

From: [Meli Treichler](#)
To: [City Clerk](#)
Subject: 6/5 City Counsel Grocery Outlet Vote
Date: Saturday, June 03, 2023 4:48:33 PM

Melanie Treichler
41701 Eureka Hill Rd, Point Arena, CA 95468
916-666-9990

Please vote yes to open a Grocery Outlet. Groceries on the coast are so insanely expensive. This is a wonderful opportunity for thousands of continuity members. Please vote YES.

-Melanie Treichler

CITY OF FORT BRAGG

REC'D JUN 02 2023

5-29-23

I/we have been living at the low income Walnut Apartments on Walnut Street.

We are not able to attend the City Council meeting.

Most all the residents go the food bank every week. This is how we get our staples.

We will be able to walk to the new grocery outlet.

They will also likely contribute to the Food Bank.

We just hope our voices are heard.

Please no more lawsuits.

Thank you for voting **yes** and please get this done.

Residents of Walnut Apartments, 311 Walnut Street, Fort Bragg, CA

Name

Apt

- 1) Susie Skight susiesleight@gmail.com
- 2) Suzanne #26 susphiejane702@gmail.com
- 3) Deborah Cauwels #17 Walnut@twime.com
- 4) Mike Korbe #17 Hi2youall87@gmail
- 5) Nancy Darnice #47 libbycat19@gmail
- 6) Matthew L Maxwell #31
- 7) Patience Iwan #25 Francisco Guzman #27
- 8) Rushelle #9 #8
- 9) Tim Dark #13
- 10) Joseph Beardsley #13
- 11) Al Fren #19
- Brenn Hoor #10

CITY OF FORT BRAGG

REC'D JUN 02 2023

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We will be able to walk to the new grocery outlet.

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Please no more lawsuits.

Thank you for voting **yes** and please get this done.

Residents of Walnut Apartments, 311 Walnut Street, Fort Bragg, CA

Name

Apt

1)

Lizabeth Daniel 04 Daniel

2)

Elizabeth Silver #45 @ Walnut Apt Ego

3)

Caitlin Pitts #42 311 Walnut St apt

4)

Adam Johnson

5)

Alyssa Angley #29

6)

ROSAN BECK

7)

Kathy Taylor

8)

Heath Chambers #38

9)

Ticki Chadworth #34

10)

Amanda Pickers #28

11)

Tim Small #33

* Residents of Fort Bragg

Brianna Martinez - briannamartinez2359@gmail.com

Angelina Ornelas angelina.ornelas@hotmail.com

Luz Delgado 142bonita¹⁴³@gmail.com

Katherine Lovo lovoponcekatherine@gmail.com

Jaef mason NA

Jessica Gonzalez - mendojess3@gmail.com

Teresa Rodriguez Valdovinos - N/A

Ricardo May - rcmay77@gmail.com 1201 Willow St F.B

Cristina Flores - cristy32@slaglobal.net

Bel Kinning bkinney19@gmail.com

CITY OF FORT BRAGG

REC'D JUN 02 2023

From: [Fort Bragg Local Business Matters](#)
To: [City Clerk](#)
Cc: [Peters, Sarah](#); [cdd](#)
Subject: Public Comment in Opposition to the Proposed Grocery Outlet Matter for Consideration at the City Council Hearing on June 5, 2023
Date: Saturday, June 03, 2023 4:05:31 PM
Attachments: [FBLBM GO Opposition Petition 06.02.23 - Copy.pdf](#)

June 3, 2023

To the Honorable Fort Bragg City Council:

Attached, please find a copy of the online Petition from Fort Bragg Local Business Matters (FBLBM), in opposition to the proposed Grocery Outlet development at 851 S. Franklin Street, for the City Council's consideration of this matter, at their June 5, 2023 hearing.

As noted in the attached document, we have received over 756 digital signatures (and growing) to date from Fort Bragg residents, activists, families and workers, who have strong concerns about the proposed project impacts and the flawed EIR, that we had hoped would be comprehensive and conducted impartially by independent experts, but that was not the case.

We will share separate comments relating to our concerns about the EIR, and a respectful request that the Council strongly consider not certifying the proposed Final EIR for this development, in separate correspondence through our group's legal representative.

In the interim, please accept this Petition in Opposition to the proposed Grocery Outlet development on behalf of FBLBM, for the public record and for the Council's consideration of this important issue at their hearing on June 5th.

Please also confirm receipt of this email, and attached Petition, and certify that it will be included in the public record and shared with the City Council in a timely manner, prior to the hearing on this matter.

Sincerely,

Fort Bragg Local Business Matters



Protect our Downtown & Local Businesses in Fort Bragg

The **backbone of our community** are our **local businesses** who've stuck it out through thick and thin over the years. And these last two years have been particularly trying for all of us and our local businesses.

We want to see our town thrive which is why we have **strong concerns about the growing proliferation of national chain and discount stores** popping up in our community. These stores add little value to the unique character of our town and in fact threaten to upend it by making it difficult for our existing small businesses to survive in what has been a very difficult time.

The latest example is a **Sacramento based developer's plan to build a new discount grocery store at 851 S. Franklin Street**, at the busy entrance to Noyo Harbor. The proposed Grocery Outlet **will hurt our existing businesses**, like Harvest Market, and would add yet another national chain discount store to our community.

Furthermore, **the site of the proposed grocery store**, which includes the County Social Services Building that will be demolished instead of repurposed, **is also a problem**. The Grocery Outlet will generate **hundreds of new car trips per day** along S. Main Street and N. Harbor Drive, which is also the entryway to the busy Noyo restaurants and shops. It's hard enough already to try to get down to Noyo Harbor or back on to South Main Street, and we can only imagine how much **worse traffic** will be if we add hundreds of cars going in and out of this grocery store at this busy intersection, each and every day. The proposed grocery store also raises **concerns** about impacts to **emergency response times, water use and quality, air/light/noise pollution, and public safety**.

Which is why **we successfully fought hard to get the City and developer to conduct a full and comprehensive Environmental Impact Report (EIR)** so that we would know the true negative impacts this project will have on traffic, the environment and our community. We learned in April 2022, that the City approved the selection of the **"suspicious"** De Novo Planning Group to manage the EIR for the controversial Grocery Outlet project in Fort Bragg. The De Novo Group had already started work with the developer on the EIR before being selected and plans to use old impact studies to make the EIR cheaper and quicker.

So what we seem to have is a **sham of an EIR being conducted that the City Council knowingly signed off on**, and we have to wonder why that is.

Despite the City Council's questionable behavior and apparent greed to get this project approved, *again*, there is still time to act and to **urge the City to use their discretion to say NO to the proposed Grocery Outlet at this site! NO** to another discount store in Fort Bragg! **NO** to more traffic on Main Street and Harbor Drive! **NO** to something that will hurt our downtown and existing local businesses!

Thank you for SIGNING this petition and for supporting our downtown and local businesses!

Link to the online Petition: <https://chng.it/NZbhVQt8>



Digital Signatures to the FBLBM GO Opposition Petition

756 Signatures, as of 1:30 P.M. Friday, June 2, 2023

Name	City	State	Postal Code	Signed On
Sam Parker	Fort Bragg	CA		3/23/2021
Ken Armstrong	Fort Bragg	CA	95437	3/23/2021
Diana Theobald	chico		95973	4/6/2021
Kassandra Taylor	Fort Bragg	CA	95437	4/6/2021
Constance Huebert	Fort Bragg	CA	95437	4/6/2021
Derek Hooper	Mendocino	CA	95460	4/6/2021
Allison Crawford	Fort Bragg	CA	95437	4/6/2021
Roslyn Satten	Fort Bragg	CA	95437	4/6/2021
Mikael Blaisdell	Fort Bragg	CA	95437	4/7/2021
Jamie Peters	Fort Bragg	CA	95437	4/7/2021
Connie Schartz	Fort Bragg	CA	95437	4/7/2021
Jenn Davis	Fort Bragg	CA	95437	4/7/2021
Carin Berolzheimer	Fort Bragg	CA	95437	4/7/2021
Jacquelyn Cisper	Fort Bragg	CA	95437	4/7/2021
Christopher Cisper	Fort Bragg	CA	95437	4/7/2021
Jo Bradley	Little River		95456	4/7/2021
Margaret Guhde	Mendocino	CA	95460	4/7/2021
Frank Bender	Alameda	CA	94502	4/7/2021
David King				4/7/2021
Matthew Griffen	Fort Bragg	CA	94537	4/7/2021
Patty Madigan	Comptche	CA	95427	4/7/2021
Zoleta Lee	Fort Bragg	CA	95437	4/7/2021
Teresa Meche	Fort Bragg	CA	95437	4/7/2021
Daton Dean	Memphis		38114	4/7/2021
Katie Shellman	Fort Bragg	CA	95437	4/7/2021
Scott Roat	Mendocino	CA	95460	4/8/2021
Ann Lee	Fort Bragg	CA	95437	4/8/2021
Katie Turner	Fort Bragg	CA	95437	4/8/2021
Jasmin Ortiz	Santa Barbara		93105	4/8/2021
Richard Council	Lodi		95242	4/8/2021
Karen Reynolds	Fort Bragg	CA	95437	4/8/2021
Ann Brezina	Fort Bragg	CA	95437	4/8/2021
Agim Demirovski	Staten island		10310	4/8/2021
Elaine Charkowski	Fort Bragg	CA	95437	4/8/2021
Jenna Hoyt	Fort Bragg	CA	95437	4/8/2021



Steven Taylor	Fort Bragg	CA	95437	4/8/2021
Nicolas Binfield	lakewood		44107	4/8/2021
Kristene Markert	Fort Bragg	CA	95437	4/8/2021
Yaz Pickaxe	Germantown		20874	4/8/2021
Bernadette Coyle	Leland		28451	4/8/2021
Eve Ball	Tucson		85730	4/8/2021
Macey Nelepovitz	Fort Bragg	CA	95437	4/8/2021
taryn Oakes	Westport	CA	95437	4/8/2021
Diane Buxton	Mendocino	CA	95460	4/8/2021
Ron Hock	FORT BRAGG	CA	95437	4/8/2021
Margaret Roberts	Fort Bragg	CA	95437	4/8/2021
Jima Abbott	Fort Bragg	CA	95437	4/8/2021
Eric Stromberger	Fort Bragg	CA	95437	4/8/2021
Daney Dawson	Fort Bragg	CA	95437	4/8/2021
Elizabeth Swenson	Fort Bragg	CA	95437	4/8/2021
Thomas Grattan	Mendocino	CA	95460	4/8/2021
Catherine Hart	Mendocino	CA	95460	4/8/2021
Liz Helenchild	Mendocino	CA	95460	4/8/2021
David Gurney	Fort Bragg	CA	95437	4/8/2021
Anne Beck	Fort Bragg	CA	95437	4/8/2021
Annette Jarvie	Mendocino	CA	95460	4/8/2021
Eleanor Adams	Fort Bragg	CA	95437	4/8/2021
Barbara Metcalfe	Los Angeles	CA	90028	4/8/2021
Frank Letton	Whitethorn	CA	95589	4/8/2021
Anna Marie Stenberg	Fort Bragg	CA	95437	4/8/2021
Royce Loewen	Albion	CA	95410	4/8/2021
Sallie Richards	Fort Bragg	CA	95437	4/8/2021
Erif Thunen	Albion	CA	95410	4/8/2021
arnav chaturvedi	Hillsborough		8844	4/8/2021
Cynthia Gair	Mendocino	CA	95460	4/8/2021
jennifer kreger	Fort Bragg	CA	95437	4/8/2021
Eric Kelly	Tucson		85710	4/8/2021
janie rezner	ft bragg	CA	95437	4/8/2021
Lynn Derrick	Albion	CA	95410	4/8/2021
			95437-	
robert lorentzen	fort bragg	CA	8727	4/8/2021
Meredith Smith	Mendocino	CA	95460	4/8/2021
Laura Lind	Fort Bragg	CA	95437	4/8/2021
Janet Schlihs	Fort Bragg	CA	95437	4/8/2021
Donna LaForge	West Monroe	LA	71291	4/8/2021



Ashley Vandever	Kansas city		64106	4/8/2021
MARC YASSKIN	Roy	WA	98580	4/8/2021
Marta MacKenzie	Fort Bragg	CA	95437	4/8/2021
Kandeda Trefil	Albion	CA	95410	4/8/2021
Catherine McMillan	Mendocino	CA	95460	4/8/2021
Paula Hale	Fort Bragg	CA	95437	4/8/2021
Judith Edwards	Fort Bragg	CA	95437	4/8/2021
Cecile Cutler	Fort Bragg	CA	95437	4/8/2021
Danleigh Spievak	Fort Bragg	CA	95437	4/9/2021
Don Taylor	Fort Bragg	CA	95437	4/9/2021
Dyana Sangraal	Fort Bragg	CA	95437	4/9/2021
Majd Ablahad	Chicago		60634	4/9/2021
Sylvia Gilmour	Fort Bragg	CA	95437	4/9/2021
Paloma Carmona	Fort Bragg	CA	95437	4/9/2021
Jesus Renteria	Fort Bragg	CA	95437	4/9/2021
Sue Coulter	Little River	CA	95456	4/9/2021
merry winslow	Fort Bragg	CA	95437	4/9/2021
Susan McNeil	Fort Bragg	CA	95437	4/9/2021
Frank Martinez	Arlington		76013	4/9/2021
Richard Rasmussen	Fort Bragg	CA	95437	4/9/2021
Joan Burleigh	Fort Bragg	CA	95437	4/9/2021
Cynthia Scott	Mendocino	CA	98626	4/9/2021
R Pearson				4/9/2021
Jacob Reynolds	Quincy	CA	95971	4/9/2021
sandy oppenheimer	fort Bragg	CA	9	4/9/2021
Wendy Slevin	Fort Bragg	CA	95437	4/9/2021
Allie Sanchez	Salem		1970	4/9/2021
Adrian Mendoza	Maddison		1612	4/9/2021
N. Milano	Fort Bragg	CA	95437	4/9/2021
dennis jecmen	Fort Bragg	CA	95437	4/9/2021
Margaret Drake	Albion	CA	95410	4/9/2021
Brice Scanlon	Stamford		6902	4/9/2021
Linda Perry	Mendocino	CA	95460	4/9/2021
Alanna Ayres	Point Arena	CA	95468	4/9/2021
Sandi Mosden	Fort Bragg	CA	95437	4/9/2021
Alfred Holston, Jr.	Fort Bragg	CA	95437	4/9/2021
Cornelia Gerken	Fort Bragg	CA	95437	4/9/2021
Natalia Smith	Cheraw		29520	4/9/2021
lee alley	Pacifica	CA	94044	4/9/2021
Charlotte Agbeka	Syosset		11791	4/9/2021



Shantel Burdette	Rome		30165	4/9/2021
Freddy Reyes	Bronx		10456	4/9/2021
Adriana Narro	Fort Bragg	CA	95437	4/9/2021
Elisha Moleski	Sanford		32771	4/9/2021
Robert McMillin	Abilene		79606	4/9/2021
Danielle Walsh	Kennesaw		30152	4/9/2021
Dorothy Qurnell	Grass Valley		95949	4/9/2021
Beth Goodwin	Fort Bragg	CA	95437	4/9/2021
Anthony Miksak	Fort Bragg	CA	95437	4/9/2021
Carole Freeman	Comptche	CA	95427	4/9/2021
Lonnie Mathieson	Fort Bragg	CA	95437	4/10/2021
Allisondra Coito	San Lorenzo		94580	4/10/2021
Jerrilee Holtzaple	Philadelphia	PA	19144	4/10/2021
Hanna Levie			9963	4/10/2021
jaqavion jr demarcus	Pomona		91766	4/10/2021
Chanira Andia	Whittier		90604	4/10/2021
Zida Borcich	Fort Bragg	CA	9537	4/10/2021
Brooke Selapack	Dana Point	CA	92629	4/10/2021
katherine webster	Fort Bragg	CA	95437	4/10/2021
Kristine Reiber	Caspar	CA	94112	4/10/2021
Pamela Olson	Chicago		60661	4/10/2021
John Fisher	Fort Bragg	CA	95437	4/10/2021
Gerald Zari	Fort Bragg	CA	95437	4/10/2021
Susana hennessey Lavery	San Francisco	CA	94123	4/10/2021
Katherine Haley	Lower lake	CA	95457	4/10/2021
Richard Lopez	Indio		92203	4/10/2021
Suzi Lina	Fort Bragg	CA	95437	4/10/2021
Michele Wald	San Anselmo	CA	94960	4/10/2021
Steven Gravenites	Fort Bragg	CA	95437	4/10/2021
Aiden Hansen Troidl	Nampa		83686	4/10/2021
Brian Edwards	Monroe		28111	4/10/2021
Judy Tarbell	Caspar	CA	95420	4/10/2021
Jasmine Wylie	Citrus Heights		95610	4/10/2021
			94571-	
James Barrett	Rio Vista	CA	2280	4/10/2021
Christian Sholtis	Wilkes Barre		18702	4/10/2021
Deb Alan	San Anselmo	CA	94960	4/10/2021
Melanie Chavez	Spring Valley		91977	4/10/2021
Scott Menzies	Fort Bragg	CA	95437	4/10/2021
Veda Connor	Morgan Hill	CA	95037	4/10/2021



Mich Par	Redwood City		94063	4/10/2021
Ron Weimer				4/10/2021
Patti Ripple				4/10/2021
Megumin Sato	Longview		75605	4/11/2021
Marilyn Lemos	Mendocino	CA	95460	4/11/2021
Steve Ritchie	Point Arena	CA	95468	4/11/2021
Andrea Moran	Miami		33138	4/11/2021
Monica edman	FortBragg	CA	95437	4/11/2021
Lydia Rand	Mendocino	CA	95460	4/11/2021
Oscar Jaquez	North Las Vegas		89030	4/11/2021
Moises Hernandez	Carlsbad		92008	4/11/2021
Jay McMartin-				
Rosenquist	Fort Bragg	CA	95437	4/11/2021
Kristen Kemp	Falls Church		22041	4/11/2021
cynthia sanborn-dubey	Willits	CA	95490	4/11/2021
Jacob Swang	Raleigh		27604	4/11/2021
Tyler T	Arcadia		91006	4/11/2021
Dillion Phillips	San Jose		94589	4/12/2021
Jesus Renteria	Fort Bragg	CA	95437	4/12/2021
Gina Holdren	Fort Bragg	CA	95437	4/12/2021
Susan Sisk	Fort Bragg	CA	95437	4/12/2021
Susie Burks	Corpus Christi		78412	4/12/2021
Austin Ballard	Byron		82412	4/12/2021
Lanee Blankenship	Sacramento		95842	4/12/2021
Morgan Hall	Fort bragg	CA	95437	4/12/2021
Sarah Thurber	Fort Bragg	CA	95437	4/12/2021
Jeff Laxier	Fort Bragg	CA	95437	4/12/2021
Jeanne Paula Trani	Concord		94521	4/12/2021
Claudelle Zack	Fort Bragg	CA	95437	4/12/2021
Jose Lopez	Santa Ana		92701	4/12/2021
Frida Rivera	Houston		77035	4/12/2021
Nicole Sandoval	Fort Bragg	CA	95437	4/12/2021
lu ross	MENDOCINO	CA	95460	4/12/2021
Mary Chamberlin	Fort Bragg	CA	95437	4/12/2021
Kirk Melton	Fort Bragg	CA	95437	4/12/2021
Kayla Morgan	Fort Bragg	CA	95437	4/13/2021
Charisse Ballard	Fort Bragg	CA	95437	4/13/2021
Anthony Koller	Fort Bragg	CA	95437	4/13/2021
Dennak Murphy	Fort Bragg	CA	95437	4/13/2021
Kaya Kachigian	Mendocino	CA	95460	4/13/2021



K V Bunker	Fort Bragg	CA	95437	4/13/2021
Austin Ward	Corvallis	OR	97330	4/13/2021
B York	Fort Bragg	CA	95437	4/13/2021
Heather Brogan Gealey	Fort Bragg	CA	95437	4/13/2021
Morgan Peterson	Fort Bragg	CA	95437	4/13/2021
Olivia Clark	Santa Rosa	CA	95403	4/13/2021
Colby Jones	Berkeley	CA	94705	4/13/2021
Felicia Gealey	Albion	CA	95410	4/13/2021
Brittney Tuomala	Fort Bragg	CA	95437	4/13/2021
Sage Andersen	Mendocino	CA	95460	4/14/2021
Kerry Mertle	Santa Rosa	CA	95409	4/14/2021
Madeline Richards	Fort Bragg	CA	95437	4/14/2021
Sharon Peterson	Fort Bragg	CA	95437	4/14/2021
rebecca Gilgert	Chico	CA	95928	4/14/2021
Terri Esiline	Gladwin		48624	4/14/2021
Melissa Gonzalez	Lakeside		92040	4/14/2021
Julie Burns	Fort Bragg	CA	95437	4/14/2021
Amethyst Douglas	Fort bragg	CA	95437	4/14/2021
River Wilder	Fort Bragg	CA	95437	4/14/2021
Ariana van Buuren	Fort Bragg	CA	95437	4/14/2021
Emma Gilchrist	Fort Bragg	CA	95437	4/14/2021
Mirna Hernandez	Fort Bragg	CA	95437	4/14/2021
Keri Ann Bourne	Grants Pass	OR	95437	4/14/2021
Chris Afton	Lake Elsinore		92530	4/15/2021
Lorena Edmundson	Portland	OR	97214	4/15/2021
Rev. Robert Roseman	Fort Bragg	CA	95437	4/15/2021
Grace Hansen	Fort bragg	CA	95437	4/15/2021
Cathy Dostal	Fort Bragg	CA	95437	4/15/2021
joshua olanrewaju	Springfield		45502	4/15/2021
Bria Darville	Valdosta		31601	4/15/2021
Connor Lamont	Ridley Park		19078	4/15/2021
Jared Peterson	Anaheim		92805	4/15/2021
Kabir Arora	Castro Valley		94546	4/15/2021
S French	Fort Bragg	CA	95437	4/15/2021
Marco Garcia	Fort Worth		76137	4/16/2021
Brian Tovey	Brookings		97415	4/16/2021
Patty Yanez		CA		4/16/2021
Sarah Bradley	Sacramento	CA	95826	4/16/2021
Christie Dodgson	Fort Bragg	CA	95437	4/17/2021
Sharon Mullenau	Santa Cruz	CA	95062	4/17/2021



Scott Miller	Fort Bragg	CA	95437	4/17/2021
Laura Kirby	Portland	OR	97217	4/18/2021
Luis Camppps	North Hollywood		91601	4/18/2021
Gunner John	Meadville		16335	4/18/2021
Frank C	Philadelphia		19124	4/18/2021
Mindy Bruchler	Fort Bragg	CA	95437	4/18/2021
Carol Steele	Fort Bragg	CA	95437	4/18/2021
Jose López	Orlando		32828	4/19/2021
kathryn Rossum	Fort Bragg	CA	95437	4/19/2021
Randi Unroe	Willits	CA	95490	4/19/2021
Colleen Hooper	Fort Bragg	CA	95437	4/19/2021
Sandra Emery	Fort Bragg	CA	95437	4/20/2021
Eric Drechsel	Santa Rosa	CA	95401	4/20/2021
Rio Russell	Elk	CA	95432	4/20/2021
Kay Hayward	Mendocino	CA	95460	4/20/2021
Suzan Garcia-Wells	Fort Bragg	CA	95437	4/21/2021
Terri Beer	Fort Bragg	CA	95437	4/21/2021
Ron Rossiter	Ukiah	CA	95482	4/21/2021
Sue Klingler	Fort Bragg	CA	95437	4/22/2021
Nancy Crider	Ft. Bragg	CA	95437	4/22/2021
Ene Bender	Fort Bragg	CA	95437	4/24/2021
Rick Davis	Fort Bragg	CA	95437	5/4/2021
Jo Bradley	Fort Bragg	CA	95437	5/5/2021
Keith Stiver	Fort Bragg	CA	95437	5/5/2021
Tom Jelen	Fort Bragg	CA	95437	5/5/2021
Deborah Kvaka	Laytonville	CA	95454	5/6/2021
Juan J Venegas	Fort Bragg	CA	95437	5/6/2021
Laurie York	Albion	CA	95410	5/6/2021
Pearl Connell	Fort Bragg	CA	95437	5/6/2021
Jenafer Owen	Fort Bragg	CA	94707	5/7/2021
Laural Pope	Fort Bragg	CA	95437	5/7/2021
Laurel LeMohn	Fort Bragg	CA	95437	5/8/2021
Susan Lundgren	Mendocino	CA	96460	5/8/2021
Genesis Diaz-Meza	Fort Bragg	CA	95437	5/9/2021
John Richelson	Fort Bragg	CA	95437	5/9/2021
autumn faber	mendocino	CA	95460	5/10/2021
Derek Lockyer	Mendocino	CA	95460	5/10/2021
Devon Patel	Fort Beagg	CA	95437	5/10/2021
Terry Leedy	Grapeview	WA	98546	5/11/2021
Val Marshall	Fort Bragg	CA	95437	5/18/2021



Crystal Clements	Fort Bragg	CA	95437	5/19/2021
Anne Young	Fort Bragg	CA	95437	5/19/2021
Ron Hock	Fort Bragg	CA	95437	5/19/2021
Tracy DeLeeuw	Lake Tahoe	CA	97526	5/19/2021
Janet Aguilar	Mendocino	CA	95460	5/19/2021
Melissa Birch	Eureka	CA	95501	5/20/2021
Jeri Erickson	Fort Bragg	CA	95437	5/21/2021
Isabel Alcocer	Fort Bragg	CA	95437	5/21/2021
Rowan Gill	Fort Bragg	CA	95437	5/21/2021
John Adams	Willits	CA	95490	5/21/2021
Adriane Nicolaisen	Fort Bragg	CA	95437	5/21/2021
Tonilynn Montecino	Upland		91786	5/21/2021
Rodney Garrison	Fort Bragg	CA	95437	5/21/2021
Robin Hamlin	McKinleyville	CA	95519	5/21/2021
Otimar Levitschnig	Staten Island		10304	5/21/2021
Sarah Kennon	Vacaville	CA	95687	5/22/2021
Edward Rodriguez	Houston		78237	5/22/2021
Lari Shea	Fort Bragg	CA	95482	5/22/2021
Jeffrey Wachtel	Fort Bragg	CA	95437	5/22/2021
Miranda Cottrill	Lancaster		43130	5/22/2021
Eve Yeomans	Fort Bragg	CA	95437	5/22/2021
Mercedes Kennedy	Fort Bragg	CA	95437	5/22/2021
Kristy Tanguay	Fort Bragg	CA	95437	5/22/2021
Christopher Quezada	Yucaipa		92399	5/22/2021
Doria Lewis	Seattle	WA	98117	5/23/2021
Chema Venegas	Anaheim		92806	5/23/2021
Miomir Vujadinovic	Chicago		60016	5/23/2021
Julie Castillo	Fort Bragg	CA	95437	5/23/2021
Shiela Cox-Dowdell	Allen Park		48101	5/23/2021
	Rancho			
Pahnia Yang	Cucamonga		91730	5/23/2021
Allison McGoldrick	Massapequa Park		11762	5/23/2021
Jacqueline Berg	San Francisco		94110	5/23/2021
Riot Segura	Encino		91316	5/23/2021
B Reyes	Brooklyn		11208	5/23/2021
Michelle P	Salida		95368	5/24/2021
Summer Fowler	Tahoe City		96145	5/24/2021
Kevin Kern	Santee		92071	5/24/2021
Julia Stahl	Sacramento		95842	5/24/2021
Angela Ingram	Flossmoor		60422	5/24/2021



Adam Kaluba	Burleson		76028	5/24/2021
Rose Dones	Orlando		32837	5/24/2021
Danielle Fontaine	Grants Pass	OR	97527	5/25/2021
Robert Ross	Fort Bragg	CA	95437	5/25/2021
Patricia Davis	Little Rock		72209	5/25/2021
Kevin Rosser	Portland		97212	5/25/2021
Mary Rose				
KACZOROWSKI	Fort Bragg	CA	95437	5/25/2021
Julia Carson				5/25/2021
susan nutter	Fort Bragg	CA	95437	5/25/2021
Annemarie Weibel	Albion	CA	95410	5/25/2021
Kyle Norton	Mendocino	CA	95460	5/25/2021
sandy glickfeld	Fort Bragg	CA	95437	5/25/2021
Helen Van Gelder	Annapolis	MD	21409	5/25/2021
amanda dickinson	Chapel Hill		27516	5/25/2021
Jude Thilman	Fort Bragg	CA	95437	5/25/2021
JANET HARRIS	Charlotte		28215	5/25/2021
Ted Seymour	Fort Bragg	CA	95437	5/25/2021
Minucha Colburn	Edmonton	AB	T5P	5/25/2021
Meg Courtney	Fort Bragg	CA	95437	5/25/2021
Meredith Woods	Fredericktown		43015	5/25/2021
sonya popow	Fort Bragg	CA	95437	5/25/2021
Seth Abad	Indiana		46902	5/25/2021
L.A. Hyder	Fort Bragg	CA	95437	5/25/2021
Nancy Chao	Fort Bragg	CA	95437	5/25/2021
KRISTEN FROST	Mendocino	CA	95460	5/25/2021
Ashlee Duncan	Kalamazoo		49001	5/25/2021
Joanne Frazer	Fort Bragg	CA	95437	5/25/2021
Elizabeth Tallent	Fort Bragg	CA	95437	5/25/2021
Linda Perkins	Albion	CA	95410	5/25/2021
Nancy Hensley	Mendocino	CA	95460	5/25/2021
Laurie Moore	Fort Bragg	CA	95437	5/26/2021
Larry Felson	Fort Bragg	CA		5/26/2021
windflower Townley	Mendocino	CA	95460	5/26/2021
LINDA DUTCHER	Fort Bragg	CA	95437	5/26/2021
Karin Uphoff	Santa Barbara	CA	93105	5/26/2021
Anss Sahlly	Modesto		95355	5/26/2021
Eric McCabe	Reseda		91335	5/26/2021
K Rudin	Westport	CA	95488	5/26/2021
Kerry Lawrence	Fort Bragg	CA	95437	5/26/2021



Cynthia Gair	Mendocino	CA	95460	5/26/2021
Kim Peters	Sacramento	CA	95838	5/26/2021
Anne McKeating	Gibsons		V0N 1V1	5/26/2021
Marilyn Boese	Fort Bragg	CA	95437	5/26/2021
Julie Rogers	Fort Bragg	CA	95437	5/26/2021
Ruth Sparks	Fort Bragg	CA	95437	5/26/2021
Linda Jupiter	San Francisco	CA	94109	5/26/2021
Burney Stephens	Mariposa		95338	5/26/2021
Jaen Treesinger	Albion	CA	95410	5/26/2021
Marlene Placido	Caspar	CA	95420	5/26/2021
Julie Frazer	Fort Bragg	CA	95437	5/26/2021
Donna Medley	Fort Bragg	CA	95437	5/26/2021
Ioran Olson	South Portland		4106	5/26/2021
Jody McDermott	Visalia		93292	5/26/2021
Brian Sturdivant	Chicago		60602	5/26/2021
Nancy DENISON	Fort Bragg	CA	95437	5/26/2021
Karen Chambers	Ekj	CA	95432	5/26/2021
Alesia Boguskie	Madison		37115	5/26/2021
Jane Futcher	Willits	CA	95490	5/26/2021
Daniel Robinson	Mckinleyville		95519	5/26/2021
Liz Helenchild	Mendocino	CA	95460	5/27/2021
Mario Ceballos	Sunland		91040	5/27/2021
A Manhart				5/27/2021
Tina Simpson	West Bloomfield		48322	5/27/2021
Jennifer delacruz	Providence		2903	5/27/2021
Rosalie Tennessee	Marrero		70072	5/27/2021
Marcy Snyder	Fort Bragg	CA	95437	5/27/2021
Demetrius Lewis	Detroit		48227	5/27/2021
audrey wells	Oakland	CA	94605	5/27/2021
Heather Brown-Douglas	San Francisco	CA	94124	5/27/2021
Can Head	Los Angeles		90009	5/27/2021
			Zip	
Morgan Meyers	Roseville		95661	5/27/2021
Jolanda Davila	Milford		1757	5/27/2021
Nathan Morales	Las Vegas	NV	89101	5/27/2021
Kim McLaughlin	Tacoma		98404	5/27/2021
Antonio Vizcarra	Englewood		7631	5/27/2021
Ron Davis	Rockford		61108	5/27/2021
SARAH YOST	Taylorsville	CA	95983	5/28/2021
micahel rhodes	Poteet		78065	5/28/2021



Tamara Windmill	Shelby township		48315	5/28/2021
emily nadeau	Fort Bragg	CA	95437	5/28/2021
Kristen Liggett	Inglewood		90305	5/28/2021
Bonnie Amunrud	Fresno		93720	5/28/2021
Barbara Johnson	Fort Bragg	CA	95437	5/28/2021
Nazafarin Monfared	Santa Monica		90026	5/29/2021
Susan Ferrier	San Clemente		92673	5/30/2021
Shea Zeni	San Clemente		92672	5/30/2021
Lisa Arreguin	Los Angeles	CA	90026	5/31/2021
Leigh Babbitt	Fort Lauderdale		33351	6/3/2021
Bridget Moran	Richmond	CA	94805	6/10/2021
rushia martin	San Francisco		94114	6/10/2021
GENE DOTTS	Greenwood		46227	6/10/2021
Dan De Yo	Yorba Linda		92886	6/10/2021
Roberta Heist	Ukiah	CA	95482	6/10/2021
Randy Wilkinson	Fort Bragg	CA	95437	6/10/2021
Nancy Nelson	Amery		54001	6/11/2021
Marybeth Arago	Fort Bragg	CA	95437	6/11/2021
Josh VanSandt	Cicero		46034	6/14/2021
Scott Zeramby	Fort Bragg	CA	95437	6/23/2021
matthew polinsky	Pittsburgh		15221	6/23/2021
David Jimenez	Bronx		10473	6/23/2021
Jazmin Jones	Buffalo		14221	6/23/2021
Ollie <3	Scottsdale		85255	6/23/2021
Chrystian Gawlowski	Itasca		60143	6/23/2021
Chastin Crum	Dewitt		72042	6/24/2021
Tamisha Bates	Wilmington		28405	6/27/2021
Audrey Burran	Beaverton		97006	6/29/2021
Kaylee Abels	Indianapolis		46234	7/1/2021
Ginny Elizondo	Somersworth		3878	7/9/2021
alannah vargas	fort bragg	CA	J7Y	7/18/2021
Genene Fukudome	Fort Bragg	CA	95437	7/19/2021
Bella Marello	Saint Charles		94582	7/19/2021
Rodney Crowder	Decatur		30032	7/19/2021
Debbie Beard	Fort Bragg	CA	95437	7/19/2021
jim bazil	Fort Bragg	CA	95437	7/19/2021
Candy Fox	Fort Bragg	CA	95437	7/19/2021
Elaine Charkowski	Fort Bragg	CA	95437	7/20/2021
Nicole Armstrong	Fort Bragg	CA	95437	7/20/2021
Curtis Bruchler	Fort Bragg	CA	95437	7/21/2021



Robyn McCallister	Mendocino	CA	95460	7/21/2021
Danielle Gerhold	FORT BRAGG	CA	95437	7/21/2021
Laurie Maloy	Fort Bragg	CA	95437	7/22/2021
Cara Hartman	Fort Bragg	CA	95437	7/22/2021
Mireya Garcia	Fort Bragg	CA	95437	7/23/2021
Sarah Marr	Fort Bragg	CA	95437	7/23/2021
Nancy Hasenpusch	Mendocino	CA	95460	7/23/2021
Jayden Rezanow	Albany		97322	7/23/2021
Catherine Nguyen	Los Angeles		90031	7/23/2021
Linda Distefano	Montgomery		36109	7/23/2021
Breanna Conn	Seymour		50060	7/23/2021
Laura Diaz	Baldwin Park		91706	7/23/2021
John Park	Arlington	TX	76010	7/23/2021
Abraham Garalde	Costa Mesa		92626	7/23/2021
catina Figueroa	Waterbury		6708	7/23/2021
C Lowry	Williamsburg		23185	7/23/2021
Isabella de la Torre	Alameda		94501	7/23/2021
Sandra Adkins	Burlington		27217	7/23/2021
Skylar Baker	Camdenton		65020	7/23/2021
jane bowlus	Alpharetta		30004	7/23/2021
Russell Cauthen	Attalla		35954	7/23/2021
Thawng Kap	Battle Creek		49015	7/23/2021
Monserrat Resendiz	Poway		92064	7/23/2021
Shanta Henderson	Milwaukee		53223	7/23/2021
Jaliyah Wiggins	Toledo		43611	7/23/2021
Kendrick Collins	Harrisburg		17112	7/23/2021
Anthony Davidson	Adrian		49221	7/23/2021
Jaeger Winckler	Kennewick		99336	7/23/2021
Lorenzo Townsend	Lumberton		28358	7/23/2021
Gwendolyn Laizer	Hattiesburg		39402	7/23/2021
Michelle Eich	Gillette		82716	7/23/2021
Deont'a Osborn	Tyler		75701	7/23/2021
Joyce Law	Akron		44305	7/23/2021
Zoe Coronado	San Antonio		78259	7/23/2021
Brittany Tanner				7/23/2021
Ava Snyder	Parker		16049	7/23/2021
Barbara Knott	Jacksonville		62650	7/23/2021
Barbara Weigle	Blackfoot		83221	7/23/2021
Deonna Frasier	Walterboro		29488	7/23/2021
Gabrielle Crenshaw	Woodway		76712	7/23/2021



Kaylee Martinez	Elizabethport		7206	7/23/2021
Katherine Hume	Fort Bragg	CA	95437	7/24/2021
Peggy Wing	Fort Bragg	CA	95437	7/24/2021
Pedro Portillo	Fort Bragg	CA	95437	7/24/2021
chris Skyhawk	Albion	CA	95410	7/24/2021
Irene Malone	Fort Bragg	CA	95437	7/24/2021
Lorna Dennis	Fort Bragg	CA	95437	7/24/2021
Araceli Rivas	Fort Bragg	CA	95437	7/24/2021
Adam Thomas	Palm Harbor		34683	7/24/2021
olivia hurley	Warren		48088	7/24/2021
Yomaris Real Lopez	Fort Bragg	CA	95437	7/24/2021
Mykie Aubin	Danielson		6239	7/24/2021
Stephanie Johnson	Phoenix		85014	7/24/2021
Carmen Velderrain	Perris		92571	7/24/2021
Peyton Eberle	Dallas		76010	7/24/2021
Wilbert Andrews	Bronx		10461	7/24/2021
Scott E Cole	Jefferson City		65101	7/24/2021
Gordon Poston	Kingstree		29556	7/24/2021
Ser Lin	Utica		13501	7/24/2021
Ellie Green	Fort Bragg	CA	95437	7/24/2021
Ann Rennacker	Ft Bragg	CA	95437	7/24/2021
Elba Lopez	Fort Bragg	CA	95437	7/24/2021
Katla Stegmann	Shawnee		74801	7/24/2021
Quinn Caswell	Ann Arbor		48105	7/24/2021
Orlasko Barnes	Gulfport		39501	7/24/2021
Rayon Mccall	Gulfport		39601	7/24/2021
Mario Linan	Austin		78727	7/24/2021
Jerry Sanchez	Saint Paul		55106	7/24/2021
Mary Kirk	San Jose		95112	7/24/2021
Melissa Katterson	Crescent		15046	7/25/2021
Armani Hopkins	Saint Petersburg		33714	7/25/2021
Kaniya Aycock	Atlanta		30312	7/25/2021
Issac Clark	Lake Park		31636	7/25/2021
Emily Xiao	McCordsville		46055	7/25/2021
Callie Rogers				7/25/2021
Susan Villarreal	Dundee		33838	7/25/2021
Lisa Rexrode	Fort Bragg	CA	95437	7/25/2021
Laura Welter	Fort Bragg	CA	95437	7/25/2021
Carrie Durkee	Port Angeles	WA	98362	7/25/2021
Miranda Ramos	Fort Bragg	CA	95437	7/25/2021



Jeffrey Parker	Elk	CA	95432	7/25/2021
Jillianlee Luna	Locust Grove		30248	7/25/2021
Amelia Brubaker	New York		10025	7/25/2021
Kaylie Nantz	Marion		46953	7/25/2021
Esmeralda Martinez	Dallas		75216	7/25/2021
Jess Braun	tyngsboro		1879	7/25/2021
Rebecca Heine	Orlando		32826	7/25/2021
Tailor Kennedy	Ardmore		73401	7/25/2021
Whitlee Tate	Seminole		79360	7/25/2021
Katelyn Yeakey	Burlington		52601	7/25/2021
Madison Viveiros	Cranston		2920	7/25/2021
Mariah Kennedy	Spokane		99223	7/25/2021
Jeanine Osher	Elkridge		21075	7/25/2021
Victoria Tolley	Marysville		98270	7/25/2021
k w	Akron		44304	7/25/2021
Scott Pillath	Gloucester		23061	7/25/2021
Dan Cosgray	Woodstock		60098	7/25/2021
Alicia Cherry	Montgomery		36116	7/25/2021
Jaida Forrest	Bronx		10456	7/25/2021
Natalie Hernandez	Naples		34109	7/25/2021
Remi Faye	Mechanicsburg		17055	7/25/2021
Barbara Quiroz	Fort Lauderdale		33324	7/25/2021
kellie cool	Sarasota		34240	7/25/2021
Hannah Blair	Brewton		36426	7/25/2021
Lidia Wise	Virginia Beach		23456	7/25/2021
Gabrielle Crosby	Ocklawaha		32179	7/25/2021
Bill Selleck	Plainsboro		8536	7/25/2021
Jaz Smith	Baltimore		21201	7/25/2021
Yovana Rojas	Miami		33168	7/25/2021
Roseanne Rossner	Cape May		8204	7/25/2021
Skylar Turpin	Hendersonville		28792	7/25/2021
Concetta Conrad	Asheville		28803	7/25/2021
Amber Tate	Mount Airy		27030	7/25/2021
Ryan Rae	Corona		92882	7/25/2021
Save Asians	New Orleans		70128	7/25/2021
Tasha Storie	Kissimmee		34746	7/25/2021
Dnaihjah Williams	San Antonio		78207	7/25/2021
Natalia Jones	Christine		78012	7/25/2021
Emma Washok	Dover		3820	7/25/2021
Nancy Thelot	Maplewood		7040	7/25/2021



Amanda Casey	Cincinnati	45221	7/25/2021
Malikye Naser	Kill Devil Hills	27948	7/25/2021
Ema Graves	Toledo	43560	7/25/2021
Nora Mange	Southington	6489	7/25/2021
Karin Herrera	Vacaville	95687	7/25/2021
tisha quinones	Paterson	7522	7/25/2021
Lauren Sheldon	Monaca	15061	7/25/2021
Juliah Roe	Jacksonville	32256	7/25/2021
Paige Bridgman	Manasquan	8736	7/25/2021
Mackenzie Boyer	Jacksonville	28546	7/25/2021
Lucas Gillette	Orlando	32803	7/25/2021
Courteney Smith	Niceville	32578	7/25/2021
Chris garrett	pine city	55063	7/25/2021
Carleigh Magee	Goldsboro	27530	7/25/2021
Karina Ventura	Los Angeles	90001	7/25/2021
Katelynn Farley	Huntington	46750	7/25/2021
Craig Heath	Kiawah Island	29455	7/25/2021
alexis vasquez	Corpus Christi	78414	7/25/2021
Zoe Pletl	McKinney	75079	7/25/2021
Gabriela Yanez	Reedley	93662	7/25/2021
Lilly Bonham	Byesville	43723	7/25/2021
Ella Frances	Tallahassee	32312	7/25/2021
Morgan Cefalu	Hudson	1749	7/25/2021
Araceli Gamez	Palmdale	93550	7/25/2021
Julyan Perez	Orlando	32837	7/25/2021
Samantha Becerra	Charlotte	28210	7/25/2021
Danielle Farmer	Atlanta	30324	7/25/2021
Stephanie Guerrero	Hebron	6248	7/25/2021
Lydia Gonzalez	Richmond	47374	7/25/2021
Katelin Walker	Jamestown	38556	7/25/2021
Pejman Haghighatnia	Queens	11385	7/25/2021
Brixa Patino	Milford	84751	7/25/2021
Leslie Diaz	Chicago	60609	7/25/2021
Breya Myrick	East Syracuse	13057	7/25/2021
Staci Cox			7/25/2021
Maddi Andrews	Simpsonville	29681	7/25/2021
Anise Lika	Stone Mountain	30083	7/25/2021
Asa DePriest	Augusta	30909	7/25/2021
Kezia Asare	Hyattsville	20783	7/25/2021
Emma Wood	Mobile	36695	7/25/2021



Mirna Medrano	Providence	2907	7/25/2021
Flammable Flare	Roopville	30170	7/25/2021
Makenna Rancourt	New Milford	6776	7/25/2021
Kittie Kunkel	Fort Worth	76112	7/25/2021
Elisabeth Howe	Casper	82604	7/25/2021
Clint Clore	Sheridan	82801	7/25/2021
Addison Schifano	Smithfield	15478	7/25/2021
Hailey Blevins	Moline	61265	7/25/2021
Mandy Oakmoon	Hillsborough	L	7/25/2021
Grace Kays	Hendersonville	37075	7/25/2021
Lisa J Hooper	Mayetta	66509	7/25/2021
Sarrah Hollar	Flemingsburg	41041	7/25/2021
Madison Samsel	Houston	77084	7/25/2021
I AM QUEER I LOVE WOMEN	Montgomery	25136	7/25/2021
Ana Jess Abubo	San Jose	95117	7/25/2021
Fiona Li	Lawrenceville	30024	7/25/2021
destiny thomas	Bartlesville	74003	7/25/2021
George-Joshua Sabbagh	Fontana	92335	7/25/2021
Onessia Hagar	Knoxville	37919	7/25/2021
Megan Mitchell	Houston	77008	7/25/2021
Lenny Signoretti	Moline	61265	7/25/2021
Jess Morell	Gainesville	30501	7/25/2021
Zoe Sergeant	Kalamazoo	49009	7/25/2021
Peyton Kropfl	Aurora	80016	7/25/2021
lauren derego	Hollis	3049	7/25/2021
Hannah Mick	Grafton	44044	7/25/2021
Khufu Holly, Jr.	Florence	29501	7/25/2021
sofia antelo	Waltham	2453	7/25/2021
Kayleigh Toler	Collingswood	8108	7/25/2021
Talia Southwick	Waterville	4901	7/25/2021
Leah Faith Ashman	Nashville	37222	7/25/2021
Maddy Sims	Katy	77450	7/25/2021
Sophie Rabalais	New Orleans	70119	7/25/2021
Raven Robertson	Fort Payne	35967	7/25/2021
Jeremiah Hall	Manvel	77578	7/25/2021
Melissa Peterson	Pittsburgh	15221	7/25/2021
Josette Chavez	Queens	11368	7/25/2021
Beth Westin	Russellville	72802	7/25/2021
Ally Stanley	Emmaus	18049	7/25/2021



Amber Smith	Norfolk		23518	7/25/2021
Meena Grijalva	Blackfoot		83221	7/25/2021
Shaniya Warren	Roanoke		24018	7/25/2021
Anisa W	Somerset		8873	7/25/2021
Jocelyn Gutierrez	Chicago		60629	7/25/2021
Amanda Beck	Clarksville		30523	7/25/2021
Michaila Trochanowski	Woodbridge		22193	7/25/2021
shannon hughes	point arena	CA	95468	7/25/2021
Erica Fielder	Fort Bragg	CA	95437	7/25/2021
Anne Thomas	Fort Bragg	CA	95437	7/25/2021
terese hynes	Fort Bragg	CA	95437	7/25/2021
Beverly Heroux	Fort Bragg	CA	95437	7/25/2021
Marie Head	Fort Bragg	CA	95437	7/25/2021
Fredda Mayberry	Nocona	TX	76255	7/25/2021
Elise Boyle	Mukwonago	WI	53149	7/26/2021
Larry Knowles	Fort Bragg	CA	95437	7/26/2021
Eve Oliphant	Fort Bragg	CA	95437	7/26/2021
Shelley Coben	Fort Bragg	CA	95437	7/27/2021
Teresa Larsen	Fort Bragg	CA	95437	10/22/2021
charles ulmer	Flowery Branch		30542	10/27/2021
Monique von	Westminster		92683	11/16/2021
Quiana Grace Frost	Fort Bragg	CA	95437	12/7/2021
Tania Jones	Petros		37845	12/15/2021
joy boggs	Fort Valley		31030	1/7/2022
David Voss	Jacksonville		32202	1/10/2022
Linda Duncan	queen city		63561	1/16/2022
Angie Ford	Knoxville		50138	1/18/2022
Ashley Barkman	Livingston		59047	2/7/2022
Brooklyn Jessup	Great Falls		59401	2/13/2022
Ian Johns	Mount Holly		8060	2/14/2022
Chris Davidsen	Sidney		59270	2/15/2022
Dora Warden	Lucedale		39452	2/24/2022
Milagros Burch	Richland		99301	2/24/2022
Immanuel Davis	Sierra Vista		85635	2/27/2022
Danielle Allen	Seattle		98168	3/22/2022
Rose Fanuzzi	Emigrant		59027	3/22/2022
Dan Hemann	Fort Bragg	CA	95437	5/2/2022
Heather Meyer	San Francisco	CA	94103	5/8/2022
Sherry Glaser	Oakland	CA	94610	8/2/2022
Holly Newton	Petaluma		94952	8/2/2022



matt sarconi	Fort Bragg	CA	95437	8/3/2022
Mark Arroyo	Norcross		30093	8/3/2022
Janice Sullivan	Fort Bragg	CA	95437	8/3/2022
S N	Fort Bragg	CA	95437	8/3/2022
Lisa Fox	Fort Bragg	CA	95437	8/3/2022
Carla Sarvis	Silverton	OR	97381	8/3/2022
Alan Meyer	Fort Bragg	CA	95437	8/3/2022
Gary Norris	Placerville		95667	8/3/2022
Sean Hathorn	Fort Bragg	CA	95437	8/3/2022
Mari Haddox	Fort Bragg	CA	95437	8/3/2022
Samara Minitee	Philadelphia		19124	8/3/2022
Yolanda Fletcher	Fort Bragg	CA	95437	8/3/2022
Diana Corbin	Fort Bragg	CA	95437	8/3/2022
Tenaya Middleton	Fort Bragg	CA	95437	8/3/2022
Sally Carter	Fort Bragg	CA	95437	8/3/2022
John Lembo	Corpus Christi	TX	78418	8/3/2022
GORDON KELLER	Ukiah	CA	95482	8/3/2022
			33116-	
doria wosk	miami	FL	3356	8/3/2022
Michael Christian	Chico	CA	95973	8/4/2022
Steve Goleman	Fort Bragg	CA	95437	8/4/2022
Jaclyn Bisantz	Fort Bragg	CA	95437	8/4/2022
Noah Gold	Fort Bragg	CA	95437	8/4/2022
Sharon Bowers	Fort Bragg	CA	95437	8/4/2022
Clara Vandemark	Madison		30650	8/4/2022
Martina Schmidt	Long Beach		11561	8/4/2022
joe mama	Snellville		30078	8/5/2022
Raymond Houghton	Fort Bragg	CA	95437	8/5/2022
Aidan Rocha	El Paso		79924	8/5/2022
Colby Huston	Fort Bragg	CA	95437	8/5/2022
Karin Kelly-Burns	Fort Bragg	CA	95437	8/5/2022
John Brown	Franklinton		70438	8/5/2022
Madeleine Adams	Ruston		71270	8/5/2022
Mike Smoth				8/5/2022
Mike Sellers	Fort Bragg	CA	95437	8/5/2022
Laurence Harris	Los Angeles	CA	90060	8/5/2022
Toni Hamilton	Detroit		48	8/5/2022
Kimberly Fletcher	Etowah		37331	8/5/2022
Mike Will	Boston		2118	8/5/2022
Stephanie Talley	Antioch		37013	8/5/2022



Hola Hi	Grants		87020	8/6/2022
Jose Sandoval	Claremont		91711	8/6/2022
Teila Mimms	Indianapolis		46222	8/6/2022
Joselyn Bartlett	Seattle	WA	98122	8/6/2022
Vanessa L	Atlanta		30303	8/6/2022
Gage Jekel	Fairmont		26554	8/6/2022
Emma Bozek	Utica		48317	8/6/2022
Rick Lanahan	Paint Bank		24426	8/6/2022
Keshav Lincoln	Annapolis		21401	8/6/2022
Gavin Yankanin	Miami		33135	8/6/2022
Kent George	Denver		80237	8/6/2022
Deanna Hopper	Fort Bragg	CA	95437	8/6/2022
Solomon Duffin	Sandy		84092	8/6/2022
Katy Dougher	Richardson		75080	8/6/2022
Todd McIntosh	Land O Lakes		34639	8/6/2022
Shiloh Dooner	Doylestown		19802	8/6/2022
Lynda Gilbert	Marathon		33050	8/7/2022
Emma Bengtson	New Kent		23141	8/7/2022
Yareli Maldonado	Dallas		75243	8/7/2022
	Rancho			
Victoria O'Connor	Cucamonga		91729	8/7/2022
Areli Flores	Dallas		75212	8/7/2022
Nala Blysty	Boise		83702	8/8/2022
Karen Carmichael	Bonita Springs		34135	8/8/2022
Justin Collins	Geneva		60134	8/8/2022
Lascelle Moses	Roxbury		2118	8/8/2022
Lynne Paschal	Fort Bragg	CA	95437	8/8/2022
Mariia Lytka	Vancouver		98663	8/8/2022
Isabella Odisho	Skokie		60077	8/8/2022
Bob Fields	Fort Bragg	CA	95437	8/8/2022
timothy o'flAherty	Fort Bragg	CA	95437	8/8/2022
Brooklyn Mckay	Oklahoma City		73130	8/8/2022
June Picard	Bay City		48706	8/8/2022
Crystal Leatherwood	Gualala	CA	95445	8/24/2022
Anne Marie Cesario	Fort Bragg	CA	95437	10/19/2022
Mark Iacuaniello	Fort Bragg	CA	95437	10/19/2022
Willie Iacuaneillo	Fort Bragg	CA	95437	10/19/2022
Kathryn Rabalais	Dickinson	TX	77539	4/14/2023
Bonnie Brayton	Fort Bragg	CA	95437	6/1/2023
Robyn McCallister	Fort Bragg	CA	95437	6/1/2023



Local Business Matters

Andrea Lippincott	Fort Bragg	CA	95437	6/1/2023
Maria Hansen	Santa Monica	CA	90405	6/1/2023
Rose Patke	Fort Bragg	CA	95437	6/1/2023
Larraine Chapin	Fort Bragg	CA	95437	6/1/2023
greg noonkester	Fort Bragg	CA	95437	6/1/2023
ivan leventhal	Point Arena	CA	95468	6/2/2023
Shelley A Tregoning	Fort Bragg	CA	95437	6/2/2023
Aneta Veljanovska	Fort Bragg	CA	95437	6/2/2023
Carol Furey	Fort Bragg	CA	95437	6/2/2023
CHRIS Battis	Tacoma	WA	98408	6/2/2023

From: [Harbor RV Park](#)
To: [City Clerk](#)
Date: Monday, June 05, 2023 11:42:09 AM
Attachments: [Grocery Outlet.pdf](#)

Carolyn Morgan
Office Manager
Harbor RV Park
(707) 961-1512

**TO THE ATTENTION OF THE FORT BRAGG CITY COUNCIL
WE ASK THAT A GROCERY OUTLET BE BUILT HERE**

- As food costs keep going up
- As transportation is not always available and is costly
- As adding more stores in town is beneficial
- As traffic will not change much with one new store

Please consider a YES vote on Monday June 5, 23.

Print: Name/Street name/email/phone

Carolyn Morgan 1021 So main 707-813-7039

Roberto Mora 1021 S main st 707 972 6076

Gloria Valles 1021 S Main St 530-524-6037

Julie Karlunas 1021 main st. 530-908-1524

JOHN KARLUNAS 31550 Simpson 530-908-3861

Cheryl Henry 30614 Pudding Creek Rd. 775-412-7875

Cindy McEain 30614 Pudding Creek Rd 707-272-8723

Sean Morgan 1021 So main 707-813-4657

Sharon Shaw 1021 So main 707-272-3751

msc-board@fortbragg.com

From: [Mark Haydon](#)
To: [City Clerk](#)
Subject: June 5 2023 Grocery Outlet Vote - Yes
Date: Monday, June 05, 2023 9:56:48 AM
Attachments: [Grocery Outlet Letter to City Council.pdf](#)

Please find attached concerning Geo Aggregates request for a "Yes" vote on the newly proposed Grocery Outlet in Fort Bragg.

Respectfully,

Mark Haydon
Facility and Quality Manager
Geo Aggregates
mark@geoagg.net
(707) 964-3077

Get [Outlook for iOS](#)



03 June 2023

Geo Aggregates
1221 North Main Street
Fort Bragg, CA 95437
707-964-4033 Fax: 707-964-7011

Subject: 05 June 2023 Fort Bragg City Council Vote - Fort Bragg Grocery Outlet

Honorable Council Members,

Geo Aggregates of Fort Bragg would like to voice its support for the proposed Grocery Outlet project here in Fort Bragg.

Please vote “Yes” on this project.

Respectfully,

Mark Haydon
Facility and Quality Manager
Geo Aggregates
1221 No. Main Street
Fort Bragg, CA 95437
mark@geoagg.net
(707) 964-3077

From: [Susan A. Anthony](#)
To: [City Clerk](#)
Cc: [Lemos, June](#); [cdd](#)
Subject: Comments on Grocery Outlet - June 5 hearing
Date: Monday, June 05, 2023 11:22:49 AM
Attachments: [FBLBM Ltr to City Council re GO 6-5-21.pdf](#)

Dear City Clerk:

Attached please find correspondence addressed to the City Council concerning the proposed Best Development Grocery Outlet Project, currently scheduled for a public hearing this evening. Please distribute to Councilmembers at your earliest convenience.

I would be grateful if you could confirm receipt of this email and its attachment.

Thank you very much.

Susan Anthony, Administrator
M. R. Wolfe & Associates, P.C. | Attorneys
Land Use | Environmental Law | Government

580 California Street | Suite 1200 | San Francisco, CA 94104
415.369.9400 | Fax: 415.369.9405 | www.mrwolfeassociates.com

The information in this e-mail may contain information that is confidential and/or subject to the attorney-client privilege. If you have received it in error, please delete and contact the sender immediately. Thank you.

June 5, 2023

By E-Mail

City Council
City of Ft. Bragg
c/o City Clerk
416 N. Franklin Street
Ft. Bragg, CA 95437
cityclerk@fortbragg.com
jlemons@fortbragg.com

Re: Best Development Grocery Outlet at 825 S. Franklin St.

Dear Members of the City Council:

On behalf of FB Local Business Matters, an unincorporated association of Fort Bragg residents and businesses, we respectfully ask that you decline to certify the Final Environmental Impact Report (EIR) or approve development entitlements for the above-referenced Grocery Outlet project (Project) at this time. As previously explained in our May 10, 2023 letter to the Planning Commission, and as elaborated upon further below, the EIR does not meet CEQA's requirements for good-faith, reasoned responses to public comments timely submitted on the Draft EIR, and also includes significant new information that requires recirculation for public review and comment before it can be certified as fully compliant with CEQA. Furthermore, just a few days ago even more new information has been added to the Final EIR at the last minute, none of which has been subjected to public scrutiny. As a result, the Final EIR does not adequately disclose, evaluate, or mitigate all of the Project's potentially significant impacts.

Air Quality/Health Risk Assessment

In comments on the Draft EIR, we requested further information and analysis concerning the potential health impacts of diesel particulate matter (DPM) emissions on residents living immediately adjacent to the Project site from heavy-truck deliveries occurring over the lifetime of the Project. We noted that the Draft EIR reported 8 heavy-duty diesel truck deliveries per week, and 4 to 5 medium-duty diesel

truck deliveries per day, with many of these trucks with top-mounted refrigeration units that also generate DPM emissions. We also noted that the Draft EIR had acknowledged existing DPM emissions from trucks traveling on Highway 1 near the site, but had not provided any detail on this topic. Given that DPM has been listed by the California Air Resources Board (CARB) as a known carcinogenic toxic air contaminant (TAC), is important that the health risks to residential receptors living very close to the Project site from even a comparatively small number of diesel truck trips per week be quantified and evaluated.

In response, the Final EIR declined to provide further detail relating to existing and potential future risks from cumulative exposure to DPM emissions from the Project. Instead of preparing a health risk assessment that uses readily available, industry standard models, it doubles down on the Draft EIR's unsupported assertion that the number of truck trips is too small to represent a significant health risk from TAC exposure. This response does not meet the standards of adequacy under CEQA for good faith, reasoned analysis in response to substantive public comments.

(*Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1371.) Under CEQA, lead agencies have to "receive and evaluate public reactions to environmental issues related to the agency's activities." (Guidelines, § 15201, emphasis added.) This means that a lead agency has to provide "a good faith reasoned analysis in response[]" to every public comment received and cannot simply dismiss concerns raised by the public. (*Santa Clarita Org. for Planning v. County of L.A.* (2003) 106 Cal.App.4th 715, 723.)

There is no defensible reason why the EIR could not include a standard risk assessment that evaluates the Project's diesel trucks' incremental contribution to the existing health effects impacting residents near the Project and Highway 1. Caltrans publishes daily truck traffic data for all State highways, including Highway 1 near Fort Bragg. These data are available at <https://dot.ca.gov/programs/traffic-operations/census>. The most recent data show between 4,850 and 11,000 trucks traveling each day on Highway 1 at the junction with State Route 20 south of the Project site. See **Attachment 1**.

Using this data, it is a routine exercise to model DPM emissions and resulting health risks using the CARB's publicly available EMFAC model,¹ the AERMOD

¹ Available at: <https://arb.ca.gov/emfac/2017/>

dispersion model, and the Office of Environmental Health Hazard Assessment (OEHHA)'s HARP risk model.² Indeed, OEHHA's CalEnviroScreen mapping tool³ shows that DPM concentrations in Fort Bragg near the Project site are already above average, situated between the 50th and 60th percentile Statewide. *See Attachment 2*, which also includes CARB information documenting the health hazards associated with exposure to DPM emissions. This suggests there is an existing significant cumulative impact with respect to DPM emissions affecting the health of residents living near the Project and within 1,000 feet of Highway 1, even without the Project.

Section 15355 of the CEQA Guidelines defines "cumulative impacts" as the combined change in the environment resulting from a proposed project in combination with other "past," "present" (*i.e.*, existing) and foreseeable "future" impact sources. The Guidelines in turn set forth a lead agency's obligations for evaluating a project's cumulative impacts in an EIR. Cumulative analysis must be included in the draft EIR. Guidelines, §§ 15120(c), 15130.

Cumulative impact analysis is a two-step process that requires an agency to make the following determinations: (1) whether the impacts of the project in combination with those from other projects are cumulatively significant, and (2) if so, whether the project's own effect is a considerable contribution. Guidelines, § 15130(a). Thus, the agency must first determine whether the combined effect of the project and other past, present and/or future projects "when considered together" is significant, because those impacts may be "individually minor but collectively significant." *Communities for a Better Environment v. California Resources Agency* ("CBE") (2002) 103 Cal.App.4th 98, 119-120. In step two, if there is a significant combined effect, the agency must then separately consider whether the project's contribution to that effect is itself considerable, *i.e.*, "whether 'any additional amount' of effect should be considered significant in the context of the existing cumulative effect." *CBE* at 119. Thus, "the lead agency shall consider whether the cumulative impact is significant and whether the proposed project's incremental effects are cumulatively considerable." *CBE* at 120, emphasis added. Importantly, the analysis must consider all sources of "related impacts," which in this case include traffic on Highway 1. Guidelines, § 15130(a)(1), (b).

² Available at: <https://oehha.ca.gov/air/cnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>

³ Available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

The cases are clear that an EIR may not conclude a cumulative impact is insignificant merely because the project's own individual contribution to an unacceptable existing condition is, by itself, relatively small. *Los Angeles Unified School Dist. v. City of Los Angeles* ("LAUSD") (1997) 58 Cal.App.4th 1019, 1025-1026 (rejecting EIR's reasoning that because noise levels around schools already exceeded governing standards, new noise source would have insignificant impact); *CBE, supra*, 103 Cal.App.4th 98, 117-118, 121 (invalidating CEQA Guidelines provision that *de minimis* impacts are necessarily less than considerable); *see also Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 718. On the contrary: "the greater the existing environmental problems are, the lower the threshold should be for treating a project's contribution to cumulative impacts as significant." *CBE, supra*, 103 Cal.App.4th at 120. Thus, even if a given project has only an "individually minor" impact, its contribution to an existing environmental problem may nevertheless be "cumulatively considerable," hence significant, and hence requiring mitigation measures under CEQA. *CBE* at 120; *see also* Guidelines, §§ 15355(b), 15065(a)(3); *LAUSD, supra*, 58 Cal.App.4th at 1024-25 ("individually insignificant" noise increase may be cumulatively considerable).

Here, the EIR simply failed undertake any assessment of potential cumulative health risks result from exposure to the Project's DPM emissions in combination with existing emissions from truck traffic on Highway 1. It is therefore inadequate under CEQA.

Noise Impacts

In earlier comments we observed that the Draft EIR's noise analysis had omitted consideration of receptors at the Super 8 Motel immediately adjacent to the Project site to the west, and that the noise contours in Figures 3.5-1 through 7 of the Draft EIR suggest that Project-related noise levels exceeding applicable significance thresholds at this location. In response, the Final EIR asserts that the City's General Plan's indoor and outdoor residential noise standards of 45 Ldn and 60 Ldn respectively apply to hotels and motels, and that "these thresholds and standards were used to analyze Project impacts to the Super 8 Motel."

The Final EIR's response failed to show how these standards were applied to the Motel. We pointed this out to the Planning Commission, noting that the comment response again fails to meet CEQA's standards of good faith, reasoned analysis in response to substantive public comments. This comment apparently prompted the EIR preparers to undertake a last-minute analysis of impacts on the Super 8 Motel, releasing it on May 31, 2023 – two business days before the final hearing. That analysis concluded that noise standards would not be exceeded inside the Motel as a result of Project operations.

This information should have been circulated for public comment. An agency must recirculate a revised Draft EIR for public comment whenever “significant new information” is added after public notice is given of the availability of the Draft EIR for public review but before certification. (CEQA Guidelines, § 15088.5(a).) “Significant new information” requiring recirculation includes information showing that the Draft EIR was “so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.” (Guidelines, § 15088.5(a)(4).) The purpose of recirculation is to subject the new information “to the same critical evaluation that occurs in the draft stage,” so that “the public is not denied an opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom.” (*Laurel Heights Improvement Association v. U.C. Regents* (1993) 6 Cal.4th 1112, 1132.). This purpose has not been fulfilled with respect to the new noise study only recently prepared for this Project. The fact that the Draft EIR wholly omitted this analysis indicates that it was “fundamentally and basically inadequate” with respect to its consideration of noise impacts on receptors in the Super 8 motel.

Regardless, the new analysis omits consideration of noise impacts at the Super 8 motel from construction of the project, focusing on operational impacts. As shown in the attached letter from noise expert Derek Watery, construction noise impacts to occupants of the adjacent motel will be significant and unmitigated.

Traffic

As we pointed out to the Planning Commission, several commenters raised significant, material concerns regarding the Draft EIR's analysis of traffic impacts, emergency vehicle response impacts, and pedestrian safety. The Final EIR's

responses to many of these comments consist of references to the same discussions in the Draft EIR that the commenters had questioned, with no new analysis provided. Such responses also do not meet CEQA's standards for good faith, reasoned analysis in response to public comment.

Urban Decay

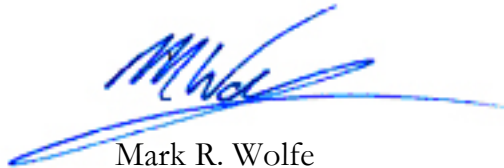
In response to our comments on the Draft EIR requesting an urban decay analysis, the City to its credit undertook to prepare one. The result, which concludes the Project will have no urban decay impacts resulting from closures of competing retailers in the market area, is appended to the Final EIR as a new appendix. As with the new noise study, this new urban decay study has not been circulated for review and comment, and accordingly has not been subjected to public scrutiny as required by CEQA. The omission of any analysis of urban decay from the Draft EIR triggered a duty to recirculate the late-prepared analysis for further public comment.

For the above reasons, the City Council should decline to certify the Final EIR as adequate under CEQA at this time, and should deny the requested land use entitlements for the Project until such time as the EIR can be brought into full compliance with CEQA.

Thank you for your consideration of these concerns.

Most sincerely,

M. R. WOLFE & ASSOCIATES, P.C



Mark R. Wolfe
On behalf of FB Local Business Matters

MRW:sa
attachments

ATTACHMENT 1

Truck traffic: Annual Average Daily Truck Traffic on California State Highways

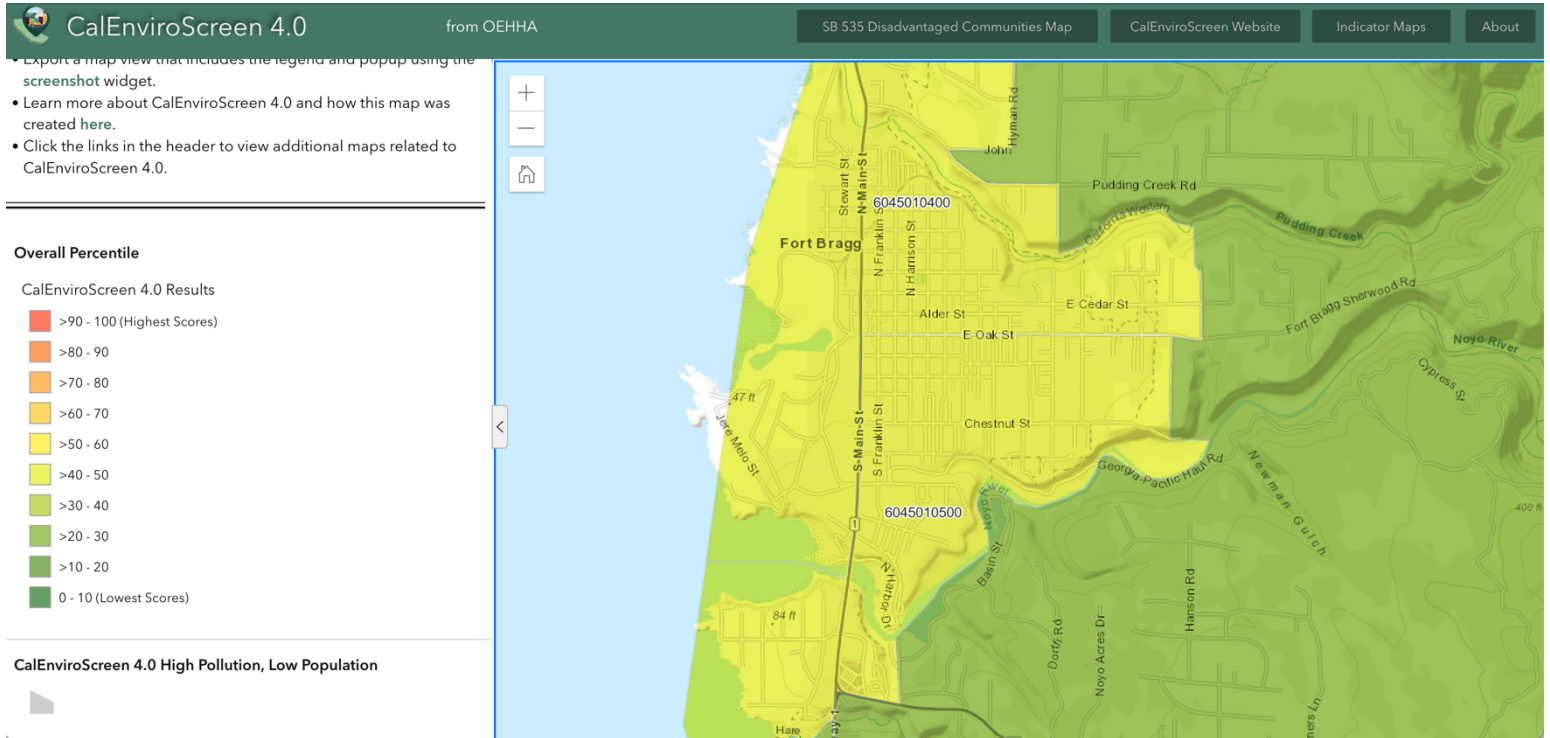
<https://dot.ca.gov/programs/traffic-operations/census>

State Route 1 at Junction with Rte 20:

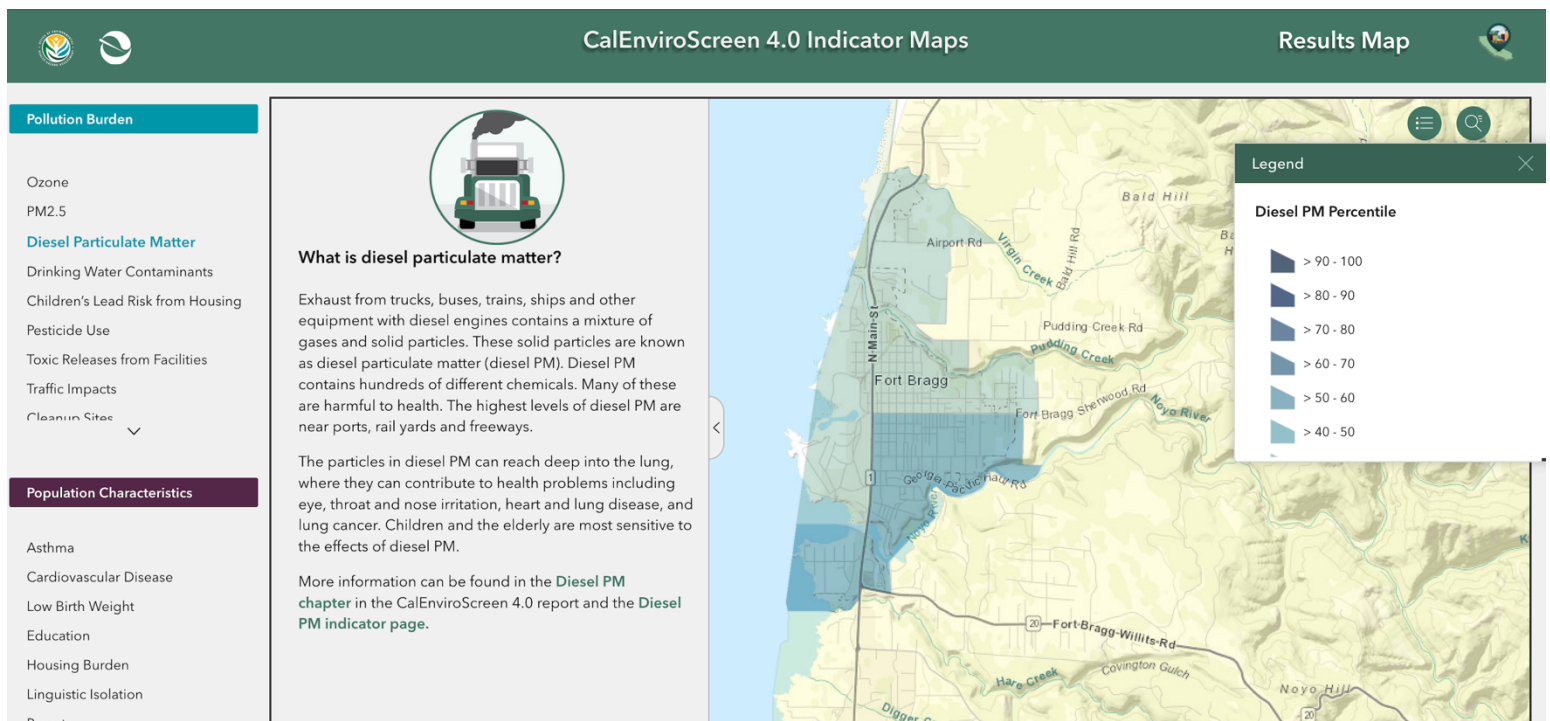
RTE	RTE_SFX	DIST	CNTY	PM_PFX	POSTMILE	PM_SFX	LEG	DESCRIPTION	VEHICLE_AADT_TOTAL	TOT_TRK_AADT	TRK_PERCENT_TOT	TRK_2_AXLE	TRK_2_AXLE_PCT	TRK_3_AXLE	TRK_3_AXLE_PCT	TRK_4_AXLE	TRK_4_AXLE_PCT	TRK_5_AXLE	TRK_5_AXLE_PCT	EAL	EST_YEAR	EST_CODE
1		4	SON		48.112		B	STEWARTS POINT/SKAGGS SPRINGS ROAD	1700	174	10.25	106	60.98	37	21.14	0	0.00	31	17.89	18	1	V
1		4	SON		48.112		A	STEWARTS POINT/SKAGGS SPRINGS ROAD	1700	169	9.93	107	63.19	35	20.83	0	0.00	27	15.97	16	1	V
1		1	MEN		2.500		O	SONOMA/MENDOCINO COUNTY LINE	1840	285	15.49	182	63.86	24	8.42	20	7.02	59	20.70	32	21	V
1		1	MEN		5.090		A	FISH ROCK ROAD	3100	172	5.55	140	81.40	16	9.30	8	4.65	8	4.65	10	19	V
1		1	MEN		5.090		B	FISH ROCK ROAD	3100	170	5.48	139	81.76	17	10.00	8	4.71	6	3.53	10	18	V
1		1	MEN		40.273		A	JCT. RTE. 128 EAST	3100	306	9.86	173	56.64	53	17.48	21	6.99	58	18.88	34	19	V
1		1	MEN		40.273		B	JCT. RTE. 128 EAST	3000	205	6.83	133	64.88	33	16.10	17	8.29	22	10.73	18	19	V
1		1	MEN	R	55.780		B	NORTH LIMITS CASPAR	8900	891	10.01	666	74.75	113	12.68	73	8.19	39	4.38	58	21	E
1		1	MEN		59.803		B	JCT. RTE. 20 EAST	11000	679	6.170	370	54.49	195	29	52	7.66	62	9.13	60	19.00	V
1		1	MEN		59.803		A	JCT. RTE. 20 EAST	4850	174	3.590	95	54.6	38	22	22	12.64	19	10.92	17	19.00	V
1		1	MEN		90.874		B	JCT. RTE. 211 NORTH	600	91	15.170	27	29.63	13	15	10	11.11	40	44.44	17	16.00	E
1		1	MEN		105.578		B	LEGGETT, JCT. RTE. 101	650	57	8.750	24	41.43	15	27	4	7.14	14	24.29	8	19.00	V

ATTACHMENT 2

https://experience.arcgis.com/experience/11d2f52282a54cee6184203/page/CalEnviroScreen-4_0/



<https://experience.arcgis.com/experience/ed5953d89038431dbf4f22ab9abfe40d/page/Indicators/?views=Diesel-Particulate-Matter>



Overview: Diesel Exhaust & Health

CATEGORIES

Topics Health, Air Pollution, Cars & Trucks, Construction & Earthmoving Equipment, Environmental Justice, Oceangoing Vessels & Harbor Craft, Freight & Goods Movement, Trains & Railyards, Transit, VW Diesel Vehicles

Programs Exposure, Community Air Protection Program, Community Health, Zero-Emission Powertrain Certification, Alternative Diesel Fuels, In-Use Off-Road Diesel-Fueled Fleets Regulation, Study of Neighborhood Air near Petroleum Sources, School Buses

Type Information

CONTACT

Research Division

Email research@arb.ca.gov

Phone (916) 445-0753

Background

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as diesel particulate matter (DPM). More than 90% of DPM is less than 1 μm in diameter (about 1/70th the diameter of a human hair), and thus is a subset of particulate matter less than 2.5 microns in diameter (PM_{2.5}). Most PM_{2.5} derives from combustion, such as use of gasoline and diesel fuels by motor vehicles, burning of natural gas to generate electricity, and wood burning. PM_{2.5} is the size of ambient particulate matter air pollution most associated with adverse health effects of the air pollutants that have ambient air quality standards. These health effects include cardiovascular and respiratory hospitalizations, and premature death. As a California statewide average, DPM comprises about 8% of PM_{2.5} in outdoor air, although DPM levels vary regionally due to the non-uniform distribution of sources throughout the state.

DPM is typically composed of carbon particles (“soot”, also called black carbon, or BC) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and oxides of nitrogen (NO_x). NO_x emissions from diesel engines are important because they can undergo chemical reactions in the atmosphere leading to formation of PM_{2.5} and ozone.

Most major sources of diesel emissions, such as ships, trains, and trucks operate in and





around ports, rail yards, and heavily traveled roadways. These areas are often located near highly populated areas. Because of this, elevated DPM levels are mainly an urban problem, with large numbers of people exposed to higher DPM concentrations, resulting in greater health consequences compared to rural areas. A large fraction of personal exposure to DPM occurs during travel on roadways. Although Californians spend a relatively small proportion of their time in enclosed vehicles (about 7% for adults and teenagers, and 4% for children under 12), 30 to 55% of total daily DPM exposure typically occurs during the time people spend in motor vehicles.

Diesel Particulate Matter and Health

The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface. Although particles the size of DPM can deposit throughout the lung, the largest fraction deposits in the deepest regions of the lungs where the lung is most susceptible to injury.

In 1998, CARB identified DPM as a toxic air contaminant based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. In 2012, additional studies on the cancer-causing potential of diesel exhaust published since CARB's determination led the International Agency for Research on Cancer (IARC, a division of the World Health Organization) to list diesel engine exhaust as "carcinogenic to humans". This determination is based primarily on evidence from occupational studies that show a link between exposure to DPM and lung cancer induction, as well as death from lung cancer. [Download the IARC report \(external site\).](#)

Because it is part of PM_{2.5}, DPM also contributes to the same non-cancer health effects as PM_{2.5} exposure. These effects include premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies. Those most vulnerable to non-cancer health effects are children whose lungs are still developing and the elderly who often have chronic health problems.

Estimated Health Effects of DPM in California



DPM has a significant impact on California's population. It is estimated that about 70% of total known cancer risk related to air toxics in California is attributable to DPM. Based on 2012 estimates of statewide exposure, DPM is estimated to increase statewide cancer risk

by 520 cancers per million residents exposed over a lifetime. Non-cancer health effects associated with exposure to DPM (based on 2014 - 2016 air quality data) are shown in the table below.

Health Effect	Estimated Annual Number of Cases*
Cardiopulmonary Death	730 (570 – 890)
Hospitalizations (Cardiovascular and Respiratory)	160 (20 – 290)
Emergency Room Visits for Asthma	370 (240 – 510)

*Values in parenthesis indicate 95% confidence interval.

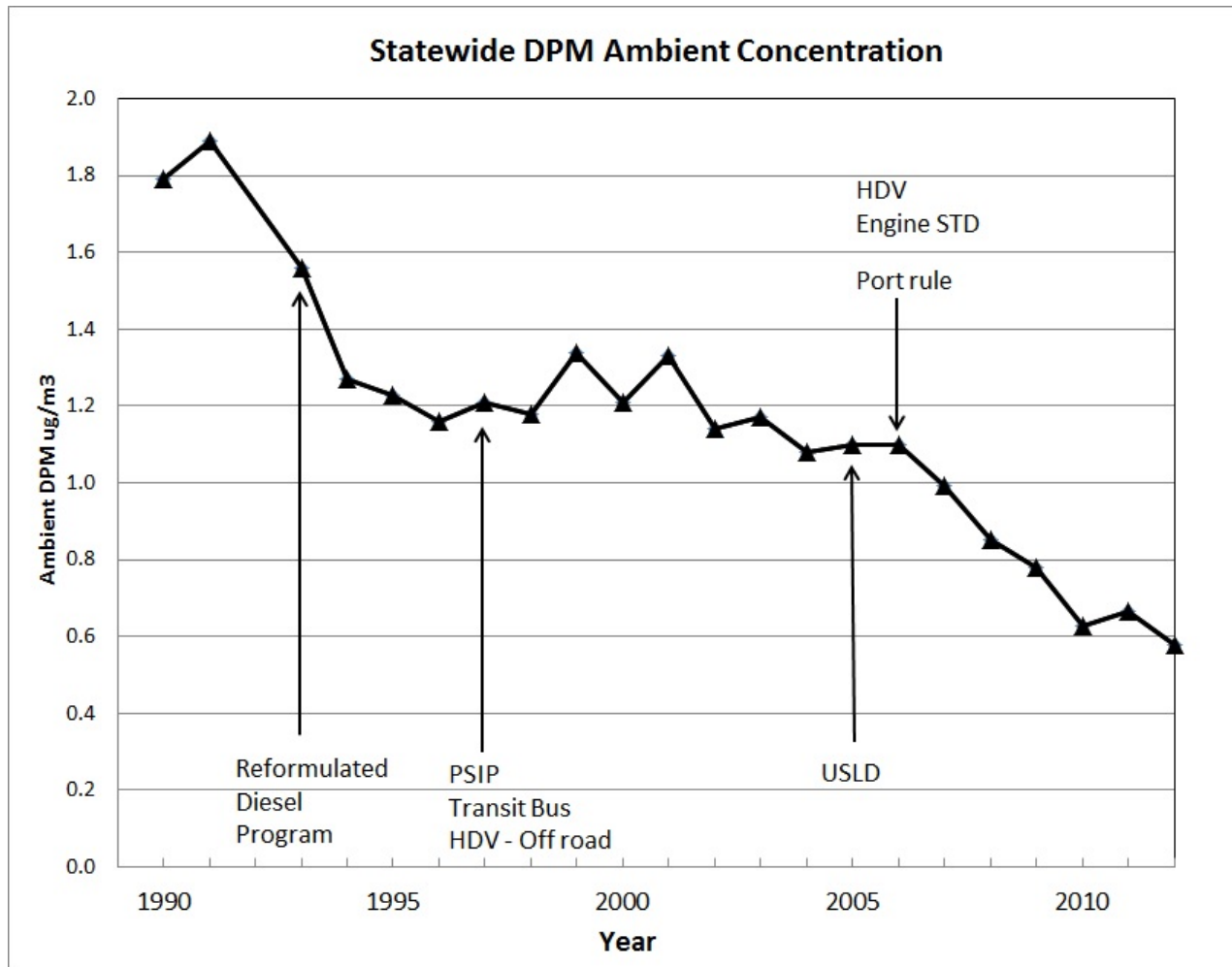
[More Information](#)

Trends in Outdoor Levels of DPM

The figure below shows the trend in ambient DPM. CARB regulations** of diesel engines and fuels have had a dramatic effect on DPM concentrations. Since 1990, DPM levels have decreased by 68%. The figure also shows which regulations have had the greatest impact on DPM.

DPM levels are expected to continue declining as additional controls are adopted, and the number of new technology diesel vehicles increases.

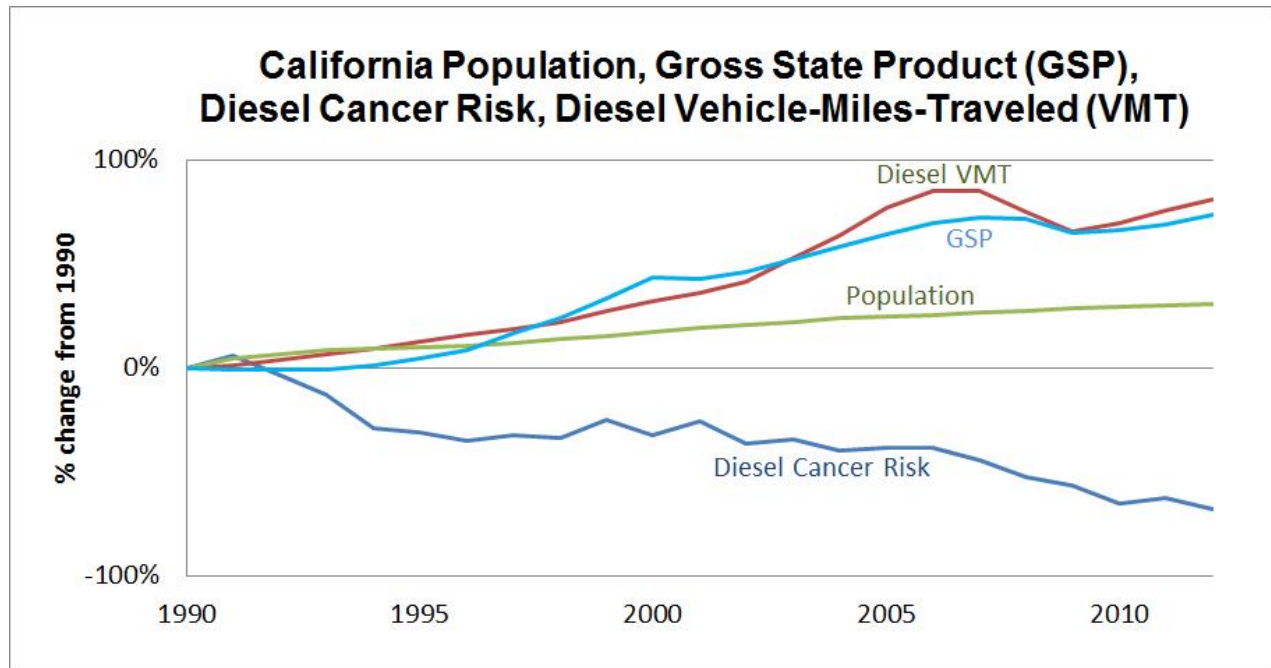




**Abbreviations of CARB regulations used in table: HDV Engine STD = Heavy-duty diesel truck engine standard; HDV - Off road = Heavy-duty off-road diesel engines; Port rule = Port (drayage) trucks; PSIP = Periodic self-inspection program; Transit bus = Urban transit buses; ULSD = Clean diesel fuel

The figure below shows that despite the increased number of vehicle miles traveled by diesel vehicles (VMT, red line), and despite increases in statewide population (green line) and gross state product (GSP, a measure of growth in the state's economy, light blue line), CARB's regulatory programs still led to a decline in statewide cancer risk (dark blue line).





Additional Information

- CARB's diesel programs
- CARB's diesel mobile vehicles and equipment activities
- CARB's freight transport, ports and rail programs
- California's diesel fuel program
- Other diesel-related programs
- Selected references on diesel-related health effects

Environmental Effects of Diesel Exhaust

In addition to its health effects, diesel exhaust significantly contributes to haze that reduces visibility by obscuring outdoor views and decreasing the distance over which one can distinguish features across the landscape. Researchers have reported that in the San Joaquin Valley and in southern California, diesel engines contribute to a reduction in visibility. This decrease in visibility is caused by scattering and absorption of sunlight by particles and gases present in diesel emissions.



DPM also plays an important role in climate change. A large proportion of DPM is composed of BC. Recent studies cited in the Intergovernmental Panel on Climate Change

report estimate that emissions of BC are the second largest contributor to global warming, after carbon dioxide emissions. Warming occurs when BC particles absorb sunlight, convert it into infrared (heat) radiation, and emit that radiation to the surrounding air. A recent California-specific study showed that the darkening of snow and ice by BC deposition is a major factor in the rapid disappearance of the Sierra Nevada snow packs. Melting of the snow pack of the Sierra Nevada earlier in the spring is one of the contributing factors to the serious decline in California's water supply. As additional DPM controls are adopted, and the number of new technology diesel vehicles increases, BC emissions will continue to decline.

Conclusions

Although progress has been made over the past decade in reducing exposure to diesel exhaust, diesel exhaust still poses substantial risks to public health and the environment. Efforts to reduce DPM exposure through use of cleaner-burning diesel fuel, retrofitting engines with particle-trapping filters, introduction of new, advanced technologies that reduce particle emissions, and use of alternative fuels are approaches that are being explored and implemented. CARB anticipates that newly adopted diesel exhaust control measures will reduce population exposure even further, and that as the sustainable freight program expands, population exposure to diesel exhaust pollution will decrease even further. It is estimated that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects.

RELATED RESOURCES

**Public Workshop
Notice on March 16,
2021 - Espanol**

**Public Workshop
Notice on March 16,
2021**

**SNAPS Lost Hills
Newsletter - Februa
2021**





WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

CALIFORNIA
WASHINGTON
NEW YORK

2 June 2023

Mark R. Wolfe, Esq.
M. R. Wolfe & Associates, P.C.
580 California Street, Suite 1200
San Francisco, CA 94104

**SUBJECT: Best Development Grocery Outlet, City of Fort Bragg
Revised Final Environmental Impact Report
Review of Noise Analysis**

Dear Mr. Wolfe,

As requested, we have reviewed the information and noise impact analyses in the following documents:

*Best Development Grocery Outlet
Draft Environmental Impact Report ("DEIR"), SCH No. 2022050308
City of Fort Bragg, California
September 2022*

*Best Development Grocery Outlet
Revised Final Environmental Impact Report ("RFEIR"), SCH No. 2022050308
City of Fort Bragg, California
May 2023*

Wilson, Ihrig & Associates, Acoustical Consultants, has practiced exclusively in the field of acoustics since 1966. During our 55 years of operation, we have prepared hundreds of noise studies for Environmental Impact Reports and Statements. We have one of the largest technical laboratories in the acoustical consulting industry. We also utilize industry-standard acoustical programs such as Environmental Noise Model (ENM), Traffic Noise Model (TNM), SoundPLAN, and CADNA. In short, we are well qualified to prepare environmental noise studies and review studies prepared by others.

Comments on RFEIR Noise Analysis

Issue #1: Construction Noise Analysis Unsubstantiated

The full description of the construction noise analysis is presented in the DEIR:

The Federal Highway Administration’s (FHWA) Roadway Construction Noise Model (RCNM) was used to predict noise levels for standard construction equipment used for roadway improvement projects. The assessment of potential significant noise effects due to construction is based on the standards and procedures described in the Federal Transit Authority (FTA) guidance manual and FHWA’s RCNM.

The RCNM is a Windows-based noise prediction model that enables the prediction of construction noise levels for a variety of construction equipment based on a compilation of empirical data and the application of acoustical propagation formulas. It enables the calculation of construction noise levels in more detail than the manual methods, which eliminates the need to collect extensive amounts of project-specific input data. RCNM allows for the modeling of multiple pieces of construction equipment working either independently or simultaneously, the character of noise emission, and the usage factors for each piece of equipment. [DEIR at p. 3.6-12]

The RCNM has become a *de facto* standard for construction noise analyses, and Table 3.6-8 of the DEIR presents calculations to determine the hourly average (Leq) noise level at a standardized distance of 50 feet for each phase of construction. I have corroborated these calculations to be correct.

The next step in the RCNM methodology would be to project these noise levels to various distances representing noise-sensitive receivers. In a situation like the one here where the distances are relatively close, the ground is flat, the roadway is paved, and there are not natural barriers, the RCNM uses the attenuation rate for a point source, 6 dB per doubling of distance. The distance for each construction phase is measured from the center of the construction activity.

The analysis in the DEIR deviates from the RCNM methodology and, instead, uses a commercially-available acoustical analysis program called SoundPLAN to estimate noise levels at nearby receptors. Presumably, the calculated levels provided in DEIR Table 3.6-8 were somehow utilized, but this is not explicitly stated. More importantly from a technical perspective, there is no description of how the sound pressure levels produced by the RCNM methodology are converted to sound power levels which are the requisite input for SoundPLAN calculations.

If we take the construction noise analysis at Table 3.6-8 and carry on with the standard RCNM analysis, we see levels that are several decibels higher than those reported in RFEIR Table 3.6-9 (these are the output of the SoundPLAN model). Table 1 below compares the standard RCNM calculated level with those from the RFEIR for Receptor R3. Figure 1 below shows the proximity of the various construction stages to Receptor R3.

Table 1 Comparison of RCNM and RFEIR Calculations

Construction Phase	Hourly Average Leq at 50 ft (RFEIR Table 3.6-8)	Distance from Activity Center to R3	Attenuation at 6 dB per doubling of distance	RCNM-Calculated Hourly Leq at R3	RFEIR-Reported Hourly Leq at R3 (RFEIR Table 3.6-9)	Difference
	dBA	feet	dB	dBA	dBA	dBA
Demolition - Building Demolition	79.8	123	– 7.8	72.0	68.1	3.9
Demolition - Foundation	84.4	123	– 7.8	76.6	72.9	3.7
Site Preparation	84.6	158	– 10.0	74.6	70.0	4.6
Grading	85.9	158	– 10.0	75.9	70.9	5.0
Building Construction	84.7	160	– 10.1	74.6	70.0	4.6

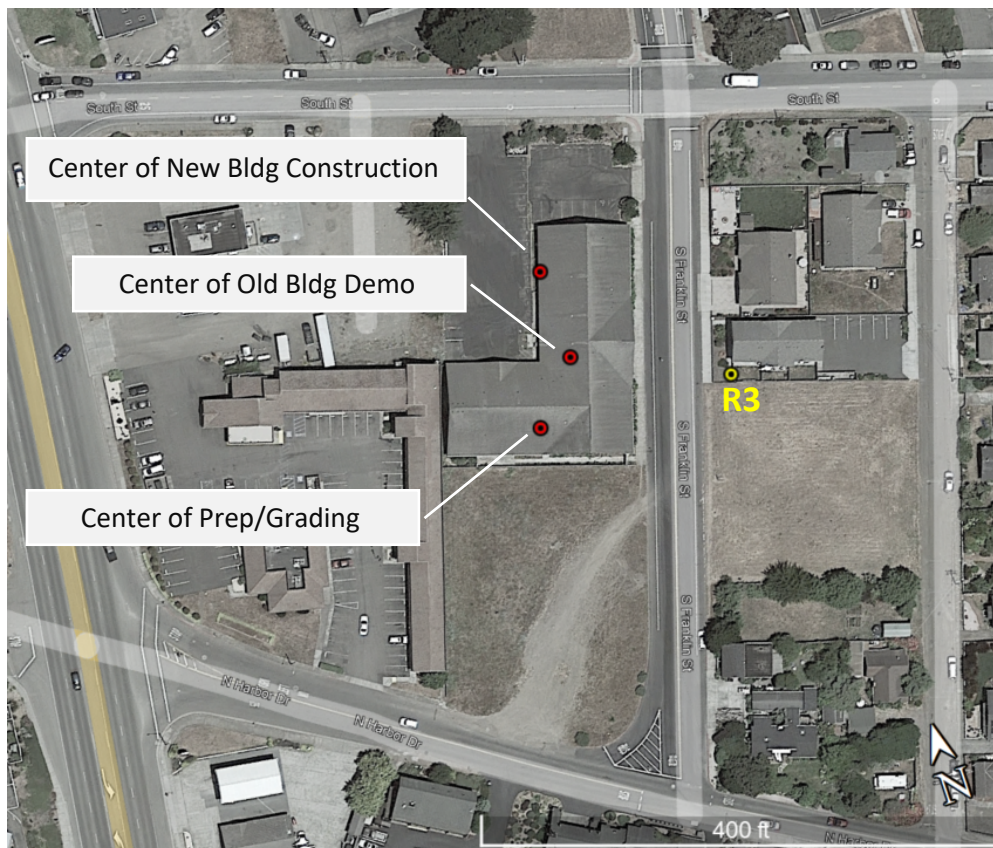


Figure 1 Geometry for Construction Noise Analysis

As can be seen in Table 1, the SoundPLAN results reported in the RFEIR are 3.7 to 5.0 dBA lower than those calculated using the standard RCNM methodology.

The next step in the construction noise analysis is to compare the construction noise levels with the existing ambient. The DEIR establishes through measurements that the existing ambient is 56.0 dBA [see, e.g., RFEIR Table 3.6-9]. The adopted threshold of significance for construction noise is an “increase in temporary construction noise levels of more than 12 dBA at existing residential receptors located around the project site”. [RFEIR at p. 3.0-16] Finally, the RFEIR proposes an 8-foot temporary noise barrier between the project site and Receptor R3. By comparing the estimated construction noise levels in RFEIR Table 3.6-9 (no sound wall) and RFEIR Table 3.6-10 (includes a sound wall), one can ascertain that the wall will provide up to 5.2 dB of noise reduction, a reasonable expectation. Table 2 below shows the construction noise levels at R3 with and without the temporary wall and computes the increase over the ambient. Levels that exceed the adopted threshold of significance are shown in **boldface type**.

Table 2 Assessment of Construction Noise at R3 Using RCNM Noise Levels

Construction Phase	RCNM-Calculated Hourly Leq at R3 without wall	Increase over 56 dBA No wall	RCNM-Calculated Hourly Leq at R3 with wall	Increase over 56 dBA With wall
	dBA	dBA	dBA	dBA
Demolition - Building Demolition	72.0	16.0	66.8	10.8
Demolition - Foundation	76.6	20.6	71.4	15.4
Site Preparation	74.6	18.6	69.4	13.4
Grading	75.9	19.9	70.7	14.7
Building Construction	74.6	18.6	69.4	13.4

As can be seen in Table 2, using the construction noise level values produced by the RCNM results in the conclusion that noise levels will exceed the threshold of significance – exceeding the existing ambient by more than 12 dBA – even with the temporary noise barrier for four of the five construction phases.

Construction noise level calculations in this situation are so straightforward, it’s unclear why SoundPLAN was incorporated into the RFEIR analysis. Additionally, because there is a lack of transparency in the SoundPLAN analysis, it is impossible to ascertain why the levels produced by SoundPLAN are so much lower than those produced by the RCNM methodology. What is clear is that

the SoundPLAN results lead to the conclusion that the construction noise levels for the Foundation Demolition and Grading phases are only 0.1 and 0.3 dBA, respectively, below the threshold of significance. I believe it is not just a matter of expert disagreement to assert that the levels produced by the RCNM methodology support the conclusion that, in fact, construction noise levels from the subject project will cause a significant noise impact.

Issue #2: Construction Noise Analysis Neglects Super 8 Motel

Until the latest Revised FEIR was released a matter of days ago, the noise assessment had never included the Super 8 Motel in any manner. The latest RFEIR does address operational noise inside the motel, but does not address construction noise. As the construction workday tends to start early and as least some lodgers at the Super 8 may reasonably be presumed to be on vacation, it incumbent upon the RFEIR to consider the impact of construction noise on the motel. Noise can disturb sleep by making it more difficult to fall asleep, by waking someone after they are asleep, or by altering their sleep stage, e.g., reducing the amount of rapid eye movement (REM) sleep. Noise exposure for people who are sleeping has also been linked to increased blood pressure, increased heart rate, increase in body movements, and other physiological effects. Not surprisingly, people whose sleep is disturbed by noise often experience secondary effects such as increased fatigue, depressed mood, and decreased work performance.

Using the same methodology as used above for the residence across Franklin Street but the closer distances to the Super 8 results in the assessment shown in Table 3. As before, levels that are more than 12 dBA above the existing ambient are shown in **boldface type**.

Table 3 Assessment of Construction Noise at Super 8 Motel Using RCNM Noise Levels

Construction Phase	Hourly Average Leq at 50 ft (RFEIR Table 3.6-8)	Distance from Activity Center to Super 8	Attenuation at 6 dB per doubling of distance	RCNM-Calculated Hourly Leq	Increase over 56 dBA No wall
	dBA	feet	dB	dBA	dBA
Demolition - Building Demolition	79.8	95	– 5.6	74.2	18.2
Demolition - Foundation	84.4	95	– 5.6	78.8	22.8
Site Preparation	84.6	78	– 3.9	80.7	24.7
Grading	85.9	78	– 3.9	82.0	26.0
Building Construction	84.7	78	– 6.2	78.5	22.5

Not surprisingly because it is closer to the project site, construction noise levels at the exterior of the motel will exceed the adopted threshold of significance.

Conclusion

The construction noise analysis set out using the FHWA Roadway Construction Noise Model (RCNM) but diverted to a commercially-available outdoor sound propagation program. This introduced technical complications into the analysis that are not explained and – inexplicably – produced noise level results that are substantially lower than those produced by the RCNM (as completed by me for this analysis). Using the standard RCNM methodology produces noise levels that exceed the adopted threshold of significance at both residential receptors across Franklin Street and at the Super 8 Motel which shares a property line with the project site.

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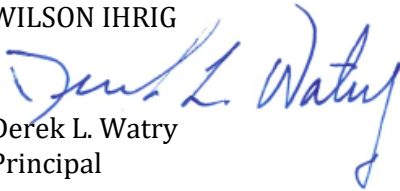
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Very truly yours,

WILSON IHRIG



Derek L. Watry
Principal



DEREK L. WATRY

Principal

Since joining Wilson Ihrig in 1992, Derek has gained experienced in many areas of practice including environmental, construction, forensic, architectural, and industrial. For all of these, he has conducted extensive field measurements, established acceptability criteria, and calculated future noise and vibration levels. In the many of these areas, he has prepared CEQA and NEPA noise technical studies and EIR/EIS sections. Derek has a thorough understanding of the technical, public relations, and political aspects of environmental noise and vibration compliance work. He has helped resolve complex community noise issues, and he has also served as an expert witness in numerous legal matters.

Education

- M.S. Mechanical Engineering, University of California, Berkeley
- B.S. Mechanical Engineering, University of California, San Diego
- M.B.A. Saint Mary's College of California

Project Experience

12th Street Reconstruction, Oakland, CA

Responsible for construction noise control plan from pile driving after City received complaints from nearby neighbors. Attendance required at community meetings.

525 Golden Gate Avenue Demolition, San Francisco, CA

Noise and vibration monitoring and consultation during demolition of a multi-story office building next to Federal, State, and Municipal Court buildings for the SFDPW.

911 Emergency Communications Center, San Francisco, CA

Technical assistance on issues relating to the demolition and construction work including vibration monitoring, developing specification and reviewing/recommending appropriate methods and equipment for demolition of Old Emergency Center for the SFDPW.

Central Contra Costa Sanitary District, Grayson Creek Sewer, Pleasant Hill, CA

Evaluation of vibration levels due to construction of new sewer line in hard soil.

City of Atascadero, Review of Walmart EIR Noise Analysis, Atascadero, CA

Review and Critique of EIR Noise Analysis for the Del Rio Road Commercial Area Specific Plan.

City of Fremont, Ongoing Environmental Services On-Call Contract, Fremont, CA

Work tasks primarily focus on noise insulation and vibration control design compliance for new residential projects and peer review other consultant's projects.

City of Fremont, Patterson Ranch EIR, Fremont, CA

Conducted noise and vibration portion of the EIR.

City of King City, Silva Ranch Annexation EIR, King City, CA

Conducted the noise portion of the EIR and assessed the suitability of the project areas for the intended development. Work included a reconnaissance of existing noise sources and receptors in and around the project areas, and long-term noise measurements at key locations.

Conoco Phillips Community Study and Expert Witness, Rodeo, CA

Investigated low frequency noise from exhaust stacks and provided expert witness services representing Conoco Phillips. Evaluated effectiveness of noise controls implemented by the refinery.

Golden Gate Park Concourse Underground Garage, San Francisco, CA

Noise and vibration testing during underground garage construction to monitor for residences and an old sandstone statue during pile driving for the City of San Francisco.

Laguna Honda Hospital, Clarendon Hall Demolition, San Francisco, CA

Project manager for performed vibration monitoring during demolition of an older wing of the Laguna Honda Hospital.

Loch Lomond Marina EIR, San Rafael, CA

Examined traffic noise impacts on existing residences for the City of San Rafael. Provided the project with acoustical analyses and reports to satisfy the requirements of Title 24.

Mare Island Dredge and Material Disposal, Vallejo, CA

EIR/EIS analysis of noise from planned dredged material off-loading operations for the City of Vallejo.

Napa Creek Vibration Monitoring Review, CA

Initially brought in to peer review construction vibration services provided by another firm, but eventually was tapped for its expertise to develop a vibration monitoring plan for construction activities near historic buildings and long-term construction vibration monitoring.

San Francisco DPW, Environmental Services On-Call, CA

Noise and vibration monitoring for such tasks as: Northshore Main Improvement project, and design noise mitigation for SOMA West Skate Park.

San Francisco PUC, Islais Creek Clean Water Program, San Francisco, CA

Community noise and vibration monitoring during construction, including several stages of pile driving. Coordination of noise and ground vibration measurements during pile driving and other construction activity to determine compliance with noise ordinance. Coordination with Department of Public Works to provide a vibration seminar for inspectors and interaction with Construction Management team and nearby businesses to resolve noise and vibration issues.

San Francisco PUC, Richmond Transport Tunnel Clean Water Program, San Francisco, CA

Environmental compliance monitoring of vibration during soft tunnel mining and boring, cut-and-cover trenching for sewer lines, hard rock tunnel blasting and site remediation. Work involved long-term monitoring of general construction activity, special investigations of groundborne vibration from pumps and bus generated ground vibration, and interaction with the public (homeowners).

Santa Clara VTA, Capitol Expressway Light Rail (CELR) Bus Rapid Transit (BRT) Update EIS, CA
Reviewed previous BRT analysis and provide memo to support EIS.

Shell Oil Refinery, Martinez, CA

Identified source of community noise complaints from tonal noise due to refinery equipment and operations. Developed noise control recommendations. Conducted round-the-clock noise measurements at nearby residence and near to the property line of the refinery and correlated results. Conducted an exhaustive noise survey of the noisier pieces of equipment throughout the refinery to identify and characterize the dominant noise sources that were located anywhere from a quarter to three-quarters of a mile away. Provided a list of actions to mitigate noise from the noisiest pieces of refinery equipment. Assisted the refinery in the selection of long-term noise monitoring equipment to be situated on the refinery grounds so that a record of the current noise environment will be documented, and future noise complaints can be addressed more efficiently.

Tyco Electronics Corporation, Annual Noise Compliance Study, Menlo Park, CA

Conducted annual noise compliance monitoring. Provided letter critiquing the regulatory requirements and recommending improvements.

University of California, San Francisco Mission Bay Campus Vibration Study, CA

Conducted measurements and analysis of ground vibration across site due to heavy traffic on Third Street. Analysis included assessment of pavement surface condition and propensity of local soil structure.

From: [Annemarie](#)
To: [City Clerk](#); [cdd](#)
Subject: public comments Grocery Outlet EIR meeting 6-5-2023
Date: Monday, June 05, 2023 9:59:06 AM
Attachments: [public comments GO EIR 6-5-2023.pdf](#)

To City Council,

Please accept my public comments and City staff please post them online today.

Thanks, Annemarie Weibel

Public comment EIR GO 6-5-2023

To City Council,

Under the California Environmental Quality Act (CEQA) if mitigation measures are included to reduce impacts to a less-than significant level, the resulting document is called a Mitigated Negative Declaration (MND). You approved the MND for the Grocery Outlet (GO) project. Challenged by a law suit you are tasked again to evaluate a slightly changed environmental document, the Environmental Impact Report (EIR).

This below quote from the book “Understanding Environmental Impact Assessment, A Layperson’s Guide to Environmental Impact Documents & Processes written by Grosetti Environmental Consulting” points out that “Impact assessment requires projection, which by its very nature can be subjective. Even quantitative models that profess to provide definitive analytical data often have large margins of error and can be manipulated by “tweaking” the inputs to result in the desired output. Further subjectivity enters into the process in determining the significance of an impact”. In other words, opinion.

James G. Moose of the law firm Remy Moose Manley on behalf of Best Properties, the Applicant for the proposed Best Development GO project, responded to comments submitted by Mark Wolf (attorney for Fort Bragg Business Matters), Jacob Patterson, Leslie Kashiwada, North Bay Labor Council and I. These comments are encouraging you to believe that much expertise went into preparing this Final EIR for a project that, in their legal opinion, could have been eligible for a CEQA Class 32 categorical exemption for infill development. The Class 32 exemption applies to qualifying infill projects that are on sites within cities that are not greater than five acres in size.

There must have been a reason that the City of Fort Bragg was in favor of an EIR!

GO, a discount (bargain) store buys goods from consumer packaged goods (CPG) manufacturers that have excess inventory or the packaging is damaged, for pennies on the dollar. Pepsi, Coca-Cola, and Nestle are such companies. Nestle is the world's biggest CPG with a market cap value of \$349.20 Billion (2023). This makes Nestle the world's 23th most valuable company. Their revenue approaches \$2.13 billion. The goal of the 77 year old GO business is to sell as many products to as many consumers as possible. They have 449 stores now compared to 300 in 2017 across the nation and more than 1.5 million shoppers. What about future prognosis as many franchise stores including fast food/franchise restaurants are going under? Will we end up with another empty building? Does GO use Electronic Benefits Transfer (Cards) used by CalFresh. I believe the farmer's markets do and Harvest Market does (a B Corporation). Safeway has a union, but GO does not. GO's headquarters take 50% of the income from the independent operators. Representatives from GO did not explain if employees would be paid California's minimum wage \$15.50 or less. How much less? Does it depend where the headquarter is and what the going rate is there (Emeryville is higher, Pennsylvania is lower)? Do employees get medical/dental/vision benefits? What about maternity leave/sick leave? We are not told if the store will use 15 or 25 employees. Will they be replaced by self check out stands?

Do we need more products by huge corporations? Are these mostly prepackaged items including salty and sweet items and products containing cancer causing red, yellow, and green dyes healthy for us? This might not be relevant as far as the EIR is concerned, but # 7 of the Standard Conditions addresses that “this permit shall be subject to revocation or modification upon a finding of any one or more of the following: (c) That the use for which the permit was granted is so conducted as to be detrimental to the

public health, welfare, or safety or as to be a nuisance. In my mind this GO, especially at this location is detrimental to the public health, welfare, safety and is a nuisance.

I understand that many of our citizens are barely able to survive and that they are begging you to approve this EIR. They want cheap food and are not aware of the legalities with environmental documents. It is unfortunate that the EIR is a piecemeal project, describes the setting incompletely, has unsupported analysis, fails to adequately address long term aspects (sustainability issues), fails to adequately address cumulative impacts, is listing an inadequate range of alternatives (straw man alternatives), was providing an inadequate public review period with all the changes, and did not allow a new opportunity for the public to review substantial new information like the supplemental Urban Decay Study. This study should be circulated for public review and comment. Both shopping centers (Boatyard & the DMV mini mall) have vacancies. Also downtown has had close to 20 vacancies for almost 10 years causing blight/urban decay. Now we want to squeeze more and more development on the South Side, the gateway to Fort Bragg causing many new problems not addressed in the EIR. Policy LU-3.5 of the Coastal General Plan was not considered in the EIR.

GO, the national discount grocery chain would provide full time work for 15 to 25 full time staff. The CA minimum wage is \$15.50 per hour with no benefits (no health care, no sick leave, no maternity leave). GO does not support nonprofits like our other stores do. In the meanwhile the profits the company makes go sailing out of the county to their headquarter in Emeryville. These employees can not find a rental or afford to pay for a rental with their paycheck. The socioeconomic effects have not been analyzed in this EIR. Maybe the two managers can find and afford housing. Why does GO not build housing here for their employees or buy housing for them? Why is the city not asking developers to do that as we all know how serious the situation is here. These land use and planning issues have not been addressed in the EIR. Most businesses are looking for employees and they have to reduce their services as they can not find them. The proposed project will hurt our downtown and existing businesses and their employees. Not only will GO make it harder for other businesses that provide good wages and benefits in our community to compete with this cheap labor, it will also likely result in the loss of several better paying positions for our members in our community. A net loss of these better paying positions will also directly impact other businesses in our community. It is possible that a smaller store like Purity Supermarket will not survive.

The power point presentation at the October 24, 2019 Special City Council meeting listed all top 25 sales tax producers (marked in yellow were the 16 formula businesses). In addition to these top 25 sales producers we have formula businesses like Mountain Mike's Pizza, Starbucks, Sears, Rite Aide, Subway Sandwiches & Salads, SHN Consulting Engineers & Geologists, Edward Jones Investments and Sinclair Gas. Certain Starbucks, Rite Aide's, and CVS are closing nationally. Don't we have enough formula businesses already? Why was the regulations about formula businesses in the Coastal Zone never submitted to the Coastal Commission? We would have it approved by now if we would have applied in 2019. The aesthetic and visual resources of GO with their signs has not been properly addressed in the EIR. Policy LU-4-1 & CD-1.1 & CD-1.4 & CD-1-10 of the Coastal General Plan were not considered in the EIR.

While GO is increasing their wealth we might find ourselves in the position that we will have empty shelves if oil/gasoline/diesel prices change dramatically, and/or food prices increase. We might not be able to rely on trucks coming here, but should rather see how we can become self sufficient, grow our own food, barter and trade and run our own businesses. It can happen that we would be cut off from the outside world if rivers are flooded, bridges collapse in an earthquake, and storms make it impossible to

go anywhere, etc. These issues in regards to transportation have not been properly addressed in the EIR.

There is a pending diesel fuel shortage. We could have no diesel fuel. Last October it was said the United States had only a 25-day supply of diesel left. If there's no change, around Election Day we'll see trucks parked throughout much of the country. <https://finance.yahoo.com/news/us-now-just-25-days-160000619.html>

Bloomberg says the east coast is already running out. Shipments on the way to Europe have been turned back. <https://www.bloomberg.com/news/articles/2022-10-25/the-us-diesel-shortage-is-rapidly-devolving-one-supplier-says>

<https://www.realclearpolitics.com/video/2022/10/26/>

[nsc spokesman there was no meltdown over saudi oil production cuts.html](https://www.realclearpolitics.com/video/2022/10/26/nsc_spokesman_there_was_no_meltdown_over_saudi_oil_production_cuts.html)

<https://www.realclearinvestigations.com/articles/2022/10/27/>

[zero emissions from electric vehicles heres why that claim has zero basis 860938.html](https://www.realclearinvestigations.com/articles/2022/10/27/zero_emissions_from_electric_vehicles_heres_why_that_claim_has_zero_basis_860938.html)

Idaho Grocery Store Shelves Could be Bare in a Matter of Weeks

https://newsradio1310.com/idaho-grocery-store-shelves-could-be-bare-in-a-matter-of-weeks/?utm_source=tsmclip&utm_medium=referral

Not only could we have a problem getting diesel, but the risk is high for residents living close by to be severely affected by the diesel emissions. The air quality/greenhouse gas emissions have not been analyzed in the EIR. Policy LU-10.5 of the Coastal General Plan was not considered in the EIR.

The outdated traffic study from 2019 and two updates do not take into consideration the traffic associated with summer months and holidays, areas south and north that were not evaluated, and a change in traffic control at "SR 1/N. Harbor Drive intersection. It is interesting that there was hardly any information from Caltrans in regards to this intersection. Apparently there were telephone conversations between the City and Caltrans. Doesn't the public has a right to be informed as well? Is a left turn authorized at this intersection or did we just loose a traffic sign? In Albion, Caltrans wants to reconfigure how the two roads (Albion-Little River Rd. and Albion River N. Side Rd.) can be aligned differently to prevent accidents on SR 1 next to the Albion River Bridge. Why not in Fort Bragg? The left turn from westbound N. Harbor Dr. onto Main St. is apparently a Caltrans issue. Why was this not addressed? James G. Moose indicates that "time will tell." Do we need to wait until people get seriously hurt or die before we come up with a better traffic situation? That is only one of the issues that cause this project to be problematic at this site.

The Mendocino County Coastal Element adopted by the BOS and certified by the Coastal Commission in 1985 indicated in "4.4-3 The County shall develop an evacuation route for the Noyo Harbor area, in addition to North Harbor drive, by re-opening the road west of Agostino's (AP# 18-120-19) for emergency use only. The County shall coordinate evacuation procedures with the U.S. Coast Guard and all concerned law enforcement agencies." As others mentioned including a City Council member this would be necessary in order for this project to be built at this site.

The parking situation is less than appropriate. No other big store in town includes the delivery area in their parking lot for the public. A RV park is not sufficient. What about 5th wheels, etc. The parking is not safe for pedestrians or cars. Nowhere is discussed where parking would be for the employees. Policy CD-5.1 of the Coastal General Plan was not considered in the EIR. Neither were Policy LU-5.6 & 5.7 & OS-16.7 of the Coastal General Plan.

The mostly elderly pedestrians that would want to shop at GO do not have sufficient safe sidewalks. Policy C-6.2 & C-9.3 & C-9.7 of the Coastal General Plan were not considered in the EIR.

In addition we have noise (from trucks backing up, from sirens by emergency vehicles, demolition, construction, increased traffic) in a residential neighborhood that is also affecting visitors attracted by the harbor. These visitors do not come here to find yet another City that looks like what they left behind. Aren't we shooting ourselves in the foot? Is the City really going to benefit financially from the tax dollars? The 20% that GO will gain from alcohol will cause more issues with the population indulging in it. Other businesses would also bring in less tax dollars to the City.

The Assessment of Alternatives did not address that maybe this store should not be at this site (maybe north of town); or a vacant building could be used to prevent increased blight in the neighborhood; or the Planning Commission could ask for a modern, less cookie cutter corporate building as we have seen in a picture from the Chico GO. What we need to do is invest in small businesses, fill the gaps, tap local anchors to get involved and help, plant community gardens, follow the Blue Zone guidelines, and build community pride.

Policy CD-2.5 of the Coastal General Plan was not considered in the EIR. There is more than a "distant keyhole view of the ocean that is interrupted by two large trees now" (at least the horizon) and should have been addressed and evaluated more in the Assessment of Alternatives. The view is being described as being "very small, distant and fragmented." This description makes me reflect what we heard from the City with the Hare Creek mall that the ocean could only be seen from SR 1 if one would jerk the head around while driving and even then could only see a sliver. By placing the building next to South street that view is gone. To argue that down the road there might be another building there is ridiculous at best. I wonder how badly the city wants the tax money from this development and is willing to help push a project such as this forward.

Policy CD 2.1 of the Coastal General Plan was not considered in the EIR. It addresses the Design Review.

If you should approve the Special Conditions please consider accepting the Special Condition that Jacob Patterson suggested in his comments in regards to Special Condition 1A. Policy OS-5.2 of the Coastal General Plan also indicates the need to preserve existing healthy trees.

Also see his comments in regards to Special Condition #23, Optional condition #24, and Special Condition #34. As suggested by Jacob Patterson please add a new Special Condition prohibiting adding another extra sign on the visually prominent west facade. Add that any future signs need to be approved by the Planning Commission.

Unfortunately the Initial Study (the terribly deficient Mitigated Negative Declaration) by LACO Associates was not included for the public. The new Initial Study 2022 by the DeNovo Planning Group informed the DEIR and FEIR in addition to several new technical studies and reports.

Why was the school district not notified of the DEIR?

Why was Davey Beak, emergency manager at the AH hospital not consulted as a responsible agency instead of GO's lawyer blaming Leslie Kashiwada for not officially submitting his comments?

I urge you not to recommend this project as currently proposed for approval by you for all the above listed reasons. It will not help Fort Bragg in the long run. It is not your job, or the City Council's job to determine if the GO is favored by people or not. Your job is to examine the potential impacts of the project according to the California Environmental Quality Act (CEQA) and whether or not they can be mitigated enough to reduce it down to an acceptable (or less-than-significant) level. The approximately 36 Special Conditions are an indication that no matter how much lipstick you put on this pig, it is still a pig!

As you can see the General Plan Policies are not consistent with the EIR and the code provisions, and the EIR is not adequate as far as the Analysis of the Alternatives are concerned.

Sincerely, Annemarie Weibel
6-5-2023

From: [dcalvert](#)
To: [City Clerk](#)
Subject: CDP 2-22,DR 7-22, MGR 1-22 GROCERY OUTLET
Date: Monday, June 05, 2023 11:28:00 AM

I support the Grocery Outlet application and urge the City Council to certify the EIR and approve CDP 2-22, DR 7-22 and MGR 1-22.

This is an excellent location for the store in close proximity to the highest housing density in Fort Bragg.

It removes a long vacant decaying building and adds assessed valuation on the parcel to the city's tax rolls.

It provides another option for coastal grocery shoppers with a different price point.

It will reduce trips "over the hill" by people who travel to Willits just to go to Grocery Outlet.

While groceries are not taxed, Grocery Outlet also sells a number of items such as brooms that are taxed. Those tax dollars should be kept in Fort Bragg.

Thank you for your consideration of these comments.

Karen Calvert
PO Box 70
Albion CA 95410

Sent from my Verizon, Samsung Galaxy smartphone

From: [Mary Kilgos](#)
To: [City Clerk](#)
Subject: For June 5th city council meeting-Grocery Outlet-vote yes
Date: Friday, June 02, 2023 6:36:17 PM

Affordable grocery prices will help many.

Mary Jane Kilgos
32200 Highway 20
Fort Bragg, CA 95437
Sent from my iPad

From: [John](#)
To: [City Clerk](#); ["John"](#)
Subject: Grocery Outlier
Date: Sunday, June 04, 2023 12:08:07 AM

6-3-2023

Hi...I would like to see the store approved.

I have visited the stores in Ukiah and Willits. They have a variety of products that other stores do not have.

Kind of like the Dollar Store. I wouldn't do my main shopping there, but they do have some interesting products.

Also this would help people on fixed incomes. If you haven't noticed.....This inflation is very real and damaging the buying power of the Dollar.

I'm 75 and am still working part time, so it doesn't affect me as much as some people who are retired and on a fixed income with costs for all things that they use going up.

I vote for approving the store now.

Thanks, John Ruczak.

From: [Linda Jupiter](#)
To: [Lemos, June](#)
Subject: Grocery Outlet agenda item June 5
Date: Sunday, June 04, 2023 2:15:38 PM

Dear City Council members,
I'd like to add my voice to those who are *against* the proposed Grocery Outlet (GO) in Fort Bragg.

We do need to encourage businesses to open up here in Fort Bragg but GO is not one of them. They will not enhance quality of life for most of our citizens on the coast.

Yes, we need more jobs here in town, however, GO pays full-time people less than the state minimum (is that even legal?) and gives no medical benefits. Meanwhile, GO will take business away from other local businesses so folks with decent paying jobs will be out of work. If they're desperate enough to look for work at GO, they'll be making less money with no benefits.

In addition, traffic, noise pollution, and difficulty to access the health clinics and hospitals will increase.

If it's true that Grocery Outlet had a pre-existing business relationship with the EIR consultant, and that they failed to provide adequate study and analysis on a number of project impact issues, this should be grounds for the EIR being rejected by you tonight.

Thank you for your great work,

Linda (she/her)

Uninvited dweller on Northern Pomo land

Linda Jupiter
P.O. Box 2822
Fort Bragg, CA 95437
phone 707-964-8985

From: [Kathy Orsi](#)
To: [City Clerk](#)
Subject: Grocery Outlet letter of support
Date: Monday, June 05, 2023 9:48:07 AM

Dear Council Members,

Thank you for taking the time to read all letters regarding the Grocery Outlet and having an open mind.

I continually express my views on Facebook when given the opportunity supporting Grocery Outlet coming to Fort Bragg. A store on the outskirts of town, will bring value to residents, particularly those on a budget. Young families and the elderly need more shopping choices. Young families are already going out of town to shop at Grocery Outlet so they can make ends meet, most living pay check to pay check. That gas money should stay in their wallets and their grocery money should stay on the Coast! In addition, the jobs this store will create will help so many in our community.

I hear great things about Grocery Outlet stores in other areas....always supporting and donating to the Community. A brand new building will be a welcome sight on the corner of South and Franklin streets.

Your sincere and thoughtful objectivity is most appreciated when considering Grocery Outlet's application. I ask you to approve their application. I guarantee our lovely Harvest Market will continue to do fine. I will continue to shop at all the stores, as each meet different needs.

Sincerely,

Kathy Orsi
Lifelong Fort Bragg Resident

From: [Mary Rose Kaczorowski](#)
To: [City Clerk](#)
Subject: Grocery Outlet Public Comment for City Council special meeting June 5, 2023
Date: Monday, June 05, 2023 8:48:31 AM
Attachments: [image.png](#)

Dear Fort Bragg City Council,

I applaud that the you and the City of Ft. Bragg has pledged to work to keep our streets safe, and to a well-planned framework for sustainable development and prosperity.

I would like to remind the Council of their commitment to the *City of Ft. Bragg Draft 2012 Climate Action Plan* which states:

“Our commitment to sustainability should be integrated into our everyday decision-making processes at City Council, within City departments, and throughout the community. We should all identify specific measures to work on each year. The implementation of sustainability measures, such as energy efficiency, water conservation, waste reduction, localization of goods, and alternative transportation methods, should become part of the normal evaluative criteria in work plans, budgets, construction contracts, and proposals.”- City of Ft. Bragg Draft 2012 Climate Action Plan

<https://www.city.fortbragg.com/home/showpublisheddocument/380/637709989995753660>

The Fort Bragg City Council rejected a formula business/ big box store Auto Zone. One of the key reasons and facts was that this Auto Zone commercial establishment would detract from the overall economic and cultural vitality of the City per recommendation by the Planning Commission as it would compete with the other Auto Parts Supply shops already established in the City.

See screenshot from City of Fort Bragg Planning Commission Resolution PC08-2019

Policy LU-4.1 Formula Businesses and Big Box Retail: Regulate the establishment of formula businesses and big box retail to ensure that their location, scale, and appearance do not detract from the economic vitality of established commercial businesses and are consistent with the small town, rural character of Fort Bragg.

The location, scale and appearance of the proposed project would detract from the economic vitality of existing commercial businesses and is not consistent with the small town, rural character of Fort Bragg because: 1) the proposed building is relatively square and 26 feet in height, which is tall for the proposed single-story retail use and creates an inappropriate massing and scale to the structure; 2) the proposed design does not reflect the small town character of Fort Bragg because it is missing important architectural form and detail; there is a lack of consistent design features on all elevations, and windows do not relate to scale and proportions of structure; 3) there is substantial evidence that the local economy cannot support a third auto parts retail store because when a third auto parts retail store opened, O'Reilly's Auto Parts, an existing auto parts retail store, Acme Automotive Parts, closed.

Has the City and Planning Commission gone backwards? I hope not.

The Grocery Outlet Corporate formula Store is a commercial establishment and will result in an over-concentration of grocery business establishments in its immediate vicinity or in the City.

Do we REALLY need another grocery store competing with our local stores and adding more traffic? Grocery Outlet is a formula business and a publicly traded company. From an economic perspective, there is much data that exists that

indicates that corporate owned big box chain stores --even if a franchise or with independent owners owning the business (the operators do not own the building/infrastructure) may not be the best value for a community in terms of how they undercut all the community-based and independently owned markets already in place such as:

Harvest Market, (B Corporation)
Purity Market,
Safeway (Union shop)
Down Home Foods,
B&G Grocery,
Roundman's Smoke House,
Columbi's Market,
El Yucca,

Nello's Market and
Deli,
La Mexicana Market,
Fort Bragg Farmer's Market,
Corners of the Mouth,
Harvest at Mendosa's.

The Dollar Store

CVS

Cucina Verona's Mercado

Rite Aide

and gas station convenience stores that now carry food items

Several local grocery stores every week take their overstock, imperfections, or looming expiration date items to our local food bank. Local farms also supply our food bank. Food waste is not an issue here. Now we want a Formula Store to charge people for what they can get for free at the Food Bank distribution Centers?

I would like to cite 18.46.070 Burden of Proof from the City of Ft. Bragg's Ordinances:

"If the City determines that a permit application or permit is subject to this Chapter for a formula business, the permit applicant or holder bears the burden of proving to the City that the proposed or existing use does not constitute a formula business."

If the City approves the GO application it is another great way to knock out your local businesses and support another Formula Corporate Business entity.

Traffic, Safety and Pollution

The EIR is flawed and biased.

This project will add to the already high traffic in the area and generate hundreds of new vehicle and delivery truck trips per day along S. Main Street, S. Franklin St., N. Harbor Drive, River Drive, Cypress Street and South Street. These streets are also the entryways to the busy: medical offices, Round Table Pizza, TACO Bell,

several gas stations, auto repair shops, Parents and Friends buildings, Mendocino Coast Pharmacy, Adventist Health Mendocino Coast Hospital's Emergency Room & several hospital facilities, Mendocino Coast Clinics, Mendocino County Social Services, Mendocino Superior Court Ten Mile Branch, Fort Bragg Police Station, Mendocino Sports Club, various dental and physical therapy offices, other medical offices along the 510 Cypress St. Medical complex and the now opened Crisis Respite Center (517 Cypress Street) .

This is not about just local resident trips-- These are also ongoing coastal residents and tourist

trips along with assorted vendors servicing the high profile and already dense neighborhood businesses

including: U.S. Postal Service, private express delivery vendors, pharma and lab vendors to the hospital and medical offices, Fed Ex, UPS, PG&E, AT&T, Comcast. Verizon, Public Works,

electricians, plumbers, carpenters, yard and landscape services, Emergency Ambulance, CHP, Sheriff and Police vehicles, Waste transfer vehicles, and vehicles that go through Lyme Timber Logging gates off Cypress St.

Let's not forget the past COVID Vaccine testing and vaccine delivery vehicle line ups and some still occur.

We will have more bottle necks to these areas and to the entry down to the Noyo Harbor businesses, restaurants and shops.

It's hard enough already, to try to get down to Noyo Harbor or navigate the traffic around South Main Street, South Street, S. Franklin St. and Cypress Street.

Vehicle accidents and near misses with pedestrians and other vehicles are common.

This neighborhood is already one of the highest traffic areas compared to the rest of the City of

Ft. Bragg neighborhoods. Walking and biking is already and will become more hazardous.

The traffic going down to the Harbor on South Harbor Drive is already an unmitigated and ignored problem.

Big rigs already transporting goods to other stores stay overnight at motels in that area and park their rigs on the property or along the Grocery Outlet proposed site.

There are now eight existing apartment complexes and townhouses along Cypress St. and Kempe Way, including the 69-unit DANCO subdivision that utilize N. Harbor Drive and South Street.

Emissions of pollutants from motor vehicles, are injurious to people's health.

Again the associated big rig delivery trucks (that park and even stay overnight at

the adjacent motels in this neighborhood) are already impacting this area. Burning gasoline and diesel fuel creates harmful byproducts like nitrogen dioxide, carbon monoxide, hydrocarbons, benzene, and formaldehyde. In addition, vehicles emit carbon dioxide, the most common greenhouse gas. Consider how much more traffic will be added to the mix and the road wear is considerable on our already deteriorating roads if we add hundreds of cars going in and out of this Grocery Outlet at these busy intersections every day. The local taxpayers bears that burden of repair!

People already complain about all the delivery trucks, big rigs, giant motor home vacation campers, etc. on HWY 20 -

Please reject this project - it will not create more lucrative jobs in a town that is already trying to hire and house more workers.

The traffic nightmare is not needed that will impact on getting private vehicles or ambulances to the various medical and emergency services nearby.

This is so obvious.

My Best Regards,

Mary Rose Kaczorowski

<https://muckrack.com/mary-rose-kaczorowski>

Chronicles from the Redwood Coast: <https://redwoodmary.substack.com/>

Connect with me on LinkedIn [linkedin.com/in/mrk2008](https://www.linkedin.com/in/mrk2008)

and

<https://www.artsmendocino.org/artist/mary-rose-redwood-mary-kaczorowski/>

How to pronounce my name? <https://www.youtube.com/watch?v=SSIk7LKjJTY>

Remember Unity in Community.

T.E.A.M.: "Together Everyone Achieves More"

Rev. Dr. Martin Luther King said our lives begin to end the day we become silent on things that matter.

From: [jaclyn.moura](#)
To: [City Clerk](#)
Subject: Grocery Outlet vote in favor of
Date: Thursday, June 01, 2023 9:07:50 PM

For the June 5th meeting considerations.
Greeting counsel and thank you for your time to review these matters from all perspectives.
Vote yes for grocery outlet
Vote yes for affordable & accesable food for all.
Vote yes for jobs.
Vote yes for local growth.

I am here to represent my personal support in favor of Grocery Outlet being here on our coastal town by the sea. local grocery business competition will do some good for the food costs of local families. Especially those whom are paycheck to paycheck.

I would appreciate an open mind to the BIG picture of what it means for one more business such as a grocery store named, Grocery Outlet to come to the coast for all locals. Not just the perspective of some but the perspective of community development, job opportunity and growth on all levels of expansion! our community is growing! We need more food to support growth. Our markets service Rock Port to Point Arena and anyone visiting/camping/ all tourism needs. We need more affordable Food options.

My understanding is Grocery Outlet is a publicly owned entity with the option to be employee owned. Sounds like a community benefit already! I have not heard of grocery outlet employees disliking their jobs because I do inquire when I have shopped at other grocery outlet branches. Everyone seems happy and very content and appreciated at their place of work. What is the difference between Grocery Outlet and Rite Aid or CVS or Safeway?! What are people against exactly?!

We have 5 grocery stores currently servicing our area. Down Home Foods, Purity, The Mexican Market, Safeway (nicknamed/referred to by locals as 'slaveway'), and Harvest/ Mark-up Market, I shop are all 5 as a local. Why do we not believe that there will be other locals who choose to do the same, if given the choice?

choice and voting with your dollars has a lot of power in a local community. I believe more options and FOOD COST competition will help reduce food costs here on the coast and prevent people from doing large mark ups to food for locals. (I hear tourists AND locals complain about the HIGH cost of food here locally)

I know ALOT of locals who currently GO OUT OF TOWN for big shops because they can't afford food here on the coast. Especially families**** They shop local to supplement what they ran out of till they go out of town to shop again.

Alot of folks/just about everyone has a Costco card.

Those are dollars leaving the coast. people VOTE with their dollars here and I can SEE where it goes. The dollars used to go to Costco in Santa Rosa and NOW it goes to Costco in Ukiah!!! And sometimes to Willits Groceey Outlet.

AND guess what?!?! I shop out of town too!!! Because FOOD IS EXPENSIVE HERE!!!!!!
And guess what?! I love going to grocery outlets all over Cali. You never know what your

going to find for a deal! The Cloverdale one is lovely and very new still! Willits is also an amazing option to shop for deals.

Confessions of a local: I SHOP EVERYWHERE! Who doesn't? I literally don't know of any family who does not utilize Costco bulk savings.

I am asking the counsel to consider how often THEY themselves do these kinds of shopping patterns for the benefit of their families and their wallets.

Currently we have a large amount of baby boomers whom are in retirement at this time and or forced out of the work world and are retiring on one leg of income called social security. Currently that single source of income is not enough to retire on. We have a huge population of people in this community on the brink of homelessness or already there as a direct result of high cost of living, and lack of LOW INCOME housing opportunity. Add the cost of medications/medical bills, food, bills, and toiletries etc. and just off social security income your making choices like do I get my meds or do I eat this month?!?!?!? THANK GOD FOR OUR LOCAL FOOD BANK!!!!

The food banks brings us to our 6th option for food sources on the coast.

Please consider supporting the 7th grocery store- grocery outlet so we can make sure we are not a food dessert in the event of an emergency where all roads closed off for several days creating a panic for emergency food storage & basic food supply needs for families.

Please think about this financial burden gap within the population. I am seeing the baby boomers retire on social security alone as a financial crisis we do not have enough housing or benefit programs to accommodate for everyone's current needs. These are the demographic of people getting Dollar Store food to survive. Are those people being equally represented in this demographic of individuals saying no to Grocery Outlet?

I say YES! DO it! Let it happen!

POINT IS: Food should be accessible

Food should be affordable

Food should be healthy for all and not just who can afford to shop at Harvest Market. I know people in this community who can't afford to shop at Harvest Market. I don't think that is very acceptable for our community to deny Grocery Outlet when so many people in this community need and deserve access to quality healthy AFFORDABLE food.

Thank you for your time and considerations.

Sincerely,

Jaclyn Moura

P.S.

I asked Angelina Moura what she thinks of Grocery Outlet on the coast and she said, "Oh, I would love to have that store here! So nice and good prices!"

Please counts us as 2 votes for YESSSSS PLEASE!!!!!!!!!!

I SEE MORE PRO'S than CONS!!!!!!

From: [Scott Roat](#)
To: [City Clerk](#)
Subject: Grocery Outlet, for for the June 5th City Council meeting
Date: Friday, June 02, 2023 5:07:45 PM

Thank you for your service.

I am in support of the proposed Grocery Outlet. Not only is the county plan already zoned for that development, I think it would ultimately be a boon for the Coast, offering alternative and possibly more economical shopping solutions in a Community that is made up by a fair amount of low income and elderly residents. Please vote to approve it - thank you.

Scott Roat

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BRE License #01493269

From: [sam G](#)
To: [City Clerk](#)
Cc: [cdd](#)
Subject: Grocery outlet
Date: Friday, June 02, 2023 1:33:11 PM

I fully support the approval of the Grocery outlet project. Sam Gitchel
40 year resident voter on the Mendocino coast Thank You

From: [Jannis Fetters](#)
To: [City Clerk](#)
Subject: Grocery outlet
Date: Saturday, June 03, 2023 4:27:46 PM

June 5th city council meeting, grocery outlet, I wish to vote yes. Having shopped at three Grocery Outlets, I am very impressed by their cleanliness and products available. Fort Bragg can use a grocery store that is available and convenient for the locals. Thank you for your support. Donald and Jannis Fetters, 32250 Highway 20, Fort Bragg, telephone 707.964.5751.

From: [Larry Robinson](#)
To: [City Clerk](#)
Subject: Grocery outlet
Date: Saturday, June 03, 2023 9:01:54 PM

We approve of the Grocery Outlet in Fort Bragg for the following reasons:

1. New revenue for the city.
2. Competition should lower prices.
3. Job opportunities.
4. Save gas and time driving over the hill to shop.
5. Although Grocery Outlet is a corporation each is individually owned.
6. Provide selection of products not currently on the coast.
7. LAST people who oppose Grocery Outlet do not have to shop there.

Larry and Marsha Robinson, 32051 Airport Rd., Fort Bragg, CA

Larry and Marsha Robinson

From: [Kate Hee](#)
To: [City Clerk](#)
Subject: Grocery outlet
Date: Sunday, June 04, 2023 8:54:36 PM

I'm writing to encourage you to approve the Grocery Outlet for Fort Bragg. My husband and I are over 65 and on a fixed income. We were both born in Fort Bragg, and we have seen the cost of living go sky high in our community. We drive to Willits to buy affordable groceries, but we would much rather spend our money in our town. Please approve this much needed discount Grocery store.

Thank you

Kathryn and Wesley Hee

From: [Josh Margerison](#)
To: [City Clerk](#)
Subject: June 5 City Council Meeting Vote YES for Grocery Outlet
Date: Monday, June 05, 2023 8:36:05 AM

Fort Bragg, and especially its most vulnerable residents, needs more competition to apply downward pressure to the costs of living.

Grocery Outlet will provide this needed competition and will result in downward pressure on costs.

Best Regards,

Joshua C Margerison, Estimator/PM

Fort Bragg Electric Inc.

Mail & Shipping:

489 S. Harrison Street

Fort Bragg, Ca 95437

Main Tel: (707)964-9118

Desk Tel: (707)964-1012

Fax No: (707)964-1404

Web Site: www.fbelectric.com



From: [Erica Fielder](#)
To: [City Clerk](#)
Subject: No to Grocery Outlet Proposal
Date: Saturday, June 03, 2023 7:10:14 AM

Dear Fort Bragg City Council,

I urge you to deny the application for the proposed Grocery Outlet (GO) on Franklin Street.

Fort Bragg has two large grocery stores that will be undermined economically by one that sells low-cost items. Don't dilute their contribution to our town.

The proposed GO will provide poor-paying jobs with no benefits. Instead, encourage industry and commerce that genuinely benefits and lifts our citizens.

The proposed GO will cause undue traffic stress to the neighborhood, especially hospital access. I urge you to deny the application for the proposed GO.

Sincerely,

Erica Fielder

Erica Fielder
efielder@mcn.org
707-671-4072

See unique interpretive displays on our new website:
<https://www.ericafielderstudio.com>

From: [Marta MacKenzie](#)
To: [City Clerk](#); [cdd](#)
Subject: Opposed to Grocery Outlet
Date: Saturday, June 03, 2023 6:23:38 PM

I am not opposed to having lower grocery prices in Fort Bragg. However, I am opposed to the location and to an organization in financial difficulties. The traffic at the proposed site would be extremely detrimental for access to the hospital and for the nearby residents. Any financial involvement by the city to mitigate disturbance in the area would be extremely foolhardy if Grocery Outlet is to go under in the near future. Additionally, the purported wages and benefits given to employees are disgraceful.

Marta MacKenzie, Mendocino County resident in 95437 zip code area.

Sent from [Mail](#) for Windows

From: [Julie](#)
To: [City Clerk](#)
Subject: Proposed Grocery Outlet
Date: Sunday, June 04, 2023 9:41:14 AM

6.4.23

Fort Bragg City Council:

I would like to express my strong opposition to the proposed Grocery Outlet.

We don't need any more big-box stores in our community.

We have a lot of struggling small businesses, which only increased during the pandemic. A store like Grocery Outlet would create unwanted competition with our local businesses.

In addition, the EIR for this proposed store has not been done properly and the local impacts of increased noise and increased traffic needs to be studied and addressed. It seems that the increased traffic would pose a problem for the ambulance service from the nearby hospital, which should be investigated.

In addition, former employees of Grocery Outlet in Ukiah say that, though the positions are full-time, the pay (\$13 an hour) is less than the state minimum (\$15 an hour) and they do not provide medical benefits. Grocery Outlet Corporate takes 50% of the profits out of the business. Local owners, who make all decisions related to personnel, are disincentivized to pay well and provide benefits. If Grocery Outlet takes business away from other local businesses, it will result in the loss of better-paying full time jobs with benefits.

We should be protecting the interests of the businesses that are already here. We have several grocery stores and drugstores that serve the needs of our residents and tourists.

In small rural towns, local grocery supermarkets have reported a 30% decline in sales after the introduction of a big-box store to an area. Another large store would just take profit away from the businesses that have already established themselves as part of our community. Our community should be focusing on finding a way to fill all the empty store fronts downtown and polishing up that area to increase its appeal to residents and tourists.

If Fort Bragg wishes to attract tourists, the sight of another large store does nothing to enhance our desirability as a tourist destination. It makes us look poor and destitute. It would be a blight on our community.

Thank you for your time,

Sincerely,

Julie Rogers
Fort Bragg, CA

From: [Jacob Patterson](#)
To: [City Clerk](#)
Subject: Public Comment -- 6/5/23 CC Mtg., Response to Letter Comment from RMM about prior comments
Date: Friday, June 02, 2023 11:31:25 AM

City Council,

Although I didn't bother to respond to RMM's prior letter about my DEIR comments, I noticed they submitted a public comment for the special meeting responding to some comments submitted as part of the Planning Commission public hearing on 5/10/23. This includes a response to my comments for that hearing and I want to point out an important inaccuracy in RMM's new letter. Their letter asserts that my prior comment incorporating linked documents included documents incorporated by reference "as URLs, many of which are broken" but all of the hyperlinks in my original public comment email are functional. Unfortunately, whatever the City did to generate a PDF of my email comment to include in the published public comments agenda item attachment for your special meeting on 6/5/23 apparently resulted in non-functional hyperlinks within that combined PDF file. It is important to note that each URL links to a specific downloadable document available in the City's Granicus legistar meeting software. I will not address whether or not the hyperlinked documents contain content that is relevant to this technically distinct entitlement review other than to state I disagree with RMM's stated position. In particular, I want to emphasize that the successor project details are basically identical to those in the prior application concerning the site layout, building design, etc., so prior comments concerning the project's consistency with applicable Coastal General Plan policies remain relevant to the current application under review.

Regardless, I have included relevant excerpts from that prior consistency analysis again to highlight those issues even though they are already available for anyone to read in the published public comments from the successor project's entitlement review. Importantly, the proposed project's consistency with applicable Coastal General Plan policies is not primarily a CEQA issue; instead, it is a planning issue relevant to both the CDP and Design review analysis for this project and the City's ability to make the required findings of approval. Of course, some applicable policies present CEQA issues in addition to permit planning issues, primarily because many relevant policies provide the qualitative or quantitative significance criteria that when paired with the relevant Initial Study Appendix G checklist questions, constitute the thresholds of significance for those areas of inquiry--hint: that is what I meant when I shared my opinion/position that the Initial Study Checklist questions ALONE are not adequate and complete thresholds of significance even though the checklist questions themselves are a necessary component of developing reasonable thresholds of significance.

Regards,

--Jacob

Policy LU-3.5: Re-Use of Existing Buildings: Encourage the adaptive re-use and more complete utilization of buildings in the Central Business District and other commercial districts.

Consistency: Rather than adaptively reusing the vacant existing building on the site with almost the same floor area as the new building, this project, which is in a commercial district,

proposes to demolish the existing building. The IS/MND includes no explanation or analysis of the viability of the existing building to serve the project objectives rather than a new structure.

[Note: The applicant presented a supplemental feasibility "analysis" about why the building (arguably) isn't feasible to be reused as a grocery store that did not exist for the first application review; that said, the Applicant's potentially biased analysis provided by an interested insider does not need to be accepted by the City Council, who are free to determine the project is inconsistent with the CGP policy.]

Policy LU-5.6: The use of private lands suitable for visitor-serving and 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.

Consistency: This project involves the development of the southern parcel into a parking lot for general commercial development, the proposed Grocery Outlet store. That currently vacant parcel is frequently used for parking of large vehicles (e.g., big rig trucks and recreational vehicles) of transient visitors staying at the adjacent lodging facilities (i.e., the Harbor Light Lodge and Super 8) as well as visitors and locals seeking coastal access to the Noyo Harbor and Noyo Beach via the existing public access trail and stairs across North Harbor Drive and adjacent to the Harbor Light Lodge. In short, this project seeks to convert a visitor-serving use (i.e., an informal parking area) that provides public opportunities for coastal recreation through the adjacent access trail and stairs. Because general commercial development (the proposed use) is disfavored compared to visitor-serving uses that provide and enhance public opportunities for coastal recreation (the existing use of the southern parcel) this project is not consistent with LU-4.1

Policy LU-5.7: Adequate parking should be provided to serve coastal access and recreation uses to the extent feasible. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided.

Consistency: Same as LU-4.1, see consistency analysis []. Moreover, the proposed parking lot will displace an existing, albeit informal, parking area serving recreational uses and public access to the coastal resources of Noyo Harbor and Noyo Beach without providing a "comparable replacement area" thus it is not consistent with LU-5.7.

Policy OS-5.2: To the maximum extent feasible and balanced with permitted use, require that site planning, construction, and maintenance of development preserve existing healthy trees and native vegetation on the site.

Consistency: OS-5.2 requires that the site planning and construction of this project preserve existing healthy trees "to the maximum extent feasible." However, the proposed site layout shifts the new building closer to the existing healthy trees in the northwest portion of the site and includes a bioretention basin within the area where the root system of the cypress tree will have the maximum impacts and damage due to the construction of the bioretention basin. The locations of the proposed building or the northwestern bioretention basin do not have any demonstrated connection to the permitted use or the project's economic viability so they could easily be relocated to locations that reduce the conflicts with the existing healthy cypress tree. Thus, this project is inconsistent with LU 5.2 because it does not preserve the existing healthy cypress tree "to the maximum extent feasible" nor does it retain the existing healthy pine tree to the north of the cypress tree, instead proposing its removal and replacement with new landscaping.

Policy OS-11.6: Use Permeable Pavement Materials. To enhance stormwater infiltration capacity, development shall use permeable pavement materials and techniques (e.g., paving

blocks, porous asphalt, permeable concrete, and reinforced grass or gravel), where appropriate and feasible. Permeable pavements shall be designed so that stormwater infiltrates into the underlying soil, to enhance groundwater recharge and provide filtration of pollutants. All permeable pavement that is not effective in infiltrating as designed will be replaced with effective stormwater detention and infiltration methods.

Consistency: This project involves a significant amount of hardscaping and paved areas but no indication that the hardscaping and pavement proposed for this project “shall use permeable pavement materials and techniques” anywhere on the project site. Although there are non-paved landscaping areas that will be permeable, there is no analysis indicating that permeable pavement materials were considered at all for the paved areas, let alone rejected as infeasible. Thus, this project is inconsistent with OS-11.6 because it neither incorporates permeable paving materials nor analyzes and rejects such materials and infeasible in accordance with OS-11.6

Policy OS-16.7: Mitigation measures required for impacts to public access and recreational opportunities shall be implemented prior to or concurrent with construction of the approved development. Mitigation shall not substitute for implementation of a feasible project alternative that would avoid impacts to public access.

Consistency: As discussed in the consistency analysis for LU-5.6 and LU-5.7 above, this project includes the replacement of an existing unimproved parking area providing public access to recreational opportunities with a parking lot to serve a general commercial use but it does not include any mitigation measures (e.g., an off-site replacement of the existing parking area that provides relatively equivalent access to the coastal resources) to address or reduce these impacts. Thus, the lack of mitigation required by OS-16.7 prevents this project from being consistent with OS-16.7 so such mitigation should be included and analyzed in the IS/MND.

Policy C-1.4: Include specific time frames for the funding and completion of roadway improvements for projects which cause adopted roadway and intersection Level of Service standards to be exceeded. Require security, bonding or other means acceptable to the City to ensure the timely implementation of roadway mitigations.

Consistency: This project is not consistent with C-1.4 because there are no time frames established for the completion of roadway improvements and the project causes the LOS to exceed the applicable standards.

[Note: The EIR and permit review attempt to dismiss this policy as not applicable, claiming (falsely IMO) that this policy doesn't apply to fair share contributions even though nearly all such roadway improvements triggered by LOS metrics involve fair-share contributions and that exclusion is not actually part of the language of the policy or its related goal. This project is a classic case of the developer having to contribute funding for Caltrans' future projects on Hwy One due to LOS changes but there is no plan to actually implement anything so the impacts aren't really mitigated at all, the developer just effectively pays an in-lieu fee. The plan language of this policy indicates it was specifically intended to avoid that kind of situation.]

Policy C-1.5: Traffic Impact Fees. When traffic impact fees are collected, establish a schedule from the date of collection of said fee for the expenditure of funds to construct roadway improvements that meets project needs. Where a project would cause a roadway or intersection to operate below the adopted traffic Level of Service standards, the roadway or intersection improvements should be completed in a timely manner but no later than five years after project completion.

Consistency: (See consistency analysis for C-1.4; see also C-9.3.) In addition, although this project results in intersections projected to operate below LOS standards, no roadway or intersection improvements are proposed. Because roadway and intersection improvements

are necessary per the traffic study as well as relevant Coastal General Plan policies discussed herein, the project must also incorporate a timeline for such improvements that ensures completion within the maximum five years permitted by C-1.5. Thus, the project is not consistent with C-1.5 absent these revisions to the project and corresponding revision of the draft IS/MND.

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

Consistency: The project is not consistent with CD-1.1 because it is not “designed and sited to protect views to and along the ocean” since the site layout and design shifts the new building further north on the project site compared to the existing building to a location that includes the only current blue water ocean views through the site from the public rights-of-way. The draft IS/MND attempts to dismiss this inconsistency by describing the existing ocean views as “keyhole” views through the existing gas station to the west of the project but CD-1.1 is mandatory based on the use of “shall” and CD-1.1 does not make any exceptions to the requirement to protect views for partially-obstructed or keyhole views. The draft IS/MND should be revised to incorporate visual analysis of the project’s potentially significant impacts of the existing ocean views that will be blocked. (See the documents in the record for the recent proposed but denied application for an Auto Zone project on Todd’s Point, which incorporated visual analysis of ocean views through the project site and through intervening development that partially obstructed the ocean views through that project site. Similar visual analysis of partially obstructed ocean views through the northern portion of the project site should be incorporated into a revised draft IS/MND along with a corresponding mitigation measure to prevent future development within the view corridors through the site.)

[Note: The agenda materials appear to try to distract reviewers from this issue by pointing to a similar but different policy, Policy CD-1.4, that doesn't apply to this project because "public viewing area" is a defined term and doesn't include S. Franklin Street, even though this similar policy applies and does not include the defined term "public viewing area". This basically conflates the two policies and incorrectly concludes that because 1.4 doesn't apply, then 1.1 wouldn't apply either but that is not accurate, IMO, based on the plain language of 1.1. Instead of trying to achieve the objectives of this policy as much as is feasible, it is just rejected altogether resulting in a project that conflicts with this Policy CD-1.1 as much as it possibly could. In short, if the project can't get 100% compliance, the City appears to just pretend it is not feasible or necessary to consider not even partial compliance.]

From: [Fort Bragg Local Business Matters](#)
To: [City Clerk](#)
Cc: [Peters, Sarah](#); [cdd](#)
Subject: Re: Public Comment in Opposition to the Proposed Grocery Outlet Matter for Consideration at the City Council Hearing on June 5, 2023
Date: Monday, June 05, 2023 9:28:31 AM

Hello,

I am confirming receipt of our Petition and email to the City Council on the Grocery Outlet matter for tonight's hearing. We also wanted to note that the number of signers has increased to 767, since we submitted our Petition in opposition to the development on Saturday. We look forward to hearing from someone soon. Thank you for your time and assistance.

Sincerely,

Fort Bragg Local Business Matters

On Sat, Jun 3, 2023 at 4:05 PM Fort Bragg Local Business Matters
<info@fblocalbusinessmatters.org> wrote:

June 3, 2023

To the Honorable Fort Bragg City Council:

Attached, please find a copy of the online Petition from Fort Bragg Local Business Matters (FBLBM), in opposition to the proposed Grocery Outlet development at 851 S. Franklin Street, for the City Council's consideration of this matter, at their June 5, 2023 hearing.

As noted in the attached document, we have received over 756 digital signatures (and growing) to date from Fort Bragg residents, activists, families and workers, who have strong concerns about the proposed project impacts and the flawed EIR, that we had hoped would be comprehensive and conducted impartially by independent experts, but that was not the case.

We will share separate comments relating to our concerns about the EIR, and a respectful request that the Council strongly consider not certifying the proposed Final EIR for this development, in separate correspondence through our group's legal representative.

In the interim, please accept this Petition in Opposition to the proposed Grocery Outlet development on behalf of FBLBM, for the public record and for the Council's consideration of this important issue at their hearing on June 5th.

Please also confirm receipt of this email, and attached Petition, and certify that it will be included in the public record and shared with the City Council in a timely manner, prior to the hearing on this matter.

Sincerely,

Fort Bragg Local Business Matters

From: [Mitzi Rider](#)
To: [City Clerk](#)
Subject: We oppose grocery outlet coming to Fort Bragg
Date: Monday, June 05, 2023 10:05:10 AM

Hello, I am sorry that we are not able to attend the meeting today regarding the decision to let Grocery Outlet come to Fort Bragg. We OPPOSE grocery outlet coming to our small community. Please protect our local vendors and keep our Fort Bragg charm.

Sincerely, Lee and Mitzi Rider
27811 North Hiway 1, Fort Bragg, CA 95437

Sent from [Mail](#) for Windows