

From: [Jacob Patterson](#)
To: [O'Neal, Chantell](#)
Cc: [Gurewitz, Heather](#)
Subject: FB Transmission parking lot, etc.
Date: Thursday, May 26, 2022 2:34:20 PM

Chantell,

Rather than waiting until we see the new materials when the agenda materials for June 22nd get posted I thought I would make a few practical suggestions concerning this project that staff can use to work with the applicant. I don't think the Planning Commission provided enough specific direction on what changes would bring the proposal into compliance with the Design Guidelines so I thought I would share my thoughts on how to do so. I think the project only needs tweaks to be approvable but I am still disturbed that something that so obviously ignored the Design Guidelines was brought forward for consideration with an approval recommendation--not that it is the applicant's fault no one went through the design Guidelines with them when they first applied for these entitlements. A few suggestions to address several of the issues at once:

The pavement currently extends into what is supposed to be the landscaping buffer around the edges of the parking lot--that is visible in site photos but the plan pages make it (falsely) look like the planting strip is the proper width along Cypress Street. The existing asphalt pavement probably needs to be cut back slightly to allow for the required level of landscaping and doing so will make it easy to add the necessary curb around the parking lot along the north side of the project. The curb could easily incorporate fence post brackets so no post hole would potentially disturb any tree roots--a non-issue because it is easy to avoid tree roots when hand-digging post holes; I have done it myself on several fence projects. Regardless, the curb installation will also facilitate adding the necessary screening fence along the north side around the vehicle parking area and across from the service bays that already and will face Cypress Street. (Even Acutech across the street includes a fenced and secured vehicle storage area but there is none in this project despite that being a major component of the Design Guidelines that specifically applies to auto repair shops. Based on where the service bays are in the proposed building and the existing building, the fence should probably extend close to the proposed drainage swale. If it is an open wire fence, then additional vines and or bushes for a hedge should be planted along the landscaping strip. Adding the curb also helps address a safety issue where the pavement along the driveway cut is at a different elevation/plane from the sidewalk and driveway cut so they have been placing cones along the parking area to keep people from driving off the drop. Adding the curb and fence addresses those safety concerns. This will be a bigger concern with the additional service bays and increased traffic.

The fact that the applicant didn't propose any new landscaping doesn't mean we still don't need to require it in line with CLUDC and Design Guidelines provisions. Identifying these issues is part of the basic role of the planners and someone fell short for this project. Just look at all the landscaping treatment for the Taco Bell right next door to this project? Why did they have to put all that in and improve the parking areas and this applicant isn't being asked to do anything to comply with our local planning documents? The same CGP policies and CLUDC provisions apply to this project too yet they appear to have been overlooked in favor of just reviewing what the applicant proposed rather than trying to work with them to add in the missing project elements that they did not include in their original proposal. Someone partially did this for the stormwater concerns but no one did it for any of the other compliance issues by not having adequate screening, fencing, or landscaping let alone building and parking lot

design elements..

Regarding Cypress Street, the current sidewalk is not compliant with applicable ADA guidelines because of the driveway cuts not including a flat path of travel around the ramps. The unused driveway cut on the Cypress Street frontage should be replaced with a normal sidewalk section. These projects to expand existing facilities or add new buildings to sites are excellent times to bring the site up to current standards and our CGP actually requires projects to meet ADA requirements for pedestrian access so the sidewalk should be improved because of the trigger of this proposed project. The sidewalk along Franklin Street already appears to be acceptable because the pavement behind the driveway mouth ramp is paved and flat. In any case, these projects are the City's opportunity to correct these conditions without having to do so using public funds as part of a street paving project. Dealing with improving existing infrastructure defects is always supposed to be a part of the planning process for every project, particularly infill projects like this one but it wasn't addressed because the applicant didn't propose it. Their project expanding their capacity clearly satisfies the appropriate nexus test to require related improvements.

The building itself can still be a metal building but it needs some design changes to incorporate design details called for in the Design Guidelines. The building is too high relative to the existing building but that is primarily due to the orientation and form of the proposed roof line. per the CGP, CLUDC and Design Guidelines, we are supposed to incorporate passive solar design in the building and orient roof lines to facilitate concurrent or future solar panel installations. To do that the roof should have as much southern exposure as is possible. All they need to do is swap the roof design with a single pane roof that slopes from a high point on the north elevation to a low point on the south. The north elevation could incorporate the same roof canopy design as the existing shop building along the upper portion of the wall around the proposed service bays--it shouldn't be too difficult to add that onto the basic metal building to make it more architecturally consistent within the site even with metal siding and roof materials. The exposed roof sections along the upper portion of the walls around the current building could be re clad with the same metal roof materials as the new building for consistent design elements. The different roof line is fully feasible; it will just require more substantial beams to support the roof structure and cover the full span compared to a dual-pane pitched roof in the application materials. Adding a few windows along the other walls would help as would some wall-mounted trellises for vines that could break up the boring and boxy walls in the current proposal. Adding those to the south and west elevations would provide some articulation and at least partially address these issues. The style of the garage doors should be improved and likely incorporate windows and the doors of the existing building should probably be replaced with whatever is installed in the three new service bays.

Thanks,

--Jacob

From: [Jacob Patterson](#)
To: [cdd](#)
Cc: [Gurewitz, Heather](#); [Peters, Sarah](#)
Subject: Follow-up comment about CDP 7-21, DR 10-21, & MUP 1-22: FB Transmission
Date: Monday, June 6, 2022 1:09:55 PM
Attachments: [20000602 Letter re FB Transmission landscaping.pdf](#)

[This message should be forwarded to the Planning Commissioners and included as a public comment for the continued public hearing on 6/22/22.]

Planning Commission,

Please see the attached letter between then Community Development Director Linda Ruffing and the applicant concerning their 2000 application to install a sign and western fencing at FB Transmission. That project involved a lot less than what is being proposed now and yet it properly triggered the City's landscaping requirements and several special conditions, including Condition #2 relating to the original landscaping plan that was associated with the 1981 CDP for the original construction of the shop. Apparently, in the intervening years, the landscaping conditions had not been complied with so a new condition was included that required them to install additional landscaping and to maintain and replace the updated landscaping for the life of the project.

Based on the details provided in the attached letter and the current conditions of the site, the property appears to not comply with Condition #2 from 2000. Of course, the missing sidewalks were subsequently installed and Taco Bell was also constructed along the western Main Street portion of what was originally a single parcel but that doesn't remove this prior condition concerning the landscaping for the FB Transmission portion of the parcel to the east. In fact, the removal of that portion of the former haul road and its replacement by the current paved parking areas doesn't appear to have been processed through a design or similar review and it was not included as part of the Taco Bell project in 2014. The intervening work for the sidewalk and parking areas may be why the current landscaping appears inconsistent with Condition #2 from SA #09-00.

It appears the current functions of Design Review permits were formerly processed as something called a Site & Architectural Review (SA). Projects in this area of town also used to require something called a Scenic Corridor Review (SCR) apparently because Cypress Street was part of an identified scenic corridor. The required findings for a SCR were quite similar to current design review considerations and the underlying concepts are incorporated into the Citywide Design Guidelines, which is one of the reasons why actually complying with the Citywide Design Guidelines is so important.

I bring this up now because the current review should also ensure that all prior applicable conditions are complied with and that all deficiencies in the current property conditions should be brought up to current standards, including the current landscaping and screening standards that apply to the project as well as the parking lot design and layout. Unfortunately, this has not been adequately addressed as part of the current review with little to no attention paid to the state of the landscaping, screening, or parking lot design and configuration other than adding a stormwater retention basin/bioswale, which is based on our stormwater regulations and not landscaping requirements. These issues need to be addressed as part of the current review.

Regards,

--Jacob

June 2, 2000

Dave and Lori Cimolino
Fort Bragg Transmission Service
701 South Franklin Street
Fort Bragg, CA 95437

SUBJECT: Site and Architectural Review Permit SA #09-00

Dear Mr. and Mrs. Cimolino:

This letter is intended as a follow-up to the Planning Commission's April 26, 2000 decision on the above-referenced permit and to document our discussion during the subsequent site view. As you know, the Commission's approval of SA #09-00 included Condition #2 which states, in part:

The applicant shall [...] submit an alternative landscaping plan for review and approval by the Community Development Director. The landscaping shall provide for shrubs, hedges and/or trees within the setback along Franklin Street and trees along Cypress Street. All required landscaping shall be maintained and replaced, as necessary, for the life of the project.

At the site view, we agreed that landscaping shall be provided along the Cypress Street frontage to be located in the planting strip between the curb and the former Haul Road. It should be planted as close to the Haul Road as possible, to preserve space for a future sidewalk. Trees should be planted along the frontage with a maximum spacing of about 15'. In between the trees, and on either side of the curb cut, you agreed to plant rhododendrons, possibly in planter boxes.

I am enclosing a copy of the City's "Tree Evaluation" charts for your reference. Based on the site conditions, I would recommend that you plant wind-resistant and drought tolerant species which are suitable as street trees. Such species include: Silver Dollar Gum (Eucalyptus polyanthemos), Australian Tea Tree (Leptospermum laevigatum); Pacific Wax Myrtle (Myrica californica); Olive (Olea europaea) and Holly Oak (Quercus ilex).

Regarding landscaping along the Franklin Street frontage, we agreed that rhododendrons and possibly ornamentals or ground cover would be installed from the corner to the Haul Road in order that the relocated sign not be obscured. We further agreed that one tree would be planted on the north side of the driveway, with some shrubs and/or groundcover around it to accentuate the entry.

According to Public Works Director Dave Goble, the minimum sidewalk width in commercial districts is 8'. Please keep this in mind when you choose the locations for the street trees. Although the water and sewer mains are located within the street, it is possible that there are shallow laterals to your building. Dave suggested that you have someone from Public Works stop by and check your proposed tree locations before you dig.

As you may recall, the Planning Commission chose to not include language requiring all landscaping to be installed within 60 days of permit approval. However, it was clearly their intention that the landscaping be installed in a timely manner. Please keep me apprised of your plans and schedule for installation of the landscaping.

I appreciate your cooperative spirit and am certain that the landscaping will be an attractive asset to your property and business. Please feel free to call me if you have any questions or would like to discuss this further.

Sincerely,

Linda Ruffing
Community Development Director

Attachment: Street Tree Evaluation

Cc: Dave Goble, Public Works Director



FORT BRAGG POLICE DEPARTMENT

**250 Cypress Street
Fort Bragg, CA 95437-5437**

John E. Naulty
Chief of Police

(707) 961-2800
Fax: **(707) 961-2806**

Date; May 31, 2022
To: City of Fort Bragg Planning Commission
From; John Naulty, Police Chief
Re: Fort Bragg Transmission
701 S Franklin St.

Fort Bragg Planning Commission,

This letter is in reference to David Cimolino's property under review by the City of Fort Bragg Planning Commission specifically a fence around the property. David reached out to me about the fencing issue.

The police department is opposed to a fence around the property for several reasons. For as long as I have been in Fort Bragg, over 40 years, this property has never had any issues or a need for a fence. This property has always been clean, neat and secure without a fence.

The reasoning for not having a fence is security, the property is visible and lighted, this in itself detours crime. I can point out that having fences and or shrubbery invites transients and homeless persons to the property, they can easily hide. Every property to the South of 701 S. Franklin St. to South St. has transient issues, you should formally contact State Farm Insurance, Round Table Piazza and Seabird Lodge, they have called the police numerous times to deal with transients homeless persons in their closed off shrubbery properties, or I could provide you with calls for service to each location.

Directly across the street is another automotive repair business that has a chain link fenced off area, why, to protect their property, and to hide parts and cars in various stages of repair visible to the public, two different scenarios, once you view you will see the difference and purpose.

I would highly recommend you personally view each property, I will accommodate you if you would like to point out the different reasoning why a fence is not needed and would more inviting for transient homeless, even across from the police station.

Sincerely,



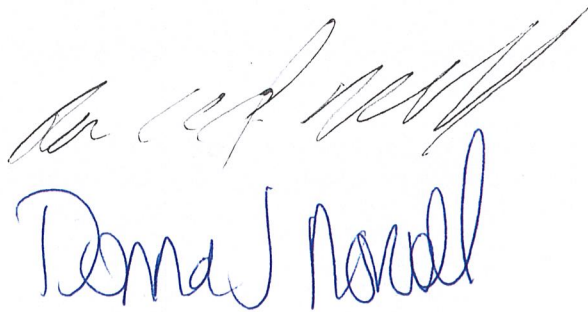
John Naulty
Chief of Police

To Chair Logan and Commissioners,

We are neighbors to the Cimolinos and their proposed expansion to their business. We would like to start by stating we are somewhat concerned the Commission pushed this off to another meeting asking the applicant to arbitrarily come back with a new design that seemed void of direction. It seems to us, had the commission had the desire to see this successful business expand and continue to provide well-paying jobs that you could have discussed what you wanted to see while you had the applicant at the podium. Perhaps you could have agreed on changes and the applicant could have left with approval that evening. Instead the applicant was told to come back with changes with very little in the way of direction from the committee as to what you were looking for. We are hoping that you see opportunity for success here and not consider things that are out of your purview as commissioners.

As supporters of their application we operate next door to perhaps the largest all steel building in the city and that is across the corner from the proposed structure. We do not and have never had an issue with the metal building. The work bays facing the street are nothing new to this site and probably has something to do with their success. Constantly being in view of the traffic is great for advertising. Also, fencing in the property in our opinion is a bad idea. We are in a bit of a tough neighborhood and are consistently dealing with transients trespassing and attempting to gain access into our property behind the fenced area. Thus, blocking the street view to the structure most likely be counterproductive. In closing we as neighbors encourage you to see this project for what it is and allow Mr. Cimolino to expand on his success and move forward by approving his project without any further delays. Thank you for all you do.

Bernie and Donna Norvell
662 South Franklin Street
Fort Bragg Ca 95437



Donna J Norvell

From: [Jacob Patterson](#)
To: [cdd](#)
Cc: [Peters, Sarah](#)
Subject: Public Comment -- 6/22/22 PC Mtg., Item No. 6A
Date: Sunday, June 19, 2022 2:15:32 PM
Attachments: [Coastal LUC Chapter 17.34 Landscaping Standards.pdf](#)
[Coastal LUC Chapter 17.36 Parking and Loading.pdf](#)

Planning Commission,

Since staff didn't appropriately cover the CLUDC requirements concerning the parking areas and the landscaping in the agenda materials (IMO), I am submitting the relevant chapters of the CLUDC so you can see what our code requires concerning landscaping of setback areas.

Interestingly, both the parking lot and landscaping regulations requires raised curbs between the paved and non-paved areas and this aspect still hasn;t been addressed in this proposed application. Unless you condition the project to include these REQUIRED elements, this project cannot be determined to be consistent with either the Citywide Design Guidelines or the CLUDC. Why these apparently obvious issues are not being addressed is a mystery but it would constitute an abuse of discretion for the Planning Commission to ignore the applicable planning documents and follow the ill-advised staff recommendation.

In addition, I am not sure why there is a letter concerning the screening fence in the packet because the material it covers is not relevant to the matter at hand, which is if the project includes the required level of screening because the service bays face the street. There is no exception built in for apparent security concerns, that could be addressed another way (e.g., fully fencing the parking area and securing it with a locked gate at night) rather than trying to pretend that a practical concern (hypothetical security situations) somehow provides a waiver of the requirement to screen from view service bays that face the street. If the applicant doesn't want to have a screening fence or hedge along Cypress Street, they have a simple solution, which is to reorient the building so the service bays face the west and away from the street. The Citywide Design Guidelines are clear that service bays have to comply with one of the two following scenarios: either orient the service bays away from the public right-of-way or provide visual screening to block the views of the service bays from the public right-of-way. There is no third option to face the service bays toward the street and not include view-blocking screening but that is what this project proposes.

Regards,

--Jacob

Chapter 17.34

Landscaping Standards

Sections:

- [17.34.010 Purpose](#)
- [17.34.020 Applicability](#)
- [17.34.030 Definitions](#)
- [17.34.040 Landscape and Irrigation Plans](#)
- [17.34.050 Landscape Location Requirements](#)
- [17.34.060 Landscape Standards](#)
- [17.34.070 Maintenance of Landscape Areas](#)

17.34.010 - Purpose

This Chapter establishes requirements for landscaping to enhance the appearance of development projects, reduce heat and glare, control soil erosion, conserve water, screen potentially incompatible land uses, preserve the integrity of neighborhoods, improve air quality, and improve pedestrian and vehicular traffic and safety.

17.34.020 - Applicability

This Chapter shall govern the review and approval of Use Permits, coastal development permits, and all other applicable planning permits.

- A. New projects.** Each new nonresidential and multi-family residential project shall provide landscaping in compliance with this Chapter. All residential development projects shall provide street trees in compliance with Section 17.34.060.B.2.d(3).
- B. Existing development.** The approval of a Coastal Development Permit, Minor Use Permit, Use Permit, Minor Variance, Variance, or application for Design Review for physical alterations and/or a change in use within an existing development may include conditions of approval requiring compliance with specific landscaping and irrigation requirements of this Chapter.
- C. Timing of installation.** Required landscape and irrigation improvements shall be installed before final building inspection. The installation of landscaping for a residential project may be deferred for a maximum of 90 days in compliance with Section [17.76.060](#) (Performance Guarantees).
- D. Alternatives to requirements.** The review authority may modify the standards of this Chapter, with the exception of the standards of Section [17.34.060](#)(E), to accommodate alternatives to required landscape materials or methods, where the review authority first determines that the proposed alternative will be equally or more effective in achieving the purposes of this Chapter. The review authority may also modify the requirements of this Chapter to accommodate an affordable housing project in compliance with Chapters [17.31](#) (Density Bonuses and Affordable Housing Incentives), and [17.32](#) (Inclusionary Housing Requirements).

17.34.030 - Definitions

Definitions of certain technical terms and phrases used in this Chapter are under "Landscaping Standards" in Article [10](#) (Glossary & Index) of this Development Code.

17.34.040 - Landscape and Irrigation Plans

- A. Preliminary Landscape Plan.** A Preliminary Landscape Plan shall be submitted as part of each application for new development, or the significant expansion (e.g., 25 percent or more of floor area), or redevelopment of an existing use, as determined by the Director.
- B. Final Landscape Plan.** After planning permit approval, a Final Landscape Plan shall be submitted as part of the application for a Building Permit. A Final Landscape Plan shall be approved by the review authority before the start of grading or other construction, and before the issuance of a Building Permit.
- C. Content and preparation.**
 - 1. Required information.** Preliminary Landscape Plans and Final Landscape Plans shall contain the information required for landscape plans by the Department. However, at a minimum, the plans shall include the following information:
 - a. Preliminary Landscape Plans.** Location of proposed materials, including the identification of ground covers, shrubs, and trees.

b. Final Landscape Plans. Detailed drawings and specifications clearly identifying the name, size, and precise location of all materials, as well as the precise location and technical description of the irrigation system and its individual components.

2. Preparation by qualified professional. Each landscape plan for five or more dwelling units, or a non-residential project submitted in compliance with this Chapter shall be prepared by a California licensed landscape architect, licensed landscape contractor, certified nurseryman, or other professional determined by the Director to be qualified.

D. Review and approval. After initial application, the Director shall review each Preliminary Landscape Plan and Final Landscape Plan to verify its compliance with the provisions of this Chapter. The Director may approve the submittal in compliance with this Chapter, or may disapprove or require changes to a submittal if it is not in compliance.

E. Statement of surety. When required by the Director, security in the form of cash, performance bond, letter of credit, or instrument of credit, in an amount equal to 150 percent of the total value of all plant materials, irrigation, installation, and maintenance shall be posted with the City for a two-year period. The Director may require statements of surety for phased development projects, a legitimate delay in landscape installation due to seasonal requirements (including adverse weather conditions) and similar circumstances where it may not be advisable or desirable to install all approved landscaping before occupancy of the site.

F. Changes to approved landscape plans. The Director may authorize minor changes from the requirements of this Chapter.

1. For purposes of this Section, minor changes shall be defined as changes to the Final Landscape Plans that are not visible and do not effect the theme or character established for the subject development project.
2. If the Director determines that a requested change does not comply with the definition of minor in Subsection F.1, above, the requested change may only be approved by the review authority that originally approved the plans.

17.34.050 - Landscape Location Requirements

Landscaping shall be provided in all areas of a site subject to development with structures, grading, or the removal of natural vegetation, as follows.

A. Setbacks. The setback and open space areas required by this Development Code, and easements for utilities and drainage courses shall be landscaped, except where:

1. Occupied by approved structures or paving;
2. They are retained in their natural state, and the review authority determines that landscaping is not necessary to achieve the purposes of this Chapter.

B. Unused areas. Any area of a project site not intended for a specific use, including a commercial pad site intended for future development, shall be landscaped unless retained in its natural state, and the review authority determines that landscaping is not necessary to achieve the purposes of this Chapter.

C. Parking areas. Parking areas shall be landscaped as follows.

1. **Landscape materials.** Landscaping shall be provided throughout the parking lot as a combination of ground cover, shrubs, and trees.
2. **Curbing.** Areas containing plant materials shall be bordered by a concrete curb at least six inches high and six inches wide. The review authority may approve alternative barrier designs to protect landscaped areas from damage by vehicles, and to allow infiltration of parking lot stormwater runoff into landscaped areas.
3. **Runoff detention, retention, or infiltration.** The design of landscaped areas for parking lots shall consider, and may, where appropriate, be required to include provisions for the on-site detention, retention, and/or infiltration of stormwater runoff, which reduces and slows runoff, and provides pollutant cleansing and groundwater recharge. Where landscaped areas are designed for detention, retention, and/or infiltration of stormwater runoff from the parking lot, the following provisions shall apply:
 - a. **Recess landscaped areas.** Landscaped areas shall be recessed below the surface of the pavement, to allow stormwater runoff from the parking lot to flow into the landscaped area and infiltrate into the ground.

b. Provide curb cuts. Curb cuts shall be placed in curbs bordering landscaped areas, or else curbs shall not be installed, to allow stormwater runoff to flow from the parking lot into landscaped areas.

4. Perimeter parking lot landscaping. All surface parking areas shall be provided a fence, or landscape buffer between the parking area, and streets and adjoining properties, and the open areas between the property line and the public street right-of-way shall be landscaped.

a. Adjacent to streets and only where allowed by Section [17.36.090](#) or preexisting conditions.

- i) A parking area for a nonresidential use adjoining a public street, where allowed by Section [17.36.090](#).C (Parking Design and Development Standards - Location) shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the applicable zoning district or 15 feet, whichever is more.
- ii) A parking area for a residential use, except for a single-family dwelling or duplex, shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the applicable zoning district.
- iii) The landscaping shall be designed and maintained to screen cars from view from the street to a minimum height of 36 inches, but shall not exceed any applicable height limit for landscaping within a setback.
- iv) Screening materials may include a combination of plant materials, earth berms, solid decorative masonry walls, raised planters, or other screening devices which meet the intent of this requirement.
- v) Shade trees shall be provided at a minimum rate of one for every 25 linear feet of landscaped area, or other spacing as determined by the review authority to be appropriate to the site and surrounding development.
- vi) Plant materials, signs, or structures within a traffic safety sight area of a driveway shall comply with Section [17.30.060](#).E (Height limit at street corners).

b. Adjacent to side or rear property lines. Parking areas for nonresidential uses shall provide a perimeter landscape strip at least eight feet wide (inside dimension) where the parking area adjoins a side or rear property line. The requirement for a landscape strip may be satisfied by a setback or buffer area that is otherwise required. Trees shall be provided at the rate of one for each 25 linear feet of landscaped area, or other spacing as determined by the review authority to be appropriate to the site and surrounding development.

c. Adjacent to structures. When a parking area is located adjacent to a nonresidential structure, a minimum eight-foot wide (inside dimension) landscape strip shall be provided adjacent to the structure, exclusive of any building entries, or areas immediately adjacent to the wall of the structure that serve as pedestrian accessways. The required width of the landscape strip may be reduced by the review authority where it determines that overall site area is insufficient to accommodate allowable structures and required parking.

d. Adjacent to residential use. A parking area for a nonresidential use adjoining a residential use shall provide a landscaped buffer setback with a minimum 10-foot width between the parking area and the common property line bordering the residential use.

- i) A solid decorative masonry wall or solid fence, except for approved pedestrian access, and landscape buffer shall be provided along the property line to address land use compatibility issues (e.g., nuisance noise and light/glare) as determined by the review authority.
- ii) Trees shall be provided at the rate of one for each 25 linear feet of landscaped area, or other spacing as determined by the review authority to be appropriate to the site and surrounding development.

5. Interior parking lot landscaping.

a. Amount of landscaping. Multi-family, commercial, and industrial uses shall provide landscaping within each outdoor parking area at a minimum ratio of 10 percent of the gross area of the parking lot. The review authority may grant an exception for small, infill parking lots where compliance with this standard is not feasible without significantly reducing the number of parking spaces. Trees not less than five feet in height and 15-gallon container in size shall be planted throughout the parcel and along any street frontage. At a minimum, one shade tree shall be provided for every five parking spaces.

b. Location of landscaping. Landscaping shall be evenly dispersed throughout the parking area, as follows.

- i) Orchard-style planting (the placement of trees in uniformly-spaced rows) is encouraged for larger parking areas.
- ii) Parking lots with more than 50 spaces shall provide a concentration of landscape elements at primary entrances, including, at a minimum, specimen trees, flowering plants, enhanced paving, and project identification.
- iii) Landscaping shall be located so that pedestrians are not required to cross unpaved landscaped areas to reach building entrances from parked cars. This shall be achieved through proper orientation of the landscaped fingers and islands, and by providing pedestrian access through landscaped areas that would otherwise block direct pedestrian routes.

D. Subdivisions. A new subdivision shall be designed and constructed to provide landscaping as follows.

1. Residential subdivisions. A residential subdivision shall be provided:

- a. Landscaping in the form of one street tree for each 30 feet of street frontage, in the planter strip or other location approved by the review authority, or a windrow elsewhere on the site as authorized by the review authority based on the character of streets in the site vicinity and the location of the site relative to existing development;
- b. Landscaping with irrigation facilities for any common areas or other open space areas within the subdivision; and
- c. Any additional landscaping required by the review authority.

The species of street trees shall be as required by the review authority, and plantings within a public right-of-way shall comply with the City's standard specifications.

2. Nonresidential subdivisions. Nonresidential subdivisions shall be provided landscaping as required by the review authority.

17.34.060 - Landscape Standards

A. Landscape design. The required landscape plan shall be designed to integrate all elements of the project (e.g., buildings, parking lots, and streets) to achieve their aesthetic objectives, desirable microclimates, stormwater runoff infiltration objectives, and minimization of water and energy demand.

1. Plant selection and grouping. Plant materials shall be selected for: water demand and drought tolerance; adaptability and relationship to the Fort Bragg environment, and the geological and topographical conditions of the site; color, form, and pattern; ability to provide shade; and soil retention capability.

- a. Plants having similar water use shall be grouped together in distinct hydrozones.
- b. The protection and preservation of native species and natural areas is encouraged, and may be required by conditions of approval as a result of project review in compliance with the California Environmental Quality Act (CEQA).
- c. Fire prevention shall be addressed on sites in any wooded or vegetated area of the City identified by the Fire Department as being fire prone, by reducing fuel between development areas and naturally vegetated areas, as identified by the Director.

2. Minimum dimensions. Each area of landscaping shall have a minimum interior width of eight feet within the residential and commercial zoning districts, and five feet in the industrial zoning districts. These dimensions may be reduced where the review authority determines they are infeasible because of limited site area. Wherever this Development Code requires a landscaped area of a specified width, the width shall be measured within any curb or wall bordering the landscaping area.

3. Height limits. Landscape materials shall be selected, placed on a site, and maintained to not:

- a. Exceed a maximum height of 42 inches within a traffic safety visibility area required by Section [17.30.060.E](#), except for one or more trees with the lowest portion of their canopy maintained at a minimum height of six feet above grade; or
- b. Interfere with the proper operation of solar energy equipment or passive solar design on adjacent parcels.

4. Protective curbing. Required landscaping shall be protected with a minimum six-inch high concrete curb, except where adjacent to bicycle paths, or where the landscaped area is designed to infiltrate stormwater runoff from adjacent impermeable surfaces, or where

otherwise deemed unnecessary by the Director.

5. Safety requirements. Landscape materials shall be located so that at maturity they do not:

- a. Interfere with safe sight distances for vehicular, bicycle, or pedestrian traffic;
- b. Conflict with overhead utility lines, overhead lights, or walkway lights; or
- c. Block pedestrian or bicycle ways.

6. Water features. Decorative water features (e.g., fountains, ponds, waterfalls) shall have recirculating water systems.

B. Plant material. Required landscape shall include trees, shrubs, and ground covers, as follows.

1. Size at time of planting. Plant materials shall be sized and spaced to achieve immediate effect and shall not be less than a 15-gallon container for trees, five-gallon container for specimen shrubs and six-inch pots for mass planting, unless otherwise approved by the review authority on the basis that the alternate size will achieve the desired immediate effect equally well.

2. Trees. Tree planting shall comply with the following standards.

- a. Trees shall not be planted under any structure that may interfere with normal growth (for example, an eave, overhang, balcony, light standard or other similar structure).
- b. Trees in landscape planters less than 10 feet in width or located closer than five feet from a permanent structure shall be provided with root barriers/root barrier panels.
- c. Trees shall be staked in compliance with standards provided by the Department.
- d. At a minimum, the required landscape shall include the following number of trees:
 - i) Parking area: refer to Section [17.34.050.C](#) (Parking areas).
 - ii) Street setbacks: one per 200 square feet of landscaped area.
 - iii) Street trees: one per 30-foot length of right-of-way. The review authority may modify this requirement depending on the chosen tree species and its typical spread at maturity.

3. Groundcover and shrubs. The majority of areas required to be landscaped shall be covered with groundcover, shrubs, turf, or other types of plants that are predominantly drought tolerant.

- a. A minimum of two, five-gallon size shrubs shall be provided for every six feet of distance along street setbacks, or as approved by the Director.
- b. Groundcover shall be provided throughout the landscaped area and shall be spaced to achieve full coverage within one year.
- c. Artificial groundcover or shrubs shall not be allowed.
- d. Crushed rock, redwood chips, pebbles, stone, and similar materials shall be allowed up to 15 percent of the total required landscape area. Artificial or synthetic ground covers are not allowed.
- e. Nonturf areas (e.g., shrub beds) shall be top dressed with a bark chip mulch or approved alternative.

4. Turf. Turf shall be limited to 50 percent of the total landscaped area on the site where the applicant provides calculations approved by the Director that demonstrate that the irrigation requirements will not exceed standard low water usage. No turf shall be allowed:

- a. In any area of 10 feet or less in width; or
- b. On any slope exceeding 10 percent (25 percent, where other project water-saving techniques compensate for the increased runoff). A level buffer zone of 18 inches shall be provided between bermed turf areas and any hardscape (e.g., any street, walkway, or similar

feature).

5. Soil conditioning and mulching.

- a. A minimum one-foot depth of uncompacted soil shall be available for water absorption and root growth in each planted area.
- b. A soil test for horticultural suitability shall be required at time of landscape installation in each landscaped area. Soil shall be prepared and/or amended to be suitable for the landscape to be installed.
- c. A minimum of two inches of mulch shall be added in each nonturf area to the soil surface after planting. Any plant type that is intolerant to mulch shall be excluded from this requirement. Nonporous material shall not be placed under the mulch.

C. Irrigation system requirements. All landscaped areas except those approved for maintenance with intentionally unirrigated native plants shall include an automatic irrigation system.

- 1. Water-efficient systems (e.g., drip, mini-spray, bubbler-type, or similar system) shall be used unless infeasible. Low-flow sprinkler heads with matched precipitation rates shall be used when spray or rotor-type heads are specified for watering shrubs and ground cover areas. Turf areas shall be sized and shaped so they can be efficiently irrigated. Spray or run-off onto paved areas shall be avoided.
- 2. Dual or multi-program controllers with separated valves and circuits shall be used when the project contains more than one type of landscape treatment (e.g., lawn, ground cover, shrub, tree areas), or a variety of solar aspects. Soil moisture-sensing devices and rain sensors shall be used on larger projects (50,000 plus square feet of landscaped area) to minimize or eliminate over-watering.
- 3. Watering shall be scheduled at times of minimal wind conflict and evaporation loss.
- 4. Sprinkler heads must have matched precipitation rates within each valve zone.
- 5. Check valves are required where elevation differential may cause low head drainage.

D. Certification of landscape completion. The completion of required landscaping and irrigation improvements shall be certified by the author of the landscape and irrigation plan, through a signed statement submitted to the Director.

E. Environmentally Sensitive Habitat Areas. All development located within or adjacent to environmentally sensitive habitat areas shall be conditioned to:

- 1. Require all proposed plantings be obtained from local genetic stocks within Mendocino County. If documentation is provided to the review authority that demonstrates that native vegetation from local genetic stock is not available, native vegetation obtained from genetic stock outside the local area, but from within the adjacent region of the floristic province, may be used. If local genetic stocks within the floristic province are unavailable, the Director may authorize use of a commercial native mix, provided it is clear of problematic and/or invasive seed. Director may also authorize use of a seed mix that is selected for rapid senescence to be subsequently complimented or replaced with native stock; and
- 2. Require an invasive plant monitoring and removal program; and
- 3. Prohibit the planting of any plant species on the property that is (a) listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, and/or by the State of California, or (b) listed as a "noxious weed" by the State of California or the U.S. Federal Government.

17.34.070 - Maintenance of Landscape Areas

A. Maintenance required. All site landscaping shall be maintained in a healthful and thriving condition at all times. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this Chapter. Regular maintenance shall include checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; aerating and dethatching turf areas; adding/replenishing mulch, fertilizer, and soil amendments; pruning; and weeding all landscaped areas.

B. Maintenance agreement. Prior to final building inspection or the issuance of a certificate of occupancy, and prior to the recordation of a final subdivision map where applicable, the applicant shall enter into a landscape maintenance agreement with the City to guarantee proper maintenance in compliance with Subsection A. The form and content of the agreement shall be approved by the City Attorney and the Director.

C. Water waste prohibited. Water waste in existing developments resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited.

D. Enforcement. Failure to maintain landscape areas in compliance with this Section shall be deemed a nuisance, and shall be subject to abatement in compliance with the Municipal Code, and/or the applicable planning permit may be revoked.

The Fort Bragg Coastal Land Use and Development Code is current through Ordinance 943, passed November 13, 2018.

Disclaimer: The City Clerk's Office has the official version of the Fort Bragg Coastal Land Use and Development Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

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Chapter 17.36 Parking and Loading

Sections:

- [17.36.010 Purpose](#)
- [17.36.020 Applicability](#)
- [17.36.030 General Parking Regulations](#)
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- [17.36.050 Disabled/Handicapped Parking Requirements](#)
- [17.36.060 Bicycle Parking](#)
- [17.36.070 Motorcycle Parking](#)
- [17.36.080 Reduction of Parking Requirements](#)
- [17.36.090 Parking Design and Development Standards](#)
- [17.36.100 Driveways and Site Access](#)
- [17.36.110 Loading Space Requirements](#)

17.36.010 - Purpose

The requirements of this Chapter are intended to ensure that suitable off-street parking and loading facilities are provided for all uses and developments, and that the facilities are properly designed, attractive, and located to be unobtrusive while meeting the needs of the specific use.

17.36.020 - Applicability

A. Off-street parking and loading required. Each land use and structure, including a change or expansion of a land use or structure, shall provide suitable off-street parking and loading facilities in compliance with this Chapter.

B. Timing of improvements. A land use shall not be commenced and a structure shall not be occupied until the parking and loading improvements required by this Chapter are completed and approved by the Director.

17.36.030 - General Parking Regulations

A. Parking and loading spaces to be permanent. Each parking and loading space shall be permanently available, marked, and maintained for parking or loading purposes for the use it is intended to serve; provided that the approval of a Limited Term Permit (Section [17.71.030](#)) may allow the temporary use of a parking or loading space for other purposes.

B. Parking and loading to be unrestricted. A lessee, owner, tenant, or other person having control of the operation of premises for which parking or loading spaces are required by this Chapter shall not prevent, prohibit, or restrict authorized persons from using the spaces without the prior approval of the Director.

C. Vehicles for sale. No vehicle, trailer, or other personal property shall be parked on private property for the purpose of displaying the vehicle, trailer, or other personal property for hire, rental, or sale, unless the applicable zoning district allows the use, and the person or business at that location is licensed to sell vehicles, trailers, or other personal property. However, one vehicle or trailer owned by the lessee, owner, or renter of the property may be displayed for the purpose of sale for a maximum of one month.

D. Recreational vehicle (RV) parking.

1. The storage (parking for any period longer than 72 hours) of a recreational vehicle (RV) and/or boat in a residential zoning district shall be allowed only when all portions of the vehicle or boat are located entirely within the property boundaries and do not extend into the public right-of-way.

2. Parking within setback areas shall also comply with Section [17.30.100.D](#). (Limitations on the Use of Setbacks).

17.36.040 - Number of Parking Spaces Required

Each land use shall be provided the number of off-street parking spaces required by this Section. See Sections [17.36.060](#), and [17.36.070](#) for off-street parking requirements for bicycles and motorcycles, respectively.

A. Parking requirements by land use.

1. Number of spaces. The number of off-street parking spaces required for each land use is determined as follows. Rules for the calculation of the required number of spaces are in Subsection A.2, below.

a. Basic space requirement. Each land use shall provide the number of off-street parking spaces required by Table 3-7, except where a greater or lesser number of spaces are required through Minor Use Permit or Use Permit approval in compliance with Section [17.71.060](#).

b. Use not listed. A land use not specifically listed in Table 3-7 shall provide parking as required by the Director. The Director shall use the requirements in Table 3-7 as a guide in determining the appropriate number of off-street parking spaces required for the use.

c. Use with accessory components. A single use with accessory components shall provide parking for each component. For example, a hotel with a gift shop shall provide the parking spaces required by Table 3-7 for a hotel (e.g., the guest rooms), and for a gift shop.

d. Multi-tenant site.

i) A site with multiple tenants shall provide the aggregate number of parking spaces required for each separate use, except where the site is developed as an integrated shopping center with shared parking and no spaces reserved for a particular use. In this instance, the parking shall be provided as required by Table 3-7 for a shopping center.

ii) When a multi-tenant center includes one or more uses that will need more parking than retail uses (e.g., a health/fitness facility, restaurant, or theater) additional parking shall be required for the non-retail use unless a parking reduction is approved in compliance with 17.36.080 (Reduction of Parking Requirements), below.

e. Expansion of structure, change in use. When a structure is enlarged, or when a change in its use requires more off-street parking than the previous use, additional parking spaces shall be provided in compliance with this Chapter. See also Chapter [17.90](#) (Nonconforming Uses, Structures, and Parcels). However, if required driveway access for one off-street space eliminates one on-street parking space, the off-street space shall not be required.

f. Excessive parking.

i) The City discourages a land use being provided more off-street parking spaces than required by this Chapter, in order to avoid the inefficient use of land, unnecessary pavement, and excessive storm water runoff from paved surfaces.

ii) The provision of off-street parking spaces in excess of the requirements in Table 3-7 is allowed only with Minor Use Permit approval in compliance with Section [17.71.060](#), and only when additional landscaping, pedestrian amenities and necessary storm drain improvements are provided to the satisfaction of the review authority.

2. Calculation of required parking.

a. Floor area. In any case where Table 3-7 expresses a parking requirement based on floor area in square feet (for example: 1 space for each 1,000 sf of floor area), the floor area shall be construed to mean gross interior floor area.

b. Rounding of calculations. If a fractional number is obtained in calculations performed in compliance with this Chapter, one additional parking space shall be required for a fractional unit of 0.50 or above, and no additional space shall be required for a fractional unit of less than 0.50.

c. Bench or bleacher seating. Where fixed seating is provided as benches, bleachers, pews, or similar seating, a seat shall be defined as 24 inches of bench space for the purpose of calculating the number of parking spaces required by Table 3-7.

d. Parking based on employees. Whenever parking requirements are based on the number of employees, calculations shall be based on the largest number of employees on duty at any one time.

B. Use of on-street parking - Exception. Available on-street parking spaces cannot be used to meet the parking requirements identified in this Chapter. An exception to this provision may be granted for a licensed day care facility or a pre-school, subject to Minor Use Permit approval in compliance with Section [17.71.060](#).

1. Criteria for approval. The Minor Use Permit may be issued if it meets all of the following criteria, in addition to the findings identified in Section [17.71.060](#):

- a. The exception shall be granted only for uses in an existing structure. It shall not be granted for any expansion of gross floor area to a structure or for new construction.
- b. The maximum amount of parking which is feasible shall be provided on-site.
- c. The exception shall only be granted in situations where the City Engineer has determined that the exception will not result in potentially unsafe conditions for vehicles or pedestrians.

2. Annual review. Each Minor Use Permit that grants an exception to off-street parking requirements shall be reviewed annually, and, if the review authority finds that the use of on-street parking spaces is creating a nuisance, the City may initiate proceedings to revoke the Minor Use Permit.

C. Nonconforming parking. A use or structure with nonconforming off-street parking may be physically changed or undergo a change in use in compliance with the following provisions.

1. Residential uses. No additional parking spaces shall be required; provided, the change does not increase the number of dwelling units, nor eliminate the only portion of the site that can be used for the required or existing parking or access.

2. Nonresidential uses.

- a. The number of existing parking spaces shall be maintained on the site and additional parking shall be provided in compliance with this Chapter for any additional floor area.
- b. If the use of the structure is changed to one that requires more parking than the previous use, only the difference between the number of parking spaces required for the previous use and those required for the new use shall be added.
- c. The change shall not eliminate the only portion of the site that can be used for the required or existing parking or access.

3. Waiver by Director. The Director may waive parking requirements when a nonconforming structure is proposed for rehabilitation if the Director determines that the existing structure location, parcel size, or topography renders the requirement unreasonable.

D. Recreational vehicle (RV) parking spaces. Off-street recreational vehicle (RV) parking spaces shall be provided as follows for retail uses, shopping centers, and visitor attractions that are required by this Chapter to provide 40 or more off-street parking spaces.

- 1. Number of RV spaces required.** RV parking spaces shall provided at a minimum ratio of one RV space for each 40 off-street vehicle parking spaces, or fraction thereof, required by this Chapter.
- 2. RV stall dimensions.** Each RV parking space shall be designed as a pull-through space with a minimum width of 12 feet and a minimum length of 40 feet, with 14 feet of vertical clearance.
- 3. Modifications by Director.** The Director may modify the provisions of this Subsection through a Minor Use Permit granted in compliance with Section [17.71.060](#).

TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE

Land Use Type: Manufacturing Processing and Warehousing	Vehicle Spaces Required

Land Use Type: Manufacturing Processing and Warehousing	Vehicle Spaces Required
All manufacturing, industrial, and processing uses, except the following.	1 space for each 200 sf of office area; 1 space for each 500 sf of floor and/or ground area devoted to other than office use; 1 space for each 5,000 sf of open storage.
Media production	1 space for each 300 sf of floor area.
Recycling facilities	
Heavy or light processing facilities	Determined by Use Permit.
Large collection facilities	Determined by Use Permit.
Scrap/dismantling yards	1 space for each 300 sf of gross floor area, plus 1 space for each 10,000 sf of gross yard area.
Small collection facilities	Determined by Minor Use Permit.
Wholesaling and distribution	1 space for each 500 sf of floor area.
Clubs, community centers, lodges, and meeting halls	1 space for each 100 sf of floor area.
Commercial recreation facilities - Indoor, except for the following:	1 space for each 400 sf of floor area.
Arcades	1 space for each 200 sf of floor area.
Bowling alleys	4 spaces for each alley.
Pool and billiard rooms	2 spaces for each table.
Commercial recreation facilities - Outdoor	Determined by Use Permit
Conference/convention and sports/entertainment facilities	1 space for each 200 sf of floor area.
Equestrian facilities	1 space for each 5 horses boarded.
Golf	
Golf courses and country clubs	4 spaces per hole, plus as required by this table for accessory uses (e.g., banquet room, bar, pro shop, restaurant, etc.)
Golf driving range	1 space for each tee.
Health/fitness facilities	1 space for each 200 sf of floor area.
Library, gallery, and museum	1 space for each 300 sf of floor area.
Religious facilities	1 space for each 4 seats or 1 space for each 75 sf of floor area, whichever would yield more spaces; plus 1 space for each classroom or office.
Schools (public and private)	
Kindergarten and nursery schools	1 space per employee plus 1 space for each 10 children.
(Middle) Elementary/junior highs	1 space per employee plus 1 space for each 10 students.
(Secondary) High schools	1 space per employee plus 1 space for each 5 students.
Colleges and universities (including trade, business, and art/music/dancing schools)	1 space per employee plus 1 space for each 2 students.

Land Use Type: Manufacturing Processing and Warehousing	Vehicle Spaces Required
Studios (art, dance, martial arts, music, etc.)	1 space for each 200 sf of floor area.
Theaters, auditoriums, and places of assembly	1 space for each 4 seats or 1 space for each 100 sf of floor area, whichever would yield more spaces.

Notes:

(1) Recreational vehicle parking spaces may also be required. See Section [17.36.040.D](#) (Recreational vehicle (RV) parking spaces).

**TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE
(Continued)**

Land Use Type: Residential Uses	Vehicle Spaces Required
Live/work unit	2 spaces for each unit.
Mobile home	
Outside of mobile home park	1 space for each unit.
Within a mobile home park	1 space for each unit, plus 0.5 guest parking space and 0.25 parking space for each unit for vehicle storage.
Multi-family housing	Project of 4 or fewer units - 1 space for units less than 400 sf; 1.5 spaces for units between 400 and 960 sf; and 2 spaces per unit for units larger than 960 sf. Project of 5 or more units - 2 spaces for each unit, 3 spaces for units with 4 or more bedrooms, plus guest parking at a ratio of 1 uncovered space for each 3 units. Guest parking is not required for a project with 4 or fewer units.
Multi-family housing component within a mixed use project	Studio or 1 bedroom unit - 1 space for each unit 2 or 3 bedroom unit - 2 spaces for each unit Guest parking - 1 space for each 4 units
Organizational house	1 space for each bedroom.
Residential care facility	
Six or fewer clients	2 spaces.
Seven or more clients	1 space for each 2 residential units, plus 1 space for each 4 units for guests and employees.
Rooming or boarding house	1 space for each bedroom.
Second dwelling unit	See Section 17.42.170.F
Single-family dwelling	2 spaces; 3 spaces for dwellings with 4 or more bedrooms

**TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE
(Continued)**

Land Use Type: Retail Trade	Vehicle Spaces Required (1)
All "Retail Trade" and general retail uses listed in Section 17.22.020 , Table 2-6, except for the following:	1 space for each 300 sf of floor area, plus 1 space for each 300 sf of outdoor sales area.
Auto and vehicle sales and rental	1 space for each 400 sf of floor area for the showroom and offices, plus 1 space for each 2,000 sf of outdoor display area, plus spaces as required by this Section for parts sales ("retail trade," above), and vehicle services.
Bar, cocktail lounge, night club, tavern	1 space for each 4 seats; or 1 space for each 200 sf of floor area, whichever would yield more spaces
Building and landscape materials and furniture stores	1 space for each 500 sf of indoor display area for the first 10,000 sf, 1 space for each 1,000 sf of indoor display area over 10,000; 1 space for each 1,000 sf of outdoor display area.
Convenience store	1 space for each 250 sf of floor area.
Marine-related use (hardware, supplies, rentals, and sales)	1 space for each 500 sf of floor area for the showroom and offices, plus 1 space for each 5,000 sf of outdoor display area, plus spaces as required by this Section for parts sales ("retail trade," above), and services.
Restaurant, cafe, coffee shop	1 space for each 60 sf of dining area.
Service station	1 space for each 300 sf of floor area, plus 3 spaces for each service bay.
Shopping center	1 space for each 300 sf of floor area
Warehouse retail center	1 space for each 500 sf of indoor display area for the first 10,000 sf, 1 space for each 1,000 sf of indoor display area over 10,000; 1 space for each 1,000 sf of outdoor display area.

Notes:

(1) Recreational vehicle parking spaces may also be required. See Section [17.36.040](#).D (Recreational vehicle (RV) parking spaces).

TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE
(Continued)

Land Use Type: Service Uses	Vehicle Spaces Required
Banks and financial services	1 space for each 300 sf of floor area, plus 4 tandem stacking spaces for each drive-up teller or teller station.
Child day care	

Land Use Type: Service Uses	Vehicle Spaces Required
Large family day care home	3 spaces minimum; may include spaces provided to fulfill residential parking requirements and on-street parking so long as it abuts the site.
Child/adult day care center	1 space for each employee, plus 1 space for each 10 children.
Equipment rental	1 space for each 300 sf of floor area; none required for outdoor storage and rental area; provided, sufficient area is provided within the yard to accommodate all customer vehicles entirely on-site.
Freight terminal	1 space for each 1,000 sf of lot area, plus 1 space for each commercial vehicle.
Laundry - Dry cleaning pick-up facilities and Laundromats	1 space for each 300 sf of floor area.
Laundry - Laundries and dry cleaning plants	1 space for each 1,000 sf of floor area.
Lodging	
Bed and breakfast inn	1 space for each guest room, plus 2 spaces for the manager or owner.
Hotel or motel	1 space for each unit, plus 2 spaces for the manager or owner, plus required spaces for accessory uses.
Medical Marijuana Dispensary	1 space for each 300 sf of floor space. (Ord. 851 §2, 2005)
Medical services	
Clinic, laboratory, urgent care, doctor office	1 space for each 250 sf of floor area or 4 spaces for each doctor, whichever would yield more spaces.
Extended care	1 space for each 3 beds or patients the facility is licensed to accommodate.
Hospitals	1 space for each bed, plus 1 space for each 500 sf of floor area.
Mortuaries and funeral homes	1 space for each 300 sf of floor area within the facility or 1 space for each 4 seats in the sanctuary, whichever would yield more spaces.

**TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE
(Continued)**

Land Use Type: Service Uses (Continued)	Vehicle Spaces Required
Offices	
Business, service, government	1 space for each 300 sf of floor area.
Processing and corporate	1 space for each 150 sf of floor area.
Professional/administrative	1 space for each 300 sf of floor area

Land Use Type: Service Uses (Continued)	Vehicle Spaces Required
Personal services and personal services - restricted	
All personal service uses except the following	1 space for each 300 sf of floor area
Barber/beauty shops	2 spaces for each barber or beautician, with a minimum of 4 spaces.
Storage	
Cold storage facilities or ice plants	1 space for each 500 sf of floor area.
Outdoor storage	1 space for each 3,000 sf of lot area.
Personal storage facilities (mini-storage)	4 spaces for the manager's office.
Warehousing	1 space for each 500 sf of floor area.
Vehicle services (major and minor repair)	4 spaces for each service or wash bay, plus spaces for any office as required by this Section for offices.
Veterinary clinics, animal hospitals, boarding, or kennels	1 space for each 300 sf of floor area.
Boarding or kennels separate from other veterinary facilities	1 space per employee, plus 2 spaces.

17.36.050 - Disabled Parking Requirements

A. Number of spaces required.

1. One parking space for the disabled shall be provided within a parking lot with less than 26 spaces. With a Minor Use Permit, a shared space may be provided on a nearby parking lot.
2. Larger parking lots shall include additional spaces for the disabled as required by State or Federal law whichever is more stringent at the time of application.
3. Parking spaces required for the disabled shall count toward compliance with the minimum number of off-street parking spaces required by this Chapter.

B. Minimum space width. Each parking space for the disabled shall have a minimum width of 17 feet.

17.36.060 - Bicycle Parking

Each multi-family project of five or more units and nonresidential land use shall provide bicycle parking in compliance with this Section.

A. Number of bicycle spaces required.

1. **Multi-family project.** A multi-family project of five or more units shall provide bicycle parking spaces equal to a minimum of 10 percent of the required vehicle spaces, unless separate secured garage space is provided for each unit. The bicycle spaces shall be distributed throughout the project.
2. **Nonresidential project.** A nonresidential project (e.g., retail, office, etc.) shall provide bicycle parking spaces equal to a minimum of five percent of the required vehicle spaces, distributed to serve customers and employees of the project.

B. Bicycle parking design and devices. Each bicycle parking space shall include a stationary parking device to adequately secure the bicycle, shall be a minimum of two feet in width and six feet in length, with a minimum of seven feet of overhead clearance, and shall be conveniently located and generally within proximity to the main entrance of a structure.

17.36.070 - Motorcycle Parking

A parking lot with 50 or more vehicle parking spaces shall provide motorcycle parking spaces conveniently located near the main entrance to the primary structure and accessed by the same access aisles that serve the vehicle parking spaces in the parking lot.

A. Number of spaces required. A minimum of one motorcycle parking space shall be provided for each 50 vehicle spaces or fraction thereof.

B. Space dimensions. Motorcycle spaces shall have minimum dimensions of four feet by seven feet.

17.36.080 - Reduction of Parking Requirements

A. Shared on-site parking.

1. Where two or more adjacent uses have distinct and differing peak parking usage periods (e.g., a theater and a bank), a reduction in the required number of parking spaces may be allowed through Minor Use Permit approval granted in compliance with Section [17.71.060](#).

2. Approval shall also require a recorded covenant running with the land, recorded by the owner of the parking lot, guaranteeing that the required parking will be maintained exclusively for the use served for the duration of the use.

B. Reduction of required parking. The Director may reduce the number of parking spaces required by Section [17.36.040](#) (Number of Parking Spaces Required), through the granting of a Minor Use Permit in compliance with Section [17.71.060](#), based on quantitative information provided by the applicant that documents the need for fewer spaces (e.g., sales receipts, documentation of customer frequency, information on parking standards required for the proposed land use by other cities, etc.).

C. Central Business District (CBD) Special Parking Combining Zone. The following parking requirements shall apply to areas within the CBD shown on the CBD Special Parking Combining Zone Map, below. An applicant may either comply with the parking requirements identified in Section [17.36.040](#) (Number of Parking Spaces Required), above, meet the alternative CBD parking requirements identified in Subsection C.2, or pay the parking in lieu fee identified in Subsection C.3.

1. Exemptions from the off-street parking requirements. The following uses located within the CBD Special Parking Combining Zone are exempt from the off-street parking requirements identified in this Chapter:

- a. Replacement of an existing use with a new use determined to be similar by the Director.
- b. On the ground floor, any intensification of a commercial use except for bars, cocktail lounges, restaurants, and taverns.
- c. Any use with hours of operation exclusively after 5:00 p.m.
- d. Residential dwelling units located above ground floor commercial uses.

2. Number of parking spaces required for uses in the CBD Special Parking Combining Zone.

- a. Off-street parking for uses in the CBD Special Parking Combining Zone shall comply with the requirements in Table 3-8.
- b. A land use not specifically listed by Table 3-8 shall provide parking as required by the Director. The Director shall use the requirements in Table 3-8 as a guide in determining the appropriate number of off-street parking spaces required for the use.
- c. In any case where Table 3-8 expresses a parking requirement based on floor area in square feet (for example: 1 space for each 400 sf of floor area), the floor area shall be construed to mean gross interior floor area.
- d. A single use with accessory components shall provide parking for each component. For example, a hotel with a gift shop shall provide the parking spaces required by Table 3-8 for a hotel (e.g., the guest rooms), and for the gift shop.
- e. If a fractional number is obtained in calculations performed in compliance with this Subsection, one additional parking space shall be required for a fractional unit of 0.50 or above, and no additional space shall be required for a fractional unit of less than 0.50.

TABLE 3-8 - PARKING REQUIREMENTS IN THE CBD BY LAND USE

Land Use Type:	Vehicle Spaces Required

Land Use Type:	Vehicle Spaces Required
Bars, cocktail lounges, restaurants, and taverns	1 space for each eight seats or 1 space for each 400 sf of floor area, whichever would yield more spaces.
Lodging	
Bed and breakfast inns	1 space for each unit, plus 1 space for the manager or owner.
Hotels or motels	
Residential dwelling units	1 space for each dwelling unit.
Retail commercial and office uses	1 space for each 600 sf of floor area.

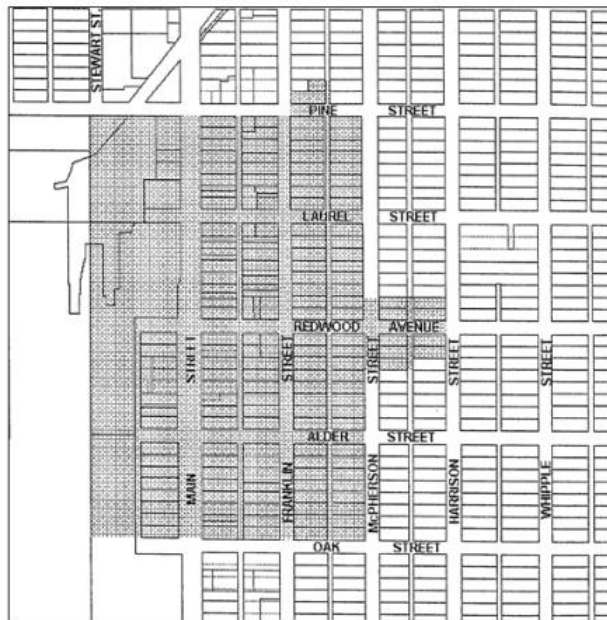


Figure 3-7 - CBD Special Parking Combining Zone

3. Parking in lieu fee. Parking requirements in the CBD Special Parking Combining Zone may be waived at the discretion of the approval authority, if the owner of the subject property pays a parking in lieu fee to the City in compliance with this Subparagraph.

- a. In lieu of providing the off-street parking spaces required by this Subsection, these requirements may be satisfied by the payment to the City of an in lieu parking fee established by the Council and identified in the City's Fee Schedule for both the use of existing structures and for new structures for each required off-street parking space which is not provided.
- b. Parking in-lieu fees may be authorized in the CBD Special Parking Combining Zone for changes of use or projects for which provision of sufficient parking on site is not possible. Parking in-lieu fees are discouraged for changes of use or new development that can accommodate required parking on site. The funds shall be deposited with the City in a special fund and shall be used and expended for the purpose of acquiring and developing off-street parking facilities located insofar as reasonable in the general vicinity of the structures for which in lieu payments were made as well as for meeting parking needs through strategies to reduce parking demand or to improve access to parking.

D. Parking reduction for small recycling collection facilities.

- 1. A reduction in vehicle parking spaces as provided in Table 3-9 may be allowed within an established nonresidential parking facility to accommodate a small recycling collection facility, when developed in compliance with Section [17.42.150](#) (Recycling Facilities).

TABLE 3-9 - PARKING REDUCTION FOR RECYCLING

Number of Available Vehicle Parking Spaces	Maximum Reduction (in vehicle spaces)
0-25	0
26-35	2
36-49	3
50-99	4
100+	5

2. A maximum five-space reduction shall be allowed when not in conflict with parking needs of the host nonresidential use.

17.36.090 - Parking Design and Development Standards

Required parking areas shall be designed, constructed, and properly maintained in compliance with the following requirements. Except where noted, the Director may modify the requirements of this Section through Minor Use Permit approval (Section [17.71.060](#)).

A. Location of parking. Parking areas shall be located as follows:

1. **Residential.** Residential parking shall be located on the same parcel as the uses served. Temporary (overnight) parking is allowed within required setback areas only on a paved driveway.
2. **Nonresidential.** Nonresidential parking shall be located on the same parcel as the uses served or within 300 feet of the parcel if shared parking or public parking facilities are used to meet parking requirements.
 - a. Nonresidential parking shall not be located within a required front setback.
 - b. Parking may be located within a required side or rear setback; provided that it is separated from the side or rear property line by a minimum five-foot wide landscaped area.
3. **Within the Downtown.** Parking within the Downtown area identified by Subsection [17.36.080.C](#), Figure 3-7 (CBD Special Parking Combining Zone), shall not be located between a primary building and the fronting street.

B. Access to parking. Access to parking areas shall be provided as follows for all parking areas other than garages for individual dwelling units.

1. Parking areas shall provide suitable maneuvering area so that vehicles enter from and exit to a public street in a forward direction only.
 - a. Parking lots shall be designed to prevent access at any point other than at designated access drives.
 - b. Single- and multi-family dwellings units are exempt from this requirement, unless specifically required by conditions of a discretionary permit.
 - c. This requirement does not apply to alleys, unless so specified in a specific zoning district.
2. A nonresidential development that provides 50 or more parking spaces shall have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of 20 feet from the street right-of-way, to provide a queuing or stacking area for vehicles entering and exiting the parking area. See Figure 3-8.

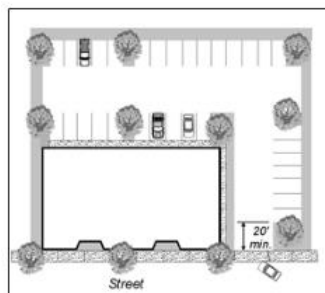


Figure 3-8 – Queuing Area

3. A minimum unobstructed clearance height of 14 feet shall be maintained above areas accessible to vehicles within nonresidential developments.
4. The design of parking lots on adjacent parcels may be required to provide for joint use and access, with cross parking easements, to limit access points to public rights-of-way, and encourage motorists to park once to complete multiple tasks.

C. Access to adjacent sites.

1. Nonresidential developments.

- a. Applicants for nonresidential developments are encouraged to provide on-site vehicle access to parking areas on adjacent nonresidential properties to provide for convenience, safety, and efficient circulation.
- b. A joint access agreement running with the land shall be recorded by the owners of the abutting properties, as approved by the Director, guaranteeing the continued availability of the shared access between the properties.

2. Residential developments. Shared pedestrian access between adjacent residential developments is also strongly encouraged.

D. Parking stall and lot dimensions.

1. Minimum parking space and driveway dimensions. Each parking stall, and other parking lot features shall comply with the minimum dimension requirements in Table 3-10, and as illustrated in Figures 3-8 and 3-9. The Director shall not reduce these requirements.

TABLE 3-10 - MINIMUM PARKING SPACE CONFIGURATION

Minimum Uni-Stall Requirements	
Width	Length
9 ft	18 ft

Angle of Parking (in degrees)	Space Width (in feet)	Curb Length (per vehicle)	Space Depth (from curb)	Driveway Width (in feet)
Parallel	9 ft	23 ft 0 in	9 ft 0 in	12 ft
45	9 ft	12 ft 9 in	19 ft 2 in	14 ft
60	9 ft	10 ft 5 in	20 ft 2 in	19 ft
90	9 ft	9 ft 0 in	18 ft 0 in	23 ft

- 2. Space width abutting a fence or wall.** When the length of a parking space abuts a fence or wall, the required width of the parking space shall be increased by a least one foot.
- 3. Space length for perpendicular parking abutting a planter.** The front two feet of the required length of a parking space may overhang the planter.
- 4. Compact parking spaces prohibited.** Compact parking spaces (a space smaller in size than that required by this Chapter) shall not be allowed. The Director may not modify this prohibition, except to accommodate the planting of trees within a parking lot.

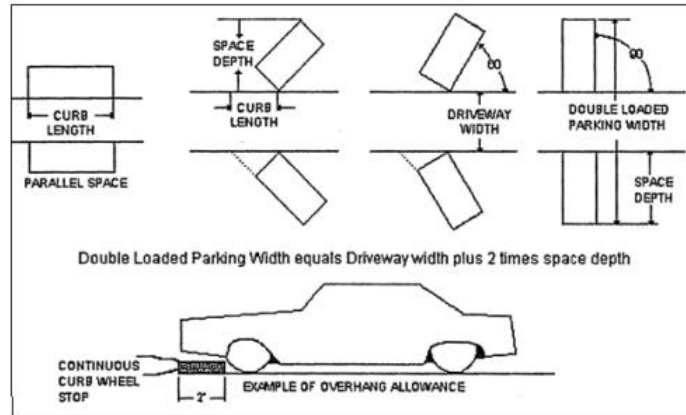


Figure 3-9 - Parking Space Dimensions

E. Landscaping. Landscaping shall be provided in compliance with Section 17.34 (Landscaping Standards).

F. Lighting. Lighting shall be provided in compliance with Section [17.30.070](#) (Outdoor Lighting).

G. Striping and identification.

1. Parking spaces shall be clearly outlined with four-inch wide lines painted on the parking surface.
2. The striping shall be continuously maintained in a clear and visible manner in compliance with the approved plans.
3. The re-striping of any parking space or lot other than to maintain existing striping shall require the prior approval of a re-striping plan by the City Engineer.

H. Surfacing.

1. All parking spaces and maneuvering areas shall be surfaced with asphalt, concrete pavement, or comparable material as determined by the City Engineer and shall be graded to dispose of all surface water to the satisfaction of the City Engineer.
2. Required parking areas in the RR, RS, or RL zoning districts may be surfaced with gravel, decomposed granite, or other all-weather surface as determined to be appropriate by the City Engineer.
3. All grading plans relating to the parking facilities shall be reviewed and approved by the City Engineer before any work can commence.

I. Tandem parking. Use of tandem parking (when one space is located directly behind another) shall not be allowed, except for single-family dwellings and duplex units, and only when both spaces are assigned to the same dwelling unit. The Director may not modify this prohibition.

J. Wheel stops/curbing.

1. Continuous concrete curbing at least six inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures.
2. Individual wheel stops may be provided in lieu of continuous curbing only when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area.
3. When provided, wheel stops shall be placed to allow for two feet of vehicle overhang area within the dimension of the parking space.

17.36.100 - Driveways and Site Access

Each driveway providing site access from a street, alley, or other public right-of-way shall be designed, constructed, and properly maintained in compliance with the following. The Director may modify the requirements of this Section through Minor Use Permit approval (Section [17.71.060](#)).

A. Number of driveways.

1. Single-family dwellings and duplexes. A single-family dwelling or duplex shall be allowed one driveway from the same street, except that:

- a. A circular driveway may be allowed on a parcel with 200 feet or more of street frontage; and
- b. A parcel within the RR, RS, or RL zoning districts with a frontage of 200 feet or more may have two separate driveways; provided that they are separated by a minimum of 100 feet, or lesser distance as approved by the City Engineer based on consideration of site topography and traffic safety.

2. Multi-family and nonresidential projects.

- a. A multi-family or nonresidential development project on a parcel of two acres or less shall be limited to a maximum of two driveways, unless the City Engineer determines that more than two driveways are required to accommodate the traffic for the project.
- b. Whenever a property has access to more than one street, access shall be generally limited to the lowest volume street where the impact of a new access will be minimized.

3. Shared driveways. The review authority may require development on smaller parcels to be planned with access along one side property line, and consolidated with the access driveway on the adjacent parcel, where practical, to limit the total number of access points on a street segment, and minimize conflicts with traffic flow.

4. Driveways, and sidewalks. One of the General Plan Circulation Element's main objectives is to "encourage public transportation, bicycle, and pedestrian movement, and other alternatives to the single-occupant vehicle." Consistent with this, driveways shall connect to alleys instead of streets, when possible, in order to minimize the point of conflicts between motor vehicles and pedestrians walking on sidewalks. For this reason, the size of driveways and the number of driveways which cross sidewalks shall be kept to a minimum.

B. Distance from street corners. Each driveway shall be separated from the nearest street intersection as follows, except where the City Engineer allows less separation:

1. A minimum of 150 feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street; and
2. For parcels with frontages less than 150 feet, the minimum distance shall be 100 feet.

C. Driveway spacing. Driveways shall be separated along a street frontage as follows.

1. Single-family and duplex residential developments. Driveways shall be separated by at least six feet, unless a shared, single driveway is approved by the City Engineer. The six-foot separation shall not include the transition or wing sections on each side of the driveway.

2. Multi-family and nonresidential developments. Where two or more driveways serve the same or adjacent multi-family or nonresidential development, the centerline of the driveways shall be separated by a minimum of 50 feet. The City Engineer may approve exceptions to this standard.

D. Driveway dimensions.

1. Single-family dwelling. Each single-family dwelling shall be provided a driveway with a minimum width of 10 feet and a maximum of 20 feet, preferably from an alley. If the driveway connects a garage to an alley, it shall have a minimum length of 10 feet. If the driveway connects to a street, it shall have a minimum length of 23 feet from the back of the sidewalk, or the edge of the right-of-way where there is no sidewalk.

2. Multi-family and nonresidential development.

- a. A driveway for a multi-family or nonresidential development which connects to a parking lot of nine or more spaces, shall have a minimum paved width of 11 feet for a one-way driveway and 22 feet for a two-way driveway.
- b. A driveway for a multi-family or nonresidential development which connects to a parking lot of eight or fewer spaces shall have a paved width of 10 feet unless additional width is necessary to ensure public safety.

c. If the City anticipates the parking lot will generate higher than normal turnover of vehicles (such as generated by a take-out restaurant) or larger than normal vehicles (such as generated by a warehouse) then the City may require additional width for driveways.

3. Minimum paved length. Where unpaved driveways are otherwise allowed by this Development Code or the review authority, each driveway shall be paved with concrete or asphalt for a minimum length of 20 feet from the public right-of-way.

E. Clearance from obstructions.

1. The nearest edge of a driveway curb cut shall be at least three feet from the nearest property line, the centerline of a fire hydrant, light standard, traffic signal, utility pole, or other similar facility.
2. Street trees shall be a minimum of 10 feet from the driveway access, measured at the trunk.
3. A driveway shall have an overhead clearance of 14 feet in height except within a parking structure, which may be reduced to seven feet, six inches.

F. Traffic safety visibility areas. Structures or landscaping over 42 inches in height shall not be allowed within a traffic safety visibility area, with the exception of trees with the canopy trimmed to a minimum of 6 feet in height. See Section [17.30.060.E](#).

G. Surfacing.

1. Within the multi-family and nonresidential zoning districts, driveways shall be paved and permanently maintained with asphalt, concrete, or approved paving units.
2. Within other zoning districts (e.g., RR, RS, and RL), driveways may be constructed with the use of other all-weather surfacing as determined to be appropriate by the City Engineer, where it is first determined that a surface other than asphalt or concrete is consistent with the driveways of similar properties in the vicinity, and that the alternate surface will not impair accessibility for emergency vehicles.
3. A driveway with a slope of 15 percent or more shall be paved with asphalt or concrete in all cases.

17.36.110 - Loading Space Requirements

Off-street loading spaces shall be provided as required by this Section. The Director may modify these requirements through Minor Use Permit approval (Section [17.71.060](#)), where the Director first determines that the operating, shipping, and delivery characteristics of the use do not require the number or type of loading spaces required by this Section.

A. Number of loading spaces required. Nonresidential uses shall provide off-street loading spaces in compliance with Table 3-11. Requirements for uses not listed shall be determined by the Director based upon the requirements for comparable uses.

TABLE 3-11 - REQUIRED OFF-STREET LOADING SPACES

Type of Land Use	Total Gross Floor Area	Loading Spaces Required
Industrial, manufacturing, research and development, institutional, and service uses	5,000 to 10,000 sf.	1
	10,001 + sf.	1 for each additional 10,000 sf plus additional as required by Director.
Office uses	5,000 to 25,000 sf.	1
	25,001 + sf.	1 for each additional 25,000 sf plus additional as required by Director.
Retail commercial and other allowed	5,000 to 10,000 sf.	1

nonresidential uses Type of Land Use	Total Gross Floor Area	Loading Spaces Required
	10,001 + sf	1 for each additional 10,000 sf plus additional as required by Director.

B. Standards for off-street loading areas. Off-street loading areas shall be provided in compliance with the following.

1. **Dimensions.** Loading spaces shall be a minimum of 12 feet in width, 40 feet in length, with 14 feet of vertical clearance.
2. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety; lighting shall also comply with the requirements of Section [17.30.070](#) (Outdoor Lighting).
3. **Location.** Loading spaces shall be:
 - a. As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
 - b. Situated to ensure that the loading facility is screened from adjacent streets;
 - c. Situated to ensure that loading and unloading takes place on-site and in no case faces a public street, or is located within a required front setback, adjacent public right-of-way, or other on-site traffic circulation areas;
 - d. Situated to ensure that all vehicular maneuvers occur on-site. The loading areas shall allow vehicles to enter from and exit to a public street in a forward motion only; and
 - e. Situated to avoid adverse impacts upon neighboring residential properties and located no closer than 100 feet from a residential zoning district unless adequately screened, and authorized through Design Review approval in compliance with Section [17.71.050](#).
4. **Loading ramps.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions, and overhead clearances.
5. **Screening.** Loading areas shall be screened from abutting parcels and streets with a combination of dense landscaping and solid masonry walls with a minimum height of six feet.
6. **Striping.**
 - a. Loading spaces shall be striped, and identified for loading only.
 - b. The striping and "loading only" notations shall be continuously maintained in a clear and visible manner in compliance with the approved plans.
7. **Surfacing.**
 - a. All loading areas shall be surfaced with asphalt, concrete pavement, or comparable material as determined by the City Engineer and shall be graded to dispose of all surface water to the satisfaction of the City Engineer.
 - b. All grading plans relating to the loading facilities shall be reviewed and approved by the City Engineer before any work can commence.

The Fort Bragg Coastal Land Use and Development Code is current through Ordinance 943, passed November 13, 2018.

Disclaimer: The City Clerk's Office has the official version of the Fort Bragg Coastal Land Use and Development Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://city.fortbragg.com/>

City Telephone: (707) 961-2823

[Code Publishing Company](#)

To: Fort Bragg Planning Commission
From: Planning Oversight Group
Date: June 21, 2022
Re: CDP 7-21, DR 10-21, MUP 1-22

The Planning Oversight Group would like to object to the City's potential approval of Fort Bragg Transmission's application for CDP 7-21, DR 10-21, and MUP 1-22 for various reasons, including but not limited to: inconsistency with the Citywide Design Guidelines, particularly the guidelines specifically applicable to Auto Repair Services (e.g., orientation of the service bays toward Cypress Street without adequate screening, lack of a secure and screened vehicle storage area in the proposed parking areas, lack of articulation in the proposed building elevations, asymmetrical roof design that overhangs the existing building, and excessive building height compared to nearby structures); inadequate landscaping pursuant to CLUDC § 17.34.050 and other provisions of Chapter 17.34 concerning the requirements for landscaping plans (e.g., lack of landscaping in the setback areas and between the rear of the sidewalk and the paved parking areas); inadequate parking facilities pursuant to CLUDC § 17.36.090 (lack of fully-landscaped buffer area five feet in width between the public right-of-way and the parking area and lack of full curb at the edge of the paved parking areas to prevent runoff and protect the adjacent landscaping and pedestrian areas). In addition, the project is not consistent with the Coastal General Plan because the building is not designed as "solar-ready" nor have the reasonably foreseeable noise impacts been analyzed despite close proximity to designated sensitive noise receptor (the County Courthouse) and acknowledged periodic noise generation of 100 decibels. Finally, this application and resulting review does not include all required information and should be denied or continued until that situation can be remedied.

To whom it may concern,

The Cimolinos have been and continue to be long time supporters of this community. Not only are they supportive of many local organizations they also own a very successful, respected and well established local business. A business that has been providing community members with well-paying jobs and services for many many years. They have proposed to the commission a much needed expansion of their business but was asked to return with a new design. A request that we are sure would be addressed but lacked any type of direction on what the new design requires or what the proposed design was lacking.

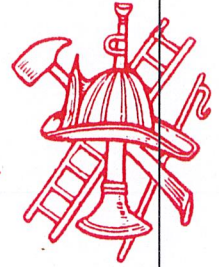
As supporters of their expansion we are unsure how this would negatively impact anything or anyone. Their addition would be part of their own property already being utilized, behind a fast food restaurant and a gas station. Not blocking any views, except theirs of Taco Bell and Red Rhino. Not taking up any parking, other than their own. Not adding the only large metal building in the area as there is one of the largest metal buildings just across the street from them. As the request for a new design was vague we are baffled as to why this expansion request was not granted. In closing we encourage and urge you to approve this request without further delays and allow Mr. Cimolino to expand the success of his business. An expansion that can only benefit his employees and his customers. Something we are sure the Commission is in support of.

Thank you,
Justin and Chenoa Sipila

Justin Sipila
Chenoa R. Sipila

FORT BRAGG FIRE PROTECTION AUTHORITY

141 N. Main Street
Fort Bragg, California 95437
(707) 961-2831
Fax (707) 961-2821



STEVE ORSI
Fire Chief

To Chair Logan and Commissioners,

As a lifelong resident of Fort Bragg and The Fire Chief of Fort Bragg Fire Department for the past 21 years, I support the proposed addition to Fort Bragg Transmissions off of Cypress Street. I am always supportive of anyone bringing in more opportunities for young workers who are searching for decent paying jobs. Everyone has opinions of what looks good or fits certain neighborhoods. My opinion is that the proposed building that I have drawings of fit this neighborhood very well. Personally, I have had two of my adult children move from Fort Bragg due to lack of good paying jobs. They both love the area and visit often but it was financially impossible to stay here. We need to cultivate good jobs for our youth and Auto Mechanic is a good example.

Please consider approving this building with the improvements included so we can put a few more people to work and enhance our small City's ability to provide needed service to townsfolk looking for automotive repair / service.

Thanks,


Steve Orsi

To whom it may concern,

Hello, my name is Richard Daniels and I am an employee of Fort Bragg Transmission and Auto Repair. The idea of expanding the shop to cover the hoists is truly exciting and I really look forward to it being completed. The latest rendering presented seems to fulfill the requirements presented by the commission. I want to provide some insight to one of the questions you had concerning the height of the project. The height was not just a random number picked, the building needed to be that tall to accommodate some of the large motorhomes that we work on from time to time. We measured from the top of a motorhome at full rise on the lift and this building provides that ability to pick it up without concern for damaging the customers property or our shop roof structure.

In closing, I support this project and really would like to see it be approved for all of our benefit.

Thank you,

A handwritten signature in black ink, appearing to read 'Richard Daniels', with a long horizontal flourish extending to the right.

Richard Daniels

To Commissioners,

June 20, 2022

We have known the Cimolinos for years and have been doing business with them for years as well. We were happy to see Fort Bragg Transmission expand their business over the last year. However, we understand that they are now being held up in the process and have to do further work in order to complete the expansion. We as downtown business owners in Fort Bragg understand how difficult it is to run a successful business in this town and to do it for many years. The Cimolinos have been supporting a family and a work force for years and have also contributed to the community with donations, but most importantly they have donated hours and hours to the community by coaching different athletic teams and giving their time to the Fort Bragg Volunteer Fire Department.

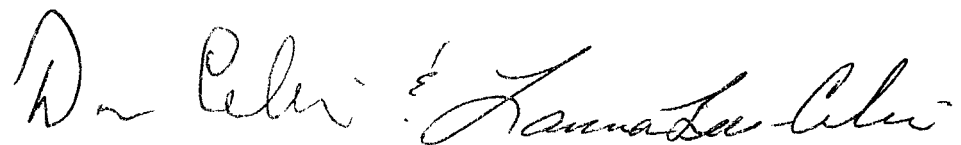
We do support the Cimolinos in the expansion of Fort Bragg Transmission and hope to see the business continue to support our community for many years to come. We hope that the Cimolinos can continue their business without any further delays.

Don and Laura Celeri

Feet First

336 N Main St

Fort Bragg, CA 95437

A handwritten signature in cursive script that reads "Don Celeri & Laura Celeri". The signature is written in black ink and is positioned below the typed address information.

June 20, 2022

From: Ted & Kari Brenna
Accu-tech Auto Body
201 Cypress Street
Fort Bragg, CA. 95437

Re: Fort Bragg Transmission

To: Chair Logan and Commissioners,

This letter is submitted in support of "Fort Bragg Transmission's" proposed business expansion.

We have been neighbors of Dave Cimolino's for the past 25+ years and are the owners of the large steel building located directly across from Fort Bragg Transmission.

We have seen and approve of the rendering proposed for the new addition to enclose the lifts currently located outdoors.

With regards to the proposed fencing of the property. Fencing of the property could hinder the current view of the well-maintained business. Fort Bragg Transmission has a large open parking area and landscaping, and the signage is easily seen without obstruction. Due to our proximity to law enforcement, clinics, hospital, and social services, there is a high level of transient persons in our area. It is not unusual to see people sleeping between buildings, in business doorways or empty lots with fencing. Therefore, fencing of the property does not seem prudent in this case.

In closing, we sincerely hope you will work together with Dave Cimolino to allow the expansion of his existing business.

Ted Brenna

A handwritten signature in blue ink that reads "Ted Brenna". The signature is written in a cursive style and is positioned above a horizontal line.

Kari Brenna

A handwritten signature in blue ink that reads "Kari Brenna". The signature is written in a cursive style and is positioned above a horizontal line.