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We have only a few years to begin a genuine and substantial turn away from fossil fuels. We don't have decades. We must begin now. They also said that more forests, non fossil fuel based agriculture, and environmental restoration that takes CO2 out of the atmosphere will be essential to stabilize global temperatures. This is where our community comes in. We are ideally suited to nurture carbon capturing efforts. They are already happening here in Mendocino. Jobs are being created in Sustainable Forestry, Organic Agriculture and Environmental Restoration. We are moving from the Extraction Economy to the Restoration Economy. This is an essential piece of the greatest challenge facing our species today, climate chaos.

The IPCC is the world's largest group of scientists ever assembled. The debate regarding the overwhelming human impact on the Earth's climate is settled. Business as usual is unacceptable. The Environment is our economy. A livable, sustainable environment is in peril. We are fortunate to live in a place where we can do something about it.

With respect to tonight's topics, we must require non fossil fuel solutions to energy usage, transportation and local agriculture. We need regenerative, restorative planning and land use policies.

Developers who don't understand this are not the developers we want. We must partner with people of vision who want to be at the forefront of this most important challenge facing humanity today.

Thank you,

George Reinhardt

Jones, Marie

From: Jones, Marie
Sent: Monday, October 22, 2018 12:02 PM
To: 'chart@sierrarailroad.com'
Subject: RE: Items for the 29th

Hi Chris,

Thanks for your detained list of questions and comments. Now that I have gone through the 250 emails that awaited me upon my return from vacation, I will take a little time to respond to your questions/comments below.....

1. Play Structures: The problem is that this area has been cleaned up to an industrial level under DTSC and DTSC does not allow any land uses that would result in contaminants impacting people. I believe that a play structure for children might be problematic for the DTSC. However, it may be possible to construct play structures above ground in such a way that would be safe for children, but we will have to work that out with DTSC.
- 2&3 North Park, Pond 10 & trail: please see the policies for how the park would be dedicated to the City during the subdivision of this area and the timeline for improvements by the developer.
4. Parking Lot, this parking lot would be required as part of a CDP for approval of the adjacent Hotel. You may build parking lots in other locations as needed by your other proposed projects. The purpose of the parking lot is to provide public access to the Coastal Trail as required by the Coastal Act.
5. Coastal Trail Access: The amount of access that is required will ultimately be determined through the Coastal Development Permit process. This is why these trails are illustrated with a dotted line which indicates potential public access.
6. Bike lane: Generally you want bike lanes to the places that people are most likely to want to visit. The exact location of the bike lane could be somewhere else.
7. Asphalt removal: You make some good points. However all of the areas with cultural resources are located in the urban reserve, so the removal of asphalt should not be a problem for cultural resource issues. The policy makes is clear that only the adjoining blocks would need to be cleared of asphalt, which limits the scope to the area that would be rezoned and only those areas with streets. Policy OS-15.11. Revegetation of Undeveloped Mill Site Properties. As each length of street infrastructure is developed, existing asphalt shall be removed from the adjacent blocks which shall be planted with native grass seed and graded to facilitate stormwater infiltration. Revegetation of these undeveloped areas with native plant communities shall not be construed to represent environmentally sensitive habitat subject to protection under the Coastal Act.
8. Use Permit: The City Council requested that a Use Permit be required for the railway line extension.
9. Railroad Privileges: it seems to me that your railroad does not benefit from any interstate commerce clause as it is a tourist railroad with no connectivity. Other Fort Bragg City Attorneys have made this clear over the years. I am happy to hear that you are working proactively with our current City Attorney on this issue.
10. Urban Reserve: You should make this arguments again with City Council. We brought this up at the last meeting and they were comfortable with allowing the continuance of the Holmes Lumber operation as a pre-existing non-conforming use. However you may be able to convince them to leave the Timber Resources Industrial zoning in place.

Thanks so much for your questions. I am very happy that you are reviewing these policies with a critical eye, it will help to create an implementable plan.

Hopefully my responses are helpful to you. Please feel free to call me anytime.

Thanks,

Lemos, June

From: George <george@mcn.org>
Sent: Monday, October 29, 2018 5:27 PM
To: Lemos, June
Subject: Please place in the packet for the record.

Hi June,

I know this is way too late to be printed, but maybe you can have it attached to their stuff when they open their computers. That would be cool.

To the esteemed members of the Fort Bragg City Council, Planning Commission and staff,

At the last joint meeting of the Planning Commission and the City Council, on October 3rd, I was pleased to report that the new California State regulations around climate change and storm surge are changing the conversation about the mill pond and the thoroughness of the clean-up. On October 7th the United Nations Inter-governmental Panel On Climate Change – the IPCC – issued a very dire report. As I wrote in Thursday's Advocate:

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Thank you,

George Reinhardt

From: [CDD User](#)
To: [Lemos, June](#)
Subject: FW: my comments about proposed amendment to Coastal Gen. Plan Elem. 4 and Elem. 5
Date: Monday, October 29, 2018 4:12:16 PM

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

From: Annemarie <aweibel@mcn.org>
Sent: Monday, October 29, 2018 3:43 PM
To: Peters, Lindy <LPeters2@fortbragg.com>; Norvell, Bernie <Bnorvell2@fortbragg.com>; Turner, Dave <dturner@fortbragg.com>; Cimolino, Michael <MCimolino@fortbragg.com>; Lee, Will <Wlee@fortbragg.com>; CDD User <CDD@fortbragg.com>; Miller, Tabatha <TMiller@fortbragg.com>; Jones, Marie <mjones@fortbragg.com>; Perkins, Scott <SPerkins@fortbragg.com>
Subject: my comments about proposed amendment to Coastal Gen. Plan Elem. 4 and Elem. 5

Hi,

My comments to the various parts on the agenda are below.

I can not attend. That is why I am sending you my comments by e-mail.

Thanks for considering my input and sharing it with everyone. Sorry for the late submittal. Feel free to summarize for the public by commenting on the fact that both creeks need to be daylighted, that the mill site should not continue the grid system, that no big trucks should be allowed on site, that parking should only be available for people with disabilities, store owners at a minimum, residents need underground parking, public transportation should deliver tourists and locals from parking spaces east of Fort Bragg to the mill site.

Thanks, Annemarie Weibel

***AGENDA ITEM SUMMARY Mill Site - Coastal General Plan - Open Space & Circulation**

Continue Grid System onto Mill Site:

Ensure that the grid street system and a north/south arterial on the Mill Site be designed to ensure the maximum benefit to local traffic, pedestrian, and bicycle circulation and to provide maximum public access to the coast.

My comments: page 7 Even though it looks as if the wording below will be changed by a "number of complete street and circulation policies" the initial wording is still hard to comprehend. I can not think of anything more damaging to a site like this as our old failed "grid" system.

Att 3 - Element 4 Open Space - Clean

4. CONSERVATION, OPEN SPACE, AND PARKS ELEMENT See page 19 of 32:

Policy OS-15.4. Mill Pond Restoration. The Mill Pond (or daylighted Maple Creek) and lowland area shall be offered in dedication to the City of Fort Bragg upon subdivision of this parcel. A Mill Pond restoration project may include, as feasible:

1. A multi-use trail that provides beach access at Fort Bragg Landing.
2. Drainage features that safely convey surface runoff from the Plan Area and the Alder and Maple Creek watersheds.
3. Daylighting of the maple creek drainage to Fort Bragg Landing.

My comments: Daylighting needs to include ALDER CREEK as well. Change it to: #3. Daylighting of the Maple AND ALDER creek drainage to Fort Bragg Landing.

See page 19

Policy OS-15.7. Daylighting of Maple and Alder Creeks. The day-lighting of Maple and Alder Creek are encouraged, as feasible, and may include:

1. A daylighted Maple Creek and riparian habitat extending from the Maple Creek drainage and Maple Street Riparian Area to the Mill Pond Complex; and 2. Restored natural habitat along the length and width of the creek; and 3. Other project components as required for the Coastal Development Permit and compliance with Policy PF-8.4 and PF-8.5.

My comments: Daylighting of both creeks should be mandated (not encouraged, as feasible, and may include...) #1. Needs to include Alder Creek and needs to be worded as such: A daylighted Maple AND ALDER Creek and riparian habitat extending from the Maple AND ALDER Creek drainage and Maple AND ALDER Street Riparian Area to the Mill Pond Complex; and #2. Restored natural habitat along the length and width of the CREEKS, not creek _____

See page 22

Policy OS-16.X. Coastal Access Parking. New development adjacent to the Coastal Trail shall include parking as necessary to facilitate coastal access under the Coastal Act.

My comments: Parking should not be allowed unless for handicapped people & public transportation.

See page 27

Policy OS-16.24 Visitor Accommodations and Services: In order to avoid or offset a project's significant adverse impacts on public access and consistent with the provisions of Section 18.56.070, require public access to the bluff top and/or shoreline for visitor serving uses, as a condition of permit approval, or by other methods such as OTDs, specified by the City. Access shall be available to the public at large as well as to guests.

My comments: What is meant by access? Access to cars should not be allowed unless for handicapped people & public transportation.

Att 5 - Element 5 - Circulation - Clean

5. CIRCULATION ELEMENT

See page 12

Goal C-4 Develop a Well Integrated Network of Complete Streets on the Mill Site Policy C-4.6 Mill Site Street Connectivity.

On the Northern side of the Mill Site, block size and roadway pattern shall be similar to the existing city grid, and the existing alley along the eastern edge of the district should be retained, as feasible. The east-west streets shall extend into the Mill Site in alignment with the existing city grid where feasible.

My comments: We are making plans for what might exist anytime between now and in 50 years. We need to realize that the city grid system is not encouraging the "building of community" and should not be repeated on the mill site. We should have a minimum of roads and no parking on site.

Parking can happen anywhere east of town and public transportation can bring people to the mill site as much as possible.

See page 13

Policy C-4.10 Alleys and Garages in the Northern District. The alley grid should be similar to the original alley grid of Fort Bragg west of Harold Street. Except where infeasible, garages located behind residential buildings and accessible via alleys connecting to the main residential street are encouraged.

My comments: If garages will exist on the Mill Site they should be underground.

See page 13

Policy C-4.12 Cypress Street Bridge. A vehicular bridge shall be installed as part of a Maple Creek daylighting project, as required.

My comments: A vehicular bridge shall be installed as part of the Alder Creek daylighting project as well.

See page 13

Policy C-4.13 South District Streets. Streets in the Southern District which serve commercial or industrial uses should be designed to accommodate larger truck movements, as required.

My comments: No large trucks on the Mill Site! We do not need any more franchise businesses!

See page 16

Policy C-6.1 Reduce Through-Traffic on Local Streets: Reduce through-traffic on local streets to preserve the peace and quiet of residential areas. Program C-6.1.2: Consider the following measures, as appropriate, to reduce through traffic from using local streets in residential areas:

c) Use traffic calming measures such as permitting wider sidewalks, additional on-street parking, and landscape strips between the sidewalk and the road.

My comments: Prevent parking on Mill Site.

See page 18

Policy C-9.1: Smart Growth Parking: Improve and update parking regulations in accordance with best practices and smart growth principles. Program C-9.1.2: Continue to encourage the placement of parking facilities behind buildings and landscaped areas, as part of design review, to reduce the visual impacts to the street and improve pedestrian access.

My comments: Prevent parking on Mill Site.

See page 18 & 19

Goal C-10 Regulate Parking on the Mill Site in Accordance with Smart Growth Principles.

My comments: Prevent parking on Mill Site.

See page 21

Goal C-14 Provide better public transportation.

Policy C-14.1 Encourage Transit Use:

Program C-14.1.1: Continue to support the expansion of transit services provided by MTA and other public transit providers.

My comments: Provide expansion of transit services on the Mill Site!

See page 25

Goal C-17. Make it easier and safer for people to travel by bicycle on the Mill Site Policy C-17.9: Bike-Friendly Streets. Streets shall accommodate cyclists, either through dedicated bicycle facilities or through traffic calming sufficient to ensure that motor vehicles travel at bike compatible speeds.

My comments: Bike-Friendly Streets are not bike friendly if they are shared with motor vehicles.

See page 25

Policy C-17.12: The Mill Site Bicycle Network The Mill Site Bicycle network shall include the following improvements:

- Shared space (bicycles and vehicles) on residential and mixed use streets.

My comments: No mixed use streets, no motor vehicles on Bicycle Network.