



County of Monterey Planning Commission

Item No.5

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Agenda Item No. 5

Legistar File Number: PC 22-098

November 09, 2022

Introduced: 11/2/2022

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLN200216 - CHRISP

Public hearing to consider approving construction of a new 11,939 square foot split-level building consisting of 9,016 square feet of automotive repair shop/warehouse and 2,923 square feet of office, a 242 square-foot trash enclosure, 29 parking stalls, and associated retaining wall(s).

Project Location: 1135 Madison Lane, Salinas (Assessor's Parcel Number 261-031-002-000), Greater Salinas Area Plan.

Proposed CEQA Action: Consider an Addendum to a previously adopted Negative Declaration pursuant to Section 15164 of the CEQA Guidelines.

RECOMMENDATIONS:

It is recommended that the Planning Commission:

- a. Consider an Addendum together with a previously adopted Negative Declaration; and
- b. Approve a Use Permit to allow construction of a new 11,939 square foot split-level building consisting of 9,016 square feet of automotive repair shop/warehouse and 2,923 square feet of office, a 242 square-foot trash enclosure, 29 parking stalls, and associated retaining wall(s).

A draft resolution, including findings and evidence, is attached for consideration (**Exhibit A**). Staff recommends approval subject to 19 conditions.

PROJECT INFORMATION:

Property Owner: Crisp Company

Agent: Belli Architectural Group, Architect

APN: 261-031-002-000

Zoning: Heavy Commercial, Urban Reserve (HC-UR)

Parcel Size: 37,147 square feet (0.85279 acres)

Plan Area: Greater Salinas

Flagged and Staked: No

SUMMARY:

The proposed automotive repair facility is located west of the City of Salinas, within the Boronda Community Plan area. The project site has a land use designating of General Commercial and is zoned Heavy Commercial Urban Reserve (HC-UR). The Urban Reserve designation reflects the sphere of influence boundaries of the City of Salinas. Surrounding land uses include other commercial/industrial parcels and immediately adjacent to the site is a UPS Transfer and Distribution site. The proposed project involves the construction of a new 11,939 square foot building consisting of 9,016 square feet of automotive repair shop/warehouse and 2,923 square feet of office space associated with the

automotive repair use, a 242 square-foot trash enclosure, 29 parking stalls, and associated retaining wall(s). The project parcel is currently undeveloped and consists of un-maintained non-native grasses. The parcel was granted a Use Permit to allow automobile repair shops in a large structure on October 9, 1992 (Resolution No. 91-232). The approved structures were never built, the permit has expired, and the site has remained vacant.

In December 2020, a new application for an automotive repair facility with a revised design of the physical improvements was submitted. Staff reviewed the new application and found it consistent with the Greater Salinas Area Plan with the incorporation of recommended conditions of approval. Design of the project is appropriate for the site and surroundings making use of compatible colors, designs and materials within the immediate vicinity. The June 2021 resubmitted application was found complete.

The proposed project is an automotive repair facility for Chrisp Company, a California Corporation. Their fleet of vehicular equipment which provides pavement markings are currently stored in Fremont, California and driven to the Salinas Valley for contracted work in this area. Chrisp Company currently has a satellite office that serves as a local dispatch point on Harrison Road, north of Sala Road, but it lacks the capacity to service their automotive equipment. The proposed project would allow Chrisp Company to expand their local office and increase local service efficiency.

The plans were routed to City of Salinas for review and comment because the site is located within the sphere of influence. The City provided feedback and comments regarding design requirements to break up the visual impact of blank walls, trash enclosure landscaping requirements, payment of wastewater and other impact fees, and, upon annexation, an additional easement. In the attached plans, several of the City's suggested design elements were included on the façade of the building. Landscaping was not updated for the City and no proposed agrarian easement is shown on the plans but these can be added as needed at the time of annexation. In review of this project, the County found no nexus to require an agrarian easement of the property. The requirements of City of Salinas' ordinances at the subject site within built up area of Boronda are subject to change prior to annexation, as well.

The project meets the development standards for Title 21 HC zoning and parking zoning. Maximum lot coverage is 50%, or 18,573 square feet, and the proposed project lot coverage is 29%. Maximum height is 35 feet and the project maximum height is 28 feet and 7 inches. Title 21 requires 1 parking space for every 500 square feet of automotive repair facilities, or 24 parking spaces, plus one ADA compliant parking space. The project offers 29 parking spaces, including one ADA compliant space. As proposed, the development would have a front setback of 30 feet, and side and rear setbacks of 6-inches. These setbacks are consistent with surrounding development patterns and can accommodate adequate parking and landscaping on-site.

DISCUSSION:

The proposed automotive repair facility includes 6 mechanical bays for maintenance of vehicles used for striping of roads and an attached two story office associated with the automotive repair operations on-site. This use is a use allowed subject to a Use Permit in the Heavy Commercial Zoning district and the site is surrounded by other commercial and industrial uses within the Boronda Community area.

Comments submitted on the project by the City of Salinas on this project have been considered and most comments have been addressed. The Boronda Community Plan area is within the sphere of influence of the City of Salinas as reflected with the Urban Reserve zoning overlay on the property.

HCD-Planning did not require a General Development Plan for the subject property in this case because the lot size is less than an acre and the proposed use is limited to a specific use. The permit allows the Chrisp Company to build and operate an automotive repair facility with associated offices and parking.

In review of this project, staff identified a previously approved permit for automotive repairs on the property. Actual construction and use of the property pursuant to the prior permit has occurred and that permit has expired. However, the negative declaration prepared for that permit was adopted and is relied upon for the newly proposed development. The new development involves a similar use (automotive repairs) and only minor changes to the previously adopted Negative Declaration are needed to address the new project description and update new circumstances/information. An addendum to the Negative Declaration has been prepared that address these changes.

Archaeological/Cultural Resources

The project site is in an area identified in County records as having a high archaeological sensitivity. Although located in an area of high sensitivity, the Archaeological Report (LIB200233) concluded that "...no resources, particularly significant archaeological resources, were identified within the parcel." Therefore, no potentially significant impacts are expected from implementation of the project. However, per standard protocols, if, during the course of construction, the property owner(s) and contractor(s) uncover cultural, archaeological, historical or paleontological resources at the site (surface or subsurface resources), work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it and additional steps are taken (Condition No. 4).

Geotechnical Analysis and Drainage Requirements

The Geotechnical Report by Earth Systems Pacific dated October 2020 (LIB200234) for the Chrisp Company project involved subsurface exploration consisting of three boring holes drilled at the site on September 11, 2020. The upper soils encountered in the borings were classified as stiff to hard sandy lean clays (CL); the next layers were interbedded layer of very stiff to hard lean clays (CL) to medium dense to very dense clayey sands (SC). Free subsurface water was not encountered within the 15-foot depth of exploration. The report concluded that the site is geotechnically suitable for the proposed project, as the site has no soil expansion potential, and low liquefaction potential. Therefore, no potentially significant impacts are expected from implementation of the project. It is recommended that site development be completed following the standard recommendation found in the geotechnical report, and the project be designed per the standards of California Building Code (CBC).

The project is located within the Municipal General Permit Boundary as defined by the California State Water Quality Control Board Order No. 2013-0001-DWQ. The project creates approximately 34,518 square feet of impervious area; therefore, the Post-Construction Stormwater Management Requirements (PCRs) for Development Projects in the Central Coast Region apply.

The project is not located within a FEMA-designated Special Flood Hazard Area. The project includes nearly an acre of land disturbance and 640 cubic yards of fill. The Geotechnical Report (LIB200234) states, in part, that the soil in the proposed building area should be removed to a minimum of 1' below existing grade, and that the over-excavated material may be re-used as fill. The report also includes the results of four percolation/infiltration tests conducted in the proposed bioretention pond areas.

A Stormwater Control Plan was added as a condition of approval (No. 18) that must include measures to address PR No. 4 - Peak Management, which requires that post-development peak flows, discharged from the site, do not exceed pre-project peak flows for the 2- through 10-year storm events, as well as PR No. 3, Runoff Retention, PR No. 2, Water Quality Treatment, and PR No. 1, Site Design and Runoff Reduction. These also require a Maintenance Agreement (Condition No. 17) and field verification of the measures (Condition No. 19). These controls will ensure that the operations do not allow any hazardous materials that might be in the paints or solvents associated with the use to drain into nearby soil or surface waters.

Traffic Analysis

HCD requested a new Traffic Report to confirm that the difference between the project analyzed in the IS (up to four auto repair shops) and the current project is negative. The applicant provided a Traffic Report on Level-of-service (L-O-S) and Vehicle Miles Travelled (VMT) (LIB220296). The report concluded that there are no operational issues under existing or existing with Project. The main intersection/entrance point (Madison Lane at Boronda Road) is operating at L-O-S of A in both scenarios. The passenger vehicle trip generation is 65, which screens the project out of detailed VMT analysis. Therefore, no potentially significant impacts are expected from implementation of the project.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

Bay Rapid Transit obtained a Use Permit and General Development Plan (Planning File PC-7783) from the Monterey County Planning Commission on October 9, 1992 (Resolution No. 91-232). The entitlement allowed automobile repair shops (6440 SF) located on "Subdivision 1, portion of Lot B6, Assessor's Map 1, Rancho el Sausal, Boronda area, fronting on and southerly of Madison Avenue," which is now known as 1135 Madison Lane, Salinas. Environmental review for PC-7783 included the preparation of an Initial Study resulting in a Negative Determination (IS/ND). The IS/ND analyzed potential impacts to Earth, Air, Water, Plant and Animal Life, Natural Resources, Energy, Land Use, Population and Housing, Public Utilities, Public Services, Utilities, Noise, Hazards, Aesthetics, Cultural Resources and Transportation/Circulation. No potentially significant impacts were identified; therefore, no mitigations were recommended or adopted at the time of permit approval. The IS/ND was adopted by the Planning Commission prior to approving the automotive repair facility in 1991.

The Chrisp Company proposal is similar to the 1991 entitlement in that it requests approval of a workshop/office building to be used for maintenance of commercial/industrial business vehicles, and associated business office space. It is different only in that there is one company proposed for the operational phase of the permit, rather than up to four, and the automotive repair service will not be on vehicles from private individuals. The use is approximately the same, while the operational intensity is less. Previously identified effects due to the construction phase were not significant and analysis showed that effects will not become significant as the project is conditioned through standard State

and County regulations.

The County prepared an addendum pursuant to Article 11; Section 15164 of the California Environmental Quality Act (CEQA) guidelines to make minor technical changes to the project analyzed in the IS/ND, adopted October 9, 1991, by Planning Commission Resolution No. 91-232 and then accepted as a consent agenda item by the Board of Supervisors on November 19, 1991. An addendum is needed to update the previously adopted IS/ND to reflect changes to the proposed development and to update the analyses to address updated environmental topics. Due to the age of the Bay Rapid Transit (PC-7783) document, the current application (PLN200216) included the preparation and submittal of updated Geotechnical, Traffic and Archaeological reports. None of these reports identified potential impacts nor recommended mitigation measures.

Pursuant to CEQA Guidelines section 15162(2), an Addendum requires disclosure and analysis of circumstances that have changed since the IS analysis was made in 1991. The previously adopted IS/ND is attached as Exhibit D and the proposed Addendum to the IS/ND is attached as Exhibit C. The Addendum found that none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or ND have been triggered.

OTHER AGENCY INVOLVEMENT:

The following agencies have reviewed the project, have comments, and/or have recommended conditions:

Environmental Health Bureau
Environmental Services
Engineering Services on behalf of Public Works
Monterey County Regional Fire Protection District
City of Salinas

Prepared by: Mary Israel, Senior Planner
Reviewed by: Craig Spencer, Chief of Planning
Approved by: Erik Lundquist, AICP, HCD Director

The following attachments are on file with the HCD:

Exhibit A - Draft Resolution, including:

- Recommended Conditions of Approval
- Project Plans, dated June 21, 2021

Exhibit B - Vicinity Map

Exhibit C - CEQA Addendum

Exhibit D - (PC-7783) as presented to the Board of Supervisors and IS/ND

cc: Front Counter Copy; Erik Lundquist, HCD Director; Craig Spencer, Chief of Planning; Anna Quenga, AICP, Principal Planner; Mary Israel, Project Planner; Engineering Services on behalf of Public Works; Environmental Health Bureau; Environmental Services; Monterey County Regional Fire Protection District; City of Salinas Planning Department; Chrisp Company, Applicant/Owner; Belli Architectural Group, Agent; The Open Monterey Project (Molly Erickson); LandWatch (Director); Project File PLN200216

