



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802

Meeting Agenda Planning Commission

Wednesday, June 22, 2022

6:00 PM

Town Hall, 363 N.Main Street

MEETING CALLED TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

1. PUBLIC COMMENTS ON: (1) NON-AGENDA & (2) CONSENT CALENDAR

ITEMS

MANNER OF ADDRESSING THE COMMISSION: All remarks and questions shall be addressed to the Planning Commission; no discussion or action will be taken pursuant to the Brown Act. No person shall speak without being recognized by the Chair or Acting Chair. Public comments are restricted to three (3) minutes per speaker.

TIME ALLOTMENT FOR PUBLIC COMMENT ON NON-AGENDA ITEMS: Thirty (30) minutes shall be allotted to receiving public comments. If necessary, the Chair or Acting Chair may allot an additional 30 minutes to public comments after Conduct of Business to allow those who have not yet spoken to do so. Any citizen, after being recognized by the Chair or Acting Chair, may speak on any topic that may be a proper subject for discussion before the Planning Commission for such period of time as the Chair or Acting Chair may determine is appropriate under the circumstances of the particular meeting, including number of persons wishing to speak or the complexity of a particular topic. Time limitations shall be set without regard to a speaker's point of view or the content of the speech, as long as the speaker's comments are not disruptive of the meeting.

BROWN ACT REQUIREMENTS: The Brown Act does not allow action or discussion on items not on the agenda (subject to narrow exceptions). This will limit the Commissioners' response to questions and requests made during this comment period.

WRITTEN PUBLIC COMMENTS: Written public comments received after agenda publication are forwarded to the Commissioners as soon as possible after receipt and are available for inspection at City Hall, 416 N. Franklin Street, Fort Bragg, during normal business hours. All comments will become a permanent part of the agenda packet on the day after the meeting or as soon thereafter as possible, except comments that are in an unrecognized file type or too large to be uploaded to the City's agenda software application. Public comments may be emailed to CDD@fortbragg.com.

2. STAFF COMMENTS

3. MATTERS FROM COMMISSIONERS

4. CONSENT CALENDAR

All items under the Consent Calendar will be acted upon in one motion unless a Commissioner requests that an individual item be taken up under Conduct of Business.

4A. [22-292](#) Minutes of the June 8, 2022 Planning Commission Meeting

Attachments: [Minutes of the June 8, 2022 Planning Commission Meeting](#)

- 4B. [22-300](#) Resolution Making the Legally Required Findings to Continue to Authorize the Conduct of Remote "Telephonic" Meetings During the State of Emergency

Attachments: [PC Resolution PCXX-2022 - Authorize Continuing Remote Meetings](#)

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

6. PUBLIC HEARINGS

- 6A. [22-293](#) Conduct Continued Public Hearing, Receive Report, and Consider Adopting Resolution Approving Coastal Development Permit 7-21 (CDP 7-21), Design Review 10-21 (DR 10-21) and Minor Use Permit 1-22 (MUP 1-22) for 701 S. Franklin Street

Attachments: [Staff Report 701 S Franklin Street Auto Shop](#)

[Att 1 - Application](#)

[ATT 2 - Staff Analysis](#)

[ATT 3 - CEQA MEMO](#)

[ATT 4 - Draft Resolution 06.22.2022](#)

[ATT 5 - Public Comments](#)

7. CONDUCT OF BUSINESS

ADJOURNMENT

The adjournment time for all Planning Commission meetings is no later than 9:00 p.m. If the Commission is still in session at 9:00 p.m., the Commission may continue the meeting upon majority vote.

STATE OF CALIFORNIA)
)ss.
 COUNTY OF MENDOCINO)

I declare, under penalty of perjury, that I am employed by the City of Fort Bragg and that I caused this agenda to be posted in the City Hall notice case on June 17, 2022.

 Sarah Peters
 Administrative Assistant, Community Development Department

NOTICE TO THE PUBLIC

Materials related to an item on this agenda submitted to the Commission after distribution of the agenda packet are available for public inspection in the Community Development Department at 416 North Franklin Street, Fort Bragg, California, during normal business hours. Such documents are also available on the City's website at www.fortbragg.com subject to staff's ability to post the documents before the meeting.

ADA NOTICE AND HEARING IMPAIRED PROVISIONS:

It is the policy of the City of Fort Bragg to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities.

If you need assistance to ensure your full participation, please contact the City Clerk at (707) 961-2823. Notification 48 hours in advance of any need for assistance will enable the City to make reasonable arrangements to ensure accessibility.

This notice is in compliance with the Americans with Disabilities Act (28 CFR, 35.102-35.104 ADA Title II).



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Text File

File Number: 22-292

Agenda Date: 6/22/2022

Version: 1

Status: Consent Agenda

In Control: Planning Commission

File Type: Minutes

Agenda Number: 4A.

Minutes of the June 8, 2022 Planning Commission Meeting



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Meeting Minutes Planning Commission

Wednesday, June 8, 2022

6:00 PM

Town Hall, 363 N.Main Street
and via Video Conference

MEETING CALLED TO ORDER

Acting Chair Roberts called the meeting to order at 6:00 PM.

PLEDGE OF ALLEGIANCE

ROLL CALL

Present 4 - Vice Chair Michelle Roberts, Commissioner Stan Miklose, Commissioner Andrew Jordan, and Commissioner Sharon Davis
Absent 1 - Chair Jeremy Logan

1. PUBLIC COMMENTS ON: (1) NON-AGENDA & (2) CONSENT CALENDAR ITEMS

None.

2. STAFF COMMENTS

Assistant Director O'Neal announced that, per Mayor Norvell, as of June 1, meetings will no longer be held in a hybrid format. The resolutions authorizing remote participation will continue to be placed on agendas to allow Commissioners remote participation in the event of an urgent situation, but the Zoom link will not be published. Acting Chair Roberts asked if that applies to all meetings, and O'Neal replied that it applies to City Council and Planning Commission meetings only.

3. MATTERS FROM COMMISSIONERS

None.

4. CONSENT CALENDAR

Approval of the Consent Calendar

A motion was made by Commissioner Miklose, seconded by Commissioner Jordan, to approve the Consent Calendar. The motion carried by the following vote:

Aye: 4 - Vice Chair Roberts, Commissioner Miklose, Commissioner Jordan and Commissioner Davis

Absent: 1 - Chair Logan

4A. [22-255](#) Minutes of the May 25, 2022 Planning Commission Meeting
These Minutes were approved on the Consent Calendar.

4B. [22-256](#) Resolution Authorizing Continuing Remote Meetings
This Resolution was adopted on the Consent Calendar.
 Enactment No: RES PC14-2022

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

None.

6. PUBLIC HEARINGS

7. CONDUCT OF BUSINESS

7A. [22-253](#) Receive Report and Make Recommendations on Code Enforcement Activity and Goals for the Code Enforcement Program Implementation

Code Enforcement Officer Stump presented the prepared report and responded to Commissioners' clarifying questions. Questions and discussion included program strengths; discrepancy between guidelines and current practice related to anonymous complaints; citation appeal process; landlord retaliation; potential backlash; suggestions for wording of guidelines; violation monitoring; source and allocation of fees; Franchise Tax Board program and funding for property improvements; additional grant opportunities; scope of program; health and safety emphasis; need for informing public of available resources; and the need for clear guidelines that are consistent with actual practice.

Commissioners' recommended staff move forward with plans to hire a consultant; revise the guidelines; provide educational resources; implement mechanisms for rewarding those who benefit the community with good code compliance; and pursue additional funding sources, including funding for low to moderate income property owners to make repairs. Staff will come back in a couple of months with an update.

ADJOURNMENT

Acting Chair Roberts adjourned the meeting at 6:55 PM.

 Jeremy Logan, Chair

 Sarah Peters, Administrative Assistant

IMAGED (_____)



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Text File

File Number: 22-300

Agenda Date: 6/22/2022

Version: 1

Status: Consent Agenda

In Control: Planning Commission

File Type: Planning Resolution

Agenda Number: 4B.

Resolution Making the Legally Required Findings to Continue to Authorize the Conduct of Remote "Telephonic" Meetings During the State of Emergency

RESOLUTION NO. PC ____-2022

**RESOLUTION OF THE FORT BRAGG PLANNING COMMISSION
MAKING THE LEGALLY REQUIRED FINDING TO CONTINUE TO
AUTHORIZE THE CONDUCT OF REMOTE “TELEPHONIC” MEETINGS
DURING THE STATE OF EMERGENCY**

WHEREAS, on March 4, 2020, pursuant to California Gov. Code Section 8625, the Governor declared a state of emergency; and

WHEREAS, on September 17, 2021, Governor Newsom signed AB 361, which bill went into immediate effect as urgency legislation; and

WHEREAS, AB 361 added subsection (e) to Gov. Code Section 54953 to authorize legislative bodies to conduct remote meetings provided the legislative body makes specified findings; and

WHEREAS, as of June 3, 2022, the COVID-19 pandemic has killed more than 91,590 Californians; and

WHEREAS, social distancing measures decrease the chance of spread of COVID-19; and

WHEREAS, this legislative body previously adopted a resolution to authorize this legislative body to conduct remote “telephonic” meetings; and

WHEREAS, Government Code 54953(e)(3) authorizes this legislative body to continue to conduct remote “telephonic” meetings provided that it has timely made the findings specified therein;

NOW, THEREFORE, IT IS RESOLVED by the Planning Commission of the City of Fort Bragg as follows:

1. This legislative body declares that it has reconsidered the circumstances of the state of emergency declared by the Governor and at least one of the following is true: (a) the state of emergency continues to directly impact the ability of the members of this legislative body to meet safely in person; and/or (2) state or local officials continue to impose or recommend measures to promote social distancing.

The above and foregoing Resolution was introduced by Commissioner _____, seconded by Commissioner _____, and passed and adopted at a regular meeting of the City Council of the City of Fort Bragg held on the 8th day of June, 2022, by the following vote:

**AYES:
NOES:
ABSENT:
ABSTAIN:
RECUSED:**

Jeremy Logan, Chair

ATTEST:

Sarah Peters, Administrative Assistant



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Text File

File Number: 22-293

Agenda Date: 6/22/2022

Version: 1

Status: Public Hearing

In Control: Planning Commission

File Type: Planning Resolution

Agenda Number: 6A.

Conduct Continued Public Hearing, Receive Report, and Consider Adopting Resolution Approving Coastal Development Permit 7-21 (CDP 7-21), Design Review 10-21 (DR 10-21) and Minor Use Permit 1-22 (MUP 1-22) for 701 S. Franklin Street

AGENCY:	Planning Commission
MEETING DATE:	June 22, 2022
PREPARED BY:	H. Gurewitz
PRESENTED BY:	H. Gurewitz

AGENDA ITEM SUMMARY REPORT

APPLICATION NO.: CDP 7-21, DR 10-21, MUP 1-22

OWNER: David Cimolino

APPLICANT: David Cimolino, Fort Bragg Transmission

AGENT: N/A

PROJECT: Construct 2,750 Square Foot metal building with three additional automotive repair bays at existing site with associated parking.

LOCATION: 701 S. Franklin St.

APN: 018-040-26

LOT SIZE: 0.4 acres

ZONING: Coastal zone – General Commercial

ENVIRONMENTAL DETERMINATION: Exempt under CEQA Guidelines 15332 Class 32 Infill exemption and 15061(b)(3) Common Sense Exemption (see detail and Memo)

SURROUNDING LAND USES:
NORTH: Commercial building with offices
EAST: City of Fort Bragg Police Department
SOUTH: Vacant Commercial General lot
WEST: Taco Bell and Red Rhino Gas Station

APPEALABLE PROJECT: **Can be appealed to City Council**
 Can be appealed to California Coastal Commission

PROJECT DESCRIPTION

Fort Bragg Transmission is proposing to construct a 29.9 ft. high 2,750 square foot metal building to house three (3) new service bays to expand existing services. The business currently has an 1,800 square foot building on site that houses two (2) service bays. The business currently advertises the following:

- A L L Diagnostic Trouble Codes
- Accessories and Optional Equipment
- Battery
- Body and Frame
- Brakes and Traction Control
- Diesel
- Drivability
- Electrical
- Emissions
- Engine, Cooling & Exhaust
- Fleet Service
- Heating & Air Conditioning
- Interior/Exterior
- Instrument Panel, Gages and Warning Indicators
- Lighting and Horns
- Oil
- Restraints and Safety Systems
- Shuttle Service
- Starting and Changing
- Steering and Suspension
- Tires and Wheels
- Transmission and Drivetrain
- Tune-Ups & Preventative Services
- Under the Hood
- Windows, Glass, and Door Locks
- Wiper and Washer Systems

The proposed structure will be a metal building painted to match the color of the existing building on site. The plan calls for two security lights each on the north, west, and south side of the building. The project includes the development of an additional six (6) parking spaces. The required amount of parking in the code is 21 spaces. The applicant is requesting a minor use permit to reduce the parking requirement to 17 spaces. It also includes four rain barrels at the southwest corner of the new structure and a 110 square foot rain garden at the northeast corner of the site.

Site Location Map



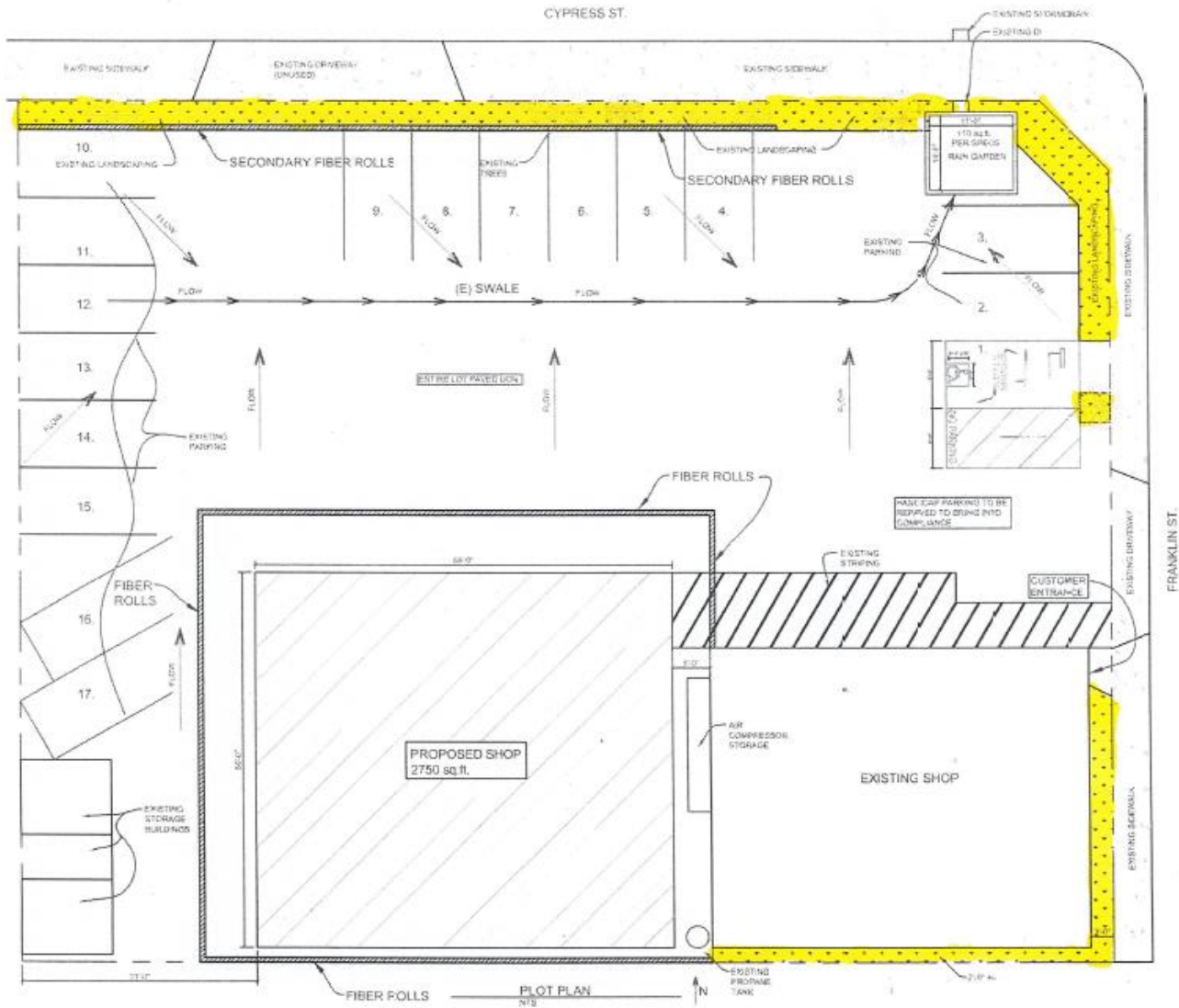
Aerial Site view



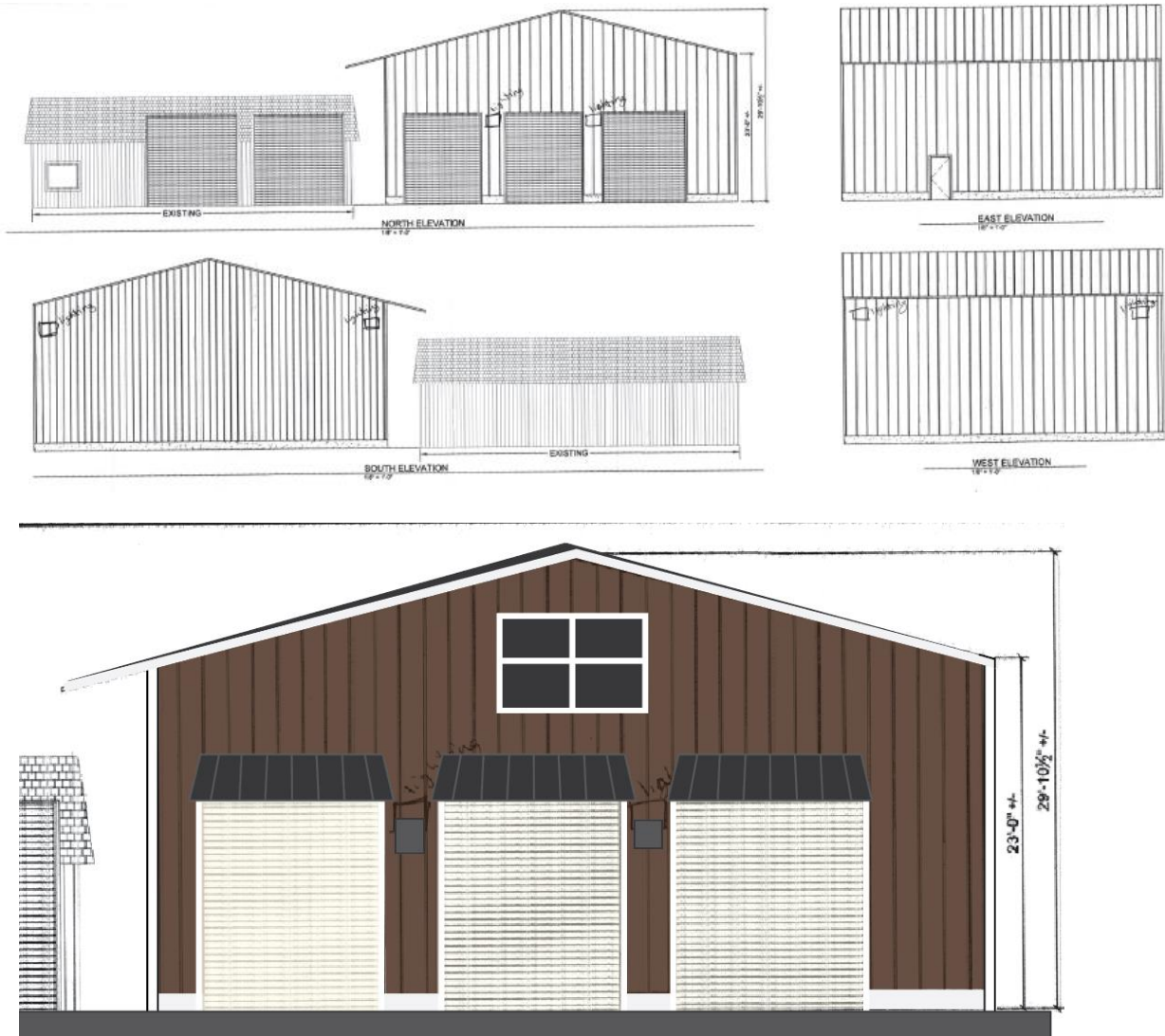
Street Views



Proposed Site Plan (with construction phase stormwater)



Proposed Elevations



The proposed use will be an expansion of the existing business which currently stores approximately 100-200 gallons of transmission fluid on site. The hazardous material is disposed of by Chico Drain Oil who picks it up. As required, the business is inspected annually by Mendocino County Environmental Health and has an existing evacuation plan on file with the Fort Bragg Fire Department.

CONSISTENCY WITH COASTAL GENERAL PLAN

The site, 701 S. Franklin St. has a General Plan Designation of Commercial General. As described in the City's Coastal General Plan (CGP), *the General Commercial designation is intended for a less compact and intensive type of development than found in the Central Business District. Typical land uses in this designation depend more on vehicular than pedestrian access and include automotive and service-related outlets, retail sales, home improvement, paint or carpeting sales, offices, apparel*

stores, and food stores. Shopping centers are allowed with approval of a conditional use permit. The proposed use is in conformance with the CGP land use designation.

The proposed project was also reviewed for consistency with the City’s Coastal General Plan (CGP). (See ATTACHMENT 2 for detailed project analysis.) The project was found to be in compliance with the following applicable CGP Goals, Policies, and Programs:

- **Land Use Element:** Policy LU-3.4
- **Public Facilities Element:** Goal PF-1, Policy PF-1.1, Policy PF-1.2
- **Open Space Element:** Goals OS-1, OS-7, OS 10, OS-14, Policies OS-4.3, OS-6.1, OS-9.1, OS-10.1, OS-10.2, OS-10.3, OS-11.3, OS-11.4, OS-11.5, OS-14.1, OS-14.3, and Programs OS-7.2.8 and OS 8.1.2
- **Circulation Element:** Policy C-2.6 and Program C-1.2.1
- **Community Design Element:** Goals CD-2, CD-6, and Policy CD 6.1
- **Safety Element:** Policies SF-3.5, SF-5.1, SF-8.1, Programs SF-2.1.1, SF-5.1.1, SF 5.2.2, SF-8.1.1, and SF-8.1.3
- **Noise Element:** Goal N-1 and Policy N-1.2

The proposed project, as submitted does not meet the following CGP policies and thus requires two (2) special conditions be established for consistency:

Policy	Proposed Project	Condition
<p>Open Space Element Policy OS-11.8 Landscape with Native Plant Species. The City shall encourage development to use drought-resistant native plant species for landscaping, to reduce the need for irrigation and landscaping chemicals (e.g., pesticides and fertilizers).</p>	<p>The proposed project includes the installation of a 110 square foot rain garden that will retain stormwater on site and will install three new screening trees. For consistency with this goal, the project needs to be conditioned.</p>	<p>Condition #1: The applicant shall plant any new landscaping, bioretention facilities, or rain gardens with drought tolerant native species of plants.</p>
<p>Community Design Element Policy CD-1.9: Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity fixtures, and shielded so that no light shines beyond the boundary of the property.</p>	<p>The proposed project includes two lights on the south, north, and west sides of the buildings but exact fixtures are not yet determined. In order to be consistent with this policy, a condition is required.</p>	<p>Condition #2: Any new lighting on the site shall be restricted to low intensity fixtures and shielded so that no light shines beyond the boundary of the property.</p>

<p>Community Design Element Policy CD-2.7 Landscaping: Encourage attractive native and drought-tolerant landscaping in residential and commercial developments.</p>	<p>The proposed project includes the installation of a 110 square foot rain garden that will retain stormwater on site and will install three new screening trees. For consistency with this goal, the project needs to be conditioned.</p>	<p>Addressed by Condition #1.</p>
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The proposed project has been reviewed for consistency with the City’s CGP and does not conflict with anything in the Plan, and as conditioned is consistent with all applicable goals, policies, and programs.

CONSISTENCY WITH COASTAL LAND USE AND DEVELOPMENT CODE

The proposed project is located in the Coastal Commercial General Zoning District. CLUDC §17.22.020(D) describes the General Commercial Zoning district as *applied to areas of the City that are appropriate for less compact and intensive commercial uses than those accommodated within the Central Business Zone. Allowable land uses are typically more auto-oriented than pedestrian oriented, and may include automotive and service-related uses, a wide range of retail stores, including those selling large products (appliances, home furnishings, building materials, etc.)*

CLUDC §17.22.030 (C)(4) requires that, in addition to the general findings for a minor use permit, that projects in the Commercial General Zoning District also make the following findings:

- a. The use is generally oriented to clients arriving by auto rather than pedestrians;
- b. The uses generally require larger display and/or storage areas; and
- c. The use is not dependent on heavy customer traffic per square foot.

The proposed use is an expansion of the existing use which is defined in the code as Vehicle Services (major repair/bodywork) is a conditionally allowable use with a use permit in Commercial General. Major Repair/Bodywork is defined in Article 10 as establishments *including towing, collision repair, engine repair (such as brake jobs, transmission work, etc.), other body work, painting services, and tire recapping.*

The existing business advertises a number of automotive services noted in the project description. These services are all consistent with the definition of major repair/bodywork which is conditionally allowable and consistent with the Commercial General Zoning District. In the case of 701 S. Franklin, the project was approved with a building permit in 1981. There are no records indicating that a use permit or coastal development permit was required by the City. According to CLUDC §17.90.080(C), *Development that occurred after March 1, 1972, the effective date of the Coastal Zone Conservation Act, if applicable, that was not authorized by a required coastal development permit or otherwise*

authorized under the Coastal Act, is not lawfully established or lawfully authorized development. No improvements, repair, modification or additions to such existing development may be approved, unless the City also approves a coastal development permit that authorizes the existing development. The coastal development permit shall only be approved if the existing and proposed development, with any applicable conditions of approval, is consistent with all the policies and standards of the LCP. Therefore, the approval of this CDP will be a coastal development permit for the new structure and the existing development on site.

Further, CLUDC §17.90.080(A) states that *a use lawfully existing without the approval of a Use Permit or Minor Use Permit that would be required by this Development Code shall be deemed conforming only to the extent of its previous lawful use (e.g., maintaining the same site area boundaries, hours of operation, etc.).* Because the proposed structure will be operated during the same hours as the existing structure and will not exceed the boundaries of the area on site that is currently used for the operation of the business, nor result in a change to the use, this project meets the criteria in 17.90.080(A) and does not require a use permit.

CLUDC §17.22.050 Commercial Zoning District Site Planning and Building Standards Table 2-9 provides the required setbacks and building standards for the proposed project:

Development Feature	CG Requirement	Proposed Project
Front Setback	None Required	Consistent - No front setback on existing building
Side Interior	None Required	Consistent – 2 ft. setback from interior
Side Street	None Required	Consistent - ~50 ft.
Rear	None Required	Consistent - ~30 ft.
FAR	0.40	Consistent – 0.27 Total Site: 17,000 sq. ft. Total Buildings: existing 1,884 sq. ft. + new 2,750 sq. ft. = 4,634 sq. ft.
Maximum Floor Area	50,000 sq. ft.	Consistent - Total floor area will be 4,634 sq. ft.
Maximum Site Coverage	No limit	Consistent – existing site coverage is 100%. A 110 sq. ft. rain garden will reduce lot coverage
Maximum Height	35 ft.	Consistent – 29.9 ft,
Fencing	N/A	No fencing proposed
Landscaping	Native and drought tolerant species encouraged	Condition required
Parking	Vehicle services: 4 spaces/bay Office:	Total Spaces Required: 21 Proposed :17 spaces

	1 space/300 square feet Curb or wheel stops required	The proposed number of spaces is in compliance with the code with concurrent approval of Minor Use Permit MUP 1-22 per §17.36.080(B) which allows for a parking reduction with approval of a minor use permit. Condition #3 - Wheel stops shall be placed in each parking space adjacent to a property line, fence, or landscaping, and shall be placed to allow 2 feet of vehicle overhang.
Signage	N/A	Existing signage was approved in 2020, no proposed change in signage.

Article 4: Specific Land Use Standards - There are no applicable specific land use standards for this project.

Article 5: Resource Management – The site does not contain any land or marine resources that are protected, no creeks or riparian resources, it is not located on a shoreline or bluff, and there are no wetlands on site.

Article 6: Site Development – The proposed project was reviewed by the City’s Engineering team and the proposed modification to impervious surfaces and stormwater plans were approved.

COASTAL RESOURCES

Natural Resources	An inventory of biological resources for the site was provided and indicated that there were no biological resources on site. It is a paved infill site.
Marine Resources	This project will have no impact on the ocean or ocean resources and is located approximately 1,300 ft. from the nearest coastal bluff and almost 1,500 ft. from the shore with other development and Highway 1 in between.
Scenic Resources	The proposed project is located on an infill site in between an existing building and a gas station/Taco Bell. It is east of Highway 1. Further, the project design has been modified to include additional architectural features and screening and thus will not have an impact on scenic resources.
Cultural/Historic Resources	The existing site is paved and it is not located in a special review area. Therefore, no archaeological

	<p>report was required. However, as required for all projects, the following standard condition applies: <i>If any person excavating or otherwise disturbing the earth discovers any archaeological site during project construction, the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 100 feet of the discovery; and 2) notify the Director of Public Works within 24 hours of the discovery. Evidence of an archaeological site may include, but is not necessarily limited to shellfish, bones, flaked and ground stone tools, stone flakes produced during tool production, historic artifacts, and historic features such as trash-filled pits and buried foundations. A professional archaeologist on the list maintained by the Northwest Information Center of the California Historical Resources Information System or Listed by the Register of Professional Archaeologists shall be consulted to determine necessary actions.</i></p>
Recreational Resources	<p>The site is located in the General Commercial area and is currently used for vehicle services. There are no recreational facilities within the vicinity of the building that could be impacted.</p>

DESIGN REVIEW

The proposed design has been modified to incorporate the following changes:

- The bay doors and exterior trim will be articulated using colors (white) to break up the building.
- Three awnings will be installed, one on top of each bay door.
- One window will be installed on the side of the building facing Cypress above the bay doors.
- The roof will be painted a dark gray instead of brown to articulate the roof feature.
- Three small shrub/trees will be planted in front of the building to provide additional screening

Staff reviewed the proposed project design for compliance with the CLUDC and the Design Guidelines for Auto Repair Services per the 2004 City of Fort Bragg Design Guidelines (pg. 36).¹ See attached staff analysis document.

¹ Per the ILUDC 18.10.040(D) A planning application that has been accepted by the Department as complete prior to the effective date of this Development Code or any amendment shall be processed in compliance with the requirements in effect when the application was accepted as complete. The application was deemed complete on December 15, 2021 before the 2022 Design Guidelines were adopted.

E. Project review criteria. The review authority shall evaluate each application to ensure that the project:

1. *Complies with the purpose and requirements of this Section;(Purpose. Design Review is intended to ensure that the design of proposed development and new land uses assists in maintaining and enhancing the small-town, coastal, historic, and rural character of the community.)*

The proposed project is an additional structure on an existing site to support an increase in business growth. The purpose of the structure is to service automotive vehicles. The proposed project design has been modified to create additional features that articulate the building and vegetative screening has been added. It is at the discretion of Planning Commission to determine if the project meets the purpose of design review.

2. *Provides architectural design, building massing, and scale appropriate to and compatible with the site surroundings and the community;*

Most of the buildings in this section of South Franklin St. were built in the late 20th century with the most recent structure built in 2015 (Taco Bell). The buildings are mostly utilitarian commercial buildings whose style is intended to be more functional than decorative. The building heights and designs vary based on use, some with architectural design features and others not. The proposed structure can be found to be appropriate and compatible with the site and surrounding community. While it will be taller than the existing structure on site, the siting of the building is appropriate to the site.

3. *Provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, etc.;*

The siting of the proposed structure is the most logical location given the location of the existing structures and required site improvements. The additional vegetative screening and the proposed location of the buildings can be found to provide an attractive and desirable site layout.

4. *Provides efficient and safe public access, circulation, and parking;*

The City's engineering team and planning staff have reviewed the site plan and determined that the site will provide safe public access, circulation, and parking.

5. *Provides appropriate open space and landscaping, including the use of water efficient landscaping;*

No landscaping is planned for removal and there are two proposed vegetative features; 1) a 110 sq ft rain garden and 2) three new tree/shrubs that will provide screening for the site. Special Condition #1 requires drought tolerant native species which will meet the

criteria for water efficient landscaping. The applicant will be provided with a list of trees and shrubs that will meet this criterion.

6. *Is consistent with the General Plan, any applicable specific plan, and the certified Local Coastal Program; and*

Per the above analysis, the proposed project is consistent with Coastal General Plan, complies with the Coastal Land Use and Development Code, and will have no impact on coastal resources and is thus consistent with the certified Local Coastal Program.

7. *Complies and is consistent with the City's Design Guidelines.*

The application for the proposed project was deemed complete on December 15, 2021. CLUDC §17.10.040(D)(1) says that *a planning permit application (Article 7) that has been accepted by the Department as complete prior to the effective date of this Development Code or any amendment, shall be processed in compliance with the requirements in effect when the application was accepted as complete.* Therefore, the design review for this project was completed using the 2004 Design Guidelines. Per the analysis in Attachment 2, the project can be found to be consistent with the City's Design Guidelines, however, as noted, design is subjective and it is at the discretion of the Planning Commission to determine whether a project substantially meets the guidelines. If the Commission does not find the project to be in conformance with the design guidelines, they can request additional conditions.

MINOR USE PERMIT FOR PARKING

In CLUDC §17.36.040 Table 3-7 says that Vehicle Services (major and minor repair) requires four (4) spaces for each service or wash bay plus spaces for any offices as required by the code section. A business/service office requires one (1) parking space for every 300 square feet of floor area. The existing business has two (2) service bays and 400 sq. ft. of office space. Using the rounding calculation in §17.36.040(A)(2)(b) the total number of spaces required for the existing business is nine (9) spaces. The addition of three (3) bays will require an additional 12 spaces for a total of 21 spaces. This parking requirement is excessive for the proposed project. The applicant has revised the plan to create as much parking as feasible on the site. Based on their proposed operating plan which would be to use no more than two (2) bays at a time, the proposed parking plan should be sufficient for the site's activity. Based on the above analysis and as allowed by CLUDC §17.36.080(B), staff recommends that the Planning Commission approve a minor use permit to reduce the parking requirement from 21 spaces to 17 spaces. With the approval of the Minor Use Permit, the project would be in compliance with the Zoning Code.

ENVIRONMENTAL DETERMINATION

Per the February 14, 2022 memo, the site meets the criteria for CEQA Guidelines Categorical Exemption 15332 Infill Exemption (see Attachment #3). Additionally, the

site is an existing developed site. The surface where the building will be placed is already impervious and the construction will result in stormwater improvements. Because of the existing site design and the small size of the structure (2,750 square feet) there is no possibility that the project could have an impact on the environment and it is also eligible for the Common Sense exemption under CEQA Guidelines 15061(b)(3). Thus, the project is exempt from CEQA.

RECOMMENDED PLANNING COMMISSION ACTION

Staff recommends that Planning Commission consider adoption of attached draft resolution approving Coastal Development Permit (CDP 7-21), Design Review (DR 10-21), and MUP (1-22) for the construction of a 2,750 square foot metal building to expand existing automotive services with 17 parking spaces.

ALTERNATIVE PLANNING COMMISSION ACTIONS

- Approve resolution with the following additional condition:
Condition: *Vehicles stored for repair overnight shall be parked in the repair bays first and overflow shall be stored in the western portion of the site as far from the public right of way as possible.*
- Provide additional direction to staff and continue the hearing to a later date.
- Deny project application.

ATTACHMENTS

1. Application materials
2. Staff Analysis
3. CEQA Memo on Infill Exemption
4. Draft Approval Resolution

CITY OF FORT BRAG
COMMUNITY DEVELOPMENT DEPARTMENT
416 North Franklin Street
Fort Bragg, CA 95437
Tel: (707) 961-2827
Fax: (707) 961-2802
http://city.fortbragg.com



Case No(s)	CDP 7-21 DR 10-21
Date Filed	12/10/21
Fee	\$ 21631
Receipt No.	
Received by	AAA
Office Use Only - August 2016	

RECEIVED
DEC 10 2021

PLANNING APPLICATION FORM

Please complete this application thoroughly and accurately, and attach the required exhibits as indicated in the applicable brochure available from the Community Development Department. Incomplete applications cannot be processed until they are complete. Please note that administrative permits may require additional fees if an interested party requests a public hearing. Public hearing expenses are borne by the applicant, owner, or agent.

APPLICANT

Name: DAVID CIMOLINO
Mailing Address: 701 S. FRANKLIN ST Phone: [REDACTED]
City: Fort Bragg State: CA Zip Code: 95437 Email: [REDACTED]

PROPERTY OWNER

Name: SAME
Mailing Address: _____ Phone: _____
City: _____ State: _____ Zip Code: _____ Email: _____

AGENT

Name: _____
Mailing Address: _____ Phone: _____
City: _____ State: _____ Zip Code: _____ Email: _____

STREET ADDRESS OF PROJECT 701 S. FRANKLIN ST

ASSESSOR'S PARCEL NUMBER(S) 18-040-26

PROPERTY SIZE 16,992 Square Feet or _____ Acres

TYPE OF APPLICATION (Check all applicable boxes)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Design Review/Site & Architectural Review | <input type="checkbox"/> General Plan Amendment |
| <input type="checkbox"/> Use Permit/Minor Use Permit | <input type="checkbox"/> Local Coastal Program Amendment |
| <input checked="" type="checkbox"/> Coastal Development Permit | <input type="checkbox"/> Rezoning |
| <input type="checkbox"/> Variance/Administrative Variance | <input type="checkbox"/> Annexation |
| <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Pre-application Conference |
| <input type="checkbox"/> Subdivision (no. of parcels) _____ | <input type="checkbox"/> Limited Term Permit |
| <input type="checkbox"/> Certificate of Appropriateness (COA) | <input type="checkbox"/> Permit Amendment (list permits) _____ |
| <input type="checkbox"/> Planned Development Permit | |
| <input type="checkbox"/> Certificate of Compliance | |

PROJECT DESCRIPTION

Briefly describe project as shown on proposed plans CONSTRUCTION OF A
50'x55' SHOP

CERTIFICATION

I hereby certify that I have reviewed the completed application and that, to the best of my knowledge, the information in this application and all attachments is complete and accurate. I understand that failure to provide requested information or misstatements submitted in support of the application shall be grounds for either refusing to accept the application, for denying the permit, for suspending or revoking a permit issued on the basis of such misrepresentations, or for seeking of such further relief as may seem proper to the City.

David Cimolino
Signature of Applicant/Agent

12-8-21
Date

Joe Cimolino
Signature of Property Owner

12-8-21
Date

INDEMNIFICATION AND HOLD HARMLESS AGREEMENT

Ordinance No. 771, adopted by the Fort Bragg City Council on September 26, 1994, requires applicants for discretionary land use approvals to sign the following Indemnification Agreement. Failure to sign this agreement will result in the application being considered incomplete and withheld from further processing.

As part of this application, the applicant agrees to defend, indemnify, release and hold harmless the City of Fort Bragg, its agents, officers, attorneys, employees, boards and commissions, as more particularly set forth in Fort Bragg Municipal Code Chapters 17.70.060 and 18.70.060 from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attach, set aside, void or annul the approval of this application or adoption of the environmental document which accompanies it. The indemnification shall include, but not be limited to, damages, costs, expenses, attorneys fees, or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in connection with the approval of this application, whether or not there is concurrent, passive [or active], but not sole, negligence on the part of the City, its agents, officers, attorneys, employees, boards and commissions.

David Cimolino
Signature of Applicant

12-8-21
Date

SITE VIEW AUTHORIZATION

I hereby grant permission for City staff and hearing bodies to enter upon and site view the premises for which this application is made in order to obtain information necessary for the preparation of required reports and render its decision.

David Cimolino
Property Owner/Authorized Agent

12-8-21
Date

NOTE: If signed by agent, owner must sign "Authorization of Agent" below.

DECLARATION OF POSTING

At the time the application is submitted for filing, the applicant must complete and post the "Notice of Pending Permit" form at a conspicuous place, easily read by the public and as close as possible to the project site. If the applicant fails to post the completed notice form and sign the Declaration of Posting, the Community Development Department cannot process the application.

I hereby certify that my authorized representative or I posted the "Notice of Pending Permit" form in a conspicuous place, easily seen by the public and as close as possible to the project site for:

FRONT ENTRANCE AT 701 S. FRANKLIN ST
(Describe location where notice is posted)

David Cimolino
Property Owner/Authorized Agent

12-8-21
Date

NOTE: If signed by agent, owner must sign "Authorization of Agent" below.

AUTHORIZATION OF AGENT

I hereby authorize _____ to act as my representative and to bind me in all matters concerning this application.

Property Owner

Date

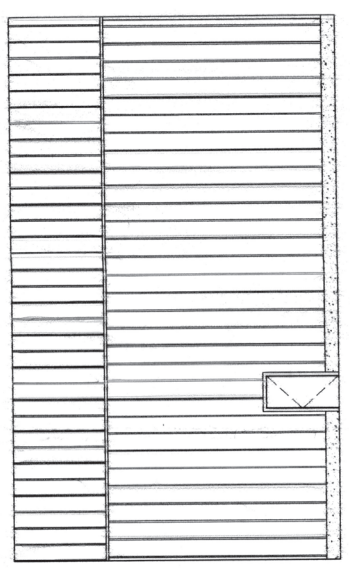
RECEIVED
DEC 10 2021
BY: *ADD*

SCALE
DATE 12-7-21
JOB # 1131-21
DRAWN BY DLS
AS NOTED

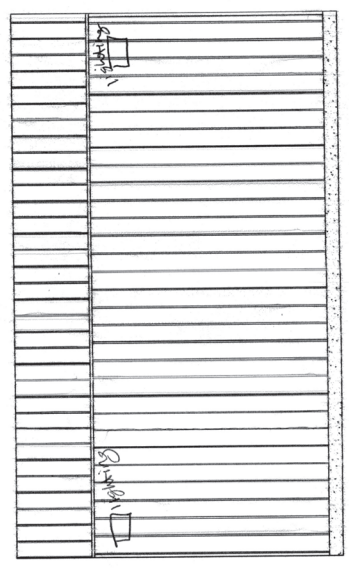
A SHOP FOR:
FORT BRAGG TRANSMISSION
701 S FRANKLIN ST
FORT BRAGG, CA 95437
APN: 018-040-49

ELEVATIONS, SHOP PLAN, PLOT PLAN

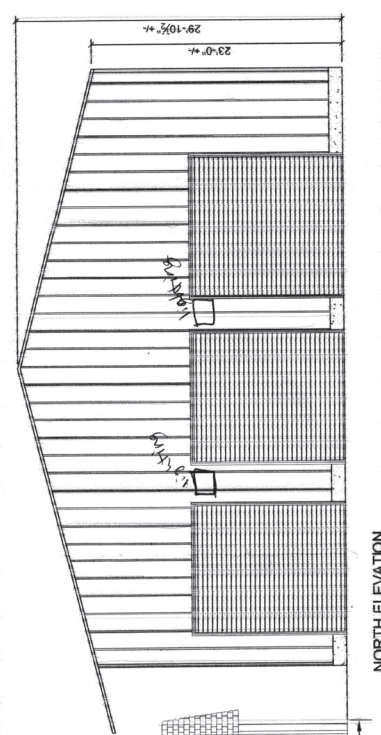
3-D'S DESIGN
P.O. BOX 1634 FORT BRAGG, CA
(707) 964-8428 (CELL) 707-734-3600



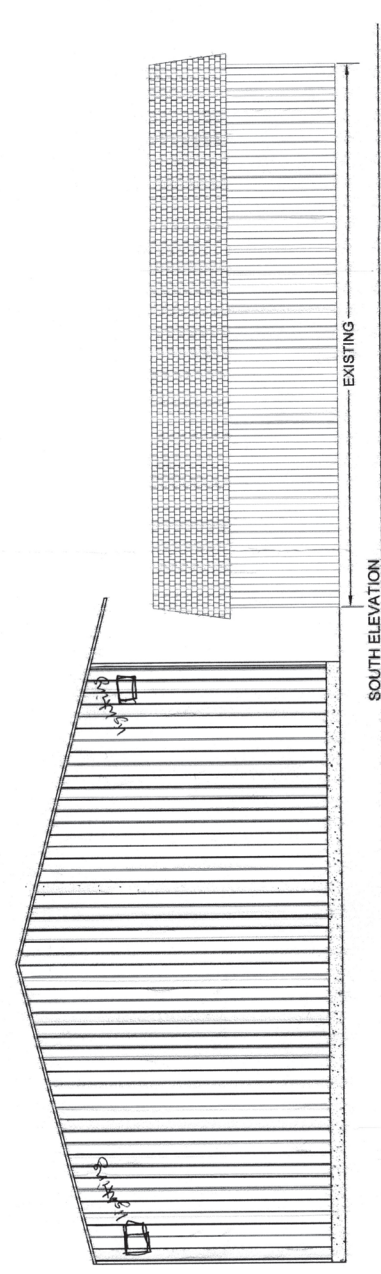
EAST ELEVATION
1/8" = 1'-0"



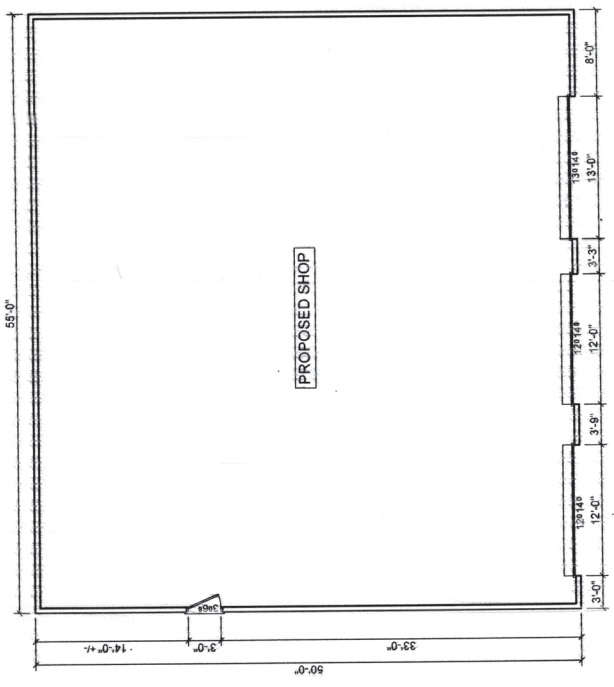
WEST ELEVATION
1/8" = 1'-0"



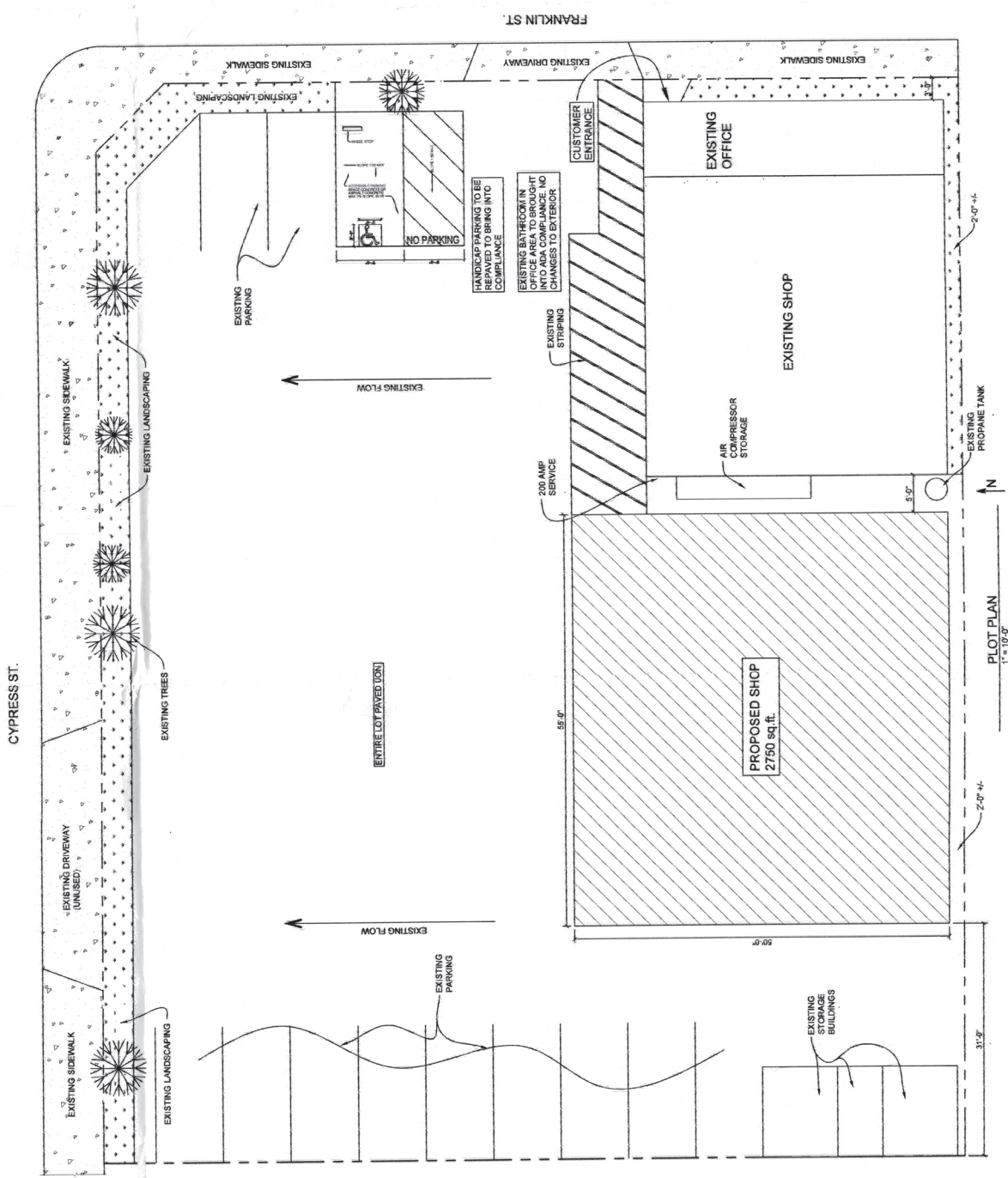
NORTH ELEVATION
1/8" = 1'-0"



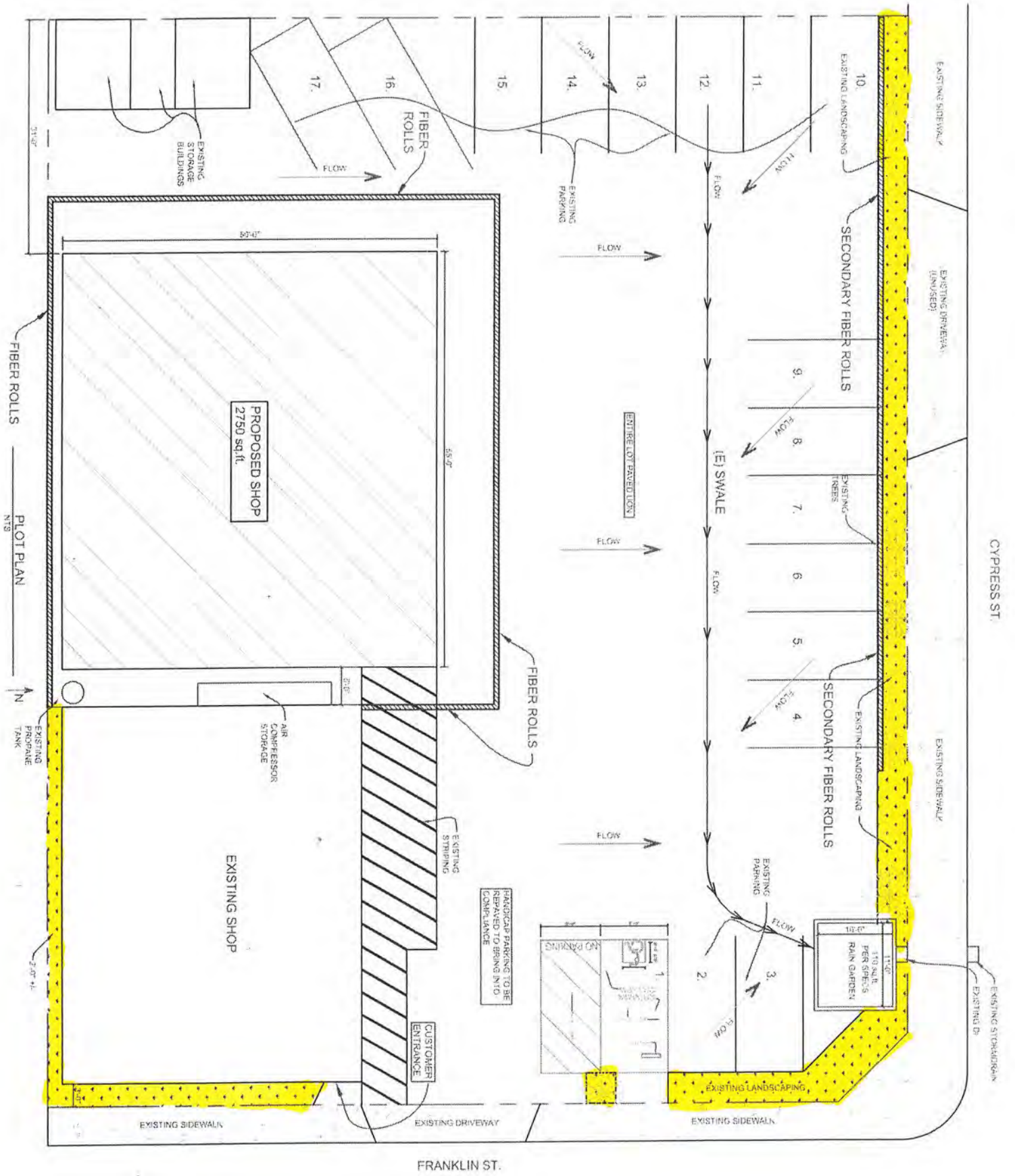
SOUTH ELEVATION
1/8" = 1'-0"



SHOP PLAN
1/8" = 1'-0"



PLOT PLAN
1" = 10'-0"



EXISTING LANDSCAPE TO BE UNDISTURBED



file:///Z:/Community%20Development/City%20Dev%20Proj/Streetscape%20Projects/2020%20tree%20dedications/list%20of%20trees.xlsx

Preliminary Stormwater Control Plan (CDP, CUP, and SP ≥ 5000 sf)

- Location of site design measures
- Location, size, and name of Bioretention/Treatment Facility
- Flow direction that clearly demonstrates the ability of self-retaining areas, infiltration site design measures, and treatment facilities to capture runoff from impervious surfaces
- Hydrologic soil class

D. Operation and Maintenance Plan Requirements

Each Bioretention facility or equivalent will be required to have an operation and maintenance plan attached to the final SCP and shall include all details found in Appendix 5, 6, 7, and 8 of the LID Manual.

E. Additional Requirements

A detailed final Stormwater Control Plan with narrative sections will need to be submitted prior to issuance of a grading/building permit (see Appendix 3). However, completing the Preliminary SCP enables a more efficient and timely review of the final SCP.

F. Signature and Certification

I, the below signed, confirm that I have accurately described my project to the best of my ability, and that I have not purposely omitted any detail affecting my project's classification for stormwater regulation. I hereby certify that the site design measures and stormwater flow treatment measures identified herein as being incorporated into my project have been designed in accordance with the approved BMP Fact Sheet or equivalent, and are included in the final site plans submitted to Mendocino County Planning and Building Services. I also hereby certify that my project meets the stormwater runoff reduction criteria identified in Worksheet 2, or as determined through other approved means.



Signature

3-25-22

Date

DAVID CIMOLINO

Print Name

I am the:

- Property Owner Applicant Contractor

Preliminary Stormwater Control Plan (CDP, CUP, and SP ≥ 5000 sf)

B. Summary Table of Pervious to Impervious Surface

The following table will be used by staff to ensure that adequate measures have been utilized within the project design to capture retain and/or infiltrate the design storm.

Each DMA shown in the table shall be designated with the same name on the site plan. All site design measures used to meet the runoff reduction goals and all treatment facilities utilized to capture remaining runoff volumes must be shown on the site plan at an appropriate scale. Please use the Flow Chart as a reference of the process.

1. Utilize Worksheet 1 to Summarize Impervious to Pervious Ratio for each DMA (Parcel) to determine if further runoff reduction is needed using site design measures and/or bioretention
2. Utilize Site Design Measures to effectively Reduce Pervious Area
3. Utilize Bioretention or equivalent if reduction cannot be achieved using Site Design Measures

Worksheet 1.

DMA Name	Does impervious to pervious ratio achieve 2:1 or better? (Yes or No)	Can ratio be achieved using site design measures? Utilize Table (2-7) found in the Regulated Projects SCP to aid in calculations	If "No" in column C: Bioretention facility is required for DMA (parcel). List name and the estimated size (sf) of the facility Utilize Table 8 found in the Regulated Projects SCP worksheet to aid in calculations
(A)	(B)	(C)	
Example A	Yes	Yes	-----
Example B	No	Yes	-----
Example C	No	No	C: (1250 X .04) = 50 sf
DMA # 1	NO	NO	C: (2750 X .04) = 110 sq'
DMA # 2	YES	YES	

C. Preliminary Site Plan Checklist -items that must be include on the site plan

- Topographic lines (2 ft. contours)
- On-site waterways/drainages, vegetation, and areas to be left undisturbed all shown with appropriate buffers
- DMAs clearly delineated and labeled with name and area (square feet)

Bioretention Facility

not to scale

10' x 11' INSIDE WALLS

110 SRF

4" min. diameter SDR 35 or equivalent sweep bend and cleanout min. 2" above overflow level

curb cut or curb inlet if needed

adjacent pavement

cobbles or splash block

Top of soil layer (TSL)

Min. 18"

Top of gravel layer (TGL)

Min. 12"

Bottom of gravel layer (BGL)

specified soil mix

class 2 permeable material

cutoff wall if needed to protect structures or pavement

Native Soil

Overflow Structure

concrete drop inlet or manhole with frame, atrium or behave grate, 1/4" openings

Walls as needed to establish constant rim elevation around facility

Min. 6"

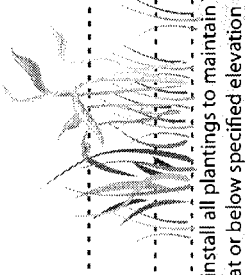
3" max. mulch if specified by plans

Schedule 80 (no perforations) seal penetration with grout

bend or slope so discharge is at TGL elevation

to storm drain

REPLACE GRATE AND EXTEND EXISTING D.I. TO ACHIEVE REQUIRED H.T. V.I.F.



install all plantings to maintain TSL at or below specified elevation

Allowed variations for special site conditions:

- Facilities located within 10 feet of structures or other potential geotechnical hazards may incorporate an impervious cutoff wall
- Facilities with documented high concentrations of pollutants in underlying soil or groundwater, facilities where infiltration could contribute to a geotechnical hazard, and facilities located on elevated plazas or other structures may incorporate an impervious liner between the native soil and the BGL and locate the underdrain discharge at the BGL (flow-through planter configuration)
- Facilities located in areas of high groundwater, highly infiltrative soils, or where connection of the underdrain to a surface drain or subsurface storm drain are infeasible may omit the underdrain

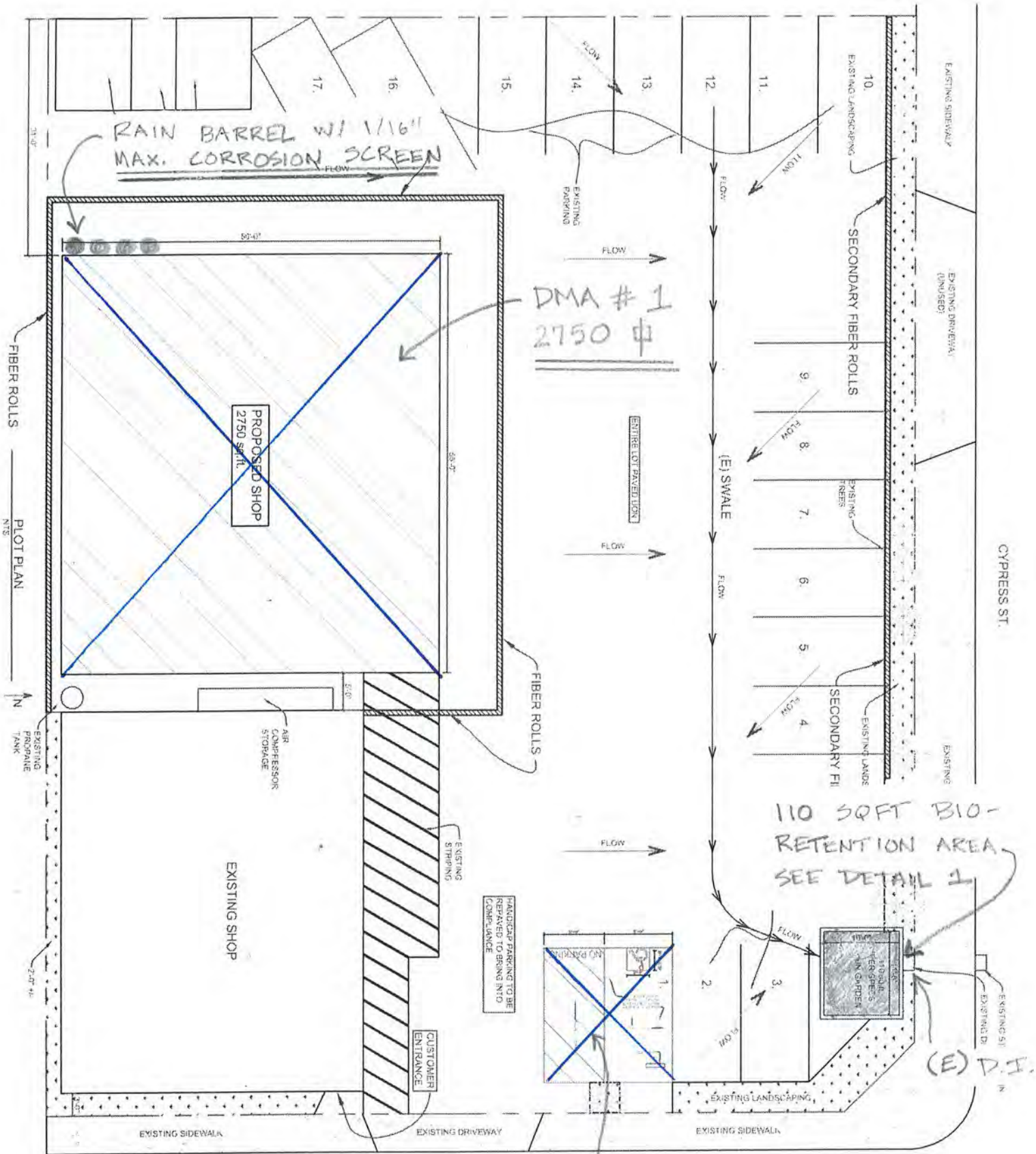
Notes:

- No liner, no filter fabric, no landscape cloth.
- Maintain BGL, TGL, TSL throughout facility area at elevations to be specified in plan.
- Class 7 permeable layer may extend below and underneath drop inlet.
- Elevation or underdrain discharge is at top of gravel layer.
- See Chapter X for instructions on facility sizing and additional specifications

1 | BIORETENTION DETAIL

APPENDIX 5

Bioretention Specifications and Checklist



DMA # 1 2750 x .04 = 110 SQFT
 DMA # 2 340 x .04 = 13.6 SQFT
 TOTAL 123.6 SQFT

DMA # 2
340 中

RAIN BARRELS AND CISTERNS

DESCRIPTION



Rain Barrels and Cisterns are a system that collects and stores stormwater runoff from a roof or other impervious surface. These typically have overflow mechanisms or plugs that drain to a vegetated area or to the storm drain system when the barrel is full.

Technique

To use this site design measure, the collection and storage devices must comply with local vector control requirements. Storage capacity of each device must be at least 55 gallons and sited on a level, stable service at or near the ground surface. To use the *Rain Barrels and Cisterns* Stormwater Runoff Reduction Measure, the following conditions must be met (Please check beside each condition):

- Delineate the impervious area (roof, driveway, patio, etc.) draining to the rain barrel and show, labeled, on site plan
- Show on the site plan the area that will receive overflow from the rain barrel or cistern
- Gutters tributary to the Rain Barrels/Cistern are screened with a leaf guard or ¼-inch (minimum) to 1/2-inch (maximum) corrosion resistant metallic hardware fabric.
- Water collected will be used for irrigation purposes only.
- Openings are screened with a corrosion-resistant metallic fine mesh (1/16 inch or smaller) to prevent mosquito harborage.

- Large openings are secured to prevent entry by children.
- Rain Barrels and Cistern are cleaned annually.

Credit

Rain Barrels and Cisterns will provide a credit equal to the capacity of the container. Please show on the Site Plan the location, with label, of each impervious area and the corresponding Rain Barrel or Cistern Location (One site map showing all site design measures is adequate. Please, do not include individual site plans for each site design measure used). Use the table below to calculate runoff reduction credit.

Impervious Label	Area	Gallons of Storage (size of rain barrel/cistern) Col. 2
		Col. 2
"Example A"		(55)
		(55) x 4 = 220
		220 GAL
		352 SQFT
		Volume Credit = gallons stored
		Square Foot Reduction = 1.6 square feet /gallon x (Col. 2 total)

Signature and Certification:

I, the below signed, confirm that I have accurately described my project to the best of my ability, and that I have not purposely omitted any detail affecting my project's classification for stormwater regulation. I hereby certify that the site design measures identified herein as being incorporated into my project have been designed in accordance with this approved BMP Fact Sheet or equivalent, and are included in the final site plans submitted to Mendocino County Planning and Building Services.

David Cimdino
Signature

3-23-22
Date

DAVID CIMDINO
Print Name

I am the:

- Property Owner
- Applicant
- Contractor





Stormwater Control Plan for Regulated Projects

Table 5. Tree Planting and Preservation (if not planting trees, go to Table 6)

1	2	3	4	5	6
DMA Name (must correspond to area on the site map)	DMA sq. ft. (from Table 4, Col. 6)	Deciduous (Input 100 for each deciduous tree)	Evergreen (Input 200 for each evergreen tree)	Total Tree Credit (Col. 3 + Col. 4) (DMA runoff reduction)	New DMA Area Col. 2 – Col. 5 (for use in Table 6 - 8)
Example	700	-----	200	200	500 (new DMA size that must be treated with methods below Table 6-7)

Table 6. Rain Barrels and Cisterns (if not using site design measures, go to Table 8)

1	2	3	4	5	6
DMA Name (must correspond to area on the site map)	New DMA sq. ft. (Table 5, Col. 7 or, if no trees used, value from Table 4, Col. 2)	Number of Rain Barrels	Runoff Reduction from using a standard 55 gallon Rain Barrel = 88 sq. ft. Use the following if size is other than the standard (for every gallon of storage, approx. 1.6 sq. ft. of reduction is achieved)	Col. 3 X Col. 4 (DMA runoff reduction)	New DMA Area Col. 2 - Col. 5
Example	500	1	88	88	412 (go to Table 7 to recalculate Ratio)
DMA # 2	340	4	88	352	- 12 (0)

Bioretention Facility Construction Checklist



Underground connection to storm drain/outlet orifice

<input type="checkbox"/>	Perforated pipe underdrain (PVC SDR 35 or approved equivalent) is installed with holes facing down
<input type="checkbox"/>	Perforated pipe is connected to storm drain at specified elevation (typ. bottom of soil elevation)
<input type="checkbox"/>	Cleanouts are in accessible locations and connected via sweep

Drain Rock/Subdrain (to be confirmed prior to installation of soil mix)

<input type="checkbox"/>	Rock is installed as specified, 12" min. depth. Class 2 permeable, Caltrans specification 68-2.02F(3) recommended
<input type="checkbox"/>	Rock is smoothed to a consistent top elevation. Depth and top elevation are as shown in plans
<input type="checkbox"/>	Slopes or side walls protect from sloughing of native soils into the facility
<input type="checkbox"/>	No filter fabric is placed between the subdrain and soil mix layers

Soil Mix

<input type="checkbox"/>	Soil mix is as specified.
<input type="checkbox"/>	Mix installed in lifts not exceeding 12"
<input type="checkbox"/>	Mix is not compacted during installation but may be thoroughly wetted to encourage consolidation
<input type="checkbox"/>	Mix is smoothed to a consistent top elevation. Depth of mix (18" min.) and top elevation are as shown in plans, accounting for depth of mulch to follow and required reservoir depth

Irrigation

<input type="checkbox"/>	Irrigation system is installed so it can be controlled separately from other landscaped areas
<input type="checkbox"/>	Smart irrigation controllers and drip emitters are recommended and may be required by local code or ordinance.
<input type="checkbox"/>	Spray heads, if any, are positioned to avoid direct spray into outlet structures

Bioretention Facility Construction Checklist



Planting

<input type="checkbox"/>	Plants are installed consistent with approved planting plan, consistent with site water allowance
<input type="checkbox"/>	Any trees and large shrubs are staked securely
<input type="checkbox"/>	No fertilizer is added; compost tea may be used
<input type="checkbox"/>	No native soil or clayey material are imported into the facility with plantings
<input type="checkbox"/>	1"-2" mulch may be applied following planting; mulch selected to avoid floating
<input type="checkbox"/>	Final elevation of soil mix maintained following planting
<input type="checkbox"/>	Curb openings are free of obstructions

Final Engineering Inspection

<input type="checkbox"/>	Drainage Management Area(s) are free of construction sediment and landscaped areas are stabilized
<input type="checkbox"/>	Inlets are installed to provide smooth entry of runoff from adjoining pavement, have sufficient reveal (drop from the adjoining pavement to the top of the mulch or soil mix, and are not blocked)
<input type="checkbox"/>	Inflows from roof leaders and pipes are connected and operable
<input type="checkbox"/>	Temporary flow diversions are removed
<input type="checkbox"/>	Rock or other energy dissipation at piped or surface inlets is adequate
<input type="checkbox"/>	Overflow outlets are configured to allow the facility to flood and fill to near rim before overflow
<input type="checkbox"/>	Plantings are healthy and becoming established
<input type="checkbox"/>	Irrigation is operable
<input type="checkbox"/>	Facility drains rapidly; no surface ponding is evident
<input type="checkbox"/>	Any accumulated construction debris, trash, or sediment is removed from facility
<input type="checkbox"/>	Permanent signage is installed and is visible to site users and maintenance personnel

Soil/Compost and Gravel Specifications for Bioretention Facility



Compost shall be a well-decomposed, stable, weed-free organic matter source derived from waste materials including yard debris, wood wastes or other organic materials not including manure or biosolids, and shall meet the standards developed by the US Composting Council (USCC). The product shall be certified through the USCC Seal of Testing Assurance (STA) Program (a compost testing and information disclosure program).

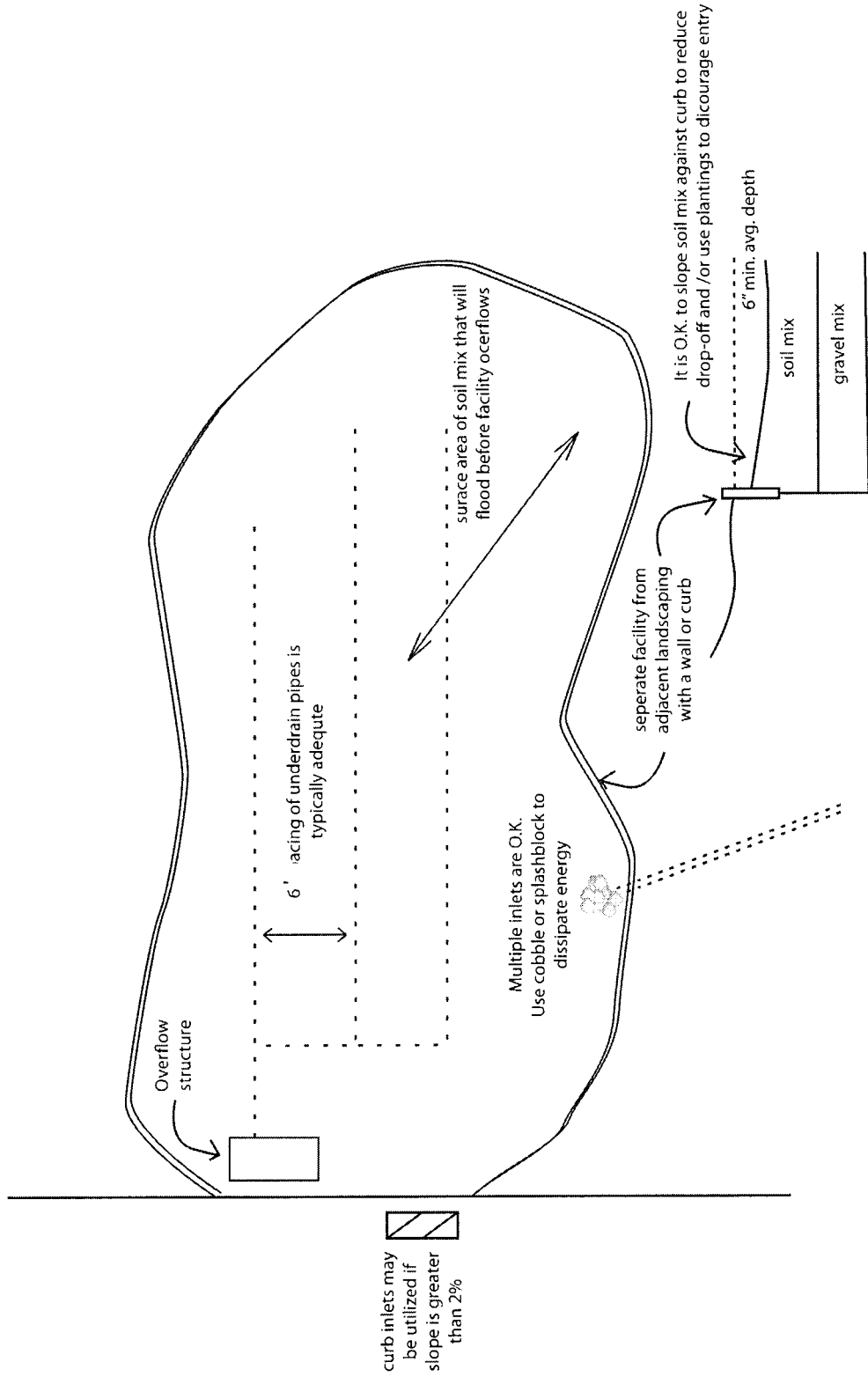
Compost Quality Analysis:

Before delivery of the soil, the supplier shall submit a copy of the lab analysis performed by a laboratory that is enrolled in the USCC's Compost Analysis Proficiency (CAP) program and using approved Test Methods for the Evaluation of Composting and Compost (TMECC). The lab report shall verify that the compost parameters are within the limits specified below.

Parameter	Range	Reported as (units)
Organic Matter Content	35-75	%, dry weight basis
Carbon to Nitrogen Ratio	15:1 to 25:1	ratio
Maturity (Seed Emergence and Seedling Vigor)	>80	average % of control
Stability (CO ₂ Evolution Rate)	<8	mg CO ₂ -C/g unit OM/day
Soluble Salts (Salinity)	<6.0	mmhos/cm
pH	6.5 - 8.0 May vary with plant species	units
Heavy Metals Content	PASS	PASS/FAIL: US EPA Class A standard, 40 CFR § 503.13, tables 1 and 3.
Pathogens		
Fecal coliform	PASS	PASS/FAIL: US EPA Class A standard, 40 CFR § 503.32(a) levels
Salmonella	PASS	PASS/FAIL: US EPA Class A standard, 40 CFR § 503.32(a) levels
Nutrient Content (provide analysis, including):		
Total Nitrogen (N)	≥0.9	%
Boron (Total B)	<80	ppm
Calcium (Ca)	For information only	%
Sodium (Na)	For information only	%
Magnesium (Mg)	For information only	%
Sulfur (S)	For information only	%

Bioretention Facility - Overview

not to scale



Note:

Show all elevations of curb, pavement, inlet, top of soil layer (TSL), top of gravel layer (TGL), and bottom of gravel layer (BGL) at all inlets and outlets and at key points along edge of facility.

Bioretention Facility Construction Checklist



Layout (to be confirmed prior to beginning excavation permit approval stage)

<input type="checkbox"/>	Square footage of the facility meets or exceeds minimum shown in Stormwater Control Plan
<input type="checkbox"/>	Site grading and grade breaks are consistent with the boundaries of the tributary Drainage Management Area(s) (DMAs) shown in the Stormwater Control Plan
<input type="checkbox"/>	Inlet elevation of the facility is low enough to receive drainage from the entire tributary DMA
<input type="checkbox"/>	locations and elevations of overland flow or piping, including roof leaders, from impervious areas to the facility have been laid out and any conflicts resolved
<input type="checkbox"/>	Rim elevation of the facility is laid out to be level all the way around, or elevations are consistent with a detailed cross-section showing location and height of interior dams
<input type="checkbox"/>	Locations for vaults, utility boxes, and light standards have been identified so that they will not conflict with the facility
<input type="checkbox"/>	Facility is protected as needed from construction-phase runoff and sediment

Excavation (to be confirmed prior to backfilling or pipe installation)

<input type="checkbox"/>	Excavation conducted with materials and techniques to minimize compaction of soils within the facility area
<input type="checkbox"/>	Excavation is to accurate area and depth
<input type="checkbox"/>	Slopes or side walls protect from sloughing of native soils into the facility
<input type="checkbox"/>	Moisture barrier, if specified, has been added to protect adjacent pavement or structures.
<input type="checkbox"/>	Native soils at bottom of excavation are ripped or loosened to promote infiltration

Overflow or Surface Connection to Storm Drainage (to be confirmed prior to backfilling with any materials)

<input type="checkbox"/>	Grating excludes mulch and litter (beehive or atrium-style grates recommended)
<input type="checkbox"/>	Overflow is connected to storm drain via appropriately sized
<input type="checkbox"/>	No knockouts or side inlets are in overflow riser
<input type="checkbox"/>	Overflow is at specified elevation
<input type="checkbox"/>	Overflow location selected to minimize surface flow velocity (near, but offset from, inlet recommended)
<input type="checkbox"/>	Grating excludes mulch and litter (beehive or atrium-style grates recommended)
<input type="checkbox"/>	Overflow is connected to storm drain via appropriately sized

Soil/Compost and Gravel Specifications for Bioretention Facility



Gravel Layer

The gravel layer used in the bioretention facility must consist of *Class 2 Permeable Material* as specified in the State of California's Business, Transportation and Housing Agency, Department of Transportation; Standard Specifications 2010, manual (http://www.dot.ca.gov/hq/esc/oe/construction_contract_standards/std_specs/2010_StdSpecs/2010_StdSpecs.pdf).

The specific section, Subsurface Drains, Sec. 68, of the manual is used because it offers specific specifications for subsurface drains. In addition to the standardized permeable layer, a membrane layer of pea gravel or other intermediate-sized material is recommended at the top of the gravel layer to prevent fines from the soil/compost layer from moving downward into the gravel layer.

68-2.02F(1) General

Permeable material for use in backfilling trenches under, around, and over underdrains must consist of hard, durable, clean sand, gravel, or crushed stone and must be free from organic material, clay balls, or other deleterious substances.

Permeable material must have a durability index of not less than 40.

68-2.02F(3) Class 2 Permeable Material

The percentage composition by weight of Class 2 permeable material in place must comply with the grading requirements shown in the following table:

Class 2 Permeable Material Grading Requirements

Sieve sizes	Percentage passing
1"	100
3/4"	90-100
3/8"	40-100
No. 4	25-40
No. 8	18-33
No. 30	5-15
No. 50	0-7
No. 200	0-3

Class 2 permeable material must have a sand equivalent value of not less than 75.

BIORETENTION MAINTENANCE TASKS AND SCHEDULE

TASK	SCHEDULE
Sedimentation prevention - Inspect banks and surrounding drainage areas, including out parcels and parking lots for erosion and stabilize.	Monthly
Perimeter mowing (maintain a 3-6 inch height)	Monthly
Remove sediment or other organic material	As needed
Inspect/Clean Inlets (blockage, bypass, erosion or damaged)	Monthly
Trash removal	Monthly
Inspect pea gravel diaphragm	As needed
Inspect plants, replace as necessary	Monthly
Inspect/Clean Outlet (blockage, bypass, erosion or damaged)	Monthly
Test P Index of soil media and replace if over 50	Every 2 years
Mulch renewal	Yearly
Mulch replacement	Every 3 years
Pruning	Yearly
Inspect for proper drawdown/ clogging	Monthly
Grassed Bioretention Only	
Mow basin to recommended height in alternating patterns to prevent compaction and prevent weed growth	Weekly to biweekly during the growing season, as needed other seasons
Light fertilizing to establish healthy roots	Only during first 2 years
Aerate and de-thatch basin floor	Every 2 years



Regular inspections, especially after rain events, are important to ensure that the Bioretention Area is functioning properly.

Preventative maintenance will help you avoid costly corrective maintenance and repairs.

If the Bioretention Area is not functioning properly, such as unusual water levels, call 311. An inspector help you determine what the issue is so repairs can be made.

Preliminary Stormwater Control Plan (CDP, CUP, and SP ≥ 5000 sf)

The flow chart outlines the basic process for discretionary project and subdivision approvals. This is only a guide; not all projects are identical

The MS4 permit requires that the County enforce Low Impact Development (LID) regulations for development. The approval of a Final Map for a subdivision is considered development. The method the County employs to alert property owners/purchasers of conditions imposed by the LID regulation is to record a Notice on the title that will be recorded after the Final Map is approved. If a project requires a use permit, the LID requirements will be included in the Conditions of Approval in addition to recording a Notice on the title. If a project uses a Bio-retention Facility, the ongoing maintenance and reporting requirements will be recorded on the title. The notice on the title may be in the form of a "Notice of Development Plan". In this case the title would reflect that a Development Plan is on file at the County Planning Department which would contain all applicable site specific LID requirements.

Low Impact Development Discretionary Process Flow Chart

Pre-Application

- County provides handouts, worksheets, and over the counter information on LID requirements
- Pre-application meeting occurs and gives the Planner a chance to more thoroughly explain requirements & review preliminary SCP plans
- Final LID worksheets to be completed by Applicant/Agent are included in subdivision application package

Application

- Submit Complete Application, includes: a completed and signed Preliminary SCP with worksheet 1 and Tables 2-8 (within the SCP), if necessary, Site Plan, Checklists, and any additional requested information

Processing

- Planner completes review of Preliminary SCP worksheet and Tentative Map at project intake
- Completed LID worksheets are included with all referrals

Decision

See side bar

- Staff Report/ CEQA Document includes a finding of consistency with LID requirement
- Conditions of Approval to record a Notice of Development Plan with notes and details that include proposal/approved LID Improvement
- Final SCP to be completed and submitted with Building/Grading Permits

Satisfy Conditions of Approval

- Record Notice of Development Plan (Any Treatment/Baseline Hydromodification Facility must be recorded as well [This will appear on title reports for the property])
- Final SCP and site plan must be completed and submitted with Building/Grading Permits

Construction

- Complete LID improvements concurrent with other construction included in applicable building/grading permits.
- Final sign off of permits, allowing occupancy or initiation of use contingent upon completion of LID improvements to the satisfaction of the Building division
- Annual Self-Certification Compliance Check (O&M) Required for all Treatment/Baseline Hydromodification LID Features utilized in the project

Preliminary Stormwater Control Plan (CDP, CUP, and SP ≥ 5000 sf)

For Office Use Only Application No. _____ Received By: _____

Instructions

The following worksheet is used to demonstrate that for each and every lot, the intended use can be achieved with a design which disperses runoff from the roofs, driveways, sidewalks, streets and other impervious areas to self-retaining pervious areas. It is also used to demonstrate that drainage to treatment and/or flow control facilities is feasible and that the project is in overall compliance with the MS4 permit. Use this form to assist you in designing your project to comply with the design standards for Multi-Parcel Regulated projects. The completed, signed Preliminary SCP for Subdivision Projects, a site map, plus any additional applicable information, must be submitted with your application to the Planning Department.

Project Name:	TRANSMISSION STOP
Physical Site Address:	701 S Franklin St
Project Applicant:	DAVID CIMOLINO
Mailing Address:	SAME
Phone:	707-964-7960
Consultant's Information	
Name:	_____
Firm:	_____
Address:	_____
Email:	_____
Phone:	_____

A Project Information

1a. Does Project create or replace 1-acre or more of impervious surface?	<input type="checkbox"/> Yes (see question below)	<input checked="" type="checkbox"/> No (skip question 1b.)
b. If 'Yes' to the above question: Does project increase impervious surface from pre-project conditions?	<input type="checkbox"/> Yes (hydromodification requirements must be met)	<input type="checkbox"/> No (regulated project requirements must be met)
Total pre-project Impervious Surface (sf):		
Total new or replaced Impervious Surface Area (square feet) [Sum of impervious area that will be constructed as part of the project]	3090 SFT	



**Staff Analysis for CDP 7-21, DR 10-21, MUP 1-22 - 701 S. Franklin St.
Construction of 2,750 Sq Ft building with three bays for auto servicing and 17 parking spaces**

General Plan Analysis:

<p>Land Use Element Policy LU-3.4 Encourage Infill Development: Encourage infill development of vacant and underdeveloped land in the Central Business District and adjacent commercial areas before amending the Coastal General Plan and rezoning to obtain additional commercial land elsewhere.</p>
<p>CONSISTENT: Proposed project is on an existing developed site and will expand the developed structures. There will be no new ground disturbance.</p>
<p>Public Facilities Element Policy PF-1.1: All new development proposals shall be reviewed and conditioned to ensure that adequate public services and infrastructure can be provided to the development without substantially reducing the services provided to existing residents and businesses.</p>
<p>CONSISTENT: Proposed project was reviewed by public works and comments indicate that the project can be served but impact fees will apply. The existing parcel already has water, sewer, and electricity. There will not be a significant increase in demand for these services.</p>
<p>Public Facilities Element Goal PF-1 Ensure that new development is served by adequate public services and infrastructure.</p>
<p>CONSISTENT: Project was reviewed by Public Works and there is sufficient services available.</p>
<p>Public Facilities Element Policy PF-1.2: Ensure Adequate Services and Infrastructure for New Development. No permit for development shall be approved unless it can be demonstrated that such development will be served upon completion with adequate services, including but not limited to potable water; wastewater collection, treatment and disposal; storm drainage; fire and emergency medical response; police protection; transportation; schools; and solid waste collection and disposal; as applicable to the proposed development.</p> <p>a. Demonstration of adequate water and sewer facilities shall include evidence that adequate capacity will be available within the system to serve the development and all other known and foreseeable development the system is committed to serving, and that the municipal system will provide such service for the development;</p> <p>b. Demonstration of adequate road facilities shall include information demonstrating that (i) access roads connecting to a public street can be developed in locations and in a manner consistent with LCP policies; and (ii) that the traffic generated by the proposed development, and all other known and foreseeable development, will not cause Levels of Service (LOS) of roads, streets, and intersections within the City to reduce below LOS standards contained in Policy C-1.1 of the Circulation Element of the Coastal General Plan.</p>

<p>CONSISTENT: Small project with limited impacts on the City's water. Commercial businesses are billed in blocks of water. Between January 2020 and December 2021, FBT was billed an average of 1.25 water blocks per month with a median of 1 water block per month. The proposed expansion of use is not expected to increase water usage as the existing use is an extremely low water use.</p>
<p>Open Space Element Goal OS-1 Preserve and Enhance the City's Environmentally Sensitive Habitat Areas (ESHA)</p>
<p>CONSISTENT: A biological survey was completed on the site and no ESHA were identified. Site is existing developed and paved lot.</p>
<p>Open Space Element Goal OS-10 Improve water quality through the Selection and Design of Appropriate Best Management Practices (BMPs)</p>
<p>CONSISTENT: A stormwater control plan using BMPs has been submitted and reviewed by the City's Engineering Team.</p>
<p>Open Space Element Goal OS-14 Improve water quality through Construction-Phase Pollution Control</p>
<p>CONSISTENT: Stormwater plan includes fiber rolls and BMPs to control stormwater during construction</p>
<p>Open Space Element Goal OS-7 Improve air quality.</p>
<p>CONSISTENT: Project is not proposing any generators or non-electrical equipment. The site will be paved and will not create additional dust. Current activities are not creating odor or dust and the expansion of existing uses will not change.</p>
<p>Open Space Element Policy OS-10.2 Post-Construction Stormwater Runoff Plan All development that has the potential to adversely affect water quality shall submit a post-construction polluted runoff control plan ("Runoff Mitigation Plan"). This plan shall specify long-term Site Design, Source Control, and, if necessary, Treatment Control BMPs that will be implemented to minimize stormwater pollution and erosive runoff after construction, and shall include the monitoring and maintenance plans for these BMPs.</p>
<p>CONSISTENT: Proposed project includes preservation of existing vegetative strips and will construct a 110 square foot rain garden.</p>
<p>Open Space Element Policy OS-11.3 Minimize Impervious Surfaces. Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops), especially directly connected impervious areas, where feasible. Redevelopment shall reduce the impervious surface site coverage, where feasible. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).</p>
<p>CONSISTENT: Project site is fully paved. The addition of the 110 square foot rain garden will reduce impervious surfaces on the site.</p>

<p>Open Space Element Policy OS-14.3 Minimize Disturbance of Natural Vegetation. Construction shall minimize the disturbance of natural vegetation (including significant trees, native vegetation, and root structures), which are important for preventing erosion and sedimentation.</p>
<p>CONSISTENT: Proposed project will not change existing landscaping or vegetation.</p>
<p>Open Space Element Policy OS-4.3 Halt all work if archaeological resources are uncovered during construction. Require an evaluation by a qualified archaeologist before recommencing construction.</p>
<p>CONSISTENT: This is a required condition of all permits.</p>
<p>Open Space Element Policy OS-9.1 Minimize Introduction of Pollutants. Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) to the extent feasible.</p>
<p>CONSISTENT: All stormwater will be treated onsite in proposed rain garden and existing vegetated/landscaped areas.</p>
<p>Open Space Element Policy OS-10.1 Construction-phase Stormwater Runoff Plan. All development that requires a grading permit shall submit a construction-phase erosion, sedimentation, and polluted runoff control plan. This plan shall evaluate potential construction-phase impacts to water quality and coastal waters, and shall specify temporary Best Management Practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials.</p>
<p>CONSISTENT: Stormwater plan provided and reviewed by Public Works/Engineering team for consistency with BMPs.</p>
<p>Open Space Element Policy OS-10.3 Emphasize Site Design and Source Control BMPs. Long-term post-construction Best Management Practices (BMPs) that protect water quality and control runoff flow shall be incorporated in the project design of development that has the potential to adversely impact water quality in the following order of emphasis:</p> <p>A) Site Design BMPs: Any project design feature that reduces the creation or severity of potential pollutant sources, or reduces the alteration of the project site's natural flow regime. Examples include minimizing impervious surfaces, and minimizing grading.</p> <p>B) Source Control BMPs: Any schedules of activities, prohibitions of practices, maintenance procedures, managerial practices, or operational practices that aim to prevent stormwater pollution by reducing the potential for contamination at the source of pollution. Examples include covering outdoor storage areas, use of efficient irrigation, and minimizing the use of landscaping chemicals.</p> <p>C) Treatment Control BMPs: Any engineered system designed to remove pollutants by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption, or any other physical, biological, or chemical process. Examples include vegetated swales, and storm drain inserts.</p> <p>Site Design BMPs may reduce a development's need for Source and/or Treatment</p>

<p>Control BMPs, and Source Control BMPs may reduce the need for Treatment Control BMPs. Therefore, all development that has the potential to adversely affect water quality shall incorporate effective post-construction Site Design and Source Control BMPs, where applicable and feasible, to minimize adverse impacts to water quality and coastal waters resulting from the development. Site Design and Source Control BMPs may include, but are not limited to, those outlined in the City's Storm Water Management program.</p>
<p>CONSISTENT: See above.</p>
<p>Open Space Element Policy OS-11.4 Infiltrate Stormwater Runoff. Development shall maximize on-site infiltration of stormwater runoff, where appropriate and feasible, to preserve natural hydrologic conditions, recharge groundwater, attenuate runoff flow, and minimize transport of pollutants. Alternative management practices shall be substituted where the review authority has determined that infiltration BMPs may result in adverse impacts, including but not limited to where saturated soils may lead to geologic instability, where infiltration may contribute to flooding, or where regulations to protect groundwater may be violated.</p>
<p>CONSISTENT: See above.</p>
<p>Open Space Element Policy OS-11.5 Divert Stormwater Runoff into Permeable Areas. Development that creates new impervious surfaces shall divert stormwater runoff flowing from these surfaces into permeable areas, where appropriate and feasible, to enhance on-site stormwater infiltration capacity.</p>
<p>CONSISTENT: See above.</p>
<p>Open Space Element Policy OS-11.8 Landscape with Native Plant Species. The City shall encourage development to use drought-resistant native plant species for landscaping, to reduce the need for irrigation and landscaping chemicals (e.g., pesticides and fertilizers).</p>
<p>CONSISTENT with Condition that the City requests that the rain garden is planted with native species.</p>
<p>Open Space Element Policy OS-14.1 Minimize Polluted Runoff and Pollution from Construction. All development shall minimize erosion, sedimentation, and the discharge of other polluted runoff (e.g., chemicals, vehicle fluids, concrete truck wash-out, and litter) from construction activities, to the extent feasible.</p>
<p>CONSISTENT: Stormwater controls have been reviewed for controls to minimize any pollution from construction.</p>
<p>Open Space Element Policy OS-6.1 Energy Conservation Measures in Buildings: Continue to require structures to comply with State energy conservation standards and encourage owners of existing dwellings to retrofit with energy-saving features.</p>
<p>CONSISTENT: Proposed project will require a building permit which will require consistency with the State's building code and Title 24 energy requirements.</p>

<p>Open Space Element Policy OS-9.2 Minimize Increases in Stormwater Runoff. Development shall be designed and managed to minimize post-project increases in stormwater runoff volume and peak runoff rate, to the extent feasible, to avoid adverse impacts to coastal waters.</p>
<p>CONSISTENT: Proposed project will reduce water leaving the site as it will enhance stormwater treatment on site.</p>
<p>Open Space Element Program OS-7.2.8 The City will prohibit unpaved driveways of more than 50 feet and unpaved roads in all new development.</p>
<p>CONSISTENT: No unpaved driveways or roads are proposed.</p>
<p>Open Space Element Program OS-8.1.2 Require on-site areas for recycling in commercial, office, multi-family residential developments, and all municipal facilities.</p>
<p>CONSISTENT: Existing facility has required recycling on-site.</p>
<p>Circulation Element Policy C-2.6 Traffic Studies for High Trip Generating Uses: Traffic studies shall be required for all major development proposals, including but not limited to, drive-through facilities, fast food outlets, convenience markets, major tourist accommodations, shopping centers, commercial development, residential subdivisions, and other generators of high traffic volumes that would affect a Level of Service. Traffic studies shall identify, at a minimum: SEE DOC</p>
<p>CONSISTENT: Proposed project is not currently a high trip generating use. The expansion of service will not create a significant change in trip generation and does not require a traffic study.</p>
<p>Circulation Element Program C-1.2.1 Review development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies.</p>
<p>CONSISTENT: Proposed use will not cause any kind of a significant increase in trip generation and will thus not affect the roadway level of service.</p>
<p>Community Design Element Goal CD-2 Ensure that new development demonstrates excellence of design and sensitivity to the character of the surrounding neighborhood.</p>
<p>CONSISTENT: Proposed project is a metal building that will be used for vehicle servicing and repair. The structure will match the color of the existing building.</p>
<p>Community Design Element Goal CD-6 Use lighting to create a sense of security and to provide cohesion to the physical structure of the community.</p>
<p>CONSISTENT: Proposed lighting will be on the backside of the building and reduce potential security issues that could be created by a shadowed area.</p>
<p>Community Design Element Policy CD-1.9: Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity fixtures, and shielded so that no light shines beyond the boundary of the property.</p>

<p>CONSISTENT WITH CONDITION: Proposed lighting shall be restricted to low intensity fixtures and shielded so that no light shines beyond the boundary of the property.</p>
<p>Community Design Element Policy CD-2.7 Landscaping: Encourage attractive native and drought-tolerant landscaping in residential and commercial developments.</p>
<p>CONSISTENT with above condition: See above encouraging native/drought tolerant landscaping for the rain garden.</p>
<p>Community Design Element Policy CD-6.1 Security: Establish standards to ensure that on-site lighting is adequate to provide security while not producing excessive glare.</p>
<p>CONSISTENT: Proposed lighting will be close to 50 feet apart on the back side mounted on the building using covered and downcast lighting that will eliminate a shadowed area that might attract crime. Similar lighting is proposed for the front. The four proposed lighting fixtures should be sufficient to eliminate any security concerns that could arise from new dark spaces and should not create excessive glare.</p>
<p>Safety Element Goal SF-8 Reduce hazards of transportation, storage, and disposal of hazardous materials and wastes.</p>
<p>CONSISTENT: The business may store anywhere from 100-200 gallons of transmission fluid on site. The material is securely stored until it is retrieved by a private hazardous waste hauler. The facility is inspected by Mendocino County Environmental Health annually.</p>
<p>Safety Element Policy SF-3.5: Require, where necessary, the construction of siltation/detention basins to be incorporated into the design of development projects.</p>
<p>CONSISTENT: Proposed project incorporates a rain garden where water/silt will be detained on site.</p>
<p>Safety Element Policy SF-5.1 Minimize Fire Risk in New Development: Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire.</p>
<p>CONSISTENT: Fire department has reviewed and will review final plans for compliance with local and state fire codes prior to issuance of a building permit.</p>
<p>Safety Element Policy SF-8.1 Protection from Hazardous Waste and Materials: Provide measures to protect the public health from the hazards associated with the transportation, storage, and disposal of hazardous wastes (TSD Facilities).</p>
<p>CONSISTENT: See above</p>
<p>Safety Element Program SF-2.1.1: Continue to comply with the provisions of the State Alquist-Priolo Act.</p>
<p>CONSISTENT: Applicant is required to apply for a building permit and will be reviewed for compliance prior to issuance of a building permit.</p>
<p>Safety Element Program SF-5.1.1 Continue to consult the Fort Bragg Fire Protection Authority in the review of development proposals to identify the projected demand for fire protection services and implement measures to maintain adequate fire protection services. Mitigation measures may include levying fire protection impact fees for capital facilities, if warranted.</p>

CONSISTENT: Project was sent to Fire Marshall Steve Wells who reviewed the project and provided a written response.
Safety Element Program SF-5.2.2 Continue to use the City's Municipal Code to require automatic sprinkler systems in commercial and industrial development.
CONSISTENT: Proposed project, if over \$75,000 will require fire sprinklers in compliance with the Municipal Code.
Safety Element Program SF-8.1.1 Continue to ensure that use, transportation, and disposal of hazardous materials are in accordance with the local, State, and Federal safety standards. ²
CONSISTENT: See above.
Safety Element Program SF-8.1.3 Require, as a condition of City approvals of non-residential projects, that the Fire Protection Authority be notified of all hazardous substances that are transported, stored, treated, or could be released accidentally into the environment.
CONSISTENT The business already has their plans and information on file with the Fort Bragg Fire Department who will review the building plans upon approval and be able to recommend if any updates are required.
Noise Element Goal N-1 Protect City residents from harmful and annoying effects of exposure to excessive noise.
CONSISTENT: Existing use is as a mechanic/vehicle repair shop. Work is currently being done out of doors, the proposed structure will limit noise and will not create additional excessive noise.
Noise Element Policy N-1.2 Reduce Noise Impacts: Avoid or reduce noise impacts first through site planning and project design. Barriers and structural changes may be used as mitigation techniques only when planning and design prove insufficient.
CONSISTENT: Proposed project will construct a 2,750 square foot building that will contain noise from the activities on site.

CLUDC Analysis

§17.22.030 (C)(4) CG Commercial General District

- a. The use is generally oriented to clients arriving by auto rather than pedestrians;
- b. The uses generally require larger display and/or storage areas; and
- c. The use is not dependent on heavy customer traffic per square foot.

Vehicle Services (major repair/bodywork) is a conditionally allowable use with a use permit in Commercial General. Major Repair/Bodywork is defined in Article 10 as *establishments include towing, collision repair, engine repair (such as brake jobs, transmission work, etc.), other body work, and painting services; tire recapping.*

The existing business advertises the following services:

- A L L Diagnostic Trouble Codes
- Accessories and Optional Equipment
- Battery
- Body and Frame
- Brakes and Traction Control
- Diesel
- Drivability
- Electrical
- Emissions
- Engine, Cooling & Exhaust
- Fleet Service
- Heating & Air Conditioning
- Interior/Exterior
- Instrument Panel, Gages and Warning Indicators
- Lighting and Horns
- Oil
- Restraints and Safety Systems
- Shuttle Service
- Starting and Changing
- Steering and Suspension
- Tires and Wheels
- Transmission and Drivetrain
- Tune-Ups & Preventative Services
- Under the Hood
- Windows, Glass, and Door Locks
- Wiper and Washer Systems

These services are all consistent with the definition of major repair/bodywork which is conditionally allowable and consistent with the Commercial General Zoning District. In the case of 701 S. Franklin, the project was approved with a building permit in 1981. There are no records indicating that a use permit or coastal development permit was required by the City. According to CLUDC §17.90.080(C) *Development that occurred after March 1, 1972, the effective date of the Coastal Zone Conservation Act, if applicable, that was not authorized by a required coastal development permit or otherwise authorized under the Coastal Act, is not lawfully established or lawfully authorized development. No improvements, repair, modification or additions to such existing development may be approved, unless the City also approves a coastal development permit that authorizes the existing development. The coastal development permit shall only be approved if the existing and proposed development, with any applicable conditions of approval, is consistent with all the policies and standards of the LCP.* Therefore, the approval of this CDP will be a coastal development permit for the new structure and the existing development on site.

Further, CLUDC §17.90.080(A) states that *a use lawfully existing without the approval of a Use Permit or Minor Use Permit that would be required by this Development Code shall be deemed conforming only to the extent of its previous lawful use (e.g., maintaining the same site area boundaries, hours of operation, etc.).* Because the proposed structure will be operated during the same hours as the existing structure and will not exceed the boundaries of the area that is currently used for the business, nor result in a change to the use, this project meets the criteria for conformity of uses requiring a use permit and does not require a use permit.

17.22.050 Commercial Zoning District Site Planning and Building Standards Table 2-9 provides the required setbacks and building standards for the proposed project:

Development Feature	CG Requirement	Proposed Project
Front Setback	None Required	Conforms - No front setback on existing building

Side Interior	None Required	Conforms – 2 ft setback from interior
Side Street	None Required	Conforms - ~50 ft
Rear	None Required	Conforms - ~30 ft
FAR	0.40	Conforms – 0.27 Total Site area 17,000 sq ft Total Buildings: existing 1,884 sq ft + new 2,750 sq ft = 4,634 sq ft
Maximum Floor Area	a. 50,000 sq ft	Conforms, total floor area will be 4,634 sq ft
Maximum Site Coverage	No limit	Conforms – existing site coverage is 100%. A 110 sq ft rain garden will reduce lot coverage
Maximum Height	35 ft.	Conforms – 29’10.5”
Fencing	N/A	No fencing proposed
Landscaping	Native and drought tolerant species encouraged	Condition required
Parking	Vehicle services: 4 spaces/bay Office: 1 sp/300 square feet Wheel stops/curbing	REQUIRES MINOR USE PERMIT APPROVAL Proposed :17 spaces Existing office: 400 sq ft. = 1 space Existing bays: 2 = 8 spaces Proposed bays: 3 = 12 spaces Total Spaces Required: 21 CONDITION : Per 17.36.090(J) (2) – Wheel stops are required and shall be placed in each parking space adjacent to a property line, fence, or landscaping, and shall allow 2 feet of vehicle overhang.
Signage	N/A	Existing signage was approved in 2020, no proposed change in signage

Article 4 – no applicable specific land use standards

Article 5 Resource Management – Site does not contain any land or marine resources that are protected, no creeks or riparian resources, it is not located on a shoreline or bluff, and there are no wetlands on site.

Article 6 Site Development – No grading is proposed and the site will be paved (no erosion/sediment), see general plan analysis for stormwater and BMPs

Coastal Resources Analysis

Natural Resources	An inventory of biological resources for the site was provided and indicated that there were no biological resources on site. It is a paved infill site.
Marine Resources	This project will have no impact on the ocean or ocean resources and is located approximately 1,300 feet from the nearest coastal bluff and almost 1,500 ft from the shore with other development and Highway 1 in between.
Scenic Resources	The proposed project is located on an infill site in between an existing building and a gas station/Taco Bell. It is east of Highway 1 and will not have an impact on scenic resources.
Cultural/Historic Resources	Site is paved and so no archaeological resource were present. Standard Condition # 6 on all permits: If any person excavating or otherwise disturbing the earth discovers any archaeological site during project construction, the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 100 feet of the discovery; and 2) notify the Director of Public Works within 24 hours of the discovery. Evidence of an archaeological site may include, but is not necessarily limited to shellfish, bones, flaked and ground stone tools, stone flakes produced during tool production, historic artifacts, and historic features such as trash-filled pits and buried foundations. A professional archaeologist on the list maintained by the Northwest Information Center of the California Historical Resources Information System or Listed by the Register of Professional Archaeologists shall be consulted to determine necessary actions.
Recreational Resources	The site is located in a the General Commercial area and is currently used for vehicle services. There are no recreational facilities within the vicinity of the building.

Design Review in Compliance with §17.71.050

E. Project review criteria. The review authority shall evaluate each application to ensure that the project:

1. Complies with the purpose and requirements of this Section;(Purpose. Design Review is intended to ensure that the design of proposed development and new land uses assists in maintaining and enhancing the small-town, coastal, historic, and rural character of the community.)

The proposed project is an additional structure on an existing site to support an increase in business growth. The purpose of the structure is to service automotive vehicles. It is similar to an existing building on the opposite corner and will be the same color as the existing building on the site. It is at the discretion of planning commission to determine if the project meets the purpose of design review.

2. Provides architectural design, building massing, and scale appropriate to and compatible with the site surroundings and the community;

Most of the buildings in this section of South Franklin St. were built between the 1970's and 2015. Building heights and designs vary based on use. Some have architectural design features and others are plainly utilitarian. The proposed structure can be found to be appropriate and compatible with the site and surrounding community. While it will be larger in massing than the existing structure on site, it will be set back and stepped in a way that will not dramatically impact the visual components of the site.

3. Provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, etc.;

The siting of the proposed structure is the most reasonable location given the location of the existing structures and required site improvements. If the commission is not satisfied with the proposed design it may wish to require additional vegetative screening.

4. Provides efficient and safe public access, circulation, and parking;

The City's engineering team and planning staff have reviewed the site plan and determined that the site will provide safe public access, circulation, and parking.

5. Provides appropriate open space and landscaping, including the use of water efficient landscaping;

The proposed rain garden is the only new proposed landscaping and the project will be conditioned to require drought tolerant native species which will meet the criteria for water efficient landscaping. Again, if the Commission determines that additional screening is necessary, the condition of approval would include drought tolerant native species as well.

6. Is consistent with the General Plan, any applicable specific plan, and the certified Local Coastal Program; and

Per the above analysis, the proposed project is consistent with Coastal General Plan, complies with the Coastal Land Use and Development Code, and will have no impact on coastal resources and is thus consistent with the certified Local Coastal Program.

7. *Complies and is consistent with the City’s Design Guidelines.*

Per the below analysis, this project can be found to be consistent with the City’s Design Guidelines (CDG) or the Planning Commission may decide to include additional conditions requiring additional screening between the public right of way and the property.

Design Guidelines Analysis

The proposed project is located at 701 S. Franklin St. which is in the Franklin Street. The application for the proposed project was deemed complete on December 15, 2021. CLUDC §17.10.040(D)(1) says that *a planning permit application (Article 7) that has been accepted by the Department as complete prior to the effective date of this Development Code or any amendment, shall be processed in compliance with the requirements in effect when the application was accepted as complete.* Therefore, the design review for this project was completed using the 2004 Design Guidelines.

General Commercial Design Guidelines 2.3

<p>General Commercial (CG) Commercial development in this designation is generally less compact and more intensive than that found in the CBD. Development patterns depend more upon the automobile than the pedestrian, although the pedestrian is not to be forgotten. Typical types of uses are automotive uses, home improvement sales, offices, grocery stores, etc. Residential mixed use is allowed at the rear and on the upper floors of businesses.</p>	<p>The proposed use is an auto repair facility and the proposed structure will increase the density of development on the site, and is consistent with this guideline for the General Commercial zone.</p>
<p>The siting of buildings should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, and character.</p>	<p>The placement of the building in the proposed location is the most logical for the existing site plan for function, scale, and character.</p>
<p>While no specific architectural styles or design features are required for general commercial development, buildings should contribute to the overall quality of the built environment through sensitive designs and compatibility with surroundings. Designs should look to the</p>	<p>The neighborhood where the building will be placed has a mix of later 20th century development that is mostly designed for functionality with little architectural detail. The proposed structure will have a pitched roof and be painted brown to match the existing building with white trim</p>

<p>historic architectural styles of the Central Business District for inspiration and influence.</p>	<p>and white doors to articulate the existing architectural features. Additionally, the applicant has added metal awnings and a window on the street facing side of the building to break up the surfaces.</p>
<p>The size and location of various building elements (roofs, parapet walls, etc.) should not be exaggerated in an attempt to call attention to the building/use or provide additional area or height for signs and advertising.</p>	<p>Building size, shape, and location is functional and not designed for advertising.</p>
<p>Roof designs should provide variations in rooflines and add interest to, and reduce the massive scale of, large buildings. Roofs should include two or more roof planes. Full roofs are encouraged.</p>	<p>Roof line will vary on the site because the existing building has a flat roof with shingles and this will have a pitched/gabled roof.</p>
<p>The size and location of doors and windows should relate to the scale and proportions of the overall structure.</p>	<p>The doors on the structure are designed to accommodate vehicles and trucks. While subjective, the finding can be made that the location of the doors and windows relate well to the scale and proportion of the overall structure.</p>
<p>All sides of a principal building that directly face a public street that abuts the site should have at least one public entrance</p>	<p>The proposed structure is not the principal building. There are no proposed changes to the principal building.</p>
<p>Primary building entries should be easily identified and provide a prominent sense of entry. Entrances should include some of the following design features: canopies, porticos or overhangs, peaked roof forms, arches, columns, towers, and recesses to highlight entries are strongly encouraged. Outdoor patios, integral planters or wing walls that incorporate landscaped areas are also encouraged.</p>	<p>The proposed structure is not the primary building. No changes are proposed for the primary building.</p>
<p>Windows should be provided at storefront locations. The use of clear glass (at least 80% light transmission) is recommended. Dark tinted glass and mirror-like films are strongly discouraged.</p>	<p>The new structure will not have a store front and will be behind the primary building that currently has a public entrance.</p>
<p>The use of standardized “corporate franchise” architectural styles is strongly discouraged</p>	<p>Building is not a standardized corporate franchise architecture</p>
<p>Exterior materials, textures, and colors should complement the architectural style</p>	<p>The proposed structure is metal but it is not corrugated. The proposed color will</p>

<p>of theme of a building. Exterior materials such as textured plywood/paneling, fake stone veneer, plastic or corrugated metal siding, heavy troweled finishes and similar materials should be avoided.</p>	<p>match the existing structure and the white trim and white doors will highlight those features. The roof color is chosen to match the look of asphalt roof tiles.</p>
<p>Materials should be varied to provide architectural interest, however, the number of materials and colors should be limited and not exceed what is required for contrast and accent of architectural features. Exterior materials and architectural details should relate to each other in ways that are traditional and logical.</p>	<p>Building is a metal building with exterior light fixtures. A window and awnings have been added. The proposed awnings are metal which will have a longer life span than canvas awnings which can look shabby in a short period of time.</p>
<p>In general, fluorescent, garish colors should be avoided. Colors and materials should be durable and weather resistant.</p>	<p>No fluorescent colors are proposed.</p>
<p>When appropriate, incorporate design elements and features from the historic architectural styles of the Central Business District.</p>	<p>The articulation of the white trim will add significantly to the look of the building as will the window on the street facing side.</p>
<p>The use of awnings, canopies, recesses, and arcades is encouraged to provide protection for pedestrians and to add interest and color to buildings. Awning placement should fit within the scale, proportion, and rhythm created by the distinct architectural elements and should not cover piers, pilasters and other architectural details. Awnings should be compatible in color and design with the buildings.</p>	<p>This building is for working auto repair, the public will not be allowed to enter.</p>
<p>Aluminum, vinyl, and backlit awnings generally detract from quality character and should not be used.</p>	<p>The awnings will be the same material as the building. Canvas awnings are not appropriate for this project as they would not have a long life span. The applicant added the awnings as he believes that was a desire of the Commission. It is important to note that this is a “should,” and that aluminum/metal awnings will have the longest life span for this site. If the Commission does not want metal awnings staff recommends that commission request that the applicant remove the awnings from the project.</p>

Exterior lighting should be designed as a part of the overall architectural style of the building. It should relate to the design elements of the building and highlight interesting design features, but should be shielded to avoid spillover into adjacent properties. Full lighting of building facades and roofs is strongly discouraged.	Lighting is incorporated onto the building and will related to the design and a condition is established requiring that it meet dark sky standards.
The use of security grilles on windows are discouraged because they communicate a message of high crime and are difficult to integrate into the building design. If security grilles are necessary, they should be placed inside the building behind the window.	No security grilles proposed.
Site access and vehicle circulation	There will be no change to the location of the driveway and pedestrian access from the parking spaces located closest to the sidewalk to the office provide sufficient safety for on-site pedestrians.
Parking lot design	Parking is designed to accommodate the needed parking spaces with the available space.
Landscaping	Existing site has landscaping, additional bio-retention facility is proposed for functionality. In order to bring the project more into conformance, the applicant is proposing three new shrub/trees that will be placed along Cypress St. in the existin landscaping strip.

Special Design Guidelines 2.53 Auto Repair

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.	As this is corner lot, staff consider the front of the building to be on Franklin St. where the primary building is located along with the public entrance. The new bays are oriented toward Cypress St. and will be screened with three new trees/shrubs.
Parking spaces for vehicles left for repair should be located in the least visible areas of the site.	The existing parking lot is being restriped to accommodate the change in parking configuration. This will include six spaces on the Cypress St. side of the parking lot. Planning Commission may wish to

	include a condition that only allows cars to be parked overnight inside the service bays or in the parking spaces along the western side of the site.
Sufficient space for vehicle drop-off should be provided. Site design should provide space for vehicle stacking during peak hours.	The size and shape of the parking area will be sufficient to accommodate vehicle traffic including drop-off and stacking during peak hours.
When auto repair services occur on through-lots, driveways should not occur on streets with adjacent residential uses.	N/A
Special design considerations should be made for the storage of oil, lubricants and other potentially hazardous materials.	The site has existing enclosures/sheds for the storage of these materials that will continue to be used for activities in the new service bays.
Compressors and pneumatic equipment should be located in entirely enclosed structures.	Existing site has enclosures for compressors and pneumatic equipment which will be in the new building.
Adequate storage and trash areas should be designed to accommodate disposal of junk parts, packing, and used oil and lubricants pending recycling.	Owner has been in business since 1981 and confirmed that the site will have adequate storage and trash areas. The site has always been kept clean and in good working order.
Building design should be clean and simple, stylistically consistent, and related to surrounding buildings through use of similar scale, materials, colors, and detailing	The proposed building design can be found to be clean and simple and stylistically consistent and related to surrounding buildings (see above).
Building structures should be permanent. Lightweight metal or other temporary appearing structures are discouraged.	Building structure is permanent and will not appear temporary, this is a fully engineered structure designed to withstand climate and conditions on the coast.
High quality, durable building materials should be used. Reflective, glossy, and fluorescent surfaces should be avoided	The proposed metal building is being engineered and built by a contractor that specializes in custom built metal buildings and is designed to be durable. Building will be painted and will not be reflective or glossy or fluorescent.
Building elevations facing public streets should provide a minimum of 50 percent of the storefront as clear glass.	This will not be the storefront, the existing building has the store front.
Landscaping and fencing	No additional landscaping other than the bioretention is proposed and no new fencing is proposed.

<p>Landscaping should be incorporated on street front setback areas, along the building base, adjacent to customer entries, and along property lines visible from offsite or from customer access areas.</p>	<p>There are no proposed changes to the main building with a public entry and no new landscaping proposed on this area of the site. A rain garden (110 sq ft) and three new screening trees/shrubs are proposed for the site.</p>
<p>When auto repair services front public streets, a berm and/or hedge should be provided.</p>	<p>As this is a corner lot, the new building will face Cypress St. To bring this project in compliance with the design guidelines, the applicant has added three new screening trees that will be between the vehicle services and the public view.</p>
<p>Security fencing and required perimeter walls should be decorative and consistent with adjacent architecture. Flowering vines and landscaping can help to deter graffiti. Chain link fencing and security wire is discouraged. If barbed wire is allowed, it should be mounted below the top of the masonry wall and screened from view.</p>	<p>No fencing is proposed.</p>

Date: February 15, 2022
To: City of Fort Bragg Planning Commission
From: Kevin Locke, Assistant Planner
Subject: 701 South Franklin Class 32 In-Fill Exemption

The City of Fort Bragg has received a development application for Design Review and Coastal Development Permit of a proposed additional auto repair shop building at 701 South Franklin Street. As documented herein, the proposed project meets the conditions for the In-Fill exemption pursuant to Section 15332 of the State California Environmental Quality Act (CEQA) Guidelines. Specifically, the project qualifies for a CEQA exemption for the following reasons:

- The project is consistent with the City of Fort Bragg Coastal General Plan land use designation, complies with the established zoning regulations, and is a permitted use;
- The project is located within City limits on a site that is less than 5 acres and is substantially surrounded by established urban uses;
- The site is void of natural vegetation and there is no habitat that would support endangered, rare or threatened species;
- The project would not result in any significant effects relating to traffic, noise, air quality, or water quality;
- The project is adequately served by all required utilities and public services; and
- There are no exceptions that would preclude application of the exemption.

a. The project is consistent with the applicable General Plan Designation, applicable policies and applicable zoning designation and regulations.

The project site is designated as “General Commercial” (GC) per Map LU-1 of the Coastal General Plan. The General Commercial designation is intended for a less compact and intensive type of development than found in the Central Business District. Typical land uses in this designation depend more on vehicular than pedestrian access and include automotive and service-related outlets, retail sales, home improvement, paint or carpeting sales, offices, apparel stores, and food stores. As vehicle services are an expected use in a General Commercial zone, the project would be consistent with the General Plan.

b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by Urban Uses.

The project site is roughly ~17,000 square feet and located in a commercial area characterized with a large range of uses. The site is surrounded by established roadways, retail/commercial, industrial, and municipal uses such as a police station. The project site is currently fully paved and developed with an approximately 2,000

square foot building. Thus, the project site is located on no more than 5 acres and substantially surrounded by established urban uses.

c. The project has no value as habitat for endangered, rare or threatened species.

The project site is currently developed with existing urban uses and consist of a 2000 square foot building and a paved parking area with a narrow strip of landscaping along the site frontage to Franklin and Cypress Street. The paved area is void of value for habitat and the minimal landscaping along the site frontage is heavily disturbed due to the urban environment. A biological survey was also conducted for the site in December 8, 2021 and found no rare plant species or Environmentally Sensitive Habitat Areas. Therefore, the site is not suitable or valuable habitat for sensitive species.

d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The following discussion describes the project as it relates to traffic, noise, air quality and water quality:

Traffic

Senate Bill 743 changed the guidelines related to transportation impacts as part of CEQA compliance. Vehicle Miles Traveled (VMT) is the new metric projects should use when identifying transportation impacts for new development. The City of Fort Bragg has not established significance thresholds, therefore the *California's Office of Planning & Research's (OPR) Technical Advisory* recommendations will be used to analyze this project.

In its recommended thresholds for retail project types, the Technical Advisory indicates that, unlike regional retail, local-serving retail development typically redistributes shopping trips rather than creating new trips, noting that *"lead agencies generally may presume such development creates a less-than-significant transportation impact"*. OPR's threshold for what would be considered a "local-serving" is a project size of 50,000 square feet. The proposed project is less than 50,000 square feet, therefore screening out of VMT requirements and has a less than significant impact.

Noise

The proposed project is located adjacent to Cypress and Franklin Street, which carries vehicular traffic and is surrounded by urban development in the vicinity. Development adjacent to the site includes restaurants, other auto service shops, a police station, and general commercial buildings. The uses and existing traffic in the area contribute to the existing ambient noise environment. As a high traffic area, ambient noise levels are typically higher than those in more residential areas of town.

Typical equipment used in an auto service shop could include air grinders, air compressors, and floor lifts, which could generate noise levels above 100 decibels. Typical operating cycles for the equipment would include one to two minutes of use with three to five minutes of quiet in between. However, no repair work would occur outside the building, similar to the existing shop. The existing City of Fort Bragg Coastal

General Plan states that the maximum exterior acceptable noise level for “office buildings, commercial, and professional” is roughly 70 decibels. With the enclosure and distance attenuation, it is expected that the proposed addition would mitigate noise to acceptable levels, similar to the existing auto shop.

Water Quality

The site is currently occupied by an approximately 2,000 square foot building and the entire site is improved with hardscape and minor landscaping. The project is proposing to provide LID features in compliance with City and State Codes.

Additionally, application of uniformly applied development standards requires erosion and sediment control to be implemented during all stages of construction. Typical Best Management Practices (BMP) that are generally applied during construction activities include use of fiber filter rolls, sand bags or interceptors at storm drain inlets, track pads at access points, and spill prevention, amongst others.

The overall ground disturbance is limited to less than one acre and run-off will be controlled through the application of best management practices as identified on the project plans. Therefore, there is no expectation that construction activities would significantly impact water quality.

Air Quality

The site is located within the North Coast Air Basin (NCAB) and is subject to the requirements of the Mendocino County Air Quality Management District (MCAQMD). The MCAQMD is responsible for monitoring and enforcing the state and federal Clean Air Acts as well as local air quality protection regulations in the County of Mendocino. The entire NCAB is currently designated as “non-attainment,” or more than allowable limits, for the state 24-hour allowable limits for breathable particulate matter of 10 microns or less (PM10), and as “attainment,” or within allowable limits, concerning the balance of the criteria pollutants. Criteria pollutants include: ozone (O3), carbon monoxide (CO), oxides of nitrogen (NOx), lead (Pb), sulfur dioxide (SO2), particulate matter less than 10 microns in size (PM10), and particulate matter less than 2.5 microns in size (PM2.5).

The MCAQMD has been determined to be in “attainment”, or within allowable limits, for all federal and state ambient air quality standards, except for the state annual average PM10 standard and the 24-hour PM10 standard. The project and its emission sources are subject to the rules and regulations contained in the most recent version of the Rules and Regulations of the MCAQMD. The MCAQMD has identified significance thresholds for use in evaluating project impacts under CEQA. Projects with emissions under the significance thresholds are deemed to have less than significant air quality impacts.

Air quality impacts anticipated under the proposed development of the site were modeled using the California Emissions Estimator Model (CalEEMod) to quantify potential criteria pollution and greenhouse gas (GHG) emissions associated with both

construction and operation of the proposed project. The model quantifies direct emissions from construction and operational activities, as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal. The table below presents the modeled project emissions with respect to the MCAQMD identified significance thresholds.

Pollutant	Construction Related		Operations Related		
	Average Daily Emissions (lb/day)		Indirect Average Daily emissions (lb/day)	Stationary Maximum Annual Emissions (tons/year)	Project Combined Indirect and Stationary (tons/year)
	Significance Threshold	Project			
ROG	54	0.06	180	40	0.056
NOx	54	0.23	42	40	0.18
PM ₁₀	82	0.01	82	15	0.025
PM _{2.5}	54	1.6e-004	54	10	8.75e-003
Fugitive Dust (PM ₁₀ /PM _{2.5})	See PM ₁₀ / PM _{2.5}		See PM ₁₀ / PM _{2.5}		.026
Local CO	---	---	125	125	0.48

e. The project is adequately served by all required utilities and public services.

City staff reviewed the site and the proposed project would be able to be served by utilities and public services. The site has existing uses that are already served by utilities and public services. The applicant is not proposing any expansion of those services.

f. There are no exceptions that would preclude application of the exemption.

It has been further considered whether the project is subject to any of the exceptions outlined in CEQA Guidelines Section 15300.2. An exemption would be prohibited pursuant to Section 15300.2 if any of the following circumstances are found to exist:

1. For certain classes of projects (Classes 3, 4, 5, 6 and 11) due to location where the project may impact an environmental resource or hazardous or critical concern;

Section 15300.2(a) does not apply to the infill exemption.

2. When the cumulative impact of successive projects of the same type in the same place, over time, is significant.

Since the project is located in an urban area with commercial and industrial uses it is expected to be complimentary to the existing land use and there is no expectation that the project will contribute to cumulative impacts.

3. Where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There is no expectation that the project would have a significant effect on the environment resulting from unusual circumstances. The proposed project involves the introduction of an additional auto repair building on a lot used for auto repair within an area consisting of like uses. Therefore, no significant effects generated by the presence of unusual circumstances would result from the proposed project.

4. Where the project may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway;

Section 15300.2(d) is not applicable; the project is not located in the vicinity of a State Designated Highway, nor is it located in the vicinity of a locally recognized or designated Scenic Corridor.

5. Where the project is located on a state designated hazardous waste site;

The Envirostor and Geotracker databases were reviewed for potential as a hazardous waste site. The site is not identified as a contaminated or spill site, nor is it near an active contaminated or spill site. A closed LUST Cleanup Site was identified north of the project site at a private residence, however since the case is closed in 2005 and the project site is not located on a State designated hazardous waste site, there would be no potential for exposure due to contamination.

6. Where the project may cause a substantial adverse change in the significance of a historical resource;

The site currently consists of an approximately 2,000 square foot building and a paved parking area. The existing building based on available records indicate it was constructed around 1981 and was originally used as an auto repair shop.

An evaluation of historical significance concluded that the subject building is not associated with a significant trend or event, does not provide significant architectural or artistic value, is not associated with any significant persons, and does not hold the potential to yield information important to the past. In the absence of any strong associations with these criterion, the proposed building is not eligible for listing on the California Register of Historic Resources and does not meet the definition of a historic resource.

RESOLUTION NO. PC -2022

RESOLUTION OF THE FORT BRAGG PLANNING COMMISSION FOR THE APPROVAL OF COASTAL DEVELOPMENT PERMIT 7-21 (CDP 7-21), DESIGN REVIEW 10-21 (DR 10-21) FOR THE CONSTRUCTION OF A 2,750 SQUARE FOOT METAL BUILDING AT 701 S. FRANKLIN ST., AND MINOR USE PERMIT 1-22 (MUP 1-22) TO REDUCE THE PARKING REQUIREMENT

WHEREAS, Fort Bragg Transmission and Auto Repair submitted a complete application for a Coastal Development Permit on December 10, 2021; and

WHEREAS, the Project is located at 701 S. Franklin St. in the General Commercial Zoning District; and

WHEREAS, Vehicle services (major repair/bodywork) is a conditionally allowable use within a General Commercial Zoning District; and

WHEREAS, CLUDC §17.90.080(C) Development that occurred after March 1, 1972, the effective date of the Coastal Zone Conservation Act, if applicable, that was not authorized by a required coastal development permit or otherwise authorized under the Coastal Act, is not lawfully established or lawfully authorized development. No improvements, repair, modification or additions to such existing development may be approved, unless the City also approves a coastal development permit that authorizes the existing development; and

WHEREAS, the Project is subject to the Fort Bragg Coastal General Plan and Coastal Land Use and Development Code (CLUDC); and

WHEREAS, the Planning Commission held a duly noticed public hearing on May 25, 2022 and June 22, 2022, to consider the Project and take public testimony; and

WHEREAS, pursuant to California Environmental Quality Act ("CEQA"), 14 California Code of Regulations §15332 – Infill Exemption and 15061(b) Common Sense Exemption, the project is categorically exempt; and

NOW THEREFORE BE IT RESOLVED, that based on the entirety of the record before it, which includes without limitation, the CEQA, Public Resources Code §21000, et seq. and the CEQA Guidelines, 14 California Code of Regulations §15301, et seq.; the Fort Bragg Coastal General Plan; the Fort Bragg Coastal Land Use and Development Code; the Project application; all site plans, and all reports, and public testimony submitted as part of the Planning Commission's meeting of May 25, 2022 and June 22, 2022, Planning Commission deliberations; and any other evidence, the Planning Commission of the City of Fort Bragg hereby finds as follows:

A. General Findings

1. The foregoing recitals are true and correct and made a part of this Resolution;
2. The documents and other material constituting the record for these proceedings are located at the Community Development Department;

B. Coastal Development Permit Findings

1. The existing development and the proposed development as described in the application and accompanying materials, as modified by any conditions of approval, is in conformity

with the City of Fort Bragg's certified Local Coastal Program and will not adversely affect coastal resources;

As conditioned, the project conforms with the City of Fort Bragg's certified Local Coastal Program and will not adversely affect coastal resources per analysis incorporated herein by reference to the project staff reports, dated June 22, 2022.

2. If the project is located between the first public road and the sea, that the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code);

The project is not between the sea and the first public road.

3. Feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment;

The proposed project will not have impacts on the environment, so no mitigation measures have been proposed. As noted in the staff CEQA Exemption Memo, there were no conditions requiring mitigation and thus complies with this finding.

4. The proposed use is consistent with the purposes of the zone in which the site is located;

The proposed project is in the General Commercial Zone, the purpose of which is less compact and intensive commercial uses than those accommodated within the Central Business District Zone. Allowable land uses are typically more auto-oriented than pedestrian-oriented, and may include automotive and service-related uses, a wide range of retail stores, including those selling large products (appliances, home furnishings, building materials, etc.). The proposed use, Vehicle Services (Minor Repairs), is a permitted use. Thus, the proposed project is consistent with the purpose of the zone in which it is located.

5. The proposed development is in conformance with the City of Fort Bragg's Coastal General Plan;

As conditioned, the project conforms with the City of Fort Bragg's Coastal General Plan per analysis incorporated herein by reference to the project staff reports, dated June 22, 2022.

6. The proposed location of the use and conditions under which it may be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity;

The existing site has been used for Vehicle Services (major repair/bodywork) since 1981 when it was permitted by the City with a building permit. The addition of the 2,750 square foot building to expand existing activities will not alter the conditions of the site in a way that would endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located per the analysis incorporated herein by reference to the project staff reports dated June 22, 2022.

7. Services, including but not limited to, water supply, sewage disposal, solid waste, and public roadway capacity have been considered and are adequate to serve the proposed development.

The proposed project was reviewed by the City of Fort Bragg Public Works and Planning Department. The proposed project will have negligible increases on energy, water, and

sewer usage, thus the proposed expansion can be served by existing public services per the analysis incorporated herein by reference to the project staff report dated June 22, 2022.

C. Design Review

1. Complies with the purpose and requirements of this Section.

The proposed structure has undergone design review and found to be substantially in conformance with the requirements of the Coastal Land Use Development Code per the analysis incorporated herein by reference to the project staff reports dated June 22, 2022.

2. Provides architectural design, building massing, and scale appropriate to and compatible with the site surroundings and the community.

The proposed structure is a 2,750 square foot metal building that will be constructed west of the existing building on site. The new structure is similar to the architectural style of a metal building on the opposite corner and the color of the building will match the existing building on site. The existing neighborhood has a mix of modern commercial buildings and thus, the proposed structure is compatible with the site surroundings and the community.

3. Provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, etc.

The proposed project as conditioned and with the approval of Minor Use Permit MUP 1-22 to reduce the parking requirement has a site layout and design that is attractive and desirable for the proposed use per the analysis incorporated herein by reference to the project staff reports dated June 22, 2022.

4. Provides efficient and safe public access, circulation, and parking.

The construction of the new building will continue to provide efficient and safe public access, circulation, and parking per the analysis incorporated herein by reference to the project staff reports dated June 22, 2022.

5. Provides appropriate open space and landscaping, including the use of water efficient landscaping;

The existing site is paved with perimeter landscaping consisting of small trees. The proposed project will add a rain garden and thus, as conditioned, the project provides appropriate open space and landscaping per the analysis incorporated herein by reference to the project staff reports dated June 22, 2022.

6. Is consistent with the Coastal General Plan, any applicable specific plan, and the certified Local Coastal Program if located in the Coastal Zone.

As conditioned and with the approval of Minor Use Permit MUP 1-22, the project is consistent with the Coastal General Plan and the Local Coastal Program per the analysis incorporated herein by reference to the project staff reports dated June 22, 2022.

7. Complies and is consistent with the City's Design Guidelines.

Per the analysis incorporated herein by reference to the project staff reports dated June 22, 2022, the proposed project complies and is consistent with the City's Design Guidelines.

D. Minor Use Permit Findings

1. The proposed project is consistent with the purpose and intent of the zoning district, as well as all other provisions of the General Plan, Coastal Land Use and Development Code (CLUDC) and the Fort Bragg Municipal Code in general;

The proposed project, as conditioned, would be consistent with the relevant policies of the Coastal General Plan and applicable provisions of the Coastal Land Use Development Code (CLUDC) and Fort Bragg Municipal Code in general, per analysis incorporated herein by reference to the project staff reports and attachments, dated June 22, 2022.

2. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;

The reduction in parking spaces from 21 to 17 will sufficiently accommodate the expansion of use on the site and is compatible with the existing and future uses that substantially surrounds the site per analysis incorporated herein by reference to the project staff reports and attachments, dated June 22, 2022.

3. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the type, density, and intensity of use being proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located;

The project site has an existing driveway and the proposed area to accommodate on-site movement and parking spaces is sufficient. The size, shape, and location of parking spaces are as such, that the project would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located.

4. The proposed use complies with any findings required by Section 17.22.030 (Commercial District Land Uses and Permit Requirements) as noted under (C)(5) General Commercial District.

- a. The use is generally oriented to clients arriving by auto rather than pedestrians;

The proposed building will be for automobile services and is more oriented for people arriving by cars to have them serviced.

- b. The uses generally require larger display and/or storage areas; and

The proposed building will have three new bays for working on automobiles and is larger than the existing building.

- c. The use is not dependent on heavy customer traffic per square foot.

The proposed project is to cover areas of the site already being used for operations and is currently not dependent on heavy customer traffic per square foot and does not anticipate an increase in customer traffic as a result of the project.

Thus, per analysis incorporated herein by reference to the project staff reports and attachments, dated June 22, 2022, the proposed project complies with the required findings in Section 17.22.030.

E. Environmental Determination

1. For the purposes of the California Environmental Quality Act (CEQA), this project was found to be exempt under Section 15332 – Infill Development per the staff memo dated February 15, 2022.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Fort Bragg does hereby make the findings contained in this Resolution and approves Coastal Development Permit 7-21 (CDP 7-21), Design Review 10-21 (DR 10-21) and Minor Use Permit 1-22 (MUP 1-22) for the Project subject to the following conditions of approval:

Standard Conditions

1. This action shall become final on the 11th day following the decision unless an appeal to the City Council is filed pursuant to CLUDC Chapter 17.92 – Appeals;
2. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and compliance therewith is mandatory, unless an amendment has been approved by the City. Any condition directly addressing an element incorporated into the application exhibits shall be controlling and shall modify the application. All other plans, specifications, details, and information contained within application shall be specifically applicable to the project and shall be construed as if directly stated within the condition for approval. Unless expressly stated otherwise, the applicant is solely responsible for satisfying each condition prior to issuance of the building permit.
3. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and compliance therewith is mandatory, unless an amendment has been approved by the City;
4. This permit shall be subject to the securing of all necessary permits for the proposed development from City, County, State, and Federal agencies having jurisdiction. All plans submitted with the required permit applications shall be consistent with this approval. All construction shall be consistent with all Building, Fire, and Health code considerations as well as other applicable agency codes;
5. If any person excavating or otherwise disturbing the earth discovers any archaeological site during project construction, the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 100 feet of the discovery; and 2) notify the Director of Public Works within 24 hours of the discovery. Evidence of an archaeological site may include, but is not necessarily limited to shellfish, bones, flaked and ground stone tools, stone flakes produced during tool production, historic artifacts, and historic features such as trash-filled pits and buried foundations. A professional archaeologist on the list maintained by the Northwest Information Center of the California Historical Resources Information System or Listed by the Register of Professional Archaeologists shall be consulted to determine necessary actions;
6. This permit shall be subject to revocation or modification upon a finding of any one or more of the following:
 - a. That such permit was obtained or extended by fraud.
 - b. That one or more of the conditions upon which such permit was granted have been violated.

- c. That the use for which the permit was granted is so conducted as to be detrimental to the public health, welfare, or safety or as to be a nuisance.
 - d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective, or has enjoined or otherwise prohibited the enforcement or operation of one or more conditions.
7. Unless a condition of approval or other provision of the Coastal Land Use and Development Code establishes a different time limit, any permit or approval not exercised within 24 months of approval shall expire and become void, except where an extension of time is approved in compliance with CLUDC Subsection 17.76.070(B).
 8. The Standard and Special Conditions of Approval shall be incorporated and printed in the Construction Plans submitted at the time of building permit application.
 9. Applicant shall indemnify, hold harmless, and defend the City of Fort Bragg against any claim brought against the City stemming from the City's approval of this project.

Special Conditions

1. The applicant shall plant any new landscaping, bioretention facilities, or rain gardens with drought tolerant native species of plants.
2. Any new lighting on the site shall be restricted to low intensity fixtures and shielded so that no light shines beyond the boundary of the property.
3. Wheel stops shall be placed in each parking space adjacent to a property line, fence, or landscaping, and shall be placed to allow 2 feet of vehicle overhang.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.

The above and foregoing Resolution was introduced by _____, seconded by _____, and passed and adopted at a regular meeting of the Planning Commission of the City of Fort Bragg held on the 22nd day of June 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Jeremy Logan, Chair

ATTEST:

Sarah Peters, Administrative Assistant

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,



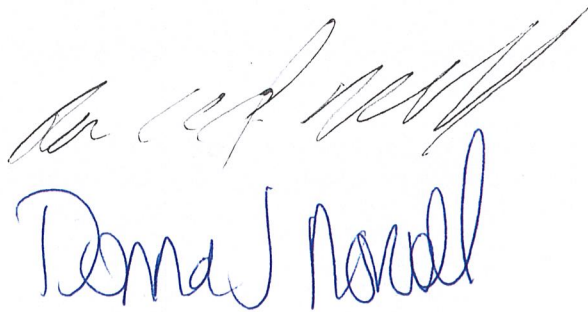
John Naulty
Chief of Police

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

A handwritten signature in blue ink, appearing to read "Donna J. Norvell". The signature is written in a cursive, flowing style with some overlapping strokes.

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:

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- [17.36.020 Applicability](#)
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- [17.36.090 Parking Design and Development Standards](#)
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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.

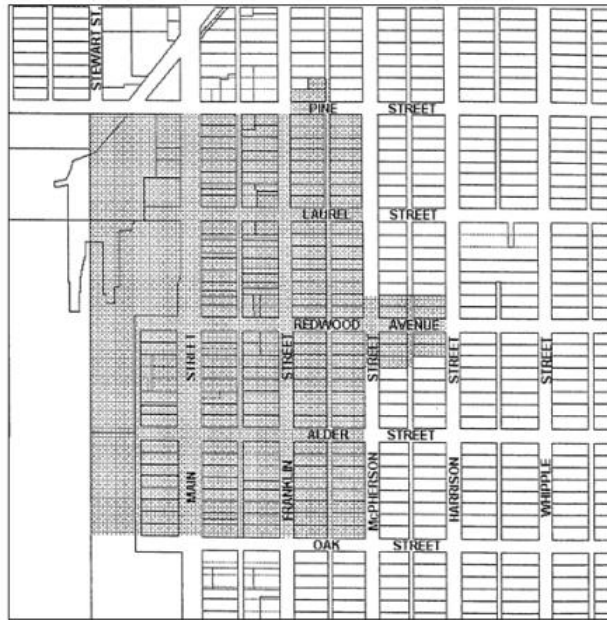


Figure 3-7 - CBD Special Parking Combining Zone

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.

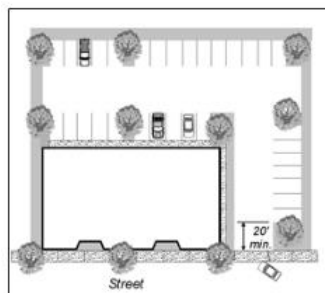


Figure 3-8 – Queuing Area

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.

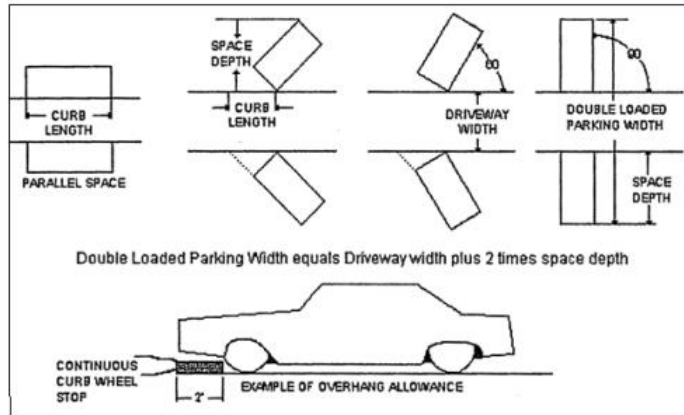


Figure 3-9 - Parking Space Dimensions

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.

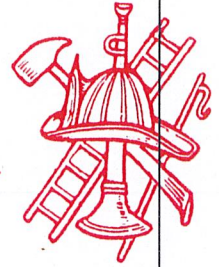
As supporters of their expansion we are unsure how this would negatively impact anything or anyone. Their addition would be part of their own property already being utilized, behind a fast food restaurant and a gas station. Not blocking any views, except theirs of Taco Bell and Red Rhino. Not taking 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.

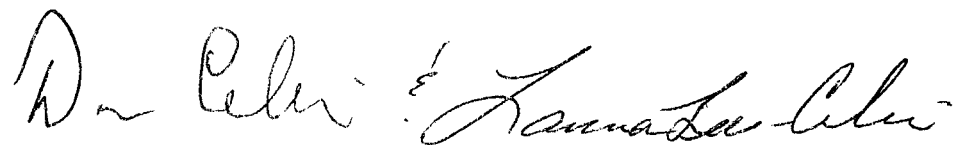
We do support the Cimolinos in the expansion of Fort Bragg Transmission and hope to see the business continue to support our community for many years to come. We hope that the Cimolinos can continue their business without any further delays.

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



Kari Brenna

