



City of Fort Bragg

416 N Franklin Street
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Meeting Agenda Planning Commission

Wednesday, February 28, 2024

6:00 PM

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

Special Meeting

MEETING CALLED TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PLANNING COMMISSIONERS PLEASE TAKE NOTICE

Planning Commissioners are reminded that pursuant to the Council policy regarding use of electronic devices during public meetings adopted on November 28, 2022, all cell phones are to be turned off and there shall be no electronic communications during the meeting. All e-communications such as texts or emails from members of the public received during a meeting are to be forwarded to the City Clerk after the meeting is adjourned.

ZOOM WEBINAR INVITATION

This meeting is being presented in a hybrid format, both in person at Town Hall and via Zoom.

When: Feb 28, 2024 06:00 PM Pacific Time (US and Canada)

Topic: Planning Commission

Please click the link below to join the webinar:

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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.

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS**6. PUBLIC HEARINGS**

- 6A. [24-607](#) Receive and Accept Comprehensive Downtown Parking Strategy;
 - (1) Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that Fort Bragg City Council Amend Division 18 of the Fort Bragg Municipal Code and Parking Standards Established for the Central Commercial District - Exemption from CEQA; and
 - (2) Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that the City Council File with the Coastal Commission a Local Coastal Plan Amendment Application to Revise Parking Standards by Amending Division 17 of the Fort Bragg Municipal Code - Categorically Exempt

Attachments: [Parking Study Agenda Item Summary](#)
[2024 Downtown Comprehensive Parking Strategy](#)
[Appendix A: Community Outreach Summary](#)
[Appendix B: Planning Context](#)
[ILUDC Resolution Ch 18.36 Amendment](#)
[Reso Att A: ILUDC Ch 18.36 Amendment](#)
[CLUDC Resolution Ch 17.36 Amendment](#)
[Reso Att A: CLUDC Ch 17.36 Amendment](#)
[Public Comment 24-607](#)

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 or before February 23, 2023.

Maria Flynn
 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.

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City of Fort Bragg

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

File Number: 24-607

Agenda Date: 2/28/2024

Version: 1

Status: Public Hearing

In Control: Planning Commission

File Type: Planning Staff Report

Agenda Number: 6A.

Receive and Accept Comprehensive Downtown Parking Strategy;

- (1) Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that Fort Bragg City Council Amend Division 18 of the Fort Bragg Municipal Code and Parking Standards Established for the Central Commercial District - Exemption from CEQA; and
- (2) Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that the City Council File with the Coastal Commission a Local Coastal Plan Amendment Application to Revise Parking Standards by Amending Division 17 of the Fort Bragg Municipal Code - Categorically Exempt



AGENCY: Planning Commission
MEETING DATE: February 28, 2024
DEPARTMENT: Community Development
PRESENTED BY: S. Peters & B. Weber
EMAIL ADDRESS: cdd@fortbragg.com

AGENDA ITEM SUMMARY

TITLE: Receive and Accept Comprehensive Downtown Parking Strategy; (1) Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that Fort Bragg City Council Amend Division 18 of the Fort Bragg Municipal Code and Parking Standards Established for the Central Business District; and (2) Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that the City Council File with the Coastal Commission a Local Coastal Plan Amendment Application to Revise Parking Standards by Amending Division 17 of the Fort Bragg Municipal Code – Categorically Exempt.

BACKGROUND AND GOALS OVERVIEW:

The City Council authorized a contract with Walker Consultants on March 27, 2023, to prepare a Comprehensive Downtown Parking Strategy, to consider updates to existing parking codes, and to identify current parking challenges and solutions in the Central Business District (CBD). The City Council agenda is [here](#) (Item 8B).

The purpose of the Downtown Parking Strategy is to perform a comprehensive review and update to the CBD land use parking codes in order to address long standing parking issues. In 2007, the City performed a Nexus Study that resulted in a resolution for collection of an in-lieu fee to offset parking requirements in the district. These in-lieu fees are intended to be used for maintaining City owned parking lots. In 2011, the in-lieu fee was reduced to 50% and in 2012, a moratorium on fee collection and parking requirements was established. Now almost 10 years later, the moratorium remains in place and parking requirements are not applied to development in the CBD. With no fees being collected, and no established parking requirements available to offset parking impacts in the CBD, there are no current plans for navigating a path forward for parking in the heart of the City's downtown.

In addition to the parking analysis, this study includes a review and update of existing parking codes, identification of alternate potential parking lot areas and improvements to parking wayfinding. Also included is a review of the potential for achieving regional transportation goals such as encouraging pedestrian and bicycling activity, increasing access to transit stops and evaluation of opportunities for electric vehicle (EV) charging stations and solar canopy lots. Ultimately, the City is looking for the development of a guiding document that addresses these needs and is pragmatic, implementable and capable of meeting current and future demands while factoring in the needs of all community members.

To date the staff/consultant team has sought input in the form of a digital community survey, outreach at Farmers' Market, a public workshop at Town Hall on August 17, 2023 and a study session with Planning Commission on December 13, 2023. The team has met regularly to review materials and discuss observations, opportunities and obstacles and to

AGENDA ITEM NO. _____

refine draft strategy direction. Tonight's hearing before Planning Commission is the culmination of the team's investigatory and outreach efforts prior to taking a final Comprehensive Downtown Parking Strategy and accompanying code updates to City Council for review.

Comprehensive Downtown Parking Strategy and draft LUDC amendments have been prepared by Walker Consultants; and are included as Attachments 1-8 to this staff report. They contain observations, conclusions and recommendations for managing the downtown parking, and include an outreach document that summarizes findings, as well as a context document that provides further background information to facilitate a deeper understanding of the team's recommendations.

The noticed public hearing scheduled for tonight is to receive and accept the parking study and to review and consider actions on LUDC amendments 17.36 and 18.36. Following the hearing, staff recommends Planning Commission accept the Comprehensive Downtown Parking Strategy and approve the accompanying resolutions recommending that City Council amend the ILUDC Division 18, Chapter 18.36 *Parking and Loading* and file with the Coastal Commission a Local Coastal Plan Amendment application to revise parking standards by amending CLUDC Division 17, Chapter 17.36 *Parking and Loading*.

ANALYSIS:

PARKING STUDY

The Comprehensive Downtown Parking Strategy before the Planning Commission outlines six parking management principles that were developed by the team and provide context for strategy recommendations. It also includes an analysis of the proposed strategies' relationships to the City of Fort Bragg's broader overall goals as defined in the General Plan, and highlights those existing policies. While the study does not go into depth on related programs, it does briefly summarize several, such as outdoor dining, mobile vending and regional transit. The study describes existing conditions and summarizes the project process.

The heart of the strategy is comprised of recommendations for immediate action related to parking minimums and the In-Lieu fee, public parking wayfinding improvements, public bicycle parking, and on-street parklet dining. The final section includes recommendations for ongoing monitoring and possible future change related to securing additional public parking, downtown business employee parking, on-street public parking management, and consideration of a downtown circulator shuttle.

ORDINANCE

The proposed ordinance amendments (Attachments 6 and 8) amend Chapter 18.36 and 17.36 (Parking and Loading) of the Inland Land Use and Development Code (ILUDC) and

Coastal Land Use and Development Code. The ordinance amendments were drafted to align with the recommendations for immediate implementation and are a deliverable of the grant from the Mendocino Council of Governments (MCOG).

GENERAL PLAN CONSISTENCY ANALYSIS:

As proposed the project is consistent with the City’s General Plan. It does not conflict with any policies and is consistent with the following relevant policies:

Land Use Element

Goal LU-3 *Ensure that the Central Business District remains the historic, civic, cultural, and commercial core of the community.*

CONSISTENT: The amendments promote viability for new businesses opening in the CBD which is a necessity for a vibrant and thriving commercial core, and as such they comply with Program LU-3.1.1.

Policy LU-3.1 *Retain and enhance the small-scale, pedestrian-friendly, and historic character of the Central Business District (CBD).*

CONSISTENT: The amendments support this policy by not requiring additional parking spaces for incoming businesses that could detract from the small-scale, pedestrian-friendly, and historic character of the CBD, and as such also comply with Policy LU-3.1.

Policy LU-3.2 *Support mixed use development (i.e., a combination of residential and commercial uses) in the Central Business District that does not conflict with the primary retail function of this area.*

CONSISTENT: The amendments are consistent with this policy by not requiring additional off-street parking spaces for incoming businesses that could detract from the primary retail function of the area, and as such also comply with Policy LU-3.2.

Policy LU-3.4 *Encourage infill development of vacant and underdeveloped land in the Central Business District and adjacent commercial areas before amending the Inland General Plan and rezoning to obtain additional commercial land elsewhere.*

CONSISTENT: The amendments would encourage infill development of vacant and underdeveloped land in the CBD by reducing financial and feasibility barriers to development, and as such also comply with Policy LU-3.4.

Policy LU-3.6 *Encourage the adaptive re-use and more complete utilization of buildings in the Central Business District and other commercial districts.*

CONSISTENT: The amendments support adaptive re-use in the CBD by reducing financial and feasibility barriers to new businesses in the CBD, and as such also comply with Policy LU-3.6.

Circulation Element

Program C-6.1.1: *Continue, and update, as needed, the City's parking in-lieu fee program for the Central Business District.*

CONSISTENT: The amendments update the program to current City Council standards by removing the in-lieu fees that have been waived by City Council every year since 2012, with the goal of promoting economic vibrancy in the CBD. Thus, ultimately the amendments are consistent with Program C-6.1.1.

Goal C-12 *Make it easier and safer for people to travel by bicycle.*

Policy C-12.2: *Improve and expand bicycle facilities and infrastructure according to the City's Bicycle Master Plan and the Residential Streets Safety Plan recommendations.*

Program C-12.2.4: *Work to achieve designation as a Bicycle Friendly Community from the League of American Bicyclists by 2015.*

CONSISTENT: The amendments increase the required number of bicycle parking spaces for nonresidential projects and for multifamily projects with over five units, and as such are consistent with Goal C-12, Policy C-12.2 and Program C-12.2.4.

FISCAL IMPACT:

The exact fiscal impact of the proposed elimination of the in-lieu fee cannot be accurately estimated, since the collection of in-lieu fees has been waived since 2012 and prior to that, was directly related to the amount of development in the CBD and whether or not applicants opted to meet parking minimums or pay the in-lieu fees.

GREENHOUSE GAS EMISSIONS IMPACT:

The preparation of this study has no impact on greenhouse gas emissions. Reduction of parking minimums in the CBD and increase in bicycle parking spaces could decrease greenhouse gas emissions as these activities have the potential to encourage alternative modes of transportation such as public transit, walking and bicycling.

ENVIRONMENTAL DETERMINATION:

Parking Study Approval: Categorically exempt from the provisions of California Environmental Quality Act (CEQA) per CEQA Guidelines §15306. This categorical exemption consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

Ordinance amendments: Adoption of these ordinance amendments are not subject to CEQA because the adoptions are not a project, in that they do not involve any commitment to any specific project (CEQA Guidelines Section 15378(b)(4)).The City has not enforced parking

minimums in the CBD for over a decade. There is no possibility that the formal removal of parking minimums or in-lieu fees in the CBD would have a significant effect on the environment, because the revisions contained in this ordinance and resolution do not modify the physical design, development, or construction of residences or nonresidential structures (CEQA Guidelines Section 15061(b)(3)). Increasing bicycle parking space requirements across zones, and mandating only that required parking and loading spaces be limited to those uses in the absence of a Limited Term Permit, reduces impacts on the environment as these amendments lessen prioritization of vehicular traffic over alternative uses and modes of transportation. Finally, the “activities and approvals by a local government necessary for the preparation and adoption of a local coastal program or long range development plan” pursuant to the California Coastal Act are statutorily exempt from compliance with CEQA, and this statutory exemption “shifts the burden of CEQA compliance from the local agency to the California Coastal Commission” (CEQA Guidelines §15265(c).

RECOMMENDED ACTION:

1. Open the public hearing, receive staff report and consultant presentation, take testimony from the public, close the public hearing and deliberate;
2. Adopt Resolution recommending that City Council adopt an ordinance to amend Chapter 18.36 – Parking and Loading of Division 18 of the Fort Bragg Municipal Code including ILUDC Section 18.36 Central Business District Special Parking Combining Zone.; and
3. Adopt Resolution recommending that City Council adopt an ordinance to amend Chapter 17.36 – Parking and Loading of Division 17 of the Fort Bragg Municipal Code including CLUDC Section 17.36 Central Business District Special Parking Combining Zone.

ALTERNATIVE ACTION(S):

1. Continue public hearing.
2. Provide alternative direction to staff.

ATTACHMENTS:

1. 2024 Downtown Comprehensive Parking Strategy
2. Appendix A: Community Outreach Summary
3. Appendix B: Planning Context
4. ILUDC Resolution Ch. 18.36 Amendment
5. Resolution Att A: ILUDC Ch. 18.36 Amendment
6. CLUDC Resolution Ch. 17.36 Amendment
7. Resolution Att A: CLUDC Ch. 17.36 Amendment

NOTIFICATION:

1. “Notify Me” subscriber list
2. Fort Bragg Downtown Businesses



Prepared for the City of Fort Bragg

Recommendations and Strategies to Consider

Downtown Comprehensive Parking Strategy

February 28, 2024



WALKER
CONSULTANTS

February 14, 2024

Sarah Peters
Assistant Planner
City of Fort Bragg
416 North Franklin Street
Fort Bragg, CA 95437

Re: *Report for the Downtown Comprehensive Parking Strategy*
Fort Bragg, California
Walker Consultants Project #33-002430

Dear Sarah Peters:

Walker Consultants is pleased to submit for your review this draft report for the Downtown Comprehensive Parking Strategy.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

Ben Weber
Consultant

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All images by Walker Consultants unless otherwise noted.

01 Introduction

1. Introduction

This project, the Fort Bragg Downtown Comprehensive Parking Strategy (heretofore referred to as the “Study”), describes the existing conditions of Fort Bragg and strategies to improve the parking and other related mobility systems in the Central Business District (CBD) zoning area. It looks at direct actions the City can take to modernize parking supply and management to accommodate changing development and transportation patterns. This work also identifies opportunities for partners of the City and private parties to enact parking management updates that serve immediate and long-term goals.

Fort Bragg’s existing parking is not regularly congested or hard to access, nor poorly managed. Parking operated by the City and all known private parking in the city is free and typically not strictly enforced for time limits. However, through this project the City has identified several key areas to update parking supply options and parking management methods in the Central Business District (Downtown), where this Study focuses, to ensure the flexibility and robustness of the system for the coming years.

This specific document summarizes the recommendations and supporting reasoning. Other documents, including the existing conditions review, community outreach findings, and development code markups are included as appendices. The City intends for this document to describe a vision succinctly and plainly for Fort Bragg’s downtown parking and related mobility options, the recommended steps for action to achieve those outcomes, and the people, departments, and partners who will have a role to play in seeing-through programs.

Typical On-Street and Off-Street Parking Area in Downtown Fort Bragg.



Source: Walker Consultants, 2023.

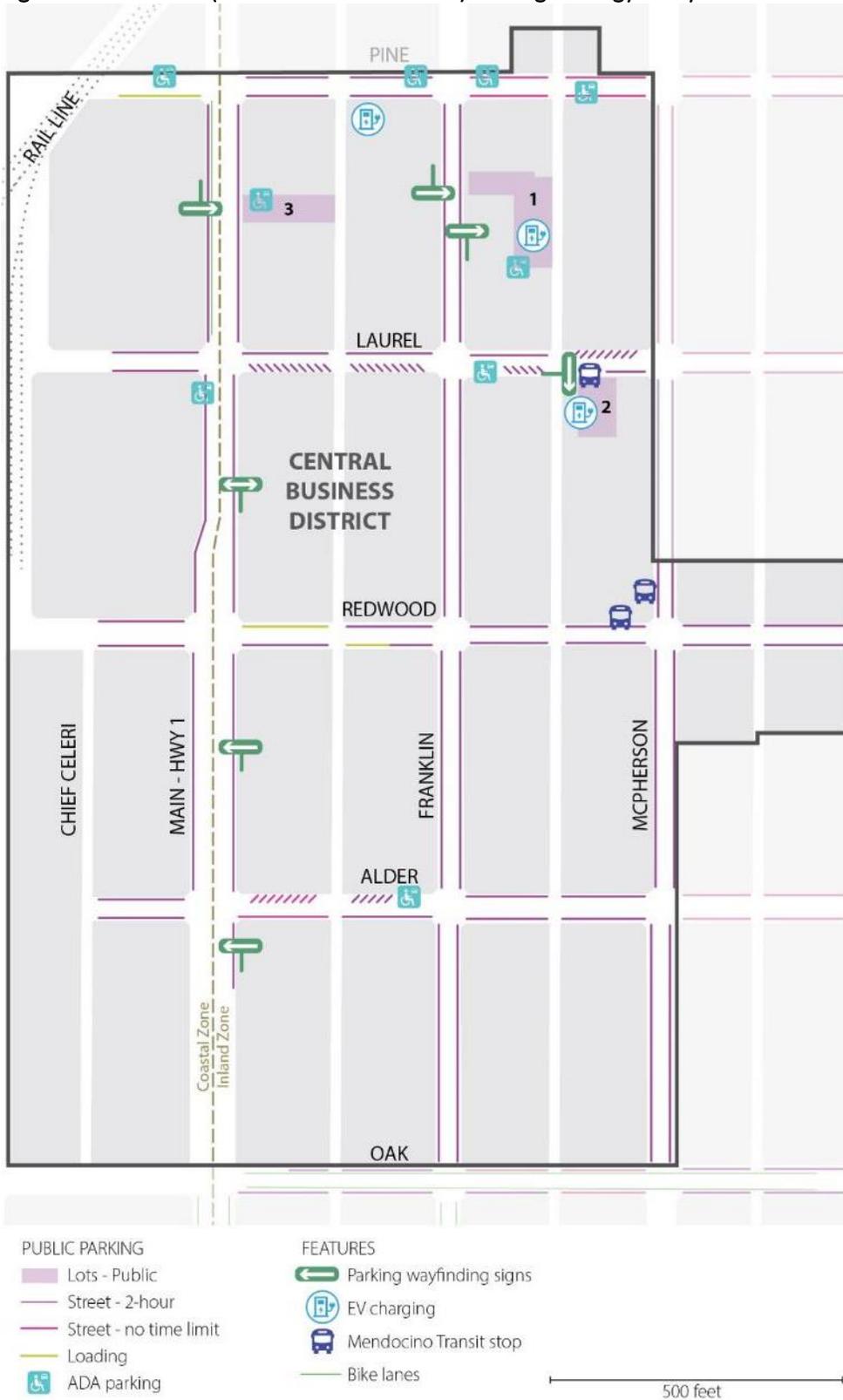
Purpose of the Study

The City of Fort Bragg launched this study to achieve several objectives. The first is to review the overall public and private parking system and make recommendations for management and operations improvements. Some of the topics addressed here include overall parking utilization rates, public parking supply and regulations, and parking requirements in the development code. Second, and of equal importance, is to contextualize the parking system within the City's broader goals for downtown vibrancy and expanding non-automobile ways of getting around. Topics here include seeking to resolve the future of the in-lieu parking fee option, alignment with alternative curb uses including mobile vending and outdoor dining, and crafting a parking system that better supports walking, bicycling, and transit accessibility.

Study Area

The Study Area for this project is the City's Central Business District land use zone, bounded by Pine Street to the north, McPherson Street to the east, Oak Street to the south, and Chief Celeri Drive to the west (with some deviations along Pine Street and McPherson Street) as shown in Figure 1.

Figure 1. Downtown (Central Business District) Parking Strategy Study Area



Study Goals

This Study did not establish discrete goals for Fort Bragg’s growth, urban form, or transportation options. Those higher-order objectives, such as for a greater blend of mixed-use developments downtown and for improving non-driving travel options, are established in the City’s General Plan, Community Design Guidelines, and other plans and strategies. The Study aims to link parking strategies and their potential outcomes more explicitly to their support of the City’s wider goals.

In many cases, the City’s goals will be well served by modernized parking management. In a few cases though, there are tensions between some of the principles for parking management that the City has formalized through this project and the existing goals. Below are those principles, followed by a brief description of the alignment or tension between citywide goals and parking strategies.

Principles for Parking Management

The following principles were developed by the City and consultant project team to help define a foundational rationale for various strategy recommendations. Parking management is a field of practice that sometimes exposes inconsistencies in a community’s goals or seemingly incompatible urban policy priorities. By focusing decisions and tradeoffs through these principles, Fort Bragg can establish and maintain a long-term focus on parking management and mobility that serves current and future needs.

People and places are the destination and appeal. Parking is just one of many ways to provide access. Parking should only be provided to give people access to their true destination, which may be businesses, homes, parks, or other attractions. There is no need to provide parking beyond what is sufficient to accommodate typical driving traffic. And over-building parking risks degrading the urban environment and encouraging unnecessary driving.

Empty parking is a wasted opportunity. Manage parking to make parking available for a broader range of users. This means that communities should seek the correct amount of parking and that many different users should be allowed to make use of the parking that exists. If parking in a city is consistently unused that is very inefficient, and the parking should be opened to more users or should be decommissioned and turned into a more productive use.

The land used for parking is very valuable. Land should be used to support downtown and community vitality. This principle builds off the previous principle to further emphasize that parking occupies lots of space, costs money to operate, and often doesn’t directly generate revenue for cities. Underperforming parking may be better used for developments, bicycle lanes, street seats, and other productive and community-serving functions.

Build more parking only if the supply is truly congested. First, seek to increase functional supply through better parking management. Cities should pursue more efficient parking use by encouraging active transportation, sharing agreements, better enforcement, pricing, wayfinding, customer support, and other methods. These efforts can often yield impressive gains in parking use efficiency. Cities should only prioritize increasing the parking supply in the rare instance that severe parking congestion and public discontent remain even after taking steps to manage demand. And even then, cities need to be aware that providing more parking typically encourages more driving (at the expense of other ways of getting around), which can cause traffic congestion, safety hazards, and increased pollution.

Parking gets supplied for many reasons. Laws that require parking are often unnecessary and even harmful. Requirements to build parking mostly just place an unnecessary burden on development projects. When parking is oversupplied, it is often available for free, effectively subsidizing car ownership and use at the expense of other land uses and other, more sustainable modes of travel. Developers and designers can make decisions about how much parking to provide, if any, based on what they understand their tenants, employees, and occupants to want, and tolerate paying for. Parking degrades from quality experiences of places and makes it harder to get around by other modes of travel. Projects should not have to provide free parking just because of arbitrary minimums.

Parking should be managed granularly for different users. Different parking options, locations, and rules for parking help meet people’s different needs. Increasing one-size-fits-all parking doesn’t provide great parking choices. Two-hour spaces serve some users, but other people and businesses may benefit from 10-minute zones for food pickup. Some parking spaces might better serve users or serve more users if they are converted to bicycle racks, electric vehicle charging spaces, or ADA parking. It is best to match parking and curb uses to the more varied ways people want to move about.

Relationship to the Fort Bragg General Plan

This study seeks to develop strategies that align parking policy and management with Fort Bragg’s broader overall goals, as defined in the General Plan. Many of the parking principles described above naturally support General Plan goals for a wider range of development types, increased mobility options, and the general upkeep and revitalization of downtown and the city where needed. However, there are several General Plan policies that imply an ongoing reliance, and possibly even growth in automobile primacy, that the City should reevaluate critically to judge if the goals and policies fit Fort Bragg’s vision for an increasingly walkable downtown with increased sustainable transportation options.

Supportive Policies

First, we’ll highlight General Plan goals and policies that are well aligned.

Goal Land Use LU-3 “Ensure that the Central Business District remains the historic, civic, cultural, and commercial core of the community.”

LU-3.2 “Support mixed use development... in the CBD”

LU-3.3 “In the CBD...encourage residential uses, mixed residential, and commercial uses, and the preservation of historic structures”

LU-3.4 “Encourage infill development of vacant and underdeveloped land in the CBD...”

LU-3.6 “Encourage the adaptive re-use and more complete utilization of buildings in the CBD...”

This Land Use goal seeks to promote places for people, active uses, and economic vibrancy in the CBD, including new infill development and the regeneration of buildings that may be vacant or in disrepair. Overabundant

parking would not support these outcomes, and so this study and the City are seeking to find the appropriate supply of parking that supports necessary vehicle access without overburdening downtown with parking lots and vehicle congestion.

Policies in the General Plan Circulation and Community Development elements support creating strong places instead of vehicle speed and throughput at all costs.

C-5.1 “...higher priority on maintaining a sense of place...than on efficient traffic flow”

C-6.1.1 “...update...the parking in-lieu fee program”

CD-2.4.1 “Implement shared parking agreements wherever feasible”

Furthermore, Fort Bragg’s municipal code is a regulatory document that seeks to support the General Plan’s goals through aligned purposes statements. Section 18.10.010 of the code states the Purposes of the Inland Land Use and Development Code, including to “Minimize automobile congestion by promoting pedestrian-oriented development, safe and effective traffic circulation, and adequate off-street parking facilities”.

The purpose for pedestrian-oriented development is an excellent overarching objective. The purpose for safe and effective traffic circulation is also very sound, though the City should be cautious not to defer to increased roadway capacity and speeds as the default way of trying to achieve effective traffic circulation, as this could create unintended adverse impacts. Likewise, the City strives to be mindful of what constitutes adequate off-street parking; this study will describe ways that parking needs can be more efficiently met, without necessarily increasing the pure supply, and describe conditions that may trigger the acquisition of additional off-street parking.

Parking on E Laurel Street



Policies in Tension

There are several General Plan policies that present tensions with sound parking management. Four of these are listed below, with brief commentary.

C-1.1 “Balance the need to increase motor vehicle capacity with the need for complete streets that provide facilities for bicycle and pedestrian circulation and commercial viability”

The City should reevaluate if motor vehicle capacity truly needs to be increased. More efficient circulation, as well as increasing options for walking, bicycling, carpooling, transit, and other active uses, can boost mobility options without defaulting to expanding vehicle capacity.

C-6.1 “Continue to construct additional off-street parking...”

As this study will describe, there is no obvious current need for building more off-street parking. Through more efficient parking management, the parking supply in downtown appears sufficient to meet both immediate and longer-term parking needs.

C-6.1.5 “...incentives for employers and employees to park off-street...”

While ensuring convenient employee parking (as well as access by other modes) is a sound priority, there are not obvious tools available to incentivize or compel employees to park off-street. This is discussed later in the report under Consideration 2, which is about employee parking.

C-15.1.1 “Develop a City-wide Traffic Mitigation Fee”, and CD-2.4.2 “Consider establishing a parking assessment district...”

Over the past decade or more the City has sought to reduce fees and cost burdens on development. Such fees likely contradict that objective and given the lack of overall parking congestion and non-interest in imposing parking payment; an assessment district likely isn’t practical under current conditions.

Related Programs in Fort Bragg

Over the course of this study, the team explored and acknowledged several related policies and programs downtown and citywide that have a relationship to parking and mobility management. This study is not examining these topics in-depth, nor providing new recommendations in these areas. However, the City continues to execute actions in these areas and wishes for the parking study to be aligned wherever possible. The related policies and programs are summarized below.

Outdoor Dining in Parking Lots

As of February 2024, the City, via Planning Commission and City Council, was considering the extent to which it might adopt formal rules allowing some dining areas to be placed in off-street private parking locations. This parking study supports ongoing efforts to rethink the use of valuable land as business and gathering space instead of underutilized parking.

Outdoor dining tent in the Pub at North Coast Brewing parking lot



Mobile Vending

The City has been evaluating and granting certain mobile vending permits in downtown as of early 2023. These allow the use of on-street curb parking for food trucks during the day and evening. The mobile vendors must vacate the space overnight. This study considers mobile vending to be a positive commercial activity (assuming compliance with necessary regulations) and is consistent with the parking study's conclusions that the City and other parking providers should be encouraged to consider non-vehicle uses of valuable land currently used for only for automobile parking.

Electric Vehicle Charging

The City works with ChargePoint to provide electric vehicle charging in the City Hall and Laurel Street public parking lots. This arrangement works well, and the City can continue to evaluate the need for additional EV charging in public lots. Several downtown and city private businesses also have EV charging equipment available in their parking lots. The State of California has ambitious EV installation targets and regulations that both public and private parking owners need to comply with. This includes ensuring that a minimum percentage of off-street parking is EV charging equipped or ready. This study considered and does not recommend that Fort Bragg install EV charging equipment at public on-street parking spaces.

Solar Canopies over Parking Lots

The City of Fort Bragg and other regional agencies intend to gradually deploy on-site solar generation capacity at public facilities where it is practical to do so. For example, the Mendocino Coast Recreation and Park District recently installed rooftop solar on the CV Starr Community Center in 2009, which is about half a mile southeast of downtown Fort Bragg. Redwood Coast Seniors also installed solar canopies over several rows of their parking lot. The date of this installation is unknown. The City may choose to consider rooftop, open field, and parking canopy solar installations. Solar canopies over parking lots are now a standard best practice in many climate regions, providing energy generation, shading, and stormwater management. In some instances, especially in places where tying a parking

A mobile vending food service trailer that often parks on N Franklin Street



ChargePoint electric vehicle charging equipment and parking stalls at the City Hall parking lot



Example of solar canopies over a parking lot (Fresno, CA)



lot to the electrical grid is complicated, solar canopies over parking can directly provide electric current to on-site battery systems and electric vehicle charging.

Recent State of California legislation provides for additional tax exemptions for solar equipment purchasing. The City may explore suitable solar installation based on a range of factors. Strictly considering locations in the Central Business District, the City would need to evaluate if the size of public parking lots (which are small by many standards) and the solar exposure of downtown (which is often covered in clouds or fog) provide viable installation options.

Temporary Car-Free Streets for Events

The City recently installed mounting points for removable bollards at several intersections in downtown. The City can now install the bollards to prevent vehicles from driving on some street segments, including N Franklin Street between E Pine Street and E Redwood Avenue and E Laurel Street between Highway 1 and N Franklin Street, during events such as the farmers market, parades, and holiday celebrations. The City most commonly installs the bollards on Wednesday afternoons to prevent vehicles from driving on N Franklin Street between E Laurel Street and E Pine Street during the year-round farmer's market. The City makes the other blocks car-free much less often.

The Wednesday farmer's market is one of the busier regular downtown events. It removes one block of street parking and much of the City Hall parking lot from service for several hours. Community members noted that parking can be harder to find during the farmer's market, but that they are typically able to still find a space within two blocks of the market. This study finds it unnecessary for the City to make significant changes to parking supply or enforcement simply to accommodate this moderate weekly surge of visitor parking. In fact, the appeal of the farmer's market being a car-free, walkable event that uses the street for local business activity instead of merely vehicle movement and storage is an indicator of the type of downtown not overwhelmed by cars that the Fort Bragg community supports.

Regional Transit

Mendocino Transit Authority (MTA) operates several intra- and inter-city bus routes through Fort Bragg. MTA should continue to work with partners to expand and adjust public transportation services in the county as demand warrants. This parking study supports efforts to provide non-driving ways to travel and any

One block of N Franklin Street is made car-free for the year-round Wednesday farmer's market



Walla Walla, Washington, makes one downtown block a car-free dining plaza in the summer



improvements to parking management that can ease traffic congestion and provide curbside bus stop locations to make transit more successful.

Existing Conditions

A full Existing Conditions report is included in Appendix A, and existing conditions pertaining to the strategies are described in each Recommendation section that follows. Briefly, parking conditions in Fort Bragg’s Central Business District are as follows:

- On-street public parking is free and is controlled with two-hour limits from 9am to 6pm on most CBD streets. The City does not conduct strict parking enforcement.
- The City operates three off-street public parking lots in the CBD. These do not have time limits and there are no posted restrictions on overnight parking.. Two of the lots provide electric vehicle charging for a fee using ChargePoint equipment.

Observations and public input suggest that on-street and off-street public parking is usually available near people’s destination. Parking can be more congested during the Wednesday farmer’s market and many summer weekends when tourist activity peaks.

Most downtown land uses are private businesses, with some government and civic uses, along with single-dwelling and a few multi-dwelling residential structures mixed in. Many private properties have their own parking lots. However, many businesses along Main Street, Laurel Street, Redwood Avenue, and Franklin Street are small storefronts that do not have dedicated parking areas. These businesses rely on public parking or people parking at other private lots and then walking to the business. Most private parking owners do not appear to strictly enforce their parking, and so this type of “walk off” behavior is common. In a non-congested and forgiving parking environment such as Fort Bragg’s, it is often best to not try to proactively manage or prevent such parking activity.

Observations and public input suggest that private parking is rarely congested, and that visitors and patrons are usually able to find parking at their intended destination.

Mendicino Transit Authority provides bus connections around the county and as far south as Santa Rosa (image: MTA)



The Laurel Street public parking lot provides roughly 18 spaces, two of which have EV charging



Summary of Project Process

The City of Fort Bragg secured a planning grant from the Mendocino Council of Government in 2022 to fund most of this parking study. In early 2023, the City launched a competitive request for proposals for consulting services and awarded the project to Walker Consultants in May 2023.

The study ramped up in the early summer of 2023 with the City and consultant team convening the project and beginning existing conditions analysis and initial public outreach. The consultants visited Fort Bragg in August 2023 to discuss strategy concepts with City staff members, do field work investigation and conduct community outreach, including launching an online survey, hosting a booth at the farmer’s market to gather input, and conducting an in-person town hall meeting that anyone could attend and provide input through.

During fall 2023, the team analyzed community input results and began developing strategies for both near-term action and future consideration. It was at this point that the project team determined that while there were several key immediate strategies to implement (most notably the removal of parking minimums in the CBD), the City also needed documentation of parking and mobility strategies to consider in the future if certain parking congestion or transportation impediments emerged.

City staff members and Walker Consultants staff presented preliminary concepts to the Planning Commission on December 13, 2023, and received supportive guidance on the recommendations. The consultant then prepared a draft study report that was issued to the Planning Commission in February 2024 and was publicly reviewed during their February 28, 2024, meeting. To be continued following conclusion of review meetings..

Many downtown businesses, including on Hwy 1 and Laurel Street, offer no off-street parking





02 Recommendations for Immediate Action

2. Recommendations for Immediate Action

Action 1: Remove Parking Minimums and In-Lieu Fee in the CBD

Existing Conditions

- Development in the CBD is subject to both parking minimum and maximum quantity requirements depending on the use and other development factors.
- The City provides several methods for project developers to reduce parking requirements, including submitting a parking demand study or entering shared parking agreements. Developers also have the option to pay a fee to the City in-lieu of building new parking supply.
- The CBD includes several vacant storefronts.
- With the goal of promoting economic vibrancy in the CBD, the City has decided to waive the in-lieu fee (and, effectively by extension, the parking minimums) for change-of-use projects in the CBD every year since 2012.

Recommendation

- Remove parking minimums in the CBD for both new construction and change-of-use projects from the Inland and Coastal development code.
- Remove the in-lieu fee option from all code sections affecting the CBD, as it will no longer be relevant.
- Retain parking maximums per current rules in the Inland and Coastal development code.
- Revise the City's bicycle parking code requirements to include bicycle parking requirements based on the number of residential units or commercial building square footage, rather than requiring bicycle parking only as a percent share of vehicle parking.

Reasoning

The City has over a decade of history creating parking policy that acknowledges the burden of parking minimums on development project viability. The City created the in-lieu fee option in 2008 partly to provide developers an option to bypass the complexity and space requirements of providing parking on-site in favor of contributing fees to the City's in-lieu program, which could then use the funds for downtown-wide parking supply development or general mobility improvements per code chapters 17 and 18, section 36.080(C)3.b.

In reducing the in-lieu fee amount in 2011 and eliminating the fee entirely for change-of-use projects in the CBD in 2012, the City further acknowledged that parking requirements, even with the in-lieu fee option, could make desirable downtown development less likely. The City made the active choice to facilitate development and revitalization projects by reducing development costs and hurdles.

This recommendation to eliminate the parking minimums and associated in-lieu fee program is a logical next step in this progression. Eliminating the minimums does away with a barrier to development and will modernize the code to reflect the City's objectives for reducing the spatial and traffic impact of cars downtown and promoting the development of places for people including businesses, civic uses, and housing options.

This action allows developers to voluntarily provide on-site or off-site parking if they choose to. If a person developing a new construction project or change-of-use project feels that new vehicle parking supply should be provided as part of the project, they may do so up to the parking maximums that already exist and are listed in code chapters 17 and 18, sections 36.040, table 3-7. As always, an existing business, resident, or landowner may voluntarily provide new parking up to the maximum if they so choose.

Action Steps

- Through this Study process, the City will consider and possibly adopt resolutions to amend its municipal code to remove parking minimums and the in-lieu fee program in the CBD.
- Relatedly, the City will consider and possibly adopt resolutions to amend its municipal code to adjust bicycle parking requirements.
- In early 2024, the Fort Bragg Planning Commission and City Council will consider amendments to the necessary sections of the Coastal 17.36 Parking and Loading chapter and the Inland 18.36 Parking and Loading chapter.
- The City may wish to evaluate and adjust parking minimums in other zones outside the Central Business District in the future

Public parking wayfinding signs could be more visible in Fort Bragg (Bend, OR)



Action 2. Wayfinding Improvements to Public Off-Street Parking

Existing Conditions

The City operates three publicly available parking lots in and near downtown. Wayfinding and signage markings to these lots are often insufficient and the use permissions are unclear. Each public lot is described below with recommendations for signage improvements. A complete inventory of public parking wayfinding signs and deficiencies is provided in Appendix A Existing Conditions Report *Existing Parking Supply* section. The City would be the lead to install these signs. New signs on Highway 1 may require coordination with Caltrans.

Recommendations

This list is of the three existing public City lots. The City should consider adding more wayfinding signs, both directly at the parking lots and at key access points, such as turns from Highway 1, so that users can more easily find these locations.

Some existing parking wayfinding signs are outdated and no longer point to public parking



City Hall Lot: 422 N Franklin Street (north of City Hall)

- 39 parking spaces, including two accessible spaces with no time limit restrictions.
- Two electric vehicle charging spaces with four-hour time limits.
- Needed signs:
 - Directional signs on Pine in both directions to indicate public parking to the south down the alley.

Laurel Lot: 230 E Laurel Street (south of the bus stop on Laurel Street, between Franklin and McPherson Street)

- Approximately 19 spaces, including two EV charging stalls.
- Needed signs:
 - Signs indicating this parking appear sufficient, with a prominent sign on Laurel at the main entrance and several directional signs on Franklin and Main pointing users to this parking area.

Main Street Lot: (400 block of Main Street, (south of North Coast Brewing Co.)

- Approximately 19 spaces, including two ADA spaces.
- Needed signs:
 - Signs directly at the entrance to this lot along Main Street (note: this lot provides head-in angle parking facing eastbound so the driveway to the alley is an exit only)
 - Directional sign on northbound Main Street to indicate public parking to the east (right turn)

The City may wish to install parking signs specifically to point out EV charging (Astoria, OR)



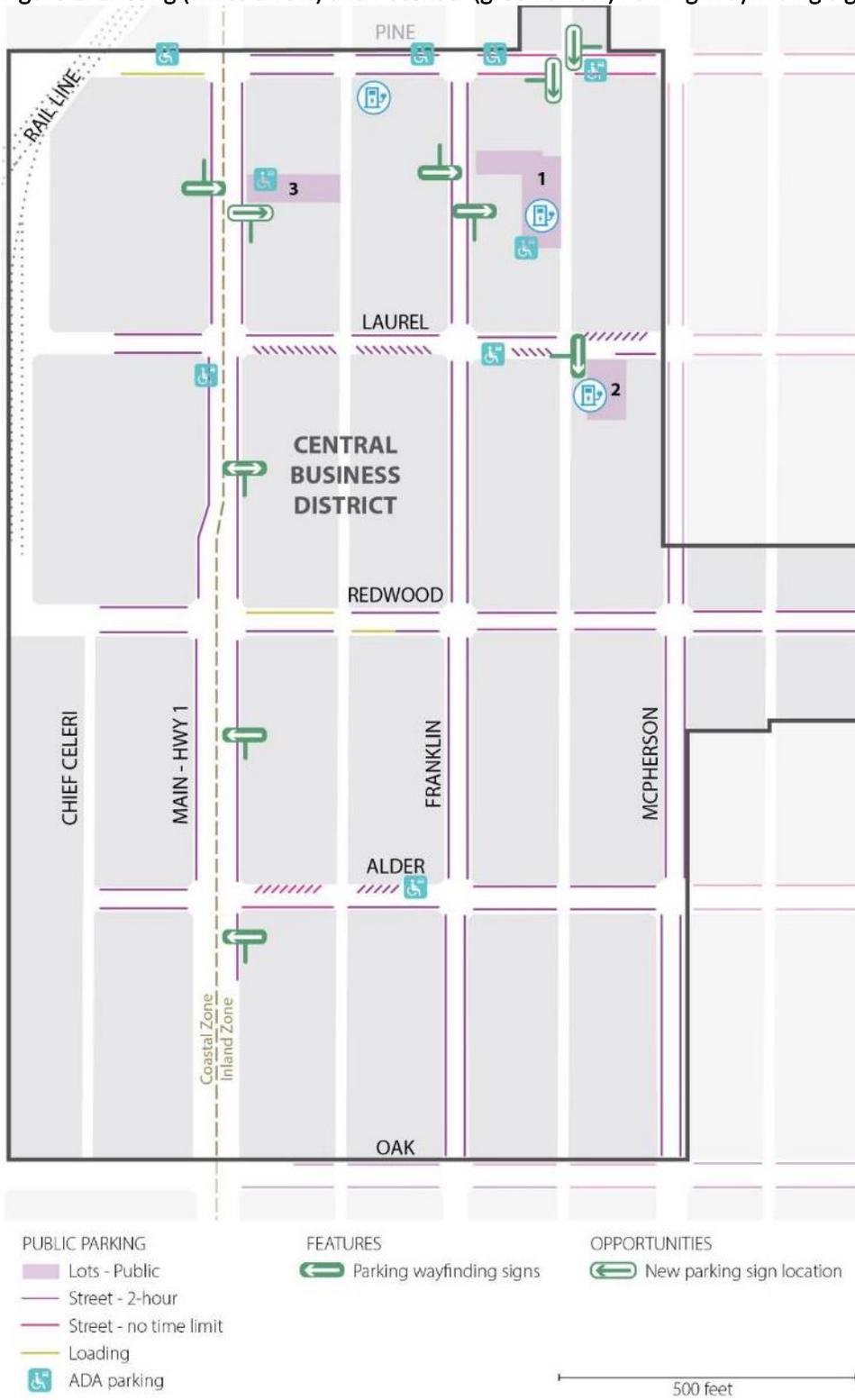
Other parking area wayfinding signs

The City should also evaluate the placement and accuracy of other parking directional signs and update, relocate, or remove them as needed.

Reasoning

Better wayfinding to parking will make it easier for users to find off-street spaces (which allow longer stays than the two-hour on-street parking) without needing to circle or aimlessly drive through downtown trying to find the public lots. The nearness of all three public lots also makes it easy for visitors to park once in the lots and then walk from destination to destination, instead of driving just a block or two from point to point. Fort Bragg also recognizes that the quality of its urban form and buildings contributes to people finding downtown to be attractive and enjoyable to walk around.

Figure 2. Existing (white arrow) and Potential (green arrow) Parking Wayfinding Signs



Action 3. Public Bicycle Parking

Existing Conditions

The City has installed U-shaped staple racks in the sidewalk zone in several downtown locations, including the 300 block of N Franklin and the intersection of Laurel and Main.

The wave rack on the 100 block of E Laurel is frequently used but is a substandard design that does not provide secure locking options and is difficult to use for some larger electric and cargo bikes.

There is also one bicycle rack in the grass near the entrance to City Hall. It is a substandard design that is too close to the wall for some of the four spaces to be used, and it is placed in the grass, which can be muddy in the rainy season.

The City should install more bicycle parking on sidewalks and switch to U-shape staple racks



Recommendations

The City should install additional U-shape staple racks where space allows at intersections and mid-block. Many street segments along Main, Pine, Franklin, and Alder would be ideal locations, as they are the busiest business locations. Bicycle parking should be located to be convenient for bicycle riders to access and to not interfere with the through path of a sidewalk, business entrance, ADA access, or door swing zone of vehicle parking.

While staple-racks in the sidewalk are an excellent short-term bicycle parking option, the City may also want to consider long-term bicycle parking, such as bike lockers or a secure bicycle storage shed, potentially with charging available for e-bikes. Long-term bicycle parking can be especially appealing to downtown residents, employees, and bicycle tourists who are traveling up and down the coast. Bicycle lockers provide a secure place for people to lock not only their bicycles but also their luggage and equipment, such as helmets, camping gear, and other goods. Bicycle lockers or a shed would take up more space than staple racks, and so it may be more appropriate to locate longer-term storage areas in off-street parking lots, parks, and other locations outside the right-of-way.

Reasoning

Fort Bragg intends to promote greater bicycle use for local and long-distance trips. Bicycle riding can be a convenient way for people to make trips downtown and citywide, especially if bicycle routes are safe and abundant, and bicycle parking is easy to find. Just as people driving cars seek out parking very near their destination, people riding bikes want bicycle parking near their destinations. By making bicycle parking abundant and easy to find, the City encourages bicycle use and helps communicate that riding a bicycle is a valid and respected way of traveling. Long-term bicycle parking equipment provides a secure bike parking location for longer stay users and helps communicate that Fort Bragg welcomes bicycle tourists and recreational riders.

Action 4. Implement an On-Street Parklet Dining Program

Existing Conditions

- The City currently has no program to permit the conversion of on-street parking spaces into dining and seating areas, commonly called “Parklets”.
- The City does allow mobile vending vehicles (MVV) and sidewalk vending (SV) through code section 10.20.150 Mobile Vending - Permit - Required. Several food trucks currently use MVV permits to occupy curbside parking space and sell food for limited hours of the day. The food trucks vacate the curb parking overnight and when they are not vending. Several businesses use SV permits for tables and outdoor dining in the sidewalk zone.
- In February or March 2024, the City Council is expected to adopt rules allowing the expansion of dining areas into private off-street parking for restaurants in the CBD without needing to replace the parking spaces that are taken out of service to create the food service area. This Parking Study does not address this specific code update, which the City initiated through other means. The same basic principle of reallocating parking spaces into commercial and dining uses, though, similarly applies to this strategy to allow the conversion of some on-street parking into parklets.

Recommendations

The City should develop a program and adopt code updates to allow parklet uses of on-street parking areas. This program could be limited to the CBD or could apply citywide.

Action Steps

The City would be the lead regulatory and review body responsible for initiating a parklet program and the associated code updates, permitting steps, and enforcement methods. Key steps would include:

- Updating the municipal code to allow parklet uses.
- Establish application and approval criteria, which may include:
 - Application fees
 - Ongoing fees for the duration of a private parklet installation
 - Determining options for seasonal or year-round parklet installation
 - Design standards for the parklets
 - Safety and traffic protection standards
 - Conditions on the hours of operation of the parklet for private use
 - Rules about permitted equipment in the parklet, including lighting, heating, and combustion devices

Outdoor dining parklets provide seating areas in place of street parking (San Luis Obispo, CA)



- Rules about vertical elements of the parklet and impacts on sightlines
 - Rules about the permitted location of parklet, often related to the quantity of allowed parklets, permitted or prohibited street locations, and proximity to intersections
- Numerous cities around California have established parklet programs that could serve as a model for Fort Bragg’s implementation. Examples include Sacramento, Davis, Benicia, Healdsburg, San Luis Obispo, Santa Rosa, and others.
- Caltrans has a guidebook for parklet installation on state highways, which would include Highway 1 Main Street in Fort Bragg.



03 Recommendations for Ongoing Monitoring and Possible Future Changes

3. Recommendations for Ongoing Monitoring and Possible Future Changes

Consideration 1. Secure Additional City-Run Public Off-Street Parking

Existing Conditions

The City operates three public off-street parking lots inside or near the Central Business District (See Figure 3’s numbered lots and the description of each in the previous *Wayfinding Improvements* topic). In total these three lots provide approximately 80 parking spaces, including several ADA spaces and several designated for electric vehicle charging only. City staff have observed regular usage of these lots but also have noted the lots rarely approach being full other than during the farmer’s market and certain summer weekends.

Recommendation

- The City may wish to secure access to an additional off-street parking lot, either by purchasing or leasing an existing underused lot or by buying or leasing vacant land that could be built into parking.
- To be clear, the parking conditions in Fort Bragg as of 2024 do not, in Walker Consultants’ judgment, warrant pursuing additional public parking. This strategy is described here for long-term consideration and execution if changing conditions indicate that new public parking supply is in Fort Bragg’s interests.
- If pursued, the City has identified five possible locations that could be candidates for acquisition and transformation into public parking supply. This is not an exhaustive list of all the locations in Fort Bragg that

The Community First Credit Union parking lot at 105 N McPherson is mothballed and empty



may be suitable for public parking in the future; it is simply the list of locations identified for consideration as of early 2024. These locations are shown in Figure 3 and are described below:

- Location A, 105 N McPherson Street: A paved 12-space lot that occupies an entire parcel and is currently chained off prohibiting use by any party. (As shown in the image above.)
- Location B, 136 N Franklin Street: A paved 13-space lot that occupies an entire parcel, is owned by the Community First Credit Union, and is chained off prohibiting use by any party.
- Location C, 320 N Main Street: A large, mostly vacant parcel owned by Mendocino Railway that contains some paved and unpaved parking that is informally used by the public. The existing parking could be moderately improved and made public, or the City could expand the parking surface across the dirt brownfield that covers most of the western portion of the property.

- Location D, 225 N Main Street: A degrading paved lot behind several businesses that can hold perhaps 15 vehicles. The lot is currently marked with signs for Employee Use Only but it is unclear if the property owner actively enforces who uses the parking.
- Location E, 435 Franklin Street. Colloquially known as the “AT&T Lot”. A vacant downtown parcel near City Hall that is privately owned. It is currently dirt and grass and would need extensive construction improvements to make it into public parking. As of August 2023, the parcel was for sale.
- Location F, 127 N Franklin Street. Vacant, unimproved parcel owned by the Mendocino Coast Healthcare Foundation. As of January 2024, the property was not publicly listed for sale, but a representative of the Foundation has contacted the City expressing interest in making the parcel available for public parking use. It is unclear if this is an offer to lease or sell the land to the City, or if the Foundation would retain control.
- Location G, 310 N Franklin Street. Vacant, unimproved lot of approximately 4,600sf.

Reasoning

Additional off-street public parking supply may help ease parking congestion throughout the CBD. The additional parking could be targeted for downtown employees to use, or it could help shift the parking supply around downtown so that other sites and properties become more viable to develop.

Driving and parking will remain an important way to access downtown Fort Bragg. Additional public parking would expand convenience for people to come downtown to shop, dine, and recreate. This approach considers parking to be a public asset that the City helps provide to catalyze visitation and the use of other lands for business, residential, and civic development. Said differently, this is the City providing parking so that other private and public destinations don’t have to provide as much themselves but still benefit from people being able to drive and park downtown.

The City should consider this option only under the following conditions:

- Existing parking is regularly congested to the point that parking availability is imperiled.
- Other measures to distribute and reduce parking demand, such as wayfinding improvements, stronger time limit enforcement, pricing, and walking and bicycling, do not adequately reduce parking congestion.
- No other party, specifically private developers, has intentions to use these locations (or any other locations not named in this study) for development or private parking supply.
- The City is comfortable with the financial outlay and labor required to obtain the parking lot location (via purchase or lease), make improvements, execute maintenance, and provide for enforcement and security.
- New public parking replaces existing public parking that is repurposed for other uses.

Figure 3. Existing (numbers) and Potential (letters) Public Parking Areas



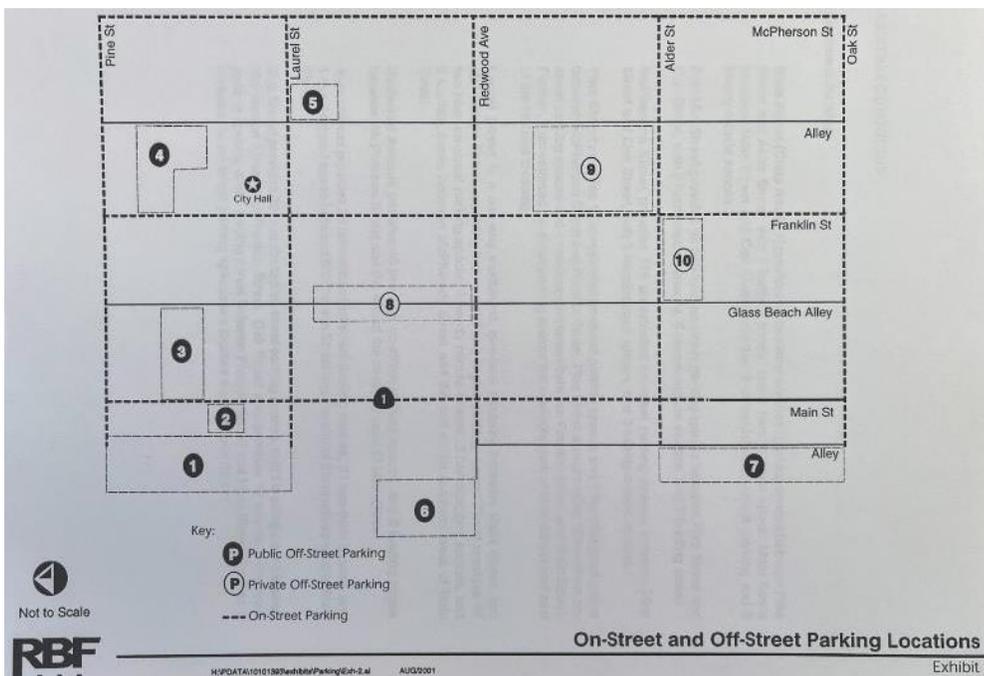
Action Steps

- The City would lead any program to secure access to an existing parking lot or build a new parking area. The City should act only if existing parking supply and updated management practices are insufficient to maintain adequate parking availability in downtown. As of 2024, the City does not see a need to deploy additional public parking but may consider it if future conditions warrant.
- The City may be able to use general funds, parking citation fees, paid parking revenue, or other dedicated revenue streams, such as bonds or a transportation fee, to purchase or lease land and make necessary improvements to turn it into usable public parking. If the City retains or reinstates an in-lieu fee, that program may generate fees that could be used to provide parking.
- The City will need to comply with all relevant code requirements for disabled parking and electric vehicle charging if they increase the supply of publicly available and managed parking.

Interesting Historical Note

- The Fort Bragg Central Business District Parking Study prepared by RBF Consulting in 2001 recommended constructing two new parking areas, one at 435 Franklin Street on the west side of Franklin between Pine and Laurel and a parking lot dedicated to RV use south of Pine and west of Main (it is unclear what property this refers to). Neither parking facility has been constructed.
- According to the same Study, as of 2001 the City operated several public off-street parking areas west of Main Street that are no longer under City control. These include locations 1, 2, 6, and 7 from the 2001 Study's Exhibit 2 (shown below). Locations 3, 4, and 5 are current City public parking as of early 2024.

Parking locations map from the 2001 Parking Study (image by RBF)



Consideration 2. Dedicated Off-Street Parking for Employees of Downtown Businesses

Existing Conditions

- Some community members said they believe downtown has a parking problem caused by employees of downtown businesses parking in on-street two-hour parking spaces for an entire day during their working shifts, making it difficult for customers to find street parking. This study includes strategies to try to differentiate parking options for short-term users (customers and the like) versus long-term users (employees and residents).
- This study did not perform a formal parking utilization count, nor a duration-of-stay count, so does not have absolute information on employee parking practices. Many of the larger downtown businesses have off-street parking lots, where many employees likely park. These include Purity Supermarket, Chase Bank, Community First Credit Union, Coast Hardware, City Hall, The Pub at North Coast Brewing, North Coast Brewing, Skunk Train, Piaci Pizza, and others.

Strategies to Consider

- Consideration 1, for the City to consider obtaining an additional off-street public parking lot, could partially alleviate long-term employee parking concerns if employees can be encouraged to use the lot.
- The City and downtown businesses should do further investigation to determine if long-term on-street parking by employees is truly a detrimental issue. Given the non-strict parking enforcement approach of the City, it is plausible that people occupy on-street two-hour spaces for an entire day, but the extent of the issue isn't known. If the City begins to enforce existing regulations more strictly, it may alleviate this issue to the extent it exists, but all should be aware that customers may also get caught up in parking violations and citations.
- As discussed regarding removing parking minimums, property owners are still permitted to voluntarily construct parking. A business or group of businesses may choose to pool resources to obtain an existing parking lot or construct a new parking lot to serve their employees and/or customers. This puts the financial and development responsibility on the private party. Possible locations to consider may include but are not limited to, locations A-G identified in Figure 3, which were also identified as possible City-run public parking locations.
- The City and downtown businesses may wish to launch an education and awareness campaign intended to encourage employees to use off-street parking. The campaign could include email blasts, flyers in the workplaces, informational brochures placed on people's car windshields, information on the City website, social media posts, and face-to-face discussions at workplaces and community events such as the farmers market. The campaign should emphasize the benefits of using off-street parking, including less time spent searching for street parking, potential security benefits, and the positive impacts to business access from leaving street parking available for customers.

Consideration 3. Monitoring and Adjustments to On-Street Public Parking Management

Existing Conditions

- Most local streets and Highway 1 in the Fort Bragg Central Business District provide on-street parking. Most of the street parking is parallel parking, except for one and a half blocks on the south side of Laurel and one block on the north side of Alder.
- Street parking does not require payment. Most of the street parking on the central streets of the CBD has two-hour time limits from 9 am to 6 pm and does not allow parking from 4 am to 6 am. Most of the street parking on the outer streets of the CBD has no time limit (but is subject to the City’s rule that no vehicle may occupy on-street parking at the curb for longer than 72 hours).
- This Study did not conduct formal parking utilization counts, but City staff and the consultant have observed that street parking is typically not fully occupied and that users can consistently find an available space at or near their intended destination.
- The City, through the Police Department, does not prioritize strict or regular parking enforcement. The City dedicates less than one full-time equivalent staff member to parking enforcement, usually to focus on obvious time limit infractions, double-parking, ADA parking enforcement, and other outlier behavior. The City does not prioritize strict monitoring or enforcement of the two-hour limits; this is currently acceptable as the downtown parking situation is not regularly congested and there are few complaints of significant time limit violations.
- Observations and City staff input describe that several blocks of parking, typically Laurel between Main and Franklin and Franklin between Pine and Redwood, do sometimes fill with vehicles but that spaces are usually available on the next block. Downtown parking is typically most highly utilized during the Wednesday afternoon farmer’s market, some summer weekends, and monthly First Friday evening events, but even then, parking is usually available within two blocks during these peak events.
- Community members who participated in the online survey, farmer’s market tabling event, or the multiple workshops broadly stated that while parking is occasionally nearly full on specific blocks, parking is almost always readily available across downtown.

Strategy Options and Considerations

These recommendations and considerations comprise a sequence, in which each step would be pursued only if the outcomes of the preceding step were to warrant it. This will help the City of Fort Bragg establish more durable parking management practices and institute changes as needed and only incrementally. As discussed, the parking systems in Fort Bragg do not need a major overhaul. These recommendations are a basic maintenance and fitness plan to keep operations in good working order.

Step 1. Monitoring

Monitoring includes both empirical data collection and user sentiment observations. Empirical data includes parking utilization counts and parking violation data. User sentiment observations can mimic many of the questions asked through the community survey this study conducted in the summer of 2023 about perceived

parking availability, parking distances from destinations, and questions about attitudes towards non-driving travel options such as walking, bicycling, and transit.

Empirical data - parking utilization

The City may wish to conduct occasional parking utilization counts, especially of Laurel, Redwood, and Alder from their western ends to McPherson, and Main and Franklin from Laurel to Alder. These were observed to be the most highly utilized street parking areas. The City can also count utilization rates of the several public City-operated off-street parking lots in the CBD. The City can begin with “moment in time” counts, where it counts the number of parked vehicles at a single moment, say 11AM or 5PM, and divides the number by the supply of spaces.

If certain areas consistently exceed 85% utilization, it can indicate problematic parking congestion that may warrant stronger regulations and enforcement (described in Step 2). Conversely, if some parking areas have regularly low utilization, they could be promoted with more wayfinding information to direct users to park there instead of the busier locations, or they could be suitable locations for repurposing for mobile vending, outdoor dining, bicycle parking, bicycle lanes, sidewalk curb extensions, stormwater facilities, or other uses.

Empirical data - parking duration

A further step beyond basic utilization counts is to monitor parked vehicle duration. This can help the City understand parking behavior compared to the regulations, which are most commonly two-hour limits in the CBD. Purely as a data collection exercise, not for enforcement, the City can monitor a small stretch of road - Laurel between Main and McPherson would be a good test case - to track how many vehicles stay parked beyond two hours. If it is a large number, the City may wish to increase enforcement of the time limits.

Conversely, the City may find a significant share of vehicles that park for only a few minutes at a time. This is increasingly common in many downtowns as people pick up and drop off passengers, run short errands, grab takeout food, or even have appointments that only require half an hour. The City could convert some two-hour parking into one-hour, 15-minute, or other shorter-term parking to better match these quick turnover parking users.

Empirical data - parking violations

The City’s Police Department and Community Development Department can further share information about documented parking violations (regardless of whether violations are issued citations or simply observed by enforcement staff). If improper parking behavior becomes more common in certain locations, it could indicate a need to improve regulatory signage, change regulations to accommodate evolving user behavior, or increase enforcement strictness.

Sentiment data - community responses

Parking and mobility are as much about people’s experiences as about pure numbers and facts. The fact of street parking congestion only being regularly observed on a few blocks (Laurel between Main and McPherson; Franklin between Laurel and Redwood) with abundant available parking just a block away can still be concerning to a person hoping to find parking directly in front of their intended destination in the business core. Parking in Fort Bragg is a downtown-wide asset that is experienced very locally parking space by parking space.

Community sentiment data helps describe peoples’ attitudes towards different travel options, needs for parking, and approval or dislike of parking as it exists today. This data can help the City decide where problems and opportunities truly exist and whether parking management needs a major overhaul or simply a communications adjustment.

Moreover, this information can help the City decide what parking conditions are “typical” and should be the focus of its management efforts. While some community members expressed that parking downtown during the farmer’s market or a summer weekend is crazy or jammed, most survey respondents said they typically park less than one block or one to two blocks away from their destination. Occasional parking congestion may be temporarily inconvenient for some people, but it is the edge case for use and hasn’t been shown to be detrimental. The City intends to manage parking for typical conditions. User sentiment information can help the City understand if occasional parking friction is becoming a consistent problem and adjust accordingly.

The City of Fort Bragg may undertake a complete parking study only every decade or so. It will be sure to collect extensive community input about parking and mobility during those processes. But there are other, more regular ways the City can hear from community members about parking and mobility topics. This could include citywide surveys about public services every few years; public testimony at the Planning Commission and City Council; ongoing interviews with stakeholders, such as business owners, downtown residents, developers, hotels, and schools; and targeted outreach when specific parking policy changes are being evaluated.

Step 2. Enforcement and Regulatory Changes

If any of the monitoring from the previous step indicated concerning parking behavior, frequent violations, or declining user approval of the parking system, the City may wish to consider enforcement and regulatory changes. These changes should be implemented not as punishment but instead to improve parking compliance, ensure better parking availability, and bring more consistency to the typical person’s experience of finding and using parking.

Enforcement

Parking enforcement takes two forms. The first is to raise general awareness in the community of parking options and regulations. People have a much more positive experience with parking when they know the options and rules when they begin their trip instead of learning the rules only when they arrive at a possible parking space. The City can use its existing communication channels, such as the City Manager’s email messages, social media, newspaper postings, and the like, to occasionally remind people of the on-street and off-street parking options that are either publicly or privately supplied and the rules such as time limits that may apply. Both downtown businesses and outlying establishments such as the hotels along Highway 1 can be ideal partners to help broadcast parking information to their clientele and staff.

Increased enforcement is one parking management option for future consideration



The second phase of enforcement is on-site at the parking locations. This includes ensuring the rules are clearly posted and easy to interpret, followed by measured increases in warnings and citations. Fort Bragg does not have and is unlikely to launch a detailed tracking system of license plates and vehicles. This makes it impractical to issue a formal warning for a first offense followed by a formal citation. Instead, the City could consider a targeted enforcement boost during, say, weekends and farmer’s markets in the summer, preceded by an education campaign in the late spring with a message, such as:

“Welcome to downtown Fort Bragg! We know it gets busy here in the summer and we want to make it convenient and predictable for people to come downtown on foot, by bicycle, car, and any other way of getting around. If you are driving and parking, please know about the public parking lots at [LOCATION] and [LOCATION]. If you park on-street in a space with a two-hour time limit, please keep to the limit. This summer we will be issuing warnings and citations as needed to keep people to the time limit. You’ll have enough time to park to enjoy downtown, and then we please ask you to move along after two hours so that someone else may use that parking space and enjoy downtown after you do.”

Parking Regulations

Fort Bragg may have reasons to change or relocate certain parking regulations. This could include adding time limits to the off-street public parking; expanding time limits to on-street parking areas currently without them, such as parts of Pine and Oak in the CBD; and changing on-street parking time limits to create additional loading zones or short-term (perhaps 15- or 30-minute) street parking spaces. Fort Bragg already has several curbs marked for “No Parking Loading Zone” but with no other signs displaying time limits or hours of the day that the regulation applies. While not indicated by signs, City code section 10.22.020 dictates that loading zones are effective from 7:00 am to 6:00pm any day other than Sundays and holidays, and that passenger loading is valid for three minutes and commercial loading valid for 20 minutes. More nuanced parking regulations may require both additional education, so that users become aware of these options, and stricter enforcement, to ensure people comply with the new rules.

In large part, people operate in good faith and will self-regulate their parking behavior, but a slightly stronger hand with enforcement should remain an option for nudging people toward compliance. Stronger regulations and enforcement are often negatively seen as a “stick”, but proper communication about parking rules can help people understand that these changes are made with the intent of making parking more available, predictable to use, and better matched with people’s nuanced parking needs.

An example sign displaying short-term loading regulations (Seattle, WA)



Action Steps to Consider

- Establish a regular parking utilization and duration counting practice.
- Track parking violation behavior over the long term to monitor for trends, locations with high violation rates, and times of the year with increased violations.

- Conduct occasional community-wide outreach about parking, mobility, and civic topics. Many cities will issue a citywide survey every two years to ask about public services, community priorities, and other civic topics. The City could also partner with hotels and other hospitality businesses to get input from tourists and visitors, who make up a significant share of people coming downtown, especially in the summer.
- Increase parking enforcement in select locations and times of the year as needed to help promote compliance. Enforcement should focus on education and warnings first before considering much stricter citations and tickets.

Consideration 4. Downtown and Highway 1 Circulator Shuttle

Existing Conditions

- The Mendocino Transit Authority operates two bus routes with service to downtown, the 5 - BraggAbout and the 65 - CC Rider. Both begin north of downtown on Elm Street and follow a winding route through downtown and neighborhoods to the east and south, past Adventist Health Hospital, and across the harbor to the Boatyard and Mendocino College. Route 65 continues inland to Willits and beyond as far as Santa Rosa. Combined, the two routes run approximately twelve round trips per day.
- Ridership is reported to be low, and some community comments noted that the buses are neither frequent nor direct enough to be useful for certain trip types. With only about hourly frequency, users need to deliberately plan their bus journeys in advance.

Strategy Options and Considerations

Consider a partnership between the City of Fort Bragg, Visit Mendocino County, Mendocino Transit Authority, and potentially supporting businesses to launch a local circulator shuttle during the heavily-touristed summer season. It could be ideal to begin a pilot program on Fridays through Sundays from June through September. Fort Bragg may be able to use the Holiday Trolley bus that Ukiah operated between Thanksgiving and Christmas. While a route and its stop locations would need further study, the program team should look at connecting Pomo Bluffs, Noyo Harbor, Noyo Headlands, downtown Fort Bragg, Glass Beach, Sunset Cove, MacKerricher State Park, and popular business and hotel areas within those bounds.

A trolley links downtown Monmouth and Independence, Oregon (image: mitrolley.org)



Launching a shuttle program would require further study of routing, funding, operations responsibilities, insurance, promotion, and other factors. Local businesses and hotels may be willing to contribute to an operations fund via sponsorship and/or assurances that the trolley shuttle will stop at their location.

Reasoning

A shuttle circulator with regular trip frequency could help alleviate some summer season traffic by providing an alternative way for visitors and tourists to use the public shuttle and walking instead of a personal vehicle for their trips to downtown and other primary tourist destinations. Several community members noted that a shuttle may help reduce incidents of driving under the influence. In addition to being a public transportation offering, the trolley itself is a fun, mirthsome vehicle that could be novel to ride and help to promote Fort Bragg as a welcoming, accessible destination.

Your Ideas for Downtown Fort Bragg

Sus ideas entro de Fort Bragg

Please select all the reasons you travel to Downtown Fort Bragg.

¿Para qué viaja al Centro de Fort Bragg? Seleccione todas las que apliquen:

I work Downtown Yo trabajo en el Centro 	I live Downtown Yo vivo in el Centro
For shopping and dining Para ir de compras y a restaurantes 	For professional services, such as doctor visits Para servicios profesionales, como visitas al médico
For parks and recreation Para parques y recreación 	For special events (including today) Para eventos especiales (incluida hoy)

What would you like Downtown Fort Bragg to have more of or better?

¿Qué le gustaría que el Centro de Fort Bragg añadiera o mejorara?

Car-free streets Calles sin coches 	StrEATery / Street Seats Asiento de la calle 	Walking / biking Infraestructura para caminar / Ir en bicicleta 	Navigation / Maps El sistema de orientación
Lot parking Estacionamiento 	Street parking Estacionamiento en la calle 	Electric vehicle charging Carga de vehículos eléctricos Ir en bicicleta 	Other? BARRIO PEÑONAL MANTENIMIENTO DE LA CALLE



Prepared for the City of Fort Bragg

Appendix A: Community Outreach Summary

Downtown Comprehensive Parking Strategy

February 28, 2024



WALKER
CONSULTANTS



Appendix A

Community Outreach Summary

Community Outreach

Community outreach for this project consisted of (1) a community survey, (2) a town hall meeting, (3) an outreach booth at the Farmers' Market, (4) a Planning Commission Study Session that included public comments, and (5) OTHER (to be completed once 2024 meetings are concluded). These efforts are described in more detail in the following subsections, and the section concludes with a summary of the key outreach themes.

Community Survey

Description

The online survey was available in both English and Spanish and was open for approximately two months. Paper copies were also available at City Hall and at the Farmers' Market outreach booth. The survey was promoted in person at the Town Hall and Farmers' Market outreach events, as well as through fliers and social media posts by City staff. A total of 140 people took the survey. Three participants took the Spanish version; their responses were later translated and input into the English version for inclusion in the analysis. Full survey results are included in Sub-Appendix B1.

The purpose of the survey was to better understand the experiences, values, and priorities of residents. Questions addressed the subjects in the bulleted list below.

- Residents' experiences traveling to downtown Fort Bragg, including:
 - Perceptions of how easy it is to access downtown by various modes.
 - Typical time spent looking for parking.
 - How many blocks people typically park from their destination.
 - How many blocks people are *willing* to park from their destination.
- Residents' perceived need for additional parking options, including:
 - Interest in public EV parking and charging stations.
 - Interest in shared use agreements to open private parking facilities for public use.
 - Interest in City acquisition of a new parking lot, and whether parking expenses should be paid for by parking users, downtown business and property owners, or all local taxpayers (i.e., "the City").
- Residents' priorities, including:
 - Which modes of transportation should be prioritized.
 - Whether parking should be prioritized over other potential uses of downtown curbside space.
 - What residents would like to see more of in the downtown.
- Residents' opinions on the helpfulness of potential parking and access strategies.
- The extent to which various interventions might encourage some residents to walk or bike downtown instead of driving.

Results

Parking and Access Experiences in Downtown Fort Bragg

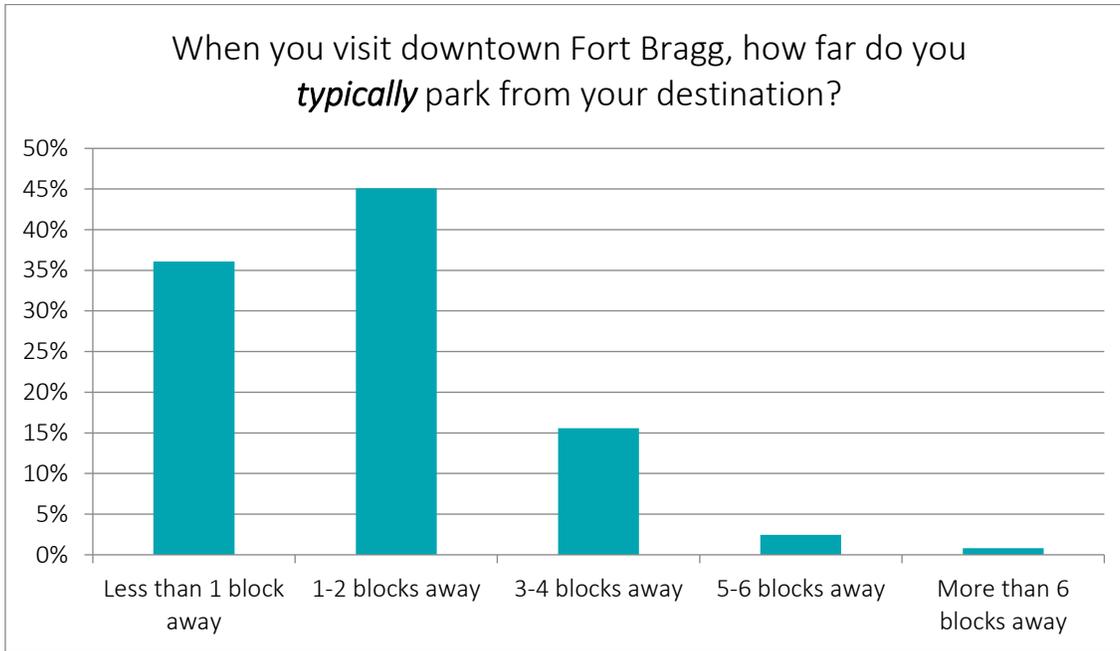
Most survey respondents are frequent visitors to downtown Fort Bragg; approximately 65 percent visit daily, and an additional 27 percent visit weekly. Most participants indicated that it was at least somewhat easy to find parking; similarly, a majority indicated it was at least somewhat easy to walk, bike, or take transit downtown. Some participants, however, did report experiencing difficulties accessing downtown:

- 12 percent find it “very difficult” to find parking; 31 percent find it “somewhat difficult.”
- 18 percent find it “very difficult” to walk, bike or take transit; 15 percent find it “somewhat difficult.”

When asked how long they typically spend looking for parking, almost half of the survey respondents reported that they spend at least two minutes, with 17 percent reporting spending five or more minutes. This result suggests that convenient parking is not always available; even some of the respondents who reported typically finding a parking space more quickly may simply be accustomed to parking further from their destination and walking.

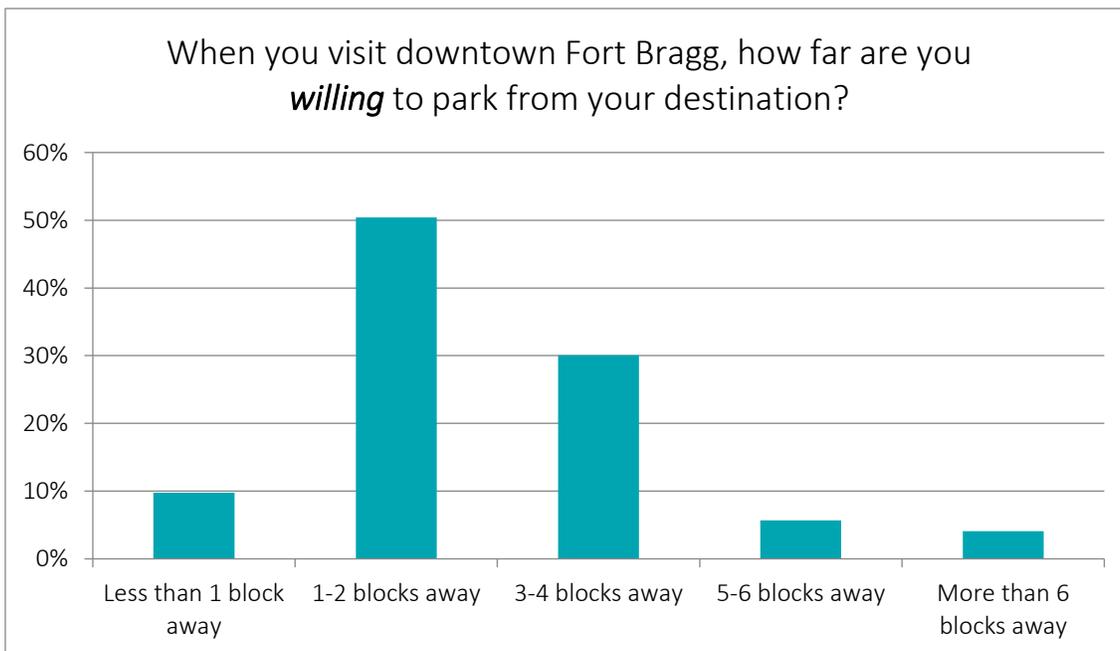
Though the most convenient parking spaces are not always available, survey results suggest that the majority of residents do not perceive this to be a significant problem. As shown in Figure 1 and Figure 2 below, the number of blocks that survey participants are *willing* to park from their destination always exceeds the number of blocks that survey participants *typically* park from their destination; that is, **most participants do not perceive a parking problem and indicated they would be willing to park and walk farther than they currently do**. While it is possible that some individual respondents reported typically parking further away than they are willing, on average, most participants do not currently see parking availability as a problem in downtown Fort Bragg.

Figure 1: Distance Respondents Typically Park from their Destinations



Source: Walker Consultants, 2023.

Figure 2: Distance Respondents are Willing to Park from their Destinations



Source: Walker Consultants, 2023.

Perceived Need for Additional Parking Options

Parking Lot

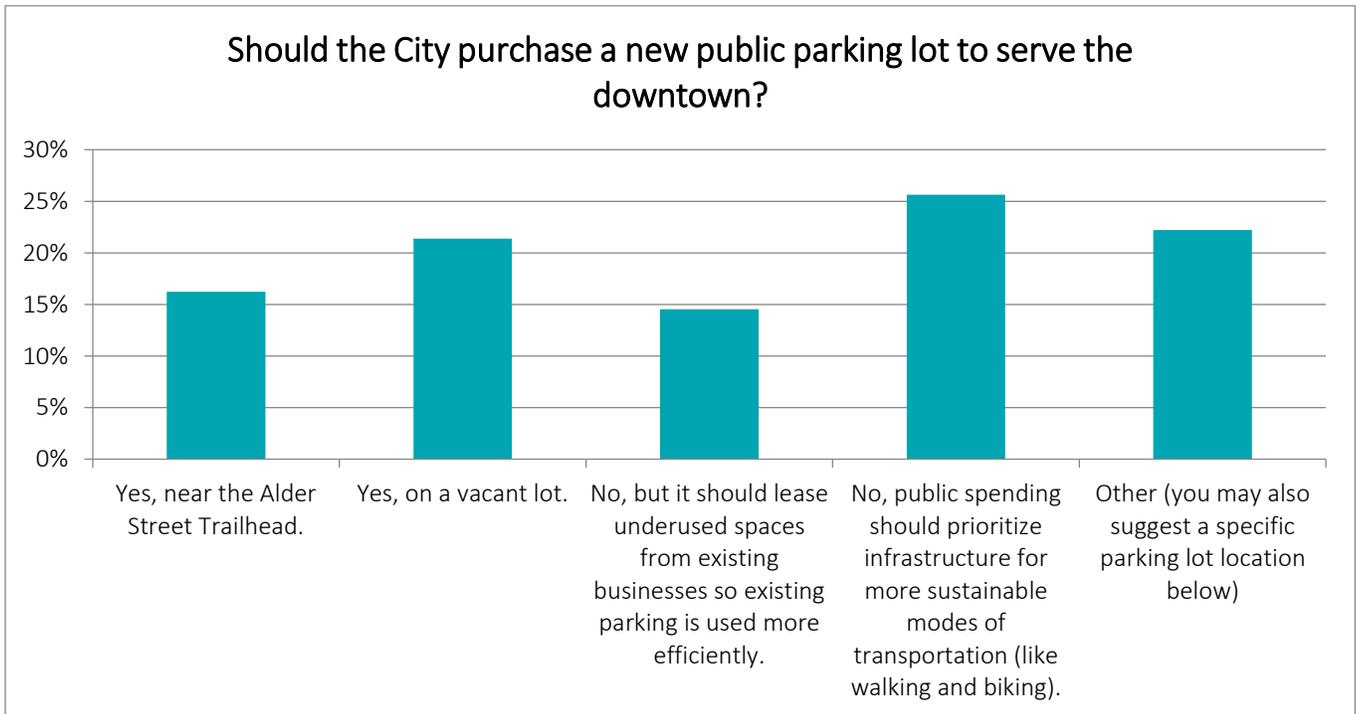
Perceived Need: Survey respondents were relatively evenly split as to whether the City should purchase a new parking lot to serve the downtown (see Figure 3). Of the 38 percent who answered “yes” there was a preference for the vacant lot option, rather than the Alder Street trailhead option. Of the 40 percent who answered “no”, the more popular alternative use of funds was to support bicycle and pedestrian infrastructure; others thought the City should use the funds to lease spaces from existing businesses.

Half of the 22 percent who answered “other” expressed strong opposition to a parking lot purchase, for various reasons listed below, including ideas that funds would be better spent on other downtown improvements:

- Use resources for walking and biking, or transit/shuttles (5)
- Parking is not an important issue (3)
- Use resources to fix the streets (3)
- Use resources for placemaking (2)

A few people who chose “other” suggested a specific location for the City to purchase a lot – including the burned down building on Main Street, near Redwood or Laurel, near Redwood or Franklin, and outside of town. Others used this as an opportunity to recommend parking strategies not yet mentioned, such as opening the City Hall lot to the public on weekends, installing meters, creating more diagonal parking spaces on-street, and creating pull-through parking for RVs.

Figure 3: Survey Respondents’ Interest in a New Public Parking Lot



Source: Walker Consultants, 2023.

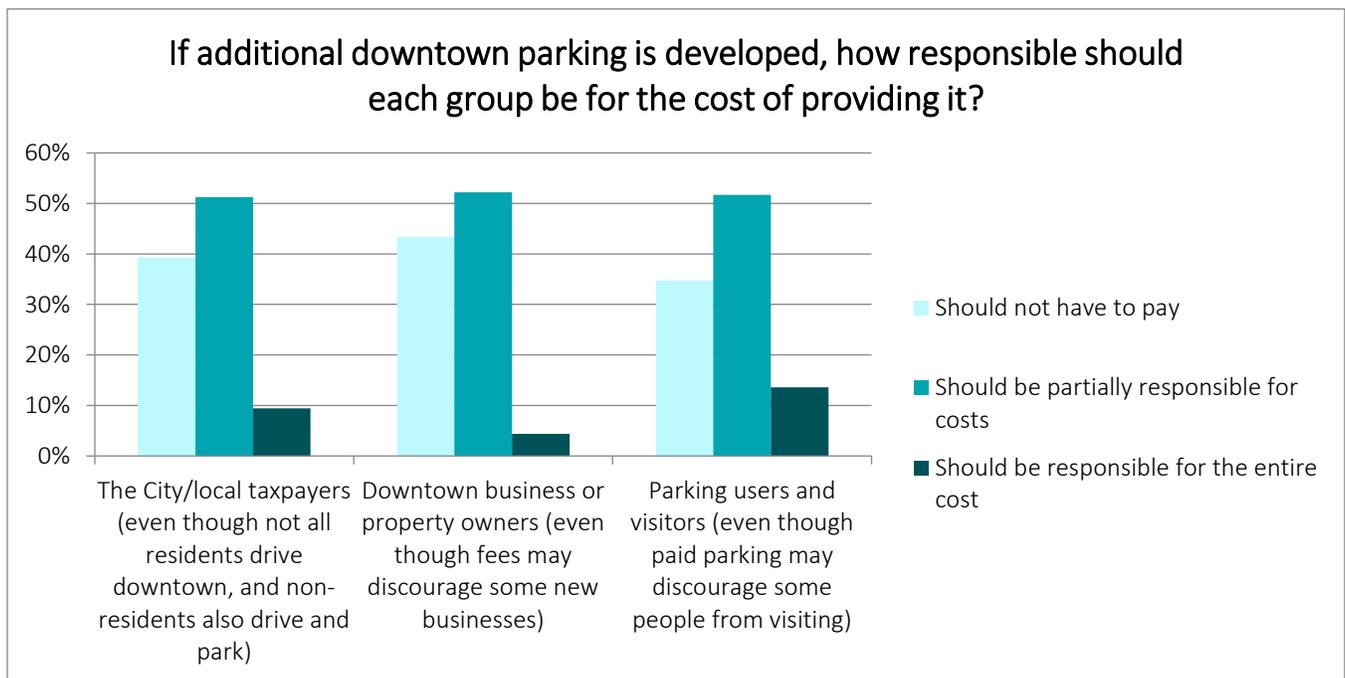
Responsibility for Payment: If the City were to consider acquiring a new public parking facility, it is worth considering the various approaches for who should pay for it.

- **Parking users:** It may be perceived as unfair to residents who do not own vehicles or who choose sustainable transportation modes to help subsidize through their taxes additional parking, including parking used by out-of-town visitors and drivers. Requiring parking users to pay for parking can also reduce the total parking demand and helps shift some users to more sustainable modes.
- **Local businesses:** Some people believe that downtown businesses should help pay for the cost of new parking in their area through an assessment or similar mechanism, as businesses may be some of the primary beneficiaries, especially if they do not provide their own private parking supply.
- **The City:** Another perspective is that the City should ensure there is ample free parking for all, as more convenient parking may increase the number of visitors, generating economic activity and contributing to the vibrancy of the downtown.

To better understand how Fort Bragg community members believed should be responsible for the costs of providing any potential new parking, the survey presented these three options and allowed respondents to select whether they thought each group should not have to pay, should be partially responsible for the costs, or should be responsible for the entire cost. As shown in Figure 4, responses were fairly evenly distributed, and overall, the results suggest that respondents think each group should be partially responsible for any new parking costs.

Parking users were most frequently selected as the group that should be responsible for the entire cost, and downtown business or property owners were most frequently selected as a group that should not have to pay.

Figure 4: Respondents’ Ideas about the Financial Responsibilities for Increasing the Public Parking Supply



Source: Walker Consultants, 2023.

Shared Parking Agreements

As detailed in the section above, when asked whether the City should purchase a new parking lot, a significant share of respondents indicated that the City should instead lease existing parking from downtown businesses with excess spaces so that it is better utilized. In a later question, 81 percent of respondents indicated that they thought agreements to make private parking shared and open to the public would be a somewhat or very helpful strategy to improve access to downtown Fort Bragg.

Many respondents indicated they had noticed private spaces empty during times when public parking was difficult to find. Specific locations mentioned included:

- Skunk Train (10)
- Purity Supermarket (8)
- Coast Hardware Store (7)
- Well House West (5)
- Old Bank of America (5)
- Credit Union (5)
- Company Store (5)
- Behind City Hall (5)
- PG&E (4)
- Old gas station (2)
- North Coast Brewery (2)
- Taka's Grill (1)
- First Baptist Church (1)
- Saint Michael Episcopal Church (1)

Note: Several respondents also referenced several parking facilities that are already open to the public (i.e., FootLighters and near the Masonic Lodge). That these were mentioned in a question asking about private facilities suggests the potential benefit of improving signage, a strategy discussed later in this report.

EV Parking and Charging

Of those who took the survey:

- Eight percent reported owning an electric vehicle.
- Another 13 percent reported that they might be more likely to get an EV if there were better public charging infrastructure.

Two-thirds of respondents who have looked for EV charging in Fort Bragg reported that they at least sometimes have difficulty finding public charging locations. While 77 percent of respondents with an EV reported that they usually charge it at home, 23 percent usually rely on public charging in Fort Bragg. There were no other charging locations reported; the survey participants who selected "other" typed "N/A" in the comments.

The next question invited participants to suggest locations where they would like to see electric vehicle chargers installed in Fort Bragg. There were 30 responses to this question. Locations or themes that were included multiple responses are:

- Skunk Train (8)
- Coastal Lots (4)
- Anywhere (3)
- Nowhere (3)
- CV Starr Community Center (2)
- Safeway (2)
- Company Store (2)

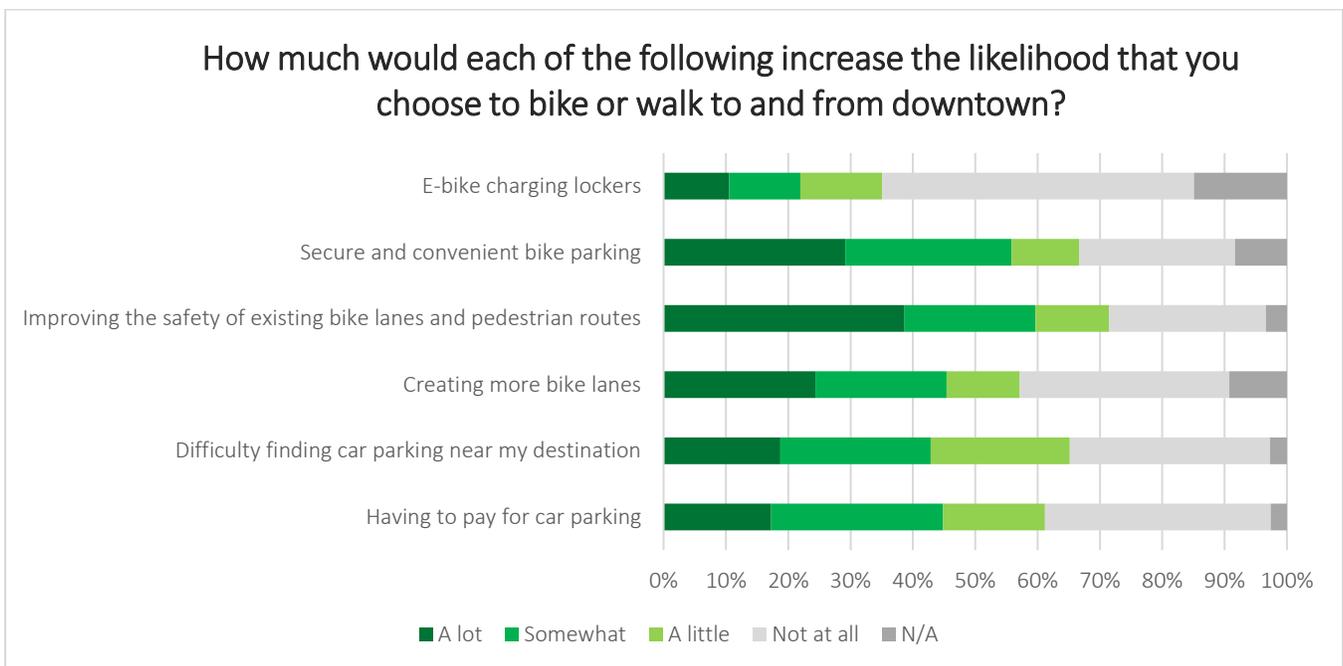
Other specific locations mentioned are included in the full survey results in Sub-Appendix B1. In addition, one respondent mentioned the potential for EV charging stations to attract activity that supports local businesses.

Potential Mode Shift Impacts

Increasing the number of parking spaces available to the public is just one way of improving access to downtown Fort Bragg, and it should be considered in context. For example, investments in active transportation infrastructure may encourage some people to sometimes walk or bike instead of driving, even while parking is free, available, and convenient. For each person who chooses to walk or bike downtown for one of their trips instead of driving alone, a new parking space becomes available. Phasing out “subsidies” for driving (i.e., by removing minimum parking requirements, by allowing some parking spaces to be repurposed, by charging fees in locations with high parking demand) would further increase the share of trips taken by a more sustainable mode of transportation.

Survey participants were asked how much various investments or circumstances would increase their likelihood of biking or walking downtown. The full results are shown in Figure 5 below. The results suggest that while improvements and changes would not mean everyone shifts their mode for every trip, the cumulative impact of some people biking or walking for some trips has the potential to be quite substantial.

Figure 5: Potential Mode Shift to Walking and Biking



Source: Walker Consultants, 2023.

Better understanding potential mode shift impacts can help the City evaluate plans and policies and develop priorities for improving access to downtown. The survey results revealed the following:

- 60% would be somewhat/a lot more likely to bike or walk if *the safety of existing routes improved*.
- 56% would be somewhat/a lot more likely to bike if there were *secure and convenient bike parking*.
- 45% would be somewhat/a lot more likely to bike if there were *more bike lanes*.
- 45% would be somewhat/a lot more likely to bike or walk if there were *a charge for car parking*.
- 43% would be somewhat/a lot more likely to bike or walk if it were more *difficult to find car parking*.
- 22% would be somewhat/a lot more likely to bike if there were *e-bike charging lockers*.

General Priorities for Downtown Fort Bragg

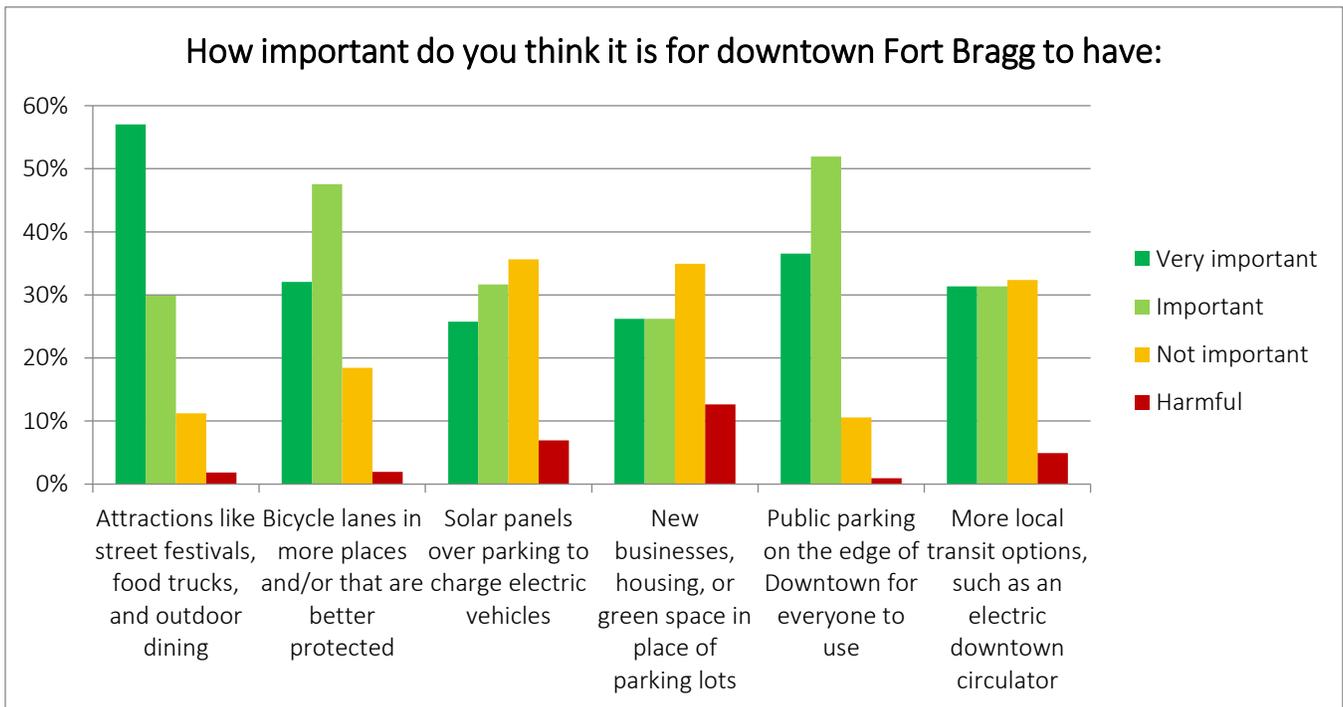
Some of the questions provided participants with the opportunity to share their priorities for Downtown Fort Bragg, including what kinds of things they would like to see, which transportation modes they believed should be prioritized, and how they think curb space should be used.

Improvements Desired

Knowing what community members think is important can help inform policy and funding decisions. As shown in Figure 6, survey respondents had the option to rate various strategies as very important, important, not important, or harmful. Survey takers were generally supportive of all improvement options, but some ideas were more popular than others.

- Attractions were most likely (57 percent) to be considered “very important.”
- Public parking on outskirts most likely (88 percent) to be seen as *either* important or very important.
- Having local transit options was also highly considered (63 percent) important or very important.
- The majority (52 percent) support repurposing parking lots to become businesses, housing, or green space, although 13 percent of survey takers also believed this would be harmful.

Figure 6: Importance of Various Downtown Improvements to Survey Participants



Source: Walker Consultants, 2023.

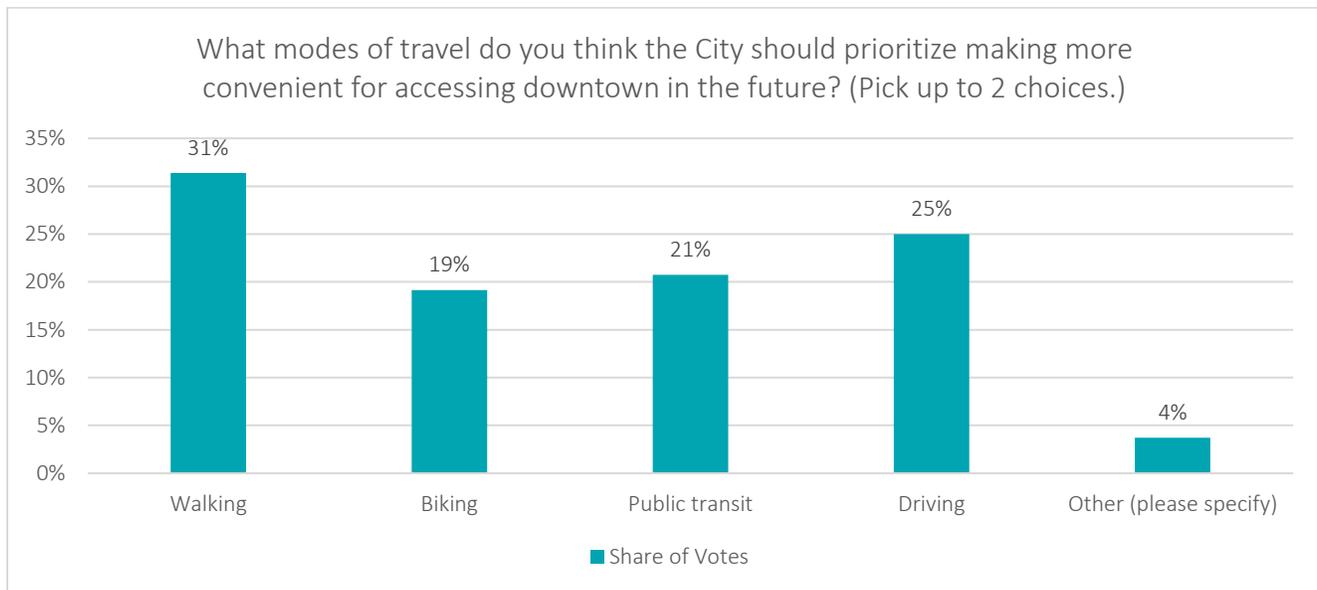
Transportation Modes

Driving and parking is the most common way of accessing downtown Fort Bragg. Some people may believe that the prevalence of driving reveals it to be most people’s preferred mode of travel, and as such should continue to be prioritized for policy decisions and resource allocation. Others may believe that more sustainable modes of transportation should be prioritized so that they have a chance to become more attractive alternatives.

As shown in Figure 7, survey respondents were asked to select two modes of travel that they thought should be prioritized to be made more convenient for accessing downtown Fort Bragg in the future. The results were relatively evenly split. Walking was the most popular answer choice. Driving was the second-most popular, but interestingly, the majority of respondents (56 percent) selected two modes other than driving.

Ideas shared by those who selected “other” included local shuttles, parking, and benches for pedestrians. Other comments were that the current mix of options seemed fine, that there were far more important issues, and that improving access would not matter until vacant shops were reopened.

Figure 7: Transportation Mode Priorities



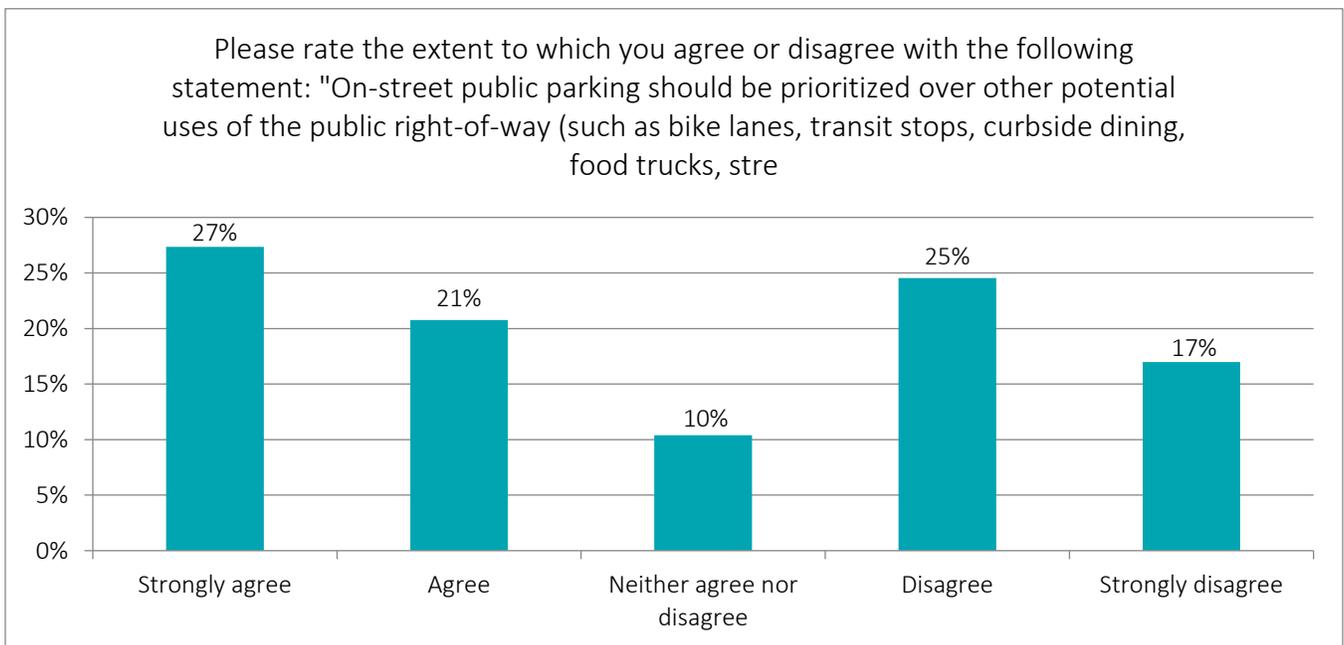
Source: Walker Consultants, 2023.

Use of Curb Space

The curb is a valuable public asset, and while many communities default to using the vast majority of this public space to provide access to free parking, some are exploring alternative uses of the curb—including bike lanes, transit stops, curbside dining, food trucks, street fairs, commercial delivery, etc.—even in the busiest areas and/or at the busiest times.

When asked whether they agreed that parking should be prioritized over these other potential uses, respondents were fairly evenly split, as shown in Figure 8. Forty-eight percent agreed or strongly agreed, 42 percent disagreed or strongly disagreed, and the rest were neutral.

Figure 8: Curb Space Priorities



Source: Walker Consultants, 2023.

Opinions on Potential Access Improvement Strategies

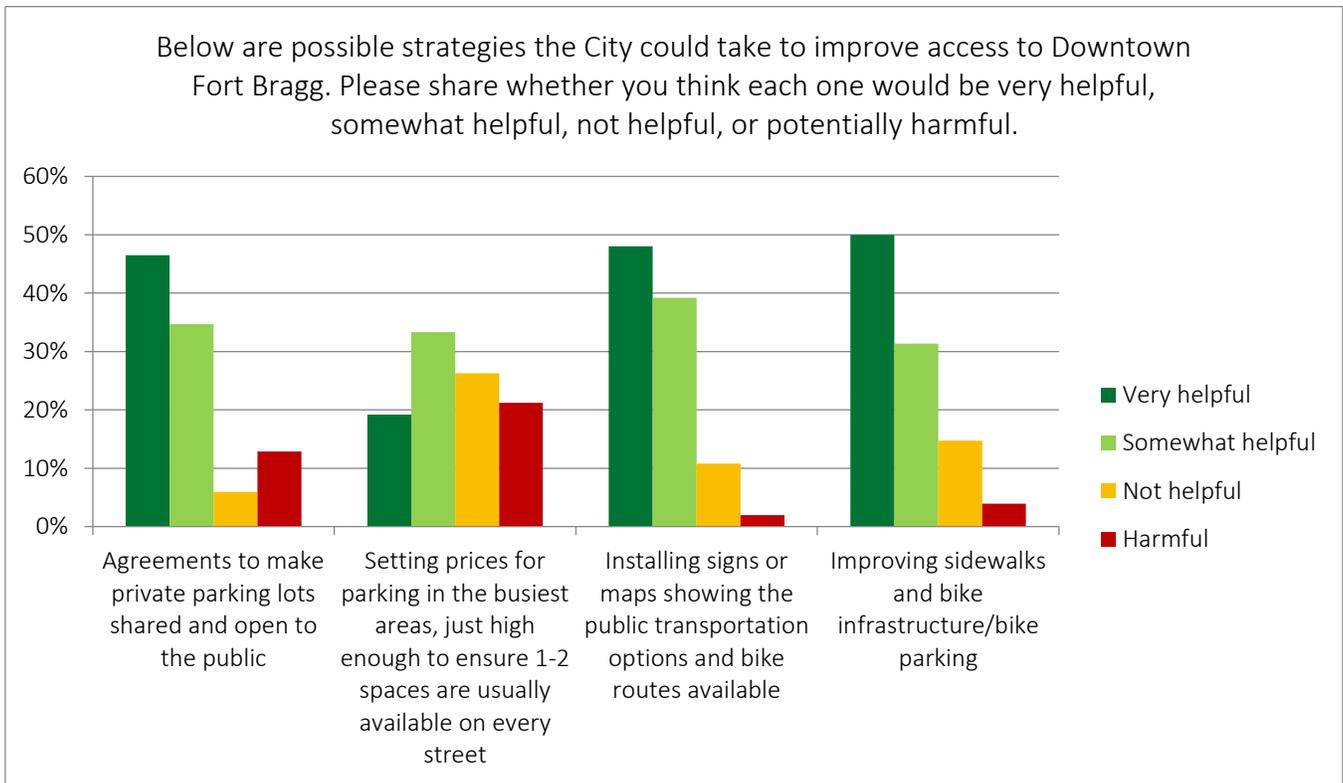
In addition to sharing their general experiences and priorities, participants were invited to weigh in on several strategies that could potentially improve access to downtown Fort Bragg. Survey respondents had the option to rate each strategy as very helpful, somewhat helpful, not helpful, or harmful. On average, each strategy was considered at least somewhat helpful.

The share of respondents selecting either “very helpful” or “somewhat helpful” for each are as follows:

- Increasing parking supply through shared parking agreements – 81%
- Increasing availability of convenient parking through demand-based pricing – 53%
- Installing signs and maps showing available transit options and bike routes – 87%
- Improving sidewalks, bike infrastructure, and bike parking – 81%

The full results are displayed in Figure 9 below.

Figure 9: Opinions on Potential Access Improvement Strategies



Source: Walker Consultants, 2023.

Community Town Hall

Event Description

The Walker team and the City of Fort Bragg hosted a “Community Town Hall” meeting on Thursday, August 17th from 9:00 a.m. to approximately 10:30 a.m. The purpose of this event was to introduce the project and study goals to interested stakeholders from the community, share initial impressions, understand people’s experiences accessing Downtown Fort Bragg, and gather feedback and ideas to inform potential strategy recommendations.

Photo of Community Town Hall Event



Source: Walker Consultants, 2023.

Attendees had opportunities to share their experiences, priorities, and ideas both verbally and with their cell phones via the interactive presentation software Mentimeter, which presented question responses and feedback to the audience in real-time. The full presentation and results are included in Sub-Appendix B2. Approximately 20 community members attended the meeting, most of whom engaged with the Mentimeter platform. Mentimeter results showed most participants reported coming to Downtown Fort Bragg daily, and the remainder reported coming weekly. At least one attendee lived downtown, 11 lived elsewhere in Fort Bragg, four lived outside of the City boundaries, and eight people worked in or owned a business in the downtown area. Findings related to the attendees’ travel habits, priorities, and ideas for improving access to Downtown Fort Bragg are summarized below.

Findings

The Mentimeter platform included multiple question formats, including multiple-choice questions, sliding scale questions that allowed participants to indicate their level of support for potential strategies and options, and opportunities for open-ended feedback. Participants also offered verbal comments throughout and after the presentation, which were documented (see Sub-Appendix B3) and later grouped by topic. This report organizes all feedback by topic, grouping verbal comments and open-ended Mentimeter responses together. Verbal comments

are paraphrased, while the Mentimeter responses are included verbatim, as indicated with quotation marks. Key topics from the Community Town Hall included on- and off-street parking, multimodal transportation access, EV ownership and charging, and tourism and economic development.

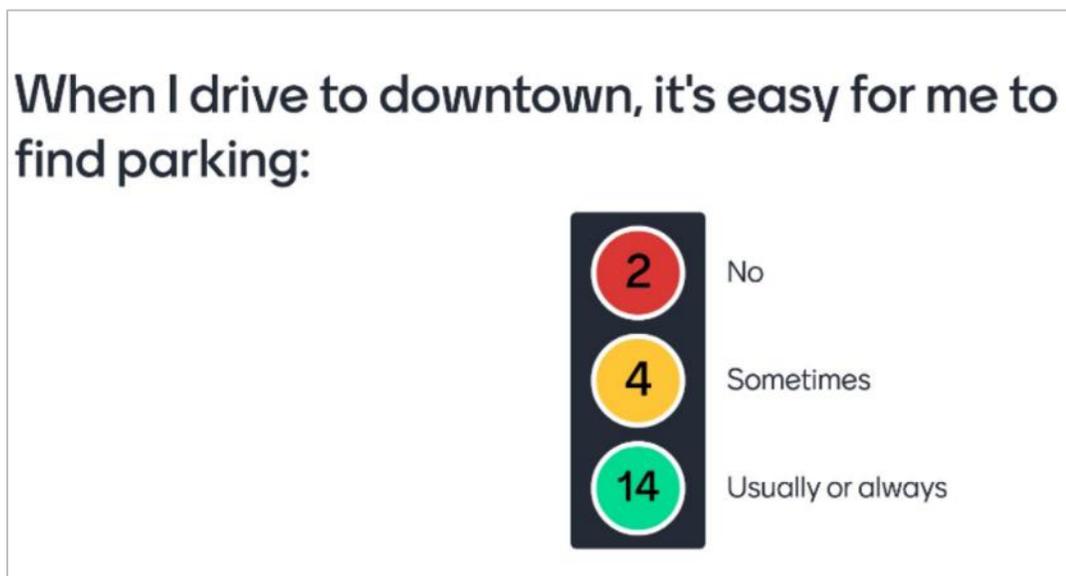
Downtown Parking

Perceptions of Parking Difficulties

While attendees shared many insights and ideas for improving parking in Fort Bragg, overall, most attendees did not seem to think Downtown Fort Bragg had any serious issues related to parking management or believe that improving parking availability should be a top priority for the City. The Mentimeter results showed that most attendees usually or always find it easy to find parking in Downtown Fort Bragg (see Figure 10). Results were:

- Usually or always – 70%
- Sometimes – 20%
- No – 10%

Figure 10: Ease of Finding Downtown Parking Reported by Community Town Hall Attendees



Source: Walker Consultants/Mentimeter Platform, 2023.

Increasing the Public Parking Supply

Although most attendees reported that it was usually or always easy to find parking downtown, a few verbal or open-ended Mentimeter comments suggested that the City should lease, purchase, or develop additional parking facilities to increase the supply of public parking downtown. These comments included:

- Acquiring a new parking lot would help the downtown.
- Public parking lots could be an asset during festivals and events.
- “We need what we already have. We need to develop more parking. City buys lots? Laurel could be people only? Shuttles. Teach visitors where to park.”

- “More parking lots close to downtown. Do not take away any parking that already exists.”
- “Parking on mill site.”
- “City buy land for parking.”
- The City should consider parking easements at underutilized lots to increase public parking supply.

Overall, interest in the idea of purchasing or developing new parking was relatively low, but a more broadly supported strategy to increase the supply of public parking was the idea of *developing agreements to make private parking shared and open to the public*. In fact, out of five potential strategies for improving access to the Downtown, this was the most-supported option chosen by Mentimeter participants (see Figure 11).

Figure 11: Community Town Hall Attendee Support for Downtown Access Strategies



Source: Walker Consultants/Mentimeter Platform, 2023.

District Parking

The project team explained the idea of “district parking” to meeting attendees. As shown in Figure 12, district parking contrasts with on-site parking in that vehicle parking facilities may be more concentrated, open to anyone visiting the area, and a short walk away from multiple destinations. The system becomes more efficient when parking is shared, and fewer spaces can accommodate the same demand. Because of this efficiency, district parking allows some spaces to be dedicated to other uses, such as outdoor dining or bicycle parking, enhancing the pedestrian environment and potentially improving both aesthetics and safety.

Figure 12: District Parking Image from Community Town Hall Presentation



Source: Walker Consultants, 2023.

Via Mentimeter, attendees shared who they thought would be the most appropriate target users for district parking facilities. On average, district parking was supported for all user types, but it was deemed especially appropriate for **downtown employees**. Encouraging downtown employees and residents who are familiar with the area to park in concentrated parking areas and walk to their destinations can help improve the availability of curbside parking for visitors who may be less familiar with the area and for short-term parkers stopping for a quick purchase or errand.

A subsequent but related Mentimeter question asked participants the extent to which they supported the idea that *some* street parking downtown could be used for other purposes. *On average, attendees supported the idea of allowing some curbside space to be used for bicycle lanes, bike parking, outdoor dining, and food trucks.*

Several verbal comments and open-ended Mentimeter comments supported a District Parking strategy, including:

- The City should limit downtown parking to promote walking and support businesses.
- Many people who park stay a long time; they could park at the edges of the downtown.
- “City needs to somehow ask downtown merchants/employees to not park right downtown, where customers need to park.”
- Having plug-in charging in peripheral lots could encourage employees to park a few blocks from work.
- “Signage to where parking is.”
- “Parking lots on the North (industrial area) and South (Hwy 20) of town.”
- “Complete Streets. Parking on outskirts of district, better street lighting to parking areas, incentivizing employees to park on district boundaries, multi-modal transportation facilities.”

District parking works best when most parking is concentrated in off-street locations, while a few convenient on-street spaces also remain available for those who need them.

It was noted that some off-street parking spaces were already sitting empty much of the time, and meeting attendees generally understood that new parking facilities on the outskirts of downtown would not help improve availability in the core area. Instead, people highlighted opportunities for the City to improve parking availability by

using the existing parking supply more efficiently. This includes support for developing agreements to make private parking lots publicly accessible, but also for increasing awareness and use of the off-street facilities.

A common desire was for the City to incentivize long-term parkers to park on the outskirts of downtown, to improve the availability of the convenient on-street parking spaces for tourists and customers making a quick trip. Attendees had a variety of ideas for how to manage demand for prime parking spaces and nudge long-term parkers into public off-street facilities, including:

- Installing parking meters for the most convenient on-street parking spaces.
- Enforcing parking time limits and regulations more strictly.
- Improving signage showing the locations of off-street parking facilities.
- Installing EV chargers in peripheral parking lots.
- Focusing on communications that encourage downtown employees to park in peripheral locations.
- Providing a shuttle connecting peripheral parking facilities with the core downtown area.

Fully Utilized On-Street Parking Downtown



Source: Walker Consultants, 2023.

Many of these ideas are analyzed in further detail in the “Strategies and Actions” section of the report. The attendees did provide more detailed comments related to parking enforcement, including the following:

- The City should discourage long-term RV parking downtown.
- Current two-hour parking regulations are not enforced strictly.
- Different time limits, such as 30-minute or 3-hour spaces, could be helpful for different areas.
- First offenders for parking violations could be given a warning.
- There may be practical constraints to hiring parking enforcement personnel.

Multimodal Transportation

While much of the conversation focused on access via driving and parking, and solo driving was reported as the most common way attendees currently accessed downtown, many people shared a vision in which tourists and local residents alike could also conveniently and safely get to and around Downtown Fort Bragg by other modes of transportation, including walking, biking, public transit, or shuttles. Their open-ended feedback and verbal comments included the following:

- “Improve pedestrian experience and streetscape”
- “Complete Streets [...] multi-modal transportation facilities.”
- People would appreciate dedicated bike lanes, or bike share so people could borrow bikes.
- The City should address the safety concerns people have about walking late at night.
- “Pedestrian-only downtown. Lots of restaurants and stores and vegetation. Shuttlebus from external parking.”
- “If you want a walking downtown, let pedestrians know where they should go. It isn’t clear where visitors should go (beyond a couple blocks).”

- “Park outside of town. Use transit!”
- “Trams & use of flat space”
- “Weekend/event bus transport from external parking”
- “Laurel could be people only? Shuttles. Teach visitors where to park.”
- “Our transit can facilitate carpooling to town.”
- “Grant funded transit.”
- “Multi-modal transportation facilities.”
- The City should consider an attractive and fun electric shuttle bus for tourists and employees.

When asked which strategies they would support for improving access to downtown, on average, the attendees expressed support for multi-modal transportation improvements, including “improve sidewalks and bikeways” and “a downtown circulator bus” (see Figure 13).

Figure 13: Access Strategies Supported by Community Town Hall Attendees

What strategies would you support to improve access to Downtown?



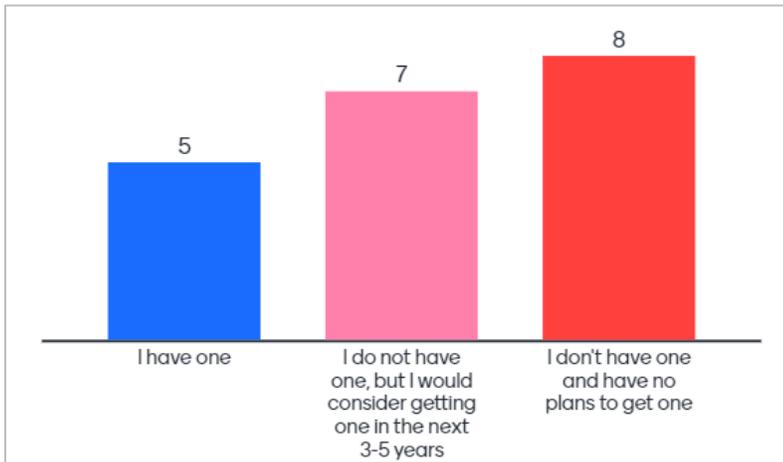
Source: Walker Consultants/Mentimeter Platform, 2023.

Additionally, when given the chance to share via Mentimeter the extent to which they would or would not support various alternative uses of curb space, “bicycle lanes and bike parking” was the most-supported option. On average, the community members present at the meeting supported repurposing some downtown street parking for this use. The attendees’ focus on prioritizing access for non-driving transportation modes aligns with the priorities expressed by attendees at the Farmers’ Market booth and survey participants.

EV Ownership and Charging

As electric vehicles (EVs) become more common, the City’s plan for the future of downtown may include consideration for EV parking and charging. Attendees were asked whether they currently own or would consider purchasing one. As shown in Figure 14, five people reported owning an EV, seven answered that they would consider purchasing one in the future, and eight reported that they did not own or have plans to purchase an EV.

Figure 14: Electric Vehicle (EV) Ownership Reported by Community Town Hall Attendees

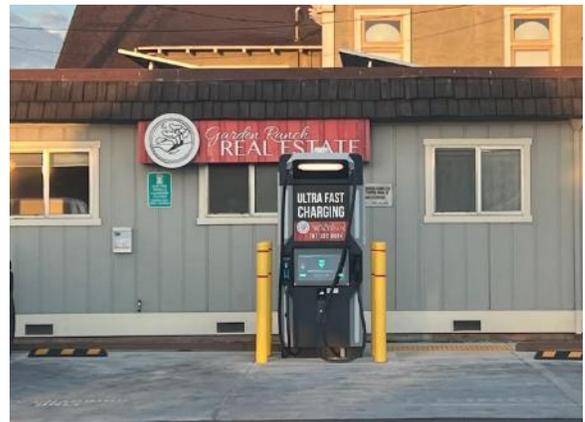


Source: Walker Consultants/Mentimeter Platform, 2023.

Despite their relatively high rate of EV ownership or potential ownership, when asked what strategies they would support for improving access to downtown, on average, the attendees did *not* support “more electric vehicle charging locations.” Verbal comments related to EVs included the following:

- Downtown EV charging spaces may be occupied too long or left empty. Other charging locations might make more sense.
- It is important that the City consider whether public EV charging spaces generate revenue to offset the costs.

EV Charging Station in Private Downtown Lot



Source: Walker Consultants, 2023.

When asked to share any locations where they thought EV charging would be useful for the community, attendees offered the following feedback:

- “Outskirts. At least two blocks or more from the CBD.”
- “Outside of downtown”
- “Downtown not recommended”
- “Motels, grocery stores, a couple at each parking lot at edge of town.”
- “Put charging on the outskirts and in longer term lots”
- “All public buildings such as grocery, hospitals, schools. The Mill Site coast trail is perfect for hikers.”
- “Boatyard shopping center, Safeway, City Hall”
- “The Police Department lot and any new centralized parking lots”
- “Curbside charging on the edges of CDB.”
- “Lots. Not curbs. Existing vacant lots that could be turned into lots plus EV stations. Old gas station lot could be parking.”

- “A few in parking lots.”
- “Everywhere and induction pads”
- “Coastal Trail, Highway 1, Skunk Train parking lot”
- “Different strategy for EV charging for locals vs. tourists.”

These responses show that although attendees did not all support the idea of providing EV charging spaces *in* the downtown, they did think EV charging stations would be helpful for the community on the outskirts of downtown or in other locations.

Tourism and Economic Development Considerations

Downtown Fort Bragg is an important commercial center of the City, and any plans for transportation access should also consider the effect on local businesses.

Some attendees were concerned with attracting tourists and suggested strategies related to creating a more attractive pedestrian environment. Others were concerned with ensuring convenient parking would be available for those wanting to make a quick purchase, so potential customers did not take their business elsewhere.

Comments related to local businesses included the following:

- Focus on making Highway 1 enticing so visitors stop in Fort Bragg.
- Shutting down blocks for outdoor dining, even if temporary, can attract visitors.
 - Outdoor dining could be non-permanent. Structures could have removable covers.
 - Some owners may have concerns non-customers would use curbside outdoor dining spaces.
 - “European public square paradigm. Mexican side street paradigm.”
 - “Pedestrian-only downtown. Lots of restaurants and stores and vegetation. Shuttlebus from external parking.”
- Potential visitors who can’t find parking downtown may go elsewhere.
 - Residents in the outskirts of Fort Bragg may order online or take their business elsewhere if parking is not convenient.
 - “Grab-and-go” businesses like coffee shops require convenient parking; their customers are unlikely to take the bus.
- The City should limit downtown parking to promote walking and support businesses.

Street Closure for Farmers’ Market



Source: Walker Consultants, 2023.

On average, Community Town Hall attendees also supported allowing some street parking downtown to be used for outdoor dining or food trucks. Repurposing street parking for loading and deliveries, however, was, on average, not supported, and it was noted that alleys adequately served most needs for loading and delivery space.

Farmers' Market Outreach Booth

During the site visit, the Walker team held a booth at the Farmers' Market on Wednesday, August 16, from approximately 3:00 pm to 5:00 pm. The purpose of this event was to introduce the project to the wider community, promote the survey, and talk to members of the public about their transportation experiences in and priorities for Downtown Fort Bragg.

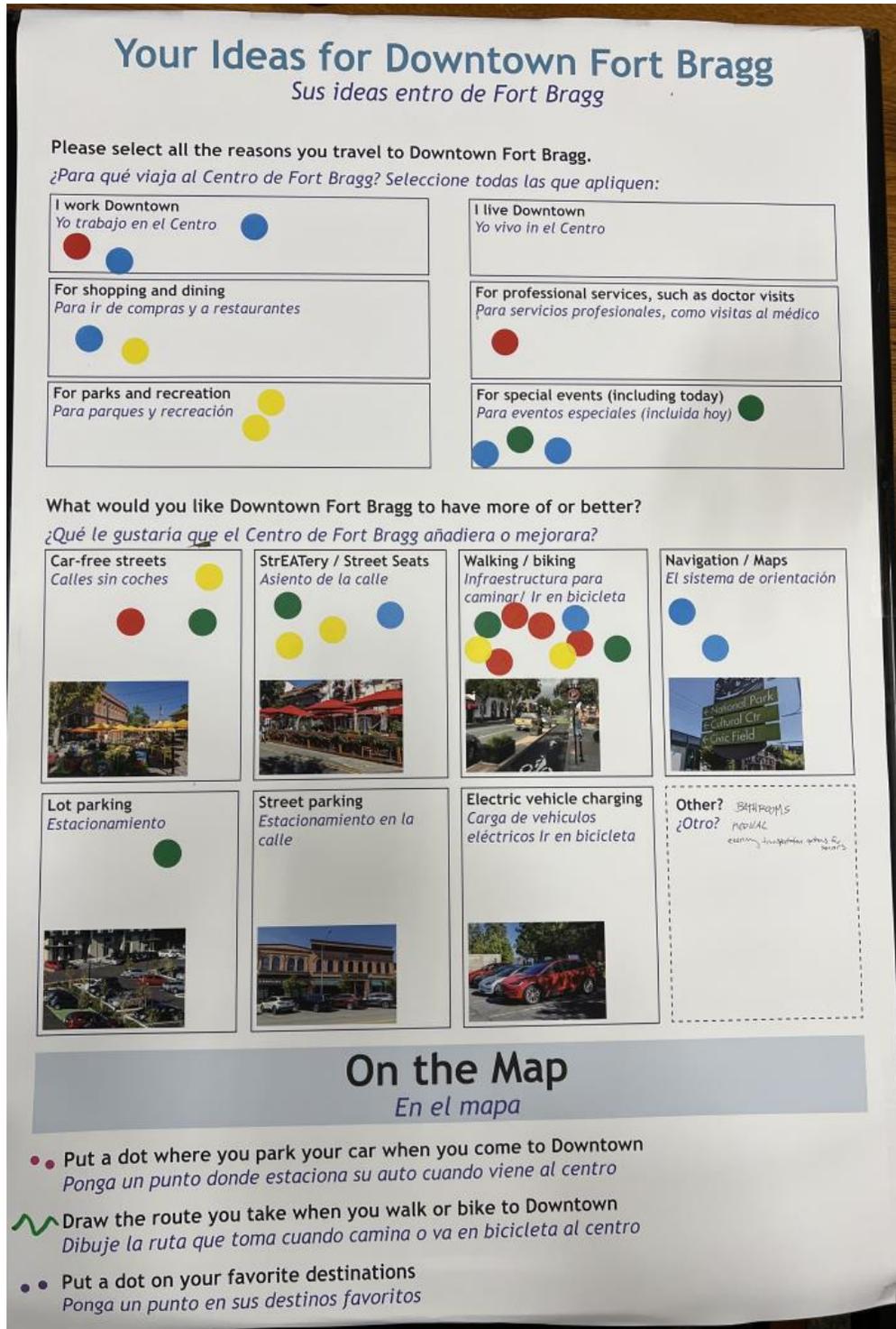
Community members were invited to share their reasons for traveling to Downtown Fort Bragg and what they would like to see more of via dot voting on a poster board (see Figure 15 and Table 1 below). The most desired area of improvement was better infrastructure for walking and biking. Community members were also provided with a large study area map and invited to share their usual parking locations, favorite destinations, and walking or biking route (see Figure 27 below).

Farmers' Market Outreach Booth



Source: Walker Consultants, 2023.

Figure 15: Farmers' Market Outreach Dot Voting Results



Source: Walker Consultants, 2023.

Table 1: Tally of Areas of Improvement Identified via Dot Voting

Desired Area of Improvement	Number of Votes
Walking/biking	9
StrEATery/Street Seats	4
Car-free Streets	3
Navigation/Maps	2
Lot Parking	1
Street Parking	0
Electric Vehicle Charging	0

Source: Walker Consultants, 2023.

Figure 16: Study Area Map Used in Farmers' Market Outreach



Source: Walker Consultants, 2023.

Finally, the Walker team documented verbal feedback from community members who visited the outreach booth, which included the following comments, grouped by theme:

- **Bike Racks (6)**

- More bike racks are needed, especially by City Hall.
- People worry their bikes will be stolen.
- Fort Bragg should remove parking requirements and focus more on bicycle and pedestrian access.
- More bike racks are needed downtown.
- The City should install more bike racks and benches.
- Very dangerous to cross Hare Creek Bridge by bicycle, but important. They would bike far more often if it were safe.

Bicycle Parked at a Street Sign Downtown



Source: Walker Consultants, 2023.

- **Pedestrian Environment (9)**

- Fort Bragg should bring back benches.
- Fort Bragg should remove parking requirements and focus more on bicycle and pedestrian access.
- Cypress Ridge sidewalk connectivity is lacking; it's dangerous on Cypress near the hospital.
- Laurel Street Crossings take up some street parking spaces, maybe not worth it.
- Fort Bragg should close two streets, like Santa Monica.
- The City should install more bike racks and benches.
- New developments/use changes could be required to pay a fee to support sustainable transportation access.
- Downtown needs public restrooms.
- Support for outdoor dining.

Downtown Sidewalk Seating



Source: Walker Consultants, 2023.

- **Shared Mobility (7)**

- There could be a design competition to improve bus stops.
- There should be a bus/trolley to RV parks. Sonoma County has a nice trolley.
- Transit routes (eg., to Ukiah) should provide return trips later in the day.
- The City should not focus on EVs; they are not the right solution (mineral mining, energy, land use).
- The City needs a free shuttle from Downtown to the Noyo Harbor District (which would make it safer for people to drink alcohol).

- There should be more frequent MTA service to the Harbor, especially for the elderly and in the evenings, as many seniors are unable to drive at night. A shuttle would increase their access to movies, restaurants, and evening events.
- Bus service from Ukiah takes 1.5 hours to arrive, allows only a three hour visit, and then is a 1.5 hour return trip. The return trip should be later, so people can stay longer.

- **Parking (6)**

- Don't want huge parking lots.
- Would prefer to see more shops rather than more parking.
- Employees are often running late for work, and it may be hard to get them to park in peripheral lots.
- EV stations in peripheral lots would be a good way to encourage people to park there.
- Purity Supermarket might be willing to sell their parking lot to the City with a lease-back agreement.
- Better signage is necessary; tourists don't know where to go.

Private Downtown Lot with Restricted Access



Source: Walker Consultants, 2023.

Overall, the majority of the input from those who stopped by the project outreach booth at the Farmers' Market centered around prioritizing access, safety, and convenience for modes of transportation other than driving.

Summary of Key Community Outreach Themes

The survey, town hall meeting, and farmers' market outreach addressed several key themes and revealed the following:

- **Walkability:** Community members have a strong desire for an attractive and vibrant pedestrian realm. When asked which modes of travel should be prioritized, walking was the most popular response.
- **Parking:** Most community members do not currently believe parking access is a problem in Fort Bragg. There is some interest in repurposing some on-street or off-street parking for other uses; others would prefer the existing parking supply be preserved or expanded in the future.
 - **Shared parking:** A large majority expressed support for shared parking agreements that could open private spaces for public use.
 - **Paid parking:** A small majority believe demand-based prices for parking would help improve access, although opinions were relatively divided.
 - **New parking lot:** Only the minority of participants think the City should acquire a new parking lot in the future, although opinions were relatively evenly divided.
 - **EV parking:** There is some interest in new public EV parking and charging stations, especially in off-street lots, to encourage long-term parkers who needed to charge their cars to leave convenient parking empty for those making shorter trips.
- **Multi-modal transportation:** Community members expressed a strong interest in improving multi-modal access, and many people indicated they would be more likely to use other modes of transportation if certain improvements were made, such as more convenient and secure bike parking, improved safety of walking and biking routes, or better local transit options.
- **Signage and wayfinding:** Community members believed that improving signage and wayfinding for all modes—showing parking locations, transit options, and walking and biking routes—would be a good way to improve access to the downtown.
- **Economic development:** Community members recognized the importance of developing strategies that would support economic development and attract more visitors to downtown Fort Bragg.

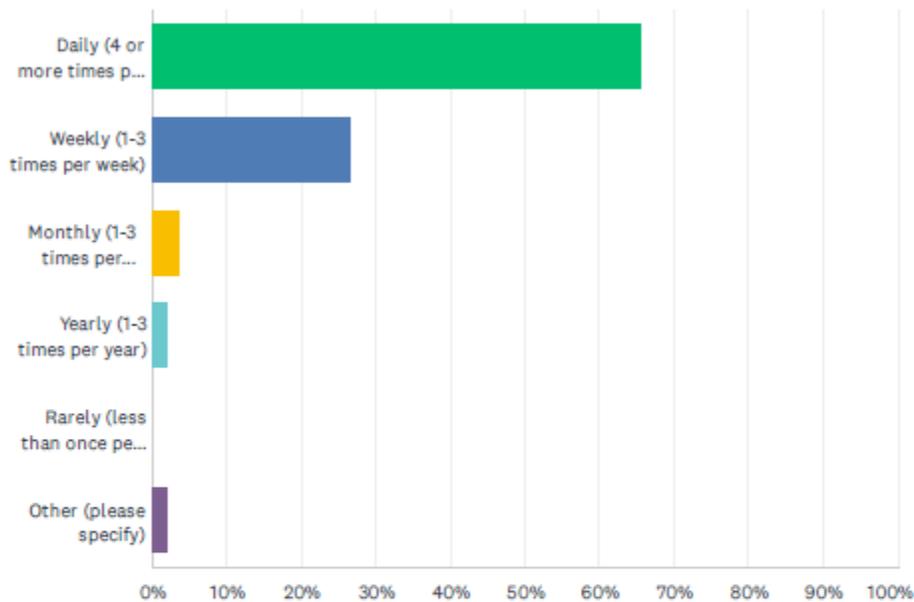
Sub-Appendices

Sub-Appendix A1: Community Survey Results

The complete survey results below have been exported from the SurveyMonkey platform.

Q1 How often do you travel to and from Downtown Fort Bragg?

Answered: 139 Skipped: 1

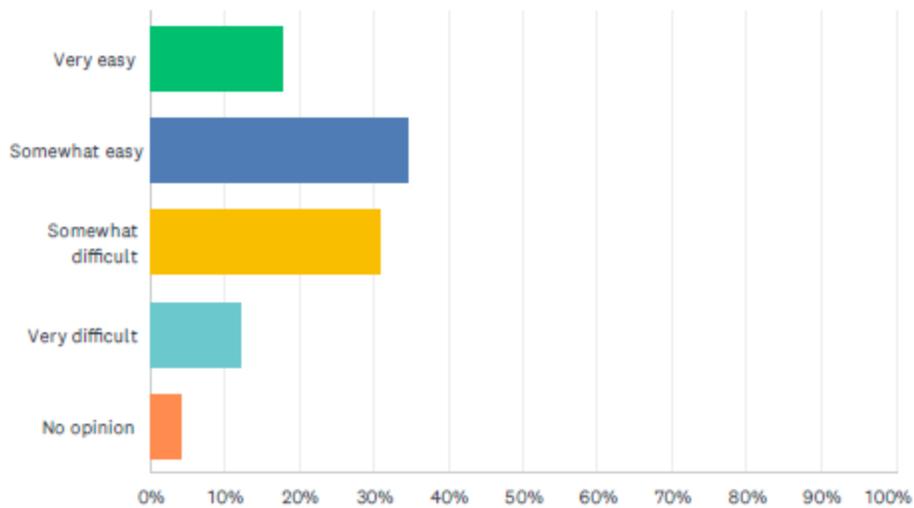


ANSWER CHOICES	RESPONSES	
Daily (4 or more times per week)	65.47%	91
Weekly (1-3 times per week)	26.62%	37
Monthly (1-3 times per month)	3.60%	5
Yearly (1-3 times per year)	2.16%	3
Rarely (less than once per year)	0.00%	0
Other (please specify)	2.16%	3
TOTAL		139

Daily (month of August)
Everyday
Twice a day or more

Q2 On a typical visit, how easy or difficult is it for you to find parking in Downtown Fort Bragg?

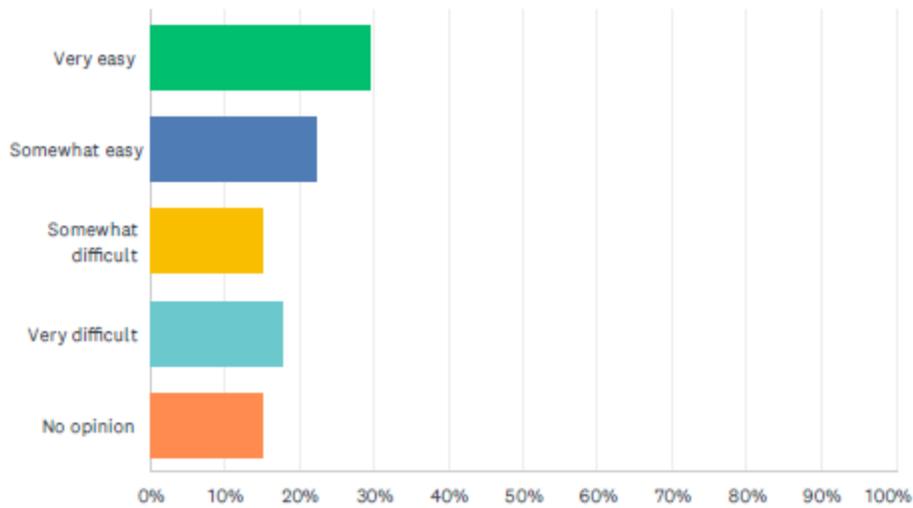
Answered: 139 Skipped: 1



ANSWER CHOICES	RESPONSES
Very easy	17.99% 25
Somewhat easy	34.53% 48
Somewhat difficult	30.94% 43
Very difficult	12.23% 17
No opinion	4.32% 6
TOTAL	139

Q3 How easy or difficult is it for you to walk, bike, or take public transportation to Downtown Fort Bragg?

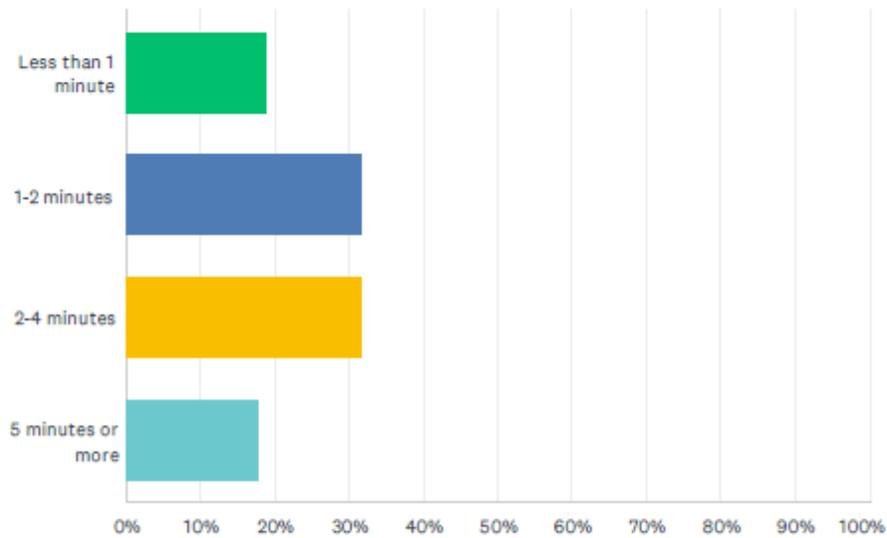
Answered: 139 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very easy	29.50%	41
Somewhat easy	22.30%	31
Somewhat difficult	15.11%	21
Very difficult	17.99%	25
No opinion	15.11%	21
TOTAL		139

Q4 When you visit downtown Fort Bragg, how long do you typically spend looking for parking?

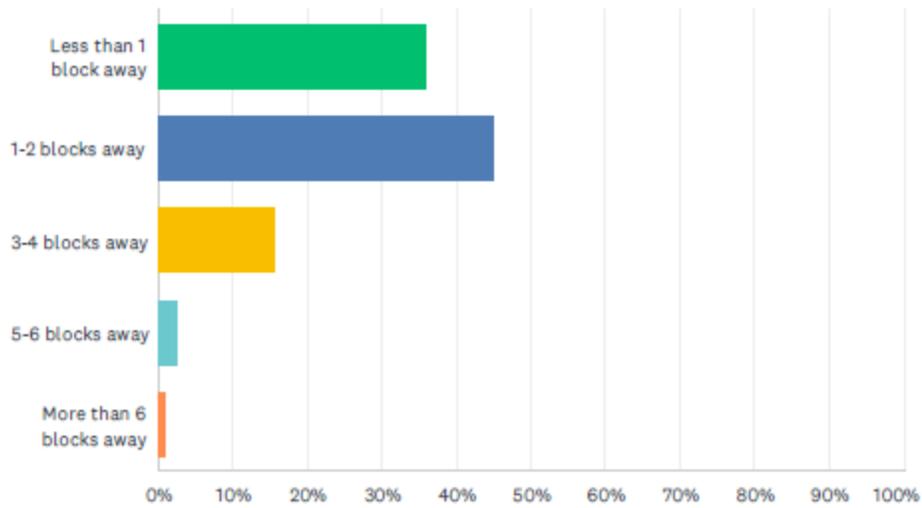
Answered: 123 Skipped: 17



ANSWER CHOICES	RESPONSES	
Less than 1 minute	18.70%	23
1-2 minutes	31.71%	39
2-4 minutes	31.71%	39
5 minutes or more	17.89%	22
TOTAL		123

Q5 When you visit downtown Fort Bragg, how far do you typically park from your destination?

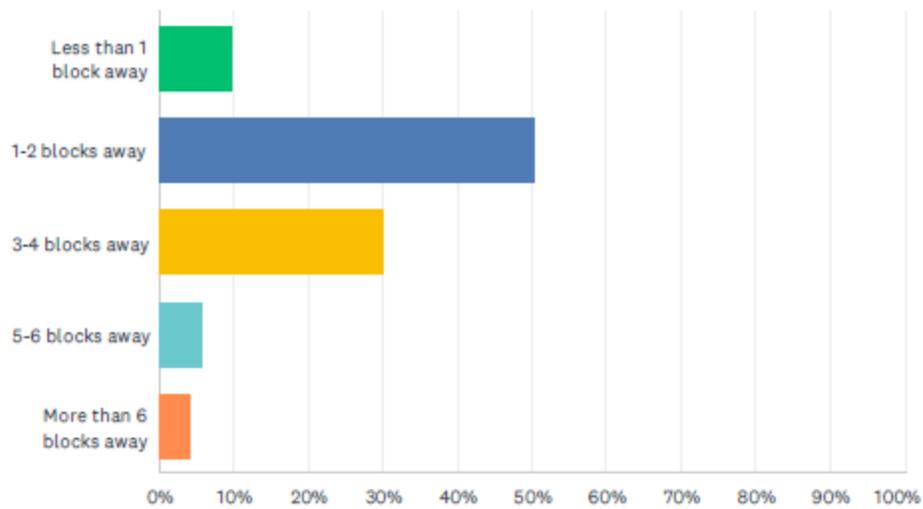
Answered: 122 Skipped: 18



ANSWER CHOICES	RESPONSES	
Less than 1 block away	36.07%	44
1-2 blocks away	45.08%	55
3-4 blocks away	15.57%	19
5-6 blocks away	2.46%	3
More than 6 blocks away	0.82%	1
TOTAL		122

Q6 When you visit downtown Fort Bragg, how far are you willing to park from your destination?

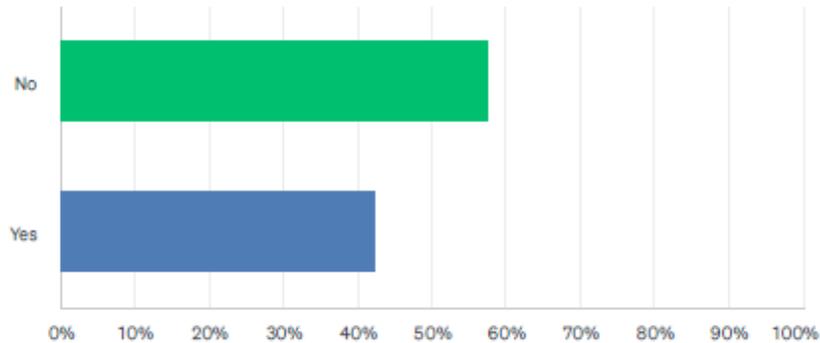
Answered: 123 Skipped: 17



ANSWER CHOICES	RESPONSES	
Less than 1 block away	9.76%	12
1-2 blocks away	50.41%	62
3-4 blocks away	30.08%	37
5-6 blocks away	5.69%	7
More than 6 blocks away	4.07%	5
TOTAL		123

Q7 Have you noticed any private parking lots in or near downtown Fort Bragg that often have empty spaces during times when on-street parking is difficult to find?

Answered: 113 Skipped: 27



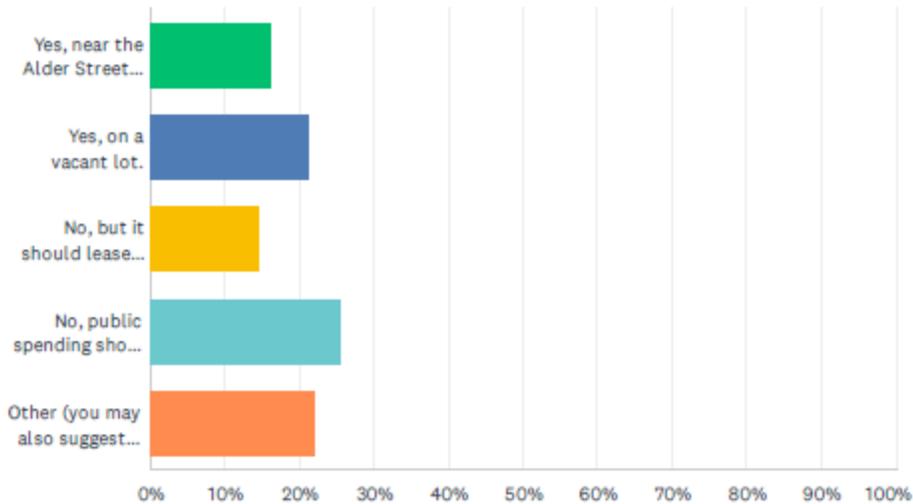
ANSWER CHOICES	RESPONSES	
No	57.52%	65
Yes	42.48%	48
TOTAL		113

Company Store
Across the street from Toscano auto repair, by the Presbyterian church 🏠
Behind city hall, skunk train parking lot, next to masonic hall.
Purity, credit union, skunk train, bank of America, un-signed parking off of Chief celeri
Purity, CFCU (and the one across Franklin, which I've noticed being roped off lately), La Bamba/ Sherer Mann, the one where the farmer's market takes place. Also on your average day lots of street parking on Franklin just north of Laurel.
On Main Street by Taka's
Never see private lots!
Parking lot behind Brewery, off of Main
City hall
Coast Hardware, Purity Supermarket
Lot by city hall, skunk train lot, south purity lot
Behind Scherer Mann, next to the yellow house remodeled by Matson, PG&E
Coast hardware
Small ones with alley access, such as at the brewery, and Purity market.
Credit Union parking lot, Amerigas, PG&E

Well House
Banks
Wellhouse West
Company Store parking lot, Skunk Train Parking Lot, Businesses parking lot when they're closed but their signs said for business parking only or towed away.
City hall parking lot; Skunk parking lot (either full or empty, mostly empty excluding summer peak hours).
The main parking lots downtown are often full, particularly around the train
Coast to Coast, Well House West, old Bof A Building 200 block N Main St, PG &E parking lot, purity market, city hall back lot
First Baptist Church @ Pine St. at Franklin-- used by a few folks going to Farmers Market on Wednesday afternoon.
True value
Pg&e
Footlighters, sears, well house west, Coast hardware, old bank of america
Behind company store, skunk train lot
The lot behind the old shell gass station, next to the Piaci lot.
Skunk parking area
Well house west, coast hardware,
Skunk Train Parking Lot
northwest corner of Franklin and Redwood
Coast Hardware
Purity, union lumber store, skunk train
Not aware of private lots
If they're private, why worry about them. They might be for residents of nearby buildings.
its private for a reason, not to be filled up with other employees
I know where to park so mostly I can find parking but not lately downtown during the day.
Skunk Train lot/between the brewery building and the Skunk Train
1st Community Credit Union
Purity Market, Community Bank, Old B of A building

Q8 Should the City purchase a new public parking lot to serve the downtown?

Answered: 117 Skipped: 23



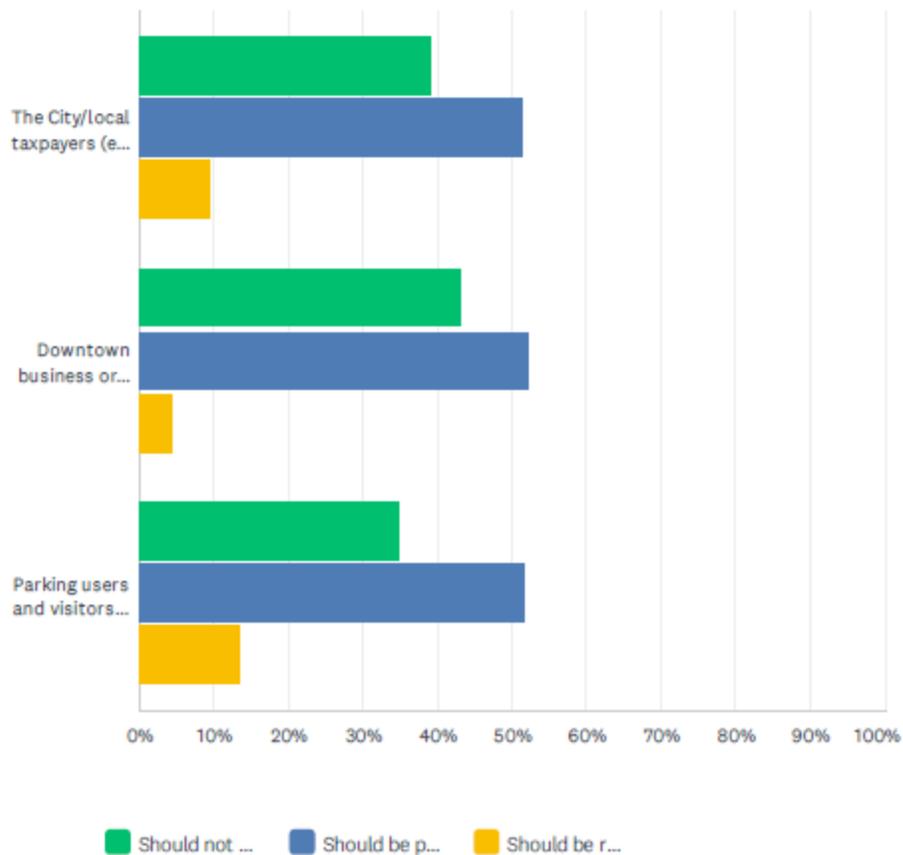
ANSWER CHOICES	RESPONSES
Yes, near the Alder Street Trailhead.	16.24% 19
Yes, on a vacant lot.	21.37% 25
No, but it should lease underused spaces from existing businesses so existing parking is used more efficiently.	14.53% 17
No, public spending should prioritize infrastructure for more sustainable modes of transportation (like walking and biking).	25.64% 30
Other (you may also suggest a specific parking lot location below)	22.22% 26
TOTAL	117

I think it's a little more difficult to find parking in the summer, with all the tourists in town. I think it would be an unnecessary expense to create more parking spaces; it would be better to use the resources to improve Franklin Street.
Having grown up in a major metropolis, I am used to having to park a ways from my destination and walk.
Yes, on Vacant lot or turn burned down building on Main St. into parking lot/parking garage. Parking should be near redwood or laurel.
Farmer's market should not be on Franklin Street, it takes the needed parking downtown needed during the week.
My house is close entirely to walk to most of downtown for things like eating out for shopping I tend to go places with their own lots.
No to purchase or leases. Instead more focus should be on maintenance of buildings and creating events/places to visit for locals and visitors

Bus system should run from Ukiah to Fort Bragg later and vice versa to allow for workers to utilize public transit and visitors to stay long especially during summer and holidays.
No. Fix the streets
People should not be using private parking lots unless they are going to that business, that owner is paying taxes and insurance on it. Unless the city wants to pay those bills for them.
Enhanced MTA electric shuttle throughout town would be a better use of funds.
we need pull through rv parking to get them off our streets blocking views of businesses. perhaps by alder
Open the lot by city hall on the weekends
I believe Main St Highway 1 should only be 2 lane . I lane each direction. The traffic moves too fast to be safe especially when drivers don't merger properly. Maybe there could be diagonal parking and provide a few more spaces. People in Fort Bragg won't park and walk a block. If they can't find a space they just won't shop.
Near Alder would be good but so would the lot at Redwood and Franklin. Not many spaces but if workers parked there then street spaces would be open to the public.
No. Fix the streets so it doesn't damage my car!
You guys need to get out more! Parking and transportation "issues" here are a non-issue. Focus on more important things like crime, drugs and gangs!!!!
There's an empty lot across and north of City Hall and others scattered nearby.
Take a larger view!! Keep cars parking for several hours OUT OF TOWN. Get 2 lots: one barely north of Airport Rd. & Hotels (ie industrial area), One South, very near Hwy 20 & Hwy 1 (ie behind Boatyard Ctr/trailer park/McDonalds).
Bus Dist staff (& others)park & ride electric busses. Then busses have various short routes to & from hotels, to: Downtown, and farther; beaches, Mendocino etc. Install "pay w plastic" parking meters in town! Locals could purchase bus & parking "Gift Cards" at greatly discounted rates, so tourism would fund a greater portion of the ride, and staff would pay a reduced rate to park near their workplace on those occasions when they have to deliver etc.
NO
Private cars and truck transportation is a big contributor to the Climate Crisis. I usually ride a bike to and from downtown Ft. Bragg from up by Pudding Creek Beach. The vast majority of the survey questions are for people driving cars and trucks. Prioritize more walking, biking, and bus riding.
Preserve what we have. Make no "improvements" that remove public parking in the downtown.
mark the spaces on the streets so cars won't be so spread out. could do diagonal but franklin is too narrow. Works great on Laurel
Enforce the street parking limits
Alder St is kind of far away for people with mobility issues.
I like the 4th option "public spending should prioritize infrastructure for walking" and want to use this space to advocate that you permanently close to cars the main block of Laurel, Franklin and Redwood so that only pedestrians can use those roads. If you needed to keep Redwood open I would understand that, but at least close a block of Laurel and Franklin, it will lose parking but the gain to the social atmosphere will be wonderful. You can see the positive energy during events when it is closed, and it could grow into so much more happening on those roads than parking. It could be gardens, outdoor seating, so much.
Yes Vacant lot set aside & yes Purity Market lease.

Q9 If additional downtown parking is developed, how responsible should each group be for the cost of providing it?

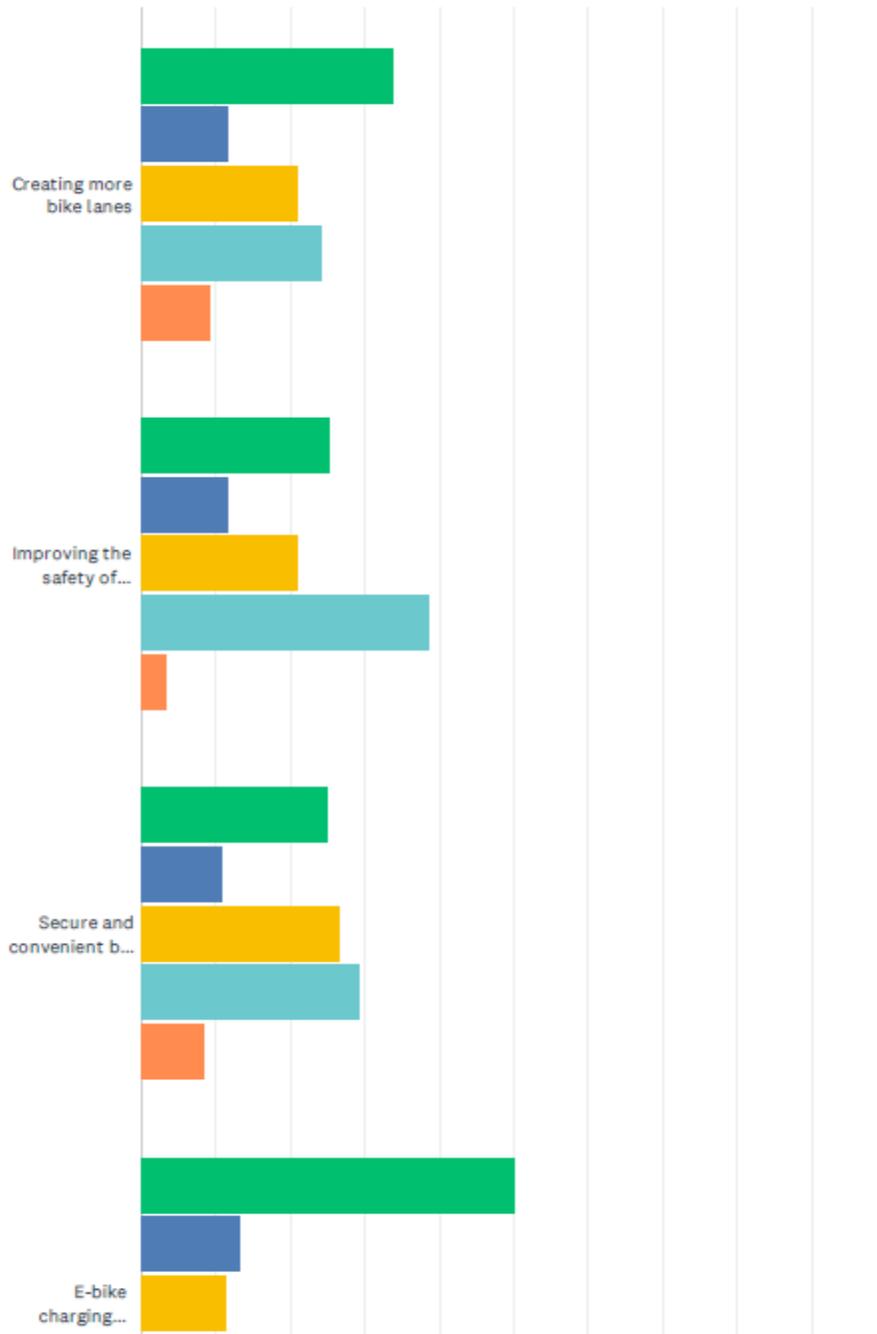
Answered: 119 Skipped: 21

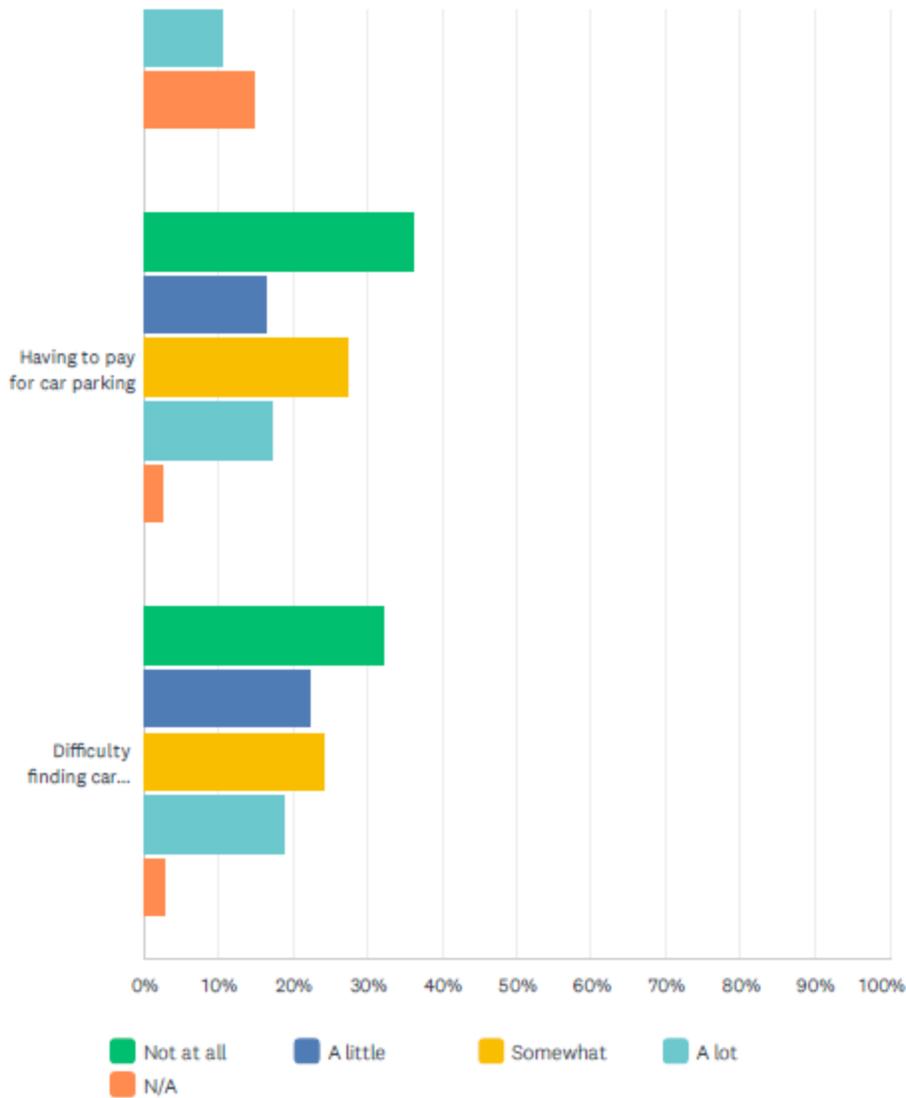


	SHOULD NOT HAVE TO PAY	SHOULD BE PARTIALLY RESPONSIBLE FOR COSTS	SHOULD BE RESPONSIBLE FOR THE ENTIRE COST	TOTAL
The City/local taxpayers (even though not all residents drive downtown, and non-residents also drive and park)	39.32% 46	51.28% 60	9.40% 11	117
Downtown business or property owners (even though fees may discourage some new businesses)	43.36% 49	52.21% 59	4.42% 5	113
Parking users and visitors (even though paid parking fees may discourage some people from visiting)	34.75% 41	51.69% 61	13.56% 16	118

Q10 How much would each of the following increase the likelihood that you choose to bike or walk to and from downtown?

Answered: 120 Skipped: 20





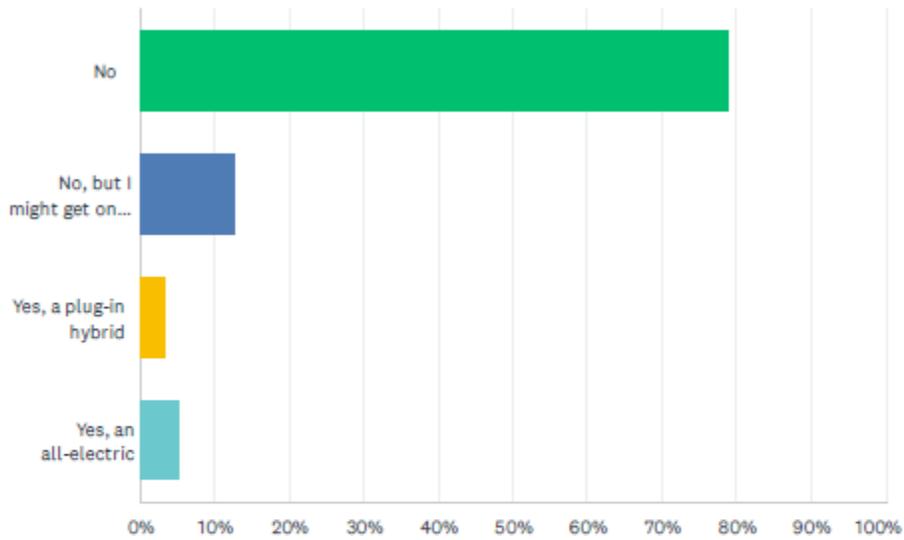
	NOT AT ALL	A LITTLE	SOMEWHAT	A LOT	N/A	TOTAL	WEIGHTED AVERAGE
Creating more bike lanes	33.61% 40	11.76% 14	21.01% 25	24.37% 29	9.24% 11	119	1.40
Improving the safety of existing bike lanes and pedestrian routes	25.21% 30	11.76% 14	21.01% 25	38.66% 46	3.36% 4	119	1.76
Secure and convenient bike parking	25.00% 30	10.83% 13	26.67% 32	29.17% 35	8.33% 10	120	1.65
E-bike charging lockers	50.00% 57	13.16% 15	11.40% 13	10.53% 12	14.91% 17	114	0.79
Having to pay for car parking	36.21% 42	16.38% 19	27.59% 32	17.24% 20	2.59% 3	116	1.27
Difficulty finding car parking near my destination	32.14% 36	22.32% 25	24.11% 27	18.75% 21	2.68% 3	112	1.30

I live far enough from town that biking or walking is not an easy or safe option. I wouldn't mind parking and walking a few blocks on some occasions, but frequent wet weather is a deterrent.
not living so far from downtown
Parking just does not seem like a real problem. If overnight parking is a problem, ban it exc for those with permits bc they live downtown. Or allow 4 hour parking (but unlimited for downtown residents). Spending city money on parking seems silly to me, and any fuss about parking a solution looking for a problem.
It is particularly difficult to ride bikes on Franklin Street since it was narrowed to expand with width of the sidewalks .
I would just as soon walk. I hate driving down town. The only time I drive near down town is to go to Purity or the post office.
Choosing to walk or bike aren't options for the elderly or those with physical disabilities that aren't great enough to warrant a blue placard. Making them pay for parking when they have no other option is unfair.
There is barely enough room for cars! Where are you putting a bike lane??
We need more handicapped spaces
Downtown businesses are local taxpayers so having both local taxpayers/City and downtown businesses partially pay for parking lots would duplicate the burden on local businesses.
I live north of town. Hwy 1 is not safe for walking or biking to town. If there were a North of Town parking lot I would use it, then take a shuttle into town and enjoy walking, taking in all the benefits of our Coastal beauty & clean air! I'd probably notice & go into shops I've never been in before because they were not my intended destination.
I am in a wheelchair so i have to park. biking & public transportation is not an option for me.
Bike parking is minimum and sparse. But I still manage.
I imagine that when young people of 2040 look back at the adults of the earlier part of this century, including the 2020s, they will think we were extremely selfish to drive private vehicles so much.
It can be difficult, loud, and unpleasant walking to downtown from the south on Hwy 1. No protection north of the bridge on ocean side.
You can't easily get both more parking & more bike lanes. Instead, don't put bike lanes everywhere. Have a few primary bike routes with well protected lanes. Riders then get close to their final destination via the primary bike routes they can the finish on regular streets.
Food trucks offer a nice option for businesses who can't pull off a kitchen. It is good to encourage them, but they can make it difficult on streets & bike paths.
Consider whether you're making bike paths for local kids, all locals, or Hwy 1 riders since the routing, size, and such will vary a lot. Perhaps Caltrans will help.
Can you use parking more what was done for Carnival and Jamboree?
Access to the coastal trail for pedestrians is really flawed at Cypress. Glass Beach car parking is too crowded. Alder Street access is not well known, plus people wipe out on the awful street & parking lot leading to it.

All answers change if asked during “tourist weekends”. No parking issue’s normally only when town is full of tourists.
Improving existing parking lots, such as the Alder Street Trailhead lot would make access more pleasant by any means of transportation.
Most people are coming in from rural areas, so forcing people to bike or walk downtown by reducing parking would not be helpful in this area.
I absolutely think bike/walking infrastructure should be prioritized over more parking! The vast majority of the city is designed for cars, not people, and that should change!
If I can't find a parking spot a block or two from the place I want to go, I just go home and order on Amazon instead.
its easy to see where this is going.
More disabled parking closer to downtown. I don't come downtown much because there are very few disabled parking spots close or in downtown. Walking 6 blocks to and from a parking spot isn't possible.
I drive from Caspar and cannot bike
Green space for bike/walk along Franklin and circulator running from harbor to glass each especially in peak tourist season would be awesome. Connect South FB to the downtown area and improve the eyesore that is Franklin Street.
I like the idea of paid parking with an option for a local permit?

Q11 Do you have an electric vehicle (EV)?

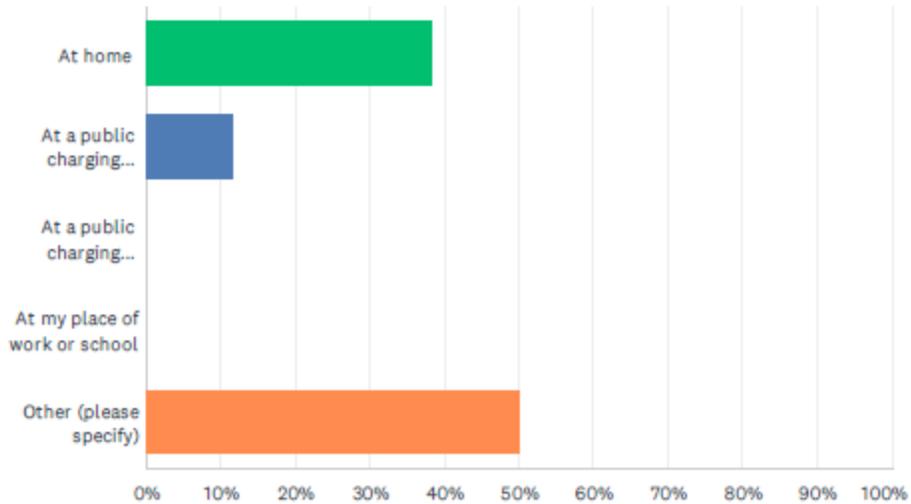
Answered: 118 Skipped: 22



ANSWER CHOICES	RESPONSES	
No	78.81%	93
No, but I might get one if there were better charging infrastructure	12.71%	15
Yes, a plug-in hybrid	3.39%	4
Yes, an all-electric	5.08%	6
TOTAL		118

Q12 Where do you most commonly charge your electric vehicle?

Answered: 26 Skipped: 114



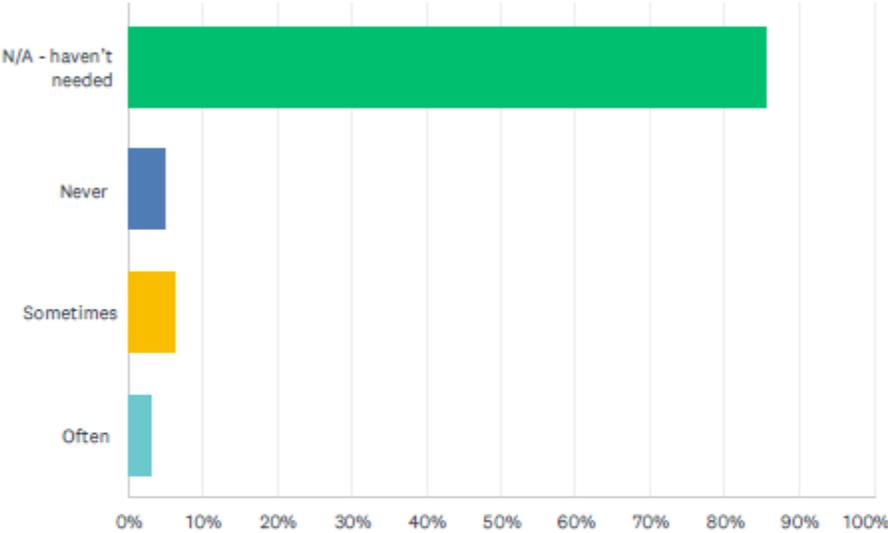
ANSWER CHOICES	RESPONSES
At home	38.46% 10
At a public charging station in Fort Bragg	11.54% 3
At a public charging station OUTSIDE of Fort Bragg	0.00% 0
At my place of work or school	0.00% 0
Other (please specify)	50.00% 13
TOTAL	26

N/A
N/A
not applicable
n/a
Nowhere
not planning to use electric vehicles
I have a non-plug-in Prius
Downtown is very difficult to find a spot, but since we live here we charge at home. Would hate to be a visitor trying to find a spot, especially if they weren't staying at a hotel with charging station. Before we lived here we would leave our car overnight at the place by city hall. Wasn't easy.
N/A
N/A
Do not have an electric vehicle
N/A

N/A

Q13 Do you have difficulty finding public electric vehicle charging in Fort Bragg?

Answered: 62 Skipped: 78



ANSWER CHOICES	RESPONSES	
N/A - haven't needed	85.48%	53
Never	4.84%	3
Sometimes	6.45%	4
Often	3.23%	2
TOTAL		62

Q14 Please list one or more locations where you would like to see electric vehicle chargers installed in Fort Bragg. You can list destinations or specific addresses.

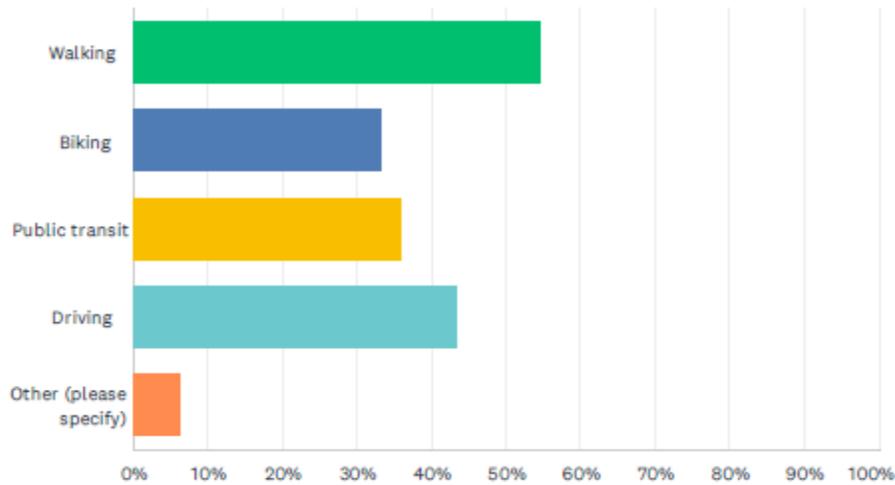
Answered: 30 Skipped: 110

More chargers near the train
Skunk train

Any new installation point would be fine. The current downtown location has limited access and are frequently misused and unavailable due to other persons using the space for their gas vehicle due to lack of parking.
I'm sure it would be nice for people who are here from out of town to have access to DC fast chargers that are not exclusive to Teslas in the Safeway and harvest market parking lots.
I don't care where you put it, I will never own an EV!
Every public parking lot and lots on like minded businesses
Don't have ev
Skunk train/brewery parking lot, burned down auto repair on Main St, rite aid parking lot
north side of city
City Hall
Not needed for now.
Next to NC Brewery—where you already have had one in the past. In the area of Down Home and the Coast Cinema.
hopsital, police station, coastal trail
Library, Bainbridge Park, City parking lot and Starr Crntr.
The old gas station on main street
As many as possible in any new parking lots.
no place
Hotels, Grocery Outlet. Most EV owners charge at home. Locals wouldn't need to charge in the daytime in town. Although Hotels might choose to install some for their customers, currently we have enough "Tesla only" charging stations! "Charge Point" charging stations can accommodate many EVs.
CV Starr community center
Skunk Train parking lot(s)
The parking lot for theSkunk Train. the parking lot by Coast Tires and Rite Aid. Dana Gray and FB high parking lots.
Company store, Skunk Train
coastal parking lots would be nice though that wouldn't help local businesses. Harbor. Encourage people to stop to charge and spend locally.
Safeway and Harvest Mkt; Skunk parking area
Skunk Train & Alder Street Trail Head
Glass Beach Parking Lot
none this is a huge hoax
Safeway, Depot Mall parking
We don't have one yet
A corner of the old Bank of America building parking lot.

Q15 What modes of travel do you think the City should prioritize making more convenient for accessing downtown in the future? (Pick up to 2 choices.)

Answered: 108 Skipped: 32

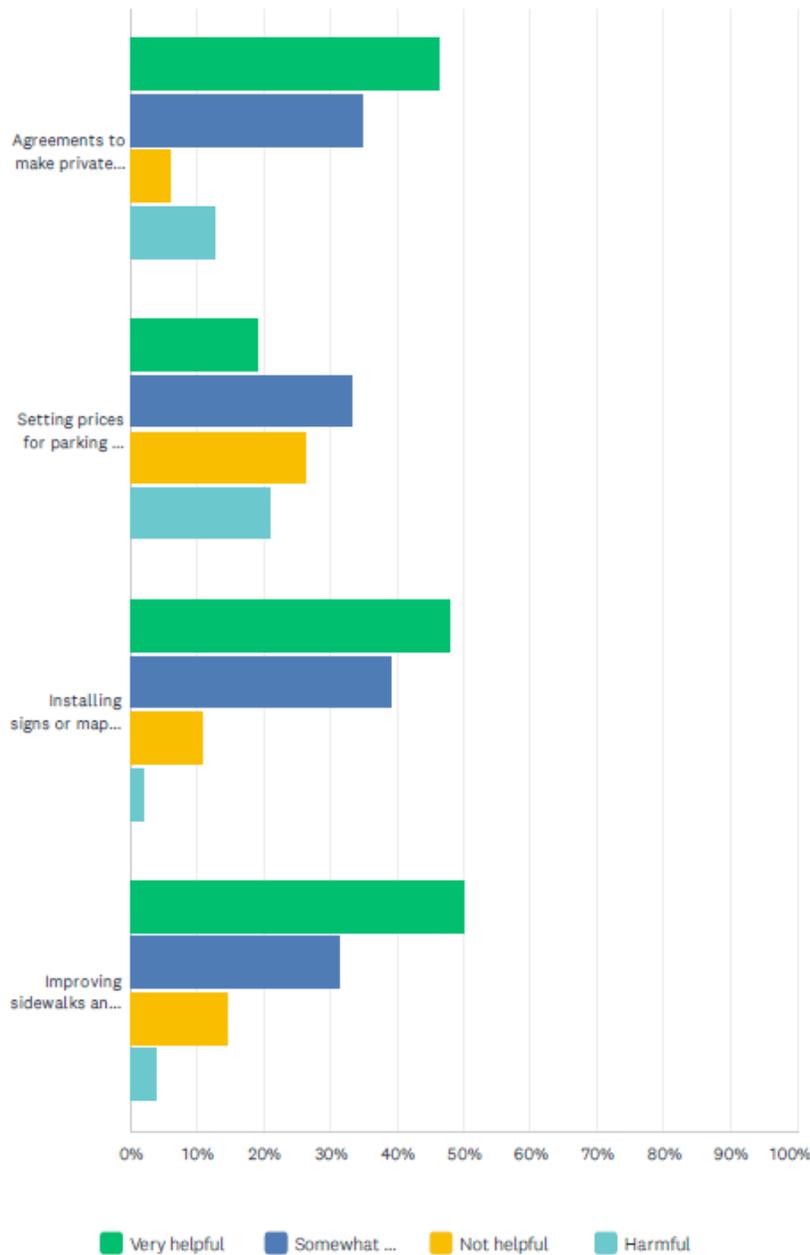


ANSWER CHOICES	RESPONSES
Walking	54.63% 59
Biking	33.33% 36
Public transit	36.11% 39
Driving	43.52% 47
Other (please specify)	6.48% 7
Total Respondents: 108	

I think the current mix is fine. I think bikers probably have to walk their bikes downtown, but i don't see why that's a problem.
Free shuttles
There are FAR more important issues!!!
It is easy to say walking is best but if you can't walk very far at one time and need to sit frequently I would encourage more benches be placed around the downtown again.
Free Shuttle bus that makes a loop around the greater downtown
Until vacant shops are reopened there will be no need to improve accessibility.
parking

Q16 Below are possible strategies the City could take to improve access to Downtown Fort Bragg. Please share whether you think each one would be very helpful, somewhat helpful, not helpful, or potentially harmful.

Answered: 104 Skipped: 36



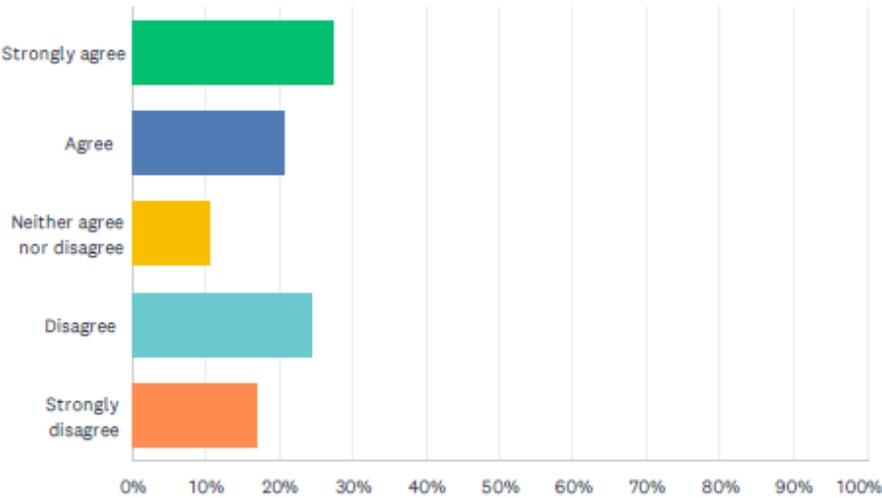
	VERY HELPFUL	SOMEWHAT HELPFUL	NOT HELPFUL	HARMFUL	TOTAL
Agreements to make private parking lots shared and open to the public	46.53% 47	34.65% 35	5.94% 6	12.87% 13	101
Setting prices for parking in the busiest areas, just high enough to ensure 1-2 spaces are usually available on every street	19.19% 19	33.33% 33	26.26% 26	21.21% 21	99
Installing signs or maps showing the public transportation options and bike routes available	48.04% 49	39.22% 40	10.78% 11	1.96% 2	102
Improving sidewalks and bike infrastructure/bike parking	50.00% 51	31.37% 32	14.71% 15	3.92% 4	102

Better utilizing the public parking lots we have in the downtown area and reinforcing the use of those while creating pedestrian-only areas of town.
Enforcing parking times - utilizing parking tickets or meters
People who want to ride a bike will do so. I don't recall seeing the downtown bike racks full. But there is definitely a lack of available parking spaces for autos since we have become so dependent on tourism. Why isn't improved/expanded public transportation included as a strategy?
There is parking because there are alot of empty buildings
Purchase parking lots 2 to 3 blocks from CBD.
no 15 minute cities
Just start charging for parking in all areas of downtown, other cities do it... people are accustomed to it.
Build more bike lanes, make walking better by expanding sidewalks and protecting them from cars. Making more streets that are just for pedestrians and bikes.
I don't think it is obvious where visitors on foot should go. What is the downtown. Where does downtown end as you go southward. Is the theater in it? What about small shopping center w/ DMV on Franklin, starbucks, etc? How do they relate?
Going other way, what about Denny's and Overtime Brewery area?
In middle, Skunk Train complex is oddly not mentioned.
My point is that people like to wander around downtown. If they knew there were destinations on foot, they would be more confident to go visit them on foot.
If you do these further locations, be sure to allow longer parking.
We know people park overnight as they travel up & down the coast or live out of their cars. As a result, these car dwellers make messes, pee and more all over the place. Would it make sense to give them a couple designated places where they could, and have porta potties. Not sure if good idea, but a suggestions.
Finally, get rid of the cars that get dumped long-term at lots.
Increasing public transportation options-- if a bus only runs a few times per day, or only travels half the necessary distance, people will opt for convenience and drive instead.
When the city decided to make Franklin street so narrow it erased the opportunity for safe bike lanes.

Bikes are pushed to a too narrow Franklin Street now
enforce time limited parking spaces in busiest areas at busiest times
I think we do have plenty of access to Fort Bragg, I really do feel the main blocks of Laurel and Franklin should be closed to cars.
Improving the deplorable state of the sidewalks on Main and Frankin from the Skunk Train and to Franklin and Main to Walnut.

Q17 Please rate the extent to which you agree or disagree with the following statement: "On-street public parking should be prioritized over other potential uses of the public right-of-way (such as bike lanes, transit stops, curbside dining, food trucks, street fairs, commercial delivery, etc.) in the busiest areas of Downtown and/or at the busiest times."

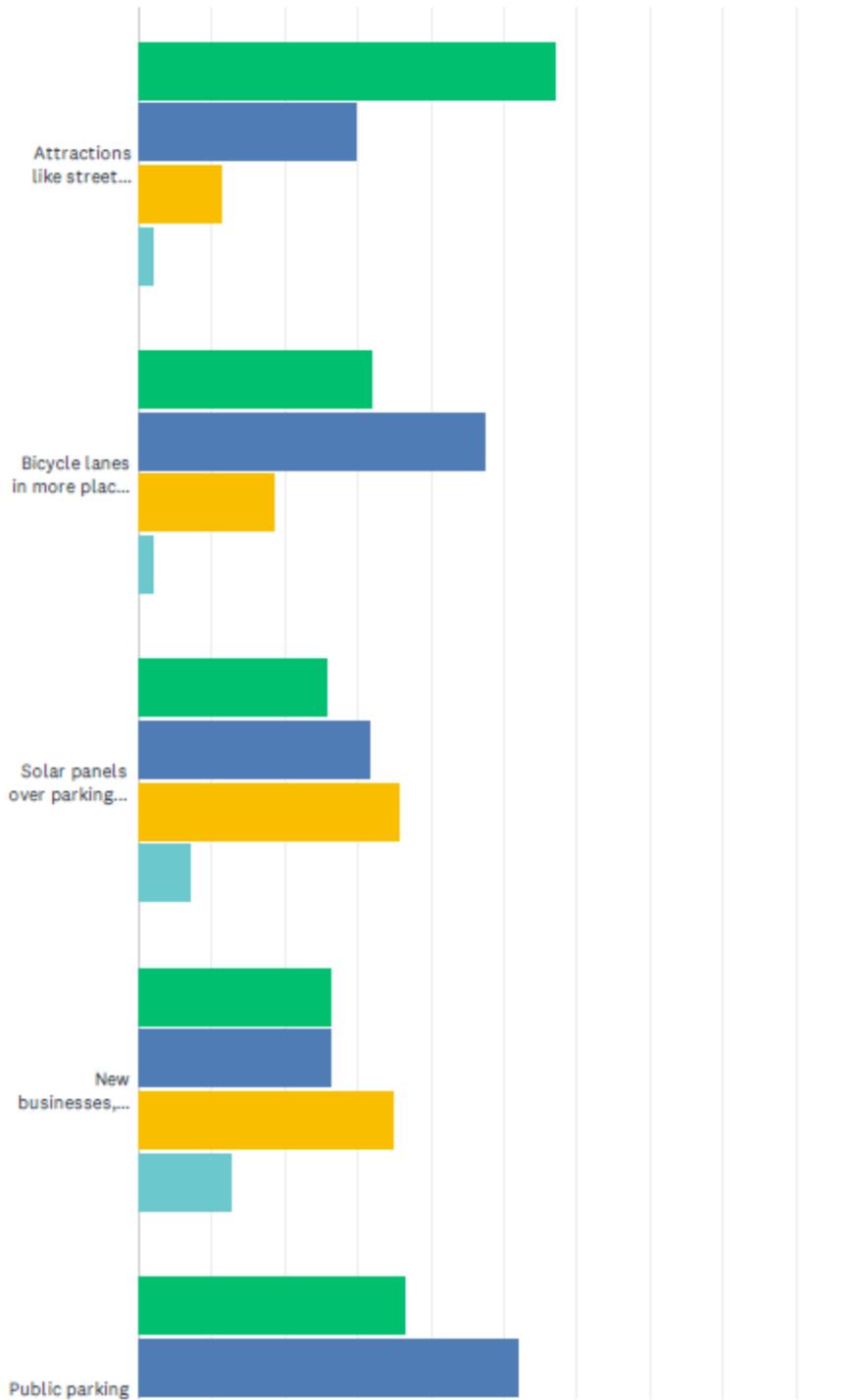
Answered: 106 Skipped: 34

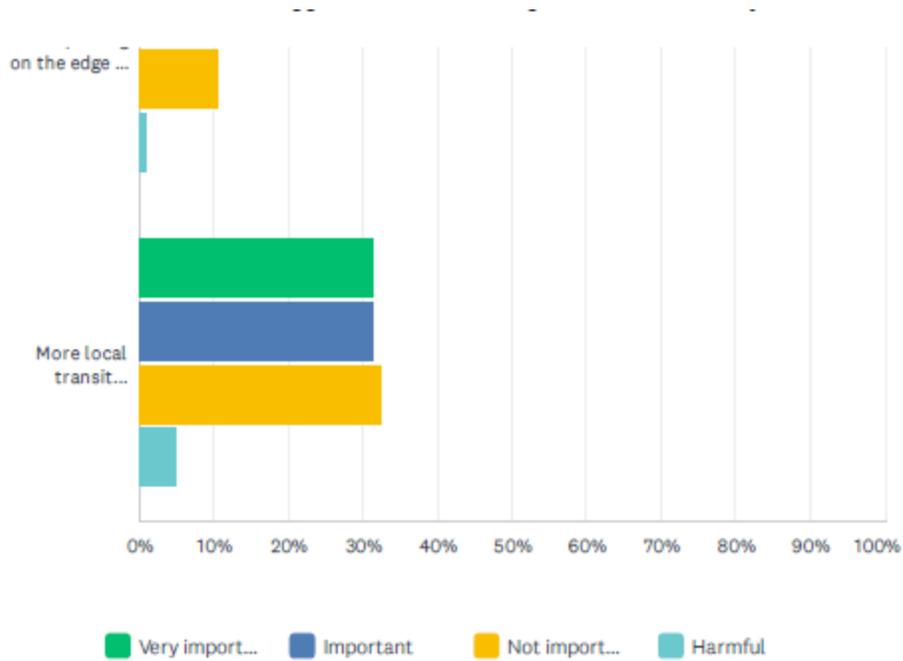


ANSWER CHOICES	RESPONSES
Strongly agree	27.36% 29
Agree	20.75% 22
Neither agree nor disagree	10.38% 11
Disagree	24.53% 26
Strongly disagree	16.98% 18
TOTAL	106

Q18 How important do you think it is important for downtown Fort Bragg to have:

Answered: 107 Skipped: 33





	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	HARMFUL	TOTAL
Attractions like street festivals, food trucks, and outdoor dining	57.01% 61	29.91% 32	11.21% 12	1.87% 2	107
Bicycle lanes in more places and/or that are better protected	32.04% 33	47.57% 49	18.45% 19	1.94% 2	103
Solar panels over parking to charge electric vehicles	25.74% 26	31.68% 32	35.64% 36	6.93% 7	101
New businesses, housing, or green space in place of parking lots	26.21% 27	26.21% 27	34.95% 36	12.62% 13	103
Public parking on the edge of Downtown for everyone to use	36.54% 38	51.92% 54	10.58% 11	0.96% 1	104
More local transit options, such as an electric downtown circulator	31.37% 32	31.37% 32	32.35% 33	4.90% 5	102

Q19 Please share any additional ideas, opinions, observations, or insights for the City to consider when evaluating parking and access strategies for Downtown Fort Bragg.

Answered: 34 Skipped: 106

Improving Franklin Street would be fabulous for the residents of Fort Bragg
I believe it's most important to prioritize gathering spaces and event opportunities otherwise there's not much reason to be in the downtown. A balance between parking and bicycle lanes would be great, keeping in mind safe options for handicapped folks.
It cannot be overstated how beneficial it would be for our town to de-emphasize parking and automobile travel and to prioritize walking and biking. The health and safety of our population both mental and physical, the revenue of local businesses, the beauty of our city, and our impact on the environment could all be greatly improved by thoughtful leadership in this area.
There are so many empty stores in the downtown area, so why the urgency for more parking?
I sometimes use the lot by the skunk train. Mor signs for visitors to find way around walking & parking
Street fairs/festivals are very different from food trucks and outdoor eating. I think street festivals should be rare. I think food trucks as a regular thing would be fine. I think the taco truck has been a good addition and see no downside.
More bike racks of parking
Sonoma County is offering FREE shuttles for in town and to and from beaches. Let's get the Parks involved to get people off the roads and let people ride public transportation. This includes workers who live in other areas and have to drive vehicles.
Bump out sidewalks are a waste of space and not in the historical ambiance of F.B
We have a trolley but I never see anyone on it. it doesn't appear to have a posted schedule and appears only randomly.
Let me emphasize the above. Enhanced electric shuttle and more charging stations.
Thank you for doing this!
We will never fill our empty shops downtown if rents don't come down, landlords need to help renters. We need some box stores to help with jobs. Maybe on the out skirts of town. Things must change. We can't have name brand shops but we can have flea bag motels.
Improve the survey questions. Question #18 is worded weirdly and if you ask random people on the street about an electric downtown "circulator" you'll likely get a puzzled look. Most people don't use or know that term.
Public transportation is sorely lacking in this country, county and here in Fort Bragg. A circulator is our best option for improving access to areas of downtown without creating additional problems.
Our CBD is very compact so major parking efforts are not critical. Pubic transportation routes from campground to the CBD and other local attractions could be helpful especially in summer. If new parking lots are constructed install permeable road surface.
Eliminating the delivery zone on E Redwood on the south side of the street.
No agenda 2030!

It is very important to end the use of parking lots as a place to eat
I think our downtown is small enough to walk/ride around. I usually do not have to park further than two blocks from destination. I can get around pretty easy by bike.
MORE BIKE RACKS
Sorry. I can't make it to the meeting on Thursday.
Famers market is good for town once a week. Street events are good no more than once a month. We must maintain the ability to drive thru town by car or truck if we want to keep alive as a tourist destination. Trucks must be able to deliver (to side streets and alleys) and vacationers must be able to drive thru. It is absolutely essential that Main Street remain accessible to cars and trucks and does not get overtaken by pedestrians and bikes.
I have lived in and around Fort Bragg my entire life and I have never had trouble finding parking. I have however noticed that the streets are wide and the sidewalks narrow. I would spend more time and money downtown if it was able more freely walk and bike around.
I marked bicycle lanes as not important. I want them but don't put them everywhere. That would be a big mistake.
Figure out something on mill site. It would help things a bunch.
What is Downtown Fort Bragg, and what is the rest of the commercial area that is left out? Give the other parts an identity too since there is too much emphasis on just downtown businesses.
When you're on foot, you want to know that there is something ahead of you. There are too many blocks near downtown that lead to businesses, but they discourage people from walking further since they have ugly empty lots with weeds.
Highway 1 is not pleasant to walk along. Are there towns that do it better somehow?
Considering possible development of former GP land, consideration must expand to encompass that area and traffic flow.
Bring back meter parking and someone to over see the 2 hour parking limit
The biking infrastructure side should certainly be improved. I appreciate how the sidewalks in a lot of places include bulbouts now, and bike lanes would be excellent particularly with painted colored lanes.
What demonstrated quantified problem are you trying to solve? Downtown revitalization should focus on shuttered buildings and rent gouging first. Then you might need more parking.
If I can't find a parking spot a block or two from the place I want to go, I just go home and order on Amazon instead.
Fort Bragg has more important issues to deal with. Get out of the way of business.
Enforce parking laws would help. Mark parking spots on pavement and ticket people who take up 2 spots
Utilize under-developed areas in South Fort Bragg for public parking, and create attractive green walking/bike lanes along Franklin to unify with South FB with the downtown area. Add circulator shuttle.
I don't know what an electric circulator is but I live and work in town and parking is challenging especially when the tourists are around. Hopefully we will have more tourists, not less so this issue is timely. Especially on farmers market day (which I love) and also with the new brewery.

I feel if there were more transportation options in Fort Bragg, more people would attend events, especially at night time.

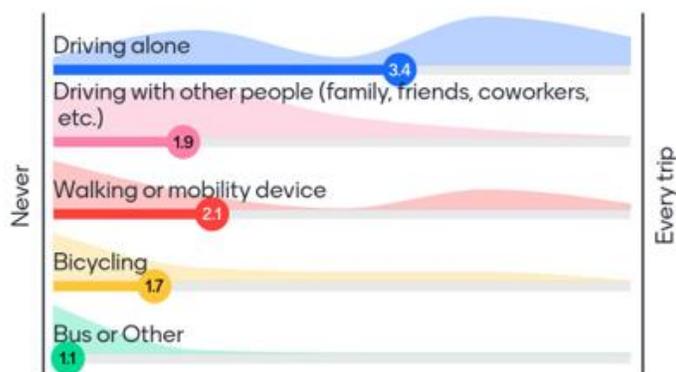
I am frustrated that your survey doesn't include anything about this idea that roads could be closed to cars. This idea is not new, it has been circulating for a decade to my knowledge, and this survey would be a perfect place to include it. You are not including it as an option and now you won't know how many people want it.

Repair/resurface S Franklin to Franklin at City Hall.

Sub-Appendix A2: Community Town Hall Mentimeter Presentation Results



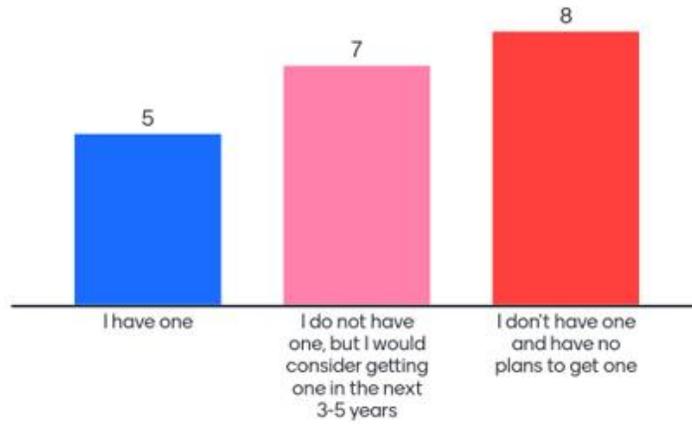
Please rate how often you use each method to get to and from downtown:



When I drive to downtown, it's easy for me to find parking:



Electric vehicles



What opportunities do you see for improving people's access to Downtown Fort Bragg?

18 Responses

- Limit parking times
- Park outside of town. Use transit!
- Create more 24/7 parking
- Create a 3-4 hour parking limit, curbside... And enforce
- More parking lots close to downtown. Do not take away any parking that already exists.
- Require City staff to not use up nearly all of the public parking spaces
- Better utilization of existing parking lots. Shares business parking. Education for employees in the CBD
- Improve pedestrian experience and streetscape
- Weekend/event bus transport from external parking



What opportunities do you see for improving people's access to Downtown Fort Bragg?

18 Responses

- More bathrooms with better baby changing
- Trams & use of flat space
- City should buy land for parking.
- Bike lanes and better bike parking infrastructure
- Alternate route other than US 1 for northbound/southbound traffic. A parkway of sorts with limiting the traffic that just wants to pass through
- Parking on mill site.
- Having available space to open a business.
- City buy land for parking.
- If you want a walking downtown, let pedestrians know where they should go. It isn't clear where visitors should go (beyond a couple blocks).



If you had more formal district parking, who would be the best people to use it?



What strategies would you support to improve access to Downtown?



Please list any locations you think EV charging would be useful for the community:

15 Responses

- Curbside charging on the edges of CDB.
- Coastal Trail, highway 1, skunk train parking lot
- Outskirts. At least two blocks or more from the CBD.
- Everywhere & induction pads
- A few in parking lots
- Outside of down town
- All public buildings such as grocery, hospital, schools. Then millsite coast trail is perfect for hikers.
- Lots. Not curbs. Existing van lots that could be tuened into lots plus EV stations. Old gas storon lot could be parking
- Motels, grocery stores, a couple at each parking lot at edge of town



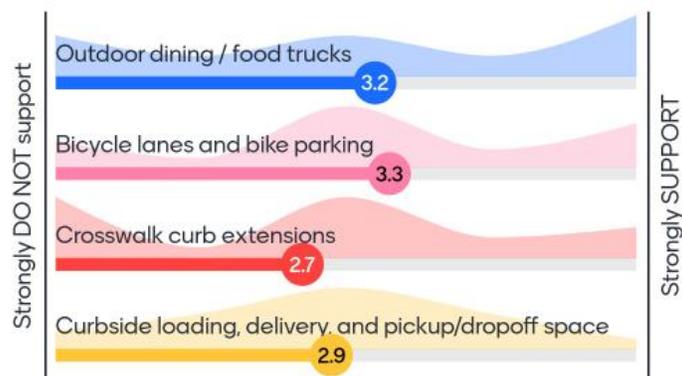
Please list any locations you think EV charging would be useful for the community:

15 Responses

- Boatyard shopping center, safeway, city hall
- The Police Department lot and any new centralized parking lots
- Different strategy for ev charging for locals vs tourists.
- Downtown not recommended.
- Hotels
- Put charging on the outskirts and in longer term lots

15

Uses of the curb: *Some* street parking in downtown could become:



18

Please share additional thoughts on downtown access and parking:

10 Responses

Pedestrian-only downtown. Lots of restaurants and stores and vegetation. Shuttlebus from external parking.

We need what we already have. We need to develop more parking. City buys lots? Laurel could be people only? Shuttles. Teach visitors where to park.

Complete Streets. Parking on outskirts of district, better street lighting to parking areas, incentivizing employees to park on district boundaries, multi-modal transportation facilities.

City needs to somehow ask downtown merchants/employees to not park right downtown, where customers need to park.

Optimization across current & reasonably foreseeable future. Leeway for hand over fist approach?

Complete street elements

Signage to where parking is

European public square paradigm. Mexican side street paradigm.

Parking lots on the North (Industrial area) and South (Hwy 20) of town. Grant funded transit. Perhaps Redwood Ave. could become oneway westbound = parallel parking. Its in between two eastbound oneway streets.



Please share additional thoughts on downtown access and parking:

10 Responses

Bus fare & plastic pay parking meters can shift some of the expense burden to tourists Locals can buy passes for both at greatly discounted rates. Our transit can facilitate carpooling to town



Sub-Appendix A3: Community Town Hall – Verbal Comments Recorded

- Downtown EV charging spaces may be occupied too long or left empty. Other charging locations might make more sense.
- The study should consider whether EV charging generates revenue to offset its costs.
- Alleys are an asset for loading/deliveries.
- Outdoor dining could be non-permanent. Structures could have removable covers. Some owners may have concerns non-customers would use the space.
- People might appreciate dedicated bike lanes, or bike share so people could borrow bikes.
- Planning will require compromise.
- Would be helpful to have data:
 - # of people living downtown
 - # of employees parking downtown (and where)
 - current use of transportation opportunities
- Focus on making Highway 1 enticing so visitors stop.
- Shutting down blocks for outdoor dining can attract visitors.
 - could be temporary
- People who can't find parking downtown may go elsewhere.

- Unity would help the City solve issues.
- Discourage long-term RV parking downtown.
- Consider parking easements at underutilized lots to increase public parking supply.
- Limit downtown parking to promote walking and support businesses.
 - (For tourists)
- Consider an electric shuttle bus. (For employees too)
 - ↳ also attractive + fun, can increase tourism
- Many who park stay a long time; they could park outside the downtown. Meters and providing ^(free) buses could incentivize.
- Families with young children may not feel safe parking and getting out at the curb.
- People in the outskirts may take their business elsewhere or order online if coming downtown is inconvenient.
- "Grab-and-go" businesses like coffee shops require parking; people are less likely to take the bus.
- Half-hour or three-hour spots could help.
 - ↳ different limits for different areas
- First offenders could be given a warning. But, there may be practical constraints to hiring enforcement.
- Parking lots would be an asset during festivals.

- Parking is harder to find during tourist season.
- Elderly customers would appreciate better downtown parking availability.
- Employees sometimes park all day in prime spaces.
- Having plug-in charging in peripheral locations could encourage employees to park a few blocks from work.
- Two-hour parking is not enforced.
- Parking meters could help. Residents could have a local rate.
(Surrounding communities should also be considered "local.")
- There are safety concerns walking late at night.
- Acquiring a new parking lot would help.
- Plans should consider future growth.
- Private lots sometimes fill up with non-customers, and those businesses need parking options for over 2 hours.



Prepared for the City of Fort Bragg

Appendix B: Planning Context

Downtown Comprehensive Parking Strategy

February 28, 2024



WALKER
CONSULTANTS

Appendix B Planning Context

Planning Context

This Planning Context section provides an overview of the existing planning goals and policies, zoning and land use regulations, development standards, and parking enforcement regulations and practices. It also provides an overview of the City's current and planned multimodal transportation options that relate to access and parking demand. Finally, it concludes with relevant demographics and a discussion of how growth may affect the study area in the future. The Planning Context chapter findings inform recommendations for Downtown Fort Bragg.

Relevant Planning Goals and Policies

This subsection highlights General Plan policies and programs that are relevant to downtown access and parking management. It also reviews the Citywide Design Guidelines as they relate to parking and the Central Business District, and it summarizes the recommendations and strategies from other related planning efforts, including the Street Safety Plan and the Central Business District Revitalization Plan. This report's recommendations are designed to support the General Plan policies and complement the specific strategies developed in other plans.

General Plan Policies

The Fort Bragg City Council adopted the Inland General Plan in 2013. The Plan regulates land use for inland properties that are within city limits but that are not in the Coastal Zone. The Coastal Zone is accounted for in the Coastal General Plan, which was adopted and certified by the Coastal Commission in 2008. The goals, policies, and programs in the Inland General Plan and Coastal General Plan are not identical but largely overlap. The Circulation Element and Community Design Element subsections below highlight relevant policies and programs from the Inland General Plan; most are also included in the Coastal General Plan.

Circulation Element

The Circulation Element contains policies and programs related to improving the transportation system throughout the City, including in the Central Business District. The Element has a strong emphasis on improving access via walking, biking, and shared mobility. It calls for the development of priorities related to parking, and for actions that will increase the land use efficiency and user-friendliness of the parking system. It suggests the City coordinate with regional entities and pursue grant funding for some projects and also calls for new development to pay its fair share of transportation improvements. Circulation Element policies and programs of relevance to this report include:

- **Policy C-1.1:** Balance the need of all users. The City shall balance the need to increase motor vehicle capacity with the need for complete streets that provide facilities for bicycle and pedestrian circulation and commercial viability.
- **Policy C-1.2:** Walking and bicycling shall be considered an essential and integral part of the city's circulation network.
- **Policy C-5.1 Community Priorities for Transportation Improvements:** Place a higher priority on maintaining a sense of place and enhancing the attractiveness of the Central Business District than on efficient traffic flow and movement.

- **Policy C-5.2 Franklin Street:** Ensure that Franklin Street in the Central Business District is maintained as a pedestrian-oriented corridor with safe vehicular and pedestrian traffic patterns.
- **Policy C-6.1 Additional Off-Street Parking:** Continue to construct additional off-street parking spaces in the Central Business District.
 - Program C-6.1.1: Continue, and update, as needed, the City's parking in-lieu fee program for the Central Business District.
 - Program C-6.1.2: Define priorities for the acquisition of property and the construction of additional parking facilities.
 - Program C-6.1.3: Encourage the use of reciprocal access agreements and interconnecting off-street parking and circulation between adjacent commercial uses.
 - Program C-6.1.4: Develop a comprehensive signage program within the Central Business District to direct vehicles to off-street parking areas.
 - Program C-6.1.5: Develop incentives for employers and employees to park off-street in the Central Business District.
- **Policy C-7.1:** Improve and update parking regulations in accordance with best practices and smart growth principles.
 - Program C-7.1.1: Revise the Inland Land Use and Development Code to reduce parking requirements for: 1) affordable and senior housing developments; 2) commercial and mixed-use projects within a reasonable walking distance of downtown; and 3) small infill projects in areas with an abundance of on-street parking.
- **Policy C-10.1 Encourage Transit Use.**
- **Policy C-11.1 Continuous Sidewalks:** Require an uninterrupted pedestrian network of sidewalks, with continuous sidewalks along both sides of streets. New development shall provide sidewalks along project frontages to close gaps in the City's sidewalk network.
 - Program C-11.1.2: Work with the Mendocino Council of Governments and Caltrans to construct pedestrian walkways over the Hare Creek and Pudding Creek Bridges. These facilities may qualify for Transportation Enhancement Activities (TEA) funding available through Mendocino Council of Governments (MCOG).
- **Policy C-11.5 Pedestrian Paths:** Develop a series of continuous pedestrian and multi-use walkways throughout the commercial districts and residential neighborhoods.
- **Policy C-12.1 Comprehensive Bikeway System:** Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.
- **Policy C-12.2:** Improve and expand bicycle facilities and infrastructure according to the City's Bicycle Master Plan and the Residential Streets Safety Plan recommendations.
 - Program C-12.2.3: Complete the bikeway system as indicated in Map C-2: Bicycle Paths with parking-in-lieu funds, dedications, grant funding, traffic impact fees, and other means, as appropriate.
 - Program C-12.2.7: Promote and encourage bicycling as a method to reduce the City's impact on climate change.
 - Program C-12.2.8: Utilize dedications, grant funding, traffic impact fees, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bikeway system as described in the Bicycle Master Plan.

- **Policy C-12.3:** Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.
- **Policy C-12.4:** Require new development, redevelopment, and significant renovation projects to provide superior bicycle/bicyclist support infrastructure.
 - Program 12.4.1: Consider revising the Inland Land Use and Development Code to reduce parking requirements for projects that facilitate employee/customer bicycle use beyond current code requirements by providing: indoor or covered bike storage, lockers for personal belongings, changing rooms and showers, and/or bicycles for employee use.
 - Program 12.4.2: Update the bicycle parking guidelines in the Citywide Design Guidelines. Consider requiring larger “vehicle prints” for bike parking and bikeways that accommodate bike trailers for carrying children, dogs, parcels, groceries, freight, etc.
- **Policy C-12.5: Bicycle Parking:** Provide adequate and secure bicycle parking at bus stops, schools, the library, parks, City offices, and commercial areas.
- **Policy C-12.8:** Improve continuity and connections between the City’s bike facilities and those of the County and State.
 - Program C-12.8.1: Produce and distribute a map illustrating all local and regional bicycle routes, facilities, and important destinations.
- **Policy C-15.1 Development to Pay its Fair Share:** Require new development to pay its fair share of transportation improvements to maintain levels of service and traffic safety in the City.
 - Program C-15.1.1: Develop a City-wide Traffic Mitigation Fee Program.

Community Design Element

The Community Design Element contains policies and programs related to maintaining community vibrancy and a strong sense of place. Many policies focus on the Central Business District in particular, and support adaptive reuse and economic vitality, pedestrian activity, parking availability, distinctive signage, and public gathering spaces. Community Design Element policies and programs of relevance to this report include the following:

- **Policy CD-2.1 Adaptive Reuse:** Facilitate the adaptive reuse of existing older buildings in the Central Business District.
- **Policy CD-2.2 Pedestrian Activity:** Encourage increased pedestrian movement and activity in the Central Business District.
 - Program CD-2.2.1: Continue to support the operation of a Farmer’s Market and a multitude of street fairs and promotional activities in the Central Business District.
- **Policy CD-2.3 Economic Vitality:** Continue to support the economic diversity and vitality of downtown businesses.
 - Program CD-2.3.1: Consider establishing a Business Improvement District (BID) to stimulate increased business activity and revenues by helping to fund public improvements and loans and/or grants for private improvements in the Central Business District.
- **Policy CD-2.4 Parking:** Improve the availability of public parking facilities in the Central Business District and other commercial areas.
 - Program CD-2.4.1: Implement shared parking agreements wherever feasible. Utilize, as appropriate, development agreements, conditions of approval, easements, and other means to assure shared parking arrangements.

- Program CD-2.4.2: Consider establishing a parking assessment district for the Central Business District to help finance the acquisition of property for additional off-street parking lots.
- Program CD-2.4.3: Periodically update the Central Business District parking in-lieu fee program to ensure that it presents a fair and equitable alternative to the provision of on-site parking.
- **Policy CD-2.5 Strengthen the Distinctive Identity of the Central Business District:** Strengthen the distinctive identity and unique sense of place of the Central Business District.
 - Program CD-2.5.1: Consider establishing a sign program for the Central Business District, with distinctive signs at the entryways to and within the Central Business District.
 - Program CD-2.5.2: Locate an area where a pocket park or a small plaza could be established for public gatherings, street fairs, concerts, and similar outdoor public events.
- **Policy CD-7.2 Provide Public Open Spaces:** Encourage the development of public open spaces for gatherings and fairs in commercial areas of the City.
 - Program CD-7.2.1: Consider the purchase of appropriate locations for public open space and the enhancement of existing public spaces to accommodate community gatherings.

Citywide Design Guidelines

The City of Fort Bragg adopted the Citywide Design Guidelines in 2022. In general, the guidelines provide guidance to help ensure new developments are consistent with the City’s goals and character. Guidelines of relevance to this plan include parking guidelines, guidelines specifically for the Central Business District (CBD), guidelines related to bicycle infrastructure and bus stops, and guidelines related to signage.

Parking guidelines prioritize safety and efficiency:

- Shared parking is encouraged; smaller parking areas should be consolidated into larger lots.
- Eliminate unnecessary driveways; use patterned concrete or pavers to differentiate driveway access from sidewalk.
- Solar-covered and shaded parking lots are encouraged.
- Pedestrian access to and from parking areas should be clearly marked, separate from vehicle traffic, and landscaped with shrubs or shade trees.

Some guidelines address the CBD specifically:

- Parking is not allowed in the CBD between building front doors and the street they face.
- Pedestrian-oriented spaces are encouraged, such as plazas, courtyards, outdoor dining, mid-block alleys.

Some guidelines are for new developments:

- Projects in new developments should include bike lanes as part of the street section, where feasible.
- Developments near bus stops should consider convenience, comfort, and access; they should provide wide sidewalks, seating areas, and weather protection.
- Pedestrian amenities (benches, shelters, drinking fountains, lighting, trash receptacles, electric vehicle charging stations, and bicycle racks) are strongly encouraged.

The guidelines also provide the following instructions for signage:

- Should have continuity with surrounding buildings.
- Should be easy to read, with lettering contrast and a brief message.
- Symbols and logos are encouraged.
- Should be at or near parking area entrances to indicate the most direct access.

The parking and access strategies and actions recommended in this report are designed to be consistent with these Citywide Design Guidelines.

Street Safety Plan

The City of Fort Bragg adopted a Street Safety Plan in 2018. Its goals include creating safer streets to encourage walking and biking as alternatives to the private automobile and improving pedestrian and bicycle facilities and safety. The contents of the Street Safety Plan include four study roadways for design recommendations, two study roadways with recent improvements, three study intersections, speed surveys, traffic and pedestrian counts, and parking counts on Elm Street and Stewart Street.

Community outreach conducted for the plan found the following:

- Walkability rated at 64/100
- Pedestrian safety rated at 41/100
- Bike access and safety rated at 50/100

When asked to provide input on potential actions, participants **widely supported** the following street safety strategies: dedicated bike lanes, buffered bike lanes, narrowing lanes to create room for a bike lane, striped crosswalks, all-way stop controls, and pedestrian signal timing improvements. Participants were more supportive than not but had **mixed opinions** about: single-sided parking and raised median crossing islands. Finally, participants **widely opposed** the following safety strategies: bulb-outs, narrowing through striping to control vehicle speeds, and speed humps.

The Street Safety Plan recommended the re-striping of bicycle facilities, adding pedestrian crossing signs to uncontrolled crosswalks, re-striping faded crossings, and traffic calming on Pine Street and Maple Street.

The parking and access recommendations in this report are designed to complement the goals and strategies in the Street Safety Plan.

Buffered Bike Lane



Source: City of Fort Bragg, Street Safety Plan, 2018.

Central Business District Revitalization Plan

The City of Fort Bragg and the Community Development Committee have developed a plan of action with economic development recommendations to support the CBD. The economic development toolkit includes the following strategies:

- Coordinate Downtown Business Conversation Regarding a Business Improvement District (BID)
- Walking Tours
- Improve Town Hall Restrooms
- Increased Pedestrian Dedications
- Public Art
- Improve Business Directory & Directional Signage
- Install Trees, Planters, and Landscaping
- Install Bollards to Block Vehicular Traffic for Special Events
- Reconsider Allowable Land Uses
- Employ Code Enforcement Actions
- Establish Regular Walking Patrol
- Temporary Waiver of Water/Sewer Capacity Fees
- Create Public Gathering Space

The City has already implemented a bollard plan to block vehicular traffic for special events. The bollards allow for Franklin Street to be closed between East Pine Street to the north and East Oak Street to the south (or smaller street segments within). It also allows for the closure of Pine Street between McPherson Street and Franklin Street, and for the closure of Laurel Street, Redwood Avenue, and/or Alder Street between McPherson Street and the alley just east of Main Street.

Some of the CBD revitalization strategies (like the bollard plan detailed above) are complete, some are in process, and some are on hold. There may be opportunities for this report's strategies to improve parking and access in the CBD to complement the economic development strategies included in the CBD Revitalization Toolkit.

Zoning and Land Use

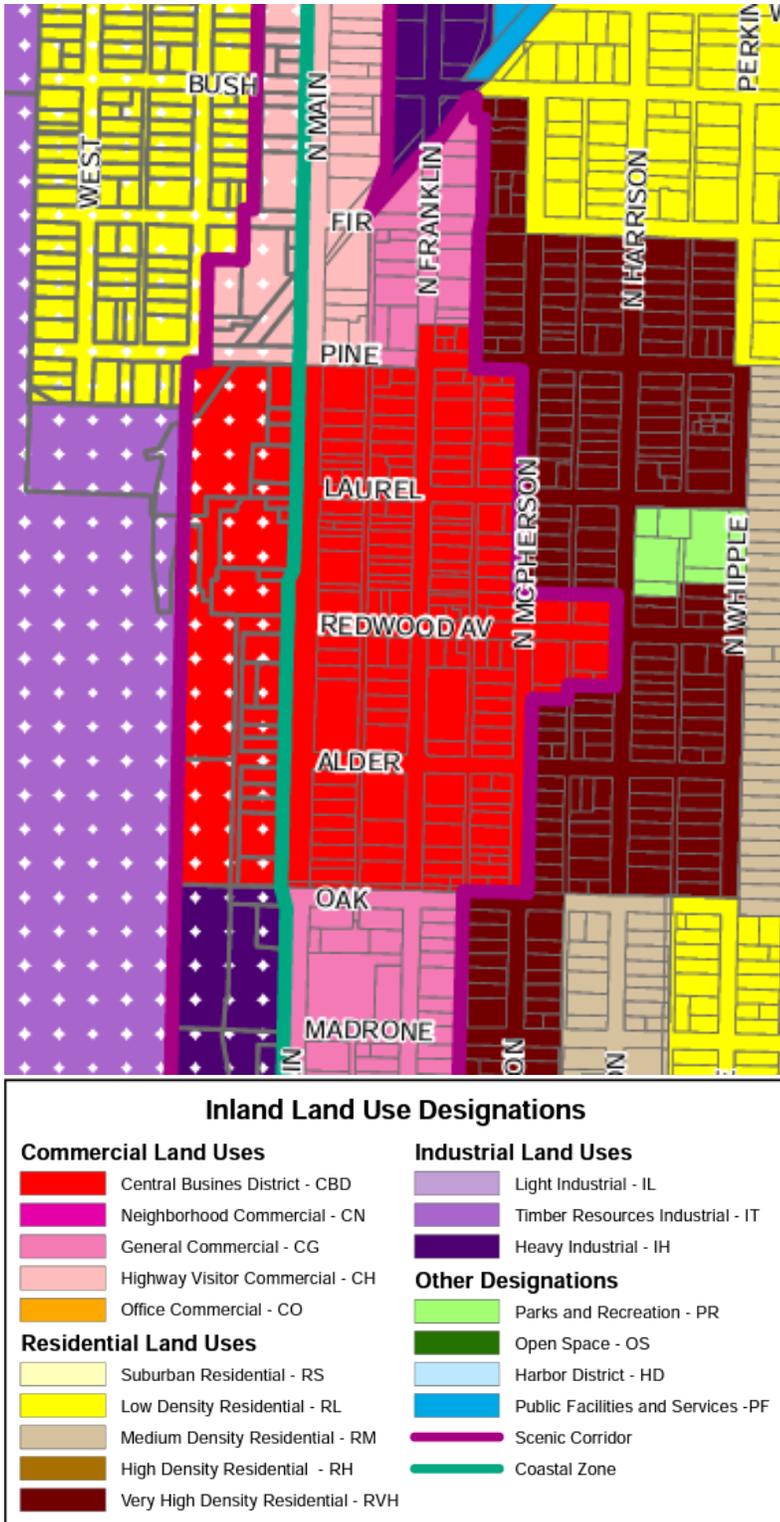
The study area for this project corresponds with the City’s Central Business District, shown in red in the zoning map in Figure 1 on the next page. The land west of Main Street (Highway 1) is in the Coastal Zone, as designated by the zoning map’s white dotted overlay, and the land east of Main Street is in the Inland Zone. The CBD is bordered primarily by Highway Visitor Commercial and General Commercial land uses to the north and south, Very High Density Residential land use to the east, and Low Density Residential and Light Industrial land uses to the west.

The purpose of the CBD zoning district is explained in Chapter 18.22 of the Inland Development Code:

“The CBD zoning district is applied to the core of the downtown which is the civic, cultural, and commercial center of the City. The CBD zone is intended to accommodate retail stores, government and professional offices, theaters, and other similar and related uses in the context of pedestrian-oriented development. The maximum allowable residential density within the CBD zone for the residential component of a mixed use project is 40 dwelling units per acre; the maximum floor area ratio (FAR) is 2.0. The CBD zoning district implements and is consistent with the CBD land use designation of the General Plan.”

Another interesting feature of the CBD zoning district is that residential uses are permitted by-right only on the upper levels of mixed-use structures, an element of the district’s pedestrian-oriented development.

Figure 1: Zoning Map of Fort Bragg CBD and Surrounding Areas



Source: City of Fort Bragg, 2023.

Municipal Code Regulations and Requirements

This section summarizes the City's parking regulations, off-street parking requirements for new developments and use changes, and opportunities for flexibility regarding the off-street parking requirements.

Parking Regulations

Chapter 10.20 of the Fort Bragg Municipal Code establishes various parking regulations, and any vehicle that does not comply with the regulations is subject to citation. The regulations include:

- Mobile vending is allowed only with a mobile vending permit. The mobile vending operation may not remove any parking spaces on Main Street.
- The parking area on the south side of the Fort Bragg Fire Station is restricted to City employees and volunteer firefighters only.
- The City may establish and enforce the following time limits:
 - Designated green curb/20 minute spaces, between 7am-6pm except Sundays and holidays.
 - Designated 1-hour parking spaces, between 9am-6pm except Sundays and holidays.
 - Designated 2-hour parking spaces, between 9am-6pm except Sundays and holidays.
- Vehicles parked in EV charging spaces must be connected to charging equipment and abide by any posted time limits between 9am-10pm.
- All night parking may be prohibited by resolution on certain streets and is prohibited for vehicles over 30 feet in length in residential districts.
- Vehicle habitation on public streets and other public property is prohibited.
- Large motor vehicles, non-motorized vehicles, and commercial vehicles may not be parked on public streets or in publicly owned or leased parking lots.
- Vehicles may not park in the same space for more than 72 hours.

The Fort Bragg Municipal Code does not establish any parking meter zones, parking benefit districts, or residential parking permit zones.

The parking citation fees for violations of the parking regulations are included in the City's fee schedule. According to the 2022/2023 fee schedule, most parking violations are subject to a \$45 fee. Fees are slightly higher for 72-hour parking violations and significantly higher for parking in an ADA space without a disabled parking placard or permit.

Off-Street Parking Requirements

Section 18.36.040 of the Inland Land Use and Development Code establishes off-street parking requirements for different land uses and structures. The code includes specific parking requirements for over 50 unique land uses. There are both minimum and maximum parking requirements or ratios, which may be based on the number of residential units, building floor area square footage, or the number of employees.

- **Parking minimums** are a historical feature of many development codes across the country, intended to ensure that suitable off-street parking facilities are provided for all uses and developments. Unintended

consequences include creating an artificial subsidy for driving and creating auto-oriented environments in which driving is the most convenient and attractive mode of transportation.

- **Parking maximums** exist to avoid the inefficient use of land, unnecessary pavement, and excessive storm water runoff from paved surfaces.

Both new developments and changes in use of existing structures must comply with parking requirements. Parking for the disabled must be provided on site in compliance with California Building Code Standards. Multifamily residential developments with at least five units and all nonresidential developments are also required to provide bicycle parking that is conveniently located and generally within proximity to the main entrance of a structure. There are no requirements for unbundled parking or parking cash out.

All parking requirements, even those outside CBD, have the potential to affect citywide vehicle ownership and transportation choices, and therefore to also affect parking demand within the CBD.

Parking Requirement Flexibility

Parking Reductions with a Minor Use Permit (Citywide)

The two subsections below are opportunities for parking requirement flexibility that are available citywide. They provide context for understanding the City's standard approach to parking reductions; however, any new developments and use changes within the Central Business District would not need these options, as the area has long been given increased parking flexibility, as discussed in the CBD Special Parking Combining Zone section below.

Shared On-Site Parking with Recorded Covenant

According to Section 18.36.080(A) of the Inland Land Use and Development Code, if two or more adjacent developments have different peak usage periods, they may apply for a Minor Use Permit, which would allow the developments to use the same parking facilities to satisfy their parking requirements. According to Section 18.36.090(A)(2), parking facilities may be located within 300 feet of a nonresidential parcel if shared parking is used to meet parking requirements. The application fee for a Minor Use Permit is \$1,160, and a permit for Shared On-Site Parking requires a recorded covenant running with the land, recorded by the owner of the parking lot.

Documentation Showing Fewer Spaces are Needed

According to Section 18.36.080(B) of the Inland Land Use and Development Code, new developments may also apply for a Minor Use Permit granting a reduced parking requirement 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.). Parking requirements may be reduced, by the review authority, where the project facilitates bicycle use by providing bicycle storage, lockers, changing rooms and showers and/or bicycles for employee use.

CBD Special Parking Combining Zone

The Land Use and Development Code establishes a CBD Special Parking Combining Zone with increased flexibility in parking requirements. The boundaries of this Zone are shown in Figure 2.

Figure 1: CBD Special Parking Combining Zone



Source: City of Fort Bragg, *Inland Land Use and Development Code*, 2023.

Simplified and Lower Minimum Parking Requirements

As shown in Figure 3 on the next page, the Inland Land Use and Development Code Section 18.36.080 (C) establishes simplified minimum parking requirements for the CBD that group together multiple land uses and require less parking than would be required if the same development were located elsewhere in the City. For example, bars and restaurants in the CBD must provide one space per eight seats or per 400 square feet of floor area, while elsewhere, bars must provide 1 space per 5 seats or per 250 square feet of floor area, and restaurants must provide one space per 100 square feet of dining area. The requirements for residential dwelling units and retail commercial and office uses are similarly simplified and reduced.

Figure 2: CBD Zoning District Parking Requirements

Land Use Type:	Vehicle Spaces Required
Bars, cocktail lounges, restaurants, and taverns	1 space for each 8 seats or 1 space for each 400 sf of floor area, whichever would yield more spaces.
Lodging Bed and breakfast inns Hotels or motels	1 space for each unit, plus 1 space for the manager or owner.
Residential dwelling units	1 space for each dwelling unit.
Retail commercial and office uses	1 space for each 600 sf of floor area.

Source: City of Fort Bragg, Inland Land Use and Development Code Chapter 18-36, Table 3-8, 2023.

Exemptions from Requirements

Section 18.36.080 (C) also includes the following exemptions from parking requirements in the CBD:

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

Parking In-Lieu Fee

According to Section 18.36.080 (C) of the Inland Land Use and Development Code, if a new project or change in use within the CBD Special Combining Zone is unable to meet its parking requirement on-site, the property owner may pay a parking in-lieu fee for each space not provided. Having minimum parking requirements without an in-lieu fee option, especially in a built-out area like the CBD, can prevent economic development from occurring.

The in-lieu fee was established to provide flexibility for property owners in the Central Business District. Property owners can pay the fee instead of developing on-site parking which would otherwise use a significant amount of land and have a high cost to build. The parking in-lieu fees allow for better urban design, more flexible and effective land use, historic building reuse, and economic development.

Funds from parking in-lieu fees are deposited in a special fund and may be used to acquire or develop off-street parking facilities in the vicinity, to implement strategies that help reduce parking demand, or to improve access to parking. This fund had a balance of \$34,791 at the end of Fiscal Year 2022.

Parking In-Lieu Fee Recent History:

- **January 2008: Parking In-Lieu Fee Updated by Resolution No. 3139-2008**
 - Fee amounts based on a nexus study completed in 2007
 - \$4,000 for uses within an existing building
 - \$8,000 for uses within a new building
- **July 2011: Parking In-Lieu Fee Reduced by Resolution No. 3467-2011**
 - \$2,105 for uses within an existing building
 - \$4,212 for uses within a new building
 - Rationale:
 - The recession resulted in reduced property values.
 - No business or property owners had chosen to pay the fee since it was increased in 2008.
- **October 2012: Parking In-Lieu Fee First Waived by Resolution 3576-2012**
 - Parking In-Lieu Fees were temporarily waived for changes of use within an existing building.
 - The waiver has been renewed annually since that time.
 - Rationale:
 - Fees are a barrier to new businesses and to businesses that are interested in expanding their hours of operation to daytime hours.
 - The City wishes to reduce the number of vacant storefronts in the CBD and improve the economic vitality of the downtown area.
 - Parking availability has not reached a critical level during most hours and times of the year.
 - Extension of the fee waiver was found to be consistent with the City's Priority Area 1: Jobs/Industry and Goal 3: Foster and help sustain local businesses.

Development Impact Fees

Off-street parking requirements and parking in-lieu fees are tools the City can use to make sure new developments contribute their fair share toward transportation infrastructure; however, these tools result in a benefit/subsidy only for private vehicles and do not account for infrastructure that supports other transportation modes.

The City of Fort Bragg does not require new developments to include on-site transportation demand management features or require that they contribute to a citywide fund (such as a "Sustainable Transportation Fund") to promote access and connectivity for sustainable modes of transportation, such as walking, biking, and shared mobility.

The City currently has an Impact Fee Nexus Study underway, which will recommend updates to reflect the incremental cost of new development on City infrastructure. Currently, impact fees that must be paid by new developments include only wastewater, water, and storm drain capacity fees, and general plan maintenance fees. The potential for new transportation improvement fees has been analyzed in the study; however, due to the current desire to avoid hindering new development, the City Council gave direction not to include these additional fees.

Multimodal Transportation Options

Regional Transportation Services

Attractive multimodal transportation options can help reduce parking demand. Fort Bragg is served by the Mendocino Transit Authority, which offers fixed route public transit (within Fort Bragg with connections to the larger region) and on-demand dial-a-ride services.

Fixed Route Public Transit

Public transit fixed routes include:

- Route 5 (BraggAbout) within the City of Fort Bragg (see Figure 4 on the next page)
 - Runs Monday to Friday, with hourly stops from approximately 7:00 am – 5:30 pm
 - Cash fare is \$1.50, with discounts for students, seniors, and those with disabilities
- Route 60 (The Coaster) within the City of Fort Bragg and south along the Coast
 - Connects with other regional routes
 - Runs Monday to Friday; main stop in Fort Bragg is at Boatyard Drive
 - Four southbound departures, between approximately 7:30 am and 4:00 pm
 - Four northbound arrivals, between approximately 9:45 am and 5:45 pm
 - Cash fare ranges from \$1.50 (within Fort Bragg) to \$5.25 (connections to Gualala or Ukiah)
- Route 65 (CC Rider) from the south edge of Fort Bragg to Santa Rosa, through Willits and Ukiah
 - Connects with Ukiah and Santa Rosa
 - Runs 7 days per week; main stop in Fort Bragg is at Boatyard Drive
 - Four southbound departures, between approximately 6:40 am and 3:20 pm
 - Four northbound arrivals, between approximately 11:00 am and 7:00 pm
 - Sunday service has only one southbound departure (6:40 am) and one arrival (5:11 pm) each day

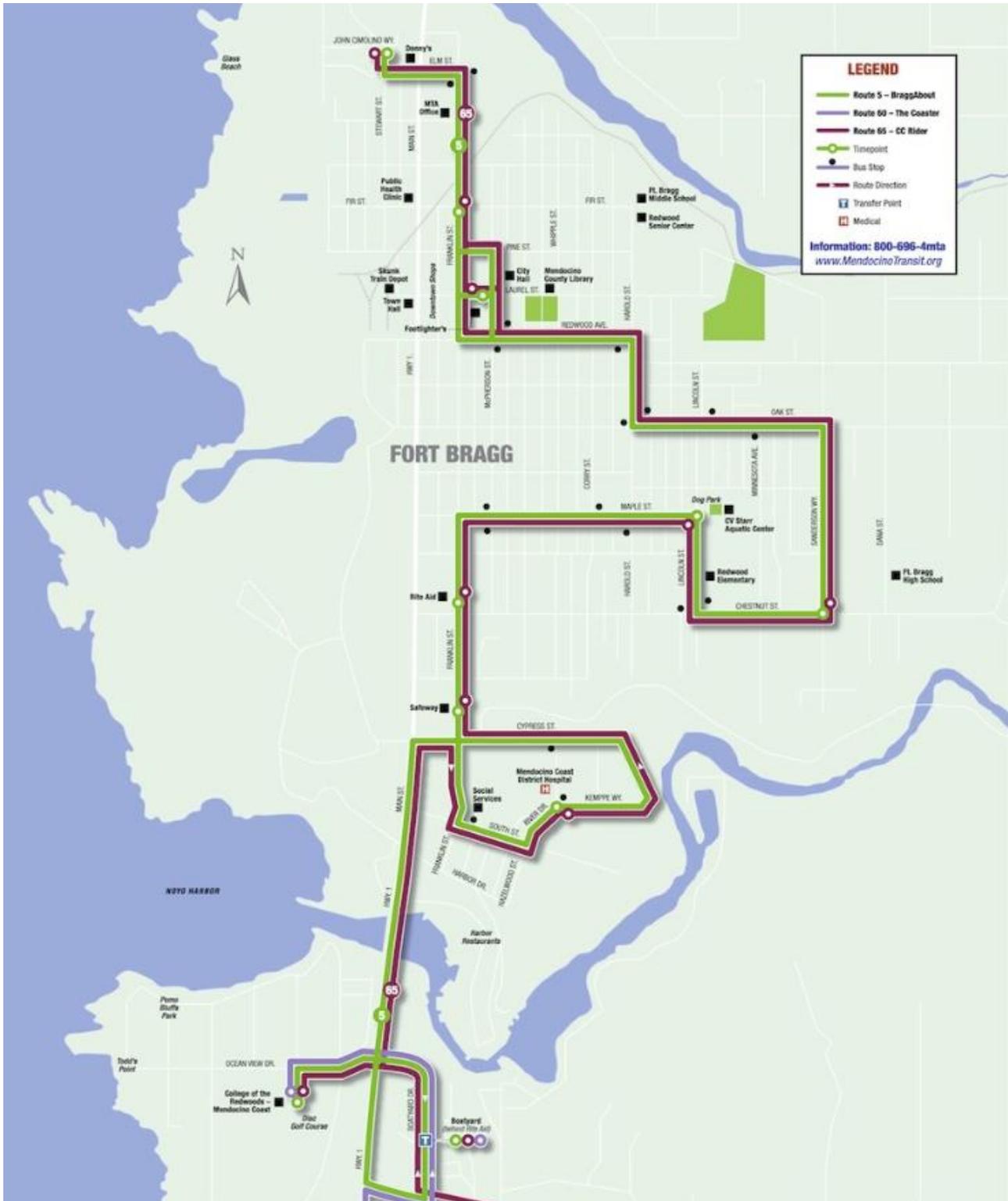
The MTA bus stop in Fort Bragg’s CBD has a covered shelter near the intersection of Laurel Street and McPherson Street, just north of the public parking lot. Both Route 5 and Route 60 stop here, and riders can connect with Route 65 at the Boatyard Drive stop.

Central Business District MTA Bus Shelter



Source: Google Maps, 2023.

Figure 4: Mendocino Transit Authority Routes in Fort Bragg



Source: Mendocino Transit Authority, 2023.

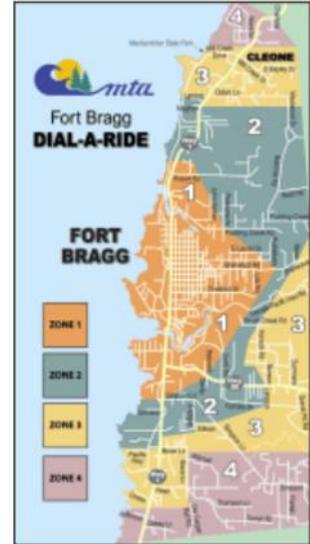
Dial-A-Ride Service

In Fort Bragg and the surrounding areas, high rates of private vehicle ownership and use combined with the relatively low population density results in transit ridership demand that may be too low to support very frequent service or extended hours of operation. Similarly, low demand results in limited availability of transportation network company (e.g., Lyft or Uber) services.

To help fill in the gaps of fixed route transit, the MTA also offers Dial-A-Ride services to the public. This service is available Monday to Friday between 8:00 am and 6:00 pm and on Saturdays between 10:00 am and 5:00 pm.

MTA customers in Fort Bragg may reserve a Dial-A-Ride bus up to two weeks in advance and at least 24 hours in advance to be guaranteed a scheduled ride between any origin and destination within the service area, from Jug Handle State Park and Gibney Lane on the south to Ward Avenue in Cleone on the north. The fare for the general public is \$6.00 per ride within the central zone (Fort Bragg) and an additional \$6.00 per zone in the surrounding areas, as shown in Figure 5. Discounted fares are available for ADA passenger companions, seniors, and children.

Figure 5: MTA Fort Bragg Dial-a-Ride Zones



Source: Mendocino Transit Authority, 2023.

Active Transportation

Due to the limited service hours, the potential for public transportation services to reduce automobile parking demand in Fort Bragg’s Central Business District may be relatively low. Active transportation modes, such as walking, biking, and e-biking, may be more attractive with the right infrastructure in place. Fort Bragg is particularly well-suited for biking, as the City has a moderate climate without extreme high or low temperatures, is relatively flat, and most residents live within two miles of the CBD.

Existing and Planned Bicycle Infrastructure

Bike Lanes

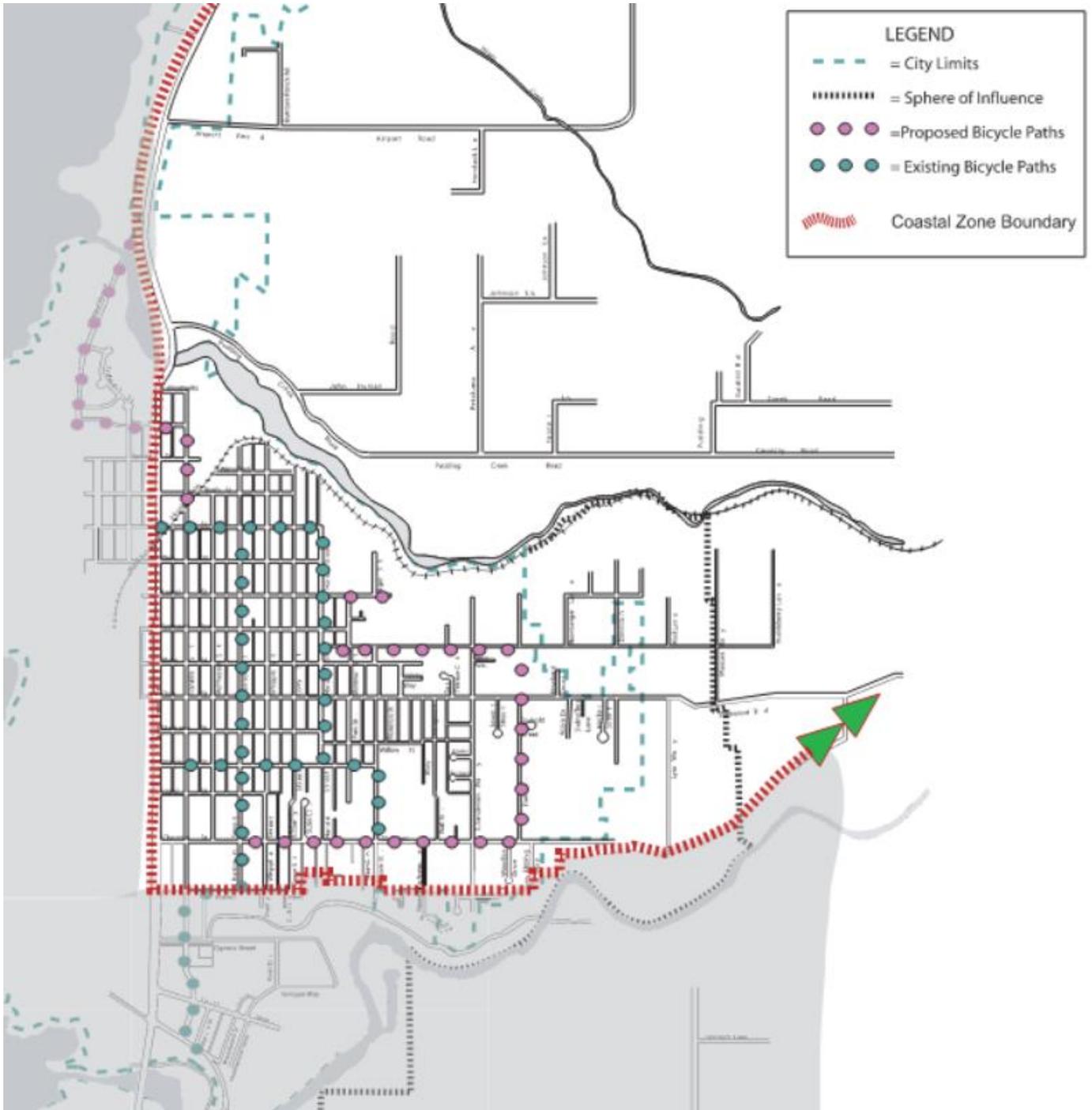
The Circulation Element of the Inland General Plan includes a map of existing and planned bicycle paths within the City (see Figure 6). The two bikeways that go through the CBD are along Main Street and Oak Street, and these connect to other bikeways – providing bike access to the CBD for more of the City. However, this infrastructure may not be considered safe by all potential bicycle users. Main Street has a Class III bikeway (shared lane marking or “sharrow”), which requires bicyclists to share a lane with vehicles. Oak Street has a Class II bikeway (striped lane), but the lane markings are somewhat discontinuous and faded.

Class III Bikeway on Main Street



Source: Google Maps, 2023.

Figure 6: Existing and Proposed Bicycle Paths in Fort Bragg



Source: Fort Bragg General Plan Circulation Element, 2013.

On routes that lack dedicated bicycle infrastructure, bicyclists who feel unsafe riding in the street may feel they have little choice but to ride on the sidewalk, which can decrease feelings of safety for pedestrians. Other travelers who have the option of using a private vehicle may be dissuaded from biking altogether if they perceive a lack of safe bike infrastructure. During the site visit in August 2023, Walker staff observed several bicyclists riding on the sidewalk in the CBD, even while it was discouraged by posted signage.

Bicyclist Riding on the Sidewalk in the CBD and Posted Signage



Source: Walker Consultants, 2023.

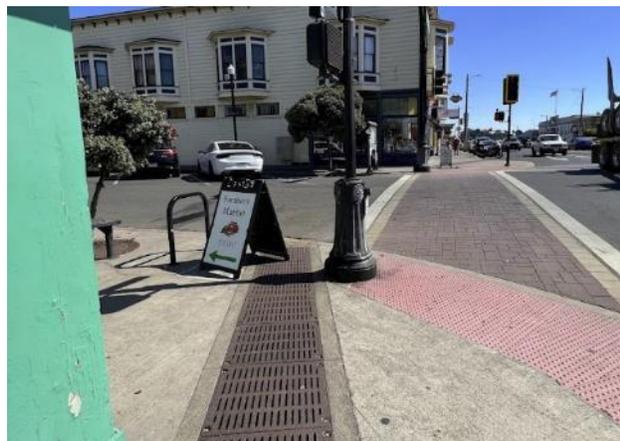
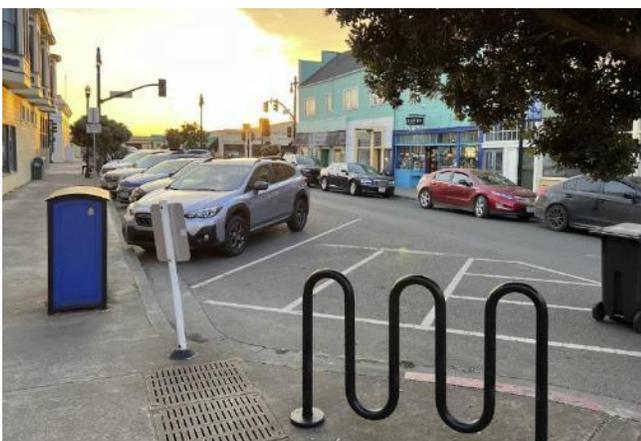
Bike Parking

Bike parking also has the potential to help reduce the demand for automobile parking, especially when bicycle parking is located directly in front of destinations so that it is potentially even more convenient than vehicle parking. Fort Bragg’s CBD does have several bicycle racks, but they are not always conveniently located. In some cases, street signs and light poles function as bicycle parking (as shown in the images on the next page). While these informal solutions can function as secure bike parking options, they may be less attractive to bicyclists, who may not know whether it is legal to lock a bicycle in these places.

The bike racks that do exist are relatively basic in appearance and may not always stand out to bicyclists. There may be opportunities to provide additional bicycle parking options that are more convenient, while also adding aesthetic appeal and character to the CBD.

The CBD also lacks bicycle lockers, which may be favored by cyclists who intend to park in the CBD for longer time periods or who have invested in more expensive bicycles or e-bikes. There are no e-bike parking and charging stations.

Bicycle Racks in the CBD



Source: Walker Consultants, 2023.

Parked Bicycles Observed in Fort Bragg's CBD

Bicycle Locked to a Sign on Franklin Street



Bicycle Locked to a Sign on Main Street



Bicycles Locked to a Light Pole Laurel Street/Franklin Street



Bicycle Locked to a Bike Rack on Franklin Street Sidewalk



Source: Walker Consultants, 2023.

Pedestrian Infrastructure

Fort Bragg’s CBD features several elements that support pedestrian activity, including marked crosswalks and pedestrian curb extensions (“bulb-outs”). Many of the pedestrian infrastructure projects identified in the Mendocino County Regional Transportation Plan and Active Transportation Plan as Tier 1 priorities for Fort Bragg are located outside of the CBD, including along South Main Street, but these projects still have the potential to promote pedestrian access to the CBD by increasing overall connectivity.

Areas of Opportunity

Some strategies used to promote active modes of transportation and reduce parking demand in other cities have yet to be explored by Fort Bragg. For example, there are no docked or dockless bicycles or scooters available for public use, no posted maps or signs showing active transportation routes and public transit connections, and no employee incentive programs or subsidies for bicycle or e-bike purchases and maintenance. In some cases, active transportation messaging and incentives can be a cost-effective way to reduce parking demand.

2022 Mendocino County Regional Transportation Plan & Active Transportation Plan

The 2022 Mendocino County Regional Transportation Plan and Active Transportation Plan identifies short- and long-range improvements planned throughout the county.

Improvements to active transportation infrastructure in the county can improve access to Downtown Fort Bragg and affect people’s transportation choices; if more people choose to walk or bike downtown in the future, parking demand may decrease. Planned improvements in Fort Bragg include Bike and Pedestrian Improvements to South Main Street, which may be implemented when funding becomes available.

The Mendocino Council of Governments supports planning efforts, applies for relevant grants, and distributes grant funding to member agencies, including the City of Fort Bragg. Their prior and ongoing efforts to reduce GHG emissions involve the following:

- Providing an effective public transit system or alternative mobility solutions
- Expanding non-motorized modal alternatives
- Promoting the expansion of alternative fuels
- Investing in projects that reduce congestion
- Participating in long term planning efforts that are likely to reduce sprawl and promote infill
- Identifying funding to implement all of the above
- Expanding infrastructure to support utilization of zero emission vehicles

Existing Parking Supply

Public Parking

Parking Areas

Fort Bragg currently has four **publicly owned parking lots** that serve the Central Business District, three within the CBD and one just outside the CBD on the western edge:

1. City Hall Lot: 422 N Franklin Street (north of City Hall)
 - Approximately 41 spaces, including two ADA spaces and two EV charging stalls.
2. Laurel Lot: 230 E Laurel Street (south of the bus stop on Laurel Street, between Franklin and McPherson Street)
 - Approximately 19 spaces, including two EV charging stalls
3. 4### Main Street (east of Main Street, south of North Coast Brewing Co.)
 - Approximately 19 spaces, including two ADA spaces.

In addition, the CBD has hundreds of **public on-street parking** spaces throughout the district, including diagonal parking on Alder Street between Main Street and Franklin Street and on Laurel Street between Main Street and McPherson Street. There are designated **ADA spaces** in two public parking lots as well as ADA blue curb spaces on the street.

Most public street parking in the CBD has **2-hour time limits** posted, including on Main Street, Franklin Street, Laurel Street, Alder Street, Redwood Street, and parts of Pine Street and Oak Street. McPherson Street is a more residential area and does not have posted time limits.

During the site visit on Wednesday, August 16th, the project team observed **parking availability** throughout the CBD during the Farmers' Market. This event involved a partial closure of the City Hall parking lot and a closure of Franklin Street between Pine Street and Laurel Street. It was a warm, calm, summer day during the tourist season and represents **typical peak demand conditions**. Parking was well-utilized, but even during this time, multiple on-street and off-street public parking spaces were available within two blocks of the Farmers' Market, including ADA spaces.

Parking Signage and Wayfinding

Public Parking Lot Signage

As mentioned in the subsection above, the City has three publicly owned parking lots. There is some signage indicating that these lots are available for public parking, but it may be only near the entrance or facing only one direction of traffic. Walker identified the following signage or lack thereof for each of the three public lots:

1. City Hall Lot: 422 N Franklin Street (north of City Hall)
 - a. White and green sign for northbound traffic on Franklin Street, a little before the entrance
 - b. White and green sign for southbound traffic on Franklin Street, directly across from the entrance
 - c. No signage on Pine Street at or near the alley that provides access from the north to this lot

- d. Signage needs on Laurel are non-applicable, as the alley is one-way southbound and would not permit vehicle access to this lot directly from Laurel
- 2. Laurel Lot: 230 E Laurel Street (south of the bus stop on Laurel Street, between Franklin and McPherson Street)
 - a. White and green sign near the Laurel Street entrance for eastbound traffic (one-way street)
 - b. White and green sign for southbound traffic on Franklin Street, just before the intersection with Laurel
 - c. Signs on Main Street before the turn to Laurel indicate public parking eastward along Laurel.
- 3. 4## Main Street (east of Main Street, south of North Coast Brewing Co.)
 - a. No entrance signage for northbound traffic on Main Street
 - b. Small blue sign across from the Main Street entrance for southbound traffic on Main Street
 - c. No entrance signage observed on Pine Street, Laurel Street, or at the alleyway entrance (however, this lot is configured to have a single entrance, on Main Street, and so signs on these secondary streets are likely unnecessary as they would only point to an exit)

The current signage does not have a unified look and theme. For example, signs are of different colors (see images below). There is no numbering system (e.g., Lot 1, Lot 2, etc.) with maps to help visitors locate parking facilities.

Various Downtown Parking Signs



Source: Walker Consultants and Google Maps, 2023.

Other Parking Signage

For visitors and many residents, Main Street (Highway 1) is the primary street of entry into the downtown. There are several directional parking signs on Main Street indicating public parking to the west. These signs may help visitors find street parking or may lead them to believe that private parking areas are open to the public.

Signs for northbound traffic on Main Street:

- Between Alder Street and Redwood Street, **pointing westbound on Redwood Street.**
- Between Laurel Street and Pine Street, **pointing westbound on Pine Street.**
- Just south of Alder Street, **pointing westbound on Alder Street.**

Signs for southbound traffic on Main Street:

- Just north of Oak Street, **pointing westbound on Oak Street.**
- Just south of Laurel Street, **←→ showing public parking is allowed along Main Street.**

There are **marked curb parking spaces** along some segments of Main Street, such as between Laurel Street and Redwood Street. These can help visitors understand that street parking is allowed. There are also many **two-hour parking** signs throughout the Central Business District. Regardless of whether time limits are enforced, these signs can help visitors identify streets where curb parking is allowed. However, there are also some areas where street parking may be allowed, such as on northbound Main Street between Alder Street and Redwood Street, but where there are no stall markings or signs indicating that the curb may be used for parking.

EV Parking and Charging

The Central Business District has four public charging stations for electric vehicles: two in the public parking north of City Hall, and two in the public parking lot southeast of City Hall. These stations offer free charging for the first hour and charge \$1.50 thereafter. The City has a service agreement with ChargePoint EV Charging Solutions. The EV charging stalls have four-hour time limits.

Private Parking

Although the scope of this study did not include an inventory of parking facilities, it was clear from the site visit that a significant share of the land in the CBD is dedicated to surface parking lots. Most of the parking facilities in Fort Bragg’s CBD are privately owned. While several lots have physical barriers restricting access, many privately owned parking facilities are informally used by visitors and members of the public, including non-customers.

Section 10.20.035 (A) of the municipal code acknowledges this use of private parking facilities: *“The City Council finds and declares that there are privately owned and maintained off street parking facilities within the City which are generally held open for use by the public for purposes of vehicular parking.”*

Fort Bragg Municipal Code 10.20.035 and California Vehicle Code 21107.8 provide that the Police Department may enforce traffic and parking regulations on privately-owned parking lots. An owner interested in public enforcement at their facility may submit an application, which must go through a committee before the facility is included in a City Council resolution. Property owners must purchase and maintain signage informing the public that the property is subject to the City’s traffic and parking regulations.

Facility owners who have not opted for this public enforcement option must deal with parking violations on their property through private towing, a consequence that some owners may feel is too harsh for most parking violations.

While many private parking lots are informally used by other visitors, the City also has a prior history of more formal agreements allowing for the public use of privately owned parking facilities. Currently, however, the City does not have any agreements for private parking facilities being made accessible for public use.

Privately Owned Parking Facility in Downtown Fort Bragg



Source: Walker Consultants, 2023.

Parking Repurposed for Other Uses

Some areas—both on-street and off-street—formerly reserved for private parking now serve other uses. For example, some off-street parking spaces adjacent to downtown restaurants have been repurposed for outdoor dining.

Outdoor Dining

The City first allowed outdoor dining in parking lots as a temporary safety measure during the Covid-19 pandemic, and many local restaurants took advantage of the opportunity. The City found that outdoor dining is popular with the community, and allowing it can help support local businesses, attract pedestrians, and create a more vibrant downtown. Efforts are currently underway to establish regulations and standards in the municipal code that will formalize outdoor dining areas. The plan is to hold a Public Hearing and consider adopting a Resolution of the Fort Bragg Planning Commission to Amend Division 18 to the Fort Bragg Municipal Code to add Chapter 18.42.166 “Restaurants – Outdoor Dining” to establish regulations and standards for outdoor dining.

The regulations would allow outdoor dining by-right for facilities 1300 square feet or below and require a Minor Use Permit for outdoor dining facilities over 1300 square feet, subject to design review. Parking would not be required for any outdoor dining facilities, nor would the facilities be subject to water and sewer capacity fees.

Outdoor Dining Area in a Private Downtown Parking Lot



Source: Walker Consultants, 2023.

Mobile Vending

Similarly, curb spaces can also be used for economically productive uses, including temporary uses like food trucks, which contribute to a more vibrant and active downtown streetscape. For example, the photo below shows visitors congregating near a food truck on Franklin Street.

Food Truck on Franklin Street



Source: Google Maps, 2023.

Section 10.20.150 of the Inland Land Use and Development Code includes regulations for Mobile Vending Vehicles, which may be parked in the curb in the public right-of-way. Mobile vending vehicle sales are restricted to food and drinks for immediate consumption and flowers. Applications are considered under the “Minor Use Permit” and are reviewed by Community Development Director. Applications must show the specific location where the vehicle will be parked, and the vehicle cannot remove parking spaces on Main Street, create traffic visibility issues, or interfere with business operations or residences within 300 feet. Permits for vending on City streets require obtaining an encroachment permit and adhering to liability insurance requirements, and they are granted for a 3-year term.

Other Potential Uses

Other potential uses of curb parking include loading and delivery zones, parklets, bike lanes, and bike parking. Downtown Fort Bragg has several designated loading zones—such as on the south side of Pine Street just west of Main Street—but does not have any curb space dedicated to parklets, bike lanes, or bike parking. Occasionally, entire street segments (including the parking) are repurposed for community events or the weekly Farmers’ Market, and the City has recently implemented a bollard plan to facilitate temporary street closures downtown.

Parking Enforcement

Any parking enforcement in Downtown Fort Bragg is handled by the City's Police Department. Although most downtown parking spaces have time limits, proactive parking enforcement has not been a priority for the City.

Many community members do not believe they should receive parking citations, and many City and business community leaders are concerned that proactive parking enforcement could discourage visitors who receive a citation from returning to Downtown Fort Bragg.

Furthermore, there are several practical constraints to increasing parking enforcement efforts. For example, the City does not have modern enforcement technology, such as electronic ticket writers that can display whether a vehicle has previously received violations (which would help officers determine whether to issue a warning or citation) or license plate readers that allow enforcement officers to easily monitor vehicles parked in two-hour spaces without a more labor-intensive method, such as chalking tires.

Economic Development and Growth Potential

The City is actively looking to revitalize the Central Business District. There are several vacant properties and storefronts throughout the district, and if new development occurs without a corresponding increase in the parking supply or without other actions (such as active transportation infrastructure improvements or incentives) taken to manage transportation demand, it is possible that parking utilization may increase enough that parking availability becomes widely seen as an important issue to solve.

Redevelopment of the former Mill Site may also increase the number of trips taken to downtown Fort Bragg. The most recent concept plan for this brownfield site included a Glass Beach Station Area, residential neighborhoods, an Oceanfront Hotel and Condominiums, parks and open space, and a CBD Mixed Use and Promenade area just north of Redwood Avenue. The concept plan also included 510 total spaces of public parking.

Ultimately, if the City is successful in revitalizing the CBD and the parking demand increases, maintaining availability of convenient parking may require a long-term plan to manage parking demand and/or increase the supply of parking available for public use. Several planning efforts to improve access via bike and pedestrian infrastructure are currently underway, including the development of new bicycle infrastructure that will help connect the downtown with the rest of the City. Especially given the potential for future growth, planning is necessary to maintain and improve transportation access for everyone who lives in, works in, or visits Downtown Fort Bragg.

Vacant Storefront in Downtown Fort Bragg



Source: Walker Consultants, 2023.

RESOLUTION NO. PC 07-2024

RESOLUTION OF THE FORT BRAGG PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE TO AMEND CHAPTER 18.36 – PARKING AND LOADING OF DIVISION 18 OF THE FORT BRAGG MUNICIPAL CODE INCLUDING ILUDC SECTION 18.36.080 CENTRAL BUSINESS DISTRICT SPECIAL PARKING COMBINING ZONE

WHEREAS, California Constitution Article XI, Section 7, enables the City of Fort Bragg (the “City”) to enact local planning and land use regulations; and

WHEREAS, the authority to adopt and enforce zoning regulations is an exercise of the City’s police power to protect the public health, safety, and welfare; and

WHEREAS, the City adopted an Inland General Plan, including its Circulation Element, and certified an Environmental Impact Report Addendum (“EIR Addendum”) for the General Plan on December 2, 2012; and

WHEREAS, Circulation Element Section 5 Parking establishes goals, policies and related programs, for adequate off-street parking essential for Central Business District business, provision for an in-lieu fee to build additional off-street parking facilities and mentions the community-wide benefit of providing additional off-street parking facilities in the Central Business District; and

WHEREAS, the adoption of an Inland Land Use and Development Code is necessary to provide a regulatory framework for implementation of the Inland General Plan and to update zoning regulations in accordance with City Council policy direction; and

WHEREAS, the City adopted an Inland Land Use and Development Code and Negative Declaration on February 10, 2014, including [ILUDC Chapter 18.36 Parking and Loading](#), §18.36.060 *Bicycle Parking*, §18.36.080 *Reduction of Parking Requirements*, and establishing requirements for the Central Business District Special Parking Combining Zone; and

WHEREAS, the City has prioritized policies to keep the downtown vibrant; access to public transit on the Mendocino Coast is extremely limited; visitors and locals are often dependent on vehicles as a mode of transportation and beginning in 2022 the City desired to develop a *Comprehensive Parking Strategy*; and

WHEREAS, on January 23, 2023, the City Council sought proposals to create a *Comprehensive Downtown Parking Strategy* where the study would be substantially funded through an approved MCOG OWP planning grant; and

WHEREAS, on March 27, 2023, the City Council awarded a Professional Services Agreement to Walker Consultants for the preparation of a comprehensive downtown parking strategy and the term of this agreement was subsequently extended to April 30, 2023 by City Manager Isaac Whippy; and

WHEREAS, throughout 2023, the City of Fort Bragg technical advisory committee, including Assistant Planner Sarah Peters, Assistant Engineering Director Chantel O’Neal, Director Juliana Cherry, and Police Chief Neil Cervenka, meet regularly with Walker

Consultants to discuss Circulation Element goals, policies, and programs; Inland and Coastal Land Use and Development Codes; existing on-street parking practices and to survey the Central Business District parking on August 16, 2023; for the purpose of developing a comprehensive downtown parking strategy recommendation; and

WHEREAS, on August 16, 2023, the City of Fort Bragg hosted a walking tour of the Central Business District's on-street and off-street parking; and

WHEREAS, on August 17, 2023 and at Community Town Hall, Walker Consultants facilitated the Fort Bragg Downtown Parking and Access Study, which was an interactive workshop about on-street and off-street parking in the Central Business District; and the workshop was well attended by the public; and

WHEREAS, throughout August 2023, the public were invited to complete an online survey about parking in the Central Business District; and

WHEREAS, on December 11, 2023, and for the last dozen years, the City Council annually adopted a resolution to waive the in-lieu parking fee required by ILUDC §18.36.080.C.3; and

WHEREAS, on December 13, 2023, the Fort Bragg Planning Commission, as a Conduct of Business matter, participated in a downtown parking strategy study session facilitated by Walker Consultants; and

WHEREAS, adoption of this ordinance is not subject to CEQA because the adoptions are not a project, in that they do not involve any commitment to any specific project (CEQA Guidelines Section 15378(b)(4)), and because it can be seen with certainty that as the City, in practice, has not enforced parking minimums in the Central Business District (CBD) since the year 2012, there is no possibility that the formal removal of parking minimums or in-lieu fees in the CBD will have a significant effect on the environment, in that this ordinance and resolution contains no provisions modifying the physical design, development, or construction of residences or nonresidential structures per CEQA Guidelines Section 15061(b)(3). Additionally, increasing bicycle parking space requirements across zones, and mandating that only required parking and loading spaces be limited to those uses in the absence of a Limited Term Permit, reduces impacts on the environment as these amendments lessen prioritization of vehicular traffic over alternative uses and modes of transportation; and

WHEREAS, the Planning Commission held a duly noticed public hearing on February 28, 2024, to consider, accept, and receive a 2024 *Comprehensive Downtown Parking Strategy* prepared by Walker Consultants and to hear public testimony on said report; and

WHEREAS, on February 28, 2024, the Planning Commission held a duly noticed public hearing to consider ILUDC Chapter 18.36 *Parking and Loading Standards* amendments, including Bicycle Parking and Central Business District (CBD) Special Parking Combining Zone amendments; and

NOW, THEREFORE, BE IT RESOLVED that the City of Fort Bragg Planning Commission, based on the entirety of the record before it, which includes without limitation, CEQA, Public Resources Code §21000, et seq. and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the Fort Bragg Inland General Plan; the

Fort Bragg Inland Land Use and Development Code; the Project application; all reports and public testimony submitted as part of the Planning Commission meeting of February 28, 2024 and Planning Commission deliberations; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission of the City of Fort Bragg does hereby make the following findings and determinations:

SECTION 1: INLAND LAND USE AND DEVELOPMENT CODE AMENDMENT FINDINGS

Pursuant to Fort Bragg Municipal Code Section 18.94.060, the Planning Commission recommends that the City Council make the following findings for adoption of the proposed amendments to the Fort Bragg Inland Land Use and Development Code:

- a. The proposed amendment is consistent with the General Plan and any applicable specific plan; and
 1. The proposed project is consistent with the land use designations of the Land Use Element of the Inland General Plan because the amendment would promote places for people, active uses, and economic vibrancy in the Central Business District, including new infill development and the regeneration of buildings that may be vacant or in disrepair; as overabundant parking would not support these outcomes, and seeing the appropriate supply of parking that supports necessary vehicle access without overburdening downtown with parking lots and vehicle congestion; and the City strives to be mindful of what constitutes adequate off-street parking; and
 2. The proposed amendment is consistent with the following applicable Inland General Plan including its Land Use Policies LU-3.2, LU-3.3, LU-3.4, and LU-3.5; and Circulation Policy C-5.1, Circulation Goal C-6, and Policy C-6.1 and Program C-6.1.1; and Community Design Goal CD-2, Policies CD-2.2 and CD-2.4, and Program CD-2.4.3; and
- b. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and
 1. As recommended by the Planning Commission, the proposed amendment supports safe and effective traffic circulation including adequate off-street parking and efficient ways to satisfy the need for parking in the Central Business District; and
- c. The proposed amendment is internally consistent with other applicable provisions of this Development Code.
 1. The proposed Zoning Code Amendment is consistent with ILUDC standards as amended and recommended in the February 28, 2024 Downtown Comprehensive Parking Strategy.

SECTION 2: GENERAL FINDINGS:

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

BE IT FURTHER RESOLVED that the Fort Bragg Planning Commission does hereby recommend that the City Council amend Division 18 to the Fort Bragg Municipal Code, as shown in Attachment A, and to amend Chapter 18.36 *Parking and Loading*, including subsection 18.36.030 General Parking Regulations; 18.36.060 Bicycle Parking; and 18.36.080.C Central Business District (CBD) Special Parking Combining Zone; and

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

The above and foregoing Resolution was introduced by Commissioner Logan seconded by Chair Deitz, and passed and adopted at a regular meeting of the Planning Commission of the City of Fort Bragg held on the 28th day of February 2024, by the following vote:

AYES: Jensen, Neils, Stavely, Logan, Deitz

NOES:

ABSENT:

ABSTAIN:

RECUSE:

Scott Deitz, Chair

ATTEST:

**Maria Flynn, Administrative Assistant
Community Development Department**

Chapter 18.36

Parking and Loading

Sections:

- [18.36.010 Purpose](#)
- [18.36.020 Applicability](#)
- [18.36.030 General Parking Regulations](#)
- [18.36.040 Number of Parking Spaces Required](#)
- [18.36.050 Disabled Parking Requirements](#)
- [18.36.060 Bicycle Parking](#)
- [18.36.070 Motorcycle Parking](#)
- [18.36.080 Reduction of Parking Requirements](#)
- [18.36.090 Parking Design and Development Standards](#)
- [18.36.100 Driveways and Site Access](#)
- [18.36.110 Loading Space Requirements](#)

18.36.010 - 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.

(Ord. 930, § 2, passed 06-12-2017)

18.36.020 - 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.

(Ord. 930, § 2, passed 06-12-2017)

18.36.030 - General Parking Regulations

A. Parking and loading spaces to be permanent. ~~Each~~Any required 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 (§ [18.71.030](#)) 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 a 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. Only 1 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 1 month, on parcels that are not authorized car sale lots.

D. Large motor vehicle and nonmotorized vehicle parking.

1. The storage (parking for any period longer than 72 hours) of a large motor vehicle or nonmotorized vehicle (as defined in § [10.02.010](#)) in a residential zoning district shall be allowed only when all portions of the large motor vehicle or nonmotorized vehicle are located entirely within the property boundaries and do not extend into the setbacks or the public right-of-way. Except that vehicles can be located within required setbacks with approval of a Minor Use Permit.

2. Parking within setback areas shall also comply with § [18.30.100](#)(D). (Limitations on the use of setbacks).

(Ord. 930, § 2, passed 06-12-2017)

18.36.040 - Number of Parking Spaces Required

Each land use shall provide the number of off-street parking spaces required by this Section. See §§ [18.36.060](#) and [18.36.070](#) 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) of this Section.

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 is required through Minor Use Permit or Use Permit approval in compliance with § [18.71.060](#).

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. A site with multiple tenants shall provide the aggregate number of parking spaces required for each separate use, except when any land or building under the same ownership or under a joint use agreement is used for 2 or more

purposes with shared parking and no spaces reserved for a particular use. In this instance, the parking shall be provided as required by the analysis below:

- i) Determine the minimum amount of parking required for each land use as though it were a separate use, by time period, considering proximity to transit.
- ii) Calculate the total parking required across uses for each time period.
- iii) Set the requirement at the maximum total across time periods.

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 [18.90](#) (Nonconforming Uses, Structures, and Parcels). However, if required driveway access for 1 off-street space eliminates 1 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 § [18.71.060](#), 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 square feet 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, 1 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 1 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 according to the following procedure:

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 § [18.71.060](#):

- a. The maximum amount of parking which is feasible shall be provided on site.
- b. The exception shall only be granted in situations where the Director, Public Works has determined that the exception will not result in potentially unsafe conditions for vehicles or pedestrians.
- c. The Director of Community Development has determined that the project is located in an area of abundant on-street parking.

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 be provided at a minimum ratio of 1 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 § [18.71.060](#).

TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE

Land Use Type: Manufacturing, Processing and Warehousing	Vehicle Spaces Required	
	Minimum	Maximum
All manufacturing, industrial, and processing uses, except the following.	1 space for each 400 sf of office area; 1 space for each 1,000 sf of floor and/or ground area devoted to other than office use; 1 space for each 5,000 sf of open storage.	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 2,500 sf of open storage.
Media production	1 space for each 400 sf of floor area.	1 space for each 200 sf of floor area.
Recycling facilities		
Heavy or light processing facilities, large collection facilities	Determined by Use Permit.	Determined by Use Permit.
Scrap/dismantling yards	1 space for each 400 sf of gross floor area, plus 1 space for each 10,000 sf of gross yard area.	1 space for each 200 sf of gross floor area, plus 1 space for each 5,000 sf of gross yard area.
Small collection facilities	Determined by Minor Use Permit.	Determined by Minor Use Permit.
Wholesaling and distribution	1 space for each 1,000 sf of floor area.	1 space for each 300 sf of floor area.

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

Land Use Type: Recreation, Education, and Public Assembly	Vehicle Spaces Required	
	Minimum	Maximum
Clubs, community centers, lodges, meeting halls, religious facilities, theaters, auditoriums, and places of assembly	1 space for each 250 sf of floor area or 5 seats, whichever would yield more spaces.	1 space for each 100 sf of floor area or 3 seats, whichever would yield more spaces.
Commercial recreation facilities - Indoor	1 space for each 400 sf of floor area.	1 space for each 200 sf of floor area.
Commercial recreation facilities - Outdoor	Determined by Use Permit.	Determined by Use Permit.
Studios (art, dance, martial arts, music, etc.) Health/fitness facilities Conference/convention and sports/entertainment facilities	1 space for each 300 sf of floor area.	1 space for each 100 sf of floor area.
Library, gallery, and museum	1 space for each 500 sf of floor area.	1 space for each 250 sf of floor area.
Schools (public and private)		
Elementary, Junior High, Kindergarten and nursery schools	1 space per employee plus 1 space for each 10 students.	1 space per employee plus 1 space for each 5 students.
High schools	1 space per employee plus 1 space for each 5 students.	1 space per employee plus 1 space for each 4 students.
Colleges and universities (including trade, business, and art/music/dancing schools)	1 space per employee plus 1 space for each 4 students.	1 space per employee plus 1 space for each 2 students.
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.	-
Multifamily housing and live/work unit	Under 2 bedrooms: 1 space per unit. 2 bedrooms or more: 2 spaces per unit.	2.25 spaces per unit.
Organizational house, rooming or boarding house, residential care facility, co-housing	0.5 spaces per bedroom.	1 space per bedroom.
Second dwelling unit	See § 18.42.170(F) .	See § 18.42.170(F) .
Single-family dwelling	2 spaces	4 spaces

Notes:

- (1) Recreational vehicle parking spaces may also be required. See Subsection (D) of this Section (Recreational vehicle (RV) parking spaces).

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

Land Use Type: Retail Trade	Vehicle Spaces Required	
	Minimum	Maximum
All "Retail Trade" and general retail uses listed in § 18.22.030, Table 2-6, except for the following:	1 space for each 400 sf of floor area, plus 1 space for each 600 sf of outdoor sales area.	1 space for each 200 sf of floor area, plus 1 space for each 400 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.	1 space for each 200 sf of floor area for the showroom and offices, plus 1 space for each 1,000 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 5 seats; or 1 space for each 250 sf of floor area, whichever would yield more spaces.	1 space for each 3 seats; or 1 space for each 100 sf of floor area, whichever would yield more spaces.
Building and landscape materials and furniture stores, warehouse retail center	1 space for each 1,000 sf of display area.	1 space for each 500 sf of display area.
Convenience store	1 space for each 300 sf of floor area.	1 space for each 150 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.	1 space for each 300 sf of floor area for the showroom and offices, plus 1 space for each 2,500 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 100 sf of dining area.	1 space for each 40 sf of dining area.
Service station	1 space for each 300 sf of floor area, plus 2 spaces for each service bay.	1 space for each 200 sf of floor area, plus 4 spaces for each service bay.
Shopping center	1 space for each 400 sf of floor area.	1 space for each 200 sf of floor area.

Notes:

- (1) Recreational vehicle parking spaces may also be required. See Subsection (D) of this Section (Recreational vehicle (RV) parking spaces).

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

Land Use Type: Service Uses	Vehicle Spaces Required	
	Minimum	Maximum
Banks and financial services	1 space for each 300 sf of floor area.	1 space for each 150 sf of floor area.
Child day care		
Large family day care home	2 spaces; may include spaces provided to fulfill residential parking requirements and on-street parking so long as it abuts the site.	4 spaces; 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.	1 space for each employee, plus 1 space for each 5 children.
Equipment rental	1 space for each 400 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.	1 space for each 200 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 400 sf of floor area.	1 space for each 250 sf of floor area.
Lodging	1 space for each unit, plus 1 space for the manager or owner and required spaces for accessory uses.	1.5 spaces for each unit, plus 2 spaces for the manager or owner and required spaces for accessory uses.
Medical marijuana dispensary	1 space for each 500 sf of floor space.	1 space for each 250 sf of floor space.
Medical services		
Clinic, laboratory, urgent care, doctor office	1 space for each 300 sf of floor area.	1 space for each 200 sf of floor area.
Extended care	1 space for each 5 beds or patients the facility is licensed to accommodate.	1 space for each 2 beds or patients the facility is licensed to accommodate.
Hospitals	2 spaces for each bed.	4 spaces for each bed.
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.	1 space for each 200 sf of floor area within the facility or 1 space for each 3 seats in the sanctuary, whichever would yield more spaces.
Offices	1 space for each 400 sf of floor area.	1 space for each 200 sf of floor area.

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

Land Use Type: Service Uses	Vehicle Spaces Required	
	Minimum	Maximum
Personal services and personal services - restricted		
All personal service uses except the following	1 space for each 350 sf of floor area.	1 space for each 200 sf of floor area.
Barber/beauty shops	2 spaces for each barber or beautician.	3 spaces for each barber or beautician.
Storage		
Cold storage facilities or ice plants	1 space for each 500 sf of floor area.	1 space for each 250 sf of floor area.
Outdoor storage	1 space for each 3,000 sf of lot area.	1 space for each 1,500 sf of lot area.
Personal storage facilities (mini-storage)	4 spaces for the manager's office.	8 spaces for the manager's office.
Warehousing	1 space for each 1,000 sf of floor area.	1 space for each 500 sf of floor area.
Vehicle services (major and minor repair)	4 spaces for each service or wash bay.	8 spaces for each service or wash bay.
Veterinary clinics, animal hospitals, boarding, or kennels	1 space for each 400 sf of floor area.	1 space for each 250 sf of floor area.
Boarding or kennels separate from other veterinary facilities	1 space per employee, plus 2 spaces.	2 spaces per employee, plus 2 spaces.

(Ord. 930, § 2, passed 06-12-2017)

18.36.050 - Disabled Parking Requirements

Number of spaces required. Parking for the disabled shall be provided on site in compliance with California Building Code Standards.

Parking spaces required for the disabled shall count toward compliance with the number of off-street parking spaces required by this Chapter.

(Ord. 930, § 2, passed 06-12-2017)

18.36.060 - Bicycle Parking

Each multifamily project of 5 or more units and nonresidential ~~projects~~land-use shall provide bicycle parking in compliance with this Section.

A. Number of bicycle spaces required.

1. Multifamily project. A multifamily project of 5 or more units shall provide bicycle parking spaces equal to a minimum of 10% of the required vehicle spaces, ~~or one bicycle parking space per each two units, whichever is greater,~~ unless separate secured garage space is provided for each unit. The bicycle spaces shall be distributed throughout the project. ~~A minimum number of 2 bicycle parking spaces shall be provided.~~

2. Nonresidential project. A nonresidential project (e.g., retail, office, etc.) shall provide bicycle parking spaces equal to a minimum of 10% of the required vehicle spaces, ~~or 1 bicycle parking space per 2,500 sq. ft. of net floor area, dining area, or indoor display area, whichever is greater,~~ distributed to serve customers and employees of the project. A minimum number of 2 bicycle parking spaces shall be provided.

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 2 feet in width and 6 feet in length, with a minimum of 7 feet of overhead clearance, and shall be conveniently located and generally within proximity to the main entrance of a structure.

(Ord. 930, § 2, passed 06-12-2017)

18.36.070 - 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 1 motorcycle parking space shall be provided for each 50 vehicle spaces or fraction thereof.

B. Space dimensions. Motorcycle spaces shall have minimum dimensions of 4 feet by 7 feet.

(Ord. 930, § 2, passed 06-12-2017)

18.36.080 - Reduction of Parking Requirements

A. Shared on-site parking.

1. Where 2 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 § [18.71.060](#).

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 § [18.36.040](#) (Number of Parking Spaces Required), through the granting of a Minor Use Permit in compliance with § [18.71.060](#), 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.). Parking requirements may be reduced, by the review authority, where the project facilitates bicycle use by providing bicycle storage, lockers, changing rooms and showers and/or bicycles for employee use.

C. Central Business District (CBD) Special Parking Combining Zone. ~~The following parking requirements shall apply to~~ There are no minimum automobile parking requirements for 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 § [18.36.040](#) (Number of Parking Spaces Required), meet the alternative CBD parking requirements identified in Subsection (C)(2) of this Section, or pay the parking in lieu fee identified in Subsection (C)(3) of this Section.~~

~~**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 square feet 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, 1 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 – RESERVED PARKING REQUIREMENTS IN THE CBD BY LAND USE	
Land Use Type:	Vehicle Spaces Required
-	
Bars, cocktail lounges, restaurants, and taverns	1 space for each 8 seats or 1 space for each 400 sf of floor area, whichever would yield more spaces.
Lodging	-
Bed and breakfast inns Hotels or motels	1 space for each unit, plus 1 space for the manager or owner.
Residential dwelling units	1 space for each dwelling unit.
Retail commercial and office uses	1 space for each 600 sf of floor area.

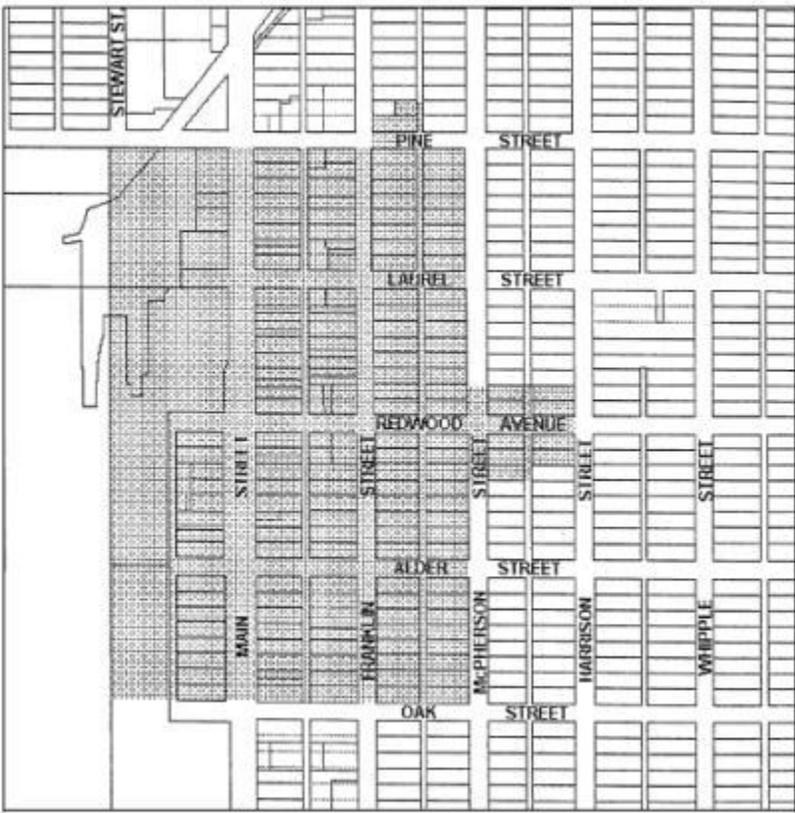


Figure 3-7 - CBD Special Parking Combining Zone

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 Subsection.

~~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 § [18.42.150](#) (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 5-space reduction shall be allowed when not in conflict with parking needs of the host nonresidential use.

(Ord. 930, § 2, passed 06-12-2017)

18.36.090 - 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 (§ [18.71.060](#)).

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 5-foot-wide landscaped area.
- c. Parking between the primary structure and the fronting street should be avoided.

3. Within the Downtown. Parking within the Downtown area identified by § 18.36.080(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:

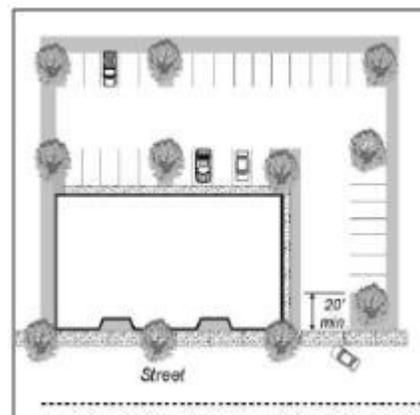
1. Parking areas shall provide suitable maneuvering area so that vehicles enter from and exit to a public street in a forward direction only.

- a. Parking lots shall be designed to prevent access at any point other than at designated access drives.
- b. Single- and multifamily dwelling 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.

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.

Figure 3-8 - Queuing Area

5. The design of parking lots shall provide for safe pedestrian access, via sidewalks, to and from parked cars, to the street and to the primary entrance of the associated development.
6. Curb cuts for purposes of providing street access to on-site parking spaces on primary commercial streets (see definitions) shall be permitted only by Conditional Use Permit.
7. Curb cuts to provide street access to on-site parking spaces on nonprimary commercial and residential streets shall be permitted only where a project site meets at least 1 of the following conditions:
 - a. The site has no adjacent side or rear alley having a minimum right-of-way of 15 feet;
 - b. The topography or configuration of this site or placement of buildings on the site precludes reasonable alley access to a sufficient number of parking spaces;
 - c. The average slope of the parcel is at least 5%; or
 - d. The Director, Public Works determines that a curb cut is appropriate due to traffic, circulation or safety concerns.

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, driveway, and other parking lot features shall comply with the minimum dimension requirements in Table 3-10, and as illustrated in Figures 3-8 and 3-9. Future adjustments to stall dimensions shall be based on the standards listed in the latest version of the Urban Land Institute's Dimensions of Parking.

TABLE 3-10 - MINIMUM PARKING SPACE CONFIGURATION

Minimum Uni-Stall Requirements				
Width		Length		
9 ft		18 ft		

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

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 at least 1 foot.

3. Space length for perpendicular parking abutting a planter. The front 2 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.

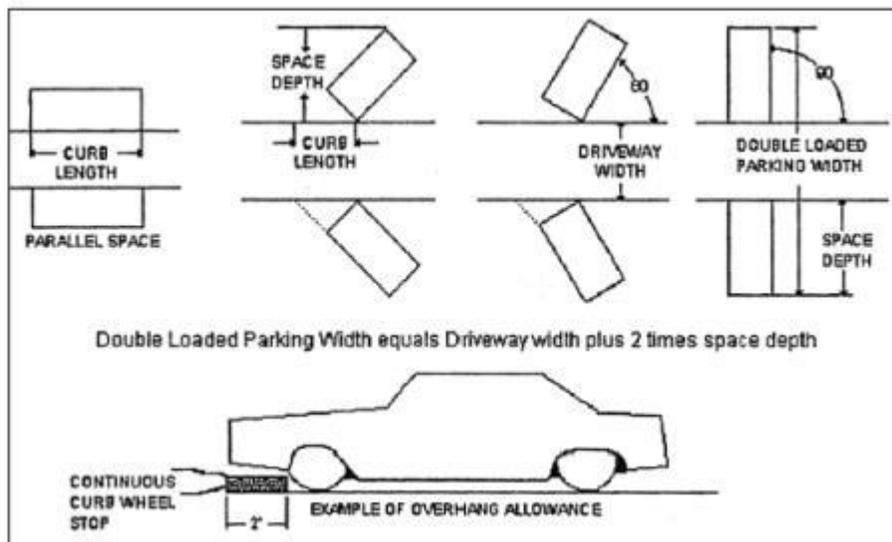


Figure 3-9 - Parking Space Dimensions

E. Tandem parking. Use of tandem parking (when 1 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 grant approval of tandem parking for nonresidential and other multifamily developments through a Use Permit if the applicant demonstrates that the tandem parking is achieved for vehicles owned by residents within a single unit or employees of a single commercial use.

F. Landscaping. Landscaping shall be provided in compliance with Chapter [18.34](#) (Landscaping Standards).

G. Lighting. Lighting shall be provided in compliance with § [18.30.070](#) (Outdoor Lighting).

H. Striping and identification.

1. Parking spaces shall be clearly outlined with 4-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 Director, Public Works.

I. Surfacing, wheel stops, stormwater management and landscaping

1. All parking spaces and maneuvering areas shall be surfaced with paving, asphalt, concrete pavement, or comparable material as determined by the Director, Public Works. Permeable paving, permeable asphalt or permeable concrete pavement is preferred, and projects which use permeable paving materials will receive a proportional discount, based on the proportion of site coverage, on the City drainage fee. (Recommended maximum slopes for alternative paving surfaces are 5% for porous asphalt, 6% for porous concrete, and 10% for interlocking pavers.)
2. Required parking areas in the RR, RS, or RL zoning districts may be surfaced with gravel, pavers, or other all-weather surface as determined to be appropriate by the Director of Public Works. However, all gravel parking lots shall include a 20-foot-long paved driveway, to minimize the introduction of gravel onto the public right-of-way.
3. All parking and maneuvering areas shall be designed for on-site stormwater infiltration and treatment where feasible. Stormwater management techniques shall include 1 or more of the following techniques or their equivalent as determined by the City Engineer:
 - a) Permeable paving over at least 12 inches of gravel;
 - b) Site design so that stormwater flows into landscaped strips, islands and/or rain gardens with a soil depth of at least 24 inches;
 - c) Stormwater bioretention swales, rain-gardens, or other open water infiltration and conveyance system with a reservoir volume equal to the surface area of the impermeable surfaces times a depth of 6 inches;

- d) Rainboxes; and/or
- e) Equivalent stormwater retention or infiltration technique as determined by the Director of Public Works.

4. Where stormwater infiltration is infeasible, due to site limitations or use type, parking areas shall be graded so that all surface water flows off site into drainage features to the satisfaction of the Director, Public Works.

5. All grading plans relating to the parking facilities shall be reviewed and approved by the Director, Public Works before any work can commence.

6. Individual wheel stops, of at least 6 inches in height and width, shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Wheel stops shall be placed to allow for 2 feet of vehicle overhang area within the dimension of the parking space. Continuous concrete curbing is discouraged in parking lots. If continuous concrete curbing is installed it shall include curb cuts so that stormwater can flow into bioretention swales, islands, tree filter boxes, gravel wetlands or other LID stormwater techniques.

(Ord. 930, § 2, passed 06-12-2017)

18.36.100 - 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 (§ [18.71.060](#)).

A. Number of driveways.

1. Single-family dwellings and duplexes. A single-family dwelling or duplex shall be allowed 1 driveway from the adjacent alley if feasible except that:

- a. A driveway from the street may be allowed if no alley provides access; or
- b. A circular driveway may be allowed on a parcel with 200 feet or more of street frontage without alley access.

2. Multifamily and nonresidential projects.

- a. A multifamily or nonresidential development project on a parcel of 2 acres or less shall be limited to a maximum of 2 driveways, unless the Director, Public Works determines that more than 2 driveways are required to accommodate the traffic for the project.
- b. Whenever a property has access to more than 1 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 1 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. 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 Director, Public Works 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 6 feet, unless a shared, single driveway is approved by the Director, Public Works. The 6-foot separation shall not include the transition or wing sections on each side of the driveway.

2. Multifamily and nonresidential developments. Where 2 or more driveways serve the same or adjacent multifamily or nonresidential development, the centerline of the driveways shall be separated by a minimum of 50 feet. The Director, Public Works 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 23 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. Multifamily and nonresidential development.

a. A driveway for a multifamily or nonresidential development which connects to a parking lot of 9 or more spaces shall have a minimum paved width of 11 feet for a 1-way driveway and 22 feet for a 2-way driveway.

b. A driveway for a multifamily or nonresidential development which connects to a parking lot of 8 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 3 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 7 feet, 6 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 § [18.30.060](#)(E).

G. Surfacing.

1. Within the multifamily and nonresidential zoning districts, driveways shall be paved and permanently maintained with permeable or impermeable paving, asphalt, concrete, or approved paving units. Projects that utilize permeable surfaces will receive a proportional discount on their drainage fees based on the total site coverage.
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 Director, Public Works, 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% or more shall be paved with permeable or impermeable asphalt or concrete in all cases.

(Ord. 930, § 2, passed 06-12-2017)

18.36.110 - 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 (§ [18.71.060](#)), 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 nonresidential uses	5,000 to 10,000 sf	1
	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 § [18.30.070](#) (Outdoor Lighting).
- 3. Location.** Loading spaces shall be:
 - a. As near as possible to the main structure and limited to the rear 2/3 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 § [18.71.050](#).

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 6 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 permeable paving, asphalt, concrete pavement, or comparable material as determined by the Director, Public Works and shall be graded to dispose of all surface water to the satisfaction of the Director, Public Works.

b. All grading plans relating to the loading facilities shall be reviewed and approved by the Director, Public Works before any work can commence.

RESOLUTION NO. PC ##-2024

**RESOLUTION OF THE FORT BRAGG PLANNING COMMISSION
RECOMMENDING THAT THE CITY COUNCIL SUBMIT AN LCP AMENDMENT
APPLICATION TO THE COASTAL COMMISSION TO AMEND CHAPTER 17.36 –
PARKING AND LOADING OF DIVISION 17 OF THE FORT BRAGG MUNICIPAL
CODE TO AMEND THE CENTRAL BUSINESS DISTRICT SPECIAL PARKING
COMBINING ZONE REQUIREMENTS**

WHEREAS, California Constitution Article XI, Section 7, enables the City of Fort Bragg (the “City”) to enact local planning and land use regulations; and

WHEREAS, the authority to adopt and enforce zoning regulations is an exercise of the City’s police power to protect the public health, safety, and welfare; and

WHEREAS, on May 12, 2008, the City Council adopted Resolution 3162-2008 and thereby adopted the City of Fort Bragg Coastal General Plan, including its Circulation Element, and established goals, policies, and programs for all land within the Fort Bragg Coastal Zone; and

WHEREAS, in August 2008 the California Coastal Commission certified the City’s Local Coastal Program, which includes the Coastal General Plan and its Circulation Element; and

WHEREAS, Circulation Element *Section 5 Parking* establishes goals, policies and related programs, for adequate off-street parking essential for Central Business District business, provision for an in-lieu fee to build additional off-street parking facilities and mentions the community-wide benefit of providing additional off-street parking facilities in the Central Business District; and

WHEREAS, the adoption of an Coastal Land Use and Development Code (CLUDC) is necessary to provide a regulatory framework for implementation of the Coastal General Plan and to update zoning regulations in accordance with City Council policy direction; and

WHEREAS, the City adopted an Coastal Land Use and Development Code and Negative Declaration on July 2009, including [CLUDC Chapter 17.36 Parking and Loading](#), §17.36.060 *Bicycle Parking*, §17.36.080 *Reduction of Parking Requirements*, and establishing requirements for the Central Business District Special Parking Combining Zone; and

WHEREAS, the City has prioritized policies to keep the downtown vibrant; access to public transit on the Mendocino Coast is extremely limited; visitors and locals are often dependent on vehicles as a mode of transportation and beginning in 2022 the City desired to develop a *Comprehensive Parking Strategy*; and

WHEREAS, on January 23, 2023, the City Council sought proposals to create a *Comprehensive Downtown Parking Strategy* where the study would be substantially funded through an approved MCOG OWP planning grant; and

WHEREAS, on March 27, 2023, the City Council awarded a Professional Services Agreement to Walker Consultants for the preparation of a comprehensive downtown

parking strategy and the term of this agreement was subsequently extended to April 30, 2023 by City Manager Isaac Whippy; and

WHEREAS, throughout 2023, the City of Fort Bragg technical advisory committee, including Assistant Planner Sarah Peters, Assistant Engineering Director Chantel O’Neal, Director Juliana Cherry, and Police Chief Neil Cervenka, meet regularly with Walker Consultants to discuss Circulation Element goals, policies, and programs; Inland and Coastal Land Use and Development Codes; existing on-street parking practices and to survey the Central Business District parking on August 16, 2023; for the purpose of developing a comprehensive downtown parking strategy recommendation; and

WHEREAS, on August 16, 2023, the City of Fort Bragg hosted a walking tour of the Central Business District’s on-street and off-street parking; and

WHEREAS, on August 17, 2023 and at Community Town Hall, Walker Consultants facilitated the Fort Bragg Downtown Parking and Access Study, which was an interactive workshop about on-street and off-street parking in the Central Business District; and the workshop was well attended by the public; and

WHEREAS, throughout August 2023, the public were invited to complete an online survey about parking in the Central Business District; and

WHEREAS, on December 11, 2023, and for the last dozen years, the City Council annually adopted a resolution to waive the in-lieu parking fee required by CLUDC §17.36.080.C.3; and

WHEREAS, on December 13, 2023, the Fort Bragg Planning Commission, as a Conduct of Business matter, participated in a downtown parking strategy study session facilitated by Walker Consultants; and

WHEREAS, the “activities and approvals by a local government necessary for the preparation and adoption of a local coastal program or long range development plan” pursuant to the California Coastal Act are statutorily exempt from compliance with CEQA, and this statutory exemption “shifts the burden of CEQA compliance from the local agency to the California Coastal Commission” (CEQA Guidelines §15265(c)); and

WHEREAS, the Planning Commission held a duly noticed public hearing on February 28, 2024, to consider, accept, and receive a 2024 *Comprehensive Downtown Parking Strategy* prepared by Walker Consultants and to hear public testimony on said report; and

WHEREAS, on February 28, 2024, the Planning Commission held a duly noticed public hearing to consider [CLUDC Chapter 17.36 Parking and Loading Standards](#) amendments, including Bicycle Parking and Central Business District (CBD) Special Parking Combining Zone amendments; and

NOW, THEREFORE, BE IT RESOLVED that the City of Fort Bragg Planning Commission, based on the entirety of the record before it, which includes without limitation, CEQA, Public Resources Code §21000, et seq. and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the Fort Bragg Coastal General Plan; the Fort Bragg Coastal Land Use and Development Code; the Project application; all reports and public testimony submitted as part of the Planning Commission meeting of

February 24, 2024 and Planning Commission deliberations; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission of the City of Fort Bragg does hereby make the following findings and determinations:

SECTION 1: COASTAL LAND USE AND DEVELOPMENT CODE AMENDMENT FINDINGS

Pursuant to Fort Bragg Municipal Code Section 17.94.060, the Planning Commission recommends that the City Council make the following findings for adoption of the proposed amendments to the Fort Bragg Coastal Land Use and Development Code:

- a. The proposed amendment is consistent with the General Plan and any applicable specific plan; and
 1. The proposed project is consistent with the land use designations of the Land Use Element of the Coastal General Plan because the amendment would promote places for people, active uses, and economic vibrancy in the Central Business District, including new infill development and the regeneration of buildings that may be vacant or in disrepair; as overabundant parking would not support these outcomes, and seeing the appropriate supply of parking that supports necessary vehicle access without overburdening downtown with parking lots and vehicle congestion; and the City strives to be mindful of what constitutes adequate off-street parking; and
 2. The proposed amendment is consistent with the following applicable Coastal General Plan policies: Policies LU-3.1, LU-3.2, LU-3.4, and LU-3.5; Policies C-5.1 and Program C-5.1.1; and Program CD-3.4.1; and
- b. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and
 1. As recommended by the Planning Commission, the proposed amendment supports safe and effective traffic circulation including adequate off-street parking and efficient ways to satisfy the need for parking in the Central Business District; and
- c. The proposed amendment is internally consistent with other applicable provisions of this Development Code.
 1. The proposed Zoning Code Amendment is consistent with CLUDC standards as amended and recommended in the February 28, 2024 Downtown Comprehensive Parking Strategy.

SECTION 2: GENERAL FINDINGS:

- a. The foregoing recitals are true and correct and made a part of this Resolution as findings; and
- b. The documents and other material constituting the record for these proceedings are located in the Community Development Department.

BE IT FURTHER RESOLVED that the Fort Bragg Planning Commission does hereby recommend that the City Council submit an LCP Amendment Application to the California Coastal Commission to amend Division 17 of the Fort Bragg Municipal Code, as shown in Attachment A, and to amend Chapter 17.36 *Parking and Loading*, including subsection 17.36.030 General Parking Regulations; 17.36.060 Bicycle Parking; and 17.36.080.C Central Business District (CBD) Special Parking Combining Zone; and

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

The above and foregoing Resolution was introduced by Commissioner _____ seconded by Commissioner _____, and passed and adopted at a regular meeting of the Planning Commission of the City of Fort Bragg held on the 28th day of February 2024, by the following vote:

- AYES:**
- NOES:**
- ABSENT:**
- ABSTAIN:**
- RECUSE:**

Scott Deitz, Chair

ATTEST:

**Maria Flynn, Administrative Assistant
Community Development Department**

ARTICLE 3

Site Planning and Project Design Standards

CHAPTER 17.30 - STANDARDS FOR ALL DEVELOPMENT AND LAND USES

17.30.010 - PURPOSE	3-ERROR! BOOKMARK NOT DEFINED.
17.30.020 - APPLICABILITY.....	3-ERROR! BOOKMARK NOT DEFINED.
17.30.050 - FENCES, WALLS, AND SCREENING	3-ERROR! BOOKMARK NOT DEFINED.
17.30.060 - HEIGHT LIMITS AND EXCEPTIONS.....	3-ERROR! BOOKMARK NOT DEFINED.
17.30.070 - OUTDOOR LIGHTING	3-ERROR! BOOKMARK NOT DEFINED.
17.30.080 - PERFORMANCE STANDARDS	3-ERROR! BOOKMARK NOT DEFINED.
17.30.090 - PUBLIC IMPROVEMENT REQUIREMENTS	3-ERROR! BOOKMARK NOT DEFINED.
17.30.100 - SETBACK REQUIREMENTS AND EXCEPTIONS	3-ERROR! BOOKMARK NOT DEFINED.
17.30.110 - SOLID WASTE/RECYCLABLE MATERIALS STORAGE.....	3-ERROR! BOOKMARK NOT DEFINED.
17.30.120 - UNDERGROUND UTILITIES.....	3-ERROR! BOOKMARK NOT DEFINED.

CHAPTER 17.31 - DENSITY BONUSES AND AFFORDABLE HOUSING INCENTIVES

17.31.010 - PURPOSE	3-ERROR! BOOKMARK NOT DEFINED.
17.31.015 - APPLICABILITY.....	3-17
17.31.020 - DEFINITIONS	3-ERROR! BOOKMARK NOT DEFINED.
17.31.030 - DENSITY BONUS ELIGIBILITY	3-ERROR! BOOKMARK NOT DEFINED.
17.31.040 - TYPES OF DENSITY BONUSES AND INCENTIVES ALLOWED.....	3-ERROR! BOOKMARK NOT DEFINED.
17.31.050 - DENSITY BONUS PROCEDURES.....	3-ERROR! BOOKMARK NOT DEFINED.

CHAPTER 17.32 - INCLUSIONARY HOUSING REQUIREMENTS

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17.32.020 - DEFINITIONS	3-ERROR! BOOKMARK NOT DEFINED.
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17.32.060 - REQUIREMENTS FOR INCLUSIONARY UNITS.....	3-ERROR! BOOKMARK NOT DEFINED.
17.32.070 - INCLUSIONARY HOUSING INCENTIVES	3-ERROR! BOOKMARK NOT DEFINED.
17.32.080 - INCLUSIONARY HOUSING PLAN AND HOUSING REGULATORY AGREEMENT	3-ERROR! BOOKMARK NOT DEFINED.
17.32.090 - INCLUSIONARY HOUSING TRUST FUND	3-ERROR! BOOKMARK NOT DEFINED.
17.32.100 - ENFORCEMENT OF INCLUSIONARY HOUSING REQUIREMENTS.....	3-ERROR! BOOKMARK NOT DEFINED.
17.32.100 - CONTROL OF AFFORDABLE UNIT RESALE	3-ERROR! BOOKMARK NOT DEFINED.

CHAPTER 17.34 - LANDSCAPING STANDARDS

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17.34.020 - APPLICABILITY.....	3-ERROR! BOOKMARK NOT DEFINED.
17.34.030 - DEFINITIONS	3-ERROR! BOOKMARK NOT DEFINED.
17.34.040 - LANDSCAPE AND IRRIGATION PLANS.....	3-ERROR! BOOKMARK NOT DEFINED.
17.34.050 - LANDSCAPE LOCATION REQUIREMENTS.....	3-ERROR! BOOKMARK NOT DEFINED.
17.34.060 - LANDSCAPE STANDARDS	3-ERROR! BOOKMARK NOT DEFINED.
17.34.070 - MAINTENANCE OF LANDSCAPE AREAS	3-ERROR! BOOKMARK NOT DEFINED.

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CHAPTER 17.36 - PARKING AND LOADING

Sections:

- 17.36.010 - Purpose
- 17.36.020 - Applicability
- 17.36.030 - General Parking Regulations
- 17.36.040 - Number of Parking Spaces Required
- 17.36.050 - Disabled/Handicapped Parking Requirements
- 17.36.060 - Bicycle Parking
- 17.36.070 - Motorcycle Parking
- 17.36.080 - Reduction of Parking Requirements
- 17.36.090 - Parking Design and Development Standards
- 17.36.100 - Driveways and Site Access
- 17.36.110 - Loading Space Requirements

17.36.010 - Purpose

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

17.36.020 - Applicability

- A. **Off-street parking and loading required.** Each land use and structure, including a change or expansion of a land use or structure, shall provide suitable off-street parking and loading facilities in compliance with this Chapter.
- B. **Timing of improvements.** A land use shall not be commenced and a structure shall not be occupied until the parking and loading improvements required by this Chapter are completed and approved by the Director.

17.36.030 - General Parking Regulations

- A. **Parking and loading spaces to be permanent.** ~~Each~~Any required 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.

TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE

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.

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

Land Use Type: Manufacturing Processing and Warehousing (Continued)	Vehicle Spaces Required
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.
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 Within a mobile home park	1 space for each unit. 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 Seven or more clients	2 spaces. 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, café, 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	
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
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 ~~projects 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, **or one bicycle parking space per each two units, whichever is greater**, 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, **or 1 bicycle parking space per 2,500 sq. ft. of net floor area, dining area, or indoor display area, whichever is greater**, distributed to serve customers and employees of the project. **A minimum number of 2 bicycle parking spaces shall be provided.**

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~~ There are no minimum automobile parking requirements for 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 - RESERVED -PARKING REQUIREMENTS IN THE CBD BY LAND USE

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 Hotels or motels	1 space for each unit, plus 1 space for the manager or owner.
Residential dwelling units	1 space for each dwelling unit.
Retail commercial and office uses	1 space for each 600 sf of floor area.

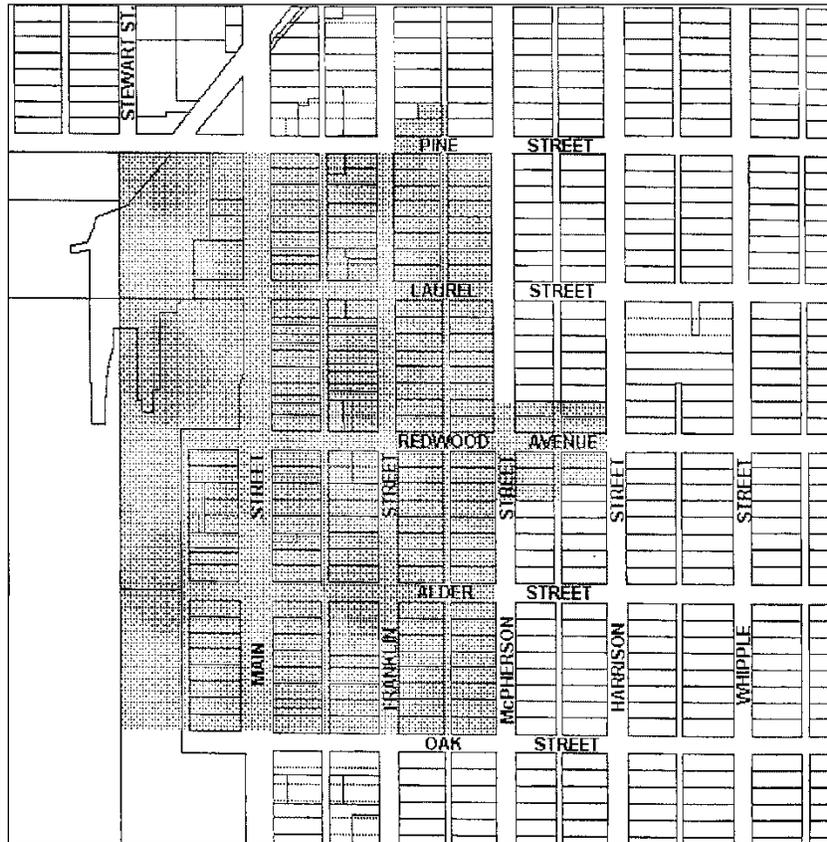


Figure 3-7 – CBD Special Parking Combining Zone

~~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.
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.

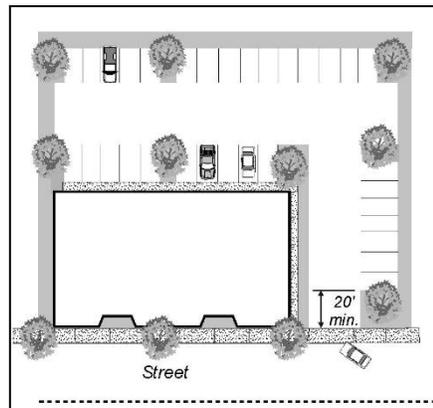


Figure 3-8 – Queuing Area

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.

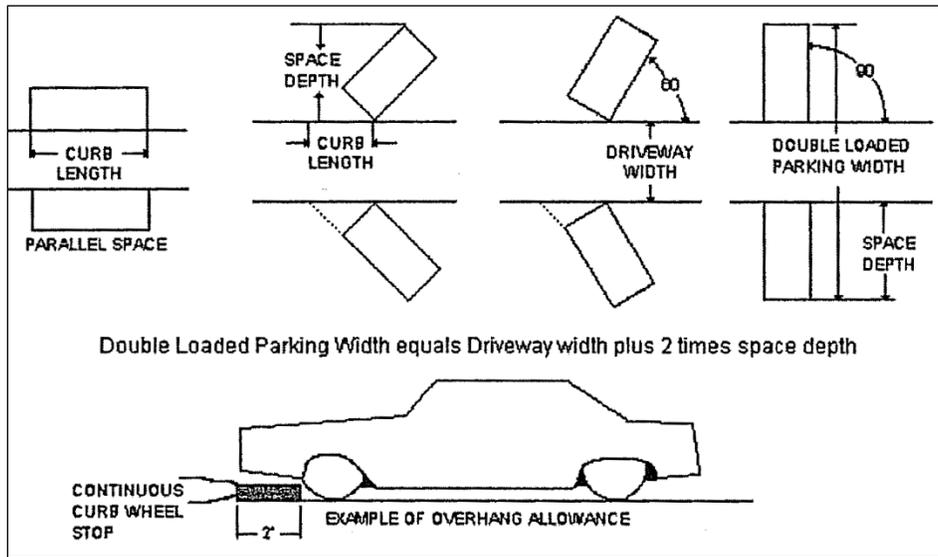


Figure 3-9 – Parking Space Dimensions

- 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 3-140. 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 nonresidential uses	5,000 to 10,000 sf.	1
	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.

Public Comment -- 2/28/24 PC Special Parking Meeting

Jacob Patterson <jacob.patterson.esq@gmail.com>

Sat 2/24/2024 9:31 AM

To:cdd <cdd@fortbragg.com>

Planning Commission & Staff,

I don't have my customary lengthy comments for this agenda item because I think the team's work already addresses my considerations and I agree with their conclusions--I participated in all the public outreach efforts as well. I am particularly pleased with the General Plan consistency analysis in the staff report, which is both thorough and concise, plus the consistency of the plan with each relevant policy is actually explained. This staff report provides a good model for future consistency analysis.

Best regards,

--Jacob

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

From: jay@mcn.org <jay@mcn.org>

Sent: Wednesday, February 28, 2024 9:18 AM

To: Peters, Sarah <speters@fortbragg.com>

Subject: Public Comment for Planning Commission Meeting 02/28/24

Are these dates correct for tonight's meeting.

They say 2024 and are in the future.

Jay

prepare a Comprehensive Downtown Parking Strategy, to consider updates to existing parking codes, and to identify current parking challenges and solutions in the Central Business District (CBD). The City Council agenda is [here](#) (Item 8B).

The purpose of the Downtown Parking Strategy is to perform a comprehensive review and update to the CBD land use parking codes in order to address long standing parking issues. In 2007, the City performed a Nexus Study that resulted in a resolution for collection of an in-lieu fee to offset parking requirements in the district. These in-lieu fees are intended to be used for maintaining City owned parking lots. In 2011, the in-lieu fee was reduced to 50% and in 2012, a moratorium on fee collection and parking requirements was established. Now almost 10 years later, the moratorium remains in place and parking requirements are not applied to development in the CBD. With no fees being collected, and no established parking requirements available to offset parking impacts in the CBD, there are no current plans for navigating a path forward for parking in the heart of the City's downtown.

In addition to the parking analysis, this study includes a review and update of existing parking codes, identification of alternate potential parking lot areas and improvements to parking wayfinding. Also included is a review of the potential for achieving regional transportation goals such as encouraging pedestrian and bicycling activity, increasing access to transit stops and evaluation of opportunities for electric vehicle (EV) charging stations and solar canopy lots. Ultimately, the City is looking for the development of a guiding document that addresses these needs and is pragmatic, implementable and capable of meeting current and future demands while factoring in the needs of all community members.

To date the staff/consultant team has sought input in the form of a digital community survey, outreach at Farmers' Market, a public workshop at Town Hall on August 17, 2024 and a study session with Planning Commission on December 13, 2024. The team has met regularly to review materials and discuss observations, opportunities and obstacles and to

AGENDA ITEM NO. _____

FW: Public comment for parking meeting

City Clerk <cityclerk@fortbragg.com>

Fri 3/1/2024 1:38 PM

To:cdd <cdd@fortbragg.com>

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

From: Megan Caron <megancaroon27@gmail.com>

Sent: Thursday, February 29, 2024 11:18 AM

To: City Clerk <cityclerk@fortbragg.com>

Subject: Public comment for parking meeting

Greetings,

As much as most of us enjoy having food trucks downtown they are taking up parking spaces that are used by brick and mortar customers.

Food trucks would be better suited on Franklin, north of Laurel Street, where they would not be having a negative impact on merchant parking.

Not only are they taking up parking but they are blocking the visibility of the brick and mortars they are parked in front of.

Property tax on commercial properties is outrageous, and most of us can barely afford to exist.. it is not really fair for our businesses to be negatively affected by another business, whom does not have to pay property tax.

Parking issues downtown could be resolved if the city would acquire the empty lot on Franklin across from City Hall. Perhaps the city should force the property owner to maintain his weed lot and he would be more interested in selling it.. if he had to take responsibility for it.

You know, like they do in other cities.. code enforcement.

Thank you,

Megan Caron

Downtown business owner