

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

General Plan Analysis:

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

CONSISTENT: Small project with limited impacts on the City's water. Commercial businesses are billed in blocks of water. Between January 2020 and December 2021, FBT was billed an average of 1.25 water blocks per month with a median of 1 water block per month. The proposed expansion of use is not expected to increase water usage as the existing use is an extremely low water use.

Open Space Element Goal OS-1 Preserve and Enhance the City's Environmentally Sensitive Habitat Areas (ESHA)

CONSISTENT: A biological survey was completed on the site and no ESHA were identified. Site is existing developed and paved lot.

Open Space Element Goal OS-10 Improve water quality through the Selection and Design of Appropriate Best Management Practices (BMPs)

CONSISTENT: A stormwater control plan using BMPs has been submitted and reviewed by the City's Engineering Team.

Open Space Element Goal OS-14 Improve water quality through Construction-Phase Pollution Control

CONSISTENT: Stormwater plan includes fiber rolls and BMPs to control stormwater during construction

Open Space Element Goal OS-7 Improve air quality.

CONSISTENT: Project is not proposing any generators or non-electrical equipment. The site will be paved and will not create additional dust. Current activities are not creating odor or dust and the expansion of existing uses will not change.

Open Space Element Policy OS-10.2 Post-Construction Stormwater Runoff Plan
All development that has the potential to adversely affect water quality shall submit a post-construction polluted runoff control plan ("Runoff Mitigation Plan"). This plan shall specify long-term Site Design, Source Control, and, if necessary, Treatment Control BMPs that will be implemented to minimize stormwater pollution and erosive runoff after construction, and shall include the monitoring and maintenance plans for these BMPs.

CONSISTENT: Proposed project includes preservation of existing vegetative strips and will construct a 110 square foot rain garden.

Open Space Element Policy OS-11.3 Minimize Impervious Surfaces.
Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops), especially directly connected impervious areas, where feasible. Redevelopment shall reduce the impervious surface site coverage, where feasible. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).

CONSISTENT: Project site is fully paved. The addition of the 110 square foot rain garden will reduce impervious surfaces on the site.

Open Space Element Policy OS-14.3 Minimize Disturbance of Natural Vegetation. Construction shall minimize the disturbance of natural vegetation (including significant trees, native vegetation, and root structures), which are important for preventing erosion and sedimentation.

CONSISTENT: Proposed project will not change existing landscaping or vegetation.

Open Space Element Policy OS-4.3 Halt all work if archaeological resources are uncovered during construction. Require an evaluation by a qualified archaeologist before recommencing construction.

CONSISTENT: This is a **required condition** of all permits.

Open Space Element Policy OS-9.1 Minimize Introduction of Pollutants. Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) to the extent feasible.

CONSISTENT: All stormwater will be treated onsite in proposed rain garden and existing vegetated/landscaped areas.

Open Space Element Policy OS-10.1 Construction-phase Stormwater Runoff Plan. All development that requires a grading permit shall submit a construction-phase erosion, sedimentation, and polluted runoff control plan. This plan shall evaluate potential construction-phase impacts to water quality and coastal waters, and shall specify temporary Best Management Practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials.

CONSISTENT: Stormwater plan provided and reviewed by Public Works/Engineering team for consistency with BMPs.

Open Space Element Policy OS-10.3 Emphasize Site Design and Source Control BMPs. Long-term post-construction Best Management Practices (BMPs) that protect water quality and control runoff flow shall be incorporated in the project design of development that has the potential to adversely impact water quality in the following order of emphasis:

A) Site Design BMPs: Any project design feature that reduces the creation or severity of potential pollutant sources, or reduces the alteration of the project site's natural flow regime. Examples include minimizing impervious surfaces, and minimizing grading.

B) Source Control BMPs: Any schedules of activities, prohibitions of practices, maintenance procedures, managerial practices, or operational practices that aim to prevent stormwater pollution by reducing the potential for contamination at the source of pollution. Examples include covering outdoor storage areas, use of efficient irrigation, and minimizing the use of landscaping chemicals.

C) Treatment Control BMPs: Any engineered system designed to remove pollutants by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption, or any other physical, biological, or chemical process. Examples include vegetated swales, and storm drain inserts.

Site Design BMPs may reduce a development's need for Source and/or Treatment

Control BMPs, and Source Control BMPs may reduce the need for Treatment Control BMPs. Therefore, all development that has the potential to adversely affect water quality shall incorporate effective post-construction Site Design and Source Control BMPs, where applicable and feasible, to minimize adverse impacts to water quality and coastal waters resulting from the development. Site Design and Source Control BMPs may include, but are not limited to, those outlined in the City's Storm Water Management program.

CONSISTENT: See above.

Open Space Element Policy OS-11.4 Infiltrate Stormwater Runoff. Development shall maximize on-site infiltration of stormwater runoff, where appropriate and feasible, to preserve natural hydrologic conditions, recharge groundwater, attenuate runoff flow, and minimize transport of pollutants. Alternative management practices shall be substituted where the review authority has determined that infiltration BMPs may result in adverse impacts, including but not limited to where saturated soils may lead to geologic instability, where infiltration may contribute to flooding, or where regulations to protect groundwater may be violated.

CONSISTENT: See above.

Open Space Element Policy OS-11.5 Divert Stormwater Runoff into Permeable Areas. Development that creates new impervious surfaces shall divert stormwater runoff flowing from these surfaces into permeable areas, where appropriate and feasible, to enhance on-site stormwater infiltration capacity.

CONSISTENT: See above.

Open Space Element Policy OS-11.8 Landscape with Native Plant Species. The City shall encourage development to use drought-resistant native plant species for landscaping, to reduce the need for irrigation and landscaping chemicals (e.g., pesticides and fertilizers).

CONSISTENT with **Condition that the City requests that the rain garden is planted with native species.**

Open Space Element Policy OS-14.1 Minimize Polluted Runoff and Pollution from Construction. All development shall minimize erosion, sedimentation, and the discharge of other polluted runoff (e.g., chemicals, vehicle fluids, concrete truck wash-out, and litter) from construction activities, to the extent feasible.

CONSISTENT: Stormwater controls have been reviewed for controls to minimize any pollution from construction.

Open Space Element Policy OS-6.1 Energy Conservation Measures in Buildings: Continue to require structures to comply with State energy conservation standards and encourage owners of existing dwellings to retrofit with energy-saving features.

CONSISTENT: Proposed project will require a building permit which will require consistency with the State's building code and Title 24 energy requirements.

Open Space Element Policy OS-9.2 Minimize Increases in Stormwater Runoff. Development shall be designed and managed to minimize post-project increases in stormwater runoff volume and peak runoff rate, to the extent feasible, to avoid adverse impacts to coastal waters.

CONSISTENT: Proposed project will reduce water leaving the site as it will enhance stormwater treatment on site.

Open Space Element Program OS-7.2.8 The City will prohibit unpaved driveways of more than 50 feet and unpaved roads in all new development.

CONSISTENT: No unpaved driveways or roads are proposed.

Open Space Element Program OS-8.1.2 Require on-site areas for recycling in commercial, office, multi-family residential developments, and all municipal facilities.

CONSISTENT: Existing facility has required recycling on-site.

Circulation Element Policy C-2.6 Traffic Studies for High Trip Generating Uses: Traffic studies shall be required for all major development proposals, including but not limited to, drive-through facilities, fast food outlets, convenience markets, major tourist accommodations, shopping centers, commercial development, residential subdivisions, and other generators of high traffic volumes that would affect a Level of Service. Traffic studies shall identify, at a minimum: SEE DOC

CONSISTENT: Proposed project is not currently a high trip generating use. The expansion of service will not create a significant change in trip generation and does not require a traffic study.

Circulation Element Program C-1.2.1 Review development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies.

CONSISTENT: Proposed use will not cause any kind of a significant increase in trip generation and will thus not affect the roadway level of service.

Community Design Element Goal CD-2 Ensure that new development demonstrates excellence of design and sensitivity to the character of the surrounding neighborhood.

CONSISTENT: Proposed project is a metal building that will be used for vehicle servicing and repair. The structure will match the color of the existing building.

Community Design Element Goal CD-6 Use lighting to create a sense of security and to provide cohesion to the physical structure of the community.

CONSISTENT: Proposed lighting will be on the backside of the building and reduce potential security issues that could be created by a shadowed area.

Community Design Element Policy CD-1.9: Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity fixtures, and shielded so that no light shines beyond the boundary of the property.

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

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

CLUDC Analysis

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

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

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

The existing business advertises the following services:

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

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

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

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

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

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

Article 4 – no applicable specific land use standards

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

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

Coastal Resources Analysis

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

Design Review in Compliance with §17.71.050

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Design Guidelines Analysis

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

General Commercial Design Guidelines 2.3

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

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

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

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

Special Design Guidelines 2.53 Auto Repair

<p>Service/work bays should be oriented so that the interiors are not visible or audible from adjacent public streets, residential structures, or active open space. If such an arrangement is not possible, dense landscaping and/or screen walls should be used.</p>	<p>As this is corner lot, staff consider the front of the building to be on Franklin St. where the primary building is located along with the public entrance. The new bays are oriented toward Cypress St. and will be screened with three new trees/shrubs.</p>
<p>Parking spaces for vehicles left for repair should be located in the least visible areas of the site.</p>	<p>The existing parking lot is being restriped to accommodate the change in parking configuration. This will include six spaces on the Cypress St. side of the parking lot. Planning Commission may wish to</p>

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

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