

**Paoli, Diana**

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**From:** Teresa Skarr <teresa@seanet.com>  
**Sent:** Monday, July 14, 2025 9:11 AM  
**To:** City Clerk  
**Subject:** Coastal Development Permit Amendment (8-24/A)  
**Attachments:** Review of Fort Bragg City Council Staff Report for July 14.pdf

Dear Ms. Paoli,

Attached are comments regarding the above-named Coastal Development Permit that will be discussed at this evening's City Council meeting.

Thank you,  
Teresa Skarr

**Review of Fort Bragg City Council Staff Report for July 14, 2025, City Council Meeting**

*By Teresa Skarr*

The Fort Bragg City Council Staff Report for the July 14, 2025 City Council meeting has numerous errors and misleading statements. Some of these errors involve aspects of the project that could be a basis for denial and/or appeal of the requested coastal development permit. I urge the City Councilmembers to review the staff report along with the table below before making their determinations about this project and to postpone the vote if there is insufficient time to consider the staff report and errors below.

Reference	Description/ Quote	Comments
Page 4, Para 5	“... the traffic engineer also provided professional input regarding various traffic calming measures to address existing traffic safety concerns along Ocean View Ave (Attachment 18)”	Attachment 18 is a previous analysis of a potential 4-way stop at Ocean View Drive and Harbor Ave. Input regarding various calming measures was not provided.  The proposed project will have significant impact on traffic and pedestrian safety.
Page 9, Para 3	“...the approved project would add 40+ on-street parking spaces... These 40 new public parking spaces would be available for public access to the nearby Fort Bragg Coastal Trail and Pomo Headlands Park.”	Based on the Planner’s water analysis, there will be approximately 200 people residing in or occupying the new development. Even if only 75% of them have cars, and not counting any visitors to the development, the residents would require 150 total parking spots. Considering that the development is adjacent to the new parking spaces and about 1000 feet away from Pomo Bluffs Park, it is very unlikely that any on-street parking will be available to Pomo Bluffs Park and Trail visitors.  In previous hearings, the Planner specified that the on-street parking spaces would be added only on the east side of Harbor Ave and the west side of Unnamed Rd, and would only extend to the north and south boundaries of the proposed development. Considering that 1 parking space takes a minimum of 22 feet, and allowing for driveways, there would only be enough room for about 20 parking spaces. However, even if there were 40 additional on-street spaces, there still wouldn’t be enough parking for the residents of the development, let alone their visitors.  Because it will be so difficult to for residents and visitors to find parking after the development is built, this is another way in which the project will have significant impact on traffic and pedestrian safety.

Reference	Description/ Quote	Comments
Page 10, Para 2	“The revised project includes a public pathway through the project site to allow improved access to Pomo Bluffs Park.”	<p>The northwest corner of the development site where the new public access trail ends is approximately 1000 feet from the park onto a narrow, 1 lane dirt and potholed road with no pedestrian path or sidewalk, and from which Pomo Bluffs Park isn’t even visible.</p> <p>Special Condition 44 includes a requirement for a misleading sign for this path that reads, “Public access trail. Public access is available through this property to Pomo Bluffs Park. Part of this route is NOT ADA accessible.” This sign is misleading because the path does not lead to the park, but approximately 1000 feet south of the park onto a dirt road that is unsafe for pedestrians.</p> <p>This proposed path is another way in which the proposed project will have significant impact on traffic and pedestrian safety.</p>
Page 13, Para 9	“The design shall provide for internal compatibility between the residential and nonresidential uses on the site.” And “The non-residential uses are located in only one building”	<p>The project was revised to include hotel rooms in 2 of the buildings. None of the parking spaces are designated for hotel guests, and parking would be far from Building 5.</p> <p>The location of the parking lot and inadequacy of parking spaces renders the residential and visitor serving uses incompatible.</p>
Page 13, Para 10	“The design shall take into consideration existing and potential future uses on adjacent properties and shall include specific design features to minimize potential impacts.” And “The project includes special conditions to reduce impacts on neighboring residential uses such as installation of a sound wall, extensive landscaping, street improvements and discouraging parking on the west side of Harbor Ave.”	<p>There will be significant impact of the project on neighboring residences.</p> <p>Special Condition 5 requires a 5 foot “soundwall” without any design requirements or proof of effectiveness.</p> <p>Special Condition 22a allows the west side of Harbor Ave. to be left unfinished, which will not discourage parking. In addition, the unfinished west side of the road will allow for contaminants from the roadway and parked cars to wash into the yards of residences on the west side of Harbor Ave. and risk contaminating wells.</p> <p>By including driveways onto Harbor Ave, the proposed development exacerbates rather than mitigates impact onto neighboring residences to the west.</p> <p>There are no mitigations for the significant traffic and pedestrian safety impacts in the neighborhood. The proposed project will have significant noise and safety impact on the neighborhood and adjacent properties.</p>

Reference	Description/ Quote	Comments
Page 14, Para 4	“Site planning and building design shall be compatible with and enhance the adjacent and surrounding residential neighborhood.” And “...this mixed use project is located as far east on the parcel as feasible and thereby increases the distance between the approved project and the residential areas to the west.” Also, “Design Review has already been approved for this project by the City Council.”	<p>The proposed development is not compatible with, and does not enhance, the adjacent and surrounding residential neighborhood.</p> <p>The least desirable aspects of the project – specifically, the garbage dumpsters and parking lot – are directly adjacent to the residential neighborhood. This maximizes noise and odor impact on the adjacent residential properties and is also visually incompatible.</p> <p>This development’s design was amended and has not been approved yet by City Council.</p>
Page 17, Para 2	“The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity.” And a table is provided that lists design features of 7 businesses.	<p>The analysis of design features only considered businesses to the north, east and south of the proposed development, not the houses to the west. These homes were not included in the design analysis despite being closer to the proposed development than most of the businesses listed.</p> <p>The design, location, size and operating characteristics of the proposed activity of the development are not compatible with the adjacent properties to the west.</p>
Page 18, Para 4	“Secondary uses oriented to local clientele may be permitted where the primary use of a site is oriented to or serves visitor, regional or transient traffic.”	<p>The primary use of the proposed development is not oriented to and does not serve visitor, regional or transient traffic. Less than 5% of the proposed development is intended to serve visitors, regional or transient traffic.</p> <p>The proposed development does not comply with zoning requirements for the Highway Commercial zone in which it is located.</p>
Page 26, Para 5	The water analysis in this staff report shows 0 residents per unit in the hotel rooms, while acknowledging that the hotel room water use would be equivalent to a 4 bedroom residence.	<p>The inclusion of 4 hotel rooms does not reduce the overall expected population of the development. The development will add about 200 people on this small parcel, tripling the population of Todd’s Point.</p> <p>Because the only egress for evacuation of Todd’s Point is via Ocean View Drive, and because the large bulk of population added by this development will be closest to the point of egress, the development will severely impact evacuation safety for the existing residents.</p>
Page 27, Para 2	“This project was referred to Caltrans, which determined that a traffic study was not warranted.”	<p>Caltrans is not the appropriate authority to determine the safety or adequacy of traffic studies on roads outside of their jurisdiction. The proposed development would significantly impact traffic and pedestrian safety and emergency evacuation safety for Todd’s Point.</p>

Reference	Description/ Quote	Comments
Page 27, Para 3	“Public Works staff also determined that a traffic study was not warranted for this project as it would not impact levels of service on highway 1 and a prior traffic study for the Autozone project identified the required public safety changes that should be made to the roadway system for a project with substantially the same level of daily trips.”	<p>This project will severely impact traffic and pedestrian safety of OceanView Drive and Harbor Ave, which were not considered in the statement from Public Works Staff. Number of peak trips is not an appropriate metric to determine safety impacts.</p> <p>The AutoZone project did not have any driveways onto Harbor Ave.; therefore, the previous traffic study is not adequate to address or mitigate the impact to traffic and pedestrian safety along Harbor Ave and Ocean View Drives.</p> <p>AutoZone only had 26 parking spaces for customers and employees, who would only be present during business hours. The 200 residents of the proposed development would significantly impact emergency evacuation egress for all residents of Todd’s Point.</p> <p>The proposed development would significantly impact traffic and pedestrian safety and emergency evacuation safety for Todd’s Point.</p>
Page 28 Table 11  And Page 29 Table 13	Harbor Ave. and Oceanview Drive intersection is not included.	<p>The proposed project has 2 driveways on Harbor Ave and adds 200 people and their vehicles using the Harbor Ave and Oceanview Drive intersection. The intersection is already unsafe for vehicles and pedestrians due to visibility issues and speeding along OceanView Drive. Yet this intersection wasn’t included in this analysis.</p> <p>The proposed development would significantly impact traffic and pedestrian safety and emergency evacuation safety.</p>
Page 30 Para 4	“A traffic memo was prepared by a traffic engineer for this project (Attachment 17) which confirmed the City’s analysis that traffic impacts of the project would be minimal and a new traffic count is not required for the project because the project would not impact levels of service at any intersection.”	<p>The traffic memo discusses peak hour vehicle trips and the previous AutoZone traffic study. Peak hour vehicle trips is not an appropriate metric to address traffic and pedestrian safety, or emergency evacuation safety. The AutoZone project did not have any driveways onto Harbor Ave. and did not include the intersection of Harbor Ave. and OceanView Dr. AutoZone was a dramatically different project than the proposed development, including only 26 parking spaces compared with the 200 residents plus visitors including children that would be added by the proposed development.</p> <p>The proposed development would significantly impact traffic and pedestrian safety and emergency evacuation safety.</p>

Reference	Description/ Quote	Comments
Page 31 Para 1	“Special Condition 45. Prior to issuance of the building permit, the applicant shall insure that the ‘traffic visibility area’ on their property at the intersection of Ocean View Drive and Harbor Ave complies with the city’s zoning code and is less than 42 inches in height.”	Due to curves in Ocean View Drive near the intersection of Harbor Ave., and differences in elevation, speed at which cars travel along Ocean View Drive and the absence of sidewalks west of the intersection, trimming bushes to 42 inches is not sufficient to ensure visibility for traffic or pedestrian safety at the intersection of Ocean View Drive and Harbor Ave.
Page 31 Para 4	“This project is exempt from CEQA as an urban infill project.”	The project is not exempt from CEQA because it does not meet the conditions required for infill development specified under Title 14, Section 15332. For example, the project is not consistent with zoning requirements and its impact such as noise and traffic and pedestrian safety is not benign.
Page 34 Para 6	“Noise from this project would consist of typical residential noises such as intermittent noise from vehicle use and outdoor socializing, which are typical for residential neighborhoods and which will blend into the background noise of 60 dB from the highway for the nearby residents.”	Adding 200 residents on Harbor Ave would significantly increase the number of vehicle door slams, garbage dumping and other noises that are much more acute than the constant low-level highway noise experienced by current residents of Harbor Ave.  In addition, because the garbage dumpsters are located on the west side of the proposed development, garbage pickup and truck backup beeping, will represent a significant increase in the quantity of nuisance noises experienced by current residents of Harbor Ave.
Page 35 Para 4	“The project already includes a special condition to further protect the nearby residences from noise through the construction of a sound wall on the western edge of the project parking lot.”	Special Condition 5 requires a 5 foot “soundwall” without any other design requirements nor any other proof of effectiveness for mitigating noise impacts.  The proposed development would significantly impact both noise quantity and quality for current nearby residents.
Page 37, Para 3	“Refuse storage facilities for commercial uses will be located as far as possible residential units.”	The proposed project plans shows both garbage dumpsters located as far west as possible in the parking lot, which is on the west side of the development. This puts the dumpsters as close as possible to the existing residents of the adjacent homes to the west of the proposed development.  Locating the garbage dumpsters on the far west side of the development causes significant noise and air quality impact to the neighboring residences.

Reference	Description/ Quote	Comments
Pages 37-42	Threshold Requirements for Exemptions for Residential Infill projects and In-Fill Housing Development Exemption Analysis do not include an analysis of how the project meets the conditions required for in-fill projects specified in California Code Regulations Title 14, Section 15332 – In-Fill Development projects	The proposed development does not qualify for a CEQA exemption because it does not meet the conditions required for in-fill development. For example, the project is not consistent with the applicable general plan designation and all applicable zoning designation and regulations, as required under Title 14, Section 15332 (a). As another example, approval of the project would result in significant effects relating to traffic, noise, air quality or water quality, and the project therefore would not meet the definition for in-fill development under Title 14, Section 15332(d).

## Paoli, Diana

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**From:** Melissa Hays <melissa@mcn.org>  
**Sent:** Monday, July 14, 2025 10:51 AM  
**To:** City Clerk  
**Subject:** Development at 1151 South Main St.

I am writing about the development that is being considered at 1151 South Main St. My overall comment is too much development, sensitive area, not enough environmental oversight.

If development is not carefully thought through on our coast, we will have traffic congestion from 128 to Fort Bragg. Deep respect needs to be given to our fragile location, otherwise we will end up a too congested, overbuilt area just like the 101 corridor. Remember the beautiful plum trees and huge oaks between Santa Rosa and Cloverdale?

We live in a unique location unlike anywhere else on the planet. Our job is to protect it from the overdevelopment that we see everywhere else. Our job is NOT to "Pave Paradise, put up a parking lot!"

Thank you,  
Melissa Hays

**Paoli, Diana**

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**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Thursday, July 10, 2025 8:13 AM  
**To:** City Clerk  
**Cc:** CMAR (CMAR@MCN.ORG); Paul Clark  
**Subject:** City Council 07/14/2025 Item 7B  
**Attachments:** 1151SMainHousingStudy.pdf

## **1151 S Main and City goals for 200 units**

**Think all the Council should see this.**

**This is the response I got from the city on my formal request for any studies done for the city council to have declared the need for 200 residential units by 2026.**

**I was surprised to see any study, but as you will see this is not Fort Bragg specific.**

**I wanted this in the record and would ask the city to rethink this strategy. Being the owner of a property management company here in Fort Bragg, I would think that any study would include reaching out to rental providers in the area, also as it is called for in the City's Economic Development Strategy, another grant funded plan that is not often followed.**

**Thank you**

**Paul Clark**

**Paoli, Diana**

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**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Saturday, July 12, 2025 8:58 AM  
**To:** City Clerk  
**Cc:** Paul Clark; CMAR (CMAR@MCN.ORG)  
**Subject:** July 14 City Council Item 7B 1151 S Main  
**Attachments:** FortBraggPopStats.pdf

**No charge for this brief population study for Fort Bragg. Some links below as some are hard to read, but the basic idea is clear. There is no housing shortage in Fort Bragg, and with the aging baby boomers and the disgusting results of Prop 19 many home buying opportunities in the near future, unless of course people can be held in non-equity building housing situations.**

**Again I would suggest a serious discussion with local housing providers, private and public. I do believe you will be a bit shocked at the true picture. Affordable housing is not inexpensive, someone is paying the bill.**

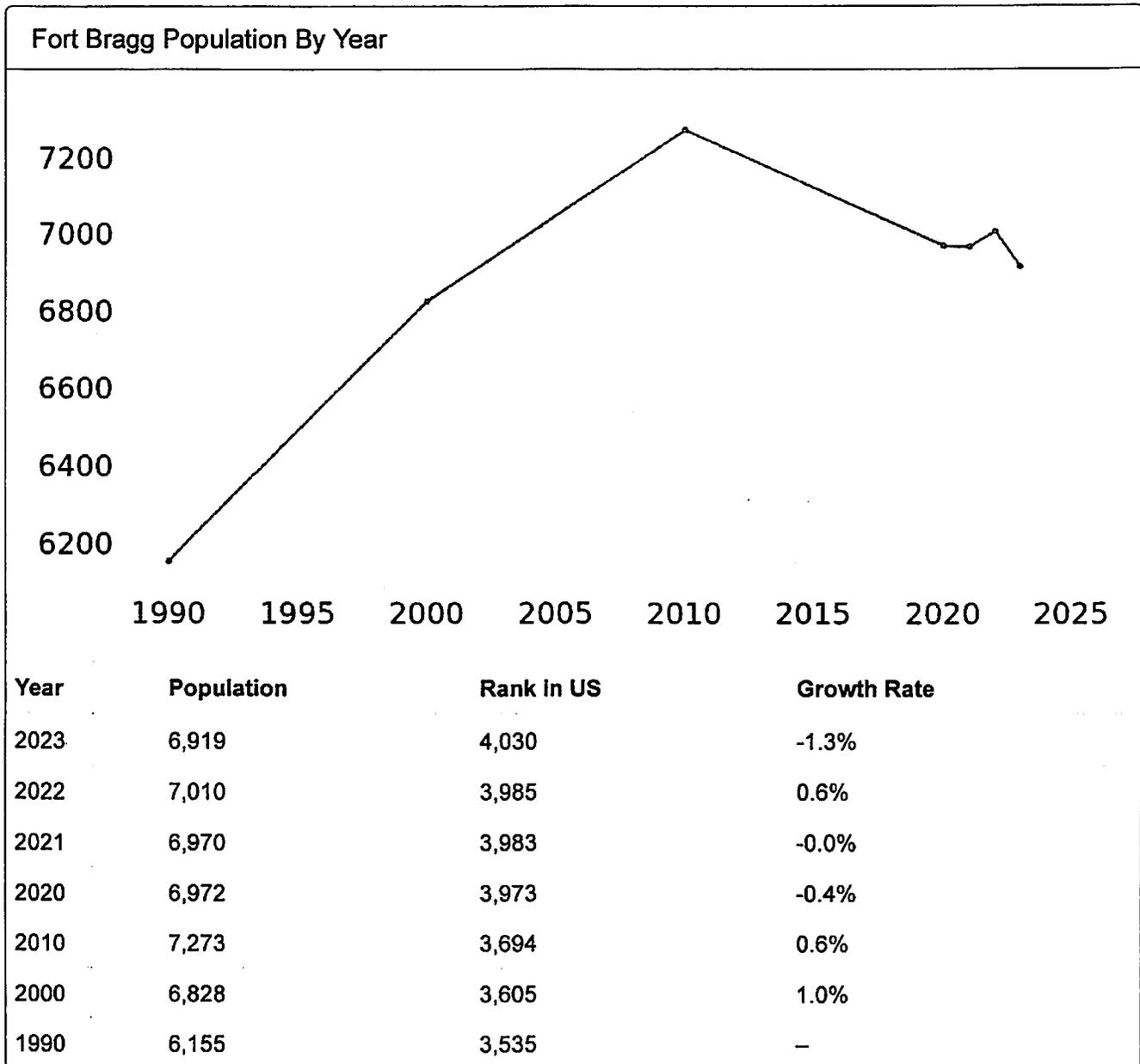
**Included as it is important that the City is working with a false policy that there is a housing “crisis” in Fort Bragg. Please share the city economic development strategy with all the council members, it was adopted by the city, and I recall paid for by yet another grant. Wasted money? I hope not**

<https://www.biggestuscities.com/city/fort-bragg-california>

<https://www.census.gov/quickfacts/fact/table/fortbraggcitycalifornia/PST045224>

**Paul Clark**

# Fort Bragg Population History 1990 - 2023



## Fort Bragg Population Facts

**What is the current population of Fort Bragg?**

Based on the latest 2024 data from the US census, the current population of Fort Bragg is 6,919. Fort Bragg, California is the 4,030th largest city in the US.

**What county is Fort Bragg, California in?**

Fort Bragg is located entirely in Mendocino County.

## What is the size of Fort Bragg, California in square miles?

Fort Bragg has an area of 2.8 square miles.

## What was the peak population of Fort Bragg?

The peak population of Fort Bragg was in 2010, when its population was 7,273. In 2010, Fort Bragg was the 3,694th largest city in the US; now its fallen to the 4,030th largest city in the US. Fort Bragg is currently 4.9% smaller than it was in 2010.

## How quickly is Fort Bragg growing?

Fort Bragg has grown 1.3% since the 2000. Fort Bragg, California's growth is about average. 60% of similarly sized cities are growing faster since 2000.

## What is the population density of Fort Bragg, California?

Fort Bragg has a population density of 2,645.7 people per square mile.

# Fort Bragg Demographics

## What is the voting age population of Fort Bragg, California?

The total voting age population of Fort Bragg, California, meaning US citizens 18 or older, is 4,509. The voting age population is 44.5% male and 55.5% female.

## What percentage of Fort Bragg, California residents are senior citizens?

According to the latest census statistics, 18.9% of the residents of Fort Bragg are 65 or older.

## What are the racial demographics of Fort Bragg, California?

The racial demographics of Fort Bragg are 80.7% White, 10.7% Other, 5.2% Two or more races, 1.4% American Indian, 1.0% Black and 1.0% Asian. Additionally, 34.1% of the population identifies as Hispanic.

## What percentage of Fort Bragg, California residents are below the poverty line?

In Fort Bragg, 19.4% of residents have an income below the poverty line, and the child poverty rate is 24.9%. On a per-household basis, 16.3% of families are below the poverty line in Fort Bragg.

## What percentage of Fort Bragg, California residents are in the labor force?

Among those aged 16 and older, 59.9% of Fort Bragg residents are in the labor force.

## What are the education levels among Fort Bragg, California residents?

Among the adult population 25 years old and over, 82.2% of Fort Bragg residents have at least a high school degree or equivalent, 19.5% have a bachelor's degree and 7.5% have a graduate or professional degree.

## What percentage of Fort Bragg, California residents speak a non-English language at home?

Among Fort Bragg residents aged 5 and older, 33.0% of them speak a non-English language at home. Broken down by language: 28.8% of residents speak Spanish at home, 2.7% speak an Indo-European language, and 1.1% speak an Asian language.

## Fort Bragg Income & Labor Statistics

### What is the unemployment rate in Fort Bragg, California?

The unemployment rate in Fort Bragg is 7.8%, which is calculated among residents aged 16 or older who are in the labor force.

### What percentage of Fort Bragg, California residents work for the government?

In Fort Bragg, 9.7% of the residents in the non-military labor force are employed by the local, state and federal government.

### What is the median income in Fort Bragg, California?

The median household income in Fort Bragg is \$44,276.

## Fort Bragg Housing & Rent Statistics

### What percentage of housing units are owner-occupied in Fort Bragg, California?

In Fort Bragg, 37.2% of housing units are occupied by their owners.

### What percentage of housing units are rented in Fort Bragg, California?

Renters occupy 62.8% of housing units in Fort Bragg.

### What percentage of Fort Bragg, California housing units were built before 1940?

Of all the housing units in Fort Bragg, 23.0% of them were build before 1940.

### What percentage of Fort Bragg, California housing units were built after 2000?

In Fort Bragg, 8.1% of the total housing units were built after the year 2000, which is approximately 250 units.

### What is the median monthly rent in Fort Bragg, California?

The median gross monthly rent payment for renters in Fort Bragg is \$1,082.

## What percentage of households in Fort Bragg, California have broadband internet?

In Fort Bragg, 86.8% of households have an active broadband internet connection.

### Similarly Sized Cities In California

US Rank	Name	Population	Growth 2000-2023
3889	Escalon ( <a href="/city/escalon-california">/city/escalon-california</a> )	7,355	20.4%
3916	Fowler ( <a href="/city/fowler-california">/city/fowler-california</a> )	7,274	80.9%
3918	Gridley ( <a href="/city/gridley-california">/city/gridley-california</a> )	7,269	30.4%
3949	Mammoth Lakes ( <a href="/city/mammoth-lakes-california">/city/mammoth-lakes-california</a> )	7,187	0.8%
3989	Sausalito ( <a href="/city/sausalito-california">/city/sausalito-california</a> )	7,021	-4.2%
4014	Taft ( <a href="/city/taft-california">/city/taft-california</a> )	6,961	-21.0%
4030	<b>Fort Bragg</b>	6,919	1.3%
4062	Atherton ( <a href="/city/atherton-california">/city/atherton-california</a> )	6,823	-5.1%
4080	Loomis ( <a href="/city/loomis-california">/city/loomis-california</a> )	6,779	8.4%
4175	Colusa ( <a href="/city/colusa-california">/city/colusa-california</a> )	6,527	20.1%
4232	Huron ( <a href="/city/huron-california">/city/huron-california</a> )	6,377	0.6%
4293	Calipatria ( <a href="/city/calipatria-california">/city/calipatria-california</a> )	6,188	-15.7%
4307	Willows ( <a href="/city/willows-california">/city/willows-california</a> )	6,160	-0.8%

### Similarly Sized Cities In US

US Rank	Name	Population	Growth 2000-2023
4024	Fircrest, Washington ( <a href="/city/fircrest-washington">/city/fircrest-washington</a> )	6,932	17.8%
4025	Mendota, Illinois ( <a href="/city/mendota-illinois">/city/mendota-illinois</a> )	6,929	-4.8%
4026	Pacific, Washington ( <a href="/city/pacific-washington">/city/pacific-washington</a> )	6,927	29.5%
4027	Mountainside, New Jersey ( <a href="/city/mountainside-new-jersey">/city/mountainside-new-jersey</a> )	6,924	4.8%
4028	Lindale, Texas ( <a href="/city/lindale-texas">/city/lindale-texas</a> )	6,923	119.7%
4029	Philadelphia, Mississippi ( <a href="/city/philadelphia-mississippi">/city/philadelphia-mississippi</a> )	6,921	-6.2%
4030	<b>Fort Bragg, California</b>	6,919	1.3%
4031	Youngtown, Arizona ( <a href="/city/youngtown-arizona">/city/youngtown-arizona</a> )	6,919	129.1%
4032	Tamaqua, Pennsylvania ( <a href="/city/tamaqua-pennsylvania">/city/tamaqua-pennsylvania</a> )	6,917	-3.2%

4033	Ocean City, Maryland ( <a href="/city/ocean-city-maryland">/city/ocean-city-maryland</a> )	6,915	-3.7%
4034	Walden, New York ( <a href="/city/walden-new-york">/city/walden-new-york</a> )	6,915	9.4%
4035	Vine Grove, Kentucky ( <a href="/city/vine-grove-kentucky">/city/vine-grove-kentucky</a> )	6,907	65.8%
4036	Stewartville, Minnesota ( <a href="/city/stewartville-minnesota">/city/stewartville-minnesota</a> )	6,904	26.5%

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Fort Bragg city, California

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Enter state, county, city, town, or zip code

-- Select a fact --



**Table**

All Topics



Fort Bragg city, California

Population estimates, July 1, 2024, (V2024) 7,117

**PEOPLE**

**Population**

Population estimates, July 1, 2024, (V2024) 7,117

Population estimates base, April 1, 2020, (V2024) 6,986

Population, percent change - April 1, 2020 (estimates base) to July 1, 2024, (V2024) 1.9%

Population, Census, April 1, 2020 6,983

Population, Census, April 1, 2010 7,273

**Age and Sex**

Persons under 5 years, percent X

Persons under 18 years, percent X

Persons 65 years and over, percent X

Female persons, percent X

**Race and Hispanic Origin**

White alone, percent X

Black alone, percent (a) (a) X

American Indian and Alaska Native alone, percent (a) (a) X

Asian alone, percent (a) (a) X

Native Hawaiian and Other Pacific Islander alone, percent (a) (a) X

Two or More Races, percent X

Hispanic or Latino, percent (b) (b) X

White alone, not Hispanic or Latino, percent X

**Population Characteristics**

Veterans, 2019-2023 314

Foreign-born persons, percent, 2019-2023 18.2%

**Housing**

Housing Units, July 1, 2024, (V2024) X

Owner-occupied housing unit rate, 2019-2023 40.9%

Median value of owner-occupied housing units, 2019-2023 \$481,200

Median selected monthly owner costs - with a mortgage, 2019-2023 \$1,932

Median selected monthly owner costs -without a mortgage, 2019-2023 \$799

Median gross rent, 2019-2023 \$1,264

Building Permits, 2024 X

**Families & Living Arrangements**

Households, 2019-2023 2,971

Persons per household, 2019-2023 2.30

Living in the same house 1 year ago, percent of persons age 1 year+, 2019-2023 85.7%

Language other than English spoken at home, percent of persons age 5 years+, 2019-2023 27.6%

**Computer and Internet Use**

Households with a computer, percent, 2019-2023 90.5%

Households with a broadband Internet subscription, percent, 2019-2023 88.8%

**Education**

High school graduate or higher, percent of persons age 25 years+, 2019-2023 80.8%

Bachelor's degree or higher, percent of persons age 25 years+, 2019-2023 25.7%

**Health**

With a disability, under age 65 years, percent, 2019-2023 13.7%

Persons without health insurance, under age 65 years, percent 10.5%

**Economy**

In civilian labor force, total, percent of population age 16 years+, 2019-2023 50.6%

In civilian labor force, female, percent of population age 16 years+, 2019-2023 47.0%

Total accommodation and food services sales, 2022 (\$1,000) (c) 58,553

Total health care and social assistance receipts/revenue, 2022 (\$1,000) (c) 141,230

Total transportation and warehousing receipts/revenue, 2022 (\$1,000) (c) 20,014

Total retail sales, 2022 (\$1,000) (c) 207,493

Is this page helpful?  Yes  No

## Paoli, Diana

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**From:** Annemarie <aweibel@mcn.org>  
**Sent:** Monday, July 14, 2025 6:43 AM  
**To:** City Clerk; Peters, Sarah; cdd; Whippy, Isaac  
**Subject:** public comment 1151 S Main City Council meeting 7-14-25 item 7B

Dear Diana,

Sorry for having mailed my comments to the wrong e-mail. I am therefore sending my comments again.  
Thanks, Annemarie Weibel

Thank you Sarah Peters for following up on my request. I asked whether "it is possible that all these environmental studies can be downloaded for the agenda for the City Council meeting as at least the City Council members could see it, and also the general public? Unfortunately the Planning Commissioners were not able to see these studies. Thanks, Annemarie"

You responded:

"Hello Annemarie,

I apologize for the delay in getting back to you. I have consulted with the team and the City does not post studies on-line. Council members can easily access the applicable studies as desired through City Hall."

The point is that not only planning commissioners and city council members should be able to easily access the applicable studies, but the general public as well. In the past with many projects all these studies were online (either listed on the agenda for a planning commission, or city council meeting, or listed here: <https://www.city.fortbragg.com/departments/community-development/city-projects>

If planning commissioners and city council members need to request these studies and will not have them at their fingertips they might not request them and therefore will not have read them.

At first a community member who wanted to see these studies was told he would need to wait 10 days for these studies, but as he insisted to see them sooner (since Marie Jones mentioned that they are available at City Hall) he generously shared the flash drive with a few other interested community members.

That leaves out the people who did not attend that planning commission meeting, do not know that this individual has a flash drive with these studies, or that they can also get these at City Hall before the City Council meeting.

This project as you Sarah, or Diana might know is exempt from CEQA. No story poles alerted the public to this precedent setting monstrosity (7, three story high buildings) at the gateway to Fort Bragg in front of the ocean. No visual analysis was performed, no serious traffic study was done even though the applicant was willing to hire an expert to do this study. The planning commissioners did not request for this to happen.

I am disappointed to realize that in my opinion neither City staff, planning commissioners, or city council members are being trained about the California Environmental Quality Act, and the Coastal Act. It would not cost much money to hire Marie Jones to give a training, or tell the above mentioned entities the title of a book for laypeople so they would be better informed as to the rights and responsibilities of the public and the above mentioned entities. When a controversial project is exempt from CEQA it is even more important that everyone is educated about it.

Sincerely, Annemarie Weibel

----- Forwarded Message -----

**Subject:**Automatic reply: personal comment 1151 S Main City Council meeting 7-14-25 item 7B

**Date:**Fri, 11 Jul 2025 23:06:54 +0000

**From:**Paoli, Diana <[DPaoli@fortbraggca.gov](mailto:DPaoli@fortbraggca.gov)>

**To:**Annemarie <[aweibel@mcn.org](mailto:aweibel@mcn.org)>

Thank you for your email. I am out of the office this afternoon and will reply to emails on Monday, July 14, 2025. If you have public comment please email to [cityclerk@fortbraggca.gov](mailto:cityclerk@fortbraggca.gov).

Thank you,

Diana Paoli  
City Clerk

**Paoli, Diana**

---

**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Monday, July 14, 2025 7:25 AM  
**To:** City Clerk  
**Cc:** Paul Clark; CMAR (CMAR@MCN.ORG)  
**Subject:** City Council 07142025 **Item 7B Don't talk to strangers**

AB 130 represents California's latest drive to improve affordable housing development by streamlining affordable housing infill development and reducing delays associated with local oversight. AB 130 adds a statutory exemption for infill housing projects that meet the requirements listed below. Permitting for projects that meet these requirements are fully exempt from CEQA, notwithstanding any other laws. AB 130 includes requirements related to prevailing wage, air filtration, hazardous site review, and consultation with California Native American Tribes for certain exempt projects.

Exemption Requirements for infill housing projects:

1. The site is up to 20 acres, or 5 acres for "builder's remedy" projects. The existing Class 32 categorical exemption limited the site area to no more than 5 acres.
2. The site is within an incorporated city or a census-defined urban area.
3. The site was previously developed with urban use, or at least 75% of the perimeter area is developed urban.
4. The development is consistent with the general plan, zoning, and the local coastal program.
5. The project must be built at a density of at least half the minimum number of homes per acre that the law says is appropriate for lower income housing, specified in Cal. Gov. Code § 65583.2(c)(3)(B).
6. The development cannot include transient lodging (e.g., hotels and short-term rentals) or demolition of designated historic structures.

**Note item 6. This project as proposed still does not meet the intent of the CH zoning per the City's adopted plan. And we now have a sad example of why the item is addressed in #6 above, (in my opinion).**

**This is a substantial (non-mitigatable or even discussed) health and safety risk to the potential tenants in this project, particularly minor children.**

**The management will of course screen tenants for credit and criminal backgrounds to avoid bad people living in the units, but the motel portion can not do that. So, the proposal is to put a steady stream of total strangers among the tenants? Undoubtedly the motel folks will wander toward the Pomo Bluff Park, and the restaurant, and the ocean. The risk that this puts the tenants in is not understated. I doubt that HUD would issue housing certs for this project, which should have been part of the review by staff, both local and coastal, and**

**the planning commission. I don't recall any serious questions on this important issue.**

**You cannot approve this project. It does not meet the CH requirements and has this serious flaw that you cannot mitigate. Megan's Law was created around this issue.**

**You can't screen motel guests for pedophiles. Don't put the City in this liability risk. Should something happen, the city will (and should) most likely be brought in any legal action, as well as the coastal commission ( that staff person often referred to in particular)**

**Paul Clark**

# DEFINITION OF A CULTURAL DISTRICT

↳  
"State-designated cultural district" is defined as a geographical area with a concentration of cultural facilities, creative enterprises, or arts venues that accomplishes one or more of the following outcomes:

1. Attracts artists, creative entrepreneurs, and cultural enterprises.
2. Encourages economic development and supports entrepreneurship in the creative community.
3. Encourages the preservation and reuse of historic buildings and other artistic and culturally significant structures.
4. Fosters local cultural development.
5. Provides a focal point for celebrating and strengthening the unique cultural identity of the community.
6. Promotes opportunity without generating displacement or expanding inequality.

## Paoli, Diana

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**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Monday, July 14, 2025 7:44 AM  
**To:** City Clerk  
**Cc:** Paul Clark  
**Subject:** 7B 1151

HUD issued [Notice 2018-10](#) providing best practices regarding situations in which guest suites are permissible in Multifamily rental projects with mortgages insured or held by HUD under the National Housing Act. Section 513 of that act prohibits renting for “transient or hotel purposes.” Leases and occupancy agreements for fewer than 30 days are prohibited.

The guidance applies to Section 221(d)(3), Section 236, Rent Supplement (Rent Supp), and Rental Assistance Program (RAP) projects, along with Project-based Section 8 properties that have Federal Housing Administration (FHA) mortgage insurance.

Notice 2018-10 states that in certain circumstances one or more units may be set aside as an amenity for residents. However, such guest suites are typically available for reservation by residents as an overnight accommodation for residents’ relatives or guests.

The Notice provides “best practices” that include:

- Rent is not charged
- Guest suites are not available to the public and are limited to residents’ family and friends
- Residents are limited to two reservations per year with up to seven days per resident

Notice 2018-10 is at: <https://bit.ly/2zduA1z>

More about HUD’s Multifamily programs is on [page 4-23](#) of NLIHC’s *2018 Advocates’ Guide*.

### **A brief search on HUD and “motel units”**

Paul Clark

Century 21 Fort Bragg Realty

809 North Main Street

Fort Bragg, CA 95437

707-964-0811

DRE 00640014

pclark@fortbraggrealty.co

**Paoli, Diana**

---

**From:** CARIN BEROLZHEIMER <carinber@aol.com>  
**Sent:** Monday, July 14, 2025 8:10 AM  
**To:** City Clerk  
**Subject:** Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main St...

We live on Todd Point. We oppose the size of this project! The city and the county must work together regarding traffic study, impact of humans and pets to blufftop and wildlife at Todd Point, and the environmental impact to groundwater and runoff into ocean.

Opposed!

Carin Berolzheimer  
(518) 526-4534

**Paoli, Diana**

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**From:** Judy Mashhour Azad <jmashhour@me.com>  
**Sent:** Sunday, July 13, 2025 2:07 PM  
**To:** City Clerk  
**Cc:** Judy Mashhour-Azad; pclark@fortbraggrealty.co; Kathy Zarrabi  
**Subject:** APPEAL: 1151 SOUTH MAIN STREET

Saturday, July 12, 2025

**APPEAL: 1151 South Main Street**

NEEDS TO BE ADDRESSED ONE BY ONE AND NOT ISSUES SKIRTED PLEASE.

- Where are the story poles required?
- Most of the citizens of Fort Bragg have no idea what you are planning to do to the Gateway to Fort Bragg.
- Yes, I agree more housing is needed but why not build it with the rest of the 3 story structures that your planning commission has pushed through?
- Traffic study needs to be done by someone outside of relative and friend relationships
- Stop sign will only cause more congestion on Ocean View
- Traffic entering from frontage road and Harbor View will cause not only traffic congestion but also accidents which the city can be held accountable for
- Only ADA requirements are through proposed complex, Ocean View has no sidewalks nor does Harbor Avenue which is a pitted un maintained road with no sidewalks, so is the city then responsible to make sure their streets are safe and ADA compliant?
- How can anyone who is ADA be able to fairly rent a space other than on the very bottom floor?
- Chemicals from automobiles can still sink below the well encasement into our well water supply for all of Pomo Bluffs Subdivision

Judy Mashhour Azad

**Paoli, Diana**

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**From:** Horstman, Lisi  
**Sent:** Monday, July 14, 2025 8:30 AM  
**To:** Paoli, Diana  
**Subject:** Fw: City council meeting 7/14/2025

Lisi Horstman  
Administrative Assistant  
Community Development Department  
City of Fort Bragg  
707-961-2823x119

---

**From:** Hamid Zarrabi <hamkath40@yahoo.com>  
**Sent:** Sunday, July 13, 2025 4:09 PM  
**To:** cdd <cdd@fortbraggca.gov>  
**Cc:** HAMID ZARRABI <HAMKATH40@YAHOO.COM>  
**Subject:** City council meeting 7/14/2025

Comments for up coming City Council meeting 7/14/2025

Council members;

By reading the new modified proposal regarding the apartment project at 1151 South Main St. there are still several problematic health and safety issues.

Traffic and parking being on top of the list. We are being told that this project has adequate on site and street parking and will not cause any major traffic problems. In order for the average local residence to be able to afford living in these units most of them would have to share the rent. According to the California Department of Fair Employment and Housing Two Plus One formula standards, a one bed room apartment could be occupied by three people and two bedrooms could be occupied by five people. This could bring up to 339 occupant and over 300 vehicles to the area. If these numbers do not raise a safety and health issue for the surrounding neighborhood I don't know what will.

I must remind you that this project is located between two Dead End streets which are "No Name Street" and "Harbor Ave." We know, due to inadequate parking at this project, these roads will become a permanent 24/7 parking lot. According to the proposal, Harbor Avenue will only be partially paved and only along and between this project boundaries. The west side and the remaining part of this road will still be a gravel road. The unimproved portion of

Harbor Ave. will be totally exposed to contamination by **hazardous material leakage** from the parked vehicles. This will eventually contaminant and effect the wells at Todd's point, especially, the four residents on Harbor Ave. I have, previously, complained to the city regarding the condition of this road but I was told due to the fact that there are only four residents on this road there will not be any improvements done. Well, now there will be over 300 or so residents using this road. We are now demanding that this road be brought up to the city's road standards by paving and installing proper gutter and drainage system in its entirety. I might add that by doing so you will also provide a proper ADA access to the Pomo bluff park.

Hamid Zarrabi

## Paoli, Diana

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**From:** Horstman, Lisi  
**Sent:** Monday, July 14, 2025 8:30 AM  
**To:** Paoli, Diana  
**Subject:** Fw: proposed development at 1151 S. Main

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**From:** City of Fort Bragg <granicus@fortbragg.com>  
**Sent:** Sunday, July 13, 2025 3:34 PM  
**To:** cdd <cdd@fortbraggca.gov>  
**Subject:** proposed development at 1151 S. Main

Message submitted from the <Fort Bragg, CA> website.

**Site Visitor Name:** Diane Swingle  
**Site Visitor Email:** diane@mcn.org

As a long time local, I oppose any 3 story constuction on the west side of hwy 1. Our visual connection with the Pacific has already been obscured more than enough.

**Paoli, Diana**

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**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Friday, July 11, 2025 10:12 AM  
**To:** City Clerk  
**Cc:** Paul Clark  
**Subject:** FW: 1151 S Main City Council 07/14/2025 Item 7B  
**Attachments:** 1151SMain.pdf

**Attached some information on Coastal act and views and other protections. Being promoted as a rural small-town city, one would think it would be of some importance for all of us.**

**The lack of “story poles” on this or any project that will impact views to the ocean should be a primary concern, not using some lame excuse that it is not important, or exempt, or not on some map that some staff person came up with years ago.**

**The recent meeting on the MOU with the railroad was very interesting it was stressed that one of the main points of the coastal act was to protect views.**

**Too bad that is not true. The City Council should demand story poles on any project, no matter what it is, like all the previous applications in this area have been made to do.**

**No excuses at all on this. Had the story poles been put up you would not be able to find a seat in town hall. But sadly, that is why it was decided by staff that the poles not be used.**

**There is no good reason at all to have not required this, only bad reasons. The residents of the area will be furious with you if this project goes ahead, and the 2026 election may well be like the one in 2000, when three councilmembers were voted out. That is how we ended up with this current general plan. It did not turn out well for us. We ask you to represent the voters that put you on the council.**

**I already think of this each time I go by the intersection of Main and Ocean View Drive, and yes, I do look at the ocean as I drive by. It cannot be missed but will be if you allow it to disappear.**



**WIKIPEDIA**  
The Free Encyclopedia

# California Coastal Commission

The **California Coastal Commission (CCC)** is a state agency within the California Natural Resources Agency with quasi-judicial control of land and public access along the state's 1,100 miles (1,800 km) of coastline. Its mission as defined in the California Coastal Act is "to protect, conserve, restore, and enhance the environment of the California coastline".

Protection of coastal resources includes shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, and regulation of agricultural lands, commercial fisheries, and industrial infrastructure. By regulating land use within a defined coastal zone extending inland from 3,000 ft (910 m) up to 5 mi (8.0 km), it has the authority to control construction of any type, including buildings, housing, roads, as well as fire and erosion abatement structures, and can issue fines for unapproved construction. It has been called the single most powerful land-use authority in the United States due to its purview over vast environmental assets and extremely valuable real estate.

Critics say that the CCC has exceeded its mission, as well as exacerbated California's housing shortage by limiting housing supply in some of the state's most affluent areas, and harmed the environment by defending parking infrastructure, blocking public transit and scuttling dense housing development, while proponents say that the Commission has protected open space, views, habitats, endangered species, and public coastal access.

## Composition

The commission is composed of 12 voting members, 6 chosen from the general public, and 6 appointed elected officials.<sup>[3]</sup> Being on the commission can carry responsibilities which are highly politicized.<sup>[4]</sup> The 12 appointed commissioners control zoning, compel property alterations,

### California Coastal Commission



California Coastal Commission Logo

#### Agency overview

<b>Formed</b>	1972
<b>Jurisdiction</b>	California
<b>Headquarters</b>	San Francisco
<b>Employees</b>	205 (2024-2025)
<b>Annual budget</b>	\$48 million (2024-2025)
<b>Agency executive</b>	Kate Huckelbridge, Executive Director <sup>[2]</sup>
<b>Parent agency</b>	California Natural Resources Agency
<b>Website</b>	coastal.ca.gov (https://coastal.ca.gov/)

#### Footnotes

[1]

impose fines, bestow construction approvals or vetoes, and require public thoroughfares on private property.<sup>[5][6]</sup>

Separate from the appointed Commissioners are the commission's employed staff, numbering some 164 people during 2021–22.<sup>[7]</sup>

Jonathan Zasloff, a law professor at the University of California, Los Angeles stated that "The commission is the single most powerful land use authority in the United States given the high values of its jurisdiction and its high environmental assets." and that, because its members are appointed by the governor and the State Senate and Assembly leaders (which have generally been Democrats), "The commission reflects a constituency that is important to Democrats."<sup>[5]</sup>

## Authority

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Development activities are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters. Development usually requires a Coastal Development Permit from either the Coastal Commission or the local government if such development would occur within the Coastal Zone.<sup>[8]</sup> The Coastal Zone is specifically defined by law as an area that extends from the State's seaward boundary of jurisdiction, and inland for a distance from the Mean High Tide Line of between a couple of hundred feet in urban areas, to up to five miles in rural areas.<sup>[6]</sup>

The state authority controls construction along the state's 1,100 miles (1,800 km) of shoreline.<sup>[4]</sup> One of the provisions passed under the 1976 California Coastal Act specifically prohibits State Route 1 from being widened beyond one lane in each direction within rural areas inside the Coastal Zone.<sup>[9]</sup> The Coastal Commission also had the power to block a proposed southern extension of State Route 241 to Interstate 5 at San Onofre State Beach in San Diego County.<sup>[10]</sup>

The Coastal Commission has the ability to overrule local elected representatives and has also gained the ability to fine private citizens.<sup>[11][12]</sup> The agency has sought enforcement through the courts as it originally did not have the power to issue fines on its own to alleged violators. A bill in the California legislature to grant the commission a broad power to issue fines was defeated in September 2013.<sup>[13]</sup> However legislation attached to the state budget in the summer of 2014<sup>[14]</sup> finally granted the authority to impose fines on violators of public-access which could apply to about a third of the backlog of over 2,000 unresolved enforcement cases.<sup>[15][16]</sup> The first notable fines were issued in December 2016 against Malibu property owners Dr. Warren M. Lent and his wife, for \$4.2 million, and Simon and Daniel Mani, owners of the Malibu Beach Inn, who settled amicably for \$925,000. The difference in severity of the fines were attributed to the "egregious" nature of the Lent case.<sup>[17]</sup>

## Local agency administration

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A "local coastal program" is the official name for a zoning plan controlled by the commission but administered by a local agency. The commission can retake granular control of any project if it is

appealed.<sup>[8]</sup> An appeal will take approximately 6–8 months on average to reach a final decision and may take longer to resolve more complicated appeals.<sup>[18]</sup>

The commission is the primary agency which issues Coastal Development Permits. However, once a local agency (a County, City, or Port) has a Local Coastal Program (LCP) which has been certified by the commission, that agency takes over the responsibility for issuing Coastal Development Permits. For areas with Certified LCP's, the Commission does not issue Coastal Development permits (except in certain areas where the Commission retains jurisdiction, i.e. public trust lands), and is instead responsible for reviewing amendments to a local agency's LCP, or reviewing Coastal Development Permits issued by local agencies which have been appealed to the commission.<sup>[8]</sup>

A Local Coastal Program is composed of a Land Use Plan (LUP) and an Implementation Plan (IP). A Land Use Plan details the Land Uses which are permissible in each part of the local government's area, and specifies the general policies which apply to each land use. The LUP can be a part of a local government's general plan. The Implementation Plan is responsible for implementing the policies contained in the LUP. The IP is generally a part of the city's zoning code.<sup>[19]</sup>

### One example

The Local Coastal Program (LCP) for a run-down gateway to Channel Islands Harbor in Oxnard is designated for visitor-serving commercial uses and harbor-related uses that support recreational boating and fishing. The county owns and manages the harbor and wanted to amend the LCP to allow a mixed-use development with up to 400 apartments as their selected developer said the project was only feasible with the housing. In 2020, the commission refused to override the denial by the city of Oxnard of land-use changes as that is only intended to be used in rare instances when a local government is standing in the way of the development of a public works project that would meet regional public needs.<sup>[20]</sup>

### Managed retreat

The Commission recommended cities implement managed retreat philosophies allowing oceans to naturally erode developments thereby nourishing beaches with reclaimed sand made of disintegrated former properties.<sup>[21][22][23]</sup>

In 2019, after the Commission allowed a new seawall to be constructed to protect apartments built in 1972, but denied a permit for townhomes built in 1984, the owners of the 1984 townhomes sued.<sup>[24]</sup> The Commission reasoned that the Coastal Act states that the Commission "shall" issue permits for coastal armoring designed to protect "existing structures," which the Commission interpreted as existing at the time of the passage of the Coastal Act, 1977.<sup>[24]</sup> In 2023, the judge ruled for the plaintiffs, stating that the Commission's position was an "erroneous and unreasonable" interpretation of the law.<sup>[24]</sup>

The Commission appealed the ruling, and observers have stated that the final result of this litigation will have far-reaching consequences on the future of California's coast.<sup>[24]</sup> Currently, 14% of the whole of the California coastline, and 38% of Southern California beaches are protected with seawalls.<sup>[24]</sup> One proposal to remedy this situation and allow managed retreat was a bill which

[Home](#) [Programs](#) [Environmental Analysis](#) [Coastal Program](#)[Coastal Act Policy Resource Information](#)[Coastal Scenic and Visual Resources](#)

## Coastal Scenic and Visual Resources

### Coastal Scenic and Visual Resources Basics

The Coastal Act requires scenic and visual qualities of coastal areas to be considered and protected as a resource of public importance. Development is also required to be sited and designed to protect public views to and along the ocean and other scenic areas. Depending on the characteristics of the site and surrounding area, scenic resources can include sandy beaches and blue water ocean views, rocky headlands and shorelines, coastal bluffs, coastal lagoons and marshlands, rural farmlands and pasturelands, and open or forested slopes, hillsides, ridgelines and mountain tops, as well as more urbanized harbors and waterfront areas. Cultural features set in scenic areas and other historic or natural points of interest visible from public viewing areas or scenic corridors may also be considered scenic resources. Despite Coastal Act protections, incremental approval of individual developments and variances that include minor additions and maintenance activities have resulted, over time, in the cumulative degradation of public views and coastal scenic resources.

Coastal issues that may need to be addressed during project development could include:

- Blocking or altering bluewater views
- Loss or alteration of views to open space, rural areas, or inland hillsides and mountains
- Landform alteration through grading and earthwork
- Compatibility with, and subordination to, surrounding areas and change in character
- Night lighting and glare
- Design considerations such as guardrail type and height, down drain color, retaining wall or viaduct concrete color, and aesthetic treatments (rock or earth textured concrete)
- Landscaping and planting plans

### Coastal Act Policies Related to Coastal Scenic and Visual Resources

- **Coastal Act Section 30251** states the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the

California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

## Coastal Scenic and Visual Resources considerations when developing your project and preparing to submit a coastal development permit

When applying for a CDP from the California Coastal Commission (Commission) or a local agency where project development may result in impacts to visual resources due to project location, size, or scale, it is critical to provide a thorough assessment of coastal view impacts and to address potential view impacts as early as possible in project planning. In addition to Coastal Act policy requirements, a local government's certified Local Coastal Program (LCP) may also have more specific special provisions that must be considered for siting and design, such as particular height limitations, protecting particular view corridors and vantage points, or protecting the community character of certain areas.

Key considerations to help determine your project's consistency with applicable visual and scenic resource protection policies and its potential for permit approval include:

- **Baseline:** Consider the context of the existing scenery and coastal visual resources. In addition to project plans, it may be necessary to provide baseline data showing existing and proposed conditions, such as keyed site photographs, visual simulations, or a line-of-sight analysis. If relevant to the project, document existing lighting and signage to demonstrate the change from existing to proposed conditions. Information may be required to show how the size and scale of the proposed development compares with the existing visual baseline and site-specific visual context. For example, consider whether the landscape is rural or urban, whether there will be a visual change to an identified scenic resource such as a historic bridge, whether there are existing unobstructed ocean views that may be affected, or whether proposed new lighting in locations with outdated or no lighting will affect dark skies.
- **Alternatives Analysis:** Strict Coastal Act protections of scenic coastal resources require a thorough alternatives analysis to determine if a more appropriate alignment or design alternative would be feasible to reduce the potential for impacts on visual and scenic resources. The Commission is required to identify the least environmentally damaging alternative when making findings pertaining to scenic and visual resources.
- **Avoidance and Minimization:** The analysis of project impacts on visual resources should take into account avoidance and minimization efforts such as siting and design measures to reduce effects and mitigate to the greatest extent feasible. The use of mitigation measures alone will not ensure that the Commission can approve a project. However, where impacts are unavoidable, the Commission has approved mitigation measures (usually as special conditions of an approved CDP) such as restrictions on the type, amount, and location of new lighting or signage; requirements for an earth-toned color scheme; modifications in the height, scale, or style of the project; limitations on guard rail height or type; utility undergrounding; and other design strategies.

To help streamline the process of rail selection and coastal development

permitting, Caltrans and the Commission have developed a guidance document for designing bridge rails and barriers in the coastal zone. Bridge Rails and Barriers: A Reference Guide for Transportation Projects in the Coastal Zone includes fundamental design standards, aesthetic designs and treatments, and design features to ensure safety, versatility, and ease of maintenance.

## Statewide Campaigns

- ▶ [ADA Access](#)
- ▶ [Adopt-A-Highway](#)
- ▶ [Amber Alert](#)
- ▶ [Be Work Zone Alert](#)
- ▶ [CAL FIRE](#)
- ▶ [Cal OES: Power Outage and Fire Recovery Resources](#)
- ▶ [California Climate Investments](#)
- ▶ [California Connected](#)
- ▶ [California Transportation Plan 2050](#)
- ▶ [Clean California](#)
- ▶ [Go Safely California](#)
- ▶ [HeatReadyCA.com](#)
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## CALIFORNIA COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000  
SAN FRANCISCO, CA 94105-2219  
VOICE AND TDD (415) 904-5200



# W 3

## MEMO

May 3, 2004

**TO:** Commissioners and Interested Persons

**FROM:** Peter Douglas, Executive Director

**RE:** Protecting Views from the Ocean Under the Coastal Act

**INTRODUCTION:** The Commission has asked for a summary review and discussion of actions protective of scenic coastal resources and specifically the protection of views from the ocean to the land. The protection of scenic values along the California coast, together with public access, is a principal driver underlying continuing strong public support for effective coastal management.<sup>1</sup> The premiere objective of the California Coastal Plan called for in the California Coastal Zone Conservation Act of 1972 (Proposition 20 – a citizen’s initiative) was: *The maintenance, restoration, and enhancement of the overall quality of the coastal zone environment, including, but not limited to, its amenities and aesthetic values.*<sup>2</sup> The “coastal zone” was defined in the initiative as extended from three miles at sea inland to a specifically delineated boundary.

The California Coastal Act of 1976 made permanent the Coastal Commission and established the conservation and use policies guiding planning and regulation of land and water areas in the new coastal zone established by that law. Specifically, relative to the protection of scenic values, the Act provides that:

*The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, [emphasis added] to minimize the alteration of natural land forms, to be visually*

<sup>1</sup> See Public Policy Institute of California Statewide Survey: Special Survey of Californians and the Environment, November 2003 (this survey focused on public attitudes toward and support for coastal protection)

<sup>2</sup> Section 27302 (a) Public Resources Code (repealed January 1, 1977 and replaced by the Coastal Act).

*compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas....*<sup>3</sup>

Section 30009 PRC requires that “[The Coastal Act] shall be liberally construed to accomplish its purposes and objectives.”

The Coastal Commission has implemented scenic resource protection policies primarily by focusing on land-based scenic views from public parks, trails, roads and vista points. Over the years however, and in recognition of changing recreational use patterns and input from the boating community, the Commission began calling for protection of landscape views from state ocean waters (3 miles) in rural areas of the coast that are essentially devoid of development as well as other areas having unique landforms even in built environments. This position takes into account the fact that boating is and will continue to be an increasingly important form of coastal recreation that is also called out for protection in the Coastal Act. (See section 30224 PRC.) The conceptual basis for this position is quite simple: Like scenic vistas from upland public places, the enjoyment of uncluttered views from the ocean to and along California’s magnificent coastline is a public resource and aesthetic value of importance to substantial numbers of current and future coastal users. It is an important public interest – a coastal resource worthy of protection.

**Protecting views from the ocean:** While the primary focus of the Commission’s application of the scenic resource protection policies of the Coastal Act has been from the edge of the sea along the coast and inland, as well as other vistas in the coastal zone, views from the ocean to the land have also been taken into account. Viewsheds include views from a particular place on land to and along the ocean and scenic coastal areas as well as from the ocean toward the land and along scenic coastal areas. Generally, viewsheds from the ocean toward land that have been considered important enough to warrant protection through siting, design, landscaping and other measures have most often included geographic reaches of coast that are rural in character and relatively unaltered by human activity. However, in some unique situations scenic values as enjoyed from coastal waters have also been taken into consideration and protected in urban areas such as Marina Del Rey and Point Loma in San Diego.

The protection of scenic values in unique geographic places on the planet is receiving increased attention from government as population grows and tourism becomes a greater part of national and local economies. Because increasing numbers of people enjoy scenic vistas from places on or in the water (i.e., coastal ocean waters, seas, lakes, rivers, great ponds, estuaries, etc.), protecting such public values and resources has become a recognized and legitimate land and water use planning and regulation objective. A recent court decision upholding rules designed to protect views from the waters of lake Tahoe

---

<sup>3</sup> Section 30251 PRC.

**Paoli, Diana**

---

**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Friday, July 11, 2025 10:25 AM  
**To:** City Clerk  
**Cc:** Paul Clark; CMAR (CMAR@MCN.ORG)  
**Subject:** City Council 07/14/2025 Item 7B  
**Attachments:** 1151.pdf

**Some reminders from the railroad MOU meeting about what the coastal act says, and from the city website stating goals and what Fort Bragg is, a rural small town.**

**Please make sure it stays that way. This is as has been said the gateway to our town. All of us look to the ocean when we drive by, or are stopped at the light, or in McDonalds,**

**Or just driving either direction. It's a big part of why we live here. We don't want it to look like every big city in California, and I suspect you don't either, but feel pressured to approve this project that obviously does not meet the intent of the zoning, regardless of what you have been told. Our appeal should have been the first clue, please listen to all of us, not just those that want housing at any cost.**

**I also refer you to the unproven need for 200 units by 2026. There is not local study.**

**Thank you**

**Paul Clark**

From  
MOU Meeting

## Coastal Policy Alignment

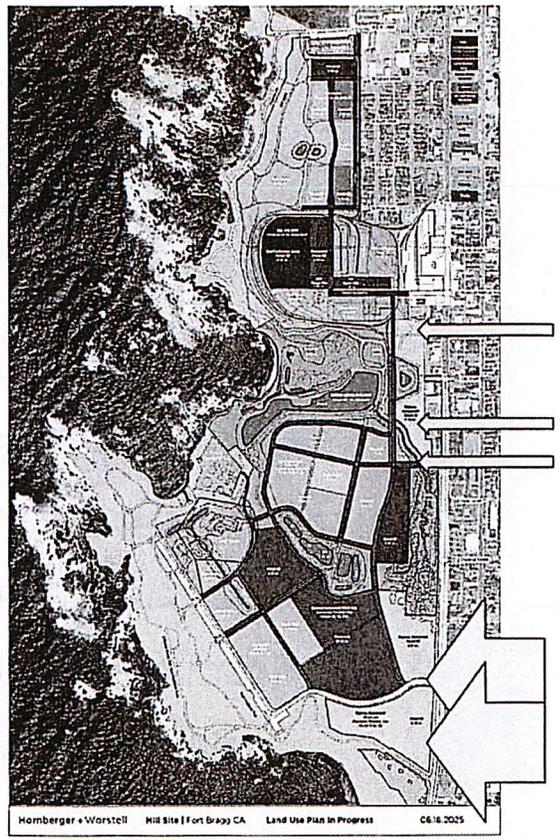
### Coastal Act Priorities

- Coastal Access
- Open Space and Recreation
- Coastal Dependent Uses
- Resource Protection
- Protection of views

From  
MOU  
MEETING

PROTECTION OF PUBLIC VIEWS to and along the ocean.

- The Coastal Act protects **public views** from street corridors and public parks.
- The site will be analyzed for impacts to ocean views as part of the LCP amendment process.
- Potential views could be blocked with future development from Alder, Madrone, and Maple Streets and between Walnut and South Street.
- The LCP amendment will establish view corridors from public vantage points.



# CITY COUNCIL WORKSHOP

Thursday, 26, 2025 – 5:30 pm

Cotton Auditorium  
500 N. Harold Street  
Fort Bragg, CA 95437

**Engaging the community in shaping the direction and content of the Mill Site Memorandum of Understanding (MOU) through a collaborative, transparent process focused on land use planning.**

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## WORKSHOP PURPOSE

This community workshop is the first in a series designed to shape the Memorandum of Understanding (MOU) between the City of Fort Bragg and Mendocino Railway. Your input will help guide long-term planning and development on the Mill Site.

## AGENDA

### 1. Welcome & Opening Remarks

- Introduction by Mayor & City Manager
- Importance of Community Participation

### 2. Overview of MOU Process

- What is the MOU?
- How it fits into the Mill Site Master Development Program
- What is the purpose of this workshop?
- What is the Public Process in Shaping the MOU?
- Goals of the MOU Process
- Schedule and decision-making milestones

### 3. MOU TOPICS FOR COMMUNITY INPUT

#### MOU Topic #1: Land Use Planning Context

What types of uses do you want to see prioritized on the Mill Site?

#### MOU Topic #2: Key Factors Influencing Land Use and Development

What challenges or opportunities should shape the land use strategy?

#### MOU Topic #3: Infrastructure Needs & Financing Strategy

How can infrastructure serve both the site and the broader community, and Costs?

## **MOU Topic 4: Identifying Special Real Estate Land Transactions**

What principles should guide land ownership and transfers?

## **MOU Topic 5: Articulating the Functions and Terms of the Master Development Agreement**

What guarantees or public benefits should be included in the agreement?

## **4. Entitlement Strategy & Coastal Policy Alignment**

Overview of how land use entitlements will be structured:

- Local Coastal Program Amendment
- Zoning and CEQA (Programmatic EIR)
- Coastal Act Policy Alignment

► **Community & City Council Feedback on how the plan can support priority uses such as open space, access, and visitor services**

## **5. Illustrative Plan Update – Mendocino Railway**

Presentation of the revised draft plan based on community and Council feedback, with focus on:

- Rail-related uses on the North Mill Site
- Updates to proposed land use areas

► **Community & City Council feedback on the updated plan**

## **6. Rail-Related Zoning Proposal**

New zoning district approach for rail-related land use:

- Objective standards and permitted uses
- Framework for mixed-use or future transitions

► **Community & City Council feedback on clarity, appropriateness, and community safeguards**

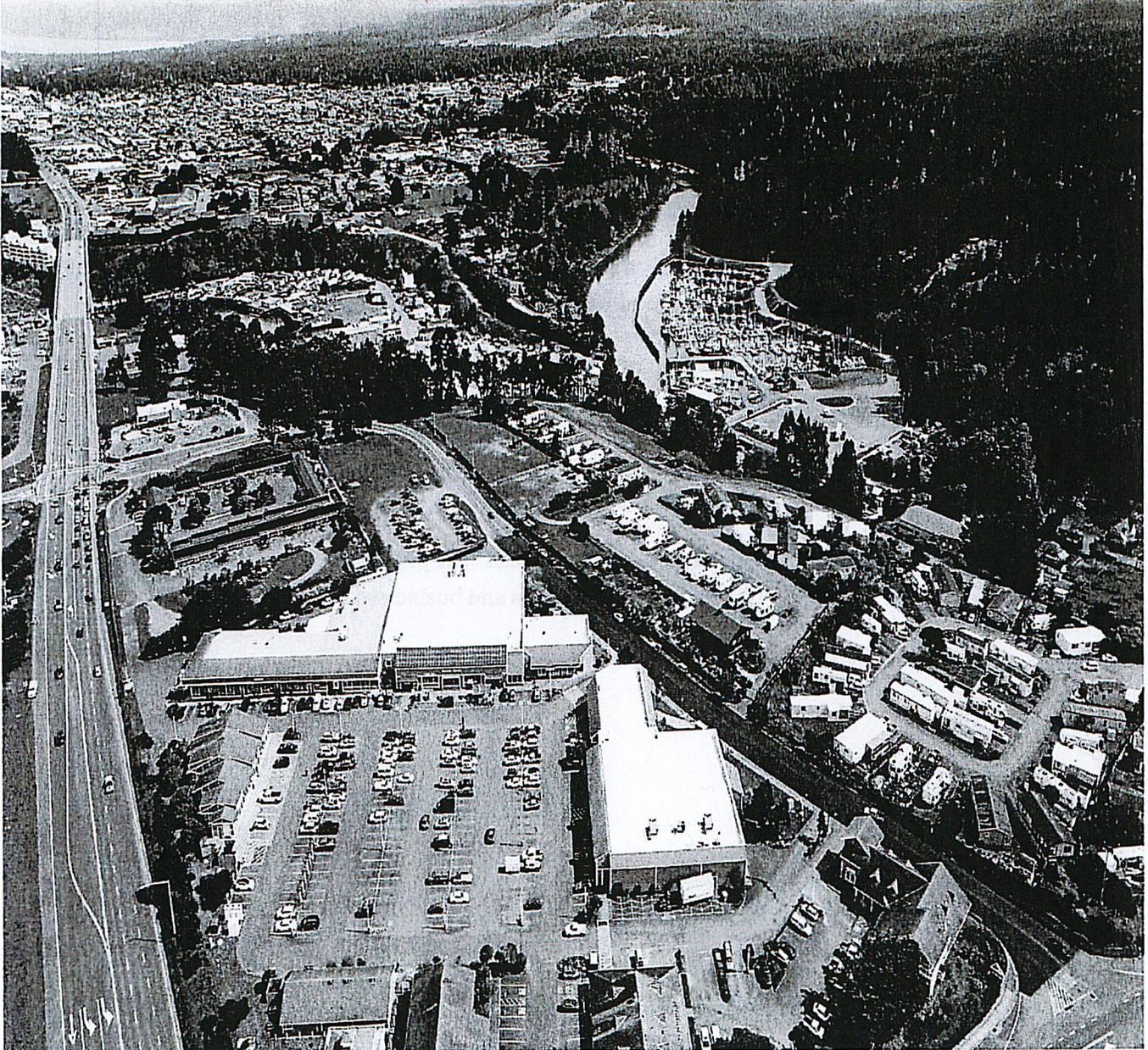
## **7. Summary & Next Steps**

- Recap of community feedback received
- Direction & Feedback from the City Council
- Upcoming Council Study Session
- Opportunities for ongoing participation

Thank You for Attending.

## SERVICE FINDER

## CITY MISSION, VISION, AND CORE VALUES



## OUR MISSION

Fort Bragg is a small town nestled between the coast and the redwoods with a strong sense of community that seeks to preserve its environment while providing resilient public facilities and infrastructure and supporting a safe and vibrant economic, multi-cultural, and recreational experience for both locals and visitors alike.

## OUR VISION

Fort Bragg, a California coastal destination with rich natural resources and rugged beauty, is transforming our future by weaving together our people, ecosystems, and economy to create community prosperity. We are making our mark in the 21st Century by creating climate-ready water and energy independence, housing and economic opportunities, accessible health care, community public safety, and education for all

## OUR CORE VALUES

**Innovation** and **Sustainability** drive our city forward, encouraging creative solutions and continuous improvement by embracing new ideas and technologies to enhance quality of life.

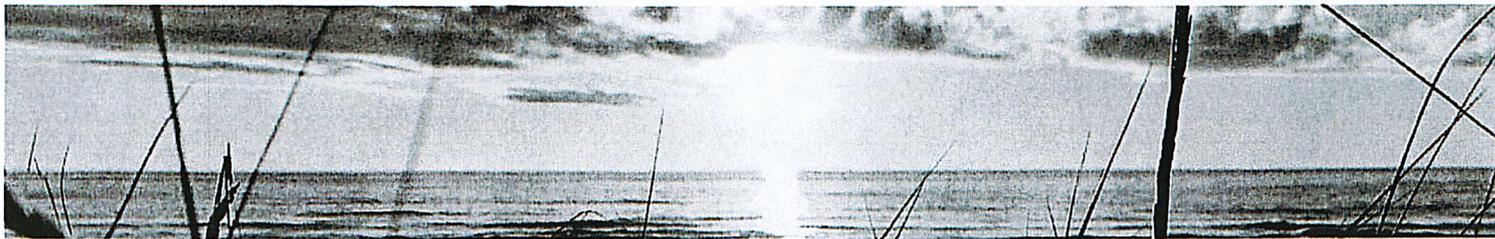
**Honesty** and **Integrity** emanate throughout our community to engender the trust, transparency, responsibility, and accountability that our citizens deserve.

We are **Service-Oriented** and **Responsive** to the public and to each other to demonstrate our genuine commitment to create a Fort Bragg that serves us today and readies us for a successful tomorrow.

Leading with **Fair** and **Ethical** principles and practices, Fort Bragg promotes an inclusive community culture of unity and equality that openly invites everyone to enjoy our unique coastal enclave.

We champion **Conservation**, **Preservation**, and **Protection** of our natural environment that is the unifying foundation of Fort Bragg stewardship.

Consistent **Communication** and **Collaboration** nourish civic pride and celebrates the diversity of our city and the meaningful municipal services that our residents and businesses rely on.



## Mission, Vision, and Values

The City of Fort Bragg co-created the foundational elements of the SP28+ through an inclusive Council, Staff, and Community process that developed the City's Mission, Vision, and Values. The process began with surveys of the entire City staff, followed by interviews with City Council and internal City staff workshops to assess priorities, opportunities, and anticipated challenges for the coming years. The efforts of this preparation culminated in a public workshop where residents, businesses, and other interested parties were invited to attend, review the draft Strategic Plan framework, and provide input. This final document is a collaboration of diverse voices that provide a thoughtful, strategic direction to move the City forward for the next five years and beyond.

While Fort Bragg is small town in terms of numbers of people - no more than 7,000 residents have remained steady over the past several decades - our City reflects an in-depth diversity and vibrancy that is unparalleled for a community tucked quietly within a forested coastline. Our community has resounding alignment in our City's Mission of what our purpose is; our Vision of where we are headed; and our principled Core Values that underlie what unites us. Our multi-generational voices and passion for where we live and thrive, and our commitment to create and embrace Fort Bragg's future is why we remain steady and committed to preserving our unique character while embracing deliberate change.

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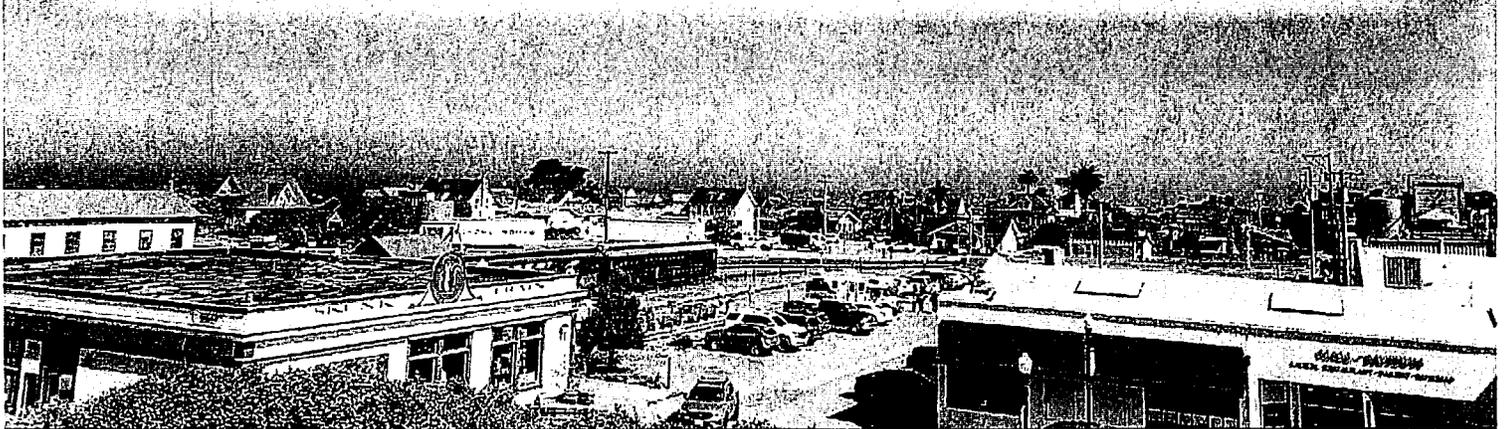
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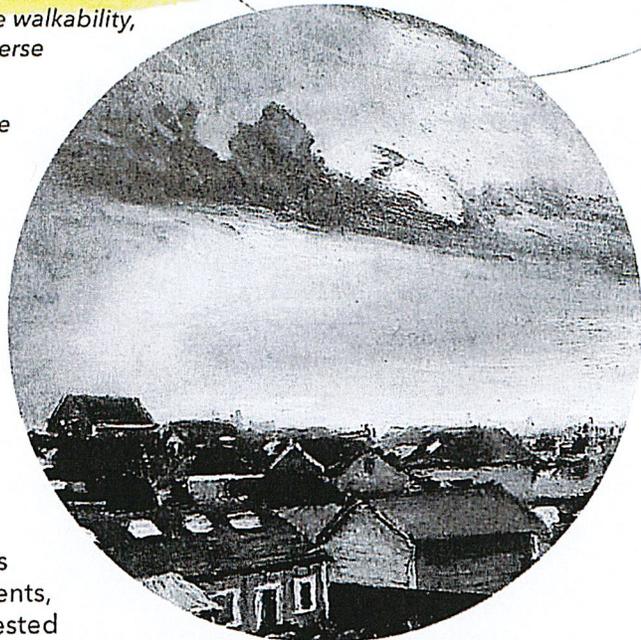
Consistent **Communication** and **Collaboration** nourish civic pride and celebrates the diversity of our city and the meaningful municipal services that our residents and businesses rely on.



**1E. Develop affordable and market-rate housing that is accessible for every arc of residents' lifetime experiences including Fort Bragg's permanent and temporary workforce, students, retirees, and newcomers who want to share our rich cultural and natural home.**

- Dedicate staff to support and promote affordable and accessible housing development that complements Fort Bragg's small town by the sea:
  - Support Housing Mendocino Coast in providing home ownership opportunities to workforce using the Community Land Trust model that preserves land for housing in perpetuity.
  - Update zoning regulations to accommodate mixed-use developments, create innovation zones for climate-resilient housing, promote walkability, and preserve the character of our diverse neighborhoods.
  - Streamline, educate, and expedite the permitting process, including:
    - » Crime Prevention Through Environmental Design (CPTED) and a fee structure to foster ease of application, quick turnaround, and status tracking that supports fair and equitable permitting practices.
    - » Pre-application meetings, software upgrades, in-house plan checks and inspections.
- Develop multi-residential opportunities for shareable spaces that support students, temporary employees, and other interested residents for independent living.
- Consider City-owned or employee subsidized housing to attract a high-quality workforce while addressing barriers to living in Fort Bragg.
- Promote inclusive and transitional housing and integration planning for the underserved and unhoused populations to improve quality of life and support all of Fort Bragg's citizens.
- Develop housing incentives to encourage conversions and additional housing.
- Begin the long-term planning process to address a demographic influx and the associated economic, housing, and social disruptions triggered by the escalating climate crisis.
  - Conduct an analysis to better understand climate-driven demographic influx and associated economic and social disruptions to plan for future needs and contingencies.

*Leading with fair and ethical principles and practices, Fort Bragg promotes an inclusive community culture of unity and equality that openly invites everyone to enjoy our unique coastal enclave.*



[\(https://www.ca.gov/\)](https://www.ca.gov/)

## California Department of Housing and Community Development (/)

[Grants & Funding \(/grants-and-funding\)](#)[Manufactured & Mobilehomes \(/manufactured-and-mobilehomes\)](#)[Building Standards \(/building-standards-hcd\)](#)[Planning & Community Development \(/planning-and-community-development\)](#)[Policy & Research \(/policy-and-research\)](#)[About HCD \(/about-hcd\)](#)[Home \(/\)](#) > [Planning & Community Development \(/planning-and-community-development\)](#)> [Accountability and Enforcement](#)

# Accountability and Enforcement

The Department of Housing and Community Development (HCD) enforces state housing laws to meaningfully and positively impact the provision of housing in all communities across the state.

California's housing crisis has reached historic proportions despite the passage of numerous laws intended to increase the supply of housing affordable to Californians at all income levels. As part of the 2021-2022 state budget, HCD received additional staff to grow its accountability efforts and formed the Housing Accountability Unit (HAU). While education and technical assistance is always the first step in HCD's accountability efforts, the HCD holds jurisdictions accountable for meeting their housing element commitments and complying with state housing laws. Violations of these state laws may lead to consequences including revocation of housing element certification and/or referral to the California Office of the Attorney General.

# Actions and Results

The Housing Accountability Dashboard reflects the actions the Housing Accountability Unit (HAU) has taken to date (updated weekly) and includes HCD’s accountability and enforcement work starting on January 1, 2020.

[View Housing Accountability Dashboard \(/planning-and-community-development/housing-open-data-tools/housing-accountability-dashboard\)](/planning-and-community-development/housing-open-data-tools/housing-accountability-dashboard)

Technical Assistance and Enforcement Letters +

Legal Action +

Submit Technical Assistance Requests and Potential Violations to HCD for Review +

Enforcement Process +

## Enforcement Authority

In 2017, several bills were signed to strengthen and clarify existing laws, and to increase accountability and enforcement to better address the housing needs of Californians. Assembly Bill (AB) 72 was one of those bills. In 2021, AB 215 provided additional authority. In 2023, AB 434 further expanded HCD's authority. As a result, enforcement authority under Government Code section 65585 includes:

Housing Element Law +

Housing Accountability Act (HAA)	
No Net Loss Law	
Density Bonus Law	
Anti-Discrimination in Land Use Law	
Portions of the Permit Streamlining Act (PSA)	
Housing Crisis Act (HCA) of 2019	
Affirmatively Furthering Fair Housing (AFFH)	
Streamlined Ministerial Approval Process (SB 35 of 2017)	
By-Right Supportive Housing Provisions	

By-Right Low Barrier Navigation Centers



Affordable Housing Preservation Noticing Law



Surplus Land Act



Rental Inclusionary Housing



Limitations on Development Standards



Minimum Parking Requirements (AB 2097 of 2022)



Affordable Housing and High Road Jobs Act (AB 2011 of 2022)



Five Hearing Rule



Duplexes and Lot Splits (SB 9 of 2021)



## Accessory Dwelling Unit Law



## Middle Class Housing Act (SB 6 of 2022)



## Affordable Housing on Faith and Higher Education Lands Act (SB 4 of 2023)



## Demolition of Housing Units (AB 1218 of 2023)



## The Starter Home Revitalization Act (SB 684 of 2023)



### Need Help?

Visit our Housing Accountability Unit Portal ([https://calhcd.service-now.com/csp?id=sc\\_cat\\_item&sys\\_id=91e19b8ac31955109a97251ce0013105](https://calhcd.service-now.com/csp?id=sc_cat_item&sys_id=91e19b8ac31955109a97251ce0013105)) to submit a request for technical assistance.

### Related Links

[Accessory Dwelling Units \(/policy-and-research/accessory-dwelling-units\)](/policy-and-research/accessory-dwelling-units)

[San Francisco Policy and Practice Review \(/policy-and-research/plans-and-reports\)](/policy-and-research/plans-and-reports)

[Public Lands for Affordable Housing Development \(/planning-and-community-development/public-lands-affordable-housing-development\)](/planning-and-community-development/public-lands-affordable-housing-development)

[Affirmatively Furthering Fair Housing \(/planning-and-community-development/affirmatively-](/planning-and-community-development/affirmatively-)

[furthering-fair-housing](#))

[Housing Elements \(/planning-and-community-development/housing-elements\)](#)

[Building Blocks \(/planning-and-community-development/housing-elements/building-blocks\)](#)

[Annual Progress Reports \(/planning-and-community-development/annual-progress-reports\)](#)

## Resources

[Group Home Technical Advisory 2022 \(PDF\) \(/sites/default/files/docs/planning-and-community/group-home-technical-advisory-2022.pdf\)](#)

## Contact

California Department of Housing & Community Development  
651 Bannon Street  
Sacramento, CA 95811

**Directions** (<https://www.google.com/maps/dir//651+Bannon+Street,+Sacramento,+CA/@38.5952691,-121.4950853,17z/data=!4m9!4m8!1m0!1m5!1m1!1s0x809ad7c9f66658c9:0x51fe757f44d50a6b!2m2!1d-121.4925104!2d38.5952649!3e0>)

Division of Codes and Standards  
9342 Tech Center Drive, Suite 500  
Sacramento, CA 95826  
(800) 952-8356

**Regional Offices** ([/manufactured-and-mobilehomes/registration-and-titling#collapse-4](#))

## Statewide Campaigns

[Register to Vote \(https://registertovote.ca.gov/\)](https://registertovote.ca.gov/)

[Mental Health For All \(https://mentalhealth.ca.gov/\)](https://mentalhealth.ca.gov/)

[Save Our Water \(https://saveourwater.com/\)](https://saveourwater.com/)

[Flex Alert \(http://www.flexalert.org/\)](http://www.flexalert.org/)

[Real ID \(https://www.dmv.ca.gov/portal/dmv/detail/realid\)](https://www.dmv.ca.gov/portal/dmv/detail/realid)

[Housing Is Key \(https://landlordtenant.dre.ca.gov/\)](https://landlordtenant.dre.ca.gov/)

[Covid19 Updates \(https://covid19.ca.gov/\)](https://covid19.ca.gov/)

[Vaccinate ALL 58 \(https://covid19.ca.gov/vaccines/\)](https://covid19.ca.gov/vaccines/)

[Rent Relief \(https://urldefense.com/v3/\\_https://www.bcsb.ca.gov/ab3088/\\_!!KlquKgc!MkdD66JlqHAnQp6NTLPcjensK9w0NCXU\\_tvyS\\_H\\_FAJ\\_vlrjUAzEptQy0LHW4i2p2tQcwk%24\)](https://urldefense.com/v3/_https://www.bcsb.ca.gov/ab3088/_!!KlquKgc!MkdD66JlqHAnQp6NTLPcjensK9w0NCXU_tvyS_H_FAJ_vlrjUAzEptQy0LHW4i2p2tQcwk%24)

[Conditions of Use \(/condition-of-use\)](/condition-of-use) | [Privacy Policy \(/privacy-policy\)](/privacy-policy) | [Accessibility Policy \(/accessibility\)](/accessibility) | [Contact Us \(/contact-us\)](/contact-us) | [Site Map \(/sitemap\)](/sitemap) | [Language Access \(/language-access\)](/language-access)

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# City of Fort Bragg, California

 NextRequest

Request Visibility:  Unpublished

## Request 25-109 Open



### Dates

Received

June 19, 2025 via email

### Request

Hi there, how do I make formal request for copies of any studies the city has relied upon to declare the housing "crisis" that lead to the city's goal of 200 residential units by 2026? I have asked at several PC and CC meetings but have not received any response. My guess is there is none but am making this formal request.

Please advise.

Thank you

Paul Clark

Century 21 Fort Bragg Realty

809 North Main Street

Fort Bragg, CA 95437

707-964-0811

DRE 00640014

pclark@fortbraggrealty.co

### Requester

 Paul Clark

 pclark@fortbraggrealty.co

 809 North Main Street, Fort Bragg, CA, 95437

 707-964-0811

 Century 21 Fort Bragg Realty

### Invoices

No invoices due

### Staff assigned

Timeline

Documents

CityMtg 20250714b Request for Information

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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We are requesting the location of each bore hole / exploratory well (Bh/Ew) bored on the property at 1151 South Main Street, Fort Bragg CA 95437.

This information request should include:

City of Fort Bragg  
Received

Date of boring

JUL 10 2025

Location of boring, plotted on this project's site plan

Diameter of boring

Geologic log, with all strata encountered

Total depth of boring

Depth when water was encountered

If a completed well report is NOT available, then include these:

Thickness of silty soil

Thickness of terrace deposit

Thickness of Franciscan bedrock

Copies of invoices, and description of sealing material for each Bh/Ew

Labor invoice for sealing each Bh/Ew

Name and signature of person confirming each Bh/Ew has been sealed according to California Department of Water Resources, Part III. Destruction of Monitoring Wells Sections 18 & 19.

Respectfully submitted by Guy Burnett & Truthful Kindness on 10July2025

Guy Burnett 

Truthful Kindness 

City Council Mtg 14July2025c **BOIL Water Notice**

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

City of Fort Bragg  
Received

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JUL 10 2025

The City Council has been presented with documentation that calls into question the legitimacy of proceeding with this project on site of 1151 South Main Street.

Here is MORE documentation of the misuse of this property for the project, which calls for a "NO" vote is needed on this project:

On 29Apr2025, Mendocino County Public Health issued a public advisory Water Quality Alert – Mendocino, CA; "The State Water Resources Control Board, Division of Drinking Water, has issued citations and compliance orders to three businesses west of Highway 1 in the town of Mendocino. These actions have resulted in boil water notices being issued for those businesses." ((see attached)).

One of the three wells had a finished depth of over 150', a properly installed sanitary seal, and still was "under the influence of surface water" contamination. The contaminated stormwater from this project will inundate and overwhelm specific confined areas of a filtration/percolation basin. The soil bedrock constitution is not capable of adequately allowing a slow percolation process. **In all likelihood wells along Harbor Avenue and further west will be destroyed because of this project.**

City council does not have the right or jurisdiction to take and/or allow the destruction of personal property without imminent domain.

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Respectfully submitted by Guy Burnett & Truthful Kindness on 10July2025

Guy Burnett Guy R Burnett July 10, 2025

Truthful Kindness Truthful Kindness 10 July 2025

J

2

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15333 Class 2 Fort Bragg Development Projects and 15195 Infill Housing Development

City of Fort Bragg  
Received

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JUL 10 2025

Excerpts from notes by Dick LaVen 27Aug2003 regarding the 23Aug1995 Nolan Report on Todds Point; area groundwater recharge & water balance report by Nolan Associates. These excerpts show that a “NO” vote is needed on this project.

Highest priority from Summary and Conclusions is page 3 excerpt:

**“... BETTER THAN A CHOLERA EPIDEMIC.”** – Dick LaVen

Page 3

*There is no thought about potential health problems when the report proposes to recharge the aquifer from septic systems. The report says the terrace soils give “poor filtration for septic disposal” and that the SCS soils report recommends community sewage systems because of the potential for failure of septic tank absorption fields. But the report includes 150 gallons per day per household contributed to groundwater from each septic system as if it were a good thing. How about a dye study? It’s better than a cholera epidemic.*

*So what should we do? My recommendation is a detailed inventory of surface topography, bedrock surfaces & fractures and wells & septic systems & interviews of residents & water use on the site. This will identify sub-basins. Then let some good groundwater modeler build a picture of what happens under 3 drought years in a row for each of the sub-basins, all the while separating septic leachfield contributions from rainfall contributions.*

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Editorial comments:

At least septic systems have an inflow/outflow period of 7-15 days for its digestive process. Septic systems generally do not include runoff from parking lot consisting

IB GRB

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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of petroleum products, antifreeze, pesticides, herbicides, and random “forever chemicals”.

Please allow me to point out that this project intends to introduce polluted surface drainage containing petroleum products from parked vehicles, coolant drippings, pesticides, herbicides, animal waste, household waste drippings, etc, into the 0’ to 10’ soil layer overlaying the fractured Franciscan bedrock. This slurry of chemical and biological soup will have 0 minutes of treatment time prior to its introduction to the chain of poor filtration leading to the water supply on Todd’s Point. ((end editorial comment.))

\*\*\*

\*\*\*

## Page 1

- 1. This level of analysis is no longer adequate. The information readily available will allow us to do a better job.*
- 2. The information provided in the report does not support the report’s conclusions about the adequacy of the Todd Point aquifer. ...*

### *Adequacy of the Todd Point groundwater recharge and water balance evaluation:*

*The NOLAN Associates report references reporty by Scott (1982) and the USDA Soil Conservation Service (1987) describing the marine terrace fill material and underlying bedrock on Todd Point as:*

- 1. An excessively drained sandy loam soil formed from and on marine terrace material. This soil has depths of 0 to 4 feet.*

H

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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2. *Marine terrace deposits, sand and gravel. The deposits range from 0 to 24 feet in thickness.*
3. *Very irregular surfaced Coastal Belt Franciscan sandstone. The sandstone bedrock itself is widely recognized as non-water bearing.*

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## Page 2

*Pg 2, paragraph 2: The bedrock itself is does not produce groundwater. The bedrock is fractured and most of the fracture zones are readily observed on airphotos.. Wells have been successfully drilled into the bedrock, but if those producing wells are plotted on a map, they will be found to be located near bedrock fracture zones.*

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Editorial comment: Unfortunately, the 20' of sanitary seal provides a very weak level of protection for a well drilled through fractured Franciscan bedrock. This presents poor filtration. ((end editorial comment)).

\*\*\*

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## Page 3

*There is no thought about potential health problems when the report proposes to recharge the aquifer from septic systems. The report says the terrace soils give "poor filtration for septic disposal" and that the SCS soils report recommends community sewage systems because of the potential for failure of*

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Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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*septic tank absorption fields. But the report includes 150 gallons per day per household contributed to groundwater from each septic system as if it were a good thing. How about a dye study? It's better than a cholera epidemic.*

*So what should we do? My recommendation is a detailed inventory of surface topography, bedrock surfaces & fractures and wells & septic systems & interviews of residents & water use on the site. This will identify sub-basins. Then let some good groundwater modeler build a picture of what happens under 3 drought years in a row for each of the sub-basins, all the while separating septic leachfield contributions from rainfall contributions.*

Respectfully submitted by Guy Burnett & Truthful Kindness on 10July2025

Guy Burnett Guy R Burnett July 10, 2025

Truthful Kindness Truthful Kindness 10 July 2025

GRD  
AB  
F

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JUL 10 2025

To: Dave Goble

From: Dick LaVen

Date: August 27, 2003

Subject: Notes on 1995 Todd Point area groundwater recharge & water balance report by Nolan Associates:

Summary and conclusions:

1. This level of analysis is no longer adequate. The information readily available will allow us to do a better job.
2. The information provided in the report does not support the report's conclusions about the adequacy of the Todd Point aquifer.
3. The information provided in the report supports the assumption that the area east of Hwy 1 does not contribute to the recharge of the Todd Point aquifer.

Contributions to the Todd Point aquifer from the area east of Hwy. 1:

The Nolan Associates report cites work by Krazan & Associates on the proposed K-Mart site. Krazan & Associates put down 24 borings in the winter of 1994-95 and came up with mostly dry holes. Krazan & Associates only hit water in one hole.

The author reports sandstone bedrock outcrops and shows the outcrops on the map. The outcrops are in the T intersection of Hwy 1 and Hwy 20. These outcrops are shown on the Nolan Associates Figure 1.

The geologic cross-section shown on the Nolan Associates Figure 2 shows a slice through a bedrock ridge trending in a northerly direction. The prism of Hwy 1 is built on this sandstone outcrop and on the shallow terrace soils to the north. Construction of the highway prism and continued traffic has compacted the prism into a de-facto dam.

Based on these observations, it is reasonable to conclude that it is unlikely that groundwater moves from east to west across bedrock and Hwy. 1 prism barrier.

Adequacy of the Todd Point groundwater recharge and water balance evaluation:

The Nolan Associates report references reports by Scott (1982) and the USDA Soil Conservation Service (1987) describing the marine terrace fill material and underlying bedrock on Todd Point as:

1. An excessively drained sandy loam soil formed from and on marine terrace material. This soil has depths of 0 to 4 feet
2. Marine terrace deposits, sand and gravel. The deposits range from 0 to 24 feet in thickness.
3. Very irregular surfaced Coastal Belt Franciscan sandstone. The sandstone bedrock itself is widely recognized as non-water bearing.

The Nolan Associates report states that "south of the bedrock outcrop, the terrace surfaces (and presumably the underlying bedrock surfaces slope)

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southward towards Hare Creek. North and west of the bedrock outcrop, slopes drain to the north and west. This divides the Todd Point "aquifer" into at least three separate units; east of the bedrock ridge (which may be ignored), south of the ridge, and north and west of the ridge. The Nolan Associates report started off on that idea, but conveniently forgot about it when the water balance was developed.

The bedrock itself does not produce groundwater. The bedrock is fractured and most of the fracture zones are readily observed on airphotos.. Wells have been successfully drilled into the bedrock, but if those producing wells are plotted on a map, they will be found to be located near bedrock fracture zones.

It is wrong to imply that the sandstone is producing 8.7 gpm. The water produced by the wells is water draining from the marine terrace material and accumulating in the fracture zones, and the volume stored in the cracks is less than what Nolan Associates imply. The cracks simply accumulate what runs through the terrace soils. In addition, the bottom of some of the Todd Point wells might be below sea level and might be tapping fresh groundwater held in a lens on top of salt water. The study quotes Scott (1982), who drew the right conclusions. There is no water in the sandstone.

The Nolan Associates report indicates that there are 36 residences on Todd Point, plus the College of the Redwoods campus. The Nolan Associates report provided data from 12 well driller's reports. Presumably, since very few buildings are served with City of Fort Bragg water, there are many other wells drilled into the Todd Point aquifers.

In theory, there are well driller's reports for most of the wells drilled into the Todd Point aquifers. It is recognized that the well driller's reports are less than precise, and yes, we need to take the information provided with several grains of salt, but the reports will provide data that will be useful in further characterizing the aquifers.

It is rumored that peoples' wells run dry now and they have to import water. Where are those wells? We need to see them, to identify their locations on a map and to have the well owners explain their problems. There will be a pattern.

Also Nolan Associates report does not tell us where wells were drilled & came up with dry holes. Nor does the report tell us about CR's water source and use. (City Water)  
That was conveniently overlooked in the water balance.

The water balance itself is based on the assumption that all 174 acres delineated by Nolan Associates contribute water to a single Todd Point aquifer. But the eastern section covers about 51 acres and the southern section covers about 19 acres. That leaves 104 acres to supply water to the largest northern and western aquifer, not 174 acres as assumed in the water balance model.

There is no thought to cones of depression set up by wells and how they react when the cones intersect. The interference between wells is magnified when they are drawing from the same bedrock fracture zone. It's like two people slurping from straws in a single old-fashioned ice cream soda glass.

D

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There is no thought about potential health problems when the report proposes to recharge the aquifer from septic systems. The report says the terrace soils give "poor filtration for septic disposal" and that the SCS soils report recommends community sewage systems because of the potential for failure of septic tank absorption fields. But the report includes 150 gallons per day per household contributed to groundwater from each septic system as if it were a good thing. How about a dye study? It's better than a cholera epidemic.

So what should we do? My recommendation is a detailed inventory of surface topography, bedrock surfaces & fractures and wells & septic systems & interviews of residents & water use on the site. This will identify sub-basins. Then let some good groundwater modeler build a picture of what happens under 3 drought years in a row for each of the sub-basins, all the while separating septic leachfield contributions from rainfall contributions.

Submitted by

Guy R Burnett July 10, 2025

Truthful L Kindness 10 July 2025

City Council Mtg 14July2025d Historical Facts

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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- On 16Dec2003, 24Mar2015, 12Nov2018, 11Jun2025, 18Jun2025 and 25Jun2025, the following excerpts notified the above entities of the soil characteristics on Todd Point; “The U.S. Soil Conservation Service (SCS, 1987) performed a soil survey that includes the Todd Point area. ... Because of its rapid permeability, the Heezer sandy loam is considered to have poor filtration ability ...”
- The city has failed to confirm that bore holes have been properly sealed on this property. Multiple requests have been ignored, both oral and written presentations to these entities, which generates sustainable grounds for denial of this project. The harm that would be inflicted upon the aquifer would most likely be impossible to remedy/correct.

The City of Fort Bragg has not proceeded impartially in this project. Clearly, Fort Bragg’s Community Development Department, Planning Commission, and City Council are (or should be) aware of the dangers presented by this current project. They have historically turned a blind eye to the above issues until they had no choice but to finally disapprove prior development projects.

The damage done to this property by the bore holes and inappropriate backfill may have rendered it unable to be developed.

Respectfully submitted by Guy Burnett & Truthful Kindness on 10July2025

Guy Burnett

*Guy R Burnett July 10, 2025*

Truthful Kindness

*Truthful L Kindness 10 July 2025*

A

(11)

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

City of Fort Bragg  
Received

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JUL 10 2025

The City of Fort Bragg has not proceeded impartially in this project.

Fort Bragg's Community Development Department, Planning Commission, and City Council are (or should be) aware of the dangers presented by this current project since historical soil and water data submitted to these entities date back 30 years, leaving no room for lack of awareness of the issues or changing course and ignoring the information now. The ONLY justification for setting aside all of this previously embraced documentation would be new hydrological-geological-ecological study(s?) that refute past data. This information has been instrumental in denying four prior development projects on Todd's Point. All four of these projects share the same soil characteristics with the current project.

This shows that a "NO" vote on this project has merit (ie defensible).

**The following information requests and documents supporting failure to properly process safeguards to water sources were submitted to the above entities in writing and/or verbally on dates indicated.**

- Identify locations of existing and abandoned bore holes and wells on Hare Creek project. Documentation was requested on 16Dec2003, 24Mar2015, 12Nov2018, 11Jun2025, 18Jun2025 and 25Jun2025. City of Fort Bragg has done nothing to comply with these requests.
- Excerpts from California Department of Water Resources, Part III. Destruction of Monitoring Wells were submitted 16Dec2003, 24Mar2015, 12Nov2018, 11Jun2025, 18Jun2025 and 25Jun2025. These excerpts notified the above entities for actions that must be taken to insure bore holes are sealed properly, and proof that these safety actions have occurred. City of Fort Bragg has done nothing to comply with these requests.

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**Paoli, Diana**

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**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Saturday, July 12, 2025 8:58 AM  
**To:** City Clerk  
**Cc:** Paul Clark; CMAR (CMAR@MCN.ORG)  
**Subject:** July 14 City Council Item 7B 1151 S Main  
**Attachments:** FortBraggPopStats.pdf

**No charge for this brief population study for Fort Bragg. Some links below as some are hard to read, but the basic idea is clear. There is no housing shortage in Fort Bragg, and with the aging baby boomers and the disgusting results of Prop 19 many home buying opportunities in the near future, unless of course people can be held in non-equity building housing situations.**

**Again I would suggest a serious discussion with local housing providers, private and public. I do believe you will be a bit shocked at the true picture. Affordable housing is not inexpensive, someone is paying the bill.**

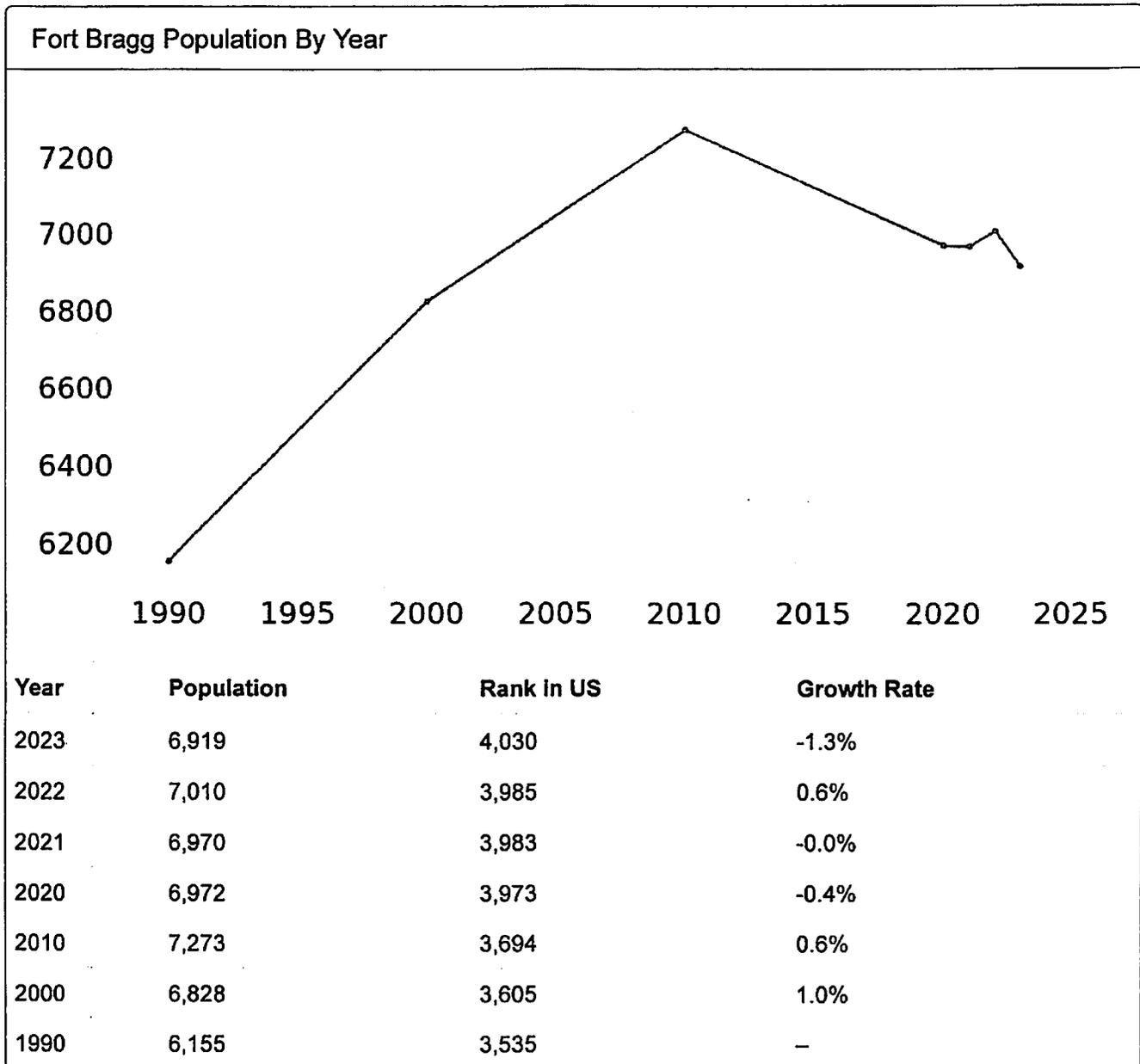
**Included as it is important that the City is working with a false policy that there is a housing “crisis” in Fort Bragg. Please share the city economic development strategy with all the council members, it was adopted by the city, and I recall paid for by yet another grant. Wasted money? I hope not**

<https://www.biggestuscities.com/city/fort-bragg-california>

<https://www.census.gov/quickfacts/fact/table/fortbraggcitycalifornia/PST045224>

**Paul Clark**

# Fort Bragg Population History 1990 - 2023



## Fort Bragg Population Facts

**What is the current population of Fort Bragg?**

Based on the latest 2024 data from the US census, the current population of Fort Bragg is 6,919. Fort Bragg, California is the 4,030th largest city in the US.

**What county is Fort Bragg, California in?**

Fort Bragg is located entirely in Mendocino County.

## What is the size of Fort Bragg, California in square miles?

Fort Bragg has an area of 2.8 square miles.

## What was the peak population of Fort Bragg?

The peak population of Fort Bragg was in 2010, when its population was 7,273. In 2010, Fort Bragg was the 3,694th largest city in the US; now its fallen to the 4,030th largest city in the US. Fort Bragg is currently 4.9% smaller than it was in 2010.

## How quickly is Fort Bragg growing?

Fort Bragg has grown 1.3% since the 2000. Fort Bragg, California's growth is about average. 60% of similarly sized cities are growing faster since 2000.

## What is the population density of Fort Bragg, California?

Fort Bragg has a population density of 2,645.7 people per square mile.

# Fort Bragg Demographics

## What is the voting age population of Fort Bragg, California?

The total voting age population of Fort Bragg, California, meaning US citizens 18 or older, is 4,509. The voting age population is 44.5% male and 55.5% female.

## What percentage of Fort Bragg, California residents are senior citizens?

According to the latest census statistics, 18.9% of the residents of Fort Bragg are 65 or older.

## What are the racial demographics of Fort Bragg, California?

The racial demographics of Fort Bragg are 80.7% White, 10.7% Other, 5.2% Two or more races, 1.4% American Indian, 1.0% Black and 1.0% Asian. Additionally, 34.1% of the population identifies as Hispanic.

## What percentage of Fort Bragg, California residents are below the poverty line?

In Fort Bragg, 19.4% of residents have an income below the poverty line, and the child poverty rate is 24.9%. On a per-household basis, 16.3% of families are below the poverty line in Fort Bragg.

## What percentage of Fort Bragg, California residents are in the labor force?

Among those aged 16 and older, 59.9% of Fort Bragg residents are in the labor force.

## What are the education levels among Fort Bragg, California residents?

Among the adult population 25 years old and over, 82.2% of Fort Bragg residents have at least a high school degree or equivalent, 19.5% have a bachelor's degree and 7.5% have a graduate or professional degree.

## What percentage of Fort Bragg, California residents speak a non-English language at home?

Among Fort Bragg residents aged 5 and older, 33.0% of them speak a non-English language at home. Broken down by language: 28.8% of residents speak Spanish at home, 2.7% speak an Indo-European language, and 1.1% speak an Asian language.

## Fort Bragg Income & Labor Statistics

### What is the unemployment rate in Fort Bragg, California?

The unemployment rate in Fort Bragg is 7.8%, which is calculated among residents aged 16 or older who are in the labor force.

### What percentage of Fort Bragg, California residents work for the government?

In Fort Bragg, 9.7% of the residents in the non-military labor force are employed by the local, state and federal government.

### What is the median income in Fort Bragg, California?

The median household income in Fort Bragg is \$44,276.

## Fort Bragg Housing & Rent Statistics

### What percentage of housing units are owner-occupied in Fort Bragg, California?

In Fort Bragg, 37.2% of housing units are occupied by their owners.

### What percentage of housing units are rented in Fort Bragg, California?

Renters occupy 62.8% of housing units in Fort Bragg.

### What percentage of Fort Bragg, California housing units were built before 1940?

Of all the housing units in Fort Bragg, 23.0% of them were build before 1940.

### What percentage of Fort Bragg, California housing units were built after 2000?

In Fort Bragg, 8.1% of the total housing units were built after the year 2000, which is approximately 250 units.

### What is the median monthly rent in Fort Bragg, California?

The median gross monthly rent payment for renters in Fort Bragg is \$1,082.

## What percentage of households in Fort Bragg, California have broadband internet?

In Fort Bragg, 86.8% of households have an active broadband internet connection.

### Similarly Sized Cities In California

US Rank	Name	Population	Growth 2000-2023
3889	Escalon ( <a href="/city/escalon-california">/city/escalon-california</a> )	7,355	20.4%
3916	Fowler ( <a href="/city/fowler-california">/city/fowler-california</a> )	7,274	80.9%
3918	Gridley ( <a href="/city/gridley-california">/city/gridley-california</a> )	7,269	30.4%
3949	Mammoth Lakes ( <a href="/city/mammoth-lakes-california">/city/mammoth-lakes-california</a> )	7,187	0.8%
3989	Sausalito ( <a href="/city/sausalito-california">/city/sausalito-california</a> )	7,021	-4.2%
4014	Taft ( <a href="/city/taft-california">/city/taft-california</a> )	6,961	-21.0%
4030	<b>Fort Bragg</b>	6,919	1.3%
4062	Atherton ( <a href="/city/atherton-california">/city/atherton-california</a> )	6,823	-5.1%
4080	Loomis ( <a href="/city/loomis-california">/city/loomis-california</a> )	6,779	8.4%
4175	Colusa ( <a href="/city/colusa-california">/city/colusa-california</a> )	6,527	20.1%
4232	Huron ( <a href="/city/huron-california">/city/huron-california</a> )	6,377	0.6%
4293	Calipatria ( <a href="/city/calipatria-california">/city/calipatria-california</a> )	6,188	-15.7%
4307	Willows ( <a href="/city/willows-california">/city/willows-california</a> )	6,160	-0.8%

### Similarly Sized Cities In US

US Rank	Name	Population	Growth 2000-2023
4024	Fircrest, Washington ( <a href="/city/fircrest-washington">/city/fircrest-washington</a> )	6,932	17.8%
4025	Mendota, Illinois ( <a href="/city/mendota-illinois">/city/mendota-illinois</a> )	6,929	-4.8%
4026	Pacific, Washington ( <a href="/city/pacific-washington">/city/pacific-washington</a> )	6,927	29.5%
4027	Mountainside, New Jersey ( <a href="/city/mountainside-new-jersey">/city/mountainside-new-jersey</a> )	6,924	4.8%
4028	Lindale, Texas ( <a href="/city/lindale-texas">/city/lindale-texas</a> )	6,923	119.7%
4029	Philadelphia, Mississippi ( <a href="/city/philadelphia-mississippi">/city/philadelphia-mississippi</a> )	6,921	-6.2%
4030	<b>Fort Bragg, California</b>	6,919	1.3%
4031	Youngtown, Arizona ( <a href="/city/youngtown-arizona">/city/youngtown-arizona</a> )	6,919	129.1%
4032	Tamaqua, Pennsylvania ( <a href="/city/tamaqua-pennsylvania">/city/tamaqua-pennsylvania</a> )	6,917	-3.2%

4033	Ocean City, Maryland ( <a href="/city/ocean-city-maryland">/city/ocean-city-maryland</a> )	6,915	-3.7%
4034	Walden, New York ( <a href="/city/walden-new-york">/city/walden-new-york</a> )	6,915	9.4%
4035	Vine Grove, Kentucky ( <a href="/city/vine-grove-kentucky">/city/vine-grove-kentucky</a> )	6,907	65.8%
4036	Stewartville, Minnesota ( <a href="/city/stewartville-minnesota">/city/stewartville-minnesota</a> )	6,904	26.5%

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**QuickFacts**  
Fort Bragg city, California

What's New & FAQs >

QuickFacts provides statistics for all states and counties. Also for cities and towns with a population of 5,000 or more.

Enter state, county, city, town, or zip code

-- Select a fact --



**Table**

All Topics



Fort Bragg city, California

Population estimates, July 1, 2024, (V2024) 7,117

**PEOPLE**

**Population**

Population estimates, July 1, 2024, (V2024) 7,117

- Population estimates base, April 1, 2020, (V2024) 6,986
- Population, percent change - April 1, 2020 (estimates base) to July 1, 2024, (V2024) 1.9%
- Population, Census, April 1, 2020 6,983
- Population, Census, April 1, 2010 7,273

**Age and Sex**

- Persons under 5 years, percent X
- Persons under 18 years, percent X
- Persons 65 years and over, percent X
- Female persons, percent X

**Race and Hispanic Origin**

- White alone, percent X
- Black alone, percent (a) (a) X
- American Indian and Alaska Native alone, percent (a) (a) X
- Asian alone, percent (a) (a) X
- Native Hawaiian and Other Pacific Islander alone, percent (a) (a) X
- Two or More Races, percent X
- Hispanic or Latino, percent (b) (b) X
- White alone, not Hispanic or Latino, percent X

**Population Characteristics**

- Veterans, 2019-2023 314
- Foreign-born persons, percent, 2019-2023 18.2%

**Housing**

- Housing Units, July 1, 2024, (V2024) X
- Owner-occupied housing unit rate, 2019-2023 40.9%
- Median value of owner-occupied housing units, 2019-2023 \$481,200
- Median selected monthly owner costs - with a mortgage, 2019-2023 \$1,932
- Median selected monthly owner costs -without a mortgage, 2019-2023 \$799
- Median gross rent, 2019-2023 \$1,264
- Building Permits, 2024 X

**Families & Living Arrangements**

- Households, 2019-2023 2,971
- Persons per household, 2019-2023 2.30
- Living in the same house 1 year ago, percent of persons age 1 year+, 2019-2023 85.7%
- Language other than English spoken at home, percent of persons age 5 years+, 2019-2023 27.6%

**Computer and Internet Use**

- Households with a computer, percent, 2019-2023 90.5%
- Households with a broadband Internet subscription, percent, 2019-2023 88.8%

**Education**

- High school graduate or higher, percent of persons age 25 years+, 2019-2023 80.8%
- Bachelor's degree or higher, percent of persons age 25 years+, 2019-2023 25.7%

**Health**

- With a disability, under age 65 years, percent, 2019-2023 13.7%
- Persons without health insurance, under age 65 years, percent 10.5%

**Economy**

- In civilian labor force, total, percent of population age 16 years+, 2019-2023 50.6%
- In civilian labor force, female, percent of population age 16 years+, 2019-2023 47.0%
- Total accommodation and food services sales, 2022 (\$1,000) (c) 58,553
- Total health care and social assistance receipts/revenue, 2022 (\$1,000) (c) 141,230
- Total transportation and warehousing receipts/revenue, 2022 (\$1,000) (c) 20,014
- Total retail sales, 2022 (\$1,000) (c) 207,493

Is this page helpful?  Yes  No

## Paoli, Diana

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**From:** Annemarie <aweibel@mcn.org>  
**Sent:** Monday, July 14, 2025 6:43 AM  
**To:** City Clerk; Peters, Sarah; cdd; Whippy, Isaac  
**Subject:** public comment 1151 S Main City Council meeting 7-14-25 item 7B

Dear Diana,

Sorry for having mailed my comments to the wrong e-mail. I am therefore sending my comments again.  
Thanks, Annemarie Weibel

Thank you Sarah Peters for following up on my request. I asked whether "it is possible that all these environmental studies can be downloaded for the agenda for the City Council meeting as at least the City Council members could see it, and also the general public? Unfortunately the Planning Commissioners were not able to see these studies. Thanks, Annemarie"

You responded:

"Hello Annemarie,

I apologize for the delay in getting back to you. I have consulted with the team and the City does not post studies on-line. Council members can easily access the applicable studies as desired through City Hall."

The point is that not only planning commissioners and city council members should be able to easily access the applicable studies, but the general public as well. In the past with many projects all these studies were online (either listed on the agenda for a planning commission, or city council meeting, or listed here: <https://www.city.fortbragg.com/departments/community-development/city-projects>

If planning commissioners and city council members need to request these studies and will not have them at their fingertips they might not request them and therefore will not have read them.

At first a community member who wanted to see these studies was told he would need to wait 10 days for these studies, but as he insisted to see them sooner (since Marie Jones mentioned that they are available at City Hall) he generously shared the flash drive with a few other interested community members.

That leaves out the people who did not attend that planning commission meeting, do not know that this individual has a flash drive with these studies, or that they can also get these at City Hall before the City Council meeting.

This project as you Sarah, or Diana might know is exempt from CEQA. No story poles alerted the public to this precedent setting monstrosity (7, three story high buildings) at the gateway to Fort Bragg in front of the ocean. No visual analysis was performed, no serious traffic study was done even though the applicant was willing to hire an expert to do this study. The planning commissioners did not request for this to happen.

I am disappointed to realize that in my opinion neither City staff, planning commissioners, or city council members are being trained about the California Environmental Quality Act, and the Coastal Act. It would not cost much money to hire Marie Jones to give a training, or tell the above mentioned entities the title of a book for laypeople so they would be better informed as to the rights and responsibilities of the public and the above mentioned entities. When a controversial project is exempt from CEQA it is even more important that everyone is educated about it.

Sincerely, Annemarie Weibel

----- Forwarded Message -----

**Subject:**Automatic reply: personal comment 1151 S Main City Council meeting 7-14-25 item 7B

**Date:**Fri, 11 Jul 2025 23:06:54 +0000

**From:**Paoli, Diana <[DPaoli@fortbraggca.gov](mailto:DPaoli@fortbraggca.gov)>

**To:**Annemarie <[aweibel@mcn.org](mailto:aweibel@mcn.org)>

Thank you for your email. I am out of the office this afternoon and will reply to emails on Monday, July 14, 2025. If you have public comment please email to [cityclerk@fortbraggca.gov](mailto:cityclerk@fortbraggca.gov).

Thank you,

Diana Paoli  
City Clerk

**Paoli, Diana**

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**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Monday, July 14, 2025 7:25 AM  
**To:** City Clerk  
**Cc:** Paul Clark; CMAR (CMAR@MCN.ORG)  
**Subject:** City Council 07142025 **Item 7B Don't talk to strangers**

AB 130 represents California's latest drive to improve affordable housing development by streamlining affordable housing infill development and reducing delays associated with local oversight. AB 130 adds a statutory exemption for infill housing projects that meet the requirements listed below. Permitting for projects that meet these requirements are fully exempt from CEQA, notwithstanding any other laws. AB 130 includes requirements related to prevailing wage, air filtration, hazardous site review, and consultation with California Native American Tribes for certain exempt projects.

Exemption Requirements for infill housing projects:

1. The site is up to 20 acres, or 5 acres for "builder's remedy" projects. The existing Class 32 categorical exemption limited the site area to no more than 5 acres.
2. The site is within an incorporated city or a census-defined urban area.
3. The site was previously developed with urban use, or at least 75% of the perimeter area is developed urban.
4. The development is consistent with the general plan, zoning, and the local coastal program.
5. The project must be built at a density of at least half the minimum number of homes per acre that the law says is appropriate for lower income housing, specified in Cal. Gov. Code § 65583.2(c)(3)(B).
6. The development cannot include transient lodging (e.g., hotels and short-term rentals) or demolition of designated historic structures.

**Note item 6. This project as proposed still does not meet the intent of the CH zoning per the City's adopted plan. And we now have a sad example of why the item is addressed in #6 above, (in my opinion).**

**This is a substantial (non-mitigatable or even discussed) health and safety risk to the potential tenants in this project, particularly minor children.**

**The management will of course screen tenants for credit and criminal backgrounds to avoid bad people living in the units, but the motel portion can not do that. So, the proposal is to put a steady stream of total strangers among the tenants? Undoubtedly the motel folks will wander toward the Pomo Bluff Park, and the restaurant, and the ocean. The risk that this puts the tenants in is not understated. I doubt that HUD would issue housing certs for this project, which should have been part of the review by staff, both local and coastal, and**

**the planning commission. I don't recall any serious questions on this important issue.**

**You cannot approve this project. It does not meet the CH requirements and has this serious flaw that you cannot mitigate. Megan's Law was created around this issue.**

**You can't screen motel guests for pedophiles. Don't put the City in this liability risk. Should something happen, the city will (and should) most likely be brought in any legal action, as well as the coastal commission ( that staff person often referred to in particular)**

**Paul Clark**

# DEFINITION OF A CULTURAL DISTRICT

↳  
"State-designated cultural district" is defined as a geographical area with a concentration of cultural facilities, creative enterprises, or arts venues that accomplishes one or more of the following outcomes:

1. Attracts artists, creative entrepreneurs, and cultural enterprises.
2. Encourages economic development and supports entrepreneurship in the creative community.
3. Encourages the preservation and reuse of historic buildings and other artistic and culturally significant structures.
4. Fosters local cultural development.
5. Provides a focal point for celebrating and strengthening the unique cultural identity of the community.
6. Promotes opportunity without generating displacement or expanding inequality.

## Paoli, Diana

---

**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Monday, July 14, 2025 7:44 AM  
**To:** City Clerk  
**Cc:** Paul Clark  
**Subject:** 7B 1151

HUD issued [Notice 2018-10](#) providing best practices regarding situations in which guest suites are permissible in Multifamily rental projects with mortgages insured or held by HUD under the National Housing Act. Section 513 of that act prohibits renting for “transient or hotel purposes.” Leases and occupancy agreements for fewer than 30 days are prohibited.

The guidance applies to Section 221(d)(3), Section 236, Rent Supplement (Rent Supp), and Rental Assistance Program (RAP) projects, along with Project-based Section 8 properties that have Federal Housing Administration (FHA) mortgage insurance.

Notice 2018-10 states that in certain circumstances one or more units may be set aside as an amenity for residents. However, such guest suites are typically available for reservation by residents as an overnight accommodation for residents’ relatives or guests.

The Notice provides “best practices” that include:

- Rent is not charged
- Guest suites are not available to the public and are limited to residents’ family and friends
- Residents are limited to two reservations per year with up to seven days per resident

Notice 2018-10 is at: <https://bit.ly/2zduA1z>

More about HUD’s Multifamily programs is on [page 4-23](#) of NLIHC’s *2018 Advocates’ Guide*.

### **A brief search on HUD and “motel units”**

Paul Clark

Century 21 Fort Bragg Realty

809 North Main Street

Fort Bragg, CA 95437

707-964-0811

DRE 00640014

pclark@fortbraggrealty.co

**Paoli, Diana**

---

**From:** CARIN BEROLZHEIMER <carinber@aol.com>  
**Sent:** Monday, July 14, 2025 8:10 AM  
**To:** City Clerk  
**Subject:** Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main St...

We live on Todd Point. We oppose the size of this project! The city and the county must work together regarding traffic study, impact of humans and pets to blufftop and wildlife at Todd Point, and the environmental impact to groundwater and runoff into ocean.

Opposed!

Carin Berolzheimer  
(518) 526-4534

**Paoli, Diana**

---

**From:** Judy Mashhour Azad <jmashhour@me.com>  
**Sent:** Sunday, July 13, 2025 2:07 PM  
**To:** City Clerk  
**Cc:** Judy Mashhour-Azad; pclark@fortbraggrealty.co; Kathy Zarrabi  
**Subject:** APPEAL: 1151 SOUTH MAIN STREET

Saturday, July 12, 2025

**APPEAL: 1151 South Main Street**

NEEDS TO BE ADDRESSED ONE BY ONE AND NOT ISSUES SKIRTED PLEASE.

- Where are the story poles required?
- Most of the citizens of Fort Bragg have no idea what you are planning to do to the Gateway to Fort Bragg.
- Yes, I agree more housing is needed but why not build it with the rest of the 3 story structures that your planning commission has pushed through?
- Traffic study needs to be done by someone outside of relative and friend relationships
- Stop sign will only cause more congestion on Ocean View
- Traffic entering from frontage road and Harbor View will cause not only traffic congestion but also accidents which the city can be held accountable for
- Only ADA requirements are through proposed complex, Ocean View has no sidewalks nor does Harbor Avenue which is a pitted un maintained road with no sidewalks, so is the city then responsible to make sure their streets are safe and ADA compliant?
- How can anyone who is ADA be able to fairly rent a space other than on the very bottom floor?
- Chemicals from automobiles can still sink below the well encasement into our well water supply for all of Pomo Bluffs Subdivision

Judy Mashhour Azad

**Paoli, Diana**

---

**From:** Horstman, Lisi  
**Sent:** Monday, July 14, 2025 8:30 AM  
**To:** Paoli, Diana  
**Subject:** Fw: City council meeting 7/14/2025

Lisi Horstman  
Administrative Assistant  
Community Development Department  
City of Fort Bragg  
707-961-2823x119

---

**From:** Hamid Zarrabi <hamkath40@yahoo.com>  
**Sent:** Sunday, July 13, 2025 4:09 PM  
**To:** cdd <cdd@fortbraggca.gov>  
**Cc:** HAMID ZARRABI <HAMKATH40@YAHOO.COM>  
**Subject:** City council meeting 7/14/2025

Comments for up coming City Council meeting 7/14/2025

Council members;

By reading the new modified proposal regarding the apartment project at 1151 South Main St. there are still several problematic health and safety issues.

Traffic and parking being on top of the list. We are being told that this project has adequate on site and street parking and will not cause any major traffic problems. In order for the average local residence to be able to afford living in these units most of them would have to share the rent. According to the California Department of Fair Employment and Housing Two Plus One formula standards, a one bed room apartment could be occupied by three people and two bedrooms could be occupied by five people. This could bring up to 339 occupant and over 300 vehicles to the area. If these numbers do not raise a safety and health issue for the surrounding neighborhood I don't know what will.

I must remind you that this project is located between two Dead End streets which are "No Name Street" and "Harbor Ave." We know, due to inadequate parking at this project, these roads will become a permanent 24/7 parking lot. According to the proposal, Harbor Avenue will only be partially paved and only along and between this project boundaries. The west side and the remaining part of this road will still be a gravel road. The unimproved portion of

Harbor Ave. will be totally exposed to contamination by **hazardous material leakage** from the parked vehicles. This will eventually contaminant and effect the wells at Todd's point, especially, the four residents on Harbor Ave. I have, previously, complained to the city regarding the condition of this road but I was told due to the fact that there are only four residents on this road there will not be any improvements done. Well, now there will be over 300 or so residents using this road. We are now demanding that this road be brought up to the city's road standards by paving and installing proper gutter and drainage system in its entirety. I might add that by doing so you will also provide a proper ADA access to the Pomo bluff park.

Hamid Zarrabi

## Paoli, Diana

---

**From:** Horstman, Lisi  
**Sent:** Monday, July 14, 2025 8:30 AM  
**To:** Paoli, Diana  
**Subject:** Fw: proposed development at 1151 S. Main

---

**From:** City of Fort Bragg <granicus@fortbragg.com>  
**Sent:** Sunday, July 13, 2025 3:34 PM  
**To:** cdd <cdd@fortbraggca.gov>  
**Subject:** proposed development at 1151 S. Main

Message submitted from the <Fort Bragg, CA> website.

**Site Visitor Name:** Diane Swingle  
**Site Visitor Email:** diane@mcn.org

As a long time local, I oppose any 3 story constuction on the west side of hwy 1. Our visual connection with the Pacific has already been obscured more than enough.

**Paoli, Diana**

---

**From:** Annemarie <aweibel@mcn.org>  
**Sent:** Monday, July 14, 2025 1:34 PM  
**To:** City Clerk; Whippy, Isaac  
**Subject:** public comment 7-14-25 CC meeting, item # 7B, 1151 S. Main Street  
**Attachments:** Comment City Council 7-14-2025 housing development.pdf; SCAN0120.PDF

To City Manager and City Council,

Please accept my comments. Thanks, Annemarie Weibel

P.S.: See State CEQA Guideline section 15183.3. Streamlining for Infill Projects. See (2) (B) Negative Decaration, Mitigated Negative Decaration or Sustainable Communities Environmental Assessment. As this project entails significant effects it shall be subject to CEQA.

My name is Annemarie Weibel. I have lived on the Mendocino Coast for the last 47 years. I have followed the developments of the Emerald Dolphin Inn & Mini Golf, the Hare Creek mall, the Auto Zone, and now this development.

I urge you to vote against the 83-unit multifamily development, retail space, and 4 hotel units planned for 1151 S. Main Street for the following reasons:

There was an attempt to develop the area between the Emerald Dolphin Inn & Mini Golf and the College of the Redwoods since at least 1991. Many community members recognized that the latest project, the Hare Creek mall, even with an Environmental Impact Report (EIR) would cause dangerous traffic conditions at the HWY20 - Main Street intersection; create light & noise pollution; destroy open space and views; and cause suburban blight at the Southern Gateway to the City to name just a few issues. All these issues and many more would be caused by the 1151 S. Main Street development. Considering that the City considers this project exempt from the California Environmental Quality Act (CEQA) per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development is very interesting. It took so far 4 City Council, and 4 Planning Commission meetings, 16 "whereas" clauses, general findings, density bonus incentives, 48 special conditions, and 9 standard conditions to try to minimize the environmental effects to less than significant and that has still not happened. What was not mentioned is the negative impact on local property values, imperiling our tax base.

The reason neighbors filed an appeal with the Coastal Commission was due to the fact that there were many environmental issues that were not addressed, or not sufficiently addressed. Documentation for this project is inadequate, incomplete and fails to adequately consider potentially significant impacts to aesthetics, inconsistency with area plans and policies, traffic, noise, air quality, hydrology, water, and cumulatively considerable impacts. Considering the wealth of substantive comments received on the project from neighbors, community members, Appellants, and the Coastal Commission, there is a "fair argument" of potentially significant cumulative impacts such that the City should require an MND, or EIR. The city adopted a Climate Action Plan in 2012. Reduction goals were set at 30% for the municipality by 2020, and a 7% reduction goal for the community by 2020. CEQA prohibits piecemealing of environmental review and requires that all phases of a project must be considered together. The missing traffic information for this site makes it impossible to consider the project as a whole. This project has a growth inducing impact.

The City discussed with the Coastal Commission the project and the applicant chose to make certain changes.

This project is not consistent with the LCP, the Coastal General Plan (CGP), and the Coastal Act. Section 30001.5 of the Coastal Act sets various goals which are not adhered to with this project. This development is not consistent with the Fort Bragg Land Use Plan 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, ..... Installing story poles would have made it clear to many people that this development does not preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit.

The public, nor the Planning Commissioners, or City Council members had access to the following studies that Marie Jones mentioned at the June 25 meeting: 2 biological studies, and a preliminary draft drainage report. The emissions "study" has a "summary report" title, but isn't a report. It doesn't have conclusions, or methods, or other normal report sections. The groundwater recharge study is very old,

from 1995. The document with filename, "Trip Generation Data for Multifamily Projects" is a single page that seems to have no bearing on this project or even Fort Bragg. Interested members asked for these reports that at first were going to take 10 days to obtain and then were given to a community member. When asked to include them in the agenda we found out that this would not be an option. Neither was posting them online on the city projects link.

The Density Bonus Law provides projects certain advantages for affordable housing projects. Developments are allowed up to four (4) concessions depending on affordability levels and percentages and must be approved by City Council. In order to reject a concession, the City has to prove by substantial evidence that it would cause a public health or safety problem, and would cause an environmental problem, which I believe it does.

A Class 32 Urban Infill Exemption is allowed where:

1. The project is consistent with the applicable general plan designation, all applicable general plan policies, and applicable zoning designation and regulations.
2. The proposed development occurs within city limits on a project site of no more than five acres, substantially surrounded by urban uses.
3. The project site has no value as a habitat for endangered, rare, or threatened species.
4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
5. All required utilities and public services can adequately serve the site.

As mentioned earlier the project is not consistent with the applicable general plan designation, all applicable general plan policies, and applicable zoning designation and regulations, and also would result in any significant effects relating to traffic, noise, air quality, or water quality. As these issues are not benign and the City failed to study cumulative impacts it seems clear that a Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is needed to address these issues. It is interesting that 85% of CEQA lawsuits target infill development. According to the Public Resource Code 21080 (d) if there is substantial evidence, in light of the whole record before the lead agency, the project may have a significant effect on the environment, an environmental impact report shall be prepared.

For example to be consistent with the zoning each building in this mixed use development needs to have a commercial component (ground floor short term lodging component in each building, not just in two of them).

A thorough traffic and transportation study/analysis is absolutely necessary. The developer offered to pay for one. Past developments in the area all had traffic studies and even Caltrans in the past commented on issues in regards to developments located close by. As all these projects are very different using the traffic analysis for the Auto Zone, the Hare Creek mall, or the Emerald Dolphin Inn won't work. Most of these studies were not done while the local schools were in session, or during holidays. Caltrans this time around determined that a traffic study was not warranted, and Public Works agreed. The issue at hand is not Level of Service, but safety! There should have been a crosswalk connecting both Emerald Dolphin Inn buildings long ago and now there would be so much more additional traffic, as well as foot traffic along stretches with no sidewalks. The Snug Harbor

development also increased traffic in this area. Unlike the Auto Zone project additional traffic would also be happening on Harbor Avenue. Having the odd shaped Frontage Road, and obstructions by bushes and plants between Frontage Road and Harbor Ave. makes it hard to see and will cause accidents even when plants are less than 42 in. (see Spec. Condition 45). Also during sunset people driving west on Ocean View Dr. will be blinded. A herd of 15 to 20 deer are grazing in the area. The Polliwog preschool licensed for 42 students also adds additional traffic. People tend to drive fast along Ocean View Dr. A traffic analysis should include the intersections of Hwy 1 and 20, Hwy 1 and Ocean View Dr., Hwy 1 and Boatyard Dr., Hwy 1 and driveways at Harbor RV Park, Frontage Rd. and Ocean View Dr., and Ocean View Dr. and Harbor Avenue. Unfortunately the public has not been informed where a school bus stop, and a MTA stop would be. The condition and width of Hare Creek Bridge is not conducive of any more traffic than already exists. It never got a seismic retrofit. Fort Bragg's South Main Street Access & Beautification Plan lists that high travel speeds, narrow travel lanes, no shoulders, commercial trucks, rough surface condition and high curbs all combine to create considerable safety concerns for bicyclists. The narrow sidewalks adjacent to high speed traffic create poor conditions for pedestrians as well. Caltrans removed this bridge from its to do list. Why? Fort Bragg's LG Traffic Element Goal C-3: Preserve the peace and quiet of residential areas is not possible with this project, neither is Policy C-3.1.1: Reduce through traffic on local streets. Policy C-2.6: traffic Studies for High trip Generating Uses: lists also under (b) other known and foreseeable projects and their effects on the street system. We need to consider additional traffic from the Grocery Outlet, the mill site, and the new development where the Hare Creek mall was planned to happen. Considering that several of the local rivers (Pudding Creek, Noyo River, and/or Hare Creek Bridges become unusable in a seismic event) everyone that lives south of East Oak St. would want to evacuate across Noyo Bridge, Hwy20, and Hare Creek Bridge.

Parking will not be sufficient for all residents and their guests, guests of the 4 hotel units, and people wanting to access Pomo Bluff Park.

The so called Market Study & Feasibility Analysis is not a reliable study. Growth inducing impacts are not mentioned in this project.

The CGP is clear that existing blue water ocean views through the site need to be protected, and need a visual analysis. The site offers direct views of the ocean and community members attested that ocean views are clearly visible from Hwy 1 at the project site. In order to be consistent with the LCP, the project must be designed and sited to protect views to and along the ocean and scenic coastal areas, be visually compatible with the character of the surrounding area and be sited and designed to protect views to and along the ocean and the scenic coastal areas. In 2019 a study was done for the Auto Zone planned for the same site and it was even mentioned that the trees to be planted need to be planted in such a way that they would not be in the way of the view corridor. Policy CD-1.1, Policy CD-1.3, Policy CD-1.4, Policy CD-1.5, and Policy CD-2.5, and LIP Section 17.50.070 (F) apply as well. Goal CD-4 of the FB LGP lists attractive entryways into the City. This project does not meet this goal.

A detailed water budget for the entire project must be performed and a detailed assessment documenting how water will be provided considering that we now have 4 hotel accommodations. We all know that tourists are not aware of our finite supply of water. As the groundwater recharge study is very old, from 1995 (Nolan Groundwater Recharge & Water Balance Evaluation) created for the proposed Kmart project). It also relies on studies conducted even earlier than that. We need new studies and well data as many of the neighbors in the County had to drill new wells as they run dry, share wells, and many of their wells are very shallow (about 35 ft.). They also experienced salt water intrusion. Why has the City not addressed the concerns of their own staff (Dick LaVen & Dave Goble, 2003) with regards to the water situation at Todd Point? Even the smallest amounts of hydrocarbons and other pollutants of these wells as neighbor Guy Burnett recently witnessed would be devastating to property owners and the environment. With the City not wanting to demand that the applicant carry the cost to deal also with the west side of Harbor Ave. these issues will become paramount. The City is committed to serve all known and foreseeable developments committed to serve pursuant to LCP Policies LU-5.2, PF-1.2, and PF-1.3. The extra water storage the City has does not get replenished once it runs out, and once we are in a drought.

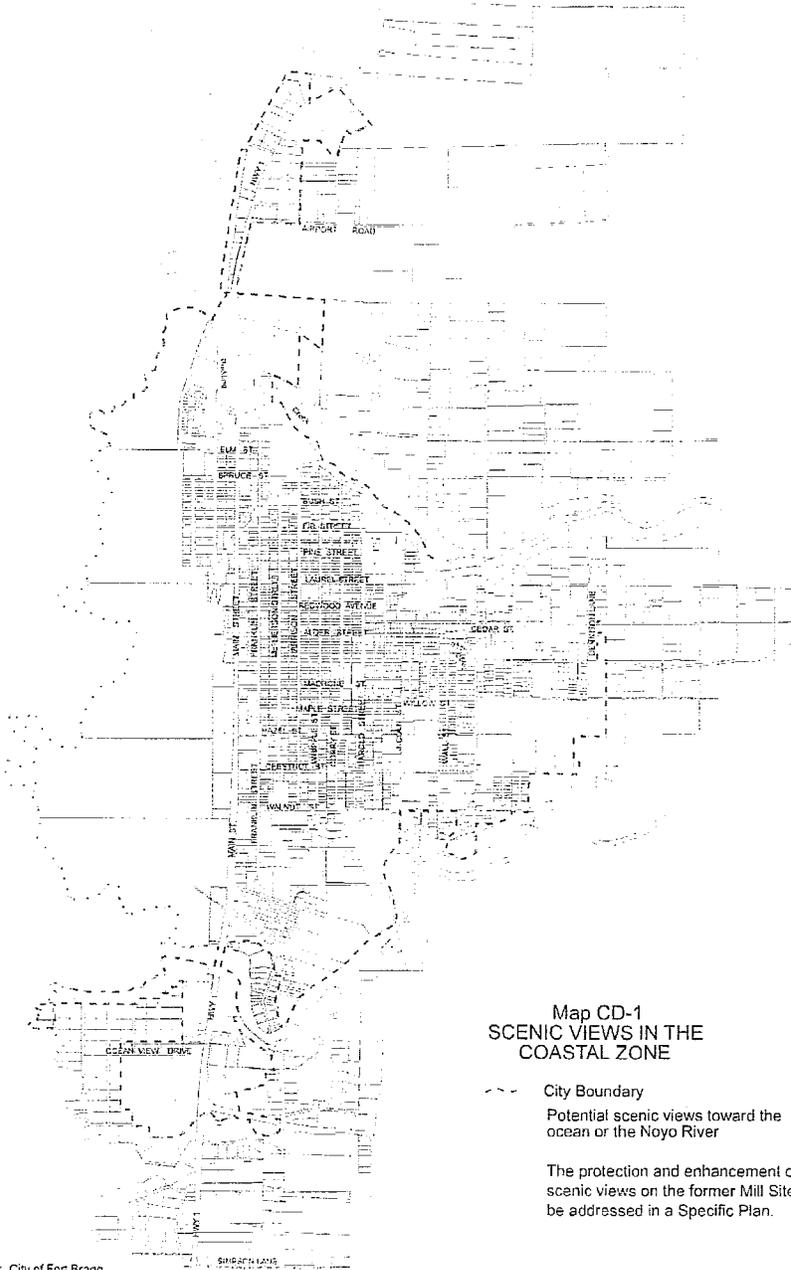
Landscaping should be consistent with Policy CD-1.6, Policy CD-1.11, Policy CD-2.7, Policy OS-5.1, and Policy OS-5.2.

See included exterior noise limit standards. The noise study does not take into effect the proximity to the closest neighbors in regards to vehicles pulling in and out of the parking lot, revving their engines, slamming doors, garbage trucks making beeping sounds when backing up, and uploading garbage, etc.

The location of the playground is not a good location.

The staff report did not mention the City Council meeting that took place on Nov. 12, 2024. Various neighbors were not notified of that meeting. They did not have a chance to be informed about the Density Bonus Planning Incentives. The video from the meeting is no longer available online. The notice of the hearing was posted on site for a different date. It was barely visible low to the ground surrounded by tall grass and the Spanish version was facing the tall grass.

Sincerely, Annemarie Weibel

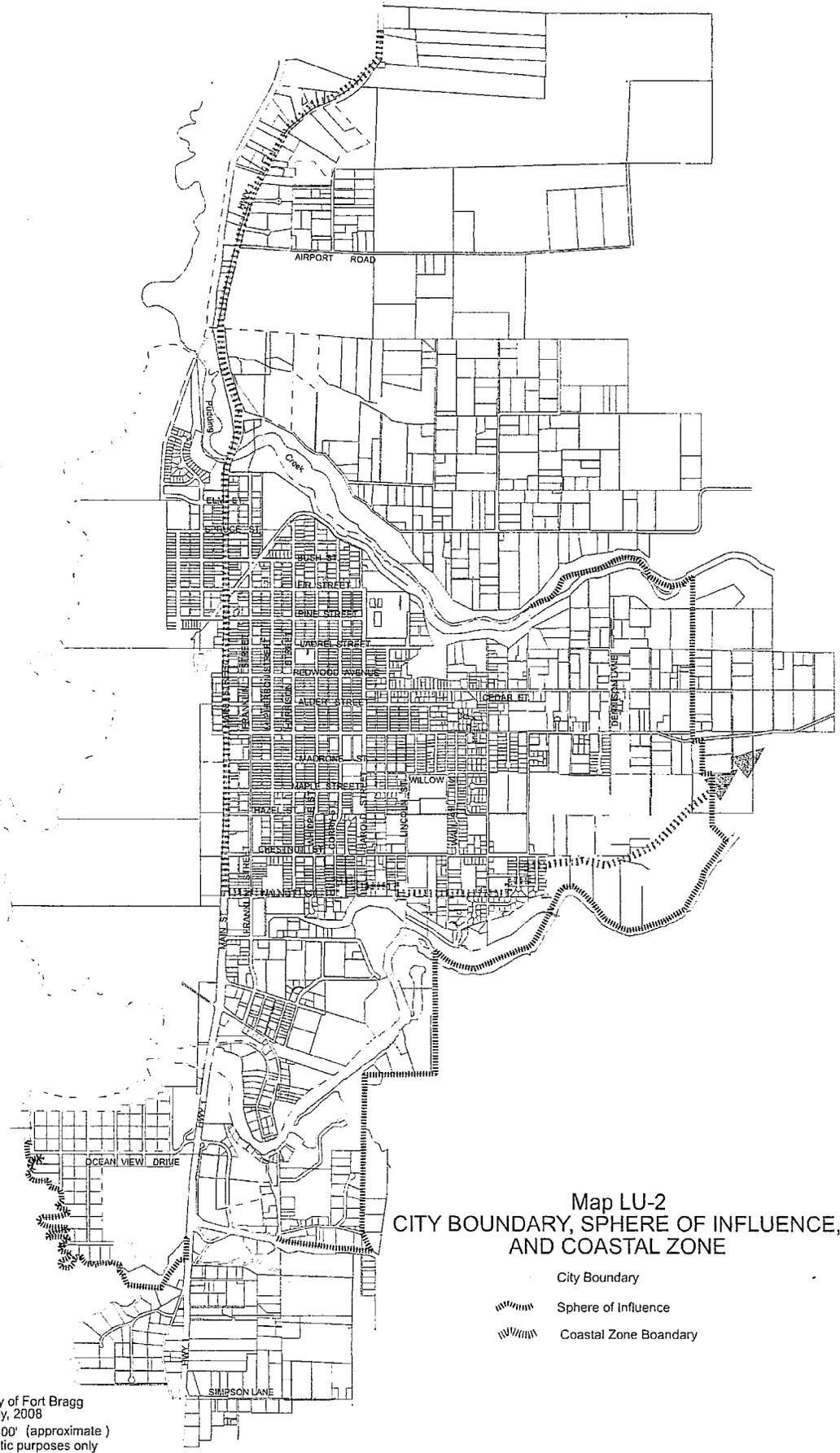


Map CD-1  
**SCENIC VIEWS IN THE  
 COASTAL ZONE**

- - - City Boundary
- Potential scenic views toward the ocean or the Noyo River

The protection and enhancement of scenic views on the former Mill Site will be addressed in a Specific Plan.

Source: City of Fort Bragg  
 July, 2005  
 Scale 1" = 2300' (approximate)  
 For Schematic purposes only



Map LU-2  
 CITY BOUNDARY, SPHERE OF INFLUENCE,  
 AND COASTAL ZONE

- City Boundary
- Sphere of Influence
- Coastal Zone Boundary

Source: City of Fort Bragg  
 July, 2008  
 Scale 1" = 2300' (approximate )  
 For Schematic purposes only

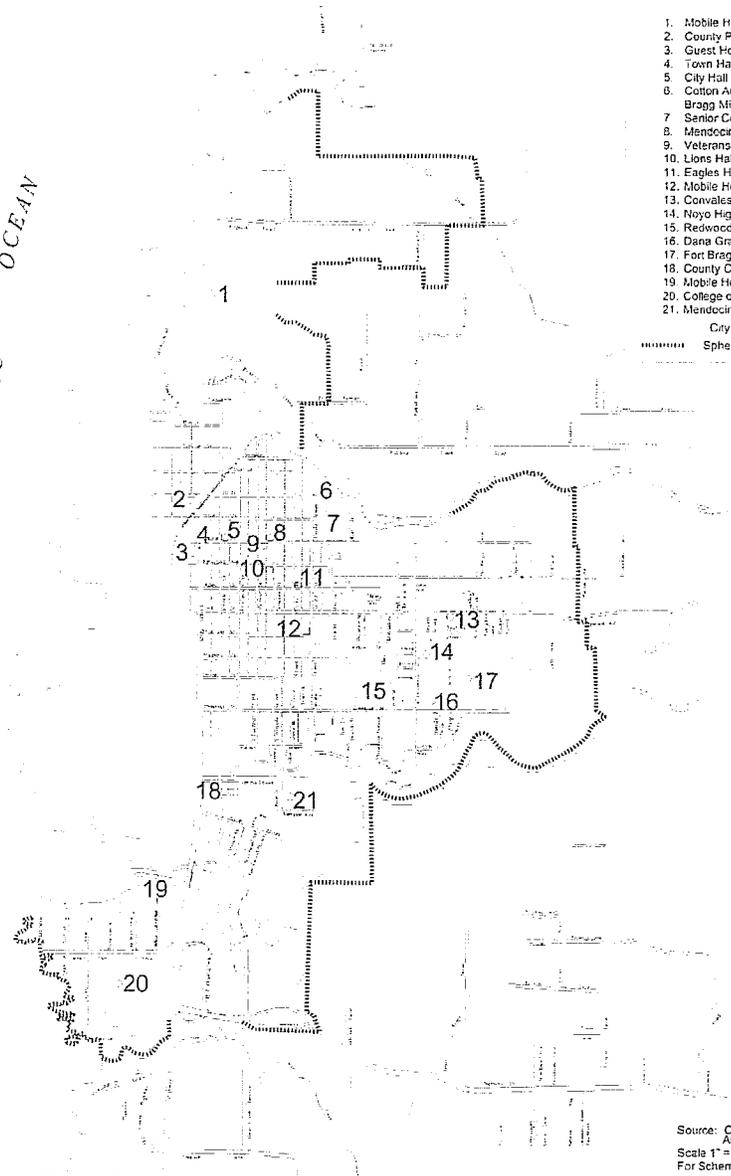
# Map N-1 Sensitive Noise Receptors

PACIFIC OCEAN

## SENSITIVE NOISE RECEPTORS

1. Mobile Home Park
2. County Public Health
3. Guest House Museum
4. Town Hall
5. City Hall
6. Cotton Auditorium & Fort Bragg Middle School
7. Senior Center
8. Mendocino County Library
9. Veterans Building
10. Lions Hall
11. Eagles Hall
12. Mobile Home Park
13. Convalescent Home
14. Noyo High School
15. Redwood School
16. Dana Gray School
17. Fort Bragg High School
18. County Courthouse
19. Mobile Home Park
20. College of the Redwoods
21. Mendocino Coast District Hospital

City Limits  
Sphere of Influence

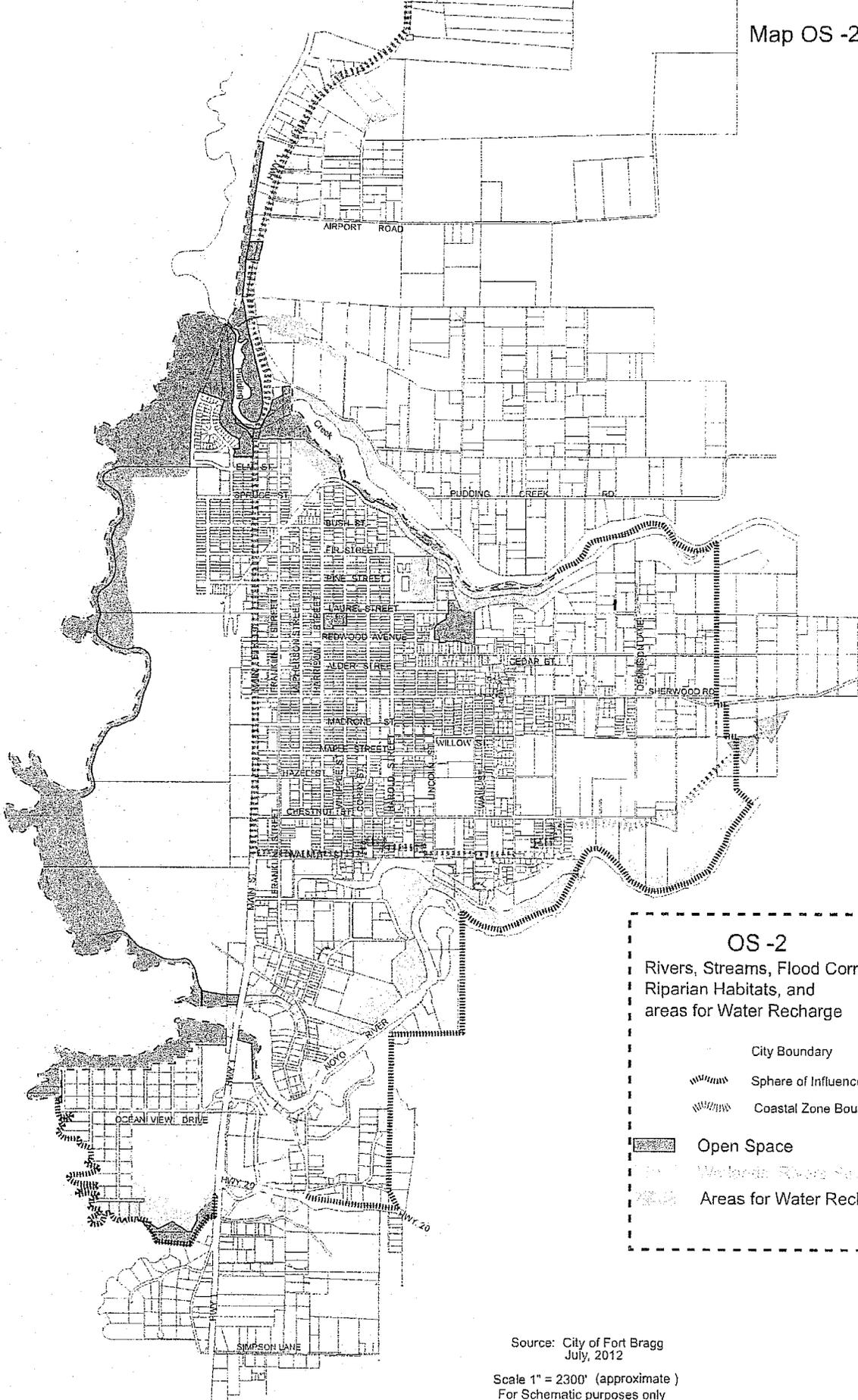


Source: City of Fort Bragg  
August, 2002  
Scale 1" = 2300' (approximate)  
For Schematic purposes only

Z

Ocean

Pacific



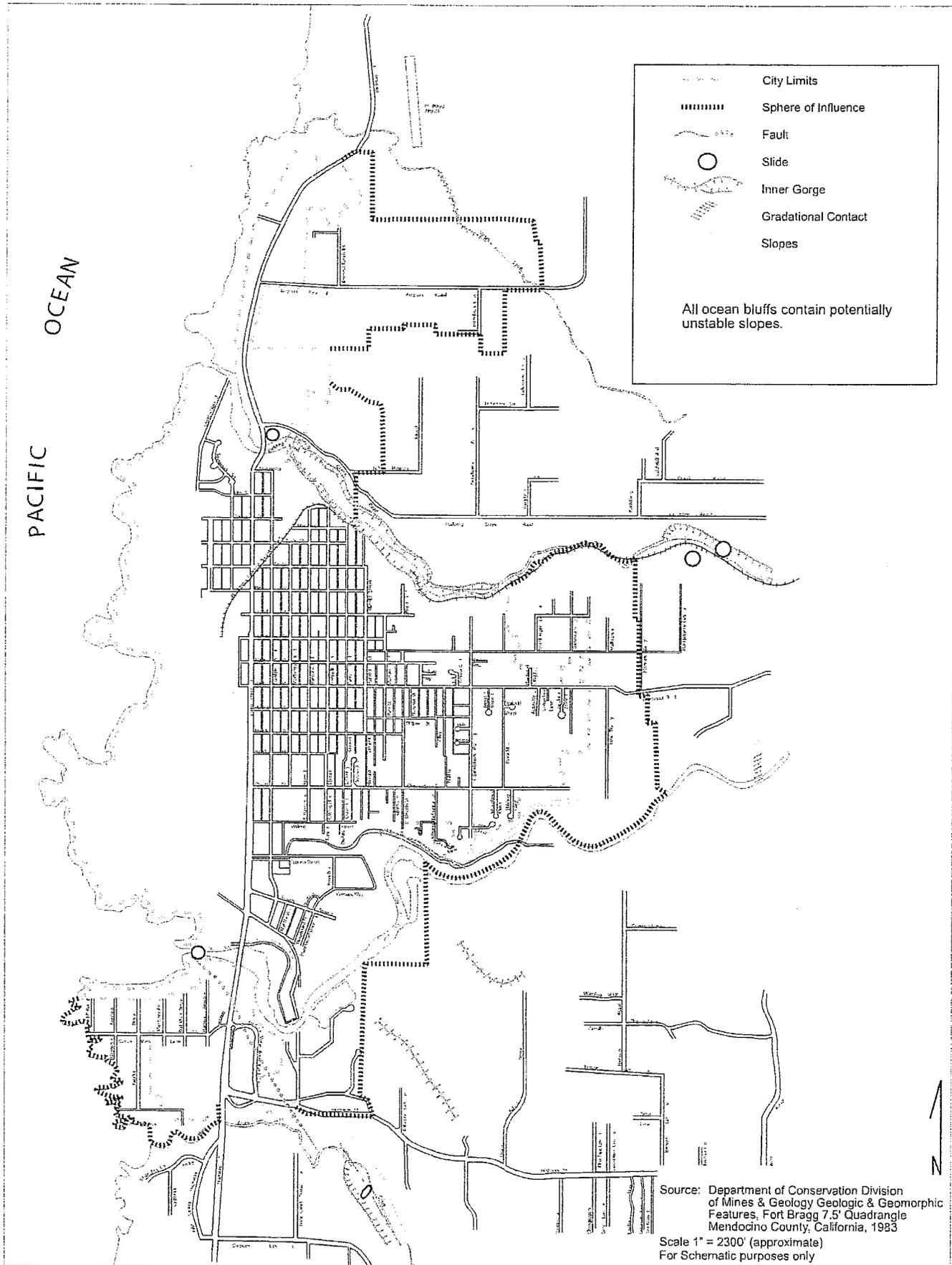
**OS -2**  
 Rivers, Streams, Flood Corridors,  
 Riparian Habitats, and  
 areas for Water Recharge

- City Boundary
- Sphere of Influence
- Coastal Zone Boundary
- Open Space
- Wetlands/Rivers Streams
- Areas for Water Recharge

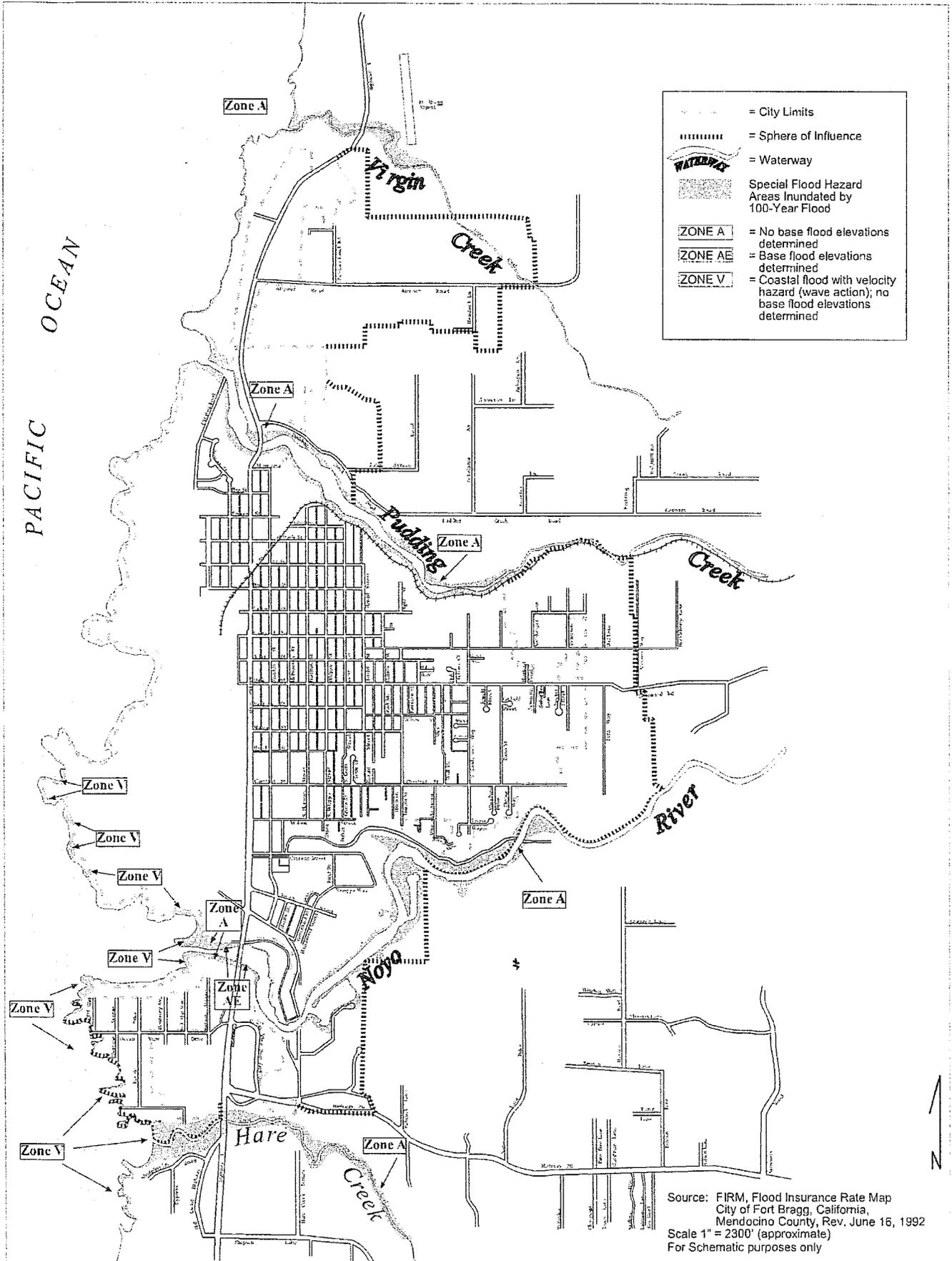
Source: City of Fort Bragg  
July, 2012

Scale 1" = 2300' (approximate)  
For Schematic purposes only

# Map SF-1 GEOLOGIC HAZARDS



# Map SF-2 Flood Hazards



## APPENDIX C - EXTERIOR NOISE LIMIT STANDARDS

## Exterior Noise Limit Standards

(Levels not to be exceeded more than thirty (30) minutes in any hour)

Receiving Land Use Category <sup>3,4</sup>	Time Period	Noise Level Standards (dBA) <sup>1,2</sup>	
		Rural/Suburban	Urban/Highways
One and Two Family	10:00 p.m.—7:00 a.m.	40	50
Residential	7:00 a.m.—10:00 p.m.	50	60
>Multifamily	10:00 p.m.—7:00 a.m.	45	55
Public Spaces	7:00 a.m.—7:00 p.m.	50	60
Limited Commercial	10:00 p.m.—7:00 a.m.	55	
Some Multifamily	7:00 a.m.—10:00 p.m.	60	
Commercial	10:00 p.m.—7:00 a.m.	60	
	7:00 a.m.—10:00 p.m.	65	
Light Industrial	Any time	70	
>Heavy Industrial	Any time	75	
<b>Adjustments to Noise Level Standard</b>			
<b>Duration</b>			

Attachment X

L <sub>50</sub>	30 minutes per hour	Standard
L <sub>25</sub>	15 minutes per hour	Standard + 5 dB
L <sub>0</sub>	Maximum permissible level	Standard + 20 dB
<b>Character</b>	Tone, whine, screech, hum, or impulsive, hammering, riveting, or music or speech	Standard + 5 dB
<b>Ambient Level<sup>1</sup></b>	Existing ambient L <sub>50</sub> , L <sub>25</sub>	Standard + 5 dB
	Existing ambient L <sub>0</sub>	Existing maximum

#### Interpretive Footnotes

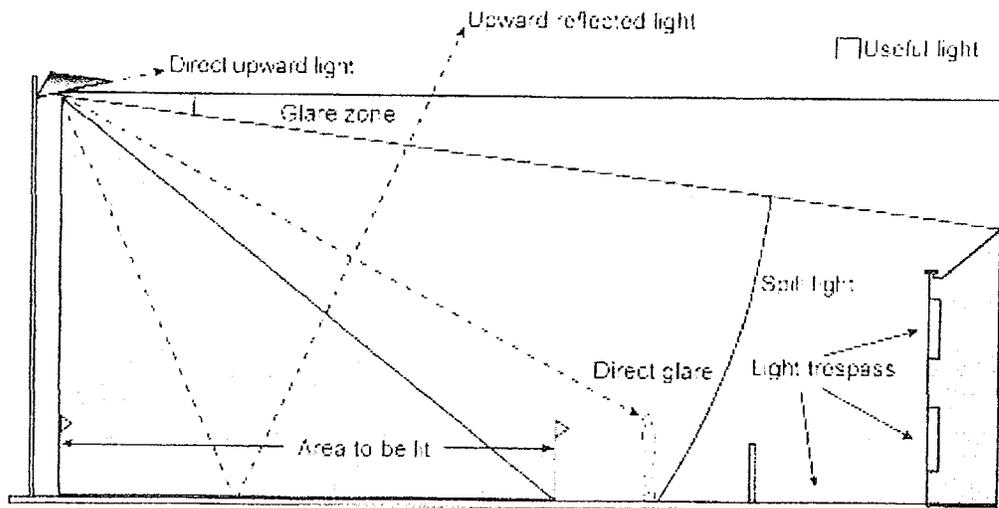
1. When an acoustical study demonstrates that ambient levels exceed the noise standard, then the ambient levels become the standard.
2. Higher noise levels may be permitted for temporary, short-term or intermittent activities when no sensitive or residential uses will be affected.
3. County staff shall recommend which receiving land use category applies to a particular project, based on the mix of uses and community noise levels. Industrial noise limits intended to be applied at the boundary of industrial zones, rather than within industrial areas.
4. The "rural/suburban" standard should be applied adjacent to noise sensitive uses such as hospitals or convalescence homes.
5. "Highways" apply to roads and highways where average daily traffic (ADT) exceeds ten thousand (10,000).

(Ord. No. 4017 (part), adopted 1998)

MENDOCINO COUNTY

ZONING ORDINANCE

Figure 2. Example of useful light and light pollution from a typical pole-mounted outdoor luminaire



Light pollution is often caused by the way light is emitted from lighting equipment. Choosing proper equipment and carefully mounting and aiming it can make a significant difference.

Source: Adapted from Institution of Lighting Engineers

Light trespass is light being cast where it is not wanted or needed, such as light from a streetlight or a floodlight that illuminates a neighbor's bedroom at night making it difficult to sleep.

Glare can be thought of as objectionable brightness. It can be disabling or discomforting. There are several kinds of glare, the worst of which is disability glare, because it causes a loss of visibility from stray light being scattered within the eye. Discomfort glare is the sensation of annoyance or even pain induced by overly bright sources. Think of driving along a dark road when an oncoming car with bright headlights suddenly appears. The sudden bright light can be uncomfortable and make it difficult to see. Discomfort and even disability glare can also be caused by streetlights, parking lot lights, floodlights, signs, sports field lighting, and decorative and landscape lights.

## Dose, Jason

---

**From:** LaVen, Dick  
**Sent:** Thursday, December 18, 2003 5:11 PM  
**To:** Goble, Dave; Dose, Jason  
**Subject:** Emerald miniature golf course

Dave & Jason,

There apparently was no boring work done on the Emerald Dolphin site. The ED file makes reference to a hydrologic study. What was that? Was it done or just wishful thinking? Also, perhaps there was work done on the CR site, and there was work done on the former K-Mart site. Lee Welty & Bonnie Lampley have a proposal to do a preliminary hydrogeology study for the next proposed development in the area. It seems to me that the min.golf course is one more patch of impermeability. I think Bonnie should be able to model incremental impacts with the work she proposes. Seems to me that this one can sit in limbo until Bonnie's study is done & can pay a smidge of the cost. I think we need to dredge out whatever work was done on the Boatyard shopping center and on CR and add that to the mix, as well as the well logs and interviews with residents.

The obvious answer is City water & sewers and let the developers pay for the installation & connections. Until that happens, no more development until the first & 2nd parts of the aquifer study has been completed and reviewed.

Another question about the golf course. Are these guys proposing AstroTurf or real grass & plants?

Dick

## Dose, Jason

---

**From:** Goble, Dave  
**Sent:** Monday, December 22, 2003 9:13 AM  
**To:** Dose, Jason  
**Subject:** RE: Emerald Dolphin Inn Miniature Golf

Jason: Attached is my memo regarding the miniature golf course. Also see comments below.  
Dave



.2222003 Memo Jason  
re Comment...

RECEIVED

DEC 22 2003

CITY OF FORT BRAGG  
PLANNING DEPT.

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

**From:** Dose, Jason  
**Sent:** Thursday, December 18, 2003 12:01 PM  
**To:** Goble, Dave  
**Subject:** Emerald Dolphin Inn Miniature Golf

Dave

I routed the proposed Emerald Dolphin Inn Miniature Golf project up to your area for comments a couple of weeks ago. Linda and I had some discussion about the project yesterday and we would like some input on a few things:

1) Linda indicated that there may be some drainage/erosional concerns at the end of Cliff Drive. Yes, this is a county road but, she says, it's a City drain pipe.

This is a County drain system. The City does add runoff to the system, and it will eventually have to be upsized and maintained as development occurs on Todd Point. As it now stands, the majority of the runoff to that pipe and outfall comes from County property, and I haven't seen any action to improve or upsize the system, even with the construction of the new homes on Todd Point. I wonder if the County is even looking at drainage issues when they issue the building permits for the new homes?

2) Relating to traffic at the intersection of Ocean/Hiway 1, do we need a traffic analysis? Linda also indicated that the Emerald Dolphin Inn was required to dedicate a portion of highway frontage for an increased eastbound right turn radius. Would that get kicked in?

The Emerald Dolphin was designed and built at a setback that allows room for additional right of way to be acquired by the City or future developer for the construction of a right turn lane on Ocean View Drive. I don't recall what the kicker was for requiring acquisition and construction of the right turn lane. I know it was discussed as part of the Kmart project, but I don't recall the traffic level that would kick in the requirement. I know Lee Welty was looking at this when he was the City Engineer. I wouldn't think the little bit of traffic created by this golf course would bring the level to a point of requiring the right turn lane.

3) I assume we would require an oil/grease separator for the paved area, no?

Yes. They are going to have to address quality of the runoff water, especially now that the City has filed for our NPDES Phase II Storm water permit.

4) Could you ask Dick for some direction as to what we need regarding the aquifer recharge thing at Todd Point regarding this project?

Dick sent comments.

Thanks.

Jason Dose  
Associate Planner  
City of Fort Bragg  
Phone: (707) 961-2827  
Voice Mail: Ext. 107  
FAX: (707) 961-2802

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**CITY OF FORT BRAGG**

416 N. FRANKLIN, FORT BRAGG, CA 95437  
PHONE 707/961-2823 FAX 707/961-2802

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**MEMORANDUM**

**DATE:** DECEMBER 22, 2003  
**TO:** ASSOCIATE PLANNER  
**FROM:** DIRECTOR OF PUBLIC WORKS  
**SUBJECT:** BAXMAN'S MINIATURE GOLF



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JASON:

After reviewing the site and plans, Engineering has the following questions & comments:

1. A grading and drainage plan will be required for this site. All runoff will must be captured on site, run through an oil/grease separator and directed to an existing drainage system, or develop system to retain or percolate runoff on site.
2. Need full set of improvement drawings for development of the project.
3. You might want to check previous environmental impact reports completed for this area that may include recommendations or requirements for improvements at time of new development.

Attachment 7  
City Council Meeting 2015 March 23

Unanswered Questions since 2003:

August 23, 1995: Nolan Associates to Mr. Scott Mommer:

"out of 24 borings, 20 penetrated the entire thickness of the terrace deposits ... and extended down into the Franciscan bedrock. Only one boring (boring T-13, Krazan and Associates, 1995), located on the extreme Northwest edge of the property, encountered groundwater."

August 27, 2003: memo from Dick LaVen to Dave Goble:

"of 24 borings in the area of the K-Mart site only one hit water in the winter of 1994-1995 ... These wells need to be mapped."

"It is rumored that people's wells run dry now (2003) and they need to import water. We need to identify them and their locations on a map and have the well owners explain their problems."

"The Nolan Associates' report does not tell us where wells were drilled and came up with dry holes. The dry holes should be identified and mapped."

"12) Is there a detailed inventory of surface topography?" This should include the following (per Guy Burnett) "d) wells; e) septic; f) have interviews of residents and water use on the site been compiled"

December 12, 2003: I.L. Welty & Associates to Dave Goble.

"2. Review well log information collected by others as we discussed with Welty, they will conduct a well survey of the Todd Point area to identify all current wells"

"6d: Documentation of on-site hydrological conditions, including geographic materials encountered during the drilling in the vicinity."

December 16, 2003: Dick LaVen to Dave Goble

"2. Please include the boring logs from Krazan Associates and the locations of those borings."

There have been discussions of many bores, wells being placed around this property. Holes of this nature provide direct intrusion into pristine aquifers which we on Todd Point depend upon.

Many times a request for identifying the location of these holes has been presented, but apparently ignored. I have been unable to locate copies of: drillers' log, mapped hole locations, documentation of proper, legal abandonment (see attached) including receipts for fill material, evidentiary photos, confirmation or declaration by contractor performing the abandonment procedures.

These holes into our water supply represent a real threat to our aquifer. In addition, 20,000 CY of grading will remove critical aquifer protection. Once an aquifer is compromised additional wells are of no use; recovery is virtually impossible.

This glaring omission of ignoring a clear danger to the environment is self-sufficient evidence of a flawed document. **Therefore I ask the City Council to approve the appeal of Negative Mitigated Declaration for this property, reject the appeal for Coastal Development Permit (CDP 8-13), Design Review (DR 7-13), Use Permit (USP 5-13), and Lot Line Adjustment (LLA 3-14).**

## Monitoring Well Standards

### Section 19. Requirements for Destroying Monitoring Wells and Exploration Holes.

General requirements for destroying monitoring wells and exploration holes are contained in [Section 23 of the Water Well Standards](#). Special considerations for monitoring wells and exploration holes are as follows:

A. *Monitoring Wells.* Monitoring wells shall be destroyed in accordance with the following requirements and [Section 23 of the Water Well Standards](#), irrespective of their original date of construction:

1. *Preliminary Work.* A monitoring well shall be investigated before it is destroyed to determine its condition and details of its construction. The well shall be sounded immediately before it is destroyed to make sure no obstructions exist that will interfere with filling and sealing.

The well shall be cleaned before destruction as needed so that all undesirable materials, including obstructions to filling and sealing, debris, oil from oil-lubricated pumps, or pollutants and contaminants that could interfere with well destruction, are removed for disposal.

The enforcing agency shall be notified as soon as possible if pollutants or contaminants are known or suspected to be present in a well to be destroyed. Well destruction operations may then proceed only at the approval of the enforcing agency. The enforcing agency should be contacted to determine requirements for proper disposal of all materials removed from a well to be destroyed.

2. *Sealing Conditions.* The following minimum requirements shall be followed when various conditions are encountered:

- a. The monitoring well casing, and any other significant voids within the well, shall, at a minimum, be completely filled with sealing material, if the following conditions exist:
  - The monitoring well is located in an area of known or potential pollution or contamination, and,
  - The well was constructed and maintained in accordance with these standards.

Sealing material may have to be placed under pressure to ensure that the monitoring well is properly filled and sealed.

b. A monitoring well shall be destroyed by removing all material within the original borehole, including the well casing, filter pack, and annular seal; and the created hole completely filled with appropriate sealing material, if the following conditions exist:

- The well is located in an area of known or potential pollution or contamination, and,
- The well's annular seal, casing, screen, filter pack, or other components were not constructed or maintained according to these standards so that well destruction be merely filling the well casing with sealing material, as in "a" above, would not prevent potential water-quality degradation from the movement of poor-quality water, pollutants, or contaminants through the destroyed well structure.

Material to be extracted from the original borehole shall be removed by means of drilling, including overdrilling, if necessary. The enforcing agency should be contacted to determine requirements for proper disposal of removed materials.

Casing, filter pack, and annular seal materials may be left in place during sealing operations, if the enforcing agency agrees they cannot or should not be removed. In such a case, appropriate sealing material shall be placed in the well casing, filter pack, and all other significant voids within the entire well boring. Casing left in place may require perforation or puncturing to allow proper placement of sealing materials. Sealing material may have to be applied under pressure to ensure its proper distribution.

c. Monitoring wells shall, at a minimum, be destroyed in accordance with the requirements of Section 23 of the Water Well Standards if located in an area free of any known or potential contamination or pollution.

B. *Exploratory Borings.* Exploratory borings shall be completely filled with appropriate sealing material from bottom to top, if located in areas of known or suspected contamination or pollution. Borings located outside such areas shall, at a minimum, be filled with sealing material from ground surface to the minimum depths specified in Section 23 of the Water Well standards. Additional sealing material shall be placed below the minimum surface seal where needed to prevent the interchange of poor-quality water, pollutants, or contaminants between strata penetrated by the boring.

Appropriate fill or scaling material shall be placed below and between intervals containing sealing material. Sealing material is often economical to use as fill material.

The boring shall be inspected immediately prior to filling and sealing operations. All obstructions and pollutants and contaminants that could interfere with filling and sealing operations shall be removed prior to filling and sealing. The enforcing agency shall be notified as soon as possible if pollutants or contaminants are known or suspected to be in a boring to be



State of California - Natural Resources Agency  
 DEPARTMENT OF FISH AND WILDLIFE  
 Region 1 – Northern  
 601 Locust Street  
 Redding, CA 96001  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

EDMUND G. BROWN, Jr., Governor  
 CHARLTON H. BONHAM, Director



January 20, 2015

Ms. Marie Jones  
 Community Development Director  
 City of Fort Bragg  
 416 North Franklin Street  
 Fort Bragg, CA 95437

**Subject: Notice of Public Hearing and Notice of Intent to Adopt Mitigated  
 Negative Declaration (SCH #2014122062)  
 Mendocino County, California**

Dear Ms. Jones:

On December 29, 2014, the California Department of Fish and Wildlife received from the State Clearinghouse a Mitigated Negative Declaration (MND) for the proposed Hare Creek Center Project (Project) in Fort Bragg, Mendocino County. The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants and their habitat. As a responsible agency, the Department administers the California Endangered Species Act and other provisions of the Fish and Game Code (FGC) that conserve the State's fish and wildlife public trust resources. The Department's primary concerns involving the proposed Project include: (a) a substantial increase in water demand which may impact fish and wildlife and (b) ongoing diversion of water without notification pursuant to FGC section 1602.

The Department provides the following feasible and Project-specific recommendations in our role as a trustee and responsible agency pursuant to the California Environmental Quality Act (California Public Resources Code §21000 et seq.).

#### **Project Description**

The proposed Project would include construction and operation of a shopping center consisting of three separate buildings totaling 29,500 square feet of building space on Assessor's Parcels 018-450-40 and 018-450-41. The shopping center would contain a grocery store, three retail spaces, and a restaurant. Associated development would include a new access road, parking lot, pedestrian improvements, utility connections, low-impact development elements, and landscaping.

properties consistent with present and future site uses.

Suitable sealing materials include neat cement, sand-cement, and bentonite, all of which are described in Section 9 of these standards. Bentonite shall not be used as a sealing material opposite zones of fractured rock, unless otherwise approved by the enforcing agency. Drilling mud or drill cuttings are not acceptable as any part of sealing material for well destruction. Concrete may be used as a sealing material at the approval of the enforcing agency.

Fill material, if any, shall meet the requirements of Section 23 of the Water Well Standards. Fill material shall be free of pollutants and contaminants and shall not be subject to decomposition or consolidation after placement. Drilling mud or cuttings are not acceptable as any part of fill material.

E. *Additional Requirements for Monitoring Wells and Exploratory Borings in Urban Areas.* The following additional requirements shall be met for destroying wells and exploratory borings in urban areas, unless otherwise approved by the enforcing agency:

1. The upper surface of the sealing material shall end at the depth of 5 feet below ground surface; and,
2. If the well casing was not extracted during destruction and sealing operations, a hole shall be excavated around the well casing to a depth of 5 feet below ground surface after sealing operations have been completed and the sealing material has adequately set and cured. The exposed well casing shall then be removed by cutting the casing at the bottom of the excavation. The excavation shall be backfilled with clean, native soil or other suitable material.

F. *Temporary Cover.* The well or borhole opening and any associated excavations shall be covered at the surface to ensure public safety and to prevent the entry of foreign material, water, pollutants, and contaminants; whenever work is interrupted by such events as overnight shutdown, poor weather, and required waiting periods to allow setting of sealing materials and the performance of tests. The cover shall be held in place or weighted down in such a manner that it cannot be removed, except by equipment or tools.

April 19, 2018

Fort Bragg City Council, Fort Bragg Planning Commission, & Community Development Dept.

I highly object to edit of letter I delivered (on 2016 Sept 23) to City Hall for Marie Jones regarding Hare Creek Project. Changes were made, including removal of the following preface to my questions: "This Environmental Impact Report (EIR) needs to respond to these questions". This leads me to question transparency of the review process, and intentions of those having control or access to these official documents.

Appendix F, Geotechnical Engineering Investigation shows that the Krazen & Associates Inc. (KAI) report #03216024 dated October 30, 2016 has simply been reprinted and submitted as current and timelessly relevant to the Hare Creek Project. It is not timelessly relevant! The foundation for this report is actually dated April 10, 1995.

KAI pg1 states: "It is suggested that two years be considered a reasonable time limit for the usefulness of this report" (April 1995 – April 1997). So, by definition, this review has been obsolete for 20 years. In addition, much of the "Facts" in this report are based upon a report dated April 10, 1995 (KA project No. 33-94574) which is a 23-year-old document.

The report states: "Your site was analyzed using the most appropriate current techniques and methods, undoubtedly, there will be substantial future improvements in this branch of engineering". This DEIR is based on a 23-year-old document that its own authors give a 2-year credibility period, coupled with anticipated "future improvements in this branch of engineering". Therefore, the KAI report "KA Project No. 33-94574" and "KAI 03216024 Report Hare Creek" doc, on good conscience, should be rejected, and a NEW report be required for basing the results of Geotechnical Engineering Investigation.

I submitted thirteen (13) questions on September 23, 2016, see attached. From my review of this DEIR, none of these questions have been addressed:

- Questions 1-6, and 8-10 should be addressed, to determine if the conditions meet the guidelines of the California Drinking Water Source Assessment and Protection Program. See attached yellow highlighted pages.
- Questions 7, and 11-13 need addressed to determine a baseline for bench-marking degradation of water source for Todds Point.

It is clear the Pattons and city staff have no interest in developing a quality, professional EIR for this project. They would not tolerate using 20-year-old technology to inspect or diagnose mechanical issues, or endorse used parts to repair their personal vehicles. But they don't hesitate to employ these shortcut methods and procedures when it comes to the health and safety of our water supply.

All imported fill should be certified free of contaminants, and tested to the standards below:

EPA 506: Pesticides	EPA 548.1: Endosulfan
EPA 515.1: Herbicides	EPA 549.7: Diquat
EPA 525.2: 3-Reg SVOCs	EPA 632: Dieldrin
EPA 531.1: Carbamates	N-Nitrosodimethylamine (NDMA) (by method EPA 1125M)
EPA 547: Glyphosate	Dioxins: Full list

You are all invited over for a tall cool glass of iced tea after construction, made with our "purity" well-water.

Respectfully submitted on April 19, 2018 by  
Guy R. Burnett  
19200 Harbor Avenue, Fort Bragg, CA 95437  
GRBurney\305\HareCrk 20180414



7:10 PM

cityfordbragg.com

12%

11/29/2016

Build Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving its new technologies and understanding of earth sciences approach. Although your file was analyzed using the most appropriate current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to improvements in the field of soils engineering, physical changes in the site either due to an increase in precipitation are greatly appreciated as possible changes in the proposed structure after the time of completion of the work would be a practical limit to the usefulness of the report without additional fieldwork. Although soils would be a significant improvement in the field of soils engineering, it is suggested that you consider a measurement of the soil conditions of the report.

The section and analysis presented in this report is a preliminary report of a study for the site. The results are preliminary and should be used only as a guide for the design of the structure. The design of the structure should be based on the results of the study presented in this report. The design of the structure should be based on the results of the study presented in this report. The design of the structure should be based on the results of the study presented in this report. The design of the structure should be based on the results of the study presented in this report.

Heather M. Associates, Inc.  
Water Resources Services, Inc. Western United States

11/29/2016 7:10 PM

11/29/2016

Revised by \_\_\_\_\_ on \_\_\_\_\_

Marie Jones, Community Development Director  
Community Development Department  
416 N. Franklin Street, Fort Bragg, CA 95437  
707-984-7877 ext 408 [mjones@cityofbragg.com](mailto:mjones@cityofbragg.com)

September 22, 2016

Dear Ms. Marie Jones:

The following environmental issues need to be resolved and answered. As identified in the attached quotes from past studies performed on the "Lure Creek Project" site, recommendations to safeguard the existing water have been ignored.

This Environmental Impact Report (EIR) need to respond to these questions:

1. What is the precise location of the 24 borings?
2. Which borings penetrated the terrace deposits and extended down into the Franciscan Bedrock?
3. Which borings penetrated the Franciscan Bedrock and extended below it?
4. Which borings encountered ground water? At what depth was water encountered?
5. How many of the borings entered native aquifer but did not go deep enough to reach ground water table?
6. Where are the wells, septic systems, gravity sewer lines, lift stations, and pressurized sewer lines in Todd's Point?
7. Interview each resident and property owner in Todd's Point to determine which wells on Todd's Point have experienced loss of water? What have owners been required to do to maintain water usage on their property? Record results of each interview in EIR.
8. What are the levels of encountered aquifer confining strata?
9. Will all drilling results and water quality test results for the project area be made public?
10. The EIR needs to include certification that proper well abandonment procedures were followed. Identify materials used, amount of material used for each boring, contractor name, license number, and receipts or invoices for all work done.
11. Will the project principles be required to test all existing wells on Todd's Point, to establish a base line for water quality? The water quality tests, scope of contaminants to be tested for, and procedures for proper testing and handling shall be done after meeting with Todd's Point residents and property owners to define test parameters.
12. Will the project principles be required to post a construction bond for future need to install connections for any all Todd's Point residents and property owners and pay for all water service for Todd's Point residents if this project negatively impacts water quality.
13. I request all issues brought by Todd's Point residents at City Council Meeting of March 23, 2015 be included in the EIR scoping parameters. These include but are not limited to a new traffic study, impact of black top paving, impact of bio-swales in area of possible borings penetrating to ground water, light pollution from parking lot, building interior, and sky lights (no light from project area should extend beyond project boundaries). Lights after closing hours should be reduced to bare minimum. Project entry road should not connect with Bay View. Height of buildings should be based upon existing topography.

Thank you.

Gay R. Barnett,  
19200 Harbor Avenue, Fort Bragg, CA 95437  
cc: D Dewey 20160922; se 305; gps\_new 305 EIR 2016 0922

**Paoli, Diana**

---

**From:** Colin Morrow <cmorrow@vmm-law.com>  
**Sent:** Monday, July 14, 2025 1:48 PM  
**To:** Paoli, Diana; City Clerk  
**Subject:** Public Comment Concerning City Council Review of Agenda Item 7(B) on the July 14, 2025, Agenda, Concerning 1151 South Main Street in Fort Bragg, California  
**Attachments:** 250714\_Ltr.pdf

Good afternoon:  
Please find public comment attached.  
Thank you,  
Colin

--  
Colin W. Morrow  
Vannucci Momsen Morrow  
An Association of Sole Practitioners  
P.O. Box 1214  
Mendocino, CA 95460  
Phone: 707-380-1070  
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July 14, 2025

## VIA EMAIL

City Clerk  
City of Fort Bragg City Council  
Fort Bragg City Hall  
416 N. Franklin St.  
Fort Bragg, CA 95437  
(dpaoli@fortbragg.com)

Re: Public Comment Concerning City Council Review of Agenda Item 7(B) on the July 14, 2025, Agenda, Concerning 1151 South Main Street in Fort Bragg, California

Honorable City Councilors:

I represent Paul Clark. I write on his behalf in opposition to the proposed wall of residential apartments between scenic Highway One and the Pacific Ocean at 1151 South Main Street. Any approval of such a barrier of bedrooms—as proposed—is fundamentally incompatible with the California Environmental Quality Act ("CEQA"), the City of Fort Bragg's general plan, and the Coastal Act.

This project comes to you after numerous hiccups and speedbumps. Most recently, the City of Fort Bragg Planning Commission was divided as to the project, with Planning Commissioners both outright voting against its recommendation and wavering in their support of a recommendation.

The applicant and City have tacitly acknowledged that when this project previously came before the City, it was improperly approved with a blind eye toward significant Coastal Act considerations. This tacit acknowledgement came in the form of the applicant seeing the writing on the wall that the Coastal Commission would disapprove of this project. The applicant came back to the City for approval of an amended project rather than attempt to defend a woefully defective approval before the Coastal Commission. Though the applicant has offered some inadequate remedies to the Coastal Act issue, this Council must also revisit the CEQA and general plan issues, which compel denial of the project.

### The Project Is Inconsistent with the General Plan

First and foremost, the City Council must seriously consider whether the proposed project is consistent with the long-term planning for the City. Here, the project—as detailed below—is inconsistent with the long-term planning for the City because it sacrifices what should be a marquee location for a commercial visitor-serving facility for cloistered bedrooms. Such a gateway parcel should be oriented toward commercial uses that will welcome the visitors whose tourist dollars support the local economy. This visitor serving commercial orientation is clearly articulated in the City's general plan.

"[T]he propriety of virtually any local decision affecting land use and development depends upon consistency with the applicable general plan and its elements." (*Orange Citizens for Parks & Recreation v. Superior Court* (2016) 2 Cal.5th 141, 153.) "A zoning ordinance that conflicts with a general plan is invalid at the time it is passed." (*Ibid.*) "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Ibid.*) "Because of its broad scope, long-range perspective, and primacy over subsidiary land use decisions, the general plan has been aptly described as the constitution for all future developments within the city or county." (*Id.* at p. 152.)

General plan consistency at this site is key because the subject real property is located at *the* central arterial in-route to Fort Bragg, directly where visitors from either San Francisco (traveling north via Highways 101 or 1) or the Central/Sacramento Valley (traveling west via Highway 20) enter Fort Bragg.

"The mission of [Fort Bragg's] 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." (General Plan, Part 1(D).) This project does the opposite. It creates a homogenous monolith of apartments that undermine the small-town character of Fort Bragg, perpetuates the City's drift toward a bedroom community, and physically obstructs highway visitors' views of both the coastline and coastal access.

The mission and vision of Fort Bragg is of "[a] city which seeks to preserve its natural beauty and provide access to the scenic and recreational resources of its natural setting." (*Ibid.*) Nevertheless, the project obstructs nature with a wall of private residences. The mission and vision of Fort Bragg is as "[a] city that embraces its role as the primary commercial and service center on the Mendocino coast." (*Ibid.*) Nevertheless, this project sacrifices real property that was expressly allocated for visitor serving commercial facilities to insular bedroom units. The mission and vision of Fort Bragg is "[a] city which promotes itself as a tourist destination and which provides the necessary

infrastructure and services to support a growing population of transient visitors.” (*Ibid.*) Nevertheless, this project rebuffs transient visitors in favor of cloistered bedrooms.

Turning from broad considerations to brass tacks, “Highway Visitor Commercial”—as the subject property is zoned—is specifically designated by Fort Bragg’s Coastal General Plan as follows:

This land use designation applies to land uses serving residents and visitors on sites which are located along Highway One and arterials at the entry points to the community. Typical uses allowed in this designation include motels and other lodging enterprises, restaurants, and retail outlets. Residential uses are permitted above the ground floor or on the ground floor at the rear of buildings<sup>1</sup> at a maximum density of up to 24 units per acre with a conditional use permit.

(General Plan, Part 2(G); *see also* Fort Bragg Municipal Code 17.22.030, subd. (C)(5)(a) [“Secondary uses oriented to local clientele may be permitted *where the primary use of a site is oriented to or serves visitor, regional, or transient traffic;*” (emphasis added)].)

Paired with this, it is a goal of the local coastal plan to “[m]aximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of property owners.” (General Plan, Goal LU-5.0) Local Coastal Plan policies include that the City of Fort Bragg should “[c]ontinue to provide for and encourage additional visitor-serving commercial facilities,” (General Plan, Policy LU-5.1,) and “[e]nsure 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,” (General Plan, Policy LU-5.2). It is a policy of the local coastal plan to “[e]ncourage the development of residential uses *in conjunction with commercial enterprises in commercial zones*, where the viability of the commercial activities and visitor-serving uses would not be adversely affected.” (General Plan, Policy H-2.2 (emphasis added).)

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<sup>1</sup> The choice to use—and approval of—ground floor spaces as residential facilities is a fundamental defect in the project. Moreover, the use of the ground floor for commercial use would not make the project unfeasible because the City’s planner explained at hearing that the applicant had initially been “perfectly happy” with a 56 residential unit project. (Hearing Video, available at <https://www.city.fortbragg.com/government/city-council/council-meeting-live-stream>.) The applicant could still have 56 units with the ground floors committed to visitor serving commercial uses.

This project, however, sacrifices all these general plan priorities for dense, urban, and privately held residential units wholly contrary to these general plan priorities. The proper use of the space as a welcoming area for visitor serving facilities—rather than a private wall on the water—is underlined by the zoning. As you can see from the zoning map attached hereto as Exhibit A, this gateway lot is zoned Highway serving commercial, and the residential core is intended to be in the town center and to the east of the highway. This project is the opposite.

### **The Project Is Not Exempt From CEQA**

The applicant and City rely upon two CEQA exemptions, neither of which apply. The first of these is the so-called “in-fill development projects” exception. (Cal. Code Regs. Tit. 14, § 15332.) This exception does not apply because the project is not “consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations” insofar as the subject real property was zoned in conformity with the City of Fort Bragg’s General Plan to only have “[r]esidential uses . . . above the ground floor or on the ground floor at the rear of buildings, (General Plan, Part 2(G)). This requirement was ignored. Moreover, approval of that many residential units is likely to add major traffic issues—including vehicle miles driven—additional greenhouse gas emissions from idling in congested traffic, and added noise in proximity to sensitive noise receptors—which would also render the exception inapplicable. Two sensitive noise receptor locations are identified in the map attached hereto as Exhibit A, which is excerpted from the City of Fort Bragg’s general plan. Fundamentally, this CEQA exemption is—and should only be—permitted where the project is truly consistent with all general plan policies because the general plan will have already been subject to CEQA review. When one deviates from a previously reviewed general plan, there is no longer an applicable prior CEQA review upon which to piggyback.

The second of these is the so-called “in-fill housing development” exemption. (Cal. Code Regs. Tit. 14, § 15195.) This exception does not apply because—at a minimum—the project is not within one-half mile of a major transit stop. A “major transit stop” is defined as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Yet here, the cited transit stop in the staff report is only served by one bus route, and the frequency of that bus route is insufficient to qualify as a major transit stop. The relevant local transit authority website materials on point are attached hereto as Exhibit B. The staff report does nothing to explain that the project is near a “major transit stop,” it merely states as much in a wholly conclusory off-hand remark. More shockingly, this inaccurate statement was pointed out at the Planning Commission, yet remains in the current staff report to the city council.

Regardless, “a finding of categorical exemption cannot be sustained if there is a

'fair argument' based on substantial evidence that the project will have significant environmental impacts, even where the agency is presented with substantial evidence to the contrary." (*Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, 262, fn. 12.) "This unusual 'fair argument' standard of review over a public agency's decision has been characterized as setting a 'low threshold requirement for initial preparation of an EIR and reflects a preference for resolving doubts in favor of environmental review when the question is whether any such review is warranted.'" (*Georgetown Preservation Society v. County of El Dorado* (2018) 30 Cal.App.5th 358, 370 quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1316–1317.)

At a minimum, a fair argument can be made that the project is likely to have significant and important effects including vehicle miles driven, additional greenhouse gas emissions from idling in congested traffic, and added noise in proximity to noise sensitive locations.

### **The Project Is Inconsistent With the Coastal Act**

The policies of the Coastal Act prioritize that "maximum access, . . . and recreational opportunities shall be provided for all the people consistent with public safety needs . . ." (Pub. Res. Code § 30210.) "Development shall not interfere with the public's right of access to the sea . . ." (*Id.* at § 30211.) "Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred." (*Id.* at § 30213.) "Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area." (*Id.* at § 30221.) "The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry." (*Id.* at § 30222.)

These policies embrace—and specifically articulate—the paramount value of coastal access and visitor serving facilities. "[A] core principle of the Act is to maximize public access to and along the coast as well as recreational opportunities in the coastal zone." (*San Diego Unified Port Dist. v. California Coastal Com.* (2018) 27 Cal.App.5th 1111, 1129.)

The Density Bonus Law "does not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976." (Gov. Code § 65915.)

Here, however, this project will defeat these aims. It will hijack a substantial 2.6 acre tract of land that is particularly situated to serve—and designated by prior conscious zoning for—visitor serving commercial facilities. Having a three story wall of

private bedrooms also creates a visual barrier to coastal access contrary to Public Resources Code section 30251. Although the area is not labeled as a highly scenic viewshed, the ocean is clearly visible from Highway 1 through the lot, and this view (and notice to the public) of coastal access would be destroyed.

The applicant's very minor changes in relation to coastal access do little to change the project's flaws. As to the pedestrian path and signage, this is not a pedestrian focused area—it is a vehicle focused area—there is nothing to suggest signs will be visible to cars or that cars will have anywhere to park to use the pedestrian path. A major issue that is not addressed by any of the very minor concessions is that visual notice of public coastal facilities will be walled off from drivers by this project.

### **A Required Traffic Study Has Not Been Performed and Would Compel Denial**

The project is situated upon an arterial roadway that brings Fort Bragg most of its visitors.

Fort Bragg is built along Highway One which is also called Main Street within the City. Highway One is the only continuous north-south road serving the north coast of Mendocino County, providing a local transportation corridor for many communities and the primary access route for visitors. Traffic volumes on this roadway have increased steadily over the years.

(General Plan, 5-C.)

The primary intersection serving the project is Ocean View Drive and Highway 1. The City's own prior analysis has concluded that even prior to this project, the level of service at this intersection was in decline. (General Plan, Table C-3.)

The local coastal plan is clear that "[t]raffic studies shall be required for all major development proposals, including but not limited to, drive-through facilities, fast food outlets, convenience markets, major tourist accommodations, shopping centers, commercial development, residential subdivisions, and other generators of high traffic volumes that would affect a Level of Service. Traffic studies shall identify, at a minimum: (a) the amount of traffic to be added to the street system by the proposed development; (b) other known and foreseeable projects and their effects on the street system; (c) the direct, indirect, and cumulative adverse impacts of project traffic on street system operations, safety, and public access to the coast; (d) mitigation measures necessary to provide for project traffic while maintaining City Level of Service standards; (e) the responsibility of the developer to provide improvements; and (f) the timing of all improvements." (General Plan, Policy C-2.6.) These requirements are further in accord with—and parallel—the policy objectives of the Coastal Act.

Nevertheless, no traffic study has been required, and the City wholly—and improperly—delegated what scant mention of traffic there is to CalTrans, who declined to do a traffic study. This is despite that an apartment complex creates not just different volumes of traffic than a commercial project, but different kinds of traffic (e.g., distribution across different times of day).

Numerous local coastal plan policies focus on the importance of traffic considerations. It is a policy to “[e]nsure that the amount and phasing of development can be adequately served by transportation facilities.” (General Plan, Policy C-21.) To service this policy, the City Council is to “[r]eview development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies. (General Plan. Program C-1.2.1.) The City is to “provide consistent standards for the City’s street system.” (General Plan, Policy C-2.4.)

### Conclusion

For the foregoing reasons, we respectfully pray that this honorable City Council deny the submitted project as woefully defective.

Respectfully submitted,



Colin W. Morrow

**Paoli, Diana**

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**From:** Annemarie <aweibel@mcn.org>  
**Sent:** Monday, July 14, 2025 2:01 PM  
**To:** City Clerk; Whippy, Isaac  
**Subject:** public comment 7-14-25 CC meeting, item # 7B, 1151 S. Main Street  
**Attachments:** Fort Bragg View Corridor\_04.14.17.2.pdf; 1151 S. Main Site Plan\_ Retail A + B 06.01.17.pdf; veg map.pdf

To City Manager and City Council,

Please accept my comments. Thanks, Annemarie Weibel

These include comments by Alison Gardner, local botanist. Previous botanist studies only include 2 dates on which site visits were made, and 3 are generally required for botanical surveys.

The trees include several bishop pines, a shore pine, a doug fir, and some monterey pines. Several of these trees, including the shore pine and the doug fir, have the sea fog lichen in them (*Niebla cephalota*), which has been declared rare in Oregon, and will likely be added to the rare list in California in the near future, but is not on it yet. There are several large areas of broom. At the very least, the shore pine should not be cut, as that's where Alison saw the sea fog lichen (*Niebla cephelota*).

The meadow is mostly introduced grasses: sweet vernal grass and velvet grass, with a number of other non-native grasses, also, but does have a significant percentage of native grasses incorporated. There is California brome (*Bromus carinatus*, AKA *Bromus sitchensis* var. *carinatus*) through out much of it, I'd estimate at about 5 to 10% of the total cover. There are many patches of blue wild rye (*Elymus glaucus*, and *Elymus glaucus* ssp. *virescens*) which is also a native grass. I'd say that as a component of the whole, maybe 3%? There is also a number of areas with bracken fern. The bracken is not over the whole field, but in patches. There are a lot under the doug fir and shore pine, and in the southwestern portion of the parcel. There is a vegetation classification California Brome-Blue Wild Rye Prairie (<https://vegetation.cnps.org/alliance/499>) which this is close to fitting into. I don't think that the percentage of the native grasses is quite high enough, though. Membership rules include "*Bromus carinatus* characteristically present with native plants > 10% relative cover in the herbaceous layer (Buck-Diaz et al. 2013)." and "*Bromus carinatus*, *Elymus glaucus*, and/or *Pteridium aquilinum* > 30% relative cover in the herbaceous layer (Sikes et al. 2025)." It's close, but I'm not sure it qualifies. The state and global rarity ranks are S3,G3.

An S3 ranking is considered "vulnerable" and it doesn't prohibit construction, but it would require more hoops to be hopped through, and likely some mitigation.

Table 1. Global and state ranking system for natural communities per NatureServe (2009) and Sawyer et al. (2009).

Rank—Title Definition Abundance

G1 or S1— Critically Imperiled	At very high risk of extinction due to extreme	Fewer than six viable occurrences and/or 2000 acres
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	rarity, very steep declines, or other factors	(worldwide or statewide)
G2 or S2— Imperiled	At high risk of extinction or elimination due to very restricted range, very few populations, steep declines, or other factors	6-20 viable occurrences and/or 2000-10,000 acres (worldwide or statewide)
G3 or S3— Vulnerable	At moderate risk of extinction or elimination due to a restricted range, relatively few populations, recent and widespread declines, or other factors	21-100 viable occurrences and/or 10,000-50,000 acres (worldwide or statewide)
G4 or S4— Apparently Secure	Uncommon but not rare; some cause for long-term concern due to declines or other factors	Greater than 100 viable occurrences and/or greater than 50,000 acres (worldwide or statewide)
G5 or S5— Secure	Community demonstrably secure due to common and widespread abundance	
	Widespread and abundant (worldwide and statewide)	

There are also some areas with California oat grass (*Danthonia californica*), which can be a component of the California brome/blue wildrye/bracken meadows. If the California oatgrass were added in, it should take the native grasses above the level where it would classify as that habitat. However, it's not listed in the "membership rules".

I would be curious as to whether these native grasses are on the botanical survey, and if they gave an argument as to why they shouldn't be considered.

There are a few, but not many, remnant coastal wildflowers--gum plant (*Grindelia stricta* var. *platyphylla*), lupine (*Lupinus littoralis*), yarrow (*Achillea millefolium*). There is the native wild blackberry. There is red elderberry and pink flowering currant.

The visible plants can change with the seasons. Native grasses count for something. If they aren't addressed in the botanical survey, a new one might need to be done.

To not overload your system I am not including any more photos. See photos online already.

Sincerely, Annemarie Weibel

Alison found a whole lot more of the Danthonia than were reported in a previous study.

Danthonia (California oatgrass, not the non-native wild oats) is not classified as rare. However, there is a bit of a tradition locally to try and save native grassland, as there are so many invasive grasses. This parcel has more non-native grasses than it does native. Now, so far as habitats, in the Manual of California Vegetation, they don't have a separate category for Danthonia, they lump it into other habitats. This parcel could fit into one of two vegetation types: <https://vegetation.cnps.org/alliance/499> California brome-blue wildrye prairie (both are on this parcel, as well as the Danthonia) which is classified S3, which is considered a sensitive habitat. Or it could classify as Common sweet vernal grass-velvet grass meadows, which has no protection.

Here are the "membership rules" for the brome-wildrye prairie: (I put the likely arguments in bold)

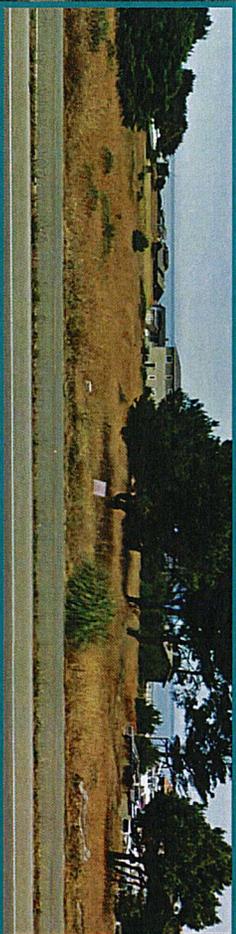
- *Bromus carinatus*, *Bromus maritimus*, or *Pteridium aquilinum* characteristically present with native plants > 25% relative cover in the herbaceous layer (Rodriguez et al. 2017).
- *Elymus glaucus* > 30% relative cover in the herbaceous layer (Buck-Diaz et al. 2012).
- *Bromus carinatus*, *Thermopsis californica*, and/or *Pteridium aquilinum* > 30% relative cover in the herbaceous layer (Evens and Kentner 2006).
- *Bromus carinatus*, *Elymus glaucus*, or *Pteridium aquilinum* > 30% relative cover in the herbaceous layer (Klein et al. 2015).
- ***Bromus carinatus* characteristically present with native plants > 10% relative cover in the herbaceous layer** (Buck-Diaz et al. 2013).
- ***Bromus carinatus*, *Bromus maritimus*, *Elymus glaucus*, *Pteridium aquilinum* and/or *Thermopsis californica* > 30% relative cover in the herbaceous layer** (Buck-Diaz et al. 2021, Sikes et al. 2021, Sikes et al. 2023).

- ***Bromus carinatus*, *Elymus glaucus*, and/or *Pteridium aquilinum* > 30% relative cover in the herbaceous layer** (Sikes et al. 2025).

I would estimate that *Bromus carinatus* is greater than 10% relative cover, and there are other native plants on the parcel, including the *Danthonia*. With the last two options, I think that combined with the other native grasses (I think one could argue that the *Danthonia* should count in that) there may be 30% or greater of the native grasses and bracken. Not sure, I'd have to go out there and sample plots, which would take a long time, which we don't have.

As this is a sensitive habitat, a current study should should be done including a mitigation.

Also, the bracken fern is a slightly sensitive habitat. It's listed as a 3.



Noyo Bay

Google earth  
Legend

© 2016 Google

S Main St

Harbor Ave

Del Mar Dr

Bodyard

Jerey Ave

1000 ft





 **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

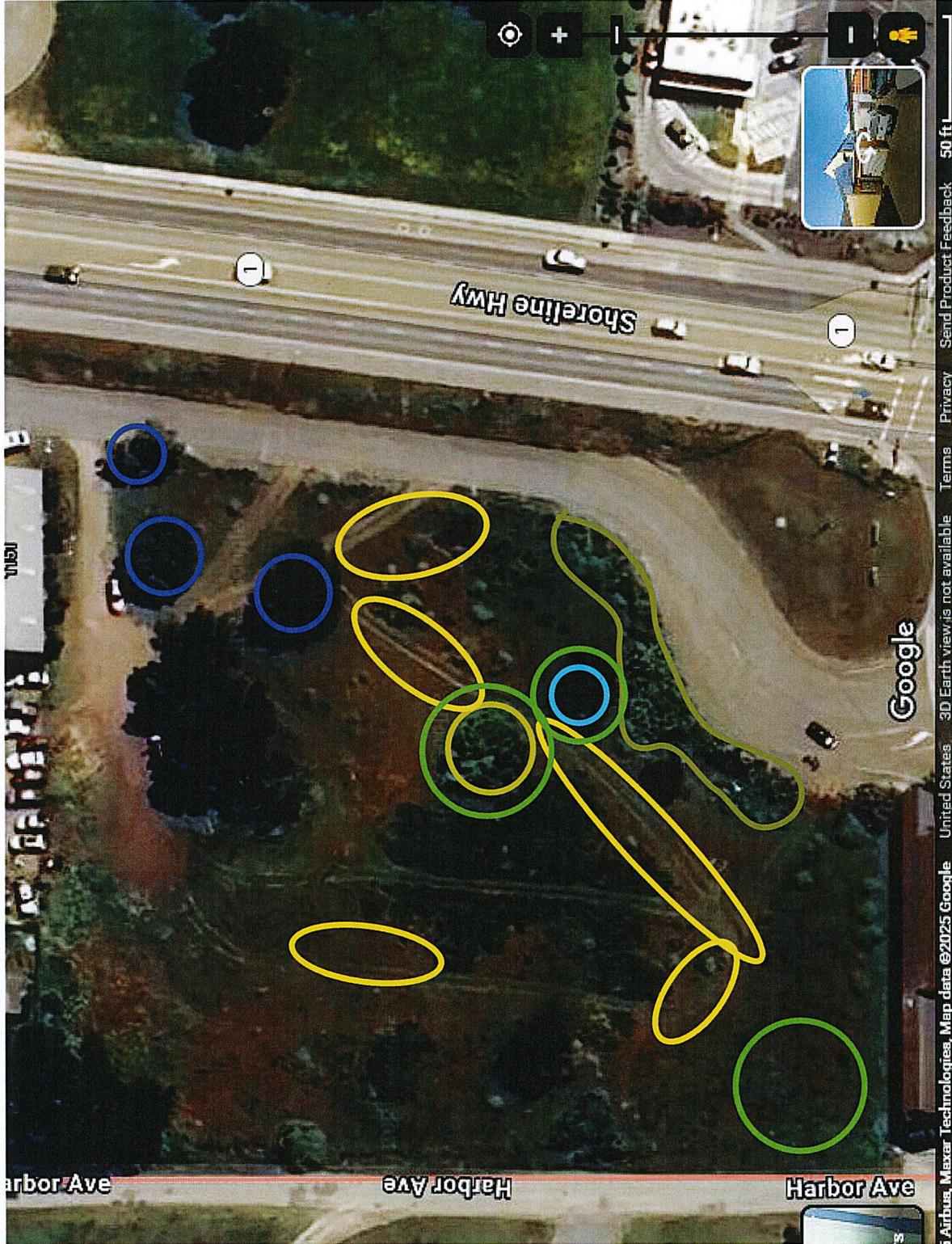
DATE:

REV. NO. REV. DATE


SITE PLAN

JOB NO.:

Map of Some of the Native Vegetation at 1151 S. Main St., Ft. Bragg, Calif.



- Doug fir
- ◌ Coyote bush
- Calif. Oat grass
- Bracken
- Shore pine
- Bishop pine

Calif. Brome, and patches of Blue wild rye found throughout the grassy areas of the parcel.

**Paoli, Diana**

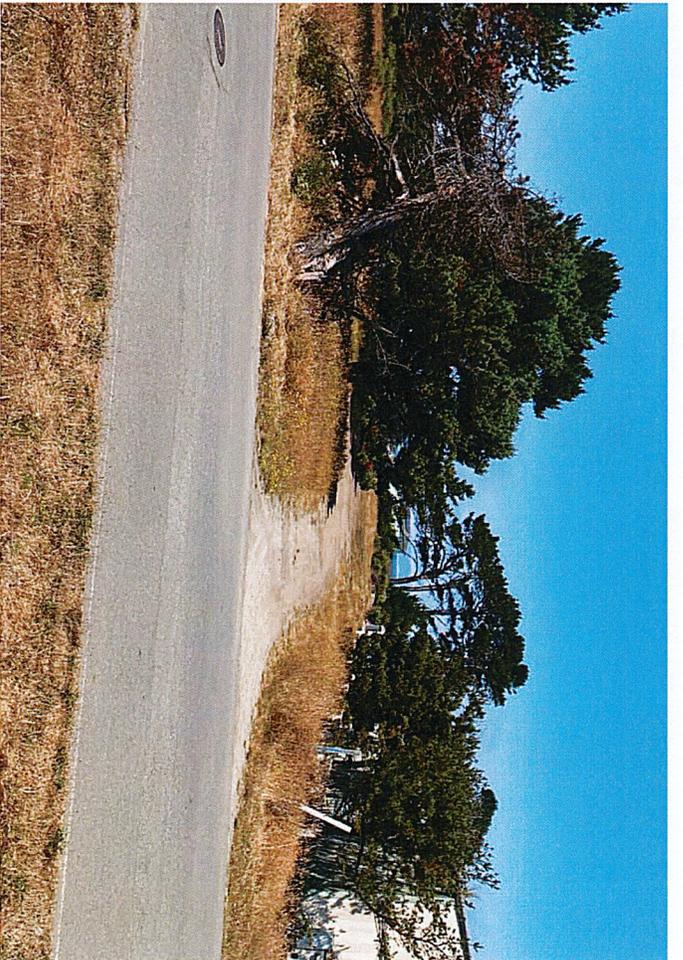
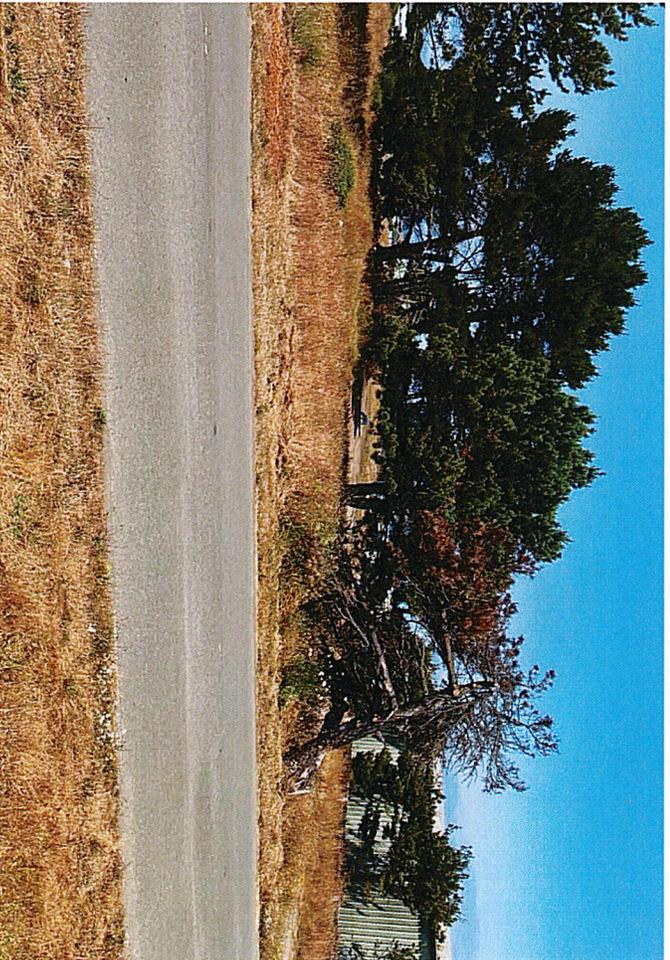
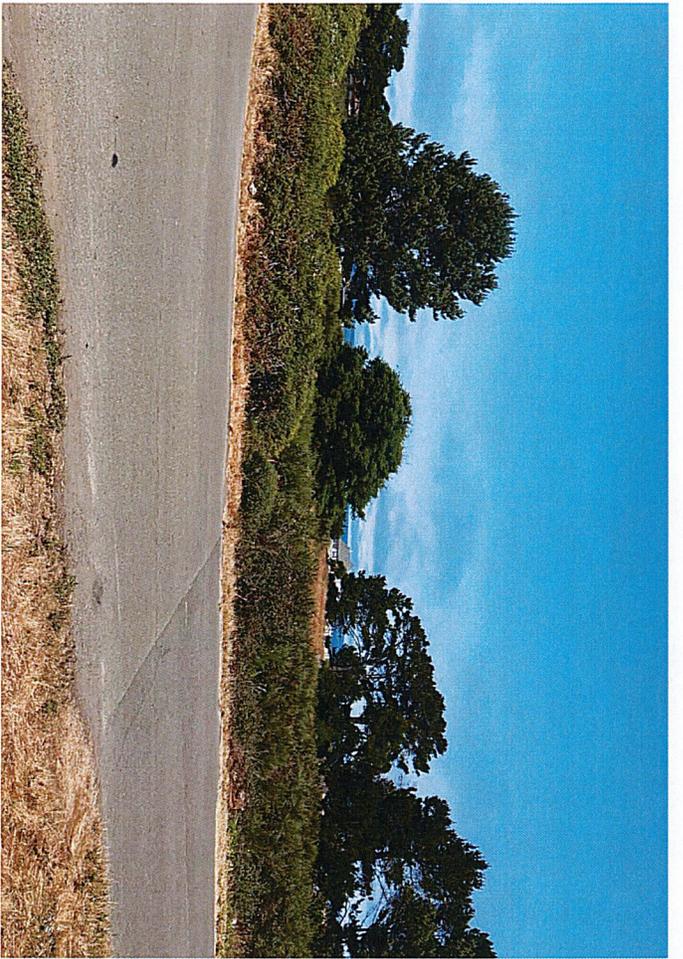
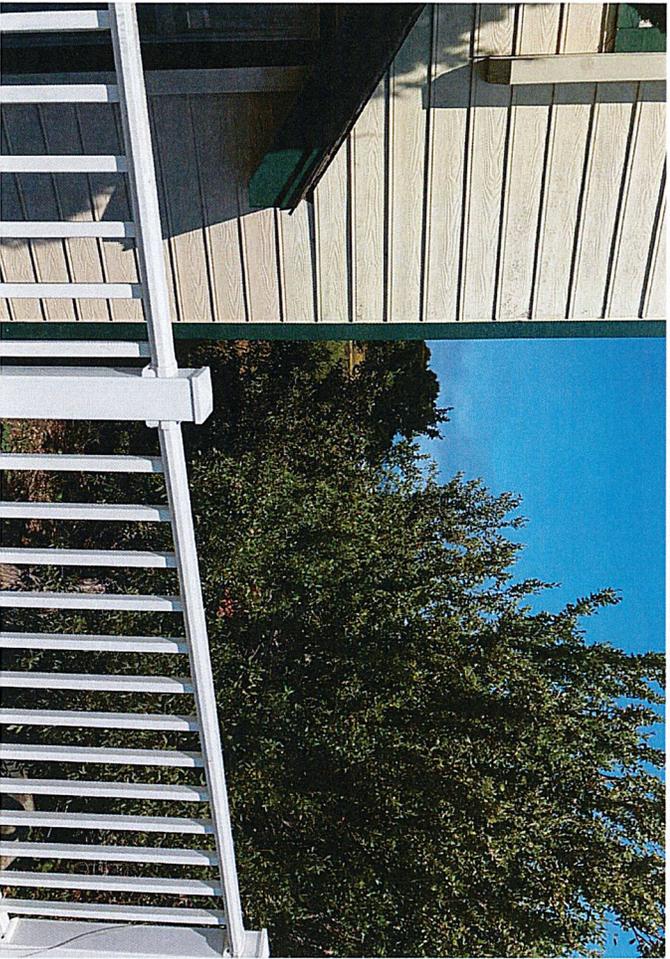
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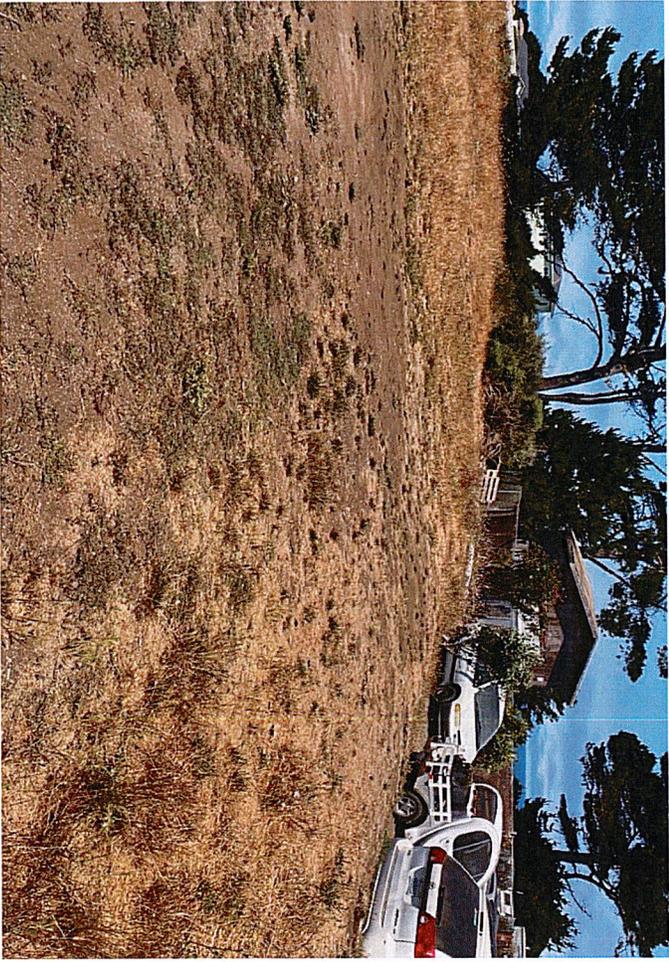
**From:** Annemarie <aweibel@mcn.org>  
**Sent:** Monday, July 14, 2025 2:17 PM  
**To:** City Clerk; Whippy, Isaac  
**Subject:** public comment 7-14-25 CC meeting, item # 7B, 1151 S. Main Street  
**Attachments:** IMG950921.jpg; IMG950935.jpg; IMG950912.jpg; IMG950909.jpg; IMG950905.jpg

To City Manager and City Council,

Please accept these photos taken today by Guy Burnett. They show the ocean view. Some of it is hidden by tall bushes and trees.

Sincerely, Annemarie Weibel





**Paoli, Diana**

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**From:** Paul Clark <pclark@fortbraggrealty.co>  
**Sent:** Monday, July 14, 2025 2:26 PM  
**To:** City Clerk  
**Subject:** City council agenda item 7B 1151 S. Main



Photo taken 2:25 PM this date tell me there's not a nice ocean view

CityMtg 20250714b **Request for Information**

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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We are requesting the location of each bore hole / exploratory well (Bh/Ew) bored on the property at 1151 South Main Street, Fort Bragg CA 95437.

This information request should include:

Date of boring

City of Fort Bragg  
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JUL 10 2025

Location of boring, plotted on this project's site plan

Diameter of boring

Geologic log, with all strata encountered

City of Fort Bragg  
Received

JUL 14 2025

Total depth of boring

Depth when water was encountered

If a completed well report is NOT available, then include these:

Thickness of silty soil

Thickness of terrace deposit

Thickness of Franciscan bedrock

Copies of invoices, and description of sealing material for each Bh/Ew

Labor invoice for sealing each Bh/Ew

Name and signature of person confirming each Bh/Ew has been sealed according to California Department of Water Resources, Part III. Destruction of Monitoring Wells Sections 18 & 19.

Respectfully submitted by Guy Burnett & Truthful Kindness on 10July2025

Guy Burnett



Truthful Kindness



City Council Mtg 14July2025c **BOIL Water Notice**

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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The City Council has been presented with documentation that calls into question the legitimacy of proceeding with this project on site of 1151 South Main Street.

Here is MORE documentation of the misuse of this property for the project, which calls for a “NO” vote is needed on this project:

On 29Apr2025, Mendocino County Public Health issued a public advisory Water Quality Alert – Mendocino, CA; “The State Water Resources Control Board, Division of Drinking Water, has issued citations and compliance orders to three businesses west of Highway 1 in the town of Mendocino. These actions have resulted in boil water notices being issued for those businesses.” ((see attached)).

One of the three wells had a finished depth of over 150’, a properly installed sanitary seal, and still was “under the influence of surface water” contamination. The contaminated stormwater from this project will inundate and overwhelm specific confined areas of a filtration/percolation basin. The soil bedrock constitution is not capable of adequately allowing a slow percolation process. **In all likelihood wells along Harbor Avenue and further west will be destroyed because of this project.**

City council does not have the right or jurisdiction to take and/or allow the destruction of personal property without imminent domain.

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Respectfully submitted by Guy Burnett & Truthful Kindness on 10July2025

Guy Burnett 

Truthful Kindness 

City of Fort Bragg  
Received  
JUL 14 2025

2



## Press Release

*Not for op-ed*

**Date: APRIL 29, 2025**

**TO: MENDOCINO COUNTY NEWS MEDIA**

**FROM: MENDOCINO COUNTY PUBLIC HEALTH**

**CHARLES EVANS, MD, DEPUTY PUBLIC HEALTH OFFICER**

### **PUBLIC ADVISORY**

#### **Water Quality Alert – Mendocino, CA**

The State Water Resources Control Board, Division of Drinking Water, has issued citations and compliance orders to three businesses west of Highway 1 in the town of Mendocino. These actions have resulted in boil water notices being issued for those businesses.

#### **Affected Area:**

- The specific locations impacted are within the town of Mendocino west of Highway 1.

#### **Guidance for Businesses and Residents:**

- The Deputy Public Health Officer recommends all residents and businesses west of Highway 1 proactively test their water for safety.
- Mendocino County Environmental Health is working with affected businesses and offering support to others that may be impacted.
- Collaboration with the California State Water Resources Control Board is ongoing.

#### **Public Information Opportunity:**

Mendocino County Public Health staff will be available at: Harvest Market at Mendosa's

 10501 Lansing Street, Mendocino, CA 95460

 Wednesday, April 30, 2025, & Thursday, May 1, 2025

 10:00 AM – 3:30 PM

Residents may visit during these hours to ask questions or get more information.

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JUL 14 2025



Livestock grazing & vehicle stains in parking area July 14, 2025 @ 1151 South Main Fort Bragg Ca



Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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<https://water.ca.gov/Programs/Groundwater-Management/Wells/Well-Standards/Combined-Well-Standards/Monitoring-Destruction>

**Monitoring Well Standards**  
**Section 18. General Requirements**

All permanently inactive or "abandoned" monitoring wells and exploration holes subject to these requirements shall be properly destroyed. The purposes of destruction are to eliminate the well structure and borehole as a possible means for the preferential migration of poor-quality water, pollutants, and contaminants; and, to prevent a possible hazard to humans and animals.

**Section 19. Requirements for Destroying Monitoring Wells and Exploration Holes.**

o

**B. Exploratory Borings.** Exploratory borings shall be completely filled with appropriate sealing material from bottom to top, if located in areas of known or suspected contamination or pollution. ...

**D. Sealing and Fill Materials.** ... Fill material shall be free of pollutants and contaminants and shall not be subject to decomposition or consolidation after placement. Drilling mud or cuttings are not acceptable as any part of fill material.

Submitted by by Guy Burnett and Truthful Kindness on 14 July 2025.

Guy Burnett 

Truthful Kindness 

Voice at 707-961-1614, 19200 Harbor Avenue, Fort Bragg CA 95437

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JUL 14 2025

City Council Mtg 14July2025h **CA Well Standards Sections 18 & 19**

Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

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<https://water.ca.gov/Programs/Groundwater-Management/Wells/Well-Standards/Combined-Well-Standards/Monitoring-Destruction>

City of Fort Bragg  
Received  
JUL 14 2025

## Monitoring Well Standards

### Section 18. General Requirement

#### Section 18. General Requirements

All permanently inactive or "abandoned" monitoring wells and exploration holes subject to these requirements shall be properly destroyed. The purposes of destruction are to eliminate the well structure and borehole as a possible means for the preferential migration of poor-quality water, pollutants, and contaminants; and, to prevent a possible hazard to humans and animals.

**Section 19. Requirements for Destroying Monitoring Wells and Exploration Holes.** General requirements for destroying monitoring wells and exploration holes are contained in Section 23 of the Water Well Standards. Special considerations for monitoring wells and exploration holes are as follows:

A. Monitoring Wells. Monitoring wells shall be destroyed in accordance with the following requirements and Section 23 of the Water Well Standards, irrespective of their original date of construction:

- 1. *Preliminary Work.* A monitoring well shall be investigated before it is destroyed to determine its condition and details of its construction. The well shall be sounded immediately before it is destroyed to make sure no obstructions exist that will interfere with filling and sealing. The well shall be cleaned before destruction as needed so that all undesirable materials, including obstructions to filling and sealing, debris, oil from oil-lubricated pumps, or pollutants and contaminants that could interfere with well destruction, are removed for disposal. The enforcing agency shall be notified as soon as possible if pollutants or contaminants are known or suspected to be present in a well to be destroyed. Well

destruction operations may then proceed only at the approval of the enforcing agency. The enforcing agency should be contacted to determine requirements for proper disposal of all materials removed from a well to be destroyed.

- 2. *Sealing Conditions*. The following minimum requirements shall be followed when various conditions are encountered:
  - a. The monitoring well casing, and any other significant voids within the well, shall, at a minimum, be completely filled with sealing material, if the following conditions exist:
    - The monitoring well is located in an area of known or potential pollution or contamination, and,
    - The well was constructed and maintained in accordance with these standards.
    - Sealing material may have to be placed under pressure to ensure that the monitoring well is properly filled and sealed.
  - b. A monitoring well shall be destroyed by removing all material within the original borehole, including the well casing, filter pack, and annular seal; and the created hole completely filled with appropriate sealing material, if the following conditions exist:
    - The well is located in an area of known or potential pollution or contamination, and,
    - The well's annular seal, casing, screen, filter pack, or other components were not constructed or maintained according to these standards so that well destruction be merely filling the well casing with sealing material, as in "a" above, would not prevent potential water-quality degradation from the movement of poor-quality water, pollutants, or contaminants through the destroyed well structure.

Material to be extracted from the original borehole shall be removed by means of drilling, including overdrilling, if necessary. The enforcing agency should be contacted to determine requirements for proper disposal of removed materials. Casing, filter pack, and annular seal materials may be left in place during sealing operations, if the enforcing agency agrees they cannot or should not be removed. In such a case, appropriate sealing material

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JUL 14 2025

shall be placed in the well casing, filter pack, and all other significant voids within the entire well boring. Casing left in place may require perforation or puncturing to allow proper placement of sealing materials. Sealing material may have to be applied under pressure to ensure its proper distribution.

- o c. Monitoring wells shall, at a minimum, be destroyed in accordance with the requirements of Section 23 of the Water Well Standards if located in an area free of any known or potential contamination or pollution.

**B. *Exploratory Borings.*** Exploratory borings shall be completely filled with appropriate sealing material from bottom to top, if located in areas of known or suspected contamination or pollution. Borings located outside such areas shall, at a minimum, be filled with sealing material from ground surface to the minimum depths specified in Section 23 of the Water Well standards. Additional sealing material shall be placed below the minimum surface seal where needed to prevent the interchange of poor-quality water, pollutants, or contaminants between strata penetrated by the boring.

Appropriate fill or sealing material shall be placed below and between intervals containing sealing material. Sealing material is often economical to use as fill material. The boring shall be inspected immediately prior to filling and sealing operations. All obstructions and pollutants and contaminants that could interfere with filling and sealing operations shall be removed prior to filling and sealing. The enforcing agency shall be notified as soon as possible if pollutants or contaminants are known or suspected to be in a boring to be destroyed. Well destruction operations may then proceed only at the approval of the enforcing agency. The enforcing agency should be contacted to determine requirements for proper disposal of removed materials.

**C. *Placement of Material.*** The placement of sealing material for monitoring wells and exploratory borings is generally described in Section 23 of the Water Well Standards and Appendix B. The following additional requirements shall be observed when placing sealing material for monitoring well or exploratory boring destruction.

- 1. *Placement Method.* The well or exploratory boring shall be filled with appropriate sealing, and fill material where allowed, using a tremie pipe or equivalent, proceeding upward from the bottom of the well or boring.

JUL 14 2025

Sealing material shall be placed by methods (such as the use of a tremie pipe or equivalent) that prevent freefall, bridging, and dilution of sealing materials, and/or prevent separation of aggregate from sealants. Sealing material may be placed by freefall only where the interval to be sealed is dry and no more than 30 feet in depth. Fill material shall be placed by methods that prevent bridging and voids.

- 2. *Timing and Placement.* Sealing material shall be placed in one continuous operation (or "pour") from the bottom to the top of the well or boring, unless conditions in the well or boring dictate that sealing operations be conducted in a staged manner, and prior approval is obtained from the enforcing agency.
- 3. *Groundwater Flow.* Special care shall be used to restrict the flow of groundwater into a well or boring while placing sealing and fill material, if subsurface pressure producing the flow is significant.
- 4. *Sealing Pressure.* Pressure required for the placement of cement-based sealing materials shall be maintained long enough for cement-based sealing materials to properly set.
- 5. *Verification.* It shall be verified that the volume of sealing and fill material placed during destruction operations equals or exceeds the volume to be filled and sealed. This is to help determine whether the well or boring has been properly destroyed and that no jamming or bridging of the fill or sealing material has occurred.

D. Sealing and Fill Materials. Materials used for sealing exploratory borings and monitoring wells shall have low permeabilities so that the volume of water and possible pollutants and contaminants passing through them will be of minimal consequence. Sealing material shall be compatible with the chemical environment into which it is placed, and shall have mechanical properties consistent with present and future site uses. Suitable sealing materials include neat cement, sand-cement, and bentonite, all of which are described in Section 9 of these standards. Bentonite shall not be used as a sealing material opposite zones of fractured rock, unless otherwise approved by the enforcing agency. Drilling mud or drill cuttings are not acceptable as any part of sealing material for well destruction. Concrete may be used as a sealing material at the approval of the enforcing agency. Fill material, if any, shall meet the requirements of Section 23 of the Water Well Standards. **Fill material shall be free of pollutants and contaminants and shall not be subject**

to decomposition or consolidation after placement. Drilling mud or cuttings are not acceptable as any part of fill material.

E. Additional Requirements for Monitoring Wells and Exploratory Borings in Urban Areas. The following additional requirements shall be met for destroying wells and exploratory borings in urban areas, unless otherwise approved by the enforcing agency:

- 1. The upper surface of the sealing material shall end at the depth of 5 feet below ground surface; and,
- 2. If the well casing was not extracted during destruction and sealing operations, a hole shall be excavated around the well casing to a depth of 5 feet below ground surface after sealing operations have been completed and the sealing material has adequately set and cured. The exposed well casing shall then be removed by cutting the casing at the bottom of the excavation. The excavation shall be backfilled with clean, native soil or other suitable material.

F. Temporary Cover. The well or borehole opening and any associated excavations shall be covered at the surface to ensure public safety and to prevent the entry of foreign material, water, pollutants, and contaminants; whenever work is interrupted by such events as overnight shutdown, poor weather, and required waiting periods to allow setting of sealing materials and the performance of tests. The cover shall be held in place or weighted down in such a manner that it cannot be removed, except by equipment or tools.

Submitted by by Guy Burnett and Truthful Kindness on 14 July 2025.

Guy Burnett



Truthful Kindness



City of Fort Bragg  
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JUL 14 2025

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