

ATTACHMENT 1

SITE SELECTION/EVALUATION METHODOLOGY

Background

The City of Fort Bragg and the County of Mendocino jointly manage the commercial and residential solid waste generated in the Fort Bragg/Central Coast area. Currently, an average of approximately 45 tons per day (TPD) of waste are collected at the Pudding Creek Recycling Center (commercial franchise collection and transfer of solid waste and self-haul, drop off of recyclables) and at the Caspar Transfer Station (self-haul residential and commercial). The waste is hauled in various sized containers from both facilities up the Highway 20 corridor to a transfer station, in Ukiah and to permitted landfills to the south. The City and County have determined that one, full-service, centrally located solid waste transfer station is needed for cost-effective management of these waste streams. This document presents a preliminary description of the facility and of the services that will be provided.

The County and City will own the facility and a private company will operate it, under contract. The transfer station will provide a convenient and safe location for commercial refuse collection trucks and self-haul customers to drop off various materials including:

- municipal solid waste (MSW, household garbage),
- household hazardous wastes (such as oil, batteries, paint, solvents and pesticides),
- recyclable materials (such as metals, glass, plastic and paper), and
- special wastes (such as appliances, scrap metal, construction and demolition debris, green waste, clean soils, asphalt, tires, and non-friable asbestos).

The City OF Fort Bragg and the County of Mendocino formed a Technical Advisory Committee to work on siting a new transfer station in the greater Fort Bragg area. They had a “kick-off” meeting on January 19, 2006. The results of the “Kick-Off” meeting are presented below (excerpted from the Request for Proposals used in the selection of a firm to complete the siting study):

On January 19, 2006, the County of Mendocino Solid Waste Division facilitated a noticed public meeting to initiate, or “kick-off” the siting study. At the “Kick-Off” meeting a list of stakeholders, a preliminary project description, project siting criteria and list of potential sites were developed.

Siting criteria: The draft project siting criteria were identified:

- *Land Us.*
- *Public Utilities and Services*
- *Geology and soils*
- *Hydrology and water quality*

- *Biological resource*
- *Transportation*
- *Energy usage*
- *Air quality*
- *Noise*
- *Health hazards*
- *Aesthetics*
- *Cultural and historic resources*
- *Acreage available*
- *Willing seller*

Stakeholders: The following list of stakeholders was identified:

- *City of Fort Bragg.*
- *County of Mendocino.*
- *Neighbors.*
- *Mendocino County Environmental Health Division.*
- *California Integrated Waste Management Board.*
- *North Coast Regional Waste Quality Control Board.*
- *Franchised Waste Haulers.*
- *Self-haulers.*
- *Sierra Railroad Company.*

Potential Sites: The following list of potential sites was developed:

- *Pudding Creek Recycling Center*
- *North Fort Bragg Industrial Zone*
- *Georgia-Pacific Mill Site*
- *Caspar Solid Waste Transfer Station*
- *East State Route 20*
- *Gibney Lane*

Winzler & Kelly Consulting Engineers was retained to complete a siting study to identify a number of potentially suitable sites for the transfer station. Conceptual layouts and cost estimates were also prepared for each of the ten top ranked sites. The next step in the process will be for the Mendocino County Board of Supervisors to select a preferred site and a number of alternative sites and to evaluate them through the CEQA (California Environmental Quality Act) process. Finally, the transfer station will be designed, permitted, constructed and operated. The following text describes the development of the site evaluation criteria as well as the process used in screening all the potential sites and ranking the top ten.

Public Involvement and Participation

Two public meetings were held to educate the public, solicit their input and garner their support. The meetings were advertised through the garbage bills, the radio, local newspapers and through direct contact with persons and organizations involved in environmental activism and community planning, in the Fort Bragg area.

The agenda for the first meeting is presented below. The presentation was made using PowerPoint and large, wall-mounted maps.

1. Greetings/Introductions
 - Winzler & Kelly
 - Technical Advisory Committee
2. Purpose of Meeting
 - Update the Public on City/County plans for a new transfer station
 - Provide opportunity for public involvement in planning process
 - Develop the elements of an objective process for siting a transfer station
3. Project Description
 - Transfer station building:
 - Gate House and Scale(s)
 - Offices/Breakroom
 - Household Hazardous Waste Building
 - Recycling Drop-Off
 - Green/Wood Waste Drop-Off
 - Operations Diagram (*Example: Del Norte County's Transfer Station*)
4. Develop Siting Criteria
 - Exclusionary (or regulatory) criteria.
 - Technical Limitations
 - Local Impacts (*develop these using matrix*)
5. Weighting the criteria (not all impacts are created equal)
 - Vote on weighting factors for each criteria (*1 is insignificant 5 is major concern*)
6. Identify Potential Sites (draw them in on the map)
 - Based on local knowledge and experience: where are some potential sites?
 - W&K will select others based on parcel size and access, etc
7. Rating the potential sites under each criteria
 - Rating of 1 to 5 (*1=not affected by criteria, 5=significantly impacted by criteria*)
 - W&K will rate all sites based on research and technical experience

- We will bring the results back to the next meeting
8. Ranking the potential sites
- Use a matrix: under each criteria, multiply rating X weighting = rank, then sum
 - Site with lowest overall number represents least amount of impact (“best site”)
 - Ground truth the best 10 sites and refine Ratings and Ranks
 - Prepare cost estimates and conceptual layouts for top 3 sites
9. Next steps, next public meeting
- Review siting criteria and weighting factors
 - Review rating numbers
 - Review Ranked list of Potential Sites (shown on map)
 - Accept additional input on criteria, weighting, ratings and potential sites

The meeting was well attended (over 80 people) and lasted for approximately 3 hours. It included a question and answer period and allowed an opportunity for the attendees to identify parcels that they thought should be considered in the siting study.

Site Evaluation Criteria (Exclusionary, Technical Limitations and Local Impacts)

Siting criteria can be divided into three categories; Exclusionary, Technical Limitations and Local Impacts. The three categories can be thought of as a course, medium and fine screens used to sieve all the potential sites and identify the most suitable ones for detailed evaluation during the CEQA Process.

The exclusionary criteria are the “course” screen used in a fatal flaws analysis to eliminate areas from consideration where the zoning or other regulations do not allow the proposed use. These areas may include parks, coastal zones, wetlands, floodplains, earthquake faults and prime agricultural land. A large map of the study area was prepared and the areas affected by exclusionary criteria shaded in. The result of the exercise was a map showing areas (no shaded) in which potential sites may exist. Exclusionary criteria do not always completely eliminate a site from consideration and sometimes mitigation measures can be developed if a site has other desirable characteristics. The fatal flaws analysis limits the effort spent evaluating sites that would turn out to be very difficult to develop.

Technical Limitations are the “medium” screen. These include such characteristics as haul distance to/from transportation routes, road access and traffic safety, site size, topography, vegetation and soils types . Depending on the particulars of the site, these could also end up eliminating a site from further consideration.

Local Impacts are the “fine” screen that considers those criteria that directly affect the residents and the local environment in which the facility would be located. These criteria are typically less technical and more subjective in nature. They are developed based on the construction and

operational characteristics of the facility evaluated with respect to the potential environmental impacts that may occur and the environmental receptors (people, animals, plants and other natural resources) that may be impacted. Many of these potential impacts can be easily identified while others are better defined through a matrix analysis.

In a two-step process, a list of specific, Potential Project Impacts are developed and then the Environmental Receptors that may be impacted are identified. An example using only a few elements of the analysis is presented on Tables 1 and 2.

Potential Project Impacts are developed by listing all of the operations and activities that will occur during the construction and operation of the facility (Project Characteristics) and matching them with Potential Impacts that they may cause.

Table 1. Project Characteristics vs. Potential Impacts

Project Characteristics	Potential Impacts					
	Air Pollution	Noise	Vectors	Traffic	Water Pollution	Other
Construction	X	X		X	X	
Operations	X	X	X	X		
Household Haz Waste	X				X	
Long Hauling	X			X		

Each of the Project Characteristics are discussed and those features that give rise to a Potential Impacts are marked. In this example we have developed the following Potential Project Impacts:

- Construction air pollution (dust and fumes)
- Construction noise
- Construction traffic
- Construction water pollution
- Operations dust and fumes
- Operations noise
- Operations vectors (flies and rats)
- Operations traffic
- HHW air and water pollution
- Long-haul air pollution
- Long-haul traffic

Now we agree upon the Environmental Receptors (people, animals and natural resources) that may bear the brunt of the impacts. Some of the Environmental Receptors include:

- Wetlands and Creeks

- Neighbors
- Cultural Resources
- Biological resources
- Air Quality

In this example we list only a few of the Potential Project Impacts.

Table 2. Potential Project Impacts vs. Environmental Receptors

Potential Project Impacts	Environmental Receptors				
	Wetlands/ Creeks	Neighbors	Access Roads	Biological Resources	Air Quality
Construction dust		X			X
Construction noise		X		X	
Operations traffic		X	X		
Operations vectors	X	X		X	
HHW pollution	X	X			X

The following Potential Environmental Impacts are then established as the criteria that will be used in the evaluation of potential sites.

- Construction dust in neighborhood
- Construction dust in air basin
- Construction noise in neighborhood
- Construction noise disturbing wildlife
- Operation traffic impacting neighborhood
- Operation traffic impacting whole area
- Vectors impacting wildlife
- Vectors impacting neighbors
- Construction noise in neighborhood
- Air and water pollution from HHW

From this exercise it is shown that a list of Potential Environmental Impacts can be developed in a logical and objective manner. It can become complicated and tedious but it is thorough and defensible.

To summarize:

- The Exclusionary criteria are basically regulatory restrictions identified in various codes and include things such as coastal zones, wetlands, flood plains and proximity to airports.

- The Technical Limitations that make the site difficult and expensive to develop. They are typically engineering issues that can be addressed through design modifications. They can include such things as road access, utilities, topography and haul distances.
- The Local criteria are the Potential Environmental Impacts that could affect the community in which the facility would be located. They are developed through a public process and should include all concerns of the general public and other stake holders. They typically include such things as noise, odor, air pollution, rats, flies, and traffic.

Establishing the Weighting Factors for the Technical and Local Siting Criteria

Not all of the site evaluation criteria are equally important so not all of them should carry the same weight in evaluating a site. A Weighting Factor (between 1 and 5) was assigned to each of the Technical and Local site evaluation criteria, with 1 being a minor concern and 5 being a major impact. Each criteria was discussed at the public meeting and its Weighting Factor “voted” on using Public Input/Contact Forms (see Attachment 2). As an example: construction noise will be a short-term, minor inconvenience and so may be assign a weight of 1 while the traffic associated with the facility will be a long-term and significant impact and may be assigned a weight of 5.

Once the evaluation criteria have been established and weighted the sites can be Ranked in order of their relative suitability. The sites that are technically well suited and pose the least significant local environmental impacts should float to the top.

Rank Potential Sites in Relative Order of Suitability

The Rank of each site is the sum product of a Weighting Factor for each criteria multiplied by the Rating (or score) of each potential site, under each criteria. The Weighting Factor is a subjective factor and was agreed upon by the participants at the meeting. The Rating of the site is objective evaluation of the potential sites technical and local characteristics and is done by technical professionals with experience in evaluating environmental impacts of such facilities. As an example:

Assume criteria Weighting Factors were set as follows:

- Construction noise is temporary and limited so was assigned a weight of 1.
- Traffic is long-term and significant so was assigned a weight of 5.
- Rare and endangered plants was assigned a weight of 4.
- Rats attracted to a transfer station is considered serious and was assigned a weight of 5.

The sites being evaluated are Sites A and B:

- Site A is an abandoned mill site.
- Site B is a vacant lot near a residential neighborhood.

Criteria	Weighting Factor	Site A		Site B	
		Rating	Score	Rating	Score
Construction Noise	1	1	1	5	5
Traffic	5	2	10	5	25
Rare/Endangered	4	3	12	1	4
Vectors (Rats)	5	1	5	5	25
			Score: 28	Score: 59	
			Rank: 1	Rank: 2	

Construction noise will not be an issue at Site A but will be a major disruption at Site B. On a scale of 1-5 (1 = minor concern and 5 = major impact) Site A receives a rating of 1 and Site B receives a rating of 5, under the Construction Noise criteria.

The Construction Noise score for Site A is 1 (1 Rating x 1 Weighting) and the score for Site B is 5 (1 x 5). The sites are evaluated (rated) separately for each of the criteria. The rest of the criteria are Rated in a similar manner. The Ratings are multiplied by the criteria Weighting Factor and the scores for each criteria are added up to arrive at an overall score for each site. Site A receives a total score of 28 and Site B receives a total score of 59. The lower score indicates that the site is better suited for development of the project. Site A (in this case) is Ranked number 1. This Ranking method provides an objective way to determine which sites are most suitable and utilizes public opinion as well as professional technical evaluation.

ATTACHMENT 2



WEIGHTING CRITERIA INPUT FORM

Fort Bragg/Central Coast Solid Waste Transfer Station Facility



#1

Purpose of this Form

In order to select the optimal site for the future transfer station, the City and County are seeking public feedback on the importance of potential impacts that could result from transfer stations. Potential impacts range from increased traffic to air pollution (see the form below for factors considered so far). The importance or “weight” of each criteria has not yet been determined. It is up to the public to decide the weight of each of the criteria listed in the form. All forms will be counted and averaged to determine the final weight. This average weight will then be used to determine the suitability of the various sites identified in the study area.

Instructions

Use the form to weight each of the siting criteria by assigning a weight of 1 through 5.

1 = Insignificant (*I do not believe this criteria should be a consideration in selecting a site*)

2 = Slightly Significant (*I believe that this criteria should be only a small consideration in selecting a site*)

3 = Significant (*I believe that this criteria should be a significant consideration in selecting a site*)

4 = Very Significant (*I believe that this criteria should be a very significant consideration in selecting a site*)

5 = Critical (*I believe that this criteria must be a critical consideration in selecting a site*)

Please return by January 19th to:
 Marie Jones, Community Development Director
 Planning Counter
 City of Fort Bragg
 416 North Franklin Street
 Fort Bragg, CA 95437

Evaluation Criteria		
Land clearing and grading could impact surface water drainage patterns		
Land clearing and grading could impact groundwater resources		
Land clearing and grading could impact rare and endangered species		
Land clearing and grading could impact <i>Environmentally Sensitive Habitat Areas</i>		
Land clearing and grading could impact neighbors privacy and views		
Land clearing and grading could impact agricultural land		
Land clearing and grading could impact scenic vistas from nearby areas		
Runoff could impact surface water quality in creeks and streams		
Runoff could impact neighbors if it flowed onto their land or road		
Runoff could impact agricultural land		
Dust could impact neighbors and the immediate neighborhood		
Dust could impact local air resources		
Noise could impact rare and endangered species of animals		
Noise could impact neighbors		
Traffic could impact neighbors and the immediate neighborhood		
Traffic could impact level of service on the streets/highways near the site		
Air pollution could impact neighbors and immediate neighborhood		
Air pollution could impact air resources of larger community		
Vectors could impact rare and endangered species		
Vectors could impact ESHAs		
Vectors could impact neighbors and immediate neighborhood		
Light pollution could impact rare and endangered species		
Light pollution could impact ESHAs		
Light pollution could impact neighbors and immediate neighborhood		
Light pollution could impact scenic vistas		
Visual impact of project could effect neighbors/neighborhoods		
Visual impact of project could effect viewsheds		
Location of site will impact how much driving users must do to reach site		
Cost of site will impact tipping fees		
Cost of site could impact City and County budgets		
Litter on route to transfer station could impact		
Fire at the transfer station could impact public services		
Fire at the transfer station could impact air quality		
Cost Considerations		
Others?		

ATTACHMENT 3

**City of Fort Bragg/County of Mendocino
Solid Waste Transfer Station
Workshop
January 11, 2007
Sign-in sheet**

PLEASE PRINT

NAME	ADDRESS / E-MAIL
David Jensen	661 N. Harold Ft. Bragg
Paul Cayler	501 Low Gap Rd. UKIAH, CA
A. W. Kemp	7925 Oak Pond Ct. RV
Chris Davis	110 N. McPherson Ft Bragg
Georgia C. Sharpe	32501 Gibney Ln. Fort Bragg
Michael/Jane Belisle	30771 Gibney Lane, Fort Bragg
MICHAEL RAUTALA	32500 GIBNEY LANE FB CA 95437
Jack Gilmore	19050 GORSTROM LANE FB
Mane Jones	16312 Old Cooper Rail Road Rd FB
Charles Thorbecke	29601 Highway 20 FB
Star Helverson	31051 Gibney Ln

(Completion of this form is not required for attendance at the meeting or for speaking at the meeting. This information may be retained as 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.)

**City of Fort Bragg/County of Mendocino
Solid Waste Transfer Station
Workshop
January 11, 2007
Sign-in sheet**

PLEASE PRINT

NAME	ADDRESS / E-MAIL
Kate O'Connell	32691 Pearl Dr Katy@mcn.01
Gary Leonard	5200 Burke Hill Dr - Ukiah
Bob Thornsberry	450 ORR Springs RD Ukiah
Neil Cooper	16500 PINE DR.
Rick Childs	14450 Prairie Way, Mendocino
Greg McJure	32980 Gibney Lane
Patrick Rantala	patrick.Rantala@gmail.com
Pat LaDue	Box 412 Mendocino 95460 lady@mcn-org

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**City of Fort Bragg/County of Mendocino
Solid Waste Transfer Station
Workshop
January 11, 2007
Sign-in sheet**

PLEASE PRINT

NAME	ADDRESS / E-MAIL
KICK & MEGAN SACKS	43197 RD 409 MENDO rixax@mcn.org
Sam Colvert	32550 Gibney Lane FR schv24474@aol
Jenny & Stephanie Wood	211 W. Bush St.
DON + DORI BUCKINGHAM	30760 GIBNEY LN.
MICKIE & BETH ZEKLEY	43020 ROAD 409 95468
Marissa Cohen	32246 Leeds Way marissamentelvo28@yahoo.com
Per Gunnar Guinan	32246 Leeds Way gashawk@mcn.org
GEORGE REINHART	greenhatch@adelphia.net
KENT PEMBER	14101 PRAIRIE WY MENDO 95460 tallyguy@mcn.org
Dwayne Stalen	270 WALL STREET
Robert Juntz	16296 Pearson Lane FR sssunks@mcn.org
Tom + Erlinda Corey	32857 Leaf Lane, FT Bragg

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**City of Fort Bragg/County of Mendocino
Solid Waste Transfer Station
Workshop
January 11, 2007
Sign-in sheet**

PLEASE PRINT

NAME	ADDRESS / E-MAIL <i>KRISH@</i>
KRIS Halverson	31051 GIBNEY LANE <i>men orig</i>
JOHN P. MURPHY	43195 Rd. 409
Karmen Fairbourn	" " "
Nancy Cross	14101 PRAIRIE WAY
Rebecca Jarrett	16261 Woodside Way
Carol Baker	32661 Pearl Dr
Bontay D Pennabaker	32859 Leaf Ln
Lyles Pember	14271 Ft Cabrillo Dr Mark
Stene & Ann <i>Wetse</i>	16151 Woodside Wy
Shelley Sandberg	32300 211 211 + rd #13
Redigo + Diana Wood	16521 Old Caspar Railroad FB
Kay Graves	31201 AIRBET RD.

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**City of Fort Bragg/County of Mendocino
Solid Waste Transfer Station
Workshop
January 11, 2007
Sign-in sheet**

PLEASE PRINT

NAME	ADDRESS / E-MAIL
Steve Salzman	Winder & Kelly
Ed Nantz	1629 Z Person F.B.
Paula Deeter	20005 Hanson Rd FB
Troy Strickland	501 Low Gap Rd
John Zunderburk	238 W. Bush S.T. F.B.
Wan Neal	21517 Hemlock Ln F.B.
Joan H. Kingman	16293 Pearson lane FB
Jim Ellis	31000 Gibney Ln FB
Cindy Ellis	31000 Gibney Fort Bragg Ca 95437
Steve Brown	43301 Rd 409 Mendocino 95460
Suzanne	43201 Red Volg '11'
Marty Lemro	43451 Rd 409 Mendocino

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**City of Fort Bragg/County of Mendocino
 Solid Waste Transfer Station
 Workshop
 January 11, 2007
 Sign-in sheet**

PLEASE PRINT

NAME	ADDRESS / E-MAIL
Molly Warner	mjwarner@mcn.org
JEFF WARNER	JWARNER@MCN.ORG
Dan Saarinen	box 102 Casper, Ca 95420

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City of Fort Bragg/County of Mendocino Solid Waste Transfer Station Workshop January 11, 2007 Sign-in sheet

PLEASE PRINT

NAME	ADDRESS/E-MAIL
Stor Halverson	31051 Gateway Ln

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**Solid Waste Transfer Station Siting
Study Community Meeting
May 10, 2007
Sign-in sheet**



PLEASE PRINT your contact information if you
would like to receive meeting notices about this project.

NAME	MAILING ADDRESS / EMAIL
Rick Childs	14450 Prairie Way Mendocino Ca 95460 rick@mcn.org
Pat LaDue	P.O. Box 412 Mendocino 95460 lady@mcn.org
Julia Larke	P.O. Box 1631 Fort Bragg CA 95437 jlarke@mcn.org
JOHN MEDLEN	964-0576- CAL. 30520 HWY 20 FORT BRAGG
JOHN MURPHY AND Karmen Fairbourn	P.O. Box #339, 73195 ROAD 409 MENDOCINO, CA 95460
Don Buckingham	30760 Wibevey Ln. F. B. 95437
Charla Thorbecke	29601 Hwy 20 FB 95437

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**Solid Waste Transfer Station Siting
Study Community Meeting
May 10, 2007
Sign-in sheet**



PLEASE PRINT your contact information if you
would like to receive meeting notices about this project.

NAME	MAILING ADDRESS / EMAIL
Lindy Peters	KMFB 101 E. Boatyard FB, CA.
LYLES PEMBER	14271 Pt. LARRILLO DR MENDOCINO, CA 95460
Grant Miller	43402 Road 409 Mendocino, CA 95460
Barbara Rice	barbrice@mcn.org
Aue + Sandy Brown	43301 Rd. 409 Mendocino 95460 Sbrown@mcn.org
MARILYN Lemos	PO Box 944 Mendocino 95460
Diane Buxton	41755 Rd 409 Winegar@mcn.org ✓
Bob Winegar	41755 Rd 409 Winegar@mcn.org ✓
Bill Joethen	43410 A D 409 joethen@mcn.org ✓
William Lemos	POB944 Mendocino blemos@mcn.org
Georgia C. Thorpe	32501 Gebray Ln. F.B.
Pete Light	petee-light@hotmail.com

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**Solid Waste Transfer Station Siting
Study Community Meeting
May 10, 2007
Sign-in sheet**



PLEASE PRINT your contact information if you
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NAME	MAILING ADDRESS / EMAIL
Erlinda Saenz	32857 Leaf's Ln. F.B. ⁺ CH 95437-8343
Megan Sacks	43197 Rd 409 Mendo
Rick Sacks	43197 Rd 409 Mendo rick@mendosign.com
Sean Keppeler	31681 Hwy 20
Elizabeth Keppeler	↓ Keppeler@mca.org Fort Bragg, 95437
Gary Leonard	340 Lake Mendocino Dr. Ukiah
Tone Lemos	237 E. Laurel St Ft Bragg 95437
BARBARA BUELL Barbara Buell	21550 Justice FB 95437
Beth Zekley	43020 Road 409 Mendocino, CA 95460 beth@larkcamp.com
Mickie Zekley	43020 Road 409 Mendocino, CA 95460 mickie@larkcamp.com
Beth Szychowski	PO BOX 33 CASPAR, CA. 95420
Steve T. Szychowski	PO BOX 33 CASPAR, CA 95420

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**Solid Waste Transfer Station Siting
Study Community Meeting
May 10, 2007
Sign-in sheet**



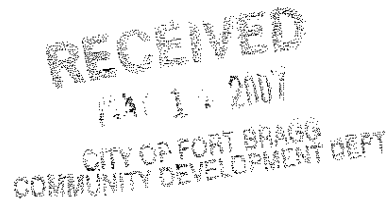
PLEASE PRINT your contact information if you
would like to receive meeting notices about this project.

NAME	MAILING ADDRESS / EMAIL
Maxine Williams	43000 Rd 409 Mendocino
NORMA LEAH ANDRES	16401 PINE DR FORT BRAGG 95437
Gene Dwyer	18000 Dwyer Lane Fort Bragg
Tess Albin-Smith	JACKSON BEMON STATE FOREST 802 N Main St. FB
Dick BARTZ	18900 Sears Lane F.B
Linda Ruffey	416 N Franklin FB
Richard Selgrove	835 STEWART ST
Gary Lindeblad	18851 SEARS LN F.B.
Dwayne Straven	270 WALL ST F.B
Trey Strickland	stricklt@co.mendocino.ca.us
CHRIS CARTERETTE	416 N. FRANKLIN ST. FB
Steve Wittse	16151 Woodside way. F.B

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DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P.O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 441-2009
FAX (707) 441-5869
TTY (Teletypewriter #707-445-6463)



*Flex your power!
Be energy efficient!*

May 9, 2007

Chris Carterette, Senior Planner
City of Fort Bragg
Community Development Department
416 N. Franklin Street
Fort Bragg, CA 95437

Dear Mr. Carterette:

Thank you for giving us the opportunity to comment on the Draft Report of Findings for the Mendocino Central Coast Commercial Transfer Station Siting Study. The proposed transfer station would replace the existing Caspar Transfer Station and Pudding Creek Recycling Center. The study identifies the 10 most suitable sites for locating a centralized solid waste transfer station project out of a study area of over 11,000 parcels. We have the following comments:

- The four highest-ranking sites that the study identified are located off of State Route (SR) 20. We support the selection of sites located off of SR 20, as it is expected to better serve the number and type of vehicle trips generated by this project and it provides more feasible options for any necessary roadway improvements, such as left turn lanes.
- We recommend against selecting transfer station sites located in or north of Fort Bragg as the anticipated volume of truck trips generated by the transfer station is likely to have significant traffic impacts to Main Street / State Route 1. Impacts to Main Street / State Route 1 are likely to be difficult to mitigate.
- We recommend against selecting transfer station sites located off of County Road 409 as the intersection of SR 1 and County Road 409 is not designed to accommodate large volumes of southbound trucks making left turns and traffic impacts will be difficult to mitigate at this location.
- Once a site has been selected, the transfer station project must include appropriate mitigation for traffic impacts. In order to determine adequate mitigation for the

Mr. Chris Carterette

5/9/2007

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project, a traffic impact study may be required. Please reference the Caltrans Guide for the Preparation of Traffic Impact Studies for further information:

< <http://www.dot.ca.gov/dist1/d1transplan/tisguide-Dec02.pdf> >.

If you have questions or need further assistance, please contact me at the number above.

Sincerely,



Jesse Robertson
Associate Transportation Planner
District 1 Community Planning

c: Steve Salzman, Winzler & Kelly Consulting Engineers

Steve Salzman

From: Jesse Robertson [jesse_robertson@dot.ca.gov]
Sent: Thursday, May 10, 2007 9:11 AM
To: Steve Salzman
Subject: Re: Fort Bragg Transfer Station

Steve,

As I mentioned in the voicemail I left for you, I won't be able to attend tonight's meeting. The comments I faxed to you yesterday were general and I wanted to pass on a few items that may be of use to you:

The left turn lane on SB Route 1 at County Road 409 has approximately 85' for storage and another +/- 85' for deceleration. I used digital aerial photos to measure off of, so I would have to look up the as-builts for more accurate numbers. The entire turn pocket (approach taper, bay taper, and decel lane) is 300' or less. The standard decel lane length for a 50 mph facility is 435 feet. The approach taper begins on the bridge and the shoulder width at the end of the bridge is at an absolute minimum. Without relocating the intersection further from the bridge, we cannot bring the turn pocket up to standards.

Our turn channelization project on Route 20 ends just east of Gravel Pit Road. Other than roadway, shoulder and drainage modifications, the layout of the highway will not be altered (no turn channelization) at Summers Lane or beyond, to the east, with the project. We have been in communication with the Mendocino Regional Parks about the proposed golf course/park opposite Gravel Pit Road. If they will build a special event venue/conference room as a part of their project, they will need to build turn channelization at their entrance to accommodate the increase in traffic volume. The transfer station would need to assess their access to determine if improvements are needed. Road widening and turn protection is expected on this portion of Route 20.

Route 1 in Fort Bragg is already constrained, in terms of capacity. The City is looking at ways to manage increasing volumes where the 4-lane portion of Main St. necks down to 2-lane. The 2-lane segment of Main Street is a commercial district with a lot of pedestrians and large trucks would appear to add an incompatible or at least less desirable user/design vehicle into the mix. This issue is more of a preference at this point. A traffic impact study would be needed to determine if increased truck traffic would result in an acute impact.

If you have any follow-up questions, I'll be available today.

Jesse Robertson, Associate Transportation Planner Caltrans District 1 Office of Community Planning P.O. Box 3700, Eureka, CA 95502-3700
Phone: (707) 441-2009
Fax: (707) 441-5869

"Steve Salzman"

<stevesalzman@w-and-k.com>

To

<jesse_robertson@dot.ca.gov>

04/30/2007 12:22

cc

PM

Subject

Fort Bragg Transfer Station

Jesse,

Chris Carterette gave me your contact information. I would welcome the opportunity to talk to you about the Fort Bragg transfer station siting study prior to you drafting your official comments. Please call at your earliest convenience. SS

Steve Salzman, P.E., LEED A.P.

Winzler & Kelly

633 Third St.

Eureka, CA 95501

(707) 443-8326

Fax: 444-8330

<http://www.w-and-k.com/>

Carterette, Chris

From: Jesse Robertson [jesse_robertson@dot.ca.gov]
Sent: Thursday, May 10, 2007 3:42 PM
To: Carterette, Chris
Subject: Re: recent comments received

Chris,

I have been speaking directly with Steve Salzman on the project and sent him more detailed comments today that may be useful as supporting information. Those comments are as follows:

Steve,

As I mentioned in the voicemail I left for you, I won't be able to attend tonight's meeting. The comments I faxed to you yesterday were general and I wanted to pass on a few items that may be of use to you:

The left turn lane on SB Route 1 at County Road 409 has approximately 85' for storage and another +/- 85' for deceleration. I used digital aerial photos to measure off of, so I would have to look up the as-builts for more accurate numbers. The entire turn pocket (approach taper, bay taper, and decel lane) is 300' or less. The standard decel lane length for a 50 mph facility is 435 feet. The approach taper begins on the bridge and the shoulder width at the end of the bridge is at an absolute minimum. Without relocating the intersection further from the bridge, we cannot bring the turn pocket up to standards. Our turn channelization project on Route 20 ends just east of Gravel Pit Road. Other than roadway, shoulder and drainage modifications, the layout of the highway will not be altered (no turn channelization) at Summers Lane or beyond, to the east, with the project. We have been in communication with the Mendocino Regional Parks about the proposed golf course/park opposite Gravel Pit Road. If they will build a special event venue/conference room as a part of their project, they will need to build turn channelization at their entrance to accommodate the increase in traffic volume. The transfer station would need to assess their access to determine if improvements are needed. Road widening and turn protection is expected on this portion of Route 20. Route 1 in Fort Bragg is already constrained, in terms of capacity. The City is looking at ways to manage increasing volumes where the 4-lane portion of Main St. necks down to 2-lane. The 2-lane segment of Main Street is a commercial district with a lot of pedestrians and large trucks would appear to add an incompatible or at least less desirable user/design vehicle into the mix. This issue is more of a preference at this point. A traffic impact study would be needed to determine if increased truck traffic would result in an acute impact.

If you have any follow-up questions, I'll be available today.

We look forward to working with you on future phases of the project.

Jesse Robertson, Associate Transportation Planner Caltrans District 1 Office of Community Planning P.O. Box 3700, Eureka, CA 95502-3700
Phone: (707) 441-2009
Fax: (707) 441-5869

"Carterette,
Chris"
<ccarterette@fort
bragg.com>

To
"Jesse Robertson
(jesse_robertson@dot.ca.gov)"

05/10/2007 03:29
PM

<jesse_robertson@dot.ca.gov>

cc

Subject

recent comments received

Hi Jesse-

I hope you are well. I just wanted to thank you for your timely comments on my projects - many agencies are unresponsive and, as you know, comments are very important in the planning process. Your comments on the Draft Report of Findings for the Solid Waste Transfer Station Siting Study are particularly helpful.

Thanks again. Cheers,

Chris Carterette
City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437
tel. 707.961.2823 ext. 107
fax.707.961.2802

Mendocino Volunteer Fire Department
Post Office Box 901
Mendocino, California 95460
707-937-0131

May 2, 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437

Dear Mr. Carterette:

I will have to strongly oppose a waste transfer station on Road 409. A review of accidents at the intersection of Highway 1 at Road 409 indicates current problems. High speeds, short turn lanes and bridge approach all contribute to these dangerous conditions. Accidents at this location tend to be more severe due to highway speeds.

Any additional traffic of large vehicles entering or turning from Highway 1 will pose a public safety concern. It would have a significant negative impact on the Mendocino Fire Department.

If I can be of help in this matter, please advise.

Sincerely,



Danny Hervilla, Chief
Mendocino Volunteer Fire Department



California Native Plant Society

Dorothy King Young Chapter - P.O. Box 985, Point Arena, CA 95468

FAX

RECEIVED
MAY 17 2007
CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

Date: May 17, 2007

To: Community Development Department
Chris Carterette, Fort Bragg City Planner
City of Fort Bragg
707-961-2802 (FAX) 707-961-2823

From: Lori Hubbart, CNPS/DKY
707-882-1655 (Voice) 707-882-1645 (FAX)

Subj: Public Comment - Transfer Station

Following is a 4-page letter with CNPS comments on the proposed transfer station. Please contact me if there are any questions, or if the pages failed to transmit.

Sincerely,

Lori Hubbart, CNPS

California Native Plant Society

Dorothy King Young Chapter – P.O. Box 985 – Point Arena, CA 95468

May 17, 2007

Chris Cartcrette, Fort Bragg City Planner
City of Fort Bragg
416 N. Franklin Street
Fort Bragg, CA 95437

Re: Comments: Mendocino Central Coast Commercial Transfer Station Siting Study

Dear Chris:

This letter is written on behalf of the Dorothy King Young Chapter (DKY) of the California Native Plant Society (CNPS).

Study Site #36, the proposed golf course site, presents the potential for significant environmental impacts, including damage to Mendocino Pygmy Cypress Forest, Northern Bishop Pine Forest, rare plant species and the Sholars Sphagnum Bog (owned by College of the Redwoods).

These issues were glossed over in the Siting Study, yet they are serious enough that the City of Fort Bragg should re-consider the advisability of locating a transfer station on this site.

Potential Environmental Impacts Summary

The rare vegetation types and plant species in and adjacent to the proposed transfer site (see below for descriptions) are completely dependent on a specific hydrological regime and on shallow, nutrient-poor soils. Altered hydrology, nutrient input and soil disturbance can cause irreparable damage to the pygmy forest and its associated rare species and plant communities. These are cumulative, long-term impacts. The golf course project would have its own serious impacts to these resources, but a transfer station would have additional impacts.

Construction and operation of a transfer station would bring new, as-yet-unevaluated, impacts, particularly to the Sholars Bog. The study documents state that the transfer station on the golf course site would be located at or near the headwaters for the bog. Since we do not yet know if the hydrology measures outlined in the golf course EIR would actually protect the bog, CNPS must oppose a new project with even greater, unforeseen impacts.

California Environmental Quality Act

The golf course project is covered under a certified Environmental Impact Report (EIR) prepared under the California Environmental Quality Act (CEQA). This EIR specifies certain treatments for the area now being considered for a transfer station. Those treatments include restoration and preservation of Mendocino Coast Pygmy Cypress Forest as mitigation for environmental impacts incurred in development of the golf course.

As a new and separate project with new (and likely more severe) environmental impacts, the transfer station would require new analyses and a separate EIR. The golf course EIR does not cover this new and entirely different use for a portion of the golf course project site.

History of Legal Actions

The City of Fort Bragg should be aware of the history of legal actions that relate to this site and/or to Mendocino County Pygmy Cypress Forest.



- 1988 Sierra Club lawsuit against the California Coastal Commission – Resulted in pygmy forest qualifying as an Environmentally Sensitive Habitat Area (ESHA) under California Coastal Act and being identified as such in the Coastal Element of the General Plan of Mendocino County.
- 2001 Lawsuit by a citizens' group against the Mendocino Coast Recreation and Park District challenging the validity of the original Environmental Impact Report for the Fort Bragg Golf Course project – Resulted in the EIR being de-certified and the golf course project re-designed and re-sited.
- 2006 Lawsuit by a coalition of conservation groups against the County of Mendocino for failing to consider potential environmental impacts of a development project on pygmy forest – Resulted in the development application being withdrawn and the County passing along attorney's fees and court costs to the project proponent.

This pattern indicates that an attempt to develop a transfer station on the golf course site could involve the City of Fort Bragg in a legal action. The City should carefully consider the financial ramifications of this scenario, which would incur costs in addition to that of the EIR process.

Description of Rare Forest Communities

Mendocino Pygmy Cypress Forest is classified as a rare vegetation type by the California Department of Fish and Game, with a global rank of G2, and state rank of S2.1 (ranks defined below). It is rare in that it occurs only in Mendocino County on, nutrient-deprived soils on flat marine terraces, and it is delimited by two rare species of concern: Mendocino pygmy cypress (*Cupressus pygmaea*) and Bolander pine (*Pinus bolanderi*), while supporting several other rare plant taxa.

Northern Bishop Pine Forest may occur adjacent to Mendocino Pygmy Cypress Forest and has global rank of G2, and state rank of S2.2. Mistakenly this vegetation type has been locally referred to as "transitional" pygmy forest when in fact it is a separate vegetation type that is very limited in distribution.

Description of Rare Wetland Communities

The Ledum Swamp vegetation type is commonly supported within low gradient portions of the Mendocino Pygmy Cypress Forest and has global rank of G2, and state rank of S2.1. This shrub-dominated vegetation type is characterized by Labrador tea (*Ledum glandulosum*), and is a perennial wetland that is saturated to inundated for long periods during the year.

The Sphagnum Bog vegetation type is sporadically supported within low gradient portions of the Mendocino Pygmy Cypress Forest and has global rank of G3, and state rank of S1.1. One of the largest and deepest sphagnum bogs along the California coast, Robert E. Sholars Sphagnum Bog Preserve, is located in the Mendocino Pygmy Cypress Forest. This bog has been important in scientific studies. Although the bog and immediate vicinity were acquired as a preserve by the College of the Redwoods Foundation, habitat degradation and development continue in the surrounding Mendocino Pygmy Cypress Forest and watershed affecting the hydrology and quality of this unique feature.

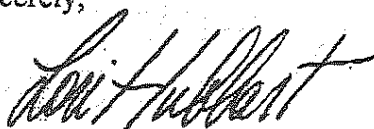
CNPS believes the pygmy forest on the golf course site was the subject of a review by the U.S. Army Corps of Engineers, resulting in the determination that this pygmy forest qualifies as federal jurisdictional a wetland. That being the case, it is yet another issue for the City.

Damage to Working Partnership

CNPS favors participation in working partnerships within the community, and was pleased to have begun such an collaboration with the City of Fort Bragg for the old Georgia Pacific Mill Site. CNPS has looked forward to working with City staff on projects that benefit both the community and the environment.

If the City of Fort Bragg initiates projects that impact pygmy forest or other rare and significant plant resources, it could damage the ability of the City and CNPS to work together on mutually beneficial projects. CNPS members will deeply regret such a loss.

Sincerely,



Lori Hubbard, Chapter President
California Native Plant Society – Dorothy King Young Chapter

CC: Rick Macedo, CA Department of Fish and Game

Reference Notes**Rare Plant and Lichen Species**

<i>Arctostaphylos mendocinoensis</i> pygmy manzanita	G1	S1?	1B
<i>Boschniakia hookeri</i> small groundcone	G5	S1S2	2
<i>Campanula californica</i> swamp harebell	G3	S3.2	1B
<i>Carex californica</i> California sedge	G5	S2?	2
<i>Cupressus goveniana ssp. pigmaea</i> pygmy cypress	G2T2	S2.2	1D
<i>Juncus supiniformis</i> hair-leaved rush	G5	S2.2?	2
<i>Lilium maritimum</i> coast lily	G2	S2.1	1B
<i>Pinus contorta ssp. bolanderi</i> pygmy pine	G5T3	S3.2	1B
<i>Rhynchospora alba</i> white beaked-rush	G5	S3.2	2
<i>Usnea longissima</i> long-beard lichen	G4	S4.2	N/A

Global Ranking System

S-rank: reflection of overall condition of an element throughout its California range

G-rank: reflection of overall condition of an element throughout its Global range

T-rank: attached to the global rank, reflects the global situation of a subspecies or variety (G-rank will reflect the entire species)

S/G-rank H: all sites historical

S/G-rank Q: element very rare but there are taxonomic questions

S/G-rank X: all sites are extirpated (XC extinct in wild but exists in cultivation)

S1/G1: extremely endangered, less than 6 element occurrences (EOs) or less than 1,000 individuals or less than 2,000 acres

S1.1: very threatened

S1.2: threatened

S1.3: no current threats known

S2/G2: endangered, 6-20 EOs or 1,000-3,000 individuals or 2,000-10,000 acres

S2.1: very threatened

S2.2: threatened

S2.3: no current threats known

S3/G3: restricted range, 21-100 EO's or 3,000-10,000 individuals or 10,000-50,000 acres

S3.1: very threatened

S3.2: threatened

S3.3: no current threats known

S4/G4: apparently secure; this rank clearly lower than 3 but factors exist to cause some concerns such as some threat or somewhat narrow habitat (no threat rank)

Sierra Club, Mendocino Group
PO Box 522
Mendocino CA 95460

May 17, 2007

Chris Carterette
Fort Bragg City Planner
City of Fort Bragg
416 N. Franklin Street
Fort Bragg CA 95437

Re: Mendocino Central Coast Commercial Transfer Station

Dear Mr. Carterette:

Thank you for this opportunity to comment on the report that outlines the options for a potential new site for a waste transfer station. I am writing on behalf of the Mendocino Group of the Sierra Club.

We are concerned that Site #36, located on the Mendocino Coast Recreation and Park District, was evaluated as being the "best potential suitable site" of all the alternatives, with inadequate consideration given, we believe, to the sensitivity of, and the potential impacts to, the rare Mendocino Pygmy Cypress and Northern Bishop Pine Forests located on site, and the Sholars Sphagnum Bog located down stream of the site.

While we recognize that the current report is not an environmental document and that an Environmental Impact Report would be required for any site that is chosen, it seems counterproductive to start by selecting a site that includes a habitat type unique to Mendocino County. This rare vegetation type deserves the utmost protection yet is fast being destroyed and degraded by (mostly) private development. It would be unconscionable for the county itself to choose to degrade what should be seen as an invaluable and irreplaceable biological asset of the county, a treasure to be guarded.

When the Regional Park EIR was adopted, it included protections, through avoidance and mitigation, of plants and animals found at this location. It is more than likely that negative impacts to sensitive resources from a transfer station will be greater than those posed by a park. We concur with the comment letter of the California Native Plant Society and defer to their expertise regarding the specifics of potential impacts to rare plants and vegetation at this site. We believe it too sensitive for such a use and that an EIR would find there were potential impacts that could not be mitigated

Our further comment regards the EIR process that led to the recent approval by state and county agencies of a regional park on this property. Public input was given throughout

that process and the configuration of the final regional park proposal was a reflection of input from neighbors and local residents. To now drastically modify that project, particularly by erasing the part of the plan intended for a family park, the piece of it most desired by local residents, creates the impression that the voice of the public in creating its community is not valued. Of the two choices, we believe the family park is the best.

We urge the city and the county to re-consider its choice of this site as suitable for a transfer station.

Sincerely,

Linda Perkins
Chair

cc: Rick Macedo, Department of Fish and Game

Mendocino Solid Waste Management Authority

A joint powers public agency

Michael E. Sweeney
General Manager
P.O. Box 123
Ukiah, CA 95482

(707) 468-9710
sweeney@pacific.net

May 17, 2007

RECEIVED

MAY 22 2007

Linda Ruffing, City Manager
City of Fort Bragg
416 N. Franklin
Fort Bragg, CA 95437

MENDOCINO COUNTY
SOLID WASTE

RE: Fort Bragg area transfer station

Dear Linda:

As you'll recall, the genesis of this project was the determination by the County Solid Waste Division that it would be cost-effective to build a new self-haul facility at Caspar that would allow 25-ton loads to be direct-hauled to Potrero Hills Landfill. This led to the thought that the same cost-saving opportunity should exist for the commercial wastestream from the Fort Bragg area.

Before the project proceeds any further, however, I believe that the underlying assumption of cost-effectiveness must be reexamined. The cause for my concern is the facility capital cost estimate provided by Winzler & Kelley in the Draft Report of Findings for the siting study.

For the most likely sites, the capital cost is estimated at about \$4 million. This doesn't include any land acquisition costs. If one of the two Jackson State Forest sites on Highway 20 were selected, the site would be leased for some unknown amount. For purposes of this analysis, I'll assume that the lease price would be \$12,000 per year.

The total wastestream from the central coast area in 2006 was 15,853 tons, including Fort Bragg Disposal collections, Caspar self-haul, and Albion self-haul.

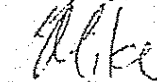
The projected tipping fee for a \$4 million facility on Jackson State Forest would be \$87.21 per ton (not including MSWMA surcharge). That compares to \$58.33 per ton currently charged at the Willits Transfer Station. The projection appears on the attached page. I consulted with Jerry Ward in preparing this projection.

The difference in these tipping fees would exceed any savings that could be realized by eliminating the current transportation cost to haul Fort Bragg area waste to Willits Transfer Station (about \$15 per ton).

Therefore it appears that a capital cost of \$4 million for the facility would be too great to allow any overall economies from the project.

I hope this information is useful. Please contact me if you would like to discuss it further.

Sincerely,



Mike Sweeney

enclosure

cc: Gary Leonard, Solid Waste Division

Projected Tipping Fee—Fort Bragg area transfer station

15,853 tons waste

Costs per ton

Capital cost financing [\$4 million financed over 25 years at 5.5%]	18.59
Land lease [\$12,000/year]	.76
Transfer station operation	15.00
Transportation to Potrero Hills [8 hr. round trip, \$80/hr, 22 tons/load]	29.09
Landfill tipping fee [same as Willits TS]	21.22
Offset to Willits Transfer Station for financing commitment*	2.55
TOTAL	87.21

*Fort Bragg area waste, except Caspar self-haul, is committed by contract to Willits Transfer Station until 2015. If this waste is diverted to a new facility before that date, an offset payment would be necessary for the financing cost of the Willits Transfer Station construction. This is currently \$2.55 per ton out of the Willits Transfer Station tipping fee.

RECEIVED

MAY 17 2007

CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

**COMMENTS ON SITING STUDY
– MENDOCINO COAST SOLID WASTE TRANSFER STATION –
DRAFT REPORT OF FINDINGS
APRIL 2007**

Prepared for the Road 409 Residents Association by:

**Steve Rehn, AICP
285 Liberty Street
Ashland, OR 97520
541.552.0688**

COMMENTS ON SITING STUDY
-- MENDOCINO COAST SOLID WASTE TRANSFER STATION --
DRAFT REPORT OF FINDINGS

Main Points

1. The methodological approach used by Winzler & Kelly is fundamentally sound.
2. The process by which the decision criteria were developed was not transparent. The criteria do not faithfully reflect the input (as described in the Draft Report) received from the public. They do not reflect the principles laid out in the EPA guidelines for siting solid waste transfer facilities, nor does the draft report contain any discussion of these principles. The so-called "Condensed Criteria," which were used for the actual scoring, are really Selected Criteria, which leave out many of the concerns expressed in the public input process.
3. In certain instances, the actual scoring of prospective sites does not rationally follow from the criteria used, resulting in a skewing of the outcomes.

The report tacitly acknowledges that public concerns and practical concerns must both be addressed. This is reflected at every level of the tiered screening process. Unfortunately, important issues of both public and practical concern failed to make it into the tiered screening process. Following is a discussion of the issues that were missed in the criteria selection and scoring processes.

Criteria Selection

Public Concerns

1. A strong public consensus weighted *location in a residential neighborhood* as a fatal flaw. While this seems clear, the Draft Report defined "rural residential neighborhood" in an extremely limited way, as those that:

"have roads less than 20' wide, speed limits of 25 mph or less, houses fronting on the roadway, and limited historic traffic."

This definition allowed the Technical Advisory Committee (TAC) to finesse the fatal flaw designation, and place three of the top ten sites in a neighborhood that is unquestionably residential.

2. A public concern that received one of the highest tallies in the balloting conducted by the TAC was that *traffic could impact neighbors and the immediate neighborhood*. The Draft Report indicates that this concern was "condensed" into the "Ingress/Egress" criterion. Since ingress and egress are two components of access, the criterion clearly addresses the needs of the facility users, not the facility neighbors.

Obviously, traffic concerns important to neighbors revolve around *safety* (to pedestrians, cyclists, children, etc.), *traffic noise*, *exhaust fumes*, and similar traffic-related phenomena. Naturally, these impacts are of more concern in residential areas. If the fatal flaw designation is to be ignored for some residential neighborhoods, these kinds of traffic impacts should be

weighted more heavily there than in industrial and commercial areas that already experience high levels of traffic. As will be discussed in the *Scoring* section below, the reverse was true.

Practical Concerns

1. Missing from the Draft Report is a discussion of the most fundamental question at issue: *What is the purpose of a solid waste transfer facility, and how does location enable or hinder that purpose?* Here the EPA guidelines are explicit, as is state policy: these facilities should be located and designed to achieve state and federal goals for reduction of the waste stream headed for landfills, and to discourage illegal dumping. The EPA guidelines promote a strategy that emphasizes convenience to the users of the site. This strategy is only addressed in a very limited way by the Draft Report's "Driving Distance to Gateway" criterion. EPA guidelines recommend that transfer facilities be located close to as many other high-traffic destinations as possible, to encourage inclusion of self-haul and recycling errands into trip-chains that include shopping trips, commutes, etc.
2. The Tier 4 screening criterion, "*Willing Sellers*," is arbitrary, and makes the study result vulnerable to manipulation. Three sites with by far the best scores were all removed from consideration, without any negotiation or effort to balance the sites' private value against their value to the public.
3. Costs to the public and to facility users were not comprehensively assessed. Site development costs were carefully evaluated, but long-term costs were not, especially costs to users of the facility.

For instance, at least 80,000 waste-hauling trips are made on the Mendocino coast each year. These trips are currently distributed among three destinations – Pudding Creek, Caspar, and Albion. A poorly sited waste transfer facility that consolidates the operations at the three current sites could increase the total annual waste-hauling distance by hundreds of thousands of miles.

On the other hand, a well-sited facility could reduce the cost and impact of solid waste transport. Almost all coast residents make regular trips to Fort Bragg for shopping and services, so it is possible to use this regional center as a "virtual origination point" for the typical waste-hauling trip. This is a similar concept to the Draft Report's "gateway" concept, and could be used to estimate hauling costs for different facility locations.

4. The number of different kinds of waste-handling operations that the new site is required to perform is likely to increase beyond those described in the Draft Report. According to state law, the solid waste business cannot continue as usual. Mendocino County is already behind the rest of the state in meeting the state's 50% waste diversion goal. The state envisions a 'Zero Waste' policy in the future, meaning that all solid waste must be re-used or recycled. Achieving this goal will require much more than current recycling efforts, since solid waste that can easily be diverted is already. It is likely that new waste handling systems will have to be installed, and it is not unlikely that these will be more intrusive (e.g. noisy, smelly, etc.) than those envisioned in the Draft Report. If the site is not suitable for a growing industrial operation, Mendocino County could find itself in the position of looking for an additional site.

Scoring

1. Traffic Impacts criterion:

- a. Sites 11 and 12 were rated at 5, supposedly because the 130 additional daily trips would significantly impact the Level of Service (LOS) on Hwy 1. With daily traffic counts on Hwy 1 in the tens of thousands, the additional impact from waste hauling is negligible, and this criterion should be rated at 0 or 1 for these sites.
- b. Conversely, a similar increase in traffic on a residential street such as Road 409 – the access route to Sites 82, 83, and 85 – would represent a large percentage increase in daily vehicle trips, especially those by large trucks that emit high levels of noise and exhaust. The Draft Report incorrectly states that the only additional traffic to any Road 409 site would be the commercial collection trucks. This ignores the 30,000 annual recycling trips to the Pudding Creek site. Moreover, the noise and exhaust impacts from vehicles hauling heavy loads up steep grades (such as Road 409) are far higher than the sites located closer to Highway 1.

2. Buffer to Neighbors criterion:

This criterion was applied without regard to the nature of the neighborhoods. Industrial areas simply don't require the level of buffering necessary in residential neighborhoods. The resulting skewing is obvious when one compares two key sites. The County often receives noise complaints from neighbors of the Caspar self-haul facility – which was given the best score for buffering. Pudding Creek, an industrial site with few neighbors and (according to the Draft Report) good natural buffering, received the worst score on this criterion, out of the top 25 sites. Other industrial sites in and around Fort Bragg also received poor scores.

3. Traffic Safety

This criterion is fairly consistently scored for most sites, with higher scores assigned to sites requiring deceleration lanes and turning lanes. However, vehicle speeds through access intersections were ignored, leading to some skewing. Sites taking access from sections of Highway 1 where speeds are about 45 mph were given worse scores than the intersection at Highway 1 and Road 409, where speeds typically exceed 60 mph. A deceleration lane cannot be constructed there because of the proximity to Caspar Creek Bridge. The queuing lane at the intersection has room for one long-haul solid waste truck and no other vehicles – a very dangerous situation during heavy traffic.

Conclusion

The Winzler & Kelly Draft Report gives Mendocino County the basic framework to pick the best solid waste transfer station site to meet the coastal community's long-term needs. It could also be misused to rationalize a pre-conceived or pre-determined choice. It is important that decision makers take a comprehensive look at the Report, its criteria, and the County's solid waste processing needs. The choice of site should not be driven exclusively by short term cost considerations or without an understanding of the changing policy environment for solid waste management. A poor choice could have a very high cost to taxpayers and ratepayers for years to come.

Calculation of ratings for cumulative distance

Site Name	miles to Gateway	Assigned Rating	distance range	Corrected Rating
GP Industrial Site	1	1	2.18	1
RV Park/ Gravel Pit	2.2	1	2.18	1
Golf course	2.3	1	3.36	2
Pudding Creek	2.6	3	3.36	2
Jackson State Forest N	3	2	3.36	2
Jackson State Forest S	3	2	3.36	2
GP Woodwaste Site	3.3	3	3.36	2
N FB Industrial Site	3.4	3	4.54	3
Rd 409 West	5.7	4	5.72	4
Rd 409 East	6	4	6.9	5
Caspar Transfer Station	6.9	5	6.9	5

**Comparison of site scoring in Draft Report with recommended scores
CORRECTED SCORING METHODOLOGY**

The sites in the Top 25 List in the Draft Report were considered for re-scoring. Only three criteria were re-examined: Buffer to Neighbors, Traffic Impacts, and Access Safety. If a score was changed from that assigned in the Draft Report, it was entered in red.

Buffer to Neighbors:	The character of affected neighborhoods was considered as well as distance to neighbors. Thus, scores for sites in industrial areas were lowered, while scores in residential neighborhoods were raised. Mixed neighborhoods were left unchanged.
Traffic Impacts:	Level of Service (LOS) was not used as the basis for scoring. Instead, the degree of change from current conditions was used. LOS, which is essentially a measure of travel delay, is rarely a meaningful measure on residential roads.
Access Safety:	Vehicle speeds through the affected intersection were taken into account as well as the need for a deceleration lane. If a deceleration lane was necessary but not physically possible, this criterion was scored with a 5.
Cumulative Driving Distance	Ratings for the "top 10" sites were corrected so that scores consistently rise with increasing distance from the gateway, based on the distances stated in the Draft Report. The Report provided distances only for its top 10 sites. Ratings for three sites were inconsistent with their distances from the Gateway.

Rank	Site	Condensed Site Evaluation Criteria	Traffic Impacts		Buffer to Neighbors		Access Safety		Cumulative Driving Distance		Development Logistics and Costs	
			Rating	Score	Rating	Score	Rating	Score	Rating	Score	Rating	Score
		Weighting Factors	4.2		4.1		4		3.5		3.2	
1	16	RT-GP Industrial Site in Fort Bragg	1	4.2	1	4.1	1	4	1	3.6	1	3.2
2	36	GolfCourse/CalTransSoil Stockpile	1	4.2	2	8.2	1	4	2	7.2	1	3.2
3	40	LeisureTimeRV Park/Gravel Pit	1	4.2	3	12.3	1	4	1	3.6	1	3.2
4	31	Babcock-20 West	2	8.4	2	8.2	2	8	1	3.6	1	3.2
5	39	Jackson State Forest - North of 20	1	4.2	2	8.2	1	4	2	7.2	3	9.6
6	41	Jackson State Forest - South of 20	1	4.2	2	8.2	1	4	2	7.2	3	9.6
7	32	Babcock-20 East	2	8.4	3	12.3	2	8	1	3.6	1	3.2
8	11	NorthFortBragg Industrial Site	1	4.2	2	8.2	4	16	3	10.8	1	3.2
9	12	PuddingCreek/Recycling Center	1	4.2	3	12.3	4	16	2	7.2	1	3.2
10	18	GeorgiaPacific/Woodwaste Landfill	3	12.6	1	4.1	3	12	3	10.8	5	16
11	38	Thorbecke-North of 20	3	12.6	2	8.2	3	12	4	14.4	3	9.6
12	44	Thorbecke-South of 20	3	12.6	2	8.2	3	12	4	14.4	3	9.6
13	48	Thompson-Highway 20	3	12.6	2	8.2	3	12	4	14.4	3	9.6
14	22	Summers Ln - Animal shelter	5	57.6	2	8.2	3	12	1	3.6	4	12.8
15	74	Gibney Ln - Mendo Forest Prod Mill Site	4	16.8	3	12.3	4	16	3	10.8	4	12.8
16	50	Simpson-Majesty	4	16.8	3	12.3	4	16	3	10.8	4	12.8
17	52	Simpson-Jackson SF Parcel 4	4	16.8	3	12.3	4	16	3	10.8	4	12.8
18	1	Hawthorne-Highway 1	5	69.2	2	8.2	4	16	4	14.4	3	9.6
19	2	Anderson-Highway 1	5	69.2	2	8.2	4	16	4	14.4	3	9.6
20	79	Gibney Ln - Jackson SF - Parcel 5	5	72.8	2	8.2	5	20	3	10.8	4	12.8
21	63	Boice-L&S	5	73.3	3	12.3	5	20	2	7.2	4	12.8
22	61	Boice-L&S	5	73.3	3	12.3	5	20	2	7.2	4	12.8
23	85	Caspar Transfer Station	5	73.6	2	8.2	5	20	5	18	2	6.4
24	82	Jackson State Forest - 409 West	5	77.3	3	12.3	5	20	4	14.4	3	9.6
25	83	Jackson State Forest - 409 East	5	80.9	3	12.3	5	20	5	18	3	9.6

Carterette, Chris

From: lizkep@comcast.net
Sent: Thursday, May 17, 2007 7:30 PM
To: Carterette, Chris; Carterette, Chris
Cc: skepp@comcast.net
Subject: Transfer Station siting study

We are writing in response to the results of the Central Coast Transfer Station Siting Study prepared by Winzler and Kelley for the Mendocino coast communities. Please include the following comments and concerns with the report to be submitted to the Fort Bragg City Council and the Mendocino County Board of Supervisors:

We attended the MAY 10th meeting at Town Hall and have reviewed the report on the web. We have the following concerns:

1. Any location zoned as Forest lands, Public lands, or Timber production, are inappropriate sites for a transfer station.
2. The noise pollution alone necessitates siting in the industrial or light industrial zones of our community.
3. Locations along Rd 409 and forested area along highway 20 will experience aggravated trash problems both in the form of illegal dumping and accidental loss from improperly contained loads. Although this may be an enforcement issue, trash dumping on Jackson State Forest and along 409 are unmitigated problems-- problems we do not want to see transferred to a new location.
4. City water and septic should be required at the site of the new transfer site to avoid impacts on ground water systems used by rural residences.
5. An in town, light industrial location will best accommodate the unavoidable excess traffic, noise, and trash impacts associated with this facility.
6. The siting of a transfer station on Jackson State Forest does not fall within the mandate of the state forest, and thus leasing of state forest lands for this facility is not a viable solution.
7. More thorough consideration of former GP Mill site should be made as this site has historically been industrial and allows for better policing of trash haling and disposition and already has water and waster water infrastructure.
8. Sites 36, 40, 41, 39, 18, 82, and 83 are unsuitable for the aforementioned reasons.

Sincerely,
Elizabeth and Sean Keppeler
31681 Hwy 20
Fort Bragg, CA 95473

Carterette, Chris

From: Claudia Paige [claudia@satelliteresearch.net]

Sent: Thursday, May 17, 2007 8:41 PM

To: Carterette, Chris

Subject: Waste Transfer Station Comment...

Hello Chris-

I spent some hours looking over the draft report findings. I was concerned since I purchased land and built my home (only investment) 3 years ago on a parcel that appears in several of the top choice maps for the waste transfer station. I purchased the land from Origin Construction and they told me of how the neighborhood was getting better, cleaned-up and a golf course would be coming soon. I moved my family, business and horse to this neighborhood from the bay area to escape a smelly waste transfer station in the East Bay and we were a full 2 miles away. So needless to say this news was depressing to us.

My main point is I hate the idea of Hwy 20 residential area being used, but if it must then Site 41 Jackson State Forest looks the most away from residences. The golf course seems like a terrible choice that is supposed to be a nice place for folks to go recreate. Sites 18 GP woodwaste landfill is a poor choice for the neighbors, using Summer Lane as the access road and site 22 the animal shelter-we are working so hard on that shelter for the lives of the animals. I am a very active volunteer there, and have created a website, distribute cards and fliers, walk dogs and play with cats weekly---please don't put this near the animal shelter! we need a peaceful environment there.

So Site 41 is my vote though it is still in my neighborhood...

I did notice the Rt1 GP Industrial Site got the lowest score on Table #3 but I did not see a report on that site?

I understand why Hwy. 20 is one of the best choices. I hope the speed limit stays low and gets lowered as all of this traffic builds up even more. I am also concerned with the level of dumping on Summers Lane increasing. We gain dumped cars, rvs, appliances and trash often. Then the super ugly concrete chunks that were dumped to block the dumping make it look just like a dump here on Summers Lane. Though I hear those may be removed when the golf course is done or started. Don't think I'd be allowed to use solid waste to fence off my own parcel, why a wealthy lumber company can't afford a fence I don't know.

Thanks for the consideration and sorry for the lengthy e-mail,

christina castle-rey

Carterette, Chris

From: Rick Childs [rick@mcn.org]
Sent: Thursday, May 17, 2007 9:34 AM
To: Carterette, Chris
Cc: Melinda; sbrown@mcn.org
Subject: Those Questions

Hello Chris,

Thanks for being willing to be the messenger in getting these important questions framed and answered for us. We all hope a Don't kill the messenger applies here... Also: you said you'd email back a confirmation that I sent you an input letter for the TAC with post-Salzman-meeting comments. Did you get it??

Rick

In order of importance:

- 1) What does it take to have 409 redefined as a residential neighborhood? -- i.e. have that "historical usage/speed limit/road width" deleted and the community we are get recognizedand would go in as a 'finding.'
- 2) Why is the additional traffic (we think it's *relatively* insignificant) through FB becoming a sacred cow, effectively removing Pudding Creek as a viable option...especially with no analysis of how many actual vehicle-trips will be generated as a percentage of current traffic volume.
- 3) How do we get the "unwilling seller" stipulation removed as a Fatal Flaw. (The GP mill site is too good to pass up....ideal in every way, it should be very seriously pushed). Shouldn't *all* sites be listed and ranked for viability - with asterisked notations like "currently has unwilling seller" added alongside?
- 4) The Mendocino County General Plan (Energy Element) and the California EPA have put a premium on accessibility, energy savings, recycling, etc. Why is this critical factor essentially absent in the Salzman report (distance to site gets the lowest ranking - barely affects the numbers/recommendation)?
- 5) Why exactly is this project happening? Caylor said it was being done to save money - was there a Feasibility Study? What is the ultimate reason for this new major \$6+ million project and what is it supposed to accomplish?

5/17/2007

Carterette, Chris

From: Paul Katzeff [pk@thanksgivingcoffee.com]
Sent: Wednesday, May 16, 2007 7:25 PM
To: Carterette, Chris
Subject: Transfer Station comments

I am a resident of a Rural Residential neighborhood. Road 409 was designated that Zoning back in the late 70's. I was a member of the South central CAC and fought to make the zoning RR10. We went down to 10 acre parcels to help keep the population in the community from growing to fast. so as to preserve the rural nature of our community, .At that time the 409 population was half it's current population. We can imagine a full build out in this road area to approach a doubling of todays population by the year 2016.

There is a school up the east end of three road, dogs abound, there are no sidewalks , and people use the road bed as there are no sidewalks.

Dogs roam the road as they visit with their neighbors.

Bottom line , A growing and vibrant Rural Residential Neighborhood should not be burdened with big rig traffic and the noise that accompanies them.

Paul Katzeff

Carterette, Chris

From: Linda Ruffing [lruffing@fortbragg.com]
Sent: Monday, May 14, 2007 2:14 PM
To: Carterette, Chris
Subject: FW: Waste Transfer Station Letter Addenda

An email for the file.

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

From: Beth Zekley [mailto:beth@larkcamp.com]
Sent: Monday, May 14, 2007 1:12 PM
To: lruffing@ci.fort-bragg.ca.us
Subject: Waste Transfer Station Letter Addenda

Dear Linda Ruffing,

It was good to see you at the reception at Cal's house this Saturday - out of context! I hope you had a lovely weekend.

I sent a detailed letter last week regarding the Draft Report of the Siting Study for the Waste Transfer Station. I have one more comment to add:

An essential facility such as a Waste Transfer Station should not be built on leased property; it is too risky. The city and/or county should own the property prior to building such an expensive, necessary facility.

--

Sincerely,
Elizabeth Zekley

*** LARK CAMP ***

PO Box 1176 Mendocino, California 95460 USA Lark Camp Phone (707) 964-4826 email beth@larkcamp.com Lark Camp Website <http://www.larkcamp.com> Mickie & Elizabeth Website <http://www.celticweddingmusic.net>

*** MENDOCINO ENGLISH COUNTRY DANCES *** <http://www.larkcamp.com/mendoengdance.htm>
Phone (707) 964-4826

Carterette, Chris

From: John P Murphy [Calypso@mcn.org]
Sent: Wednesday, May 16, 2007 11:38 AM
To: opa@ciwmb.ca.gov
Cc: caylerp@co.mendocino.ca.us
Subject: Transfer Station Siting Study discussion

John P. Murphy, and Karmen Fairbourn
P.O. Box # 339
Mendocino, California 95460
Ph: 707-962-0665

May 15, 2007

Dear Transfer Station Siting Study people,

Thank you for your time in considering some of our concerns about the siting of the Mendocino Coast Transfer Station.

I try to imagine another collection and hauling company, like UPS, or Fed Ex, setting up a transfer station, what would they consider to be serious concerns. It mostly happens on wheels. The idea that there would still be sites on the final ten sites chosen that have an extra 14 mile drive with a difficult traffic interchange for almost everyone involved with the proposed use is curious. Since most of the waste is developed North of Hwy 20, and folks in or North of Fort Bragg are driving through town anyway currently for a trip to either Pudding Ck, or Caspar, I think that a dispassionate observer from say Mars would ask why add that much expense, liabilities, a cascade of environmental issues, ruin established residential areas in those sites so far from the hub. Isn't the goal to improve the present situation?

It is hard to imagine why the process leans toward these places that increase safety concerns (what if that traffic casualty getting off the highway at that mousetrap intersection at 409 for instance is related to me, or you), not to mention the increased expense to us, the taxpayers for 14 more miles of trash pickup especially those who slip off to the side somewhere and dump a load to avoid fees or fines, liability insurance, ruined typical community planning for more bicycle and pedestrian cells, which is the way the whole country is moving with the long overdue treatment of fuel/pollution realities. Why does this process seem to lean that other way? Maybe there is some other factor that I don't know about, but that's just the way it looks to this Martian.

Being deeply involved in the Bicycle world, I notice the ambience on roads and streets, my safety depends on a feeling of safety. What the current transfer site on Rd 409 has done to the otherwise safe bicycle ride on that road complete with the visual reminders of trash liberally dotting the shoulders, and the roaring pickups loaded to the gills and cutting the corners short is hard to calculate. Certainly not with the numeric gymnastics that I heard in the May 10 th meeting at the town hall, as Steve explained the stilted tilted process developed to include sites that were a mistake in the first place, and judging from the top ten list, look for all disbelief like they are headed up the viability chart by some force, maybe that force of the first mistake, mistake momentum I guess. A video camera could be installed there to see for yourself. Can anyone propose that?

The Details:

1. SAFETY: The intersection of Highway 1 and Road 409 is extremely dangerous. It is not built to handle the convergence of commercial trash hauling trucks, over ambitious short hire and self hauls, and passenger vehicles. Karmen experienced this problem first hand last Thursday morning when she was going to work. She was on Road 409 waiting at the intersection for traffic to clear so she could make a south turn onto Highway 1 when a double chip truck came over the bridge and pulled into the left-turn lane of Highway 1, signaling to go up Road 409. A sort of standoff developed. The driver could not make a left turn onto 409 because he had to have the space Karmen's vehicle was occupying in order to get his huge conveyance turned onto the road. On the other hand, Karmen's view

of traffic coming from the North was completely blocked by the chip truck. It was really frightening to pull out in front of that truck knowing that unseen vehicles might be passing him (legally) on his right side and not be detected until too late. There is no way that an expansion of the Caspar Transfer Station should be considered without also including the cost of a four-way traffic signal light. Fatalities will occur if huge trucks and passenger vehicles have to frequently use this intersection without such an aid.

Self-haul customers also are a safety problem because of the trash that blows out of their vehicles and litters the roadway and the speed they employ as they rush to get their task dispatched. Because of the length of Road 409, the distance to the Caspar Transfer Station from a main roadway, and the lack of law enforcement officers to police this area, bicycle riders, pedestrians, and vehicular traffic now have to dodge trash and speeding vehicles. The situation in our neighborhood will only get worse if even more self-haulers use the road. Road 409 is not straight, and there are some curves where we routinely meet trucks headed to "the dump" which are cutting the corners and/or are on the wrong side of the road. It would be best to site the Transfer Station where patrons do not have to pass through a residential neighborhood.

2. EXPENSE: What about the expense of that extra 14 miles with the dangerous interchange? Road rebuilding, shoulder work for miles, extra fuel expenses, insurance, wear and tear, property value issues, and what about that pesky issue of someday cleaning up that landfill at the Caspar site? All these expenses are made more difficult and ongoing into the future, frustrating community plans to form more sustainable structures that are people/children friendly.

3. For all those concerned in this decision, please plan for the sustainable future, form an energy/time/resource saving hub that will also be the safest solution, and adaptable to future concerns as communities solve and perfect the mechanics of these necessary systems. Insist that there be ten hub sites, and leave the spurious routes for the past.

Many thanks for allowing a process where citizen input is encouraged.

Regards n Tailwinds,
John P. Murphy
Karmen Fairbourn

*Each Council member received
one of these addressed individually.
Mey.*

RE: Central Coast Transfer Station Siting Study

MAY 15 2007

Fort Bragg City Manager
416 N. Franklin St
Fort Bragg, CA 95437

RECEIVED

MAY 16 2007

CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

Dear Linda Ruffing

I am Mickie Zekley, a local business owner, Road 409 resident and parent. A transfer station should not be located in the 409 area.

In the last public meeting January 11, 2007 regarding the transfer station here at Town Hall in Fort Bragg speakers from Winzler & Kelly Consulting Engineers talked about the Del Norte Transfer Station to give an idea about a successful and similar project to the purposed project being considered in the Mendocino coast.

What was not pointed out was that the Del Norte project was put in an Industrial area with warehouses, automotive repair shops, towing facilities and similar businesses. The area is quite built out.

On the other hand the Road 409 Area has no hard core industry (excluding the existing transfer station).

The road 409 area is a neighborhood of about 80 households populated by doctors, attorneys, small business owners, writers, artists, teachers and more. My 11 year old son walks across road 409 quite often to play with friends, many people jog, go for walks, ride horses and ride bicycles on the road. I have for over 30 years hiked and enjoyed the beauty in 2 of the proposed areas for the transfer station.

Road 409 is characterized by the County Trails Plan to have pedestrian, bicycle, and equestrian use. As it is the current transfer station on Prairie Way has made Road 409 and Prairie Way unsafe for pedestrian, bicycle and equestrian use during the hours the transfer station is open.

The Road 409 area is inappropriate for a major project like this. The project would degrade the quality of lives in the area, increase the danger from more traffic, depress property values. The project needs to be sited elsewhere than the 3 sites in the 409 area.

At the FB City Council minutes of Jan. 24, 2005. Paul Cayler presented the council

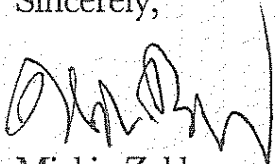
with his 'Caspar Strategic Plan' for improvements at the Caspar Transfer Station:

"Council requested including space on the plans for long-haul transfer trucks to operate at the Caspar Transfer Station. Cayler noted that this would be difficult because the neighbors had been assured that garbage trucks would no longer be coming up the road when the landfill closed..."

It's time to live up to promise the county and waste management made to the 409 community - close and move the temporary transfer station to a more suitable location not located in a residential neighborhood.

I feel that the siting study is flawed in the fact that the 409 area was included at all. Too far away, being included at all based on old mistakes and dangerous traffic on 409 and especially at Highway One and 409

Sincerely,



Mickie Zekley
43020 Road 409
Mendocino, CA 95460

Carterette, Chris

From: Norma Leah Andres [nandres@mcn.org]
Sent: Wednesday, May 16, 2007 8:35 AM
To: Carterette, Chris
Subject: Chris link from the web - re comments on the Transfer Station Siting Study

Hello -

I attended the meeting on May 10th and hope that these comments are included with the final submission to City Council and County Supervisors.

I want to say that I thought Steve/Winzler&Kelly did an excellent job is doing the preliminary analysis.

He states that siting the TS in a residential area is a fatal flaw, but has some sites in rural residential as OK. Being in one of the rural residential area that made the top 25 I would like to emphasis that I think that the TS should be on either HWY 1 or HWY 20 (not on any auxiliary road) .

I would put it at site #16 on HWY 1 (toward the south end of the GP mill property) or at site #40 on HWY 20 (The RV park already being a "commercial" use) or possibly at site #18 with its own access road.

I would like to address some issues of the sites #74 and #79 which might not be elsewhere noted.

>>The water table in the area is close to the surface (usually within 15') and many homes use hand dug wells for their water supply (including mine) and I believe the Transfer Station would compromise my water supply.

>>Gibney lane is often used by pedestrians and bicyclist to access the Jughandle State Reserve.

Thank You
Norma Leah Andres
16401 Pine Dr
Fort Bragg, CA 95437
707-961-1968

5/16/2007

Carterette, Chris

From: Gerri Sorkin [sorkin@mcn.org]
Sent: Wednesday, May 16, 2007 8:04 AM
To: Carterette, Chris
Subject: 409 and Prairie Way are residential

Dear Chris Carterette,
I bought my home off of Prairie Way about 10 years ago with the understanding that the transfer station was no longer a dump and that it would not be expanded in any way. This entire neighborhood is residential, from Highway One up 409 and Prairie Way. There is only one business that I'm aware of in the neighborhood and a LOT of family homes.

There are much more viable options! All other rural residential areas were eliminated from the siting study process early on. WHY NOT 409/PRAIRIE WAY?

Sincerely,
Gerri Sorkin
14340 Prairie Way
Mendocino CA 95460

Carterette, Chris

From: Diane and Bob [winegar@mcn.org]
Sent: Wednesday, May 16, 2007 4:20 PM
To: Carterette, Chris
Subject: Transfer station siting study

In response to the Central Coast Transfer Station Siting Study meeting at Town Hall on May 10th there are some major points that need to be addressed. As discussed at the meeting, the study has very subjective criteria in terms of distance from Fort Bragg, and the definition of a rural residential neighborhood, and the cost effectiveness as it relates to transportation and liability, and the flaws bias the results. The best place to locate a large transfer station with commercial truck traffic and self haul traffic, noise and litter problems, health and safety issues, liability to the town and county and cost effectiveness issues, is near Fort Bragg along the corridor by which the refuse and recyclables will exit the coast. Highway 20.

It is time to correct the mistake of locating the original landfill on Road 409, a rural residential neighborhood, and plan for the future growth of the coast. The Highway 1 and Road 409 intersection is still dangerous with such a short turn lane and has a history of accidents. Increased traffic and large trucks make it more dangerous. The intersection of Road 409 and Prairie Way has a blind curve from the east. Road 409 is a residential area with children and school busses and bicycles and no sidewalks. Increased traffic is not only a hazard to the neighborhood, but a liability to the county. A larger commercial transfer station will also further reduce property values on Road 409.

The issue of cost effectiveness in regard to fuel and transportation costs alone would put the transfer station along Highway 20 closer to Fort Bragg where most of the refuse is generated. Highway 20 is already a truck route with plans for passing and turnout lanes. As our community expands Highway 20 will be able to accommodate it. It makes sense to consolidate efforts and locate the facility where it has the least negative impacts and liabilities.

I urge you to be proactive and make the right decision for the future of the coast in siting the transfer station not in a neighborhood, but along Highway 20.

Sincerely, Diane Buxton

41755 Road 409

Mendocino CA 95460

5/15/2007

Mendocino Tree Service
John Duncan Rasmussen

RECEIVED

MAY 15 2007

CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPARTMENT

42650 Bolander Dr.
Mendocino, CA 95460

Phone (707)489-7055
Fax (707)964-3523
Home Phone (707)964-3523
Email duncanr@mcn.org

May 12, 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 N. Franklin St.
Fort Bragg, CA 95437.

Dear Planner,

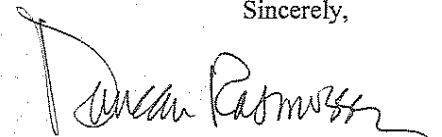
As a near neighbor to the Caspar Transfer Station (Site 85), I wish to address the issue of siting a larger industrial facility there in the future. I cross the road directly in front of the gates on my way to and from home regularly.

My concerns center around

- the safety issues which would ensue at the junction of Highway One and Caspar-Little Lake Road (Road 409), at Road 409 and Prairie Way, and at the facility gates themselves as a result of increased traffic (many people ignore the stop sign there and visibility of oncoming traffic is poor in both directions).
- loss of property values due to extended operational hours,
- road degradation,
- and the fact that this is a residential neighborhood where the siting of the original facility has resulted in all of the above, and much more, including deposition of tire-ruining nails and other debris at turns and roadside.

I applaud the FBCDD for placing Highway 20 sites at the highest priority, and note that they would be more suited to repeated visits by large container trucks from Willits for economic and aesthetic reasons.

Sincerely,



Duncan Rasmussen

May 1, 2007

Attn: Solid Waste Transfer Station TAC

In regard to the potential relocation of the waste transfer station, I must voice my opinion along with the rest of the neighborhood. However, I would welcome the transfer station out Highway 20 near my house. Not only will it save money in the waste of using our rapidly-depleting fossil fuel, but if this is placed correctly, I will not even need to leave my property. I will be able to just "wing a bag" over the fence. (I am assuming you would put one up, to ensure that I am not the only individual scoring all of the goodies that others leave behind. Waste not, want not, my mother always said).

As far as visual blight is concerned, it would certainly alleviate the ruckus that I always hear from my neighbors (Six cats and a dog, plus an out-of-control teen and a broken lawnmower-pah!).

Considering the NIMBY attitude that is so prevalent today, I am sure that it is refreshing to see a new attitude (FOAD, Friends Of Alternative Disposal) that I am taking.

Now the only catch... Can I get "dibs" on going through stuff first before it leaves the site? I have my shots and can get a booster tetanus shot if that helps.

Please feel free to call if you'd like to stop by and view the wonder that is Benson Lane.

Sincerely,

Anonymous yet concerned enough to write a letter

Chris Carterette, City Planner
Ft. Bragg Community Development Dept.
416 N. Franklin St.
Ft. Bragg, CA 95437

Dear Chris,

I have lived on Road 409 for over 20 years and in that time have seen the road deteriorate and traffic increase. My family and I have ridden bikes, walked, and accompanied our wheelchair-bound son on Rd. 409 as a major outlet for exercise. While the road is not designed for pedestrian traffic, most people slow down for us, especially the neighbors. To not consider this road a residential neighborhood makes me question the definition of 'neighborhood'.

It is also a matter of circular logic to say that because of the dump, our area is not residential, when back in 1966, the county condemned a portion of my families' property in order to build a road to a newly built...DUMP. The residents fought it then and have been told several times since that the closing of this refuse site was imminent. Now in a peculiar phrasing, it has come to this twist; the dump is here, so this area is not fit for anything else, might as well leave it here.

Currently I am in the process of subdividing a piece of Rd. 409 property and because the area I am located in is zoned RR-10, there is a minimum allowable property size of 10 acres. The RR means Rural Residential. How is it these zoning laws restrict my use of the land but not the county's?

Increasing traffic turning off of Highway 1 is easily one of the worst ideas, as the stacking lane presently being used is a slender gamble at safe crossing. Compare this with a lighted intersection at Highway 20. Also the speed limit on Rd. 409 is 40 mph and 35 mph, while the speed limit on Hwy. 20 is 55 mph; the former indicating residential speed, the latter highway speed. And then, to find out that the eventual route for transporting the refuse is Highway 20 adds to the illogical siting on Rd. 409.

We have done our tour of dump duty, now it is time to move it. Highway 20 is not only the logical choice but the road itself is developed for high traffic use. Huge delivery trucks come in and out to Ft. Bragg all the time using Highway 20, so the added traffic of more large vehicles would be negligible, whereas Rd. 409 is a narrow country road, not in any way developed as a major thoroughfare. As a matter of fact it serves an intact community who never wanted the dump in the first place.

Upon more careful consideration it should be obvious that Rd. 409 is a poor choice for siting this transfer station, while Highway 20 presents a more efficient and safer location.

Signed,

Beth W. Szychowski

Beth Williams Szychowski
43000 Rd. 409
Mendocino, CA 95460

*Received
at
meeting 5-10-2007*

RECEIVED

MAY 14 2007
CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT



From: Maxine and James Williams
To: County CEO's Office
501 Low Gap RD.
Ukiah, CA 95482
Re: Central Coast Solid Waste Transfer Station

More than 40 years ago, my Mother-in-law and her neighbors rallied to protest the building of a dump on Prairie Way. This was already a residential neighborhood. To claim that the existing Transfer Station is a historic use of this area is not reasonable, as both sides of Road 409 have been residential for many years before the widening of Prairie Way and the building of the dump. Since the facility was built on Prairie Way, the traffic from both commercial and private vehicles has greatly increased, contributing both noise and danger to the entire area.

We are strongly in favor of a site on Hwy 20 being chosen as the new 'Central Coast Solid Waste Transfer Station' for the following reasons:

1. As the waste is transported to Willets it will conserve fuel and reduce extra mileage on vehicles.
2. It is closer to the major population center on the coast.
3. The intersection of Hwy 1 and Road 409 may become more unsafe; whereas the Hwy 1 and Hwy 20 intersection is already in place to handle heavier traffic.

Maxine Williams
Maxine Williams

James Williams
James Williams

43000 Road 409
Mendocino, CA 95460

Post-it® Fax Note	7671	Date	5/14/07	# of pages	2
To	Chris Carter-Hz	From	PAUL CAYLETZ		
Co./Dept	Fort Bragg	Co.	Executive Office		
Phone #		Phone #	463-4441		
Fax #	916-2802	Fax #	463-5249		

Carterette, Chris

From: tallguy@mcn.org
Sent: Saturday, May 12, 2007 7:50 PM
To: Carterette, Chris; citycouncil@fortbragg.com
Subject: New Tranfer Station Site

Please consider the long-term advantages to having the Rd 409 transfer station moved to a better location. Hiway 1 and 409 intersection will be a very dangerous place with increased traffic and truck sizes. You have a responsibility to the public to make "SAFE DECISIONS". Please consider the wasted fuel and wages paid to waste haulers, who presently backtrack our garbage an extra 15 miles (round trip from hiway 20 to Caspar transfer and back). This is a GIGANTIC EXPENSE WHEN PROJECTED INTO THE FUTURE. This must weigh heavy in responsible decision making effecting not only the earth's limited resources, but also rate payer's pocket books. The new transfer station can only be LOGICLY placed nearer to the Hiway 20 intersection of Hiway 1. The ideas of Eminent Domain must be utilized, even if the landholders are BIG Incorporated Companies. Lets use some common sense and show the public your doing your jobs as PUBLIC SERVANTS, not slaves to big bussiness. Please take care of us responsibly. Thankyou, Kent
Pember po box 26 Caspar, A member of the VOTING PUBLIC.

Carterette, Chris

From: William Lemos [blemos@mcn.org]
Sent: Friday, May 11, 2007 7:43 AM
To: Carterette, Chris
Subject: Last night's meeting

Hi Chris,

I just wanted to say I very much enjoyed talking with you last night. I also wanted to say thank you for helping the process of siting a transfer station get through the initial process. I am hoping you can do me a favor and let me know when the final siting report is posted on the FB city website. I would surely appreciate that.

Thanks again,

Bill Lemos

Carterette, Chris

From: Beth Zekley [beth@larkcamp.com]
Sent: Monday, May 14, 2007 1:04 PM
To: Carterette, Chris
Subject: Waste Transfer Station Letter Addenda

Dear Chris Carterette,

I sent a detailed letter last week regarding the Draft Report of the Siting Study for the Waste Transfer Station. I have one more comment to add:

An essential facility such as a Waste Transfer Station should not be built on leased property; it is too risky. The city and/or county should own the property prior to building such an expensive, necessary facility.

--

Sincerely,
Elizabeth Zekley

*** LARK CAMP ***

PO Box 1176 Mendocino, California 95460 USA Lark Camp Phone (707) 964-4826 email
beth@larkcamp.com Lark Camp Website <http://www.larkcamp.com> Mickie & Elizabeth Website
<http://www.celticweddingmusic.net>

*** MENDOCINO ENGLISH COUNTRY DANCES *** <http://www.larkcamp.com/mendoengdance.htm>
Phone (707) 964-4826

**PETITION AGAINST LOCATING A WASTE TRANSFER
STATION AT THE OLD STUD MILL SITE**

We, the undersigned residents of properties surrounding the Gibney Lane Mendocino Redwood Company property (the old stud mill site) oppose the construction of a waste transfer station in this residential neighborhood.

NAME (Print & Sign)

ADDRESS

<i>Janet P. P. P.</i>	<i>3167 N. Mitchell Crk Rd F.B.</i>
<i>Tricia P. Kump</i>	
<i>Mrs. Fran Kump</i>	<i>31500 N. Mitchell Crk Rd FV Briggs</i>
<i>Steve Weingarten</i>	
<i>Steve Weingarten</i>	<i>31331 N. Mitchell Creek Rd. F.B.</i>
<i>Chris Kump</i>	
<i>Chris Kump</i>	<i>31500 N. Mitchell Creek Rd F.B.</i>
<i>Cos Smith</i>	
<i>Cos Smith</i>	<i>32000 N. Mitchell Creek Rd.</i>
<i>Rosemary Smith</i>	
<i>Rosemary Smith</i>	<i>32000 N. Mitchell Creek</i>
<i>Susan Gebers</i>	
<i>Susan Gebers</i>	<i>31900 N Mitchell Creek Rd.</i>
<i>John Gebers</i>	
<i>John Gebers</i>	<i>31900 N. Mitchell Creek Rd F.B.</i>
<i>Solorro I. Cutler</i>	
<i>Solorro I. Cutler</i>	<i>31701 N Mitchell Crk Rd, F.B.</i>

**PETITION AGAINST LOCATING A WASTE TRANSFER
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NAME (Print & Sign)

ADDRESS

Dick CERUTI Robert Ceruti 16618 PEARL RANCH RD
F.B.

SANDRA SMITH Sandra Smith 16618 PEARL RANCH RD F.B.

LINDA GARBE 16700 PEARL RANCH RD F.B.

Kathy Orsi 16850 Pearl Ranch Rd FB

Steve Orsi 16850 Pearl Ranch Rd FB

Carole White 32680 Pearl ~~Dr~~ Dr, FB

Greg White 32680 PEARL DR, FB

Paul Burns 32700 Pearl Dr. FB.

Dave Ryan 32700 Pearl Dr. FB.

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NAME (Print & Sign)


ADDRESS

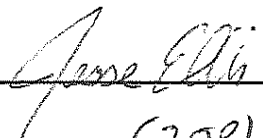
Carol Baker Carol Baker 32661 Pearl Dr.

ARTHUR ROBERTS 32671 Pearl Dr

RON STAFFORD  16891 PEARL RANCH RD

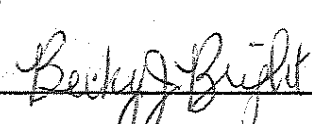
NANCY STAFFORD Nancy Stafford 16891 PEARL RANCH RD.

MARCI L CARTER  16500 Pearl Ranch Rd

JESSE ELLIS  16500 Pearl Ranch Rd
(209) 956 4533

JEFF T ANDERSON 16750 PEARL RANCH RD

ANNELE J ANDERSON 11

Becky J. Bright  16602 Pearl Ranch Rd.

**PETITION AGAINST LOCATING A WASTE TRANSFER
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NAME (Print & Sign)

ADDRESS

George T. Epling 32200 N. Mitchell Crk Rd F.B.

Ray Smith ^{Lady Smith} (31750) N Mitchell Cr Rd

Dan Schoenfeld 31903 N MITCHELL CR RD

CHARLES R. KEMPE

Charles R Kempe 32100 N. MITCHELL CRK Rd.

~~Beatrice Kempe 32100 N MITCHELL CRK Rd~~

MELODY VIALPANDO

Melody Vialpando 31801 No. Mitchell Creek

Craig S. Cott

Craig S. Cott 31701 N. Mitchell Crk Rd F.B.

PETITION AGAINST LOCATING A WASTE TRANSFER STATION AT THE OLD STUD MILL SITE

We, the undersigned residents of properties surrounding the Gibney Lane Mendocino Redwood Company property (the old stud mill site) oppose the construction of a waste transfer station in this residential neighborhood.

NAME (Print & Sign)

ADDRESS

KATE OCONNOR *Kate O'Connell* 32691 Pearl Dr. FB

LEE BAKER *Lee Baker* 32661 Pearl Dr. FB

5-10-07

From: Maxine and James Williams
To: Chris Carterette, City Planner
Fort Bragg Community Development Department.
416 North Franklin Street
Fort Bragg, California 95437
Re: Central Coast Solid Waste Transfer Station

More than 40 years ago, my Mother-in-law and her neighbors rallied to protest the building of a dump on Prairie Way. This was already a residential neighborhood. To claim that the existing Transfer Station is a historic use of this area is not reasonable, as both sides of Road 409 have been residential for many years before the widening of Prairie Way and the building of the dump. Since the facility was built on Prairie Way, the traffic from both commercial and private vehicles has greatly increased, contributing both noise and danger to the entire area.

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Maxine Williams
Maxine Williams

James Williams
James Williams

43000 Road 409
Mendocino, CA 95460

*Received at meeting
5-10-2007*

Jade Aldrich
30570 Highway 20
Fort Bragg, CA
95437
707-962-0302
707-357-1733

Wednesday, May 2, 2007

To Whom it may Concern,

In regards to the selection of a new site for the Central Coast Solid Waste Transfer Station, there will remain many responsible considerations in regards to preservation of the residential communities impacted by such a site. There are pro's and con's to each site and location disclosed thus far in the search, and the community depends on the officials to elect a site with utmost care and contemplation for the community's health, well being, and safety.

In general, looking at the route of import/export of the waste itself is a valuable determination in selecting a site. The less distance a load must be carried results in less danger and expense for the community. The most direct route from point A to B will eliminate a percentage of possible traffic accidents, save money fuel, and on the maintenance of roads and vehicles. The sites selected which are located in residential areas such as road 409, and Hwy 20 also require the specific contemplation regarding possible complications and environmental impact on health and safety, and probable compromise in the quality of life of the families and children which reside in these areas. This specifically pertains to the sites that are located near schools, such as Caspar Creek Learning Center located on road 409, where our youth may suffer the severe negative consequences and dangers imposed by having a Waste Station located within close proximity of their learning environment. The complications which could arise will be preventable through careful and mindful consideration of alternative locations that serve the same purpose while avoiding the potential environmental, financial, and legal costs of placing a Waste Station in residential neighborhoods and/or within school zones.

While this decision may not be an easy one to solve, as a young mother of two children who attend school on road 409 at Caspar Creek, and live 2.5 miles out Hwy 20, two of the selected sights would impact my family's health, well being and safety in a negative way. There is a solution in which our families trust and depend on the careful deliberation of the community's leadership to protect and prevent this preventable worry, hardship and downfall from occurring. While I trust that the Department staff is contemplating all possible options of location for a Waste Transfer site, I encourage the search to continue until a solution is found which will ease the minds of community residents, parents and teachers that our younger generations' health and safety remain a priority to the leadership of the City of Fort Bragg.

Thank you for your time and careful review of this letter.

Sincerely,
Jade Aldrich

*Received via e-mail
5-10-2007*

43402 Road 409
Mendocino, CA 95460

May 13, 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437

RECEIVED
MAY 15 2007
CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

RE: Proposed Transfer Station

As a concerned resident of Road 409, although according to the consultant's report, Road 409 is a non-residential area, I am writing because of the proposals to locate or expand the Transfer station along this route. To begin with, Road 409 is a residential area. I personally know at least 20 people on my street and I have only lived in this "non residential area" for one year. My best estimate is that there are 50 to 100 residences within a half mile of the proposed sites.

My biggest concern is traffic. The majority of the garbage will come from the Fort Bragg area whether by individuals or by commercial trucks. This would further clog up Highway 1 and Road 409. Does it make sense to you to have the garbage hauled 8 miles away from where it began and then taken 8 miles back in order to be hauled to Willits? It makes sense to me to have the transfer station located in an area nearest where the garbage is generated, thus reducing transfer cost. In fact, it also makes sense to the EPA as their guidelines recommend that transfer facilities be located close to as many other high-traffic destinations as possible to encourage inclusion of self-haul and recycling errands into shopping trips, commutes, etc. Few drivers would have any reason to go up Road 409 other than to visit the residents, take children to school, or to engage in hiking, biking, and horseback riding—all trips incompatible with Transfer Station traffic.

The extra fuel costs associated with the extra miles driven to haul garbage will be passed along to the ratepayers in terms of dollars and to all coastal residents and visitors in terms of safety and air quality. The excess traffic on Highway 1 between Fort Bragg and Road 409 will create more hazardous driving conditions for everyone. The large commercial trucks are themselves an added hazard along this route. They will reduce driver visibility and promote impatient drivers to pass in unsafe places. They will clog the turning lane from Highway 1 to Road 409, backing up traffic on the bridge and increase the time and impatience of drivers waiting for a safe opportunity to turn south off of Road 409 or north from Point Cabrillo Drive.

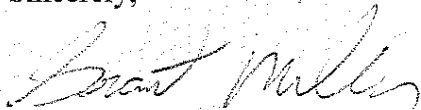
The posted speed limit is 40 mph on Road 409. You don't need a radar gun to know that the majority of the vehicles hauling garbage, whether commercial trucks or self haulers, exceed this limit making Road 409 unsafe. Regardless of what the report says, there are numerous residents on Road 409. There is a charter school and there are bicycle riders,

horse back riders, and hikers on the road and there is no shoulder to provide them safety. I've been behind these trucks a number of times when they attempt to maneuver a turn in the road and cross the center line because the road was not designed for trucks of their size, let alone trucks the size future plans call for.

Environmental impacts are of further concern to me. These have never been fully investigated on this site as many of the operations there have been grandfathered in. This is an environmentally sensitive area close to the pygmy forest, creeks, and state forest lands. A closed septic system, alone is an accident waiting to happen. In the event of an unpredictably high rain fall, untreated effluent will certainly spill into creeks and residential wells. Even the contained water is a problem, however. It has to be hauled off somewhere, treated, and released—all at added costs to ratepayers.

The inconsistencies in this report, the intentional use of defining parameters so the current Caspar Transfer Station would qualify, and the procedures used to exclude public input on this process lead me to feel that county and city officials eventually remove all other sites for one technicality or another and we'll be left with only the Road 409 locations to choose from. I think there is further evidence of bias in favor of this location in the Caspar Transfer Station Strategic Plan. This would be convenient for the public officials as the property is already county-owned and used for this purpose. I'm asking that our officials set aside their bias and listen to the rational arguments presented by the public that clearly show other sites as far superior to the ones they seem to be set on.

Sincerely,



Grant Miller

43402 Road 409

Menlo Park, CA 95460

May 11, 2007

Melinda Jannett
PO Box 1318
Mendocino, CA 95460

RECEIVED
MAY 13 2007
CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437

RE: Draft Report of Findings, Mendocino Coast Commercial Transfer Station Siting Study

Dear Winzler and Kelly Consulting Engineers,

Please consider the following comments in your final draft report.

General Comments: Has this siting process adequately addressed future needs, or user needs? The report states that the facility will serve as a "consolidated," all-purpose location that will serve the coastal population, yet the existing Pudding Creek buy-back and self-haul sites are scheduled to remain open. Another purpose mentioned by the county and city is the need to switch to a bigger long-haul truck for shipping of waste -- a practice that will become obsolete as we continue to recycle more and more of our solid waste (thus eliminating the need for shipping it to landfills). **If existing recycling and self-haul sites are remaining open, and if future needs of the community are being ignored, what is the point of spending millions of dollars of taxpayer money to fund a poorly conceived solid waste facility?** The consolidated facility should be located and designed to achieve state and federal goals for reduction of the waste stream headed for landfills, and to discourage illegal dumping. The EPA guidelines promote a strategy that emphasizes convenience to the users of the site. The County has already implemented a "Construction and Demolition Recycling Ordinance" that requires contractors to recycle or reuse 50% of construction waste. **Many Northern California cities are already introducing 'zero waste' policies to help them meet a waste diversion goal of 100% by the year 2020.** This new state-of-the-art facility must be sited and equipped to meet the increasingly stringent waste diversion requirements set forth by the CA Integrated Waste Management Board. This requires accessibility to the public and operations/equipment that will handle diverse solid waste and recycling diversion processes, storage, and reprocessing. The facility will have to accommodate the processing and/or re-processing of food wastes, green waste, asphalt, wood, concrete, and glass, to name a few. It must also enable the public to utilize recycling services and materials buy-back (architectural salvage sales, etc). There is no current plan for the implementation of such operations within this county.

Garbage-hauling costs: No analyses were made to determine differing transportation-related costs from Gateway for each site. Costs to the public and to facility users were not comprehensively assessed. Site development costs were carefully evaluated, but long-term costs were not, especially costs to users of the facility.

Specific Cons of Road 409 sites (#82,83,85):

CON: Sites 82,82,85: These sites should have been eliminated in Tier 2 analysis (sites accessed through rural residential neighborhoods and/or sites located in Coastal Zone):

Criteria were not applied fairly or equally. All sites “accessed through residential neighborhoods” and sites in the Coastal Zone were eliminated during the Tier 2 analysis except for the three sites in the Road 409 neighborhood (Sites 82,82,85). The authors of the report carefully finessed their interpretation of a “neighborhood” to specifically exclude the Road 409 from conformity with their criteria. **There is no basis or precedent for the extremely limited designation of a rural residential neighborhood as having “roads less than 20’ wide, speed limits of 25 mph or less, houses fronting on the roadway, and limited historic traffic.”** Moreover, “houses fronting on the roadway” is a characteristic of urban neighborhoods, so the study’s definition could be used to eliminate *any* rural residential neighborhood. The permit for the Caspar self-haul site currently states that the site is surrounded on three sides by ‘residential’ uses and the fourth side contains Russian Gulch State Park. The county has intentionally left the speed limit much higher than is appropriate on Road 409/Prairie Way to legitimize an argument that the functional class of these roads is enough to accommodate circulation of the coast’s entire waste stream. Neither of these roads is wide enough to meet minimum corridor standards of 12’ per lane (plus 4’ - 8’ shoulder) for commercial/industrial use and the current speed limit is high compared to comparable rural roads.

CON – Correction in number of vehicles (9 franchise garbage trucks)

impacting this neighborhood. It is unlikely that Pudding Creek will continue to operate solely as a Buy-Back Center, nor will the Albion self-haul site remain open if a “consolidated” facility is constructed. Closure of these two sites would essentially double the amount of traffic currently impacting the Road 409 neighborhood (based on the number of self-haul trips to Albion, and the number of recycling/buy-back trips to Pudding Creek).

CON – Commercial Traffic Inconsistent with Mendocino County Trails Plan

Mendocino County General Plan: Recreation Element, Chapter 4.6 – Road 409 is one of thirteen areas along the Central Mendocino Coast that is a designated inland trail. The Road is a primary corridor for access to Jackson State Forest and Russian Gulch State Park. The increasing volumes of traffic on Rd. 409 have discouraged recreational use of this access route.

CON – According to the Mendocino County General Land Use Plan, a public facility is not a principal permitted use in a residential neighborhood. There must be a *finding that it is necessary to place the proposed facility in a residential neighborhood.*

Project is incompatible with surrounding land use.

CON – Located farthest from Gateway -- hauling costs MUST be considered

CON – entire length of Road 409 to Prairie Way intersection and entire length of Prairie Way must be widened significantly to meet county’s ‘commercial/industrial’

standards for road width). Road 409 and Prairie Way do not even meet residential standards for minimum road widths (see General Plan – Circulation Element). **Development costs need to be adjusted for this.**

(Buffer to Neighbors Criterion):

CON – extremely low ambient noise levels

CON – Proximity to neighbors and residential neighborhood

The two sites on Hwy 20, in Jackson State Forest, and on Hwy 20 (#41,39) were ranked a '2' for "buffer to neighbor" criterion and 1 and 3 residences within 1000' of prospective sites, respectively. Pudding Creek has 5 residents within 1000', is located in a commercial area, and received a rank of '4' on this criterion. Sites 82 and 83 are located on Rd 409 in Jackson State Forest, have the highest number of residences within 1000' of the sites (9 and 6 residences, respectively) and were given a rank of '2'. All traffic currently takes a long, uphill route, two miles each way, through the middle of this residential neighborhood. In addition, ambient noise levels are extremely low, as revealed by sound studies conducted by Louisiana Pacific in the mid-1990's. **The 'ranking' for this criterion should be adjusted for these sites located in quiet, residential neighborhoods.**

PRO's of Sites near Gateway/Hwy 20/GP Mill Site:

General Pro's of sites near FB:

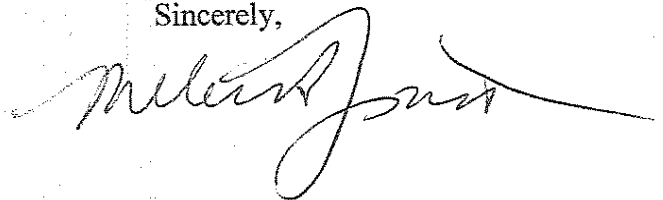
- Ft Bragg is the center for services on the coast, convenient for most people
- FB is where most of waste is generated
- Proximity to Gateway – waste won't be trucked too far out of way
- Large planned developments and infill development concentrate need for waste-hauling services and related diversion programs in FB
- Reduced transportation-related costs, pollution, and road damage
- Closer to emergency response agencies, utilities, other services

GP Mill Site – initially at top of list, by far the best site, but say 'unwilling seller':

- Zoned for industrial use
- Central location—convenient for users
- Ideal for operations that complement transfer station: buy-back/architectural salvage
- Space for future material recovery operations and re-processing of diverted waste

Thanks again for your time and careful consideration in re-evaluating some of these important issues.

Sincerely,



Cc: Mendocino County Board of Supervisors
Fort Bragg City Council
Paul Cayler, Deputy CEO

RECEIVED

FEB 15 2007

CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

RE: Central Coast Transfer Station Siting Study

Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437

Dear Chris Carterette, City Planner

I am Mickie Zekley, a local business owner, Road 409 resident and parent. A transfer station should not be located in the 409 area.

In the last public meeting January 11, 2007 regarding the transfer station here at Town Hall in Fort Bragg speakers from Winzler & Kelly Consulting Engineers talked about the Del Norte Transfer Station to give an idea about a successful and similar project to the proposed project being considered in the Mendocino coast.

What was not pointed out was that the Del Norte project was put in an Industrial area with warehouses, automotive repair shops, towing facilities and similar businesses. The area is quite built out.

On the other hand the Road 409 Area has no hard core industry (excluding the existing transfer station).

The road 409 area is a neighborhood of about 80 households populated by doctors, attorneys, small business owners, writers, artists, teachers and more. My 11 year old son walks across road 409 quite often to play with friends, many people jog, go for walks, ride horses and ride bicycles on the road. I have for over 30 years hiked and enjoyed the beauty in 2 of the proposed areas for the transfer station.

Road 409 is characterized by the County Trails Plan to have pedestrian, bicycle, and equestrian use. As it is the current transfer station on Prairie Way has made Road 409 and Prairie Way unsafe for pedestrian, bicycle and

equestrian use during the hours the transfer station is open.

The Road 409 area is inappropriate for a major project like this. The project would degrade the quality of lives in the area, increase the danger from more traffic, depress property values. The project needs to be sited elsewhere than the 3 sites in the 409 area.

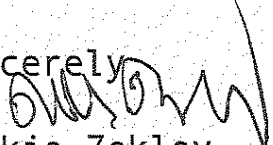
At the FB City Council minutes of Jan. 24, 2005. Paul Cayler presented the council with his 'Caspar Strategic Plan' for improvements at the Caspar Transfer Station:

"Council requested including space on the plans for long-haul transfer trucks to operate at the Caspar Transfer Station. Cayler noted that this would be difficult because the neighbors had been assured that garbage trucks would no longer be coming up the road when the landfill closed..."

It's time to live up to promise the county and waste management made to the 409 community - close and move the temporary transfer station to a more suitable location not located in a residential neighborhood.

I feel that the siting study is flawed in the fact that the 409 area was included at all. Too far away, being included at all based on old mistakes and dangerous traffic on 409 and especially at Highway One and 409

Sincerely,


Mickie Zekley
43020 Road 409
Mendocino, CA 95460

RECEIVED

CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

43402 Road 409
Mendocino, CA 95460

May 14, 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437

Re: Transfer State Consultant's Report

I believe a number of salient points were ignored in this study in order to include Road 409 as a potential site. Foremost, is the declaration that Road 409 is a non-residential area. This conclusion was drawn from the arbitrary definition of non-residential areas as those with wider roads such as Road 409. The report also says that residential areas with "houses facing the roadway" were excluded. That is not true as my house and numerous others do face the street. The two sites proposed on Road 409 both have houses precisely 'right next door' and both face the street. The route through our residential neighborhood to either of these sites or to the current site on Prairie Way is along a steep incline. Trucks noise would have much more impact on residents in this area because the trucks have to work harder to travel uphill and will be still worse when empty and traveling down hill at higher speeds.

Not only is this a residential neighborhood, Road 409 is the site of a public school. There are pedestrians, bicycle riders, and equestrians who would be dangerously sharing the road with larger trucks and more traffic from the additional self-haulers--all this along a road that has been defined by the county as a designated inland trail.

Does this report really address site development costs? How much is in this report about costs to develop the roads to the sites? Surely, you are not considering that this many trucks could safely go up and down Roads 409 and Prairie Way which for the most part have no shoulders and no sidewalks. Both these roads will need considerable money to improve to a safe level to handle numerous large trucks.

The turn off to Road 409 from Highway 1 is in itself enough to urge officials to eliminate these sites from consideration. The short turning lane is insufficient to handle more than one large truck and there is no room to extend it due to the bridge. It is obvious there will be increased accidents on Highway 1 due to the back up of traffic on the bridge and the absence of any shoulder on which to seek refuse. How many accidents are you willing to accept to keep this site on your list?

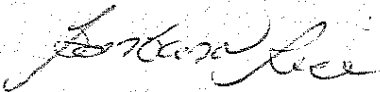
Further, development has been slow in this area due to limited water availability. How will water demand be met? Employees will need a water source and sanitation facilities. And water will be needed to control dust and prevent fire. In draught years such as we are facing, how many of us will have wells go dry due to these increased demands.

Water contamination is a serious concern. Many residents in the area have already experienced well contamination and no longer trust their water supply. Public officials promised us years ago that this site would never see expansion such as is proposed.

These sites off Road 409 are close to pygmy forest, residential water wells, and Caspar and Doyle Creeks which let out on to Caspar Beach, a prime recreational area as well as nesting site for migratory birds and other wildlife. Drain water from the site will have to be contained. How exactly and at what cost to the tax payer and rate payer? Are those figures in this report?

I urge you as public officials to consider the public trust. Be open minded to the rational arguments presented here and be considerate of promises made in the past that this Transfer Station site would not be expanded to commercial operations as is now being proposed.

Sincerely,

A handwritten signature in cursive script, appearing to read "Barbara Rice".

Barbara Rice

14450 Prairie Way
Mendocino, CA 95460
May 12, 2007

Dear Siting Study TAC:

I am writing to bring your attention to and ask that you address these very serious fundamental flaws in the Transfer Siting Study:

- 1) There is no operational cost analysis. Unbelievable! The closest this report comes to addressing this important component is giving abstract numeric (1 – 5) rankings of each site's distance from the "Gateway." These numbers are essentially meaningless. What only counts for proper decision-making is what the actual dollars and cents costs of running trucks to and from each site are. You need to account for the total costs to the public of a) County expenditures of trucking waste from the site to Willits; b) Waste Management curbside pickup operations; and c) the general public's self-haul mileage expenses. You should obviously include its 50-year projected lifespan, annual usage growth rates (10%), and inflation (5%) as well.

- 2) Road 409 sites should NOT have been included. Road 409 is **clearly** a residential neighborhood. Following the January meeting, in which the public directed that no transfer operation sites should be located in residential neighborhoods, all other Fort Bragg-hub spur road residential neighborhoods were deleted: E. Caspar; Gibney Lane; Simpson Lane; and Pudding Creek Road (beyond Waste Mgmt's Hwy 1 operations). It is very clear that a political decision made to include Rd. 409 (by redefining "rural residential neighborhood", capriciously, as "*having roads less than 20' wide, speed limits of 25 mph or less, houses fronting on the roadway, and limited historic traffic*"; we 409ers believe this unique definition – not in the General Plan – was specifically created to allow only Road 409 to be disqualified as a residential neighborhood – and should be immediately jettisoned). This political decision has NO PLACE in a purportedly technical analysis of potential sites.

This siting study should be clearly focused only on what works best for the Coast for The Next Fifty Years....not what occurred during the past fifty years!

- 3) Residential neighborhood impacts were essentially dismissed. This was done, it seems clear, to make Road 409 more satisfactory in the rating system.

In the January meeting, the public loudly and clearly said to not allow any transfer site in a residential neighborhood. But the Siting Study ignored all the obvious impacts to the residents, especially traffic through the

neighborhood to the Transfer Site, litter, safety to schoolchildren, pedestrians, etc....instead substituting the very limited "Buffer to Neighbors" (in which only the number of residences within 1000 ft. of the site matters) as its method for dealing with neighborhood issues. And not surprisingly, Rd. 409 with only 6-9 homes (in the 3 locations) within 1000' got a low score (2) on this critical factor....all the traffic, noise, safety, litter, etc. impacting those along the two mile approach didn't matter.

Also in the January meeting, we were encouraged to give extra weighting to items we considered essential....by marking 10's, rather than 5's on one single criteria. Many of us did this on the "Traffic impacts on neighbors" item...Not only is there no mention of this in the report – but it seems that this entire critical element has been excluded from consideration in the report: the general summary category, "Traffic Impacts" got defined as how the self-haul and garbage trucks would deal with the road system, NOT their effect on the community! Is this another instance of political meddling?

- 4) The numeric rating system is totally flawed – virtually worthless. The rankings are all based on multiplying the weightings of the five criteria (Traffic Impacts, Buffer to Neighbors, etc.) with their rankings on a 1 to 5 scale. The range of numbers for the five criteria runs only from 3.2 to 4.2 – while the rankings run from 1 to 5. These *totally arbitrary* numbers essentially give 16 times more weight to the ranking weights than the criteria.....i.e.: 4.2 is 31% greater than 3.2; but 5 is 500% greater than 1making these arbitrary 1-5 rankings 15.6 times more significant than the rating criteria they're measuring {And why must every criteria obtain the full 1 to 5 rankings: differences may be inconsequential, but the worst must get a 5, the least a 1}.

Suppose the five criteria got 1 to 5 numeric rankings instead....all numbers would be significantly altered. This procedure, not surprisingly, effectively lowers and negates the most important criteria that the public asked for: impact on residential neighborhoods.

My recommendation: the whole numeric rating system is SO arbitrary and flawed, it either must be totally discarded or entirely redone, with input from the public and other environmental consultants.

- 5) Road 409's numbers – even within this system – are incorrect. Road 409 with the single worst intersection (Rd 409/Hwy 1) and another bad visibility problem (Rd 409/Prairie Way) should have gotten the highest ranking – a 5, not a 4 – in the Access Safety rating.

409's Buffer to Neighbors got a 1, the same as the only two sites that had *no* residences near them (GP's Mill Site and Bark Dump). Our residences don't matter? Clearly, we must be at least a 2. If you correctly score this as Impact to Neighbors, Road 409 deserves a 5 – as we have the most citizens and residences affected. {In the recalculation below, I only used a '2'}.

Lastly, Road 409 should receive a 5, not a 4, on Traffic Impacts...as the probable and eventual closing of Pudding Creek will generate 30,000

additional recycling self-haul trips per year on 409 roads....a significant increase over current traffic.

If you make these changes, the 409 Transfer Site's numeric score would be changed from a 61.3 to a 73.6.

- 6) Why was Pudding Creek devalued? How did the Pudding Creek site wind up with a higher number (lower numeric ratings) than 409? It has so many more natural positives going for it: no dangerous Hwy 1 intersection; minimal neighborhood impacts and no traffic going through a residential neighborhood; significantly closer to the Gateway; a very enthusiastic and willing owner; the closest location for curbside garbage truck/Ft Bragg city route transfers. The reported concern of having self-haul trucks going through Ft Bragg's Main St. is another political decision that should NOT be included in this technical report. Many of us believe that the incremental increase in self-haul trucks (130/day) is insignificant given the thousands of vehicles currently driving Main St.

Pudding Creek's rating of 71.4 we believe is not correct: The Buffer to Neighbors (because there are so few) should be a '3', Traffic Impacts, scored a '5' because of the added trips through the city is, we believe, a straw man...the 130 roundtrips/day is incrementally nothing compared to the thousands already driving through town (and how many of these *originate* in FB)....it should be a '3'; Access Safety is overblown (the report's verbiage makes a mountain out of a molehill of a problem and should be at worst a '4'; travel distance (at only 2.6 miles) is a '2', not a '3'. Rescoring Pudding Creek gives this site a new rating of 55.4 (lower than 409 – and a very viable, better prospect).

- 7) "Unwilling sellers" have been given far too much weight. The rankings totally exclude these locations...making these not-yet-impossible sites appear to be completely off the table for further exploration. Yes, some may be *completely* unwilling. But where there's a will, there's a way. Instead, I propose that all locations be included and ranked, but with asterisks identifying those "unwilling sellers".....footnoted: "Current information indicates unwilling to sell." A more serious approach with the right offer could easily change these.

Eminent domain, though somewhat costly and time-consuming, should be *fully* considered for perfect, ideal locations, like the GP Mill Site. What's another year when we're considering the importance of this project for the community over the next 50 years?

- 8) The report is myopically focused. This report has the whole feel (and verbiage) of solving a small, current problem that has a 10-year lifespan....rather than looking at the garbage needs for the next 50 years. If this were properly taken into account, proximity to the wastestream source would get far more points in the scoring and assessment.

- a. There is no recognition that by 2020, California will be requiring *all* garbage to be recycled, making a close-to-wastestream facility that much more important.
- b. It is highly likely that curbside pickup will be mandated (no self-haul allowed) within 15-20 years due to global warming/carbon reductions...further increasing the importance of a close-to-wastestream center.
- c. Though rail haul currently looks inadvisable, in 20 years its clear cost-efficiency and carbon-reducing benefits may well exist. Siting the facility near the rail line now will look brilliant someday in the future.
- d. We are told that the Pudding Creek recycle center will remain open, despite the proposed facility's opening (ideally only a few miles away). That is unrealistic for the intermediate and long-range future. It may well be that this disingenuous "assumption to remain open" is being built into the plan so that all the extra traffic and recycling operations problems Pudding Creek's closing will generate won't show up in the impacts of the new facility (earmarked for Road 409?)....yet another political decision that has no place in this report.

I hope you will give due consideration to and rectify these serious problems and correct them before this goes before the City and County decision-makers. I only wish the TAC hadn't excluded this kind of input from the community back when the early decisions and structure were being decided. We remain more than happy to work with you as community members to create a much better report for the future.

Sincerely,

Rick Childs

Cc: Board of Supervisors
Fort Bragg City Council

Comments on Siting Study

The siting study is fatally flawed.

Any study that would eliminate unwilling sellers of parcels of undeveloped property for consideration for siting the central coastal waste station for the next fifty years cannot be taken seriously. What could be a more appropriate use of the right of eminent domain? Cal Trans has just exercised it on *many* properties on Highway 20 to widen the road. Why couldn't the TAC see fit to use it on just one parcel for the greater good.

Any study that defines a rural neighborhood as one in which the speed limit must be 25 mph or less, and ignores zoning designations of Rural Residential in Coastal areas is making arbitrary rules that unfairly include all rural properties for consideration, since no rural county road has that low a speed limit.

Any study that includes three parcels in the Road 409 neighborhood on its' list of top ten sites, two of which have steep slopes going down to a blue line creek, and does not mention undeveloped sewage and water systems, shows a lack of planning for good site selection. Has anyone actually walked those sites? In addition, has anyone even asked CDF if they would lease them?

Any study that does not address future expansion needs, proximity to the gateway and operations that divert, store, and process material from the waste stream is shortsighted and doing a disservice to the coastal community.

Any study that does not immediately recognize an irremediable highway queuing lane hazard at the intersection of Road 409 and Hwy 1 is showing a flagrant lack of concern for public safety.

Besides the above, the entire TAC process has not been transparent and, in fact, has been a violation of the Brown Act. There are those of us who feel the siting study is a sham and that Caspar has already been pre-selected as the future Coastal site for self and commercial haul garbage and recycling. A city councilman has said as much to a Gibney Lane resident, who was concerned about the Mill site on that road being chosen. In addition, the Fort Bragg City Council Meeting minutes of January 24, 2005 state that the

council requests space on the strategic plan for long haul transfer trucks to operate at the Caspar Transfer Station (*Although Paul Cayler states that this could be difficult because neighbors were reassured that garbage trucks would no longer be coming up the road when the landfill closed*). A memo from Mr. Cayler to the BOS dated 2/2/2005 returning comments from the Ft. Bragg City Council states: "Provide an alternative Caspar Transportation Site Plan showing how a commercial transfer hauling building may be built at a future date." Creating a central garbage facility at Caspar for the Coast is a large enough venture to legally require the study that is now underway, but, since the TAC can't choose the site, many of us see the process as the TAC and the ensuing Siting study merely taking care of the prerequisites necessary to eventually recommend to the Fort Bragg City Council and Board of Supervisors that Caspar be one of the top sites for their consideration.

If the Siting Study refuses to entertain sites in which there are unwilling sellers, what does it think about recommending sites for which there are unwilling neighborhoods?

We, 409 residents, are not NIMBYS. The transfer station and dump have already *been* in our backyard for over 40 years! Now we want it out, not only because we have borne the burden of it all this time, but because it doesn't make any long term sense for it to be here. We ask that the people who make this decision do the right thing for our road 409 community and for the coast.

Respectfully submitted,

Sandy Brown
Sue Brown

Mr. Chris Carterette, City Planner
Community Development Dept.
City Hall
416 N. Franklin St.
Ft. Bragg, Ca 95437

May 12, 2007

RECEIVED
MAY 14 2007
CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

Speaking as a Rd. 409 resident since 1981, I'd like to register my plea that the permanent transfer station be located somewhere other than the currently targeted sites for consideration in the 409 area.

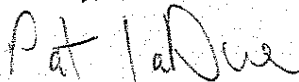
We are a residential neighborhood (despite designation in recent study) and have lived with the traffic impact, noise, litter and water pollution of a waste disposal site turned transfer station for 25-30 plus years.

It's time to move on, ideally to a location off of Highway 20.

There are serious safety issues re traffic at the 409 and Highway 1 intersection. And the current transfer site is a long distance (almost 7 miles) from the transfer gateway (Highway 1 and 20 junction). But the bottom line for 409 residents - we want to have a rural residential neighborhood and road and not be the thoroughfare to the transfer station.

Please remove 409 locations from the current list of possible sites.

Sincerely,



Pat LaDue
14400 Prairie Way
Mendocino, Ca 95460

Marilyn Lemos
P O Box 944
Mendocino, California 95460

RECEIVED
MAY 15 2007
CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

May 14, 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, Ca 95437

This letter is being written to express my concerns for the proposed refuse transfer facility. I attended the meeting at City Hall last Thursday, May 10, 2007. Steve Salzman presented his study of identifying ten proposed sites to be narrowed to one. One of the criterions he used was that the site needed to be within a 6.9 mile radius of the identified "Gateway" at Highway 1 and Highway 20. The gateway is where all reuse will leave the coast.

In identifying and then developing a site for this coastal facility I believe a most important factors was not taken into account and that is what will be the cost of running the plant after it is developed. The study Mr. Salzman only presented costs of developing the facility. Cost of labor and fuel must be also equated, as this facility will be in operation for years to come.

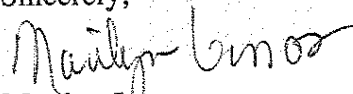
Mr. Salzman identified 3 sites out of the 10 south of the gateway 6 to 6.9 miles away on County Road 409. 50% of all the waste that is generated on the coast comes from Fort Bragg. This would mean that that waste would have to be transported out of Fort Bragg and then transported back to the "Gateway" to be transported over Highway 20 to the countywide facility in Willits.

Today every citizen must do what can be done to conserve on fuel and energy and opt for green technology wherever possible. This miss of cost seems foolish to me.

Another concern I have of the three sites identified on Road 409 is the intersection of Highway 1 and Road 409. Highway 1 has a very small turn lane coming off the Caspar Bridge from the north. A small automobile barely makes it into this turn lane to make the left turn onto Road 409. The county road is windy and has no shoulder. People tend to drive way over the speed limit cutting into the oncoming lane as they fly east and west on the road. I know, I have lived on this road for over 30 years. It is dangerous.

Please consider my concerns and include my comments in the official record.

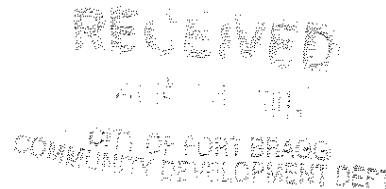
Sincerely,


Marilyn Lemos

Post Office Box 944
Mendocino, California 95460

30 April 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437



Re: Public Comment on the Mendocino Central Coast Commercial Transfer Station Siting Study: Draft Report of Findings, April 2007.

Dear Mr. Carterette:

Thank you for this opportunity to give you my input to the referenced "Report of Findings." The report presents a clear picture as to your top choices and numerical rubric justifications for where a central commercial transfer station might be located on the Mendocino Coast. Within the document there are several omissions or inconsistencies that I hope you will address in the final report. This letter will give specific details about situations and conditions not adequately addressed within the report.

- 1.) To achieve parity with conditions existing on another site in the report (see site #18), please add to sites #82 and #83 in the section entitled "Cons of Siting Project at this Site" the words, "Sewer and water systems will have to be developed." The omission of these words makes sites #82 and #83 more attractive than they should be.
- 2.) With regard to the statement in the "Pros of Siting the Project at this Site (#82 and #83) that, "Site(s) would not cause direct traffic impacts to any residential neighborhoods, please move this statement to the "con" side of the equation to accurately reflect the fact that the Road 409 area is indeed a residential neighborhood. The expansion of hours of operation and days would definitely increase traffic on Road 409. Furthermore, your report verifies that there would be an increase in traffic on the road. Sites #82, #83, and #85 would, according to your description, receive additional commercial traffic at approximately 9 commercial vehicles per day. (Winzler — "2.0 Background Information and Project Description" 4) And, "The number of trips would be expected to increase in the future, relative to growth and development in the region." (Winzler 4). Therefore, supported by statements in the "Findings" document, traffic will increase, and this will have a direct impact on the Road 409 residential neighborhood.
- 3.) Traffic Safety (A): All three sites listed on Road 409 must be accessed from Highway 1. Contrary to what appears to be an easy exit/access to Highway 20 via Road 409-408 on the map on Figure 2 "Study Area," the connecting line (roadway) from 409 to Highway 20 is a narrow, unpaved, six mile County road that is inaccessible or dangerous for most vehicular traffic most of the year. The only reasonable route from the proposed sites #82, #83, and #85 after the waste is collected would be to re-enter Highway 1 at the foot of Road 409 and proceed back to the Gateway and over the hill via Highway 20.

- 4.) Traffic Safety (B): Relative to the numerical value (3s) placed on the sections "Traffic Impacts" and "Access Safety" for sites #82 and #83, I believe these values are highly subjective unless there is quantitative data to support them. I can tell you, as a resident who lives on Road 409, that the intersection of Highway 1 and Road 409 is extremely hazardous. The report states: "Crossing and/or entering Highway 1 from 409 can be dangerous as cross travel travels at speeds in excess of 65 mph and there is no acceleration lane. Cueing lane is limited on Highway 1 north and south of Road 409." (Winzler Site #82 — 2). Your rating of 3 for traffic impacts is not high enough given that statement, especially when the larger picture of how Road 409 traffic interfaces with Highway 1 is factored in. I have received the following email response to my questions of safety at this intersection that I will read into the public record at the May 10th town meeting:

"I will have to strongly oppose a waste transfer station on Road 409. A review of accidents at the intersection of Highway 1 at road 409 indicates current problems. High speeds, short turn lanes and bridge approach all contribute to these dangerous conditions. Accidents at this location tend to be more severe due to highway speeds. Any additional traffic of large vehicles entering or turning from Hwy 1 will pose a public safety concern. It would also have a significant negative impact on the Mendocino Fire Department and District." Signed, Danny Hervilla, Chief, Mendocino Fire Dept.

Please recall that according to this document, "The rating number is based on a combination of factors that will determine how the flow of traffic will be affected on the roads between the site and the 'gateway,' including the functional classes of the roads, the existing Level of Service and the number of trip ends generated by the project." (Winzler—Table 3) Thus, when the safety of the intersection at Highway 1 and Road 409 is considered the rating of 3 for sites #82 and #83 should be higher, thus producing an overall higher rating for these two sites.

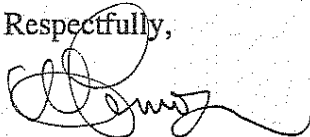
- 5.) Under "Additional Information" for sites #82, #83, and #85, please add the fact that these locations are susceptible to lengthy periodic power outages and road closures due to storm damage and/or wind thrown trees along the first mile of transmission lines. These power lines are in dense forest to the south of the road, as opposed to the more easily acceptable phone lines that run along Road 409. This condition should be factored into the overall rating of these sites.
- 6.) The lower functional class of Road 409 will necessitate widening, paving, and turn lanes which will impose additional costs to the project sites listed on Road 409. These costs, along with the fact that Road 409 is misclassified since it has no provision for pedestrian or bike safety, are not factored into the cost estimates and should be reflected in the section called "Additional Information" for sites #82, #83, and #85.
- 7.) The fact that the intersection of Road 409 and Highway 1 is a four-way intersection is not noted in the document. This configuration already imposes inferior traffic flow conditions for vehicles turning in any of the four directions or crossing the highway east to west or west to east. There is precedence in California State law covering pre-existing conditions that pose a safety hazard. If that dangerous situation is acknowledged and identified by an agency, the exacerbation of conditions that increases the likelihood that future incidents could occur at such a site put the onus of

liability on the agency for claims made by persons injured at the site. This fact should also be noted under "Additional Information" for sites #82, #83, and #85.

- 8.) The Federal Highway Administration (FHWA) has established, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act, signed into law by the president on August 10, 2005, a new Highway Safety Improvement Program structured and funded to reduce fatalities on all public highways. The sad fact is that intersection crashes account for more than 45% of all reported crashes and 21% of fatalities. According to the FHWA website, "More than 50% of the combined fatal and injury crashes occur at intersections." The goal of the federal program is to reduce intersection crashes so as to reduce roadway deaths. The Office of Safety recommends that roadway agencies conduct comprehensive intersection analyses to pinpoint safety problems and develop cost-effective solutions. One must conclude, given the statement above by Chief Hervilla, that the federal mandate to reduce accidents through careful study of problem sites applies to the Road 409 and Highway 1 intersection. Thus, the Siting Study should reflect this mandate and rate the proposed sites on 409 much higher than those listed in the draft document.

In conclusion, I hope you will address my points in the final draft of the "Report of Findings."

Respectfully,



William Lemos, Ph. D.

Cc:

County of Mendocino
Department of Transportation
Solid Waste Division
340 Lake Mendocino Drive
Ukiah, CA 95482

Fort Bragg City Council
416 N. Franklin St
Fort Bragg, CA 95437

Rex A Jackman
Chief, System and Community Planning
Caltrans District 1

Danny Hervilla, Chief
Mendocino Volunteer Department
POB 901
Mendocino, CA 95460

CA Integrated Waste Management Board
PO Box 4025
Sacramento, CA 95812-4025
Margo Brown, Board Chair

Senator Pat Wiggins
PO Box 785
Ukiah, CA 95482

Assemblywoman Patty Berg
311 State St
Ukiah, CA 95482

Mendocino County Board of Supervisors
Courthouse, Low Gap Road
Ukiah, Ca 95482

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437

RECEIVED
OCT 09 2007
CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

RE: Central Coast Transfer Station Siting Study

Dear Chris Carterette,

I am Elizabeth Zekley, a local business owner, Road 409 resident and parent. A transfer station should be located near Fort Bragg for convenience to the major population and proximity to commercial waste pickup routes, ideally on or near Hwy 20. The Golf Course land or GP Mill Site would be ideal.

Road 409 and/or Prairie Way is not a viable location for a Transfer Station for a number of reasons. Why truck the garbage from Fort Bragg, down to Road 409, and back to Hwy 20? It wastes fossil fuel, which is becoming increasingly more expensive and scarce, and adds a lot of wear and tear to vehicles. Locating the Transfer Station on Road 409 means added expense to the county, the commercial waste companies, and individuals. Added expense to the commercial waste companies hauling garbage to Road 409 means added cost to the rate payers. Road 409 is not convenient to self-haulers from Fort Bragg either. Additionally, expanded legislated recycling requirements are much more likely to be successfully followed by individuals if the recycling center is conveniently located to the population center.

The Road 409 Community should not be burdened with a greatly expanded waste transfer and recycling station. Road 409 has suffered from the proximity of the dump and transfer station for years. There was groundwater pollution from the landfill, requiring legal action on the part of the community to get the dump closed and capped. At that time a promise was made to us, that the Waste Transfer Station was a temporary solution. Now in lieu of that "temporary" solution, the residential neighborhood of Road 409 has been targeted with 3 sites in the top 10 list!

This is from the FB City Council minutes of Jan. 24, 2005. Paul Cayler presented the council with his 'Caspar Strategic Plan' for improvements at the Caspar Transfer Station:

"Council requested including space on the plans for long-haul transfer trucks to operate at the Caspar Transfer Station. Cayler noted that this would be difficult because the neighbors had been assured that **garbage trucks would no longer be coming up the road when the landfill closed...**"

It's time to live up to promise the county and waste management made to the 409 community – close and move the temporary transfer station to a more suitable location not located in a residential neighborhood.

There is always trash along the road that blows out of vehicles, and sometimes illegal dumping back on one of the fire roads. The noise of the trash trucks banging at the dump wakes us up in the morning. The noise carries a long ways. Many vehicles speed up our road to the current transfer station, making it unsafe for bicycling and walking. A larger transfer station here would mean greatly increased noise, increased trash along the road, and greatly increased traffic.

Locating a larger transfer station on Road 409 goes against the county plan, as well. Road 409 is characterized by the County Trails Plan (Mendo County Plan - Recreation Element) as follows:

Caspar-Little Lake Road (Road 409) Inland Trail

Location: South of Caspar: From Highway 1 southeasterly to its intersection with Little Lake Road (County Road 408).

Existing Development: Pedestrian, bicycle, and equestrian use; connects with alternative coastal trail along Point Cabrillo Drive (Old Highway 1) to west; and also connects to Little Lake-Sherwood Inland Trail; designated by County Trails Plan.

In truth, the current transfer station on Prairie Way has made Road 409 and Prairie Way unsafe for pedestrian, bicycle and equestrian use during the hours the transfer station is open.

Siting a larger Transfer Station on Road 409 poses a serious traffic safety risk. Speeds at the intersection of Highway 1 and Road 409 typically exceed 60 mph. A deceleration lane cannot be constructed there because of the proximity to Caspar Creek Bridge. The queuing lane at the intersection has room for one long-haul solid waste truck and no other vehicles – a very dangerous situation during heavy traffic.

The Siting Study states, on all 3 of the Road 409 locations -

“Potential Circulation Impacts: Impacts to traffic circulation on roads adjacent and leading to the Site would be somewhat worse than the status quo. The volume of self-haul traffic will remain the same but the commercial, franchise packer trucks and the long-haul transfer trucks will be added to the traffic load. The functional class of Road 409 is probably lower than they should be for the anticipated traffic loads and the Level of Service is expected to drop (results in traffic delays) under the proposed Project.

Traffic Safety: Road 409 is a rural, residential road. The neighbors complain that the existing traffic (speed and volume) creates unsafe conditions. Safety impacts to pedestrians/bikes could be significant to the extent that they are present. Crossing and/or entering Highway 1 from Road 409 can be dangerous as cross traffic travels at speeds in excess of 65 mph and there is no acceleration lane. Cueing lane is limited on Highway 1 north and south of Road 409.”

While Winzler and Kelly used a sound method in creating their recommendations, there were some errors in the process. The Study did not take into account future likelihood of increasingly strict regulations on waste handling. More materials will be added to what

must be recycled. A Transfer Station should be located near population centers with plenty of room for expansion to allow for future mandated waste handling and recycling requirements.

The Study determined, based on public opinion, that access through a residential neighborhood was a fatal flaw – but claims that Road 409 is not a residential neighborhood, because of “historic traffic”. I live here, I should know – Road 409 as well as Prairie Way is a residential neighborhood! 3 of the top 10 sites are located in the residential neighborhood of Road 409 and Prairie Way. The study should have excluded the residential neighborhood of Road 409. The Study even says “Road 409 is a rural, residential road.”

The Study does not take into account the location of a Charter School on Road 409, with busses and parents driving children to and from school. The EPA Manual “Waste Transfer Stations: A Manual for Decision Making” states:

“Transfer station traffic varies locally, but tends to peak twice a day. The first peak is often near the middle of the day or shift, and the second at the end of the day or shift. Therefore, the best sites for transfer stations are located away from areas that have midday traffic peaks and/or school bus and pedestrian traffic.”

Traffic on Road 409 peaks at midday when the Charter School lets out.

Mendocino Unified School District busses kids on Road 409 as well. The children who live on Prairie Way have to walk down Prairie Way from the corner of Road 409. There are no sidewalks, and drivers already speed down Prairie Way to the existing transfer station.

The Siting Study discounted some of the best potential sites, because they had an “unwilling seller “ Three sites with by far the best scores were all removed from consideration, without any negotiation. The GP Mill Site is zoned for industrial use, convenient to Fort Bragg, with space for expansion.

Traffic safety rankings did not take into consideration vehicle speeds through access intersections. Sites taking access from sections of Highway 1 where speeds are about 45 mph were given worse scores than the intersection at Highway 1 and Road 409, where speeds typically exceed 60 mph. A deceleration lane cannot be constructed there because of the proximity to Caspar Creek Bridge. The queuing lane at the intersection has room for one long-haul solid waste truck and no other vehicles – a very dangerous situation during heavy traffic. In general, the sites located north of downtown Fort Bragg and on Hwy 20 are in commercial and industrial areas and there is no need for travel through residential neighborhoods to reach the sites, but they were ranked much worse than Road 409 in terms of traffic safety.

The Study incorrectly states, regarding sites on Road 409, “The volume of self-haul traffic will remain the same but the commercial, franchise packer trucks and the long-haul transfer trucks will be added to the traffic load.” This assumes that users of the

Pudding Creek and Albion sites will not use the sites on 409, although visits to these sites number approximately 30,000 per year. This also incorrectly assumes that there will not be an expansion of services at a central transfer station to include comprehensive state-mandated waste diversion operations, which will increase traffic accordingly. This increased traffic will increase the danger of accidents exponentially – Road 409 and the intersection at Road 409 and Hwy 1 cannot handle the additional traffic safely.

Pudding Creek was bumped out of the top 10 because of the assertion that traffic safety was an issue there. This does not seem correct.

Thank you for your time and consideration. Please, in choosing a site for a transfer station, think well out into the future. Choose a place with ample room for expansion, convenient to the population center of Fort Bragg, and avoid impacting residential neighborhoods.

Sincerely,

Elizabeth Zekley
43020 Road 409
Mendocino, CA 95460

Carterette, Chris

From: Johnny Quest [johnny@larkinam.com]

Sent: Friday, May 04, 2007 3:07 PM

To: Carterette, Chris

Subject: Reply to Draft Report of Findings for the Central Coast Transfer station Siting Study in Mendocino County

To Chris Carterette(City Planner),

As a RESIDENT on County Road 409, I am writing to you in OPPOSITION to any further growth of material recovery and processing on County Road 409!

This IS a residential area!! Any further traffic on or around this road is DANGEROUS to the residents and traffic flow!!

Please consider another site closer to HWY 20 that is NOT in a residential neighborhood!!

Thankyou!!

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[Click here to protect your inbox from Spam.](#)

May 9, 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street Fort Bragg, California 95437

Dear Mr. Carterette

I'm a Caspar homeowner, and my daughter attends school on Rd 409. I strongly urge you to consider the adverse implications of a Waste Transfer Station in this area.

Road 409 is a quiet, residential neighborhood, and an additional 40 families use this route daily because of the public charter school 3 miles up. Entering and exiting Road 409 is already difficult with the amount of traffic on Hwy 1, especially during periods of high tourist activity. The same is true for Fern Creek/Caspar Rd immediately to the north. The existing dump site may be a convenience for the local area, but the level of traffic it creates is minor compared with what you propose. The increase in traffic that would result from a transfer site in this area would make these transitions seriously unsafe.

It also makes no sense to impact the Caspar area so adversely, when the material then has to be trucked back to Hwy 20. I urge you to locate the transfer station on Hwy 20, so vehicles aren't traveling back and forth unnecessarily.

Respectfully Submitted,

Lisa Weg
Mailing: Post Office Box 724, Mendocino CA 95460
Residence: 44281 Johnson Park Rd., Caspar, CA 95420
707 961-0202

Carterette, Chris

From: Linda Ruffing [lruffing@fortbragg.com]
Sent: Monday, May 07, 2007 4:52 PM
To: Carterette, Chris
Subject: FW: Hello

Would you please add this to the e-file of letters? Thanks.

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

From: Paul Katzeff [mailto:pk@thanksgivingcoffee.com]
Sent: Tuesday, May 01, 2007 1:08 PM
To: lruffing@ci.fort-bragg.ca.us
Subject: Hello

Hay Linda,

How you doin' ?

I hear that the transfer station is being considered for siting next to my house in JSF? You wouldn't be the "administrator " behind this , would you ?

Just kidding.

But I wonder why the consultants did not define the 409 area as a "residential" community. Many people have homes on this road and I think I am a resident.

Maybe when the issue comes up you will testify that you once lived in this community and raised you kids there and that your instructions to them were to "stay off the road!"

I know that two of my dogs were hit and killed by cars up on the road and killed (Pearl in 2002 and Duke in 1985 and my current dog Lucy was hit in 2003 and survived to write about it. Kids are vulnerable to the same idiots who drive 60 mph on our road going home from the dump. It is instructive to know that all three mishaps occurred on the westward moving traffic side of road 409.

Thanks for your good work on the rest of the job. I have been watching because I know you a bit from the past.

Paul

Carterette, Chris

From: Beth Zekley [beth@larkcamp.com]
Sent: Monday, May 07, 2007 3:13 PM
To: caylerp@co.mendocino.ca.us
Subject: Central Coast Transfer Station Siting Study

Dear Mr. Paul Cayler,

I am Elizabeth Zekley, a local business owner, Road 409 resident and parent. A transfer station should be located near Fort Bragg for convenience to the major population and proximity to commercial waste pickup routes, ideally on or near Hwy 20. The Golf Course land or GP Mill Site would be ideal.

Road 409 and/or Prairie Way is not a viable location for a Transfer Station for a number of reasons. Why truck the garbage from Fort Bragg, down to Road 409, and back to Hwy 20? It wastes fossil fuel, which is becoming increasingly more expensive and scarce, and adds a lot of wear and tear to vehicles. Locating the Transfer Station on Road 409 means added expense to the county, the commercial waste companies, and individuals. Added expense to the commercial waste companies hauling garbage to Road 409 means added cost to the rate payers. Road 409 is not convenient to self-haulers from Fort Bragg either. Additionally, expanded legislated recycling requirements are much more likely to be successfully followed by individuals if the recycling center is conveniently located to the population center.

The Road 409 Community should not be burdened with a greatly expanded waste transfer and recycling station. Road 409 has suffered from the proximity of the dump and transfer station for years. There was groundwater pollution from the landfill, requiring legal action on the part of the community to get the dump closed and capped. At that time a promise was made to us, that the Waste Transfer Station was a temporary solution. Now in lieu of that "temporary" solution, the residential neighborhood of Road 409 has been targeted with 3 sites in the top 10 list!

This is from the FB City Council minutes of Jan. 24, 2005. Paul Cayler presented the council with his 'Caspar Strategic Plan' for improvements at the Caspar Transfer Station:

"Council requested including space on the plans for long-haul transfer trucks to operate at the Caspar Transfer Station. Cayler noted that this would be difficult because the neighbors had been assured that garbage trucks would no longer be coming up the road when the landfill closed..."

It's time to live up to promise the county and waste management made to the 409 community - close and move the temporary transfer station to a more suitable location not located in a residential neighborhood.

There is always trash along the road that blows out of vehicles, and sometimes illegal dumping back on one of the fire roads. The noise of the trash trucks banging at the dump wakes us up in the morning. The noise carries a long ways. Many vehicles speed up our road to the current transfer station, making it unsafe for bicycling and walking. A larger transfer station here would mean greatly increased noise, increased trash along the road, and greatly increased traffic.

Locating a larger transfer station on Road 409 goes against the county plan, as well. Road 409 is characterized by the County Trails Plan (Mendo County Plan - Recreation Element) as follows:

Caspar-Little Lake Road (Road 409) Inland Trail

Location: South of Caspar: From Highway 1 southeasterly to its intersection with Little Lake Road (County Road 408).

Existing Development: Pedestrian, bicycle, and equestrian use; connects with alternative coastal trail along Point Cabrillo Drive (Old Highway 1) to west; and also connects to Little Lake-Sherwood Inland Trail; designated by County Trails Plan.

In truth, the current transfer station on Prairie Way has made Road

409 and Prairie Way unsafe for pedestrian, bicycle and equestrian use during the hours the transfer station is open.

Siting a larger Transfer Station on Road 409 poses a serious traffic safety risk. Speeds at the intersection of Highway 1 and Road 409 typically exceed 60 mph. A deceleration lane cannot be constructed there because of the proximity to Caspar Creek Bridge. The queuing lane at the intersection has room for one long-haul solid waste truck and no other vehicles - a very dangerous situation during heavy traffic.

The Siting Study states, on all 3 of the Road 409 locations - "Potential Circulation Impacts: Impacts to traffic circulation on roads adjacent and leading to the Site would be somewhat worse than the status quo. The volume of self-haul traffic will remain the same but the commercial, franchise packer trucks and the long-haul transfer trucks will be added to the traffic load. The functional class of Road 409 is probably lower than they should be for the anticipated traffic loads and the Level of Service is expected to drop (results in traffic delays) under the proposed Project.

Traffic Safety: Road 409 is a rural, residential road. The neighbors complain that the existing traffic (speed and volume) creates unsafe conditions. Safety impacts to pedestrians/bikes could be significant to the extent that they are present. Crossing and/or entering Highway 1 from Road 409 can be dangerous as cross traffic travels at speeds in excess of 65 mph and there is no acceleration lane. Queuing lane is limited on Highway 1 north and south of Road 409."

While Winzler and Kelly used a sound method in creating their recommendations, there were some errors in the process. The Study did not take into account future likelihood of increasingly strict regulations on waste handling. More materials will be added to what must be recycled. A Transfer Station should be located near population centers with plenty of room for expansion to allow for future mandated waste handling and recycling requirements.

The Study determined, based on public opinion, that access through a residential neighborhood was a fatal flaw - but claims that Road 409 is not a residential neighborhood, because of "historic traffic". I live here, I should know - Road 409 as well as Prairie Way is a residential neighborhood! 3 of the top 10 sites are located in the residential neighborhood of Road 409 and Prairie Way. The study should have excluded the residential neighborhood of Road 409. The Study even says "Road 409 is a rural, residential road."

The Study does not take into account the location of a Charter School on Road 409, with busses and parents driving children to and from school. The EPA Manual "Waste Transfer Stations: A Manual for Decision Making" states: "Transfer station traffic varies locally, but tends to peak twice a day. The first peak is often near the middle of the day or shift, and the second at the end of the day or shift. Therefore, the best sites for transfer stations are located away from areas that have midday traffic peaks and/or school bus and pedestrian traffic." Traffic on Road 409 peaks at midday when the Charter School lets out. Mendocino Unified School District busses kids on Road 409 as well. The children who live on Prairie Way have to walk down Prairie Way from the corner of Road 409. There are no sidewalks, and drivers already speed down Prairie Way to the existing transfer station.

The Siting Study discounted some of the best potential sites, because they had an "unwilling seller" Three sites with by far the best scores were all removed from consideration, without any negotiation. The GP Mill Site is zoned for industrial use, convenient to Fort Bragg, with space for expansion.

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The Study incorrectly states, regarding sites on Road 409, "The volume of self-haul traffic will remain the same but the commercial, franchise packer trucks and the long-haul transfer trucks will be added to the traffic load." This assumes that users of the Pudding Creek and Albion sites will not use the sites on 409, although visits to these sites number approximately 30,000 per year. This also incorrectly assumes that there will not be an expansion of services at a central transfer station to include comprehensive state-mandated waste diversion operations, which will increase traffic accordingly. This increased traffic will increase the danger of accidents exponentially - Road 409 and the intersection at Road 409 and Hwy 1 cannot handle the additional traffic safely.

Pudding Creek was bumped out of the top 10 because of the assertion that traffic safety was an issue there. This does not seem correct.

Thank you for your time and consideration. Please, in choosing a site for a transfer station, think well out into the future. Choose a place with ample room for expansion, convenient to the population center of Fort Bragg, and avoid impacting residential neighborhoods.

--

Sincerely,
Elizabeth Zekley

*** LARK CAMP ***

PO Box 1176 Mendocino, California 95460 USA Lark Camp Phone (707) 964-4826 email
beth@larkcamp.com Lark Camp Website <http://www.larkcamp.com> Mickie & Elizabeth Website
<http://www.celticweddingmusic.net>

*** MENDOCINO ENGLISH COUNTRY DANCES *** <http://www.larkcamp.com/mendoengdance.htm>
Phone (707) 964-4826

RECEIVED

APR 04 2007

CITY OF FORT BRAGG
COMMUNITY DEVELOPMENT DEPT

April 30, 2007

Mendocino County Board of Supervisors
501 Low Gap Road
Ukiah, CA 95482

Re: Central Coast Waste Transfer Station Siting Study

Dear Sir/Madam:

As residents of Road 409, and having read the draft report of findings dated April 2007, we feel compelled to comment on the proposed sites on Road 409, as well as other sites.

The report indicates that any proposed site should accommodate the growth of the waste stream which would reach 43,735 tons/year by 2036. The exit corridor for this waste is Highway 20 to Willits and then to Suisun City. It seems ludicrous that any site off Highway 20 would, at this point, still be considered, since the per mile increase in fuel and road maintenance required over this 30 year span would far exceed the initial capital outlay to develop any of the sites on Highway 20.

Road 409 is, as noted, residential. The speed limit on this road was established when it was historically rural and very little existed save the dump. However, through the ensuing years it has become considerably more residential with yet more housing being developed as we speak. The speed limit is now too high to ensure the safety of the residents and their children. To consider adding larger vehicles to navigate this circuitous route at the existing speed seems reckless. Designated rural residential by the U.S. Post Office, all mail boxes are on the north side of the road, as such, all residents on the south side must cross the road (some at blind curves) to retrieve their mail. Adults, children and pets will be exposed unreasonably to an extreme risk should any site be located on 409.

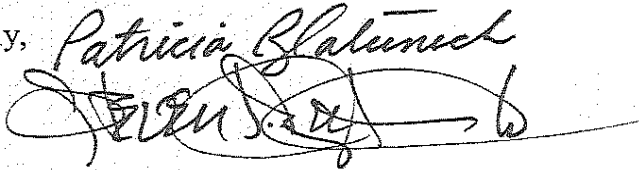
Acceleration and deceleration lanes on Highway 1 at Road 409 will be extremely difficult to establish, if at all, since the Casper Creek Bridge is within a hundred feet of this intersection. Trucks turning on Highway 1 onto Road 409 will be required to climb a substantial grade, thus slowing traffic and affecting the north south flow on Highway 1.

Sites on 409 would also negatively affect Highway 1 which is the only north south access/egress corridor for residents and tourists alike. This community relies on tourism heavily, it would seem more beneficial to keep the large long haul truck out of this corridor altogether and contain the traffic to Highway 20 where it has to go to get to Willits.

The site that seems to hold the most potential would seem to be site #18, GP's Woodwaste Landfill. It is noted that the owner is considering development of a Woodwaste Fired Power Plant. The community would be well-served if the transfer station were located at this site and a partnership established, that would enable the use of all organic refuse as fuel. The result would reduce substantially the number of off-haul trucks leaving and entering the site.

The technology to build and maintain a power plant of this type is expensive. However, weighed against the fuel and road maintenance over 30 years and considering the mandate toward zero waste this seems to be the most prudent investment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Patricia L. Zlatunich". The signature is written in black ink and is positioned above the typed name and address.

Steve J. Zlatunich
Patricia L. Zlatunich
43893 Road 409
Mendocino, CA 95460

cc: Chris Carterette, City Planner
Beth Zekley
Fort Bragg City Council

Carterette, Chris

From: Sue McNeill [smcneill@wildblue.net]
Sent: Tuesday, May 01, 2007 9:33 PM
To: Carterette, Chris
Cc: pinches@co.mendocino.ca.us; wattenburger@co.mendocino.ca.us; smithk@co.mendocino.ca.us; colfaxd@co.mendocino.ca.us; delbar@co.mendocino.ca.us; thehahas@mcn.org; megocourt@yahoo.com; dturner@fortbragg.com; Gjerde, Dan; Melo, Jere; caylerp@co.mendocino.ca.us; lruffing@ci.fort-bragg.ca.us; opa@ciwmb.ca.gov
Subject: Mendocino Coast Solid Waste Transfer Station - The Draft Report of Findings

I have several concerns about the study that was done to determine the site location for the new transfer station which is under consideration. Three of the top 10 sites are on Road 409, while sites north of Ft Bragg, the Pudding Creek site and the site on the Georgia Pacific Lumber land are not in the top 10 or 20 sites considered. In fact none of the areas that are zoned industrial in and around Ft. Bragg have been included in the top 10 sites for the placement of the new center.

A major factor that seems to be missing in this equation is cost. No transportation costs have been included at all. If one takes into consideration much of the refuse and recycling that will be taken to this transfer station will be generated in Ft Bragg and its immediate surroundings, it would make sense to put the transfer station very close to Ft. Bragg. It also would be convenient for the transfer trucks that are all coming from Willits via Hwy 20. Further, as California moves towards zero waste and more and more refuse is required to be recycled, resold and reused, the closer the facility is to the Ft. Bragg area the easier it will be for the majority of residents to access and use a Transfer station.

Another huge concern is the turn off of Hwy. 1 onto Road 409. The turn lane is not large enough to accommodate more than two cars or one large truck at a time. If the yearly total of about 80,000 or so trips to the transfer station is all routed onto Road 409 it will result in a dangerous traffic situation. Building a longer turn lane is not feasible due to the proximity of the Caspar Creek Bridge

The study did not consider the people who live on Road 409 a neighborhood. I think their definition of what constitutes a rural neighborhood is far too narrow. We residents of Road 409 definitely see this area as a neighborhood. The addition of garbage trucks, all the recyclers, the redeemers and Willits trucks will have a major impact on the residents and the road; a county road that is not built to handle this type of traffic.

The study doesn't seem to apply the criteria to all sites equally. I.e. why is Pudding Creek, zoned industrial, with no close neighbors not considered a top site; the same for the Georgia Pacific land? Meanwhile other sites which are not zoned industrial get top consideration. I feel that the study ruled out some sites all together based on criteria that were not consistent across all site evaluations.

I hope the Board of Supervisors and the Fort Bragg City Council will review the current proposal with a critical eye and question the assumptions of the preparer before coming to a final decision as to where to place the new transfer facility. This placement will have a long term implications for the community in terms of cost, convenience and impact on neighbors.

Sincerely

Sue McNeill
44001 Road 409
Mendocino, CA 95460

5/2/2007

Carterette, Chris

From: Bill & Sara Loethen [loethen@mcn.org]
Sent: Tuesday, May 01, 2007 11:21 AM
To: Carterette, Chris
Cc: smithk@co.mendocino.ca.us
Subject: CENTRAL COAST TRANSFER STATION SITING STUDY

To- Mr. Carterette
From- William Loethen
43410 Rd 409

In regard to the transfer station being left or relocated on rd 409, I strongly oppose this. 11 of us would live right next door to two of the proposed sites at 1.5 and 1.3 mi. up 409 on a section of road that has a lot of fast traffic, poor visibility, no room for turning lanes, and not enough distance to stop if vehicles are turning into the two sites.

The left turning lane onto 409 from hwy 1 has only 30 feet of left turn lane and can't be increased because of Casper bridge. One long truck and a car put you out of the turning lane, this is a dangerous situation, a wreck occurred just last week and pushed the guard rail out on the SE. side of the highway 1. I don't know why these three sites are even being considered, the county will not maintain the road bed, clean the ditches, pick up the trash but once a year, mow once a year, no cutting of leaning trees for visibility, no enforcing of speed limits, littering, or load tarping rules. We have tried to talk to them and they say they have no control of these things. So they put us at risk of getting in an accident, we pick up the trash and constantly pick up of nails in the driveway, clean out our own road ditches, mow along the road, doing their jobs, and now they want to increase the traffic, use larger trucks, increase the times their on the road and make it more dangerous for us and the school kids. It's too dangerous to ride a bike on the road now and it will get ten times worse if the transfer station is increased or moved.

Hwy. 20 is so much more logical because of the new turning lanes going in, closer to town, closer to Willits. The gas usage alone, the carriers would save 100 miles a day, plus all the people saving mileage, and all the trash from Ft. Bragg to 409 wouldn't be alongside the road like it is now. I hope it doesn't come down to saving a few dollars now so we can spend ten times as much in the future, or regretting the loss of lives because of the accidents that will occur if 409 is picked for this station. Please use common sense now and let's work together to get the transfer station out Hwy. 20. Thank you.

Re: Draft Report of Findings, Central Coast Transfer Station Siting Study

Dear Mr. Cayler and Siting Study Technical Advisory Committee,

These are some brief, preliminary observations on the Draft Report as it stands:

- **Dismissal of properties with 'unwilling seller' eliminated the most appropriate sites for a state-of-the-art transfer station operation.**
- **Process by which the decision criteria were developed was not transparent.**
- **The Study does not address future expansion needs.** The reality is that California is moving towards a 'Zero Waste' policy and the need for an assortment of operations that divert, store, and process material from the waste stream will become increasingly necessary. Such diversion areas are best located at a transfer station site AND near population centers so that residents will participate in diversion/buy-back programs.
- **The Road 409 Neighborhood is being defined out of existence.** The 'selected criteria' do not faithfully reflect the input (as described in the Draft Report) received from the public. Although public consensus weighted 'location in a residential neighborhood' as a fatal flaw, the Draft Report defined 'rural residential neighborhood' in an extremely limited way, suggesting that roads be less than 20' wide, have speed limits of 25 mph or less, limited historic traffic, and houses fronting roadway. This interpretation allowed the TAC to finesse the fatal flaw designation and place three of the top sites in an obviously residential neighborhood.

According to the Draft Report, siting a transfer station in the Road 409 Neighborhood would have virtually no impact on residents, aside from some traffic safety issues for pedestrians. The report discounts or ignores completely many of the existing elements that set the Road 409 Neighborhood apart from other sites.

- 1) Extremely low ambient noise levels: Louisiana Pacific conducted sound studies in mid-1990's. Industrial operations have a much higher impact here than in less-rural locations.
- 2) Need for lower speed limit: the county has maintained an unsafe speed limit on Road 409 and Prairie Way despite numerous accidents, some fatal.
- 3) A charter school is accessed from Road 409.
- 4) The existing self-haul operation was 'grandfathered-in' and the proposed commercial transfer station operation involves a much broader range of activities. The current facility is not compatible with adjacent land uses. The neighborhood has historically been burdened with the pollution and litter created as a result of the County and City of Fort Bragg's poor management of the operations at the site
- 5) The Road 409 community supports the local economy: many of our artists and landscapers frequently open their gardens to the public to benefit the Mendocino Art Center, League of Women Voters and other groups. Many of this community's businesses support the economy at local and global levels. It becomes an issue of environmental justice when one community is overburdened with negative impact facilities.

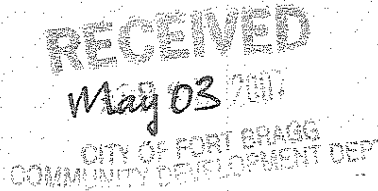
Thanks again for your time,

Melinda Jannett

Post Office Box 944
Mendocino, California 95460

30 April 2007

Chris Carterette, City Planner
Fort Bragg Community Development Department
416 North Franklin Street
Fort Bragg, California 95437



MAY 03 2007

Re: Public Comment on the Mendocino Central Coast Commercial Transfer Station Siting Study: Draft Report of Findings, April 2007.

Dear Mr. Carterette:

Thank you for this opportunity to give you my input to the referenced "Report of Findings." The report presents a clear picture as to your top choices and numerical rubric justifications for where a central commercial transfer station might be located on the Mendocino Coast. Within the document there are several omissions or inconsistencies that I hope you will address in the final report. This letter will give specific details about situations and conditions not adequately addressed within the report.

- 1.) To achieve parity with conditions existing on another site in the report (see site #18), please add to sites #82 and #83 in the section entitled "Cons of Siting Project at this Site" the words, "Sewer and water systems will have to be developed." The omission of these words makes sites #82 and #83 more attractive than they should be.
- 2.) With regard to the statement in the "Pros of Siting the Project at this Site (#82 and #83) that, "Site(s) would not cause direct traffic impacts to any residential neighborhoods, please move this statement to the "con" side of the equation to accurately reflect the fact that the Road 409 area is indeed a residential neighborhood. The expansion of hours of operation and days would definitely increase traffic on Road 409. Furthermore, your report verifies that there would be an increase in traffic on the road. Sites #82, #83, and #85 would, according to your description, receive additional commercial traffic at approximately 9 commercial vehicles per day. (Winzler — "2.0 Background Information and Project Description" 4) And, "The number of trips would be expected to increase in the future, relative to growth and development in the region." (Winzler 4). Therefore, supported by statements in the "Findings" document, traffic will increase, and this will have a direct impact on the Road 409 residential neighborhood.
- 3.) Traffic Safety (A): All three sites listed on Road 409 must be accessed from Highway 1. Contrary to what appears to be an easy exit/access to Highway 20 via Road 409-408 on the map on Figure 2 "Study Area," the connecting line (roadway) from 409 to Highway 20 is a narrow, unpaved, six mile County road that is inaccessible or dangerous for most vehicular traffic most of the year. The only reasonable route from the proposed sites #82, #83, and #85 after the waste is collected would be to re-enter Highway 1 at the foot of Road 409 and proceed back to the Gateway and over the hill via Highway 20.

- 4.) Traffic Safety (B): Relative to the numerical value (3s) placed on the sections "Traffic Impacts" and "Access Safety" for sites #82 and #83, I believe these values are highly subjective unless there is quantitative data to support them. I can tell you, as a resident who lives on Road 409, that the intersection of Highway 1 and Road 409 is extremely hazardous. The report states: "Crossing and/or entering Highway 1 from 409 can be dangerous as cross travel travels at speeds in excess of 65 mph and there is no acceleration lane. Cueing lane is limited on Highway 1 north and south of Road 409." (Winzler Site #82 — 2). Your rating of 3 for traffic impacts is not high enough given that statement, especially when the larger picture of how Road 409 traffic interfaces with Highway 1 is factored in. I have received the following email response to my questions of safety at this intersection that I will read into the public record at the May 10th town meeting:

"I will have to strongly oppose a waste transfer station on Road 409. A review of accidents at the intersection of Highway 1 at road 409 indicates current problems. High speeds, short turn lanes and bridge approach all contribute to these dangerous conditions. Accidents at this location tend to be more severe due to highway speeds. Any additional traffic of large vehicles entering or turning from Hwy 1 will pose a public safety concern. It would also have a significant negative impact on the Mendocino Fire Department and District." Signed, Danny Hervilla, Chief, Mendocino Fire Dept.

Please recall that according to this document, "The rating number is based on a combination of factors that will determine how the flow of traffic will be affected on the roads between the site and the 'gateway,' including the functional classes of the roads, the existing Level of Service and the number of trip ends generated by the project." (Winzler—Table 3) Thus, when the safety of the intersection at Highway 1 and Road 409 is considered the rating of 3 for sites #82 and #83 should be higher, thus producing an overall higher rating for these two sites.


- 5.) Under "Additional Information" for sites #82, #83, and #85, please add the fact that these locations are susceptible to lengthy periodic power outages and road closures due to storm damage and/or wind thrown trees along the first mile of transmission lines. These power lines are in dense forest to the south of the road, as opposed to the more easily acceptable phone lines that run along Road 409. This condition should be factored into the overall rating of these sites.
- 6.) The lower functional class of Road 409 will necessitate widening, paving, and turn lanes which will impose additional costs to the project sites listed on Road 409. These costs, along with the fact that Road 409 is misclassified since it has no provision for pedestrian or bike safety, are not factored into the cost estimates and should be reflected in the section called "Additional Information" for sites #82, #83, and #85.
- 7.) The fact that the intersection of Road 409 and Highway 1 is a four-way intersection is not noted in the document. This configuration already imposes inferior traffic flow conditions for vehicles turning in any of the four directions or crossing the highway east to west or west to east. There is precedence in California State law covering pre-existing conditions that pose a safety hazard. If that dangerous situation is acknowledged and identified by an agency, the exacerbation of conditions that increases the likelihood that future incidents could occur at such a site put the onus of

liability on the agency for claims made by persons injured at the site. This fact should also be noted under "Additional Information" for sites #82, #83, and #85.

- 8.) The Federal Highway Administration (FHWA) has established, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act, signed into law by the president on August 10, 2005, a new Highway Safety Improvement Program structured and funded to reduce fatalities on all public highways. The sad fact is that intersection crashes account for more than 45% of all reported crashes and 21% of fatalities. According to the FHWA website, "More than 50% of the combined fatal and injury crashes occur at intersections." The goal of the federal program is to reduce intersection crashes so as to reduce roadway deaths. The Office of Safety recommends that roadway agencies conduct comprehensive intersection analyses to pinpoint safety problems and develop cost-effective solutions. One must conclude, given the statement above by Chief Hervilla, that the federal mandate to reduce accidents through careful study of problem sites applies to the Road 409 and Highway 1 intersection. Thus, the Siting Study should reflect this mandate and rate the proposed sites on 409 much higher than those listed in the draft document.

In conclusion, I hope you will address my points in the final draft of the "Report of Findings."

Respectfully,



William Lemos, Ph. D.

Cc:

County of Mendocino
Department of Transportation
Solid Waste Division
340 Lake Mendocino Drive
Ukiah, CA 95482

Fort Bragg City Council
416 N. Franklin St
Fort Bragg, CA 95437

Rex A Jackman
Chief, System and Community Planning
Caltrans District 1

Danny Hervilla, Chief
Mendocino Volunteer Department
POB 901
Mendocino, CA 95460

CA Integrated Waste Management Board
PO Box 4025
Sacramento, CA 95812-4025
Margo Brown, Board Chair

Senator Pat Wiggins
PO Box 785
Ukiah, CA 95482

Assemblywoman Patty Berg
311 State St
Ukiah, CA 95482

Mendocino County Board of Supervisors
Courthouse, Low Gap Road
Ukiah, Ca 95482

Jone Lemos

Attorney

237 East Laurel Street
Fort Bragg, CA 95437

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Email: jlemons@mcn.org

May 10, 2007

Mr. Chris Carterette, City Planner
Fort Bragg Community Development Dept.
416 N. Franklin Street
Fort Bragg, CA 95437

Mendocino Central Coast Commercial Transfer Station Siting Study

Dear Mr. Carterette:

Please include my comments in the public record regarding the Draft Report of Findings dated April 2007, prepared by Winzler & Kelley, regarding the proposed new waste transfer station for the Mendocino coast.

In my opinion, Winzler & Kelley's top two ranking choices for the proposed new transfer station are the most appropriate locations for this project.

Sites 36 and 40 are both located off Highway 20, the gateway to further transportation of the coast's waste products. These locations make more sense for energy savings for consumers. Fuel and other transportation costs involved in taking the waste to sites north or south of Highway 20, then transporting it back to Highway 20 towards its ultimate destination, will be saved. With fuel prices continuing to escalate, the costs associated with unnecessary trucking will pose a financial burden on coastal citizens.

Highway 20 is currently being modified to create a center turn lane, which will facilitate the increased traffic associated with the new waste transfer station. Other proposed locations on Road 409 or north of Fort Bragg are not as safe for large truck hauling, and would require turn offs at uncontrolled intersections. Highway 20 is controlled by traffic lights and is the main highway inland.

Road 409 at State Route One is additionally a notoriously bad intersection for serious and even fatal vehicle accidents. It is uncontrolled in the north-south direction at high rates of speed and has traffic entering from both east and west. Road 409 itself is narrow and winding and

Mr. Carterette
May 10, 2007
Page 2

would require substantial improvements to facilitate traffic associated with the project. There are school buses which make three to four trips per day over Road 409 during the school year, making frequent complete stops for children to enter and exit the buses. Although there are school buses which transport children over Highway 20, there are no buses traveling on Summers Lane, the location of Site #36. Increased large truck and self-haul residential traffic will increase the risk to young children using school bus transportation on Road 409. Knowingly increasing this risk, and knowingly siting the proposed new facility in an area where traffic will be forced to use an intersection known for its serious accidents, such as Road 409, will increase the risk of liability to the City and County for accident related injuries.

Another benefit of Sites 36 and 40 is the willingness of the site owners to sell the property to the County for development of the transfer station. It is far less desirable to lease property for the transfer station, because of the risk that the lease will terminate at some point. Even with a long term lease, there are legal methods for terminating the lease, such as for nonpayment of rent or breach of other conditions in the lease. All of the funds spent on rent could more wisely be invested in ownership of the parcel. If the lease terminates, it is unlikely the County would be able to move the approximately \$4,000,000 facility which it proposes to construct. Thus all the rental income and the value of the improvements could be lost.

Thank you for considering these points in making a final determination about the location of the new transfer station.

Very truly yours,



Jone Lemos

cc: County of Mendocino
Department of Transportation
Solid Waste Division

Fort Bragg City Council

Mendocino County Board of Supervisors

David Isaac Tam
P.O. Box 601, Berkeley CA 94701
510-472-5723; 510-841-7809 [fax]

17 May 2007

Paul Caylor
Solid Waste Division
Department of Transportation
County of Mendocino
340 Lake Mendocino Drive
Ukiah, CA 95482

via FAX: (707) 463-5474 and E-Mail: dot@co.mendocino.ca.us

Potrero Hills Landfill Long-Range Disposal Capacity Uncertainty

Dear Mr. Caylor,

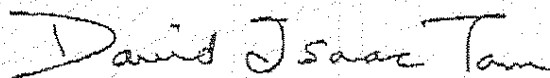
On behalf of the Northern California Recycling Association (NCRA) and the Sustainability, Parks, Recycling And Wildlife Legal Defense Fund (SPRAWLDEF), on both of whose boards I serve, I want to bring to the County of Mendocino's attention our opposition to the long-term operation of Republic Services Inc.'s solid waste disposal services presently located in the upland grasslands portion of the Suisun Marsh at the site known as the Potrero Hills Landfill.

On 26 February 2007, Solano County Judge Paul Beeman decided in favor of the plaintiffs in the suit of *Protect the Marsh, Northern California Recycling Association, David Tam et al v. County of Solano and Republic Services*, regarding a proposed 35-year expansion of Republic's disposal operations at the Potrero Hills Landfill. By 24 May 2007, Judge Beeman will issue final orders implementing that decision, which will include thorough study of alternative sites outside the Suisun Marsh, both inside and outside Solano County. Thus, long-range disposal capacity at Potrero Hills Landfill is uncertain.

Both NCRA and SPRAWLDEF are committed to the goals of the Zero Waste movement. Both seek aggressively to discourage continued reliance on low-cost disposal of discarded municipal solid waste by such methods as increased tipping fees to finance strong programs diverting materials from the waste stream by reduction, reuse, recycling, and composting. Long-distance landfill, which the article in today's Fort Bragg *Advocate-News* reports requires a 180-mile truck-haul from Mendocino County to the Potrero Hills Landfill, also results in high consumption of fossil fuels and significant contributions of greenhouse gases, while worsening the air quality of three California air basins. The County of Mendocino's long-range disposal planning, which we assume could be accomplished at an environmentally acceptable site *somewhere* within Mendocino County, should certainly consider rail-haul to landfills in Stockton CA, Arlington OR, and Fallon NV or other landfills with rail-access.

Please notify me of subsequent proceedings regarding Mendocino County's disposal planning.

Respectfully,



DAVID ISAAC TAM
Research & Development Director, SPRAWLDEF
Legislation and Litigation Chair, NCRA

Steve Salzman

From: Chris Carterette [ccarterette@fortbragg.com]
Sent: Friday, June 01, 2007 10:22 AM
To: Steve Salzman; Robert Holmlund
Cc: 'Paul Cayler'; Ruffing, Linda; 'Gary Leonard'; 'Trey Strickland'; 'Neal Leitner'
Subject: FW: Siting Study

FYI

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

From: William Lemos [mailto:blemos@mcn.org]
Sent: Friday, June 01, 2007 10:11 AM
To: Carterette, Chris
Subject: Siting Study

Hi Chris,

I just received the data from CHP regarding accidents at the 409/Highway 12 intersection. This info should be included in the final Siting Study report:

Between 1999 and 2006, 18 accidents occurred at this intersection.

Any idea when the final report will be posted?

Thanks,

Bill

Steve Salzman

To: ccarterette@fortbragg.com
Subject: RE: 409 and Prairie Way are residential

Dear Chris Carterette,

I bought my home off of Prairie Way about 10 years ago with the understanding that the transfer station was no longer a dump and that it would not be expanded in any way. This entire neighborhood is residential, from Highway One up 409 and Prairie Way. There is only one business that I'm aware of in the neighborhood and a LOT of family homes.

There are much more viable options! All other rural residential areas were eliminated from the siting study process early on. WHY NOT 409/PRAIRIE WAY?

Sincerely,
Gerri Sorkin
14340 Prairie Way
Mendocino CA 95460