



CITY OF FORT BRAGG

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COUNCIL COMMITTEE ITEM SUMMARY REPORT

MEETING DATE: OCTOBER 9, 2019
TO: PUBLIC WORKS AND FACILITIES COMMITTEE
FROM: CHANTELL O'NEAL; ENGINEERING TECHNICIAN
AGENDA ITEM TITLE: RECEIVE REPORT AND MAKE RECOMMENDATION REGARDING CHANGED PARKING LOT ORIENTATION FOR SEARS ALLEY PARKING SPACES

ISSUE:

This item is continued from the February 13, 2019 Public Works and Facilities Committee meeting where eight pending Traffic Committee items were discussed. The proposed parking lot will transition 10 - 90° spaces to 7- 60° spaces in order to better accommodate the appliance deliver truck belonging to Sears (which ordinarily occupies two or more spaces) due to its size and delivery schedules, ensure reduced conflicts with Waste Management's (WM) service routes, as well as bring the attached parking lot further into compliance with ADA. At the time of this original proposal, the number of parking spaces that would be permanently available to the public after the reorientation of the spaces from 90° to 60° was unknown. The Committee requested that the review be completed prior to a decision being made.

SUMMARY:

Staff is seeking guidance from the Public Works and Facilities Committee to approve the changed parking lot orientation listed table 1.

Ref #	Location/Description	Traffic Committee Recommendation
16-2018	Orient alley parking spaces diagonally and add an ADA Space	Approve

Table 1: Pending Traffic Committee Items-2018

In accordance with the City's Municipal Code (FBMC) 18.36.090, the existing configuration of the 90° oriented spaces are out of conformance with the overall depth required for such a parking arrangement. The code requires an overall depth of 41' where only 36.5' exists. See Table 2, a code excerpt describing current parking space configurations.

D. Parking stall and lot dimensions.

1. Minimum parking space and driveway dimensions. Each parking stall, driveway, 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. Future adjustments to stall dimensions shall be based on the standards listed in the latest version of the Urban Land Institute's Dimensions of Parking.

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

Table 2: FBMC 18.36.090 - Parking Design and Development Standards

In accordance with Americans with Disabilities Act, public parking lots are required to provide a minimum number of ADA spaces. In 2018 the existing 20 space parking lot to the east (Footlighters) had two ADA spaces, those spaces have since been converted to ADA compatible EV spaces. The proposed new configuration will connect these existing 10 spaces (proposed reduction to 7) to make a public parking lot of 27 spaces which requires one van accessible space as well as one standard ADA space for a total of 2 spaces minimum.

The implementation of changed space orientation will resolve the issue of the Sears truck taking up too many spaces, ensure adequate access by WM for trash services to other residents of this alley, improve circulation by bringing this parking lot into compliance with the FBMC, as well as ensure that the public parking lot provides an adequate number of ADA spaces.

The cost associated with this work is approximately \$4,500. The primary component of the cost will be concrete pathway which will connect the ADA route between the new

spaces to direct pedestrians in an easterly to the front on the vehicles as required. This work will be funded using the Local Streets and Roads (LSR) state funding allocated for maintenance and rehabilitation work like striping, signage, safety, pavement patching, and drainage that the City is apportioned each year as part of the 2017 Road Maintenance and Repair Act (RMRA) as part of the programmed street striping project.

RECOMMENDATION:

Staff recommends the parking lot orientation be changed to accommodate the characteristics of the vehicles utilizing this location, improve circulation, and accommodate ADA requirements for this public parking area. Once approved, the ADA spaces will be written into the bi-annual Master Traffic Resolution which goes before the full Council prior to the installation of the spaces.

ATTACHMENTS:

Sears Alley Parking Presentation