

From: John Gallo
To: [Lemos, June](#)
Cc: [Peters, Lindy](#); [Turner, Dave](#)
Subject: Comments for tonight's City Council Meeting
Date: Monday, November 27, 2017 2:53:58 PM

Hello June,

Thank you for the suggestion to submit these comments to you for the packet since I will not be able to come tonight.

Here are four comments, one on Adaptive Governance, one about Dry Shed #4, one about the Planning Commission analysis of LCP Amendment, and one about the Mill Pond

1) Comment on Non-Agenda Items: Adaptive Governance.

(Note: this comment is not as critical as the other three). I've spoken before of the importance of building Resilience into our community and economy. That is the ability to bounce back from a big impact with vitality. I've been reading more about it and one of the strategies for building resilience is to build Adaptive Governance. This is the ability for our governing structures to be flexible enough to adapt to changing contexts. "There is a critical need to refocus attention on the .. institutional capacities to to engage with and respond to short, medium, and long term change- and the trade offs it presents." ([VWyborn et. al 2016](#))

I return to this theme in the comments below.

1) Dry Shed #4:

I strongly endorse the keeping of the Dry Shed, as doing so can really improve the Resilience of our community (see above). This is especially true if it has all sorts of trades housed within, as per the feasibility study. I'd add that some new trades, like 3-D Printing could really round things off for Resilience. Also, there needs to be an escape clause from the Historic Designation if it does not work out, and I recommend approval in writing from the appropriate federal agency for any such escape clause. I think we need to build such Adaptive Governance option into this issue. I also recommend that a non-profit org is called for to facilitate fundraising and management.

2) Planning Commission analysis of LCP Amendment:

One key point caught my eye:

Staff is recommending that the Policy C-2.10 is revised and I highly encourage this, and I encourage a much stronger revision than in the memo. This was the old policy stating that we want a North South Arterial Road on the Mill site if feasible. Such a North South Road would not only be difficult to implement near Alder and Maple Creek, but also negatively transform the feel and potential of the Headlands. It would also lead to much more traffic, many of which would be drivers cruising the coastal road without a destination in mind.

I think that now is the time to state in Policy C-2.10 that there will be **NO North-South Arterial Road on the Headlands.**

This comes from "5. CIRCULATION ELEMENT

The proposed changes to Policy LU 7.1 and 7.2 will not conflict with any policies of the Circulation Element. Only Policy C-2.10 of the Circulation Element specifically addresses the reuse of the Mill Site.

Policy C-2.10 Continue Grid System onto Mill Site: Ensure that the grid street system and a north/south arterial on the Mill Site be designed, as feasible, to ensure the maximum benefit to local traffic, pedestrian, and bicycle circulation and to provide maximum public access to the coast.

As currently written policy C-2.10 may be difficult to implement given locations of existing wetlands and required wetland buffers. It may be difficult to accommodate a north south arterial through the area between Oak Street, Pond 5 and Pond 8 on the Mill Site. Staff recommends revising this policy as portions of a north and south arterial may be feasible north of Alder Street and South of Maple Street but the entire north-south route may not be feasible."

3) Mill Pond:

I like how the proposed resolution keeps the "complete clean-up" option on the table.

I want to comment on the " fill the pond" option of the resolution. If this option needs to be kept on the table, I think it should be refined to have an Adaptive Governance option. (See opening statement.)

The plan for this option will involve a strong fortification of the retaining wall. The adaptive governance is that in preparation of this fortification wall we dig out the mud to the inside of the wall, and better evaluate the toxin levels deep down. **If toxins are higher than expected, then we can vote to adapt and shift to full removal.** I suspect that deep down, below the samples already assessed, is where the highest levels of toxins will reside, and these will likely get into the ocean one way or another..

The details of this option is to first drain the pond, then to dig out all the mud next to the retaining wall, and analyze it as it comes out to verify the hazard levels. (This would likely involve putting in a retaining wall about 20-30 feet East of the retaining wall, and deep into the mud, to keep the other mud from oozing in here). If the hazard levels are higher than previously estimated, then we should revert to Option B - full Mud Removal. If not, then keep with the plan, by fortifying the retaining wall with tons of concrete to protect from inevitable sea level rise and earthquakes. Also, if the steam engine from the 1800s is down there as is rumored, then this should be removed and also seems like grounds for moving to option B. Regardless, the engine could be cleaned up and prominently displayed as a tourist attraction with a great story, and other artifacts/treasures found during the dig can be presented as well.

References: Wyborn, C., van Kerkhoff, L., Dunlop, M. et al. Biodivers Conserv (2016) 25: 1401.
<https://doi.org/10.1007/s10531-016-1130-x>

Thank You,



John Gallo, Ph.D.
Senior Scientist
Conservation Biology Institute
136 SW Washington Avenue, Suite 202

Corvallis, OR 97333
Remote Office: Inglenook, CA
Twitter: [@johnagallo](https://twitter.com/johnagallo)

From: Jary Stavely
To: Lemos, June
Subject: public comments for City Council Meeting of Nov. 27th
Date: Monday, November 27, 2017 8:23:08 AM

Dear Ms. Lemos,

Please insert into the public record of tonight's city council meeting that we are strongly in favor of the Council's adopting the following resolution, or one like it, which commits the city to pursuing full remediation of the millpond cleanup and fully daylighting the Maple and Alder creek watersheds throughout the Union Lumber/Boise Cascade/Georgia Pacific mill property. This would be in regard to item 7A, Mill Pond Resolution. Also, please inform each council member that we wish them to adopt this resolution or one similar such.

Thank you.

Sincerely,
Jary Stavely & Patricia Marien
205 N. Harold St.
Fort Bragg, CA 95437
(707) 964-4942

RESOLUTION NO. ____-2017

RESOLUTION OF THE FORT BRAGG CITY COUNCIL

FOR THE BENEFIT OF THE CITIZENS OF THE NORTH COAST, THE ENVIRONMENT, AND OUR ECONOMIC FUTURE

WHEREAS, Fort Bragg, California is a beautiful coastal destination community that is focused upon health and well-being with a vision to develop a coastal trail on the former mill site that is bringing thousands of new people to our community; and

WHEREAS, the long term well-being of our region is entirely dependent upon a healthy ocean and natural landscape, requiring protection of our unique Fort Bragg coastal resources and offering unique opportunities through restoration of the coastal wetlands; and

WHEREAS, the final phase of the mill site cleanup is underway, and the mill pond and associated wetlands contain toxic contamination that may be harmful to the health and well-being of humans and wildlife both on the land and in the ocean; and

WHEREAS, plans for wetlands restoration have been part of the community planning in conjunction with cleanup decision making process, because monies to achieve the best restoration for the former mill site are more available while this process is underway, working collaboratively with the City of Fort Bragg for the best outcome on the Headlands; and

WHEREAS, the mill pond is vulnerable to earthquake, tsunami and sea level rise and is in the historic pathway of Maple Creek and said restoration effort; and

WHEREAS, the need for climate change adaptation in every coastal community is real and urgent;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fort Bragg does hereby resolve that:

1. The restoration of all the wetland areas on the mill site be given a strong and renewed priority by decision-makers; and
2. The community would like to see the mill pond dismantled and thoroughly cleaned of toxic contamination or safely and permanently capped with meadowland; and
3. Plans for a more natural wetlands system restoration become the priority, and include planning for lowland tidal marshes, possibly upland marshes, and the daylighting of Maple and Alder Creeks; and
4. Every effort to implement a sound environmental solution to the remediation will be pursued in a timely fashion.

RECEIVED**NOV 22 2017****CITY OF FORT BRAGG
CITY CLERK**

November 21, 2017

Georgia-Pacific LLC
Law Department133 Peachtree Street NE (30303-1847)
P.O. Box 105605
Atlanta, Georgia 30348-5605
(404) 652-7497
(404) 584-1461 fax
www.gp.com**J. Michael Davis**
Assistant General Counsel
Environmental

The Honorable Lindy Peters, Mayor and Members of the City Council
City of Fort Bragg
416 N. Franklin Street
Fort Bragg, CA 95437

**Re: November 27, 2017 City Council Meeting Regarding
Dry Shed #4 Coastal Development Permit and Demolition**

Dear Mayor Peters and Members of the City Council:

I understand that the City of Fort Bragg ("City") City Council may consider at its upcoming November 27, 2017 meeting the Fort Bragg Planning Commission's recent recommendation to reject the proposed listing of the Georgia-Pacific Mill Site's Dry Shed #4 as a historic landmark. The purpose of this letter is to request that the City Council concur with the Planning Commission's recommendation that Dry Shed #4 **not** be designated as a historic landmark based on the extensive information demonstrating the building is not historically significant, and allow the building demolition to proceed for the reasons discussed further below.

Background

As you know, Georgia-Pacific LLC ("Georgia-Pacific") is the property owner of the approximately 312-acre Mill Site property located at 90 W. Redwood Avenue in the City of Fort Bragg (the "Mill Site"). Dry Shed #4 is a deteriorating warehouse located on the Mill Site. On April 27, 2017, Georgia-Pacific submitted a Coastal Development Permit ("CDP") application for the removal of the Dry Shed #4 warehouse, including extensive documentation supporting the building removal (see *Attachment I*).

Since April, the City has held the CDP and demolition in abeyance until it decides whether or not to designate the building as a local historic landmark. In this regard, on August 23, 2017, the Fort Bragg Planning Commission ("Planning Commission") held a public hearing regarding our CDP application to demolish and remove Dry Shed #4. At that meeting, the Planning Commission decided to defer any decision regarding the CDP until the City Council decides if the building is historic even though the State Office of Historic Preservation (OHP) confirmed that it is not. Following its initial recommendation on August 23rd, on October 11th and November 8, 2017, the Planning Commission reconsidered its recommendation and reversed its decision voting formally at both meetings to recommend to the City Council to **not** designate Dry Shed #4 as a historic landmark. We understand that the City Council is now scheduled to act on the historic resource landmark status of Dry Shed #4 at its meeting of November 27, 2017, in light of the Planning Commission's recommendation.

Dry Shed #4 has been deemed structurally deficient by a structural engineer, and it is in the best interest of the public to demolish the structure and avoid hazards to the health and safety of visitors at the Mill Site

As we stated in our April 2017 CDP application, the structural integrity of Dry Shed #4 continues to decline, and no longer is safe for building occupancy. Accordingly, Georgia Pacific terminated building leases earlier this year, with the intent to demolish and remove Dry Shed #4 this summer because of the structural damage the building sustained over several rainy seasons. The CDP application describes the continuing deterioration of the structure, and a California structural engineer has determined that the building's structural integrity is deficient (see *Attachment 2*). Due to the continual decline of the building, Dry Shed #4 poses a serious risk to the health and safety of our employees and contractors performing work at the site, as well as to the individuals who visit the Mill Site and the adjacent Coastal Trail.

Despite submitting our application in April, along with extensive analyses substantiating the deteriorating structural condition of the building, the City has failed to process the CDP and allow the demolition to proceed. We are now at the beginning of the rainy season, and are facing yet another year in which the roof continues to deteriorate, and the siding has started to dislodge from the building further exacerbating the hazardous building conditions. Due to the delays in demolition, we were unable to remove the building concurrently with the remediation efforts underway this summer which will necessitate an extended period of site work at the property. These conditions and the threat of harm to the public during storm events create a hazardous condition that would otherwise be mitigated with the demolition of the building.

We fully support the Planning Commission's recommendation to forego designating Dry Shed #4 as a historic landmark because substantial evidence demonstrates that the building is not historic.

Chapter 17.74 of the Fort Bragg Coastal Land Use and Development Code is the Historic Resource Protection Ordinance. Section 17.74.030 provides that the Council may designate an improvement or site as a historic landmark or any areas within the City as a historic district based on the Council's evaluation of the age of the structure, distinguishing characteristics, distinct geographical area, familiar visual features, significant achievement, and/or other distinctive features. The designation of a structure or site as a historic landmark or district requires an amendment to the Local Coastal Plan ("LCP").

As a matter of State law, designating a building as a historic resource must be supported by substantial evidence (see e.g., *Friends of Willow Glen Trestle v. City of San Jose*, 2 Cal. App. 5th 457 (2016)). In the case of Dry Shed #4, all of the evidence included in Georgia-Pacific's CDP application, the environmental analyses prepared under the California Environmental Quality Act (Pub. Resources Code §§ 21000 *et seq.*) ("CEQA") for the Mill Site over the years demonstrate that the building is not a historic resource. Specifically, the CDP application and associated CEQA documentation included a 2003 TRC, Site Specific Treatment Plan for Cultural Resources that addressed the removal of Dry Shed #4 and recommended mitigation

measures to address potential impacts. The Planning Commission, however, questioned that analysis at its June 24, 2017 hearing without any documentation to the contrary. On July 13, 2017, OHP conducted consultation under Section 106 of the National Historic Preservation Act and concluded that Dry Shed #4 is not eligible for listing on the National Register of Historic Places, and subsequently, OHP concurred with the Section 106 findings as a matter of State law and agreed that Dry Shed #4 is not eligible for listing on the California Register of Historical Resources. Two supplemental technical resources further supported the determination that the building is not a historic resource. No evidence exists to the contrary.

Designating Dry Shed #4 as a historic resource after the CDP was filed violates the Permit Streamlining Act.

The CDP is necessary in order to proceed with the demolition of Dry Shed #4. The City has not initiated any efforts to process an LCP amendment, and to do so now would conflict with the process in place at the time that Georgia-Pacific filed the CDP application for this development project pursuant to the Permit Streamlining Act. Any efforts by the Council to reject the Planning Commission's recommendation and designate the building *after the fact* simply to prevent Georgia-Pacific from demolishing a hazardous building would not only conflict with the rules in effect when the City deemed the CDP application complete for processing, but it would improperly cause Georgia-Pacific to incur the expense of maintaining a building that has devalued for the benefit of the public interest without just compensation.

For all of these reasons, Georgia-Pacific objects to any effort by the City Council to designate Dry Shed #4 as a historic landmark, and agrees with the Planning Commission's recommendation to deny the building a landmark designation. We look forward to finally resolving this matter so that we may complete the demolition of the building in the very near future.

Thank you for your consideration.

Sincerely,



J. Michael Davis

Assistant General Counsel – Environmental

Attachments

cc: June Lemos, City Clerk
Russ Hildebrand, City Attorney
Marie Jones, Community Development Director
Mike Hassett, Georgia-Pacific
Alicia Guerra, Buchalter

ATTACHMENT ONE



Georgia-Pacific LLC
133 Peachtree Street NE (30303-1847)
P.O. Box 105605
Atlanta, Georgia 30348-5605
(404) 652-6874
(404) 654-4701 fax
www.gp.com

27 April 2017

Memorandum

To: Marie Jones, Community Development Director, City of Fort Bragg

From: Mike Hassett

cc: Michael Davis (Georgia-Pacific)
Dave Massengill (Georgia-Pacific)
Jeremie Maehr (Kennedy/Jenks)

Subject: Coastal Development Permit Application
Former Georgia-Pacific Wood Products Facility
90 West Redwood Avenue, Fort Bragg, Mendocino County, California

Please find attached our Coastal Development Permit Application for the removal of Dry Shed #4.

The attached project summary document provides a project description and details regarding transportation, dust control, and construction debris management.

Thanks for your help with this project and please let us know if you have questions.

Attachments:
Project Summary Document
CDP Application

Kennedy/Jenks Consultants

303 Second Street, Suite 300 South
San Francisco, California 94107
415-243-2150
FAX: 415-896-0999

Coastal Development Permit Application

25 April 2017

Prepared for

Georgia-Pacific LLC
133 Peachtree Street Northeast
Atlanta, Georgia 30303

K/J Project No. 1665018*16

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Section 1: Project Description

Georgia-Pacific LLC (Georgia-Pacific), located at 90 West Redwood Avenue, Fort Bragg, Mendocino County, California, intends to demolish and remove a warehouse, referred herein as Dry Shed #4, at the Fort Bragg Mill Site (Site). Demolition to existing grade of the Dry Shed #4 will consist of removal of all roof structures, wall systems, interior furnishings, exposed utilities, appurtenances, and remaining equipment associated with the structure. Demolition is expected to occur during summer 2017.

Dry Shed #4 has suffered continuous damage over several rainy seasons. In spite of several repairs made over the years, the roofing continues to deteriorate and portions of siding have also become dislodged. The continuous declining state of repair poses a risk to the health and safety of individuals in and around the buildings, including Georgia-Pacific contract employees and tenants. Georgia-Pacific no longer needs to utilize this building for storage, and the current tenant (Holmes Lumber) is vacating the building as of April 30, 2017 and relocating all inventory to the north yard.

The current post and beam structure is approximately 450 feet long by 150 feet wide with walls approximately 30 feet tall. Construction is primarily wood, with composite roofing materials and a 3-foot tall, concrete block (CMU) perimeter wall.

Regulated building materials, including lead-containing paint and universal waste, will be removed and properly managed for subsequent off-site recycling or disposal. Based on previous asbestos inspection and assessment findings, Dry Shed #4 does not contain asbestos; however, contractor personnel will have competent individuals observing conditions during demolition work to identify any unforeseen or concealed asbestos-containing materials. Subsurface disturbance or excavation activities are not proposed as part of this application, as all associated concrete slabs, building foundations, and underground utilities will remain in place.

All activities will be conducted by appropriately licensed and certified personnel. In addition to the Coastal Development Permit, additional permits and notifications [e.g., City of Fort Bragg Demolition Permit, Mendocino County Asbestos Demolition and Renovation Notification and Release Form (ADRN 2791)] will be obtained and/or filed, as required, by the contractor. The contractor will be operating under specifications that require adherence to specific practices, including, but not limited to, Hazardous and Regulated Material Abatement, Natural Resources Protection, Health and Safety, Dust Control, Transportation and Disposal, and Demolition.

The removal of Dry Shed #4 is being completed as part of a larger cleanup project at Georgia-Pacific, scheduled to be completed over the summer and fall 2017. Details of that project have been included in the Final OU-C, OU-D, and OU-E Implementation Plan (April 2017), previously submitted as part of the larger permitting effort. That project, including a soil excavation and wetland restoration, has a Coastal Development Permit (CDP) issued and other plans and permits in place. The contractor selected for the larger project will also complete the demolition and removal of Dry Shed #4 using the same work plans and specifications, already on file with the existing CDP.

Section 2: Transportation Plan

The total volume of recyclable building materials and waste will be calculated as part of the waste diversion requirement associated with the Building Permit. For planning purposes, it is estimated approximately 1,000 tons of demolition debris will be removed over the course of the project. Some of this material, such as wooden timbers, can be recycled and will be segregated during the demolition.

Actual methods of material collection, segregation, and transportation will be determined by the contractor. A transportation plan has been prepared as part of the Final OU-C, OU-D, and OU-E Implementation Plan. Transportation routes for waste have been selected to minimize the amount of time spent in route and within populated areas. A map of the applicable route will be given to each truck driver along with the manifest for the load.

This project is estimated to be completed over a duration of 8 weeks (1 August through 30 September 2017). Assuming 15 tons of material per truck or roll-off box for transportation, approximately 65 truck shipments are estimated. The number of trucks leaving the Site will increase on certain days, while there will be no truck traffic on other days. Salvaged materials destined for recycling will be staged and transported offsite separately. The final transportation schedule will be determined by the contractor selected for the project.

Loading of offsite transport vehicles will occur only in approved areas. Transport vehicles will be equipped and permitted to carry the specific material (demolition debris, recyclables, etc.), secured, covered, and placarded upon leaving the Site, as appropriate. The demolition contractor will originate, maintain, and provide Georgia-Pacific with the original generator's sheet from all waste manifests along with a photocopy of the completed manifest (showing generator and transporter signatures), weight tickets, shipping papers, and asbestos disposal verification forms (ADVFs), if needed, by the end of business the day of the shipment for all wastes, as well as verify waste types and quantities of each load shipped. The manifest forms and records will be consistent with applicable federal, state, and local requirements. The demolition contractor will be responsible for completing and signing all waste profiles, manifests, and other related shipping documentation. Personnel responsible for waste transportation and disposal activities will possess current Department of Transportation (DOT) hazardous material training. Contractor will submit manifests and weight tickets documenting all waste removed from the Site and disposed at the approved disposal facilities on a daily basis.

Section 3: Dust Control Plan

During demolition activities, there is potential to generate airborne dust. However, given the composition of building materials, the fact that no slab or subsurface disturbance is required, and the mechanical deconstruction of wooden components to maximize recycling of lumber building materials, fugitive dust generation is not anticipated.

Nonetheless, during the work, the contractor will be required to maintain a high standard of housekeeping and implement measures necessary to minimize the impact of the work on public roads and rights-of-way, adjacent properties, and coast line. Housekeeping and dust control will maintain the work area in a clean and orderly condition. Dust control will include the use of controlled wet methods in work areas, as appropriate. Additionally, the contractor will comply with the following requirements:

- Vehicles entering or exiting construction areas will travel at a speed that minimizes dust, but not to exceed 15 miles per hour (mph). Site workers will park in designated parking area(s) to reduce dust.
- Water will be applied to disturbed areas, as needed, to keep working surfaces moist enough to minimize dust.
- Onsite paved roads will be washed down, as needed. Parking areas, staging areas, and traffic pathways on the Site shall be cleaned, as necessary, to control dust. Adjacent public streets shall also be cleaned, if necessary, if soil materials from the Site are visible.
- Water will be applied to visibly dry unpaved roads to keep road surfaces moist enough to minimize dust emissions
- Covered containers will be required for collection, storage, and removal of trash, rubbish, and non-construction related debris resulting from the work.
- Trash, rubbish, and debris will be removed from the work area at least once each week and disposed of offsite at a permitted facility.
- Debris, including roofing materials and siding, that has deteriorated and fallen from buildings will be removed and properly disposed.
- Work areas will be cleaned to address health and safety or public relation concerns.
- Construction exits will be maintained to prevent tracking of materials offsite.

Section 4: Construction Debris Management Plan

Georgia-Pacific performed a lead and asbestos survey in 2003 and a supplemental asbestos survey of buildings to be demolished in 2012. Asbestos is not expected based on existing survey data. The majority of materials to be removed will include non-hazardous construction and demolition debris, scrap metal, and recyclable timber. Prior to demolition, lead containing paint and universal household waste will be abated in accordance with Section 02221, Hazardous Materials Abatement of the Request for Proposals.

Regarding waste management and transportation, the demolition contractor will be required to implement the work in accordance with federal, state, and local regulations, as well as with the project's site-specific requirements regarding waste segregation and diversion, characterization, containerization, labeling, storage, and transportation and disposal. Materials will be properly secured prior to shipment. Additional requirements for proper waste management and transportation are detailed below.


The demolition contractor will characterize all waste materials for transportation and disposal. All transportation and disposal activities will be performed in strict accordance with contractor's site-specific Health and Safety Plan, applicable regulations and project requirements as outlined in the CDP. The contractor will be responsible for properly addressing all spills of transported materials, whether the spill occurs onsite or offsite. In the event of an accidental spill or release, appropriate emergency personnel will be notified as described in the Remedial Design and Implementation Plan (RDIP).

Figure: Site Plan

Path: \\SFQISGDATA\Z Drive\Projects\FB\Bragg\Events\20170316 figs\Dry Shed Demo Figure1.mxd Printed by: BennyRocha

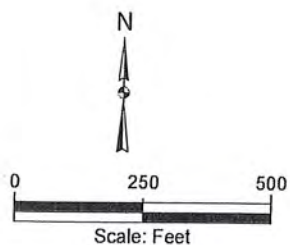


Legend:

 Dry Shed 4

Notes:

1. Building is approximately 450'-0" long by 150'-0" wide and has approximately 75,000 square feet of floor area.
2. Demolish Dry Shed #4 to Slab on Grade.



Kennedy/Jenks Consultants
Georgia-Pacific Wood Products Facility
Demolition Plan
Fort Bragg, California

Dry Shed #4

1665018*16
March 2017

Figure 1

Appendix A: Planning Application Form

CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPARTMENT
 416 North Franklin Street
 Fort Bragg, CA 95437
 Tel: (707) 961-2827
 Fax: (707) 961-2802
<http://city.fortbragg.com>



Case No(s) _____
 Date Filed _____
 Fee _____
 Receipt No. _____
 Received by _____

Office Use Only – December 2011

PLANNING APPLICATION FORM

Please complete this application thoroughly and accurately, and attach the required exhibits as indicated in the applicable brochure available from the Community Development Department. An incomplete application will not be accepted for processing. Please note that administrative permits may require additional fees if an interested party requests a public hearing. Public hearing expenses are borne by the applicant, owner, or agent.

APPLICANT

Name: Georgia-Pacific LLC (attn: Mike Hassett)
 Mailing Address: 133 Peachtree Street Phone: 404-652-6874
 City: Atlanta State: GA Zip Code: 30303 Email: mike.hassett@gapac.com

PROPERTY OWNER

Name: Georgia-Pacific LLC (attn: Mike Hassett)
 Mailing Address: 133 Peachtree Street Phone: 404-652-6874
 City: Atlanta State: GA Zip Code: 30303 Email: mike.hassett@gapac.com

AGENT

Name: N/A
 Mailing Address: _____ Phone: _____
 City: _____ State: _____ Zip Code: _____ Email: _____

STREET ADDRESS OF PROJECT 90 West Redwood Avenue, Fort Bragg, CA 95437

ASSESSOR'S PARCEL NUMBER(S) 008-020-15

PROPERTY SIZE 75,000 Square Feet or _____ Acres

TYPE OF APPLICATION (Check all applicable boxes)

- ☐ Design Review/Site & Architectural Review
- ☒ Use Permit/Minor Use Permit
- ☐ Coastal Development Permit
- ☐ Variance/Administrative Variance
- ☐ Lot Line Adjustment
- ☐ Subdivision (no. of parcels) _____
- ☐ Certificate of Appropriateness (COA)
- ☐ Planned Development Permit

- ☐ Certificate of Compliance
- ☐ General Plan Amendment
- ☐ Local Coastal Program Amendment
- ☐ Rezoning
- ☐ Annexation
- ☐ Preapplication Conference
- ☐ Limited Term Permit
- ☐ Permit Amendment (list permits) _____

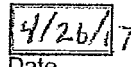
PROJECT DESCRIPTION (Briefly describe project as shown on proposed plans.)

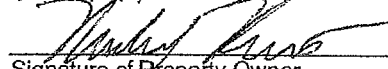
Demolition of above-grade structure (Dry Shed #4), approximately 75,000 square feet. Please see attached for complete project description and details.

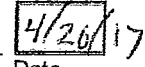
CERTIFICATION

I hereby certify that I have read this completed application and that, to the best of my knowledge, the information in this application and all attachments is complete and accurate. I understand that failure to provide requested information or misstatements submitted in support of the application shall be grounds for either refusing to accept the application, for denying the permit, for suspending or revoking a permit issued on the basis of such misrepresentations, or for seeking of such further relief as may seem proper to the City.


Signature of Applicant/Agent


Date



Signature of Property Owner

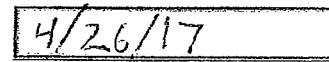

Date

INDEMNIFICATION AND HOLD HARMLESS AGREEMENT

ORDINANCE No. 771, adopted by the Fort Bragg City Council on September 26, 1994, requires applicants for discretionary land use approvals to sign the following Indemnification Agreement. Failure to sign this agreement will result in the application being considered incomplete and withheld from further processing.

As part of this application, the applicant agrees to defend, indemnify, release and hold harmless the City of Fort Bragg, its agents, officers, attorneys, employees, boards and commissions, as more particularly set forth in Fort Bragg Municipal Code Chapter 18.77, from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attach, set aside, void or annul the approval of this application or adoption of the environmental document which accompanies it. The indemnification shall include, but not be limited to, damages, costs, expenses, attorney fees or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in connection with the approval of this application, whether or not there is concurrent, passive or active negligence on the part of the City, its agents, officers, attorneys, employees, boards and commissions.

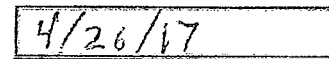

Signature of Applicant


Date

SITE VIEW AUTHORIZATION

I hereby grant permission for City staff and hearing bodies to enter upon and site view the premises for which this application is made in order to obtain information necessary for the preparation of required reports and render its decision.


Property Owner/Authorized Agent

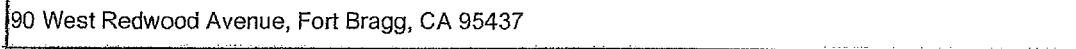

Date

NOTE: If signed by agent, **owner** must sign "Authorization of Agent" below.

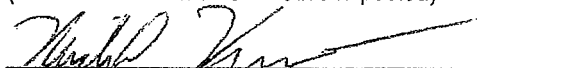
DECLARATION OF POSTING


At the time the application is submitted for filing, the applicant must complete and post the "Notice of Pending Permit" form at a conspicuous place, easily read by the public and as close as possible to the project site. If the applicant fails to post the completed notice form and sign the Declaration of Posting, the Community Development Department cannot process the application.

I hereby certify that I or my authorized representative posted the "Notice of Pending Permit" form in a conspicuous place, easily seen by the public and as close as possible to the project site for:


90 West Redwood Avenue, Fort Bragg, CA 95437


(Describe location where notice is posted)


Property Owner/Authorized Agent



Date

NOTE: If signed by agent, **owner** must sign "Authorization of Agent" below.

AUTHORIZATION OF AGENT

I hereby authorize  to act as my representative and to bind me in all matters concerning this application.

Property Owner


Date



NOTICE OF PENDING PERMIT

THE CITY OF FORT BRAGG IS PROCESSING AN APPLICATION
FOR DEVELOPMENT ON THIS SITE

PROPOSED DEVELOPMENT:

Demolition of Dry Shed #4

STREET ADDRESS: 90 West Redwood Avenue, Fort Bragg, CA 95437

ASSESSOR PARCEL NUMBER(S): 008-020-15

APPLICANT'S NAME: Georgia-Pacific LLC

DATE NOTICE POSTED:

For further information, please contact:

City of Fort Bragg
Community Development Department
416 North Franklin Street
Fort Bragg, CA 95437
Tel: 707-961-2827

NOTE: At the time an application is submitted for filing, the applicant must complete and post this notice in a conspicuous place, easily read by the public and as close as possible to the project site. A notice of the public hearing will be mailed 10 days prior to the public hearing to property owners within 300 feet of the project site and all other parties requesting notification.

ATTACHMENT TWO

Kennedy/Jenks Consultants
Engineers & Scientists

303 Second Street, Suite 300 South
San Francisco, California 94107
415-243-2150
FAX: 415-896-0999

31 January 2017

Michael Hassett, P.E.
Senior Manager - Remediation
Georgia-Pacific LLC
133 Peachtree Street, NE
Atlanta, GA 30303

Subject: Structural Assessment of Storm Damage
Dry Shed No. 4
Georgia-Pacific
Fort Bragg, California
K/J 1665018*04

Dear Mr. Hassett:

Kennedy/Jenks Consultants is pleased to be able to provide engineering services associated with a limited structural condition assessment following the early January 2017 storm related damage to the Georgia-Pacific Dry Shed No. 4 in Fort Bragg, California. Summarized below are results of key observations and preliminary recommendations regarding the condition and safety of the building.

Purpose and Scope

The purpose of this letter report is to document observations and recommendations related to the evaluation of the Dry Shed No. 4 building structure following recent storm related damage. This letter provides initial information regarding the current condition of the existing building structure and its suitability to perform its intended function of storing materials in the south half of the building until approximately the end of April 2017. During that time the building may be subject to additional distress from environmental factors that may further change and degrade the condition of the building. Persons who enter the building or the area around the building should use care to be aware of further changes to the building condition that may require additional assessment or actions to protect personnel. The recommendations in this report reflect the judgement of Kennedy/Jenks Consultants and the engineer responsible for the evaluation.

The report is provided to evaluate damage resulting specifically from the recent storm activity. The evaluation of all past problems and distress to portions of the building resulting from

Michael Hassett, P.E.
Georgia-Pacific LLC
31 January 2017
Page 2

exposure conditions, weathering, or inadequate maintenance are beyond the scope of this report. Seismic evaluation of the existing building structure is considered beyond the scope of this report. It should be recognized that there is no absolute measurement of structural safety in an existing building, particularly in buildings that have deteriorated due to prolonged exposure to the environment.

Review of Background Documents

No background documents (drawings, specifications, construction records) were received or reviewed as part of the assessment. Georgia-Pacific indicated detailed structural drawings of the building were not identified among accessible records. If Georgia-Pacific is able to provide drawings of the existing building structural capacity checks on the framing members of the walls or roof could be performed. It is believed the building was constructed in the late 1970's or early 1980's. No information was reviewed associated with design of the building in conformance with building code requirements applicable at the time of construction. No soils or foundations information was reviewed and no review was made of the building foundations or floor slab.

Observations of Building Conditions and Storm Damage

A walk-through of Dry Shed No. 4 was performed by Donald L. Barraza, P.E. with Kennedy/Jenks Consultants on 24 January 2017. Access to the site and building was provided by Mr. James Gross, Site Coordinator, for Georgia-Pacific. Based on input received from Mr. Gross the building is approximately 450'-0" long by 150'-0" wide and has approximately 75,000 square feet of floor area. The building was constructed in the late 1970's or early 1980's (approaching 40 years in age). The building is of wood framed construction with plywood sheathing. The building has an M-shaped modified gambrel roof configuration with a roof drain cricket running the length of the building to direct interior rainwater drainage to the north and south ends of the building. Observations were made of the interior and exterior of the building and portions of the roof were observed from the drain cricket. Based on observations made at the time of the assessment, the following deficiencies were observed:

1. The physical properties of the construction materials have degraded significantly with water related damage to the plywood sheathing and wall and roof structural wood framing members. The modified bitumen roof waterproofing material has blown off of many areas of the south half of the building.
2. An approximately 16'-0" x 8'-0" damaged open area in the plywood sheathing and roof purlins was observed in the roof of the building near the southeast corner of the building. See Photos 2, 3, 4, 5, 7, 8, and 9. The damaged section of plywood sheathing and 2x4 roof purlins is still lying on the roof and could blow off the roof in the next storm.

Michael Hassett, P.E.
Georgia-Pacific LLC
31 January 2017
Page 3

3. An approximately 8'-0" x 8'-0" damaged open area in the plywood sheathing and roof purlins was observed in the roof of the building near the southeast corner of the building. See Photos 6, 7, 8, and 10.
4. Besides the loss of the plywood sheathing and purlins one of the girders supporting and attaching the south transverse wall to the building has pulled out of its beam hanger and has failed. See Photo 11.
5. The loss of the plywood at two openings in the roof as well as the loss of the girder in the beam seat on the southeast corner of the building removes the strength of the roof diaphragm connection to the south wall of the building in the southeast corner. It also appears that another approximately 16'-0" x 8'-0" section of roof is about to be lost from the building in the southeast corner. The remaining roof girders appeared to be in adequate condition still supporting and attaching the south gable wall to the remainder of the roof.
6. The 10x12 posts and the 4x12 walers supporting the 2x4 studs and plywood sheathing in the south gable end wall were intact with no observed splitting.
7. An approximately 20'-0" x 16'-0" damaged open area in the plywood sheathing, wall studs, and walers was observed on east wall of the building near the northeast corner of the building. See Photos 16, 17, and 18. This area was reportedly not damaged in the recent storms. The area is missing one 3x10 waler and the second 3x10 waler is split. The 2x4 studs and plywood sheathing have been lost in this area.
8. There is a large area on the south half of the building where the modified bitumen roof material has blown off and has collected and blocks the roof drainage depression between the two roofs. There is extensive modified bitumen roofing material debris along the entire length of the south half of the roof drain cricket. The APP Modified Bitumen roofing material used on the building roof was manufactured by Dibiten. See Photo 12.
9. There is extensive loss of the modified bitumen roofing material over the south half of the building. The roofing material has been removed from both the east and west halves of the building with more extensive loss on the areas of the roof exposed to the west (ocean) side. Water has ponded in the roof drain cricket on the south half of the building and is prevented from freely draining to the downspout on the south end of the building.
10. There is minimal debris in the roof drain cricket on the north half of the building. Water was freely draining to the downspout on the north end of the building. The roofing

Michael Hassett, P.E.
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material on the north half of the building did not show observable signs of damage or deterioration as observed from the roof drain cricket area.

11. The interior redwood trusses did not show observable signs of significant damage or deterioration. The gable end truss on the south side of the building near the roof damage appeared to be intact with connections to the posts and roof girders supporting the truss.
12. Water damage was observed over many areas of the interior roof to plywood and 2x4 purlins and girders with some holes in the plywood sheathing where the modified bitumen roofing material had blown off.
13. There is plywood and 2x4 roof purlin debris over the southeast corner of the roof which could blow off the roof in the next storm.

A photo contact sheet with all 114 photographs taken during the observations of building conditions is enclosed with the letter.

Limitations and Further Investigations

The structural assessment of recent storm related damage to the building was limited in its scope and is not considered to be a comprehensive structural or seismic condition assessment of the building structure. Field measurements and member dimensions were limited to those areas of observed damage in the southeast corner of the building and accessible from the ground. The evaluation of all past problems and distress to portions of the building resulting from exposure conditions, weathering, or inadequate maintenance are beyond the scope of this report. No nondestructive testing, exploratory removal, sampling, testing or physical measurements of the overall structure were performed. Based on the remaining useful life of the building, intent to terminate lease of the building for storage of materials by April 2017, it is not recommended that further or more detailed investigations be performed. If the Owner is concerned about the wind load capacity of the roof or wall framing in deteriorated areas additional structural capacity checks could be performed; however, it is unlikely that the existing wall and roof wood framing would be judged to be adequate using typical design loads and contemporary analysis methods and building codes.

Conclusions and Recommendations

The recent storm related roof damage in the southeast corner of the building has seriously weakened the roof framing in the southeast corner of the building and support for the gable end at the southeast corner of the building. The loss of roof framing in the southeast corner and the potential for future loss of roof and wall framing in the southeast corner of the building pose an unsafe and potential hazardous condition to operations, personnel, equipment, and vehicles

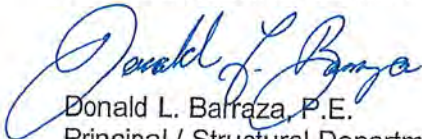
Michael Hassett, P.E.
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inside and outside the building in the general vicinity. The loss of additional roof framing or damage to wall framing could cause the south wall of the building to become unstable requiring shoring or bracing. The Owner should take measures to restrict activities in the general vicinity shown in Figure 1. Do to the limited intended remaining use of the building we would not recommend further non-destructive testing of building materials or exploratory removal, sampling, testing or physical measurements of the overall structure. As previously noted, it is clear that the physical properties of the construction materials have degraded significantly with water and wind related damage to the plywood sheathing and wall and roof structural wood framing members. The loss of the modified bitumen roof waterproofing material from many areas of the south half of the building has contributed to the degradation of the wood roof framing.

If you have any questions or need additional information please call Don Barraza at (415) 243-2483 or Jeremie Maeher at (415) 243-2472.

Very truly yours,

KENNEDY/JENKS CONSULTANTS



Donald L. Barraza, P.E.
Principal / Structural Department Head



Enclosure (2)

1. Appendix with 18 photographs.
2. Photo contact sheet with all 114 photographs taken on 01/24/2017.

cc: Jeremie Maeher, Kennedy/Jenks Consultants

Michael Hassett, P.E.
Georgia-Pacific LLC
31 January 2017
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Figure 1: Building Restriction Area





Photo #1:
Dry Shed #4



Photo #2:
Dry Shed #4 East Side with
Roof Damage in Southeast
Corner

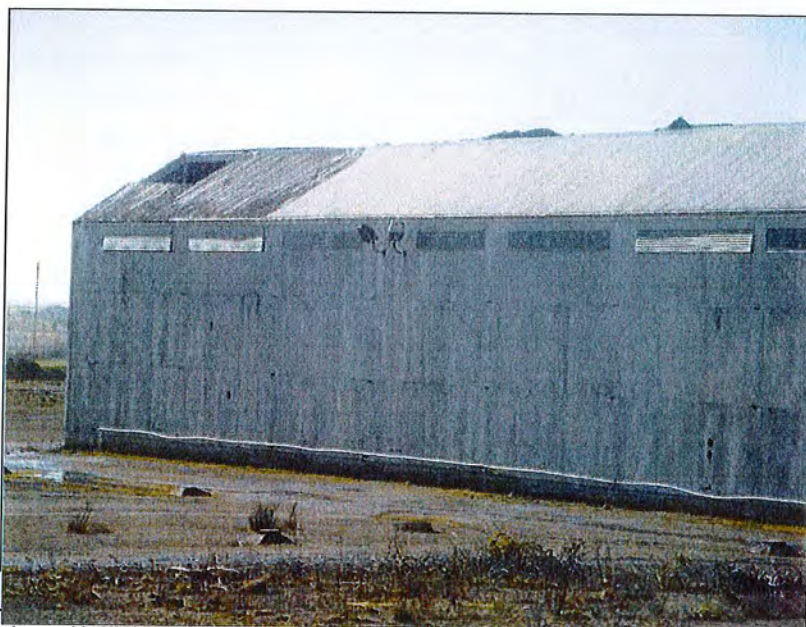


Photo #3:
Dry Shed #4 East Side with
Roof Damage in Southeast
Corner; 16'-0" x 8'-0"
Opening



Photo #4:

Dry Shed #4 East Side with
Roof Damage in Southeast
Corner; 16'-0" x 8'-0"
Opening

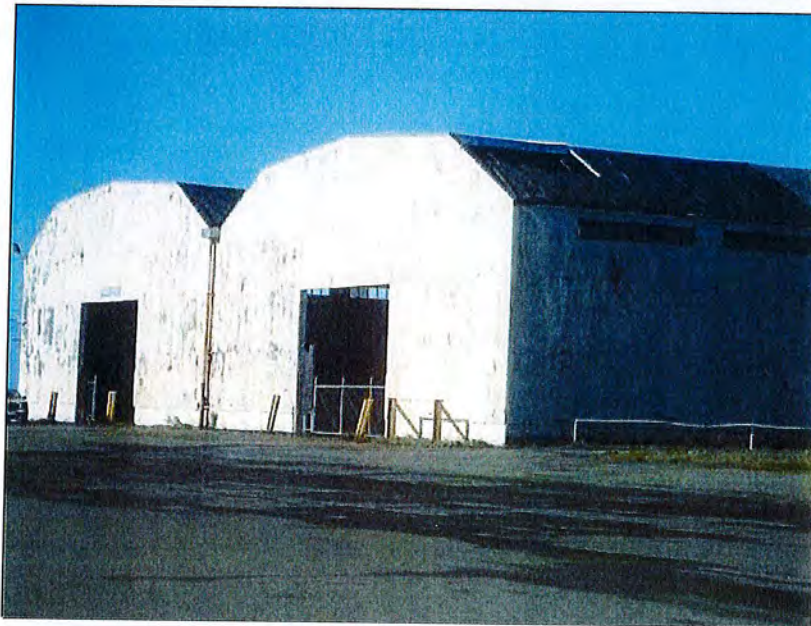


Photo #5:

Dry Shed #4 East Side with
Roof Damage in Southeast
Corner; 16'-0" x 8'-0"
Opening



Photo #6:

Dry Shed #4 Roof Damage
and 16'-0" x 8'-0" Opening
in Southeast Corner



Photo #7:

Dry Shed #4 East Side with Roof Damage in Southeast Corner; Two Opening in Roof, Loss of 2x4 Purlins, Plywood Sheathing, and Modified Bitumen Roofing Material



Photo #8:

Dry Shed #4 East Side with Roof Damage in Southeast Corner; Two Opening in Roof, Loss of 2x4 Purlins, Plywood Sheathing, and Modified Bitumen Roofing Material

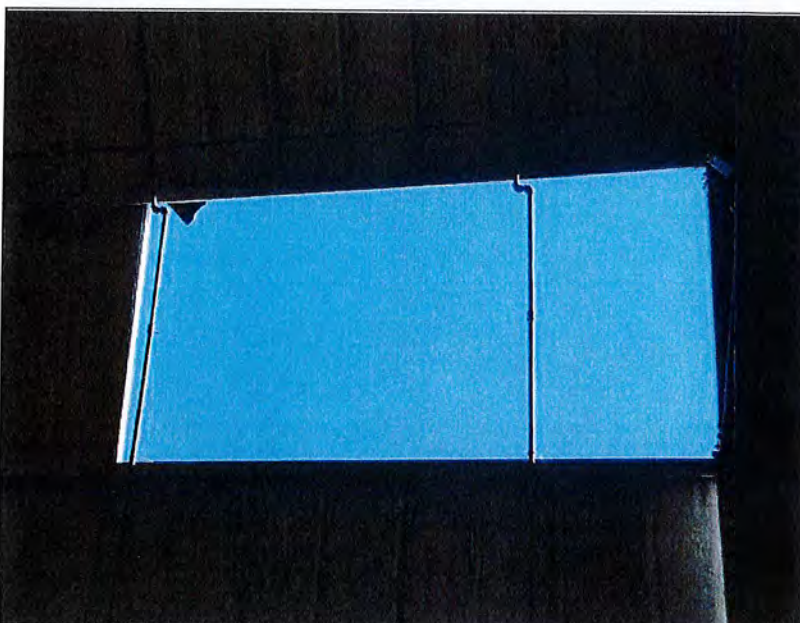


Photo #9:

Dry Shed #4 Roof Damage and 16'-0" x 8'-0" Opening in Southeast Corner; Loss of Plywood Sheathing and 2x4 Purlins



Photo #10:

Dry Shed #4 Roof Damage and 8'-0" x 8'-0" Opening in Southeast Corner; Loss of Plywood Sheathing and 2x4 Purlins



Photo #11:

Dry Shed #4 East Side with Roof Damage in Southeast Corner; Rafter Pullout from Beam Seat



Photo #12:

Dry Shed #4 West Side with Loss of Modified Bitumen Material on Half of Roof



Photo #13:

Dry Shed #4 South Half
Roof with Modified Bitumen
Material in Roof Drain
Cricket



Photo #14:

Dry Shed #4 South Half
Roof with Modified Bitumen
Material in Roof Drain
Cricket and Blocked
Downspout Inlet



Photo #15:

Dry Shed #4 Roof Damage
and 16'-0" x 8'-0" Plywood
and 2x4 Purlin Debris on
Roof



Photo #16:

Dry Shed #4 East Side with Wall Damage in Northeast Corner; 20'-0" x 16'-0" Opening; Loss of Plywood Sheathing, 2x4 Studs

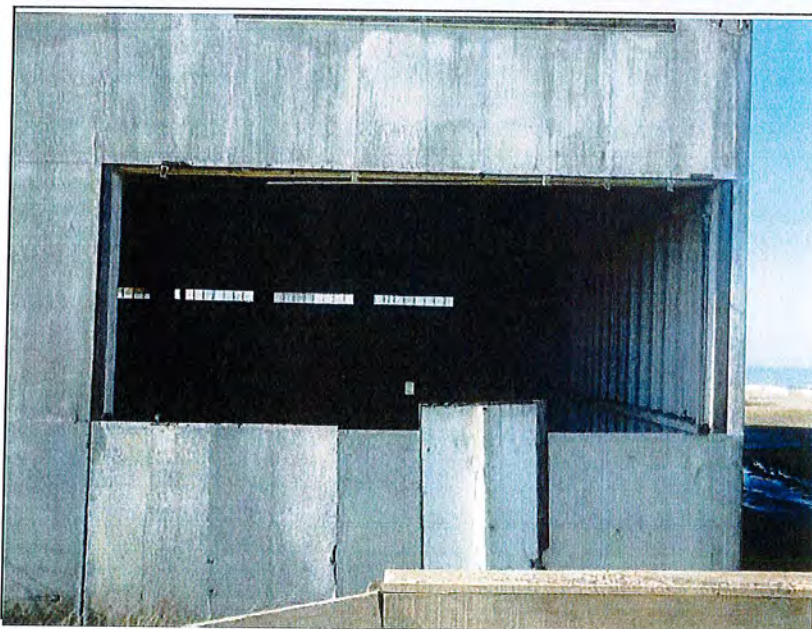


Photo #17:

Dry Shed #4 East Side with Wall Damage in Northeast Corner; 20'-0" x 16'-0" Opening; Loss of Plywood Sheathing, 2x4 Studs



Photo #18:

Dry Shed #4 East Side with Wall Damage in Northeast Corner; 20'-0" x 16'-0" Opening; Loss of Plywood Sheathing, 2x4 Studs; Split 3x10 Waler



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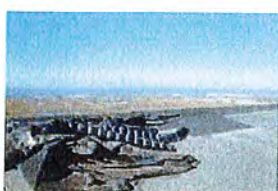
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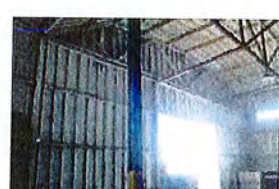
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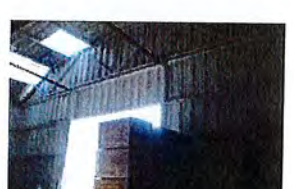
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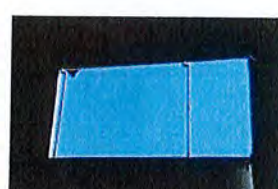
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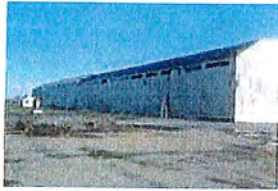
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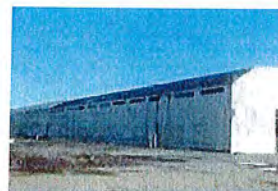
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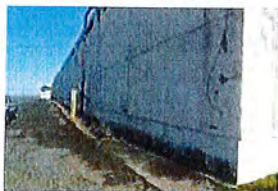
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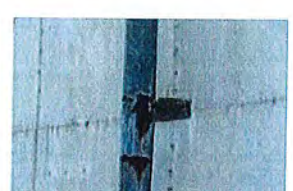
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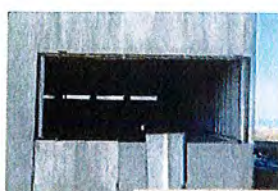
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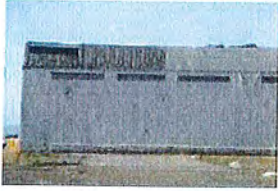
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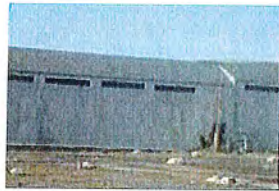
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From: Todd Sorenson
To: [Lemos, June](#)
Subject: Advocating for the Millsite Dryshed.
Date: Monday, November 27, 2017 2:02:01 PM

As I understand it, there is a council meeting tonight to considering preserving the remaining dry sheds at the mill site. I will try to attend but would like for this to be passed onto the council members.

I am writing this in support of giving historical protection to the dry sheds at the Mill site. As I understand it, the owners have applied for permit to demolish the buildings due to disrepair and potential liability.

While I understand this concern, I would prefer to see those buildings remain intact, be secured to prevent potential trespassing, and minimally repaired to prevent and possible collapse.

These two buildings are all that remains of the long history of Fort Bragg being a mill town. When they are gone, there will be nothing left besides the dynamite shack.....and not a lot visitors fit into that.

There is incredible potential to convert those dry sheds into an art center, museum, tourist attraction, woodworking centeramong others. While there might not be the funds or drive to do it now, there may be in the near future. If the buildings are torn down, that possibility is gone.

I think that unless it is prohibitively expensive to keep them intact until a future project is realised, it is worth preserving these last remnants of our mill town heritage.

Thank you.

Todd Sorenson
Instructional Assistant

The Krenov School
Mendocino College
440 Alger Street
Fort Bragg, CA 95437
707.964.7056
woodshop@mcn.org

SPEAKER CARD

000010



I would like to speak to the Council on Agenda Item No. 6C



I would like to speak to the Council under "Public Comments on Non-Agenda, Consent Calendar & Closed Session Items"



I do not wish to speak but want to submit the following comments to the Council RE: DRY SHED 4, ITEM 6C

NAME: JACOB PATTERSON

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

I OBJECT TO COUNCIL-MEMBER TURNER PARTICIPATING IN
THIS PUBLIC HEARING BECAUSE HE PARTICIPATED IN THE PLANNING
COMMISSION MEETINGS ON THIS MATTER AND ADVOCATED FOR A
PARTICULAR RESULT. THIS DESIGNATION IMPACTS THE PROPERTY RIGHTS
OF GP AND HIS PRIOR COMMENTS DEMONSTRATE BIAS / PRECONCEPTIONS.

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

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

Q. DOES THE CITY CONSIDER THIS TO BE A PURELY POLICY-RELATED MATTER
DESPITE THE DISCUSSION OF FINDINGS OF FACT?