

Special Use Commercial Design Guidelines	
<b>Auto Repair Services</b>	
Adequate storage for vehicles under service can be a major problem with auto repair and service facilities, resulting in cars parked on the streets, landscaping, and neighboring properties. Additionally, noise, traffic, and hazardous materials associated with these uses can also be problematic. The intent of these guidelines is to ensure that these facilities are more compatible with their surroundings.	
▪ Service/work bays should be oriented so that the interiors are not visible or audible from adjacent public streets, residential structures, or active open space. If such an arrangement is not possible, dense landscaping and/or screen walls should be used.	P
▪ Parking spaces for vehicles stored for repair should be located in the least visible areas of the site. Surface parking lots should be screened with active building space, fencing, art and/or landscaping to provide a visual buffer between the public right of way and stored vehicles.	M
▪ Sufficient space for vehicle drop-off should be provided. Site design should provide space for vehicle stacking during peak hours.	P
▪ Special design considerations should be made for the storage of oil, lubricants and other potentially hazardous materials.	M
▪ Compressors and pneumatic equipment should be used in enclosed structures.	M
▪ Adequate storage and trash areas should be designed to accommodate disposal of junk parts, packing, and used oil and lubricants.	M
<b>Service Stations</b>	
Design issues associated with service stations tend to be related to traffic, aesthetics, and storage. The following design guidelines are intended to improve the compatibility and appearance of service stations.	
▪ Buildings containing service or car wash bays should not face toward a public street nor adjacent residential property.	P
▪ The site design for projects located at street corners should provide a strong design element at the corner to help frame the public right-of-way and anchor the corner.	P
▪ The site design should accommodate circulation and traffic volumes, minimizing paving and soften paved areas with w landscaping.	P
▪ <b>Driveway cuts should be limited to two per site.</b>	M
▪ Each pump island should include a vehicle stacking area for at least three vehicles on at least one end of the pump island.	M
<b>Drive-Through Businesses</b>	
Design challenges for drive through businesses include efficient and well-organized vehicular access, onsite circulation, buffering of adjacent uses, noise, light and glare, and outdoor storage.	
▪ The building should be the dominant visual feature from the street frontage, not the parking lot or the drive-through aisle.	M
▪ Drive-through aisles should be located at the rear of the building away from the street frontage whenever possible. If the drive-through aisle is located between the building and the street, dense landscaping and landscaped berms should be provided to screen the drive-through aisle from view from the street.	M
▪ Drive-through lanes should accommodate vehicle stacking at the menu board and at the pick-up windows to ensure adequate circulation.	M
▪ Drive through lanes and loading/unloading areas should be located as far as possible from residential properties.	M
▪ Outdoor eating areas are encouraged and should include details such as trellises, low walls, fountains, etc.	P
▪ Franchise formula architecture is strongly discouraged. Franchise identifying features should be limited to the company's logo and signs.	M
▪ Drive throughs should have a waiting area.	P

<b>Hotels and Motels</b>	
In Fort Bragg, many hotels are visible from Main Street and/or the California Coastal Trail, making their design and impact particularly important. These guidelines are intended to provide flexibility in the architectural design while respecting the sensitive coastal setting. Hotel development must also conform with the overall design guidelines.	
<ul style="list-style-type: none"> <li>▪ Design of hotels and motels should draw upon the architecture of historic hotels in California for inspiration and design features, materials, and color.</li> </ul>	P
<ul style="list-style-type: none"> <li>▪ Walkway, stairway, balcony railings, and other similar architectural details should be consistent with basic building design.</li> </ul>	M
<ul style="list-style-type: none"> <li>▪ For structures over two stories, access to guestrooms should be provided from the hallway interiors.</li> </ul>	P
<ul style="list-style-type: none"> <li>▪ Roof forms typical of residential buildings such as gable, hip or shed roof combinations are strongly encouraged.</li> </ul>	P
<ul style="list-style-type: none"> <li>▪ Parking, delivery and loading area, and mechanical equipment should be screened from parks and pedestrian oriented streets with buildings and landscaping.</li> </ul>	P
<ul style="list-style-type: none"> <li>▪ Hotels adjacent to, or across from, the Coastal Trail and parkland are subject to the following specific design guidelines, in addition to all the remaining relevant guidelines. <ul style="list-style-type: none"> <li>▪ Properties shall provide pedestrian connections to the Coastal Trail</li> <li>▪ Hotels what provide a pedestrian friendly building frontage that faces the Coastal Trail;</li> <li>▪ All buildings shall be architecturally complete when viewed from the Coastal Trail;</li> <li>▪ All fences and walls should frame and protect views to coast;</li> <li>▪ All buildings shall be sided with natural or natural appearing materials that have been proven to perform in harsh coastal environments; and</li> <li>▪ All structures shall be of muted colors of natural tones.</li> </ul> </li> </ul>	M
The architecture should invoke a style of a rural cluster of bungalows or other small coastal hotel vernacular	P
<ul style="list-style-type: none"> <li>▪ Surface parking lots should be screened with active building space, art, landscaping, etc. to provide a buffer between the public right of way and vehicles while still allowing for visibility. Delivery and loading areas should be located toward the rear of the property and screened to minimize impact on incompatible uses.</li> </ul>	M

<b>Mixed Use Development</b>	
Mixed use projects combine both commercial and residential uses on the same parcel, either in separate (horizontal mixed use) building or the same building (vertical mixed use). The design standards for each use in the mixed-use project shall apply to the project. For example if the project consists of a mixed use retail and residential development in the downtown, it shall comply with the design guidelines for the CBD and residential development, as well as the guidelines outlined below.	
<b>Site Planning</b>	
<ul style="list-style-type: none"> <li>Loading areas and refuse storage facilities for the commercial use should be located as far as possible from residential units and should be completely screened from view from adjacent residential portions of the project or another adjacent residential uses. The location and design of refuse storage facilities should mitigate nuisances from odors when residential uses might be impacted.</li> </ul>	P
<ul style="list-style-type: none"> <li>Residential buildings should be arranged to create opportunities for common open space for the residential use. Common open space areas should be completely separated from other uses on the site and should provide a semi-private gathering place for residents.</li> </ul>	P
<b>Architecture</b>	
<ul style="list-style-type: none"> <li>The architectural style and use of materials should be consistent throughout the entire mixed use project. However, differences in materials and/or architectural details may differentiate the residential portion of the project from the commercial portion of the project.</li> </ul>	P
<ul style="list-style-type: none"> <li>When residential &amp; commercial uses are in the same structure, separate pedestrian entrances should be provided for each use.</li> </ul>	M
<ul style="list-style-type: none"> <li>All roof-mounted equipment should be completely screened from views above. Special consideration should be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans so that they don't disturb residences.</li> </ul>	M
<b>Residential Design Guidelines</b>	
All multi-family residential development must also conform with the overall design guidelines.	
<b>Site Planning - New Single Family Subdivisions</b>	
<ul style="list-style-type: none"> <li>Residential structures should be oriented and placed for: 1) energy access and efficiency; and 2) to improve the streetscape with front doors and porches facing the street and garages and parking pulled behind the buildings to reduce their dominance.</li> </ul>	P
<ul style="list-style-type: none"> <li>Variation of development patterns within new neighborhoods is necessary to achieve visual diversity and avoid a monotonous appearance. One or more of the following techniques should be incorporated into the project's design to help achieve diversity. <ul style="list-style-type: none"> <li>Varied front yard setbacks – Placement of homes and garages close to or back from the street creates different patterns of visible open space. The structures themselves, when close to the street, also add diversity to the view.</li> <li>Varied lot widths &amp; sizes – Making some lots wider, and some narrower, than the average lot provides different amounts of open area between structures. It also allows placement of different sizes and shapes of homes that give a neighborhood more character and individuality.</li> </ul> </li> </ul>	-
<b>Site Planning - New Multi-Family Developments</b>	
<ul style="list-style-type: none"> <li>New multi-family residential structures should be compatible with other development in the immediate area. New structures should complement existing development through scale, proportion, height, form, style, siting, and relationship to surrounding structures.</li> </ul>	P
<ul style="list-style-type: none"> <li>Buildings should be oriented toward the street. Buildings should be oriented to provide some privacy yet still relate to the street and the existing community. Doors should be visible from the street and windows should allow residents to have "eyes on the street" for natural surveillance.</li> </ul>	M

<ul style="list-style-type: none"> <li>▪ In addition to a street orientation, the clustering of multi-family units should be a consistent site planning element. Whenever possible, buildings should be configured around courtyards, gathering areas, and open spaces.</li> </ul>	P
<ul style="list-style-type: none"> <li>▪ Mailboxes should be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety. A bench or seating area in close proximity to the mailbox location is strongly encouraged. A recycling receptacle should be located adjacent to the mailboxes.</li> </ul>	P
<ul style="list-style-type: none"> <li>▪ Clusters of smaller buildings (with one to 6 units) are preferred over large buildings with more than 6 units per building.</li> </ul>	P
<5,000 SF	
<b>Architectural Design</b>	
<ul style="list-style-type: none"> <li>• Architectural styles should reflect traditional patterns of architecture on Northern California Coast, including: New England Salt Box, Cottage, Victorian, Italianate, Craftsman, Vernacular, or modern interpretations of these styles.</li> </ul>	P
<ul style="list-style-type: none"> <li>• The design of houses should be varied within new neighborhoods to create diversity and interest. Housing on a street should include variability in massing, composition, architectural style, finish materials and colors. Repeating designs are permissible, only if the quality of the design is excellent and repetition is part of the architectural style. Repetitive units should not comprise more than eight units in a row or 50% of the units on any single block, whichever is more.</li> </ul>	P
<ul style="list-style-type: none"> <li>▪ Use of single-family residential design elements (e.g., pitched roofs, porches, individual entries) are recommended to reduce perceived density, give identity to the development and its individual dwelling units, add visual interest, and be compatible with the neighborhood context.</li> </ul>	P
<ul style="list-style-type: none"> <li>• Buildings with height greater than two stories that step back the structure on the upper floor from the street and public spaces are encouraged.</li> </ul>	P
<ul style="list-style-type: none"> <li>• Carports and detached garages should be designed as an integral part of the development's architecture. They should be similar in material, color, and detail to the main buildings of the development. Flat roofs should be avoided. Prefabricated metal carports should not be used.</li> </ul>	M
<b>Open Space &amp; Outdoor Play Areas</b>	
<ul style="list-style-type: none"> <li>• A series of connected open space areas of varying shape, appearance and usage are encouraged.</li> </ul>	-
<ul style="list-style-type: none"> <li>• Boundaries between private and common open spaces should be clearly defined by low walls or plant materials.</li> </ul>	-
<ul style="list-style-type: none"> <li>• Children's play areas should be visible from as many units as possible and from private open space areas. Direct convenient access from private open space to the communal play area is encouraged.</li> </ul>	P
<ul style="list-style-type: none"> <li>• Outdoor play areas should be located adjacent to laundry rooms, community centers, or similar common facilities. Play areas should not be located near public streets, parking, or entry areas unless physically separated by appropriate walls, fencing, or dense landscaping.</li> </ul>	P
<ul style="list-style-type: none"> <li>• Hard surface areas for outdoor activities (e.g., bicycle riding, skating, rope jumping, and hopscotch) should be provided. These active play areas should be safely separated from vehicular use areas.</li> </ul>	-
<ul style="list-style-type: none"> <li>• <b>Larger projects in new developments should include bike paths as part of the street section, where feasible. Additionally, landscaping should be provided between the sidewalk and the street.</b></li> </ul>	-
<ul style="list-style-type: none"> <li>• In larger developments, separate, but not necessarily segregated, play areas or informal outdoor spaces should be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).</li> </ul>	-

- Seating areas should be provided where adults can supervise children's play and also where school-age children can sit. Seating location should consider comfort factors, including sun orientation, shade, and wind.

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