



City of Fort Bragg

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

Meeting Agenda Planning Commission

Wednesday, February 26, 2025

6:00 PM

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

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 26, 2025 06:00 PM Pacific Time (US and Canada)

Topic: Planning Commission

Join from PC, Mac, iPad, or Android:

<https://us06web.zoom.us/j/81598271024>

Phone one-tap:

+16694449171,,81598271024# US

+12532158782,,81598271024# US (Tacoma)

Join via audio:

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Webinar ID: 815 9827 1024

International numbers available: <https://us06web.zoom.us/j/keINgH7NHc>

To speak during public comment portions of the agenda via zoom, please join the meeting and use the raise hand feature when the Chair or Acting Chair calls for public comment on the item you wish to address.

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

ITEMS

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

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

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

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

2. STAFF COMMENTS

3. MATTERS FROM COMMISSIONERS

4. CONSENT CALENDAR

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

- 4A.** [25-21](#) Approve Minutes of the February 12, 2025 Planning Commission Meeting

Attachments: [02122025 PC Minutes](#)

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

6. PUBLIC HEARINGS

ADA NOTICE AND HEARING IMPAIRED PROVISIONS:

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

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

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



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Text File

File Number: 25-21

Agenda Date: 2/26/2025

Version: 1

Status: Business

In Control: Planning Commission

File Type: Minutes

Agenda Number: 4A.

Approve Minutes of the February 12, 2025 Planning Commission Meeting



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Meeting Minutes Planning Commission

Wednesday, February 12, 2025

6:00 PM Town Hall, 363 N. Main Street and Via Video Conference

MEETING CALLED TO ORDER

Chair Jensen called the meeting to order at 6:00 PM

PLEDGE OF ALLEGIANCE

ROLL CALL

Present 4 - Commissioner Jary Stavely, Chair David Jensen, Commissioner Katie Turner, and Vice Chair Richard Neils
Absent 1 - Commissioner Ryan Bushnell

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

(1) None
(2) None

2. STAFF COMMENTS

Administrative Assistant Flynn gave an update on 4Leaf from the City Manager

3. MATTERS FROM COMMISSIONERS

Commissioner Turner and Vice Chair Neils gave updates on upcoming community events.

4. CONSENT CALENDAR

Commissioner Stavely requested item 4A. be removed from the Consent Calendar for correction.

Approval of the Consent Calendar

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

Aye: 4 - Commissioner Stavely, Chair Jensen, Commissioner Turner and Vice Chair Neils

Absent: 1 - Commissioner Bushnell

4B. [25-4](#) Planning Commission Resolution 03-2025: Schedule for Regular Planning Commission Meetings

This Planning Staff Report was approved on the Consent Calendar.

- 4C. [25-5](#) Planning Commission Resolution 04-2025: Planning Commission Bylaws
This Planning Staff Report was approved on the Consent Calendar.

ITEMS REMOVED FROM CONSENT CALENDAR

- 4A. [25-3](#) Approve Minutes of the January 29, 2025 Planning Commission Meeting
Commissioner Stavely requested Agenda Item 7B. be corrected to include Chair nomination.

A motion was made by Commissioner Neils, seconded by Commissioner Stavely, that the Minutes be approved as amended. The motion carried by the following vote:

Aye: 4 - Commissioner Stavely, Chair Jensen, Commissioner Turner and Vice Chair Neils

Absent: 1 - Commissioner Bushnell

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

None

6. PUBLIC HEARINGS

- 6A. [25-6](#) Receive a Report, Continue a Public Hearing, and Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that the City Council:
(1) Adopt an Ordinance Amending Division 17 of the Fort Bragg Municipal Code (LCP 1-25) to Amend Chapter 17.36 "Parking And Loading" to: 1) Eliminate Minimum Parking Requirements for Residential Uses; 2) Amend the Parking Regulation of The CLUDC to Match the Changes That Have Already been Approved for the ILUDC by City Council; and 3) Address Inconsistencies in Landscaping Requirements for Parking Lots, and
(2) Adopt an Ordinance Amending Division 18 of the Fort Bragg Municipal Code (ILUDC 1-25) to Amend Chapter 18.36 "Parking And Loading" to: 1) to Eliminate Minimum Parking Requirements for Residential Uses; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots. CEQA Exemption 15061(b)(3)

Marie Jones was not able to attend the meeting, therefore, the public hearing was continued to a date certain, Wednesday, February 26, 2025 at 6:00 pm

7. CONDUCT OF BUSINESS

- 7A. [25-13](#) Receive Report and Consider Approval of Sign Permit 2-24 (SP 2-24) for New Signage at Gulf Oil Service Station, 105 S. Main Street

Assistant Planner Peters presented the report.

Commissioners asked clarifying questions regarding setbacks, special conditions, and the original Coastal Development Permit (CDP) for the project.

Public Comment: Jacob Patterson

Discussion: Under deliberation, Commissioners discussed the special conditions and agreed to

approve the permit so long as the applicant complies with Special Conditions 1, 2, and 4. Commissioners did not wish to require Special Condition 3.

A motion was made by Vice Chair Neils, seconded by Commissioner Turner, that the Planning Staff Report be approved as amended. The motion carried by the following vote:

Aye: 4 - Commissioner Stavely, Chair Jensen, Commissioner Turner and Vice Chair Neils

Absent: 1 - Commissioner Bushnell

ADJOURNMENT

Chair Jensen adjourned the meeting at 6:47 PM



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Text File

File Number: 25-26

Agenda Date: 2/26/2025

Version: 1

Status: Public Hearing

In Control: Planning Commission

File Type: Planning Resolution

Agenda Number: 6A.

Receive a Report, Continue a Public Hearing, and Consider Adoption of a Resolution of the Fort Bragg Planning Commission Recommending that the City Council:

(1) Adopt an Ordinance Amending Division 17 of the Fort Bragg Municipal Code (LCP 1-25) to Amend Chapter 17.36 "Parking And Loading" to: 1) Eliminate Minimum Parking Requirements for Residential Uses; 2) Amend the

Parking Regulation of The CLUDC to Match the Changes That Have Already been Approved for the ILUDC by City Council; and 3) Address Inconsistencies in Landscaping Requirements for Parking Lots, and

(2) Adopt an Ordinance Amending Division 18 of the Fort Bragg Municipal Code (ILUDC 1-25) to Amend Chapter 18.36 "Parking And Loading" to: 1) to Eliminate Minimum Parking Requirements for Residential Uses; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots. CEQA Exemption 15061(b)(3)



PLANNING COMMISSION STAFF REPORT

TO: Fort Bragg Planning Commission **DATE:** February 26, 2025

DEPARTMENT: Community Development Department

PREPARED BY: Marie Jones, Marie Jones Consulting

PRESENTER: Marie Jones, Marie Jones Consulting

AGENDA TITLE: Receive a Report, Continue Public Hearing and Consider:

- 1) Adoption of a Resolution Recommending that City Council Deny Zoning Amendments to Eliminate Minimum Parking Requirements for Residential Uses in the CLUDC and the ILUDC and Instead Consider Alternative Policy Changes to Achieve the Pro-Housing Designation; and
- 2) Adoption of a Resolution Recommending that City Council Approve Zoning Amendments to Amend the Parking Regulation of the CLUDC to Match the Changes Already Approved for the ILUDC by City Council and Address Inconsistencies in Landscaping Requirements for Parking Lots in Both Zoning Codes

Planning Commission Action

1. Adopt a Resolution of the Fort Bragg Planning Commission Recommending that the City Council:
 - a. Adopt an Ordinance Amending Division 17 of the Fort Bragg Municipal Code (LCP 1-25) to Amend Chapter 17.36 "Parking And Loading" to 1) Amend the Parking Regulation of The CLUDC to Match the Changes that have Already been Approved for the ILUDC by City Council; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots.
 - b. Adopt an Ordinance Amending Division 18 of the Fort Bragg Municipal Code (ILUDC 1-25) to Amend Chapter 18.36 "Parking And Loading" to Address Inconsistencies in Landscaping Requirements for Parking Lots.
 - c. Pursue other Pro-Housing policy options to achieve necessary credits.

BACKGROUND

Increasing the housing supply is a key priority for the City Council, as outlined in the 2024-2028 Strategic Plan, which includes the goal of adding 200+ housing units by 2026. Housing affordability has become a significant challenge, with many residents finding it increasingly difficult to purchase and/or rent a home. The community faces a shortage of both rental and for-sale properties, driven in part by Fort Bragg's growing appeal as a place to live, retire, and work.

The California Department of Housing and Community Development's Pro-Housing Designation includes incentives for jurisdictions that are compliant with State Housing Element Law and that have enacted Pro-Housing Policies. The State's Pro-Housing designation is awarded to cities that implement enough pro-housing initiatives to secure thirty points.

MJC reviewed the pro-housing initiatives after the Planning Commission in January of 2025, and determined that the City has already achieved 26 of the required 30 points, in part due to the City's recent contract with 4Leaf to review Building Permits. This has allowed the City to be eligible for additional Pro-Housing criteria (3 points), see Table 1 below.

Table 1 - Recently Acquired Pro-Housing Points.

2D	Establishment of permitting processes that take less than four months to complete. Policies under this category must address all approvals necessary to issue building permits. (Now possible with 4Leaf building permit review)	2
2I	Establishment of one-stop-shop permitting processes or a single point of contact where entitlements are coordinated across the city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy. (Now possible with 4Leaf building permit review)	1

Please see Attachment 1 for a list of all policy options for achieving the required 30 Pro-Housing Points. Table 2 illustrates two easy to achieve policy options for two more Pro-Housing points:

Table 2 - Potential Pro-Housing Points.

2L	Documented practice of publicly posting status updates on project permit approvals on the internet.	1
3G	Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.	1

The new policy options in Table 1 bring the City's total pro-housing eligible points to 26 from the previous 23 points. The City Council has also initiated policy changes to achieve 2A and 2H below which bring the City's total to 30 points.

- 1F. Eliminate minimum parking requirements for residential development. (2 points)
- **2A. Establish a ministerial approval process for multifamily and mixed-use housing. (3 points)**
- **2H. Replace subjective development and design standards with objective development and design standards (as shown in Attachment 1) that simplify zoning clearance and improve approval certainty and timing. (1 point)**
- 3A. Waive or reduce development impact fees for residential projects that include units affordable to Lower-Income Households. (3 points)

DISCUSSION AND ANALYSIS

This report provides recommendations for how the Planning Commission can achieve their stated goal of retaining minimum parking requirements while updating the remainder of the Parking Code.

1. Continue to Rely on Existing Avenues to Reduce Parking Requirements for Residential Projects

Planning Commission can encourage the City Council to continue using existing regulations to request reduced parking. The following existing mechanisms can be used to reduce residential parking requirements, although they require either approval of a Use Permit and/or meeting specific requirements.

18.36.040. 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.

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. There are no minimum automobile parking requirements for areas within the CBD shown on the CBD Special Parking Combining Zone Map.

2. Use Inclusionary Housing Parking Requirements for the full two Pro-Housing points

The Pro-Housing documentation allows the City to apply State parking requirements per Density Bonus Law to all housing projects. As all new housing developments of more than 7 units within the City are required to include inclusionary housing and are therefore eligible for this State minimum parking requirement, adoption of this approach would logistically only impact smaller housing developments of less than seven units.

State Density Bonus law parking requirements are as follows:

- Zero to one bedroom: one onsite parking space.
- Two to three bedrooms: one and one-half onsite parking spaces.
- Four and more bedrooms: two and one-half parking spaces.
- One bed space in a student housing development: zero parking spaces.

The attached draft ordinances have incorporated this approach as the Planning Commission may want to take this approach.

3. Seek alternative Pro-Housing policy options to achieve the required thirty points

Planning Commission can encourage the City Council to seek additional Pro-Housing points as follows:

1. 2D. Establishment of permitting processes that take less than four months to complete. Policies under this category must address all approvals necessary to issue building permits. (Newly Achieved) 2 points;
2. 2I. Establishment of one-stop-shop permitting processes or a single point of contact where entitlements are coordinated across the city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy. (Newly Achieved) 1 point; and
3. 2L. Documented practice of publicly posting status updates on project permit approvals on the internet. 1 point.

FISCAL IMPACT/FUNDING SOURCE

This proposed zoning amendment will be funded by American Rescue Plan Act (ARPA) Funding. The proposed changes to parking regulations will have no fiscal impact on the City.

ENVIRONMENTAL ANALYSIS

Greenhouse Gas Emissions Impact. Encouraging densification and more housing development within existing cities is a smart growth strategy that results in reduced miles traveled and thereby reduces greenhouse gas emissions. Additionally, reducing the overall availability of parking will encourage people to drive or walk for shorter trips, which will improve health outcomes and reduce GHG emissions.

CEQA Exemption. Pursuant to CEQA Guidelines Section 15061(b3), this project is exempt from CEQA if: *“The activity is covered by the commonsense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the*

environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.”

The California Environmental Quality Act no longer considers the availability of parking an environmental impact.

- The elimination of the minimum parking requirement for housing projects will reduce the overall parking lot development footprint which would have a positive impact on the environment (less disturbance, less impervious surfaces, fewer impacts).
- Reducing parking requirements to allow projects to achieve the maximum allowable density will not have a significant new impact on the environment, because the maximum development density for each zoning district has already been considered and mitigated in the EIR for the adoption of the Land Use and Development Code in 2004.
- The proposed changes will result in more pedestrian and bicycle trips as a percentage of all trips which will reduce GHG emissions.
- The project would not have an impact on stormwater other than to further reduce stormwater flows from the site by replacing impervious areas with pervious areas.

The Planning Commission can find that the proposed amendment is exempt from CEQA under the commonsense exemption.

STRATEGIC PLAN/COUNCIL PRIORITIES/GENERAL PLAN CONSISTENCY

The proposed ordinances have been reviewed for consistency with the City’s General Plans and zoning codes, and no inconsistencies have been identified.

IMPLEMENTATION/TIMEFRAMES

Two months for ILUDC changes and 12 months for CLUDC zoning changes.

COMMITTEE REVIEW AND RECOMMENDATIONS

On October 15, 2024, the City Council directed staff to obtain Pro-Housing designation from the State and increase zoning flexibility for Housing Project.

ALTERNATIVES

Discuss and provide input regarding alternative regulatory approaches or language in the proposed ordinances.

ATTACHMENTS

- 1) Pro-Housing Check List
- 2) A Resolution of the Planning Commission Recommending that City Council:
 - A) Adopt An Ordinance Amending Division 17 of the Fort Bragg Municipal Code (LCP 1-25) to Amend Chapter 17.36 “Parking And Loading” of Division 17 of the Fort Bragg Municipal Code to: 1) Modify Minimum Parking Requirements for Residential Uses; and 2) Amend the Parking Regulation of The CLUDC to Match the Changes that have Already been Approved for the ILUDC by the City Council; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots.
 - B) Adopt Ordinance Amending Division 18 of the Fort Bragg Municipal Code (ILUDC 1-25) to Amend Chapter 18.36 “Parking And Loading” of Division 18 of the Fort Bragg

- Municipal Code to: 1) Modify Minimum Parking Requirements for Residential Uses; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots.
C) Pursue Alternative Policy Options to Obtain Four Additional Points for the Pro-Housing Designation.
- 3) City Council Ordinance Amending Division 17 of the Fort Bragg Municipal Code (LCP 1-25) to Amend Chapter 17.36 "Parking And Loading" of Division 17 of the Fort Bragg Municipal Code to: 1) Modify Minimum Parking Requirements for Residential Uses; and 2) Amend the Parking Regulation of The CLUDC to Match the Changes that have Already been Approved for the ILUDC by the City Council; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots.
 - 4) City Council Ordinance Amending Division 18 of the Fort Bragg Municipal Code (ILUDC 1-25) to Amend Chapter 18.36 "Parking And Loading" of Division 18 of the Fort Bragg Municipal Code to: 1) Modify Minimum Parking Requirements for Residential Uses; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots.

NOTIFICATION

"Notify Me" lists for Housing, Economic Development, Central Business District

Prohousing Designation Program Criteria

Green = Completed- 26 points

Yellow = Could be completed, Bold Recommended

Blue = Policy Change Selected by City Council – 6 points

Grey = Not feasible in Fort Bragg

Category 1: Favorable Zoning and Land Use

Category	Prohousing Policy Description	Points
1A	Sufficient sites, including rezoning, to accommodate 150 percent or greater of the current or draft RHNA, whichever is greater, by total and income category. These additional sites must be identified in the Jurisdiction's housing element adequate sites inventory, consistent with Government Code section 65583, subdivisions (a)(3) and (c)(1).	3
1B	Permitting missing middle housing uses (e.g., duplexes, triplexes, and fourplexes) by right in existing low-density, single-family residential zones in a manner that exceeds the requirements of SB 9 (Chapter 162, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7).	3
1C	Sufficient sites, including rezoning, to accommodate 125 to 149 percent of the current or draft RHNA, whichever is greater, by total and income category. These points shall not be awarded if the applicant earns three points pursuant to Category (1)(A) above. These additional sites must be identified in the Jurisdiction's housing element adequate sites inventory, consistent with Government Code section 65583, subdivisions (a)(3) and (c)(1).	2
1D	Density bonus programs that allow additional density for additional affordability beyond minimum statutory requirements (Gov. Code, § 65915 et seq.).	2
1E	Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit Law, (Gov. Code, §§ 65852.2, 65852.22) (e.g., permitting more than one converted ADU; one detached, new construction ADU; and one JADU per single-family lot), and in a manner that exceeds the requirements of SB 9 (Chapter 192, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7). These policies shall be separate from any qualifying policies under Category (1)(B).	2
1F	Eliminating minimum parking requirements for residential development as authorized by Government Code section 65852.2; adopting vehicular parking ratios that are less than the relevant ratio thresholds at subparagraphs (A), (B), and (C) of Gov. Code section 65915, subdivision (p)(1); or adopting maximum parking requirements at or less than ratios pursuant to Gov. Code section 65915, subdivision (p).	2

1G	Zoning or incentives that are designed to increase affordable housing development in a range of types, including, but not limited to, large family units, Supportive Housing, housing for transition age foster youth, and deep affordability targeted for Extremely Low-Income Households in all parts of the Jurisdiction, with at least some of the zoning, other land use designation methods, or incentives being designed to increase affordable housing development in higher resource areas shown in the TCAC/HCD Opportunity Map, and with the Jurisdiction having confirmed that it considered and addressed potential environmental justice issues in adopting and implementing this policy, especially in areas with existing industrial and polluting uses.	2
1H	Zoning or other land use designation methods to allow for residential or mixed uses in one or more non-residential zones (e.g., commercial, light industrial). Qualifying non-residential zones do not include open space or substantially similar zones.	1
1I	Modification of development standards and other applicable zoning provisions or land use designation methods to promote greater development intensity. Potential areas of focus include floor area ratio, height limits, minimum lot or unit sizes, setbacks, and allowable dwelling units per acre. These policies must be separate from any qualifying policies under Category (1)(B) above.	1
1J	Establishment of a Workforce Housing Opportunity Zone, as defined in Government Code section 65620, or a Housing Sustainability District, as defined in Government Code section 66200.	1
1K	Establishment of an inclusionary housing program requiring new developments to include housing affordable to and reserved for low- and very low-income households, consistent with the requirements of AB 1505 (Chapter 376, Statutes of 2017, Gov. Code, § 65850.01).	1
1L	Other zoning and land use actions not described in Categories (A)-(K) of this section that measurably support the Acceleration of Housing Production.	1

Category 2: Acceleration of Housing Production Timeframes

Category	Prohousing Policy Description	Points
2A	Establishment of ministerial approval processes for multiple housing types, including, for example, single-family, multifamily and mixed-use housing.	3
2B	Acceleration of Housing Production through the establishment of streamlined, program-level CEQA analysis and certification of general plans, community plans, specific plans with accompanying Environmental Impact Reports (EIR), and related documents.	2
2C	Documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law, (e.g., Pub. Resources Code, §§ 21155.1, 21155.4, 21159.24, 21159.25; Gov. Code, § 65457; Cal Code Regs., tit. 14, §§	2

	15303, 15332; Pub. Resources Code, §§ 21094.5, 21099, 21155.2, 21159.28).	
2D	Establishment of permitting processes that take less than four months to complete. Policies under this category must address all approvals necessary to issue building permits. (Newly Achieved!)	2
2E	Absence or elimination of public hearings for projects consistent with zoning and the general plan.	2
2F	Priority permit processing or reduced plan check times for homes affordable to Lower-Income Households.	1
2G	Establishment of consolidated or streamlined permit processes that minimize the levels of review and approval required for projects, and that are consistent with zoning regulations and the general plan.	1
2H	Absence, elimination, or replacement of subjective development and design standards with objective development and design standards that simplify zoning clearance and improve approval certainty and timing.	1
2I	Establishment of one-stop-shop permitting processes or a single point of contact where entitlements are coordinated across city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy. (Newly Achieved)	1
2J	Priority permit processing or reduced plan check times for ADUs/JADUs or multifamily housing.	1
2K	Establishment of a standardized application form for all entitlement applications.	1
2L	Documented practice of publicly posting status updates on project permit approvals on the internet.	1
2M	Limitation on the total number of hearings for any project to three or fewer. Applicants that accrue points pursuant to category (2)(E) are not eligible for points under this category.	1
2N	Other policies not described in Categories (2)(A)-(M) of this section that quantifiably decrease production timeframes or promote the streamlining of approval processes.	1

Category 3: Reduction of Construction and Development Costs

Category	Prohousing Policy Description	Points
3A	Waiver or significant reduction of development impact fees for residential development with units affordable to Lower-Income Households. This provision does not include fees associated with the provision of housing affordable to Lower-Income Households (e.g., inclusionary in lieu fees, affordable housing impact fees, and commercial linkage fees).	3
3B	Adoption of policies that result in less restrictive requirements than Government Code sections 65852.2 and 65852.22 to reduce barriers for property owners to create ADUs/JADUs. Examples of qualifying	2

	policies include, but are not limited to, development standards improvements, permit processing improvements, dedicated ADU/JADU staff, technical assistance programs, and pre-approved ADU/JADU design packages.	
3C	Adoption of other fee reduction strategies separate from Category (3)(A), including fee deferrals and reduced fees for housing for persons with special needs. This provision does not include fees associated with the provision of housing affordable to Lower-Income Households (e.g., inclusionary in lieu fees, affordable impact fees and commercial linkage fees).	1
3D	Accelerating innovative housing production through innovative housing types (e.g., manufactured homes, recreational vehicles, park models, community ownership, and other forms of social housing) that reduce development costs.	1
3E	Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike/micro-mobility lanes, creation of on-street parking for bikes, transit-related improvements, or establishment of carshare programs.	1
3F	Adoption of universal design ordinances pursuant to Health and Safety Code section 17959.	1
3G	Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.	1
3H	Adoption of ordinances that reduce barriers, beyond existing law, for the development of housing affordable to Lower-Income Households.	1
3I	Other policies not described in Categories (3)(A)-(H) of this section that quantifiably reduce construction or development costs.	1

Category 4: Providing Financial Subsidies

Category	Prohousing Policy Description	Points
4A	Establishment of a housing fund or contribution of funds towards affordable housing through proceeds from approved ballot measures.	2
4B	Establishment of local housing trust funds or collaboration on a regional housing trust fund, which include the Jurisdiction's own funding contributions. The Jurisdiction must contribute to the local or regional housing trust fund regularly and significantly. For the purposes of this Category, "regularly" shall be defined as at least annually, and "significant" contributions shall be determined based	2

	on the impact the contributions have in accelerating the production of affordable housing.	
4C	Demonstration of regular use or planned regular use of funding (e.g., federal, state, or local) for preserving assisted units at-risk of conversion to market rate uses and conversion of market rate uses to units with affordability restrictions (e.g., acquisition/rehabilitation). For the purposes of this category, “regular use” can be demonstrated through the number of units preserved annually by utilizing this funding source.	2
4D	Provide grants or low-interest loans for ADU/JADU construction affordable to Lower- and Moderate-Income Households.	2
4E	A comprehensive program that complies with the Surplus Land Act (Gov. Code, § 54220 et seq.) and that makes publicly owned land available for affordable housing, or for multifamily housing projects with the highest feasible percentage of units affordable to Lower Income Households. A qualifying program may utilize mechanisms such as land donations, land sales with significant write-downs, or below-market land leases.	2
4F	Establishment of an Enhanced Infrastructure Financing District or similar local financing tool that, to the extent feasible, directly supports housing developments in an area where at least 20 percent of the residences will be affordable to Lower-Income Households.	2
4G	Prioritization of local general funds to accelerate the production of housing affordable to Lower-Income Households.	2
4H	Directed residual redevelopment funds to accelerate the production of affordable housing.	1
4I	Development and regular (at least biennial) use of a housing subsidy pool, local or regional trust fund, or other similar funding source sufficient to facilitate and support the development of housing affordable to Lower-Income Households.	1
4J	Prioritization of local general funds for affordable housing. This point shall not be awarded if the applicant earns two points pursuant to Category (4)(G).	1
4K	Providing operating subsidies for permanent Supportive Housing.	1
4L	Providing subsidies for housing affordable to Extremely Low-Income Households.	1
4M	Other policies not described in Categories (4)(A)-(L) of this section that quantifiably promote, develop, or leverage financial resources for housing affordable to Lower-Income Households.	1

RESOLUTION NO. PC -2025

RESOLUTION OF THE FORT BRAGG PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL:

- A. ADOPT AN ORDINANCE AMENDING DIVISION 17 OF THE FORT BRAGG MUNICIPAL CODE (LCP 1-25) TO AMEND CHAPTER 17.36 “PARKING AND LOADING” TO 1) ~~ELIMINATE~~ **MODIFY MINIMUM PARKING REQUIREMENTS FOR MULTIFAMILY HOUSING** AND 2) AMEND THE PARKING REGULATION OF THE CLUDC TO MATCH CHANGES ALREADY APPROVED FOR THE ILUDC BY CITY COUNCIL; AND 2) AMEND CHAPTER 17.35 “LANDSCAPING STANDARDS” TO ADDRESS INCONSISTENCIES IN LANDSCAPING REQUIREMENTS FOR PARKING LOTS.
- B. ADOPT AN ORDINANCE AMENDING DIVISION 18 OF THE FORT BRAGG MUNICIPAL CODE (ILUDC 1-25) TO AMEND CHAPTER 18.36 “PARKING AND LOADING” TO: 1) ~~ELIMINATE~~ **MODIFY MINIMUM PARKING REQUIREMENTS FOR MULTIFAMILY HOUSING**; AND 2) AMEND CHAPTER 18.35 “LANDSCAPING STANDARDS” TO ADDRESS INCONSISTENCIES IN LANDSCAPING REQUIREMENTS FOR PARKING LOTS.
- C. **PURSUE ALTERNATIVE POLICY OPTIONS TO OBTAIN FOUR ADDITIONAL POINTS FOR THE PRO-HOUSING DESIGNATION.**

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 of Fort Bragg (“City”) adopted a General Plan in 2002 which established policies for all lands within Fort Bragg city limits and its sphere of influence; and

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

WHEREAS, the City adopted an Inland Land Use and Development Code and Negative Declaration on February 10, 2014; and

WHEREAS, the adoption of an Inland Land Use and Development Code is necessary to: 1) provide a regulatory framework for implementation of the Inland General Plan; 2) to implement new State planning and land use requirements; and 3) update zoning regulations in accordance with City Council policy direction; and

WHEREAS, the City adopted a Coastal General Plan (“Coastal GP”) as the Land Use Plan portion of the Local Coastal Program on May 12, 2008 which established policies 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 (LCP) which includes the Coastal GP as the Land Use Plan; and

WHEREAS, The City Council adopted Resolution 3162-2008 on May 12, 2008 adopting the Coastal General Plan; and

WHEREAS, the City adopted a Coastal Land Use and Development Code in 2008 as the implementing portion of the Local Coastal Program on May 12, 2008, which established all land use regulations for the Coastal Zone; and

WHEREAS, the Coastal General Plan includes policies to: (1) advance the orderly growth and development of the City's Coastal Zone; (2) protect coastal resources; (3) incorporate sustainability into the development process so that Fort Bragg's coastal resources and amenities are preserved for future generations; (4) respond to current environmental and infrastructure constraints; (5) protect the public health, safety and welfare; and (6) promote fiscally responsible development; and

WHEREAS the City desires to ensure that residential development occurs in an orderly manner, in accordance with the goals and objectives of the General Plan and reasonable land use planning principles; and

WHEREAS, the City of Fort Bragg would like to achieve the Pro-Housing designation by the State of California, and the elimination of a minimum parking requirement is one avenue to obtain points towards that designation; and

WHEREAS, the City has adopted four ordinances which made many improvements to the Parking and Loading Section of the Inland Land Use and Development Code and the City desires to migrate these changes to the Coastal Land Use and Development Code; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") pursuant to Pursuant to CEQA Guidelines Section 15061(b3), this project is exempt from CEQA by the commonsense exemption; and

WHEREAS, the Planning Commission held a duly noticed public hearing on January 29, 2025 to consider the Zoning Code Amendment, accept public testimony **and directed staff to revise the resolutions recommending that City Council adopt a zoning amendment to modify the City's Parking regulations as follows:**

1. Eliminate the recommendation to eliminate parking requirements for residential development, and
2. Provide alternative Pro-housing policy recommendations.

WHEREAS, the Planning Commission continued a duly noticed public hearing on February 12, 2025 to consider the Zoning Code Amendment, accept public testimony and further directed staff to revise the minimum parking requirements to match those in State Density Bonus Law; and

WHEREAS, the Planning Commission continued a duly noticed public hearing on February 26, 2025 to consider the Zoning Code Amendment, accept public testimony and further directed staff to revise the minimum parking requirements to match those in State Density Bonus Law.

NOW, THEREFORE, BE IT RESOLVED pursuant to Fort Bragg Municipal Code Section 17.94.040 and Section 17.94.060 the following findings are the Planning Commissions reasons for recommending amendments to the Fort Bragg **Coastal** Land Use and Development Code:

- a. The proposed amendment is consistent with the General Plan, Coastal Element 9 Housing Element, including Coastal Element Policy H-2.5, and any applicable specific plan; and
- b. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City and seeks to be consistent with recently adopted State Laws, including Assembly Bills 68, 587, 671, 345 and 881 and Senate Bill 13; and
- c. The proposed amendment is internally consistent with other applicable provisions of Division 17 and the Fort Bragg Coastal Land Use and Development Codes; and
- d. The foregoing recitals are true and correct and made a part of this Resolution; and
- e. The documents and other material constituting the record for these proceedings are located at the Community Development Department.

NOW, THEREFORE, BE IT RESOLVED pursuant to Fort Bragg Municipal Code Section 18.94.040 and Section 18.94.060 the following findings are the Planning Commissions reasons for recommending amendments to the Fort Bragg **Inland** Land Use and Development Code:

- a. The proposed amendment is consistent with the General Plan Policies and Programs, including Policy H-1.3 Secondary Dwelling Units; and any applicable specific plan; and
- b. The proposed ILUDC 1-25 amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City as it intends amendments to be consistent with recently adopted State laws; and
- c. The proposed amendment ILUDC 1-25 is internally consistent with other applicable provisions of the Inland Land Use Development Code, including its Chapters 18.42, 18.71, 18.100, and others; and
- d. The foregoing recitals are true and correct and made a part of this Resolution; and
- e. The documents and other material constituting the record for these proceedings are located at the Community Development Department.

BE IT FURTHER 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 State 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; State law; all reports and public testimony submitted as part of the Planning Commission meeting of January 29, 2025 and Planning Commission deliberations; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2);

BE IT FURTHER RESOLVED that the Fort Bragg Planning Commission does hereby recommend the City Council:

1. Adopt an Ordinance Amending Division 17 of the Fort Bragg Municipal Code (LCP 1-25) to Amend Chapter 17.36 "Parking And Loading" to: 1) ~~Eliminate~~ Reduce Minimum Parking Requirements for Residential Uses; 2) Amend the Parking Regulation of The CLUDC to Match the Changes that have Already been Approved for the ILUDC by City Council; and 3) Address Inconsistencies in Landscaping Requirements for Parking Lots.
2. Adopt an Ordinance Amending Division 18 of the Fort Bragg Municipal Code (ILUDC 1-25) to Amend Chapter 18.36 "Parking And Loading" to: 1) ~~Eliminate~~ Reduce Minimum Parking Requirements for Residential Uses; and 2) Address Inconsistencies in Landscaping Requirements for Parking Lots.

BE IT FURTHER RESOLVED that the Fort Bragg Planning Commission does hereby recommend that the City Council pursue the following alternative policy options to obtain four additional points for the Pro-Housing Designation.

1. 2D. Establishment of permitting processes that take less than four months to complete. Policies under this category must address all approvals necessary to issue building permits. (Newly Achieved!) 2 points;
2. 2I. Establishment of one-stop-shop permitting processes or a single point of contact where entitlements are coordinated across the city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy. (Newly Achieved) 1 point; and
3. 2L. Documented practice of publicly posting status updates on project permit approvals on the internet. 1 Point; 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 _____ seconded by _____, and passed and adopted at a regular meeting of the Planning Commission of the City of Fort Bragg held on the 26th day of February 2025, by the following vote:

AYES:
 NOES:
 ABSENT:
 ABSTAIN:
 RECUSE:

 David Jensen, Chair

ATTEST:

 Maria Flynn, Administrative Assistant

BEFORE THE CITY COUNCIL OF THE CITY OF FORT BRAGG

AN ORDINANCE AMENDING DIVISION 17 OF THE FORT BRAGG MUNICIPAL CODE (LCP 1-25) TO AMEND CHAPTER 17.36 “PARKING AND LOADING” TO 1) ~~ELIMINATE~~ **MODIFY MINIMUM PARKING REQUIREMENTS FOR MULTIFAMILY HOUSING AND 2) AMEND THE PARKING REGULATION OF THE CLUDC TO MATCH CHANGES ALREADY APPROVED FOR THE ILUDC BY CITY COUNCIL; AND 3) AMEND CHAPTER 17.35 “LANDSCAPING STANDARDS” TO ADDRESS INCONSISTENCIES IN LANDSCAPING REQUIREMENTS FOR PARKING LOTS.**

ORDINANCE NO. XXX-2025

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 of Fort Bragg (“City”) adopted a General Plan in 2002 which established policies for all lands within Fort Bragg city limits; and

WHEREAS, the City adopted a Coastal General Plan (“Coastal GP”) as the Land Use Plan portion of the Local Coastal Program on May 12, 2008 which established policies 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 (LCP) which includes the Coastal GP as the Land Use Plan; and

WHEREAS, The City Council adopted Resolution 3162-2008 on May 12, 2008 adopting the Coastal General Plan; and

WHEREAS, the City adopted a Coastal Land Use and Development Code in 2008 as the implementing portion of the Local Coastal Program on May 12, 2008, which established all land use regulations for the Coastal Zone; and

WHEREAS, the Coastal General Plan includes policies to: (1) advance the orderly growth and development of the City’s Coastal Zone; (2) protect coastal resources; (3) incorporate sustainability into the development process so that Fort Bragg’s coastal resources and amenities are preserved for future generations; (4) respond to current environmental and infrastructure constraints; (5) protect the public health, safety and welfare; and (6) promote fiscally responsible development; and

WHEREAS the City desires to ensure that residential development occurs in an orderly manner, in accordance with the goals and objectives of the General Plan and reasonable land use planning principles; and

WHEREAS, the City of Fort Bragg would like to achieve the Pro-Housing designation by the State of California, and the elimination of a minimum parking requirement is one avenue to obtain points towards that designation; and

WHEREAS, the City has adopted four ordinances which made many improvements to the Parking and Loading Section of the Inland Land Use and Development Code and the City desires to migrate these changes to the Coastal Land Use and Development Code; 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 January 29, 2025, to consider the zoning amendment, accept public testimony and provided direction to the consultant to revise the resolution and ordinance language, and

WHEREAS, the City Council held a duly noticed public hearing on **Date, 2025**, to consider the LCP Amendment, accept public testimony; and formally recommend submittal of the LCP Amendment to the Coastal Commission for consideration; and

WHEREAS, the Coastal Commission staff requested that the City adopt the proposed language in ordinance form prior to bringing it forward to the Coastal Commission for consideration; and

WHEREAS, the City Council has considered all public comments and a staff report dated **Date, 2025** regarding the proposed ordinance; the staff report is incorporated herein by reference and available for review at City Hall during normal business hours; and

WHEREAS, the proposed minor modification to the Coastal Land Use and Development Code is set forth in its entirety in Section 2 below; and

NOW, THEREFORE, BE IT RESOLVED that the City of Fort Bragg City Council, 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 City Council meeting of **Date, 2025** and City Council deliberations; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the City Council 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 City Council makes the following findings for adoption of the proposed amendments to the Fort Bragg Coastal Land Use and Development Code:

1. The foregoing recitals are true and correct and are made a part of this Ordinance.
2. On January 29, 2025, the Planning Commission held a properly noticed public hearing to consider recommending the proposed minor amendment to the Coastal Land Use and Development Code to the Fort Bragg City Council for adoption, and adopted a resolution in support of the City Council's adoption of the minor amendment to the CLUDC pursuant to Gov. Code Section 65355.
3. On **Date, 2025** the City Council held a properly noticed public hearing to consider adoption of the minor amendment to the Coastal Land Use and Development Code.
4. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and
5. The proposed amendment is consistent with the General Plan and any applicable specific plan; and
6. The proposed amendment is internally consistent with other applicable provisions of the Coastal Land Use Development Code, and the LCP Amendment is consistent with the California Coastal Act.
7. The California Environmental Quality Act ("CEQA") does not apply to activities and approvals of a local coastal program that are undertaken by a local government pursuant to Public Resources Code Section 21080.9) and CEQA Guidelines Section 15265(a), and
8. Pursuant to Coastal Act Section 30510(a), the City of Fort Bragg will carry out the Local Coastal Program as amended in a manner fully in conformity with the California Coastal Act; and
9. The documents and other material constituting the record for these proceedings are located at the Community Development Department.
10. The amendments to the Local Coastal Program shall take effect automatically upon Coastal Commission approval and certification pursuant to Public Resources Code Section 30512, 30513, and 30519.

SECTION 2. Based on the foregoing, the City Council hereby amend Chapter 17.36 as follows:

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

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

C. Vehicles for sale. ~~Only one 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 1 month, on parcels that are not authorized car sale lots.

D. Large motor vehicle and non-motorized vehicle parking.

1. The storage (parking for any period longer than 72 hours) of a large motor vehicle or non-motorized 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 non-motorized 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 Section 17.30.100.D. (Limitations on the Use of Setbacks).

17.36.040 - Number of Parking Spaces Required

Each land use shall provide 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) 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 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. 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 17.90 (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 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 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, 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 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 Section 17.71.060:

- 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 Section 17.71.060.

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		

Land Use Type: Manufacturing, Processing and Warehousing	Vehicle Spaces Required	
	Minimum	Maximum
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.

Land Use Type: Recreation, Education, and Public Assembly	Vehicle Spaces Required	
	Minimum	Maximum
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 <ul style="list-style-type: none"> • Outside of mobile home park 	1 space for each unit. No spaces	-
<ul style="list-style-type: none"> • Within a mobile home park or Tiny Home Community 	1 space for each unit, plus 0.5- guest parking space.	-
Multifamily housing, live/work unit, co-housing, residential component of a mixed-use project.	Zero to 1 bedroom: 1 space per unit. 2 bedrooms or more: 1.5 spaces per unit.	2.25 spaces per unit.
Organizational house, rooming or boarding house, residential care facility, co-housing	0 spaces per bedroom.	1 space per bedroom.
Second dwelling unit	See § 18.42.170(M).	See § 18.42.170(M).
Single-family dwelling	Zero to 1 bedroom: 1 space per unit. 2 bedrooms or more: 1.5 spaces per unit.	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	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

Land Use Type: Retail Trade	Vehicle Spaces Required	
	Minimum	Maximum
	Section for parts sales (“retail trade,” above), and vehicle services.	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.
Outdoor dining, as a component of a restaurant	No parking required	No parking required
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.

Land Use Type: Service Uses	Vehicle Spaces Required	
	Minimum	Maximum
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.

Land Use Type: Service Uses	Vehicle Spaces Required	
	Minimum	Maximum
Offices	1 space for each 400 sf of floor area.	1 space for each 200 sf of floor area.
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.

17.36.050 - 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.

1817.36.060 - Bicycle Parking

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

A. Number of bicycle spaces required.

1. Multi-family project. A multi-family project of five or more units shall provide bicycle parking spaces equal to a minimum of 10% of the required vehicle spaces, or 1 bicycle parking space per each 2 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 10% of the required vehicle spaces, or 1 bicycle parking space per 2,500 square feet 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.). 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. There are no minimum automobile parking requirements for areas within the CBD shown on the CBD Special Parking Combining Zone Map, below.

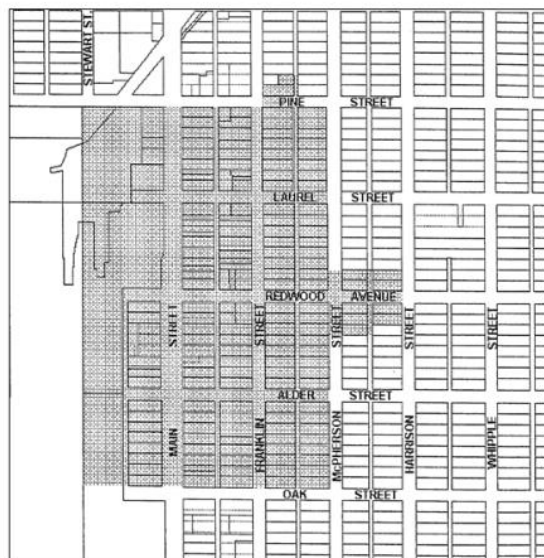


Figure 3-7 - CBD Special Parking Combining Zone

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.

E. Multifamily Residential Parking Reduction. Multifamily residential development projects of three units or more shall have no minimum parking requirement (Table 3-7), if the project also includes the following:

1. At least fifty percent of the land that would have been required for parking shall instead be developed for housing units, with the same average unit density, size, and height as the remainder of the project, and
2. The remainder of the land that would have been dedicated to parking shall instead be used for other amenities to the multifamily housing development such as landscaped gardens, patios, playgrounds, PV, community club house, management quarters, and other similar residential accessory uses and/or stormwater infiltration/open space.

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. *The Director of Public Works may waive this landscaping requirement for parking spaces accessed directly from an alley.*
 - c. Parking between the primary structure and the fronting street should be avoided.
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.

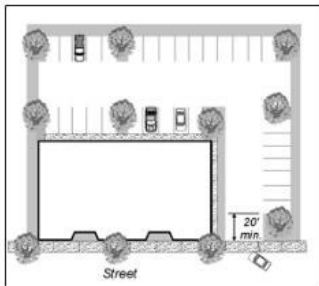


Figure 3-8 – Queuing Area

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 non-primary 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 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.

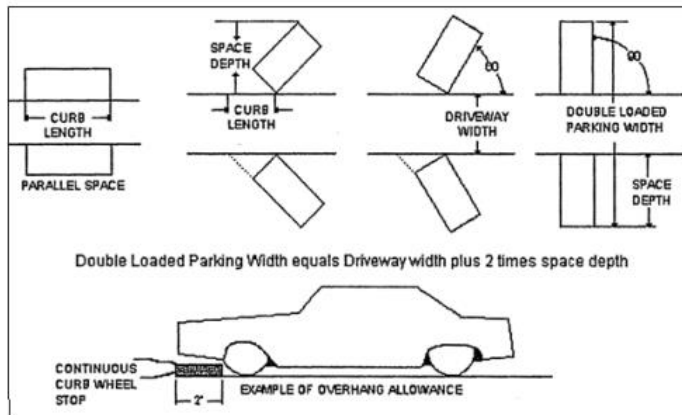


Figure 3-9 - Parking Space Dimensions

- E. **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 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 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 bio retention 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 bio retention swales, islands, tree filter boxes, gravel wetlands or other LID stormwater techniques.

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 (§ 18.71.060).

A. Number of driveways.

1. **Single-family dwellings and duplexes.** A single-family dwelling or duplex shall be allowed one driveway from the 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. 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 Director, Public Works 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.** 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. 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 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. 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 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.

17.36.110 - Loading Space Requirements

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

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

TABLE 3-11 - REQUIRED OFF-STREET LOADING SPACES

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

SECTION 3. Based on the foregoing, the City Council does hereby Amend Section 17.34.050(C) as follows:

17.34.050 (C) Parking Areas. All parking areas shall be landscaped as follows:

4. Perimeter parking lot landscaping. All surface parking areas shall be provided a fence, or landscape buffer between the parking area, and streets and adjoining properties, and the open areas between the property line and the public street right-of-way shall be landscaped.
 - a. Adjacent to streets and only where allowed by § 17.36.090 or preexisting conditions.
 - i) A parking area for a nonresidential use adjoining a public street where allowed by § 18.36.090(A) (Parking Design and Development Standards - Location of parking) shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the applicable zoning district or **five 15** feet, whichever is more.
 - b. **Adjacent to side or rear property lines.** Parking areas for nonresidential uses shall provide a perimeter landscape strip at least 5 feet wide (inside dimension) where the parking area adjoins a side or rear property line. **The Director of Public Works may waive this landscaping requirement for parking spaces accessed directly from an alley.** Trees shall be provided at the rate of 1 for each 25 linear feet of landscaped area, or other spacing as determined

SECTION 4. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council of the City of Fort Bragg hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause, and phrase thereof irrespective of the fact that one or more sections, subsections, sentences, clauses, or phrases may be held invalid or unconstitutional.

SECTION 5. Effective Date and Publication. This Ordinance shall become effective upon its certification by the Coastal Commission. Within fifteen (15) days after the passage of this Ordinance by the Coastal Commission, the City Clerk shall cause a summary of said Ordinance to be published as provided in Government Code §36933, in a newspaper of general circulation published and circulated in the City of Fort Bragg, along with the names of the City Council voting for and against its passage.

SECTION 6. Fort Bragg City Council does hereby approve LCP 1-25 to Amend Chapter 17.36 "Parking And Loading" of Division 17 of the Fort Bragg Municipal Code to: 1) Eliminate Minimum Parking Requirements for Residential Uses; 2) Amend the Parking Regulation of the CLUDC to Match Already Approved for the ILUDC by City Council; and 3) Address Inconsistencies in Landscaping Requirements for Parking Lots.

The foregoing Ordinance was introduced by Councilmember _____ at a regular meeting of the City Council of the City of Fort Bragg held _____, and adopted at a regular meeting of the City of Fort Bragg held on _____, by the following vote:

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

Jason Godeke, Mayor

ATTEST:

Amber Weaver, Acting City Clerk

PUBLISH: Date, 2025 and Date, 2025 (by summary).
EFFECTIVE DATE: Date, 2025.

BEFORE THE CITY COUNCIL OF THE CITY OF FORT BRAGG

AN ORDINANCE AMENDING DIVISION 18 OF THE FORT BRAGG MUNICIPAL CODE (ILUDC 1-25) TO AMEND CHAPTER 18.36 “PARKING AND LOADING” TO: 1) ~~ELIMINATE-REDUCE~~ MINIMUM PARKING REQUIREMENTS FOR MULTIFAMILY HOUSING; AND 2) AMEND CHAPTER 18.35 “LANDSCAPING STANDARDS” TO ADDRESS INCONSISTENCIES IN LANDSCAPING REQUIREMENTS FOR PARKING LOTS.

ORDINANCE NO. XXX-2025

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 of Fort Bragg (“City”) adopted a General Plan in 2002 which established policies for all lands within Fort Bragg city limits and its sphere of influence; and

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

WHEREAS, the City adopted an Inland Land Use and Development Code and Negative Declaration on February 10, 2014; and

WHEREAS, the adoption of an Inland Land Use and Development Code is necessary to: 1) provide a regulatory framework for implementation of the Inland General Plan; 2) to implement new State planning and land use requirements; and 3) update zoning regulations in accordance with City Council policy direction; and

WHEREAS, pursuant to the California Environmental Quality Act (“CEQA”) pursuant to Pursuant to CEQA Guidelines Section 15061(b3), this project is exempt from CEQA by the commonsense exemption; and

WHEREAS, the Planning Commission held a duly noticed public hearing on January 29, 2025 to consider the Zoning Code Amendment, accept public testimony and adopted a resolution recommending that City Council adopt a zoning amendment to modify the City’s PUD regulations; and

WHEREAS, the City Council held a duly noticed public hearing on Date, 2025 to consider the Zoning Code Amendment, and accept public testimony regarding a zoning amendment to modify the City’s Planned Development (18.71.090) regulations; and

NOW, THEREFORE, BE IT RESOLVED that the City of Fort Bragg City Council, 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 City Council meeting of Date, 2025 and City Council deliberations; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the City Council does hereby make the following findings and determinations:

SECTION 1: LEGISLATIVE FINDINGS

1. The foregoing recitals are true and correct and made a part of this Ordinance.
2. On January 29, 2025, the Planning Commission held a properly noticed public hearing to consider recommending the proposed minor amendment to the Inland Land Use and Development Code to the Fort Bragg City Council for adoption and adopted a resolution in support of the City Council’s adoption of the amendment to the ILUDC pursuant to Gov. Code Section 65355; and
3. On DATE, 2025, the City Council held a properly noticed public hearing to consider adoption of the minor amendment to the Inland Land Use and Development Code; and

SECTION 2: ILUDC AMENDMENT FINDINGS

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

- 1) The proposed amendment is consistent with the General Plan and any applicable specific plan; and
- 2) The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.
- 3) The proposed amendment is internally consistent with other applicable provisions of this Development Code.
- 4) The project is exempt from CEQA, pursuant to Section 15061(b3) “the commonsense exemption”
- 5) The documents and other material constituting the record for these proceedings are located at the Community Development Department.

SECTION 3: Based on the foregoing, the City Council does hereby Amend the residential parking requirements of Table 7 of chapter 18.71.080 Planned Development as follows:

TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE

Land Use Type: Recreation, Education, and Public Assembly	Vehicle Spaces Required	
	Minimum	Maximum
Mobile home	1 space for each unit. No spaces	-
<ul style="list-style-type: none"> • Outside of mobile home park • Within a mobile home park or Tiny Home Community 	No minimum Parking Requirement per section 18.36.080.D, otherwise 1	-

Land Use Type: Recreation, Education, and Public Assembly	Vehicle Spaces Required	
	Minimum	Maximum
	space for each unit, plus 0.5 guest parking space.	
Multifamily housing, live/work unit, co-housing, residential component of a mixed-use project	Zero to 1 bedroom: 1 space per unit. 2 bedrooms or more: 1.5 spaces per unit. No minimum Parking Requirement per section 18.36.080.D, otherwise: Under 2 bedrooms: 1 space 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(M).	See § 18.42.170(M).
Single-family dwelling	No Zero to 1 bedroom: 1 space per unit. 2 bedrooms or more: 1.5 spaces per unit.	4 spaces

Notes:

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

~~SECTION 4. Based on the foregoing, the City Council does hereby add Section 18.71.080E as follows:~~

~~**E. Multifamily Residential Parking Reduction.** Multifamily residential development projects of three units or more shall have no minimum parking requirement (Table 3-7), if the project also includes the following:~~

- ~~1. At least fifty percent of the land that would have been required for parking shall instead be developed for housing units, with the same average unit density, size, and height as the remainder of the project, and~~
- ~~2. The remainder of the land that would have been dedicated to parking shall instead be used for other amenities to the multifamily housing development such as landscaped gardens, patios, playgrounds, PV, community club house, management quarters, and other similar residential accessory uses and/or stormwater infiltration/open space.~~

SECTION 5. Based on the foregoing, the City Council does hereby Amend Section 18.71.090A2b as follows:

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. ~~The Director of Public Works may waive this landscaping requirement for parking spaces accessed directly from an alley.~~
 - 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.

SECTION 6. Based on the foregoing, the City Council does hereby Amend Section 18.34.050(C) as follows:

18.34.050 (C) Parking Areas. All parking areas shall be landscaped as follows:

4. Perimeter parking lot landscaping. All surface parking areas shall be provided a fence, or landscape buffer between the parking area, and streets and adjoining properties, and the open areas between the property line and the public street right-of-way shall be landscaped.
 - a. Adjacent to streets and only where allowed by § 18.36.090 or preexisting conditions.
 - i) A parking area for a nonresidential use adjoining a public street where allowed by § 18.36.090(A) (Parking Design and Development Standards - Location of parking) shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the applicable zoning district or ~~15~~ five feet, whichever is more.
 - b. **Adjacent to side or rear property lines.** Parking areas for nonresidential uses shall provide a perimeter landscape strip at least 5 feet wide (inside dimension) where the parking area adjoins a side or rear property line. ~~The Director of Public Works may waive this landscaping requirement for parking spaces accessed directly from an alley.~~ Trees shall be provided at the rate of 1 for each 25 linear feet of landscaped area, or other spacing as determined

SECTION 7. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council of the City of Fort Bragg hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause, and phrase thereof irrespective of the fact that one or more sections, subsections, sentences, clauses, or phrases may be held invalid or unconstitutional.

SECTION 8. Effective Date and Publication. This ordinance shall be and the same is hereby declared to be in full force and effect from and after thirty (30) days after the date of its passage. Within fifteen (15) days after the passage of this Ordinance, the City Clerk shall cause a summary of said Ordinance to be published as provided in Government Code §36933, in a newspaper of general circulation published and circulated in the City of Fort Bragg, along with the names of the City Council voting for and against its passage.

SECTION 9. Fort Bragg City Council does hereby recommend that the Coastal Commission approve Zoning Amendment 1-25 (ILUDC 1-25) to Amend Chapter 18.36 "Parking And Loading" to: 1) Eliminate Minimum Parking Requirements for Multifamily Housing; and 2) Amend Chapter 18.35 "Landscaping Standards" of Division 18 to Address Inconsistencies in Landscaping Requirements for Parking Lots.

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

The foregoing Ordinance was introduced by Councilmember _____ at a regular meeting of the City Council of the City of Fort Bragg held _____,

and adopted at a regular meeting of the City of Fort Bragg held on _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

RECUSE:

Jason Godeke, Mayor

ATTEST:

Amber Weaver, Acting City Clerk

PUBLISH: Date, 2025 and Date, 2025 (by summary).
EFFECTIVE DATE: Date, 2025.