PROPOSAL: Consideration of a request for a conditional use permit and site plan review to allow for the establishment of an auto body repair shop with overnight on-site parking in conjunction with the development of a 10,000 square foot premanufactured building.

APPLICANT: Caliber Collision  
OWNER: Mark Knox  
ADDRESS: SEC of S. G St. and W. 8th St.  
APN: 010-193-010  
APPLICATION: CUP 2019-12 & SPR 2019-19  
CEQA: Categorical Exemption

LOCATION: The project site is located on the southeast corner of South G Street and West 8th Street.

STREET ACCESS: The project site has access from South G Street and West 8th Street.

PARCEL SIZE: Approximately .68-acre.

GENERAL PLAN DESIGNATION: C (Commercial)  
ZONING DISTRICT: C1 (Light Commercial)

SITE CHARACTERISTICS: The site is surrounded by the multi-family uses to the north and west, the existing Caliber Collision auto body shop to the east and vacant commercial land to the south.

ENVIRONMENTAL REVIEW: The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) guidelines, Section 15332 (In-Fill Development Project).

SUMMARY: The applicant proposes the expansion of the Caliber Collision auto body repair and painting business with the additional development of an approximately 10,000 square foot premanufactured building. Site design, parking, and landscaping are generally acceptable, but the building elevations lack articulation, varied construction materials and required architectural value, resulting in a low-quality architectural design which significantly erodes the value of the project overall. Cumulatively, the project proposal does not provide conformance with the goals and policies of the General Plan. The information presented in this report does not provide support for approval of the conditional use permit and site plan review request.
APPLICABLE CODES AND PROCEDURES

MMC §10-3.802 Light Commercial – Uses Permitted
MMC §10-3.4.0101 Site Plan Review
MMC §10-3.1202 Parking Regulations
MMC §10-3.1301 Use Permits

The City’s Zoning Ordinance allows for the granting of a use permit by the Planning Commission (Commission) subject to the Commission being able to make findings that the establishment, maintenance or operation of the use or building will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

If the Commission cannot make the appropriate findings, the use should be denied. Conditions may be attached to the approval of the use permit to ensure compatibility. Project design may be altered, and site improvements required to make the project compatible with nearby uses. In addition, the application may be subject to further review, modification or revocation by the Commission, as necessary.

A site plan review is required for all uses of a property which involve the construction of new structures, new uses which necessitate on-site improvements, including uses subject to the approval of a use permit.

PRIOR ACTION

Although no entitlements exist for the project parcel, the adjoining property was developed as an auto body repair shop as part of Site Plan Review 2000-14, approved on February 21, 2001.

ANALYSIS

Proposal
The applicant is proposing an expansion of the existing Caliber Collision business located immediately east, adjacent to the project site. The proposal includes an approximately 10,000 square foot premanufactured building that would allow for an expansion of the auto body repair business. Caliber Collision specializes in auto body repair services, including repairing and replacing damaged vehicle parts, mechanical related repairs, welding, frame straightening and body work. Auxiliary services would include body fillers, primers, paints and body repair. Hours of operations are proposed to occur between 7:30 AM and 6:00 PM, Monday through Friday. The applicant anticipates this expansion to generate approximately 20 to 35 customers per day. The proposed business expansion will employ approximately eight new employees.

The applicant is also requesting the allowance for on-site overnight vehicle parking in the parking lot. Security gates and fencing around the parking lot will help prevent vandalism on the site. Gates would be open during regular business hours to allow for reciprocal cross access to adjoining properties.
Use Permit
The request for an auto body repair business is a permitted use in the C1 (Light Commercial) zone district subject to the approval of a conditional use permit CUP by the Commission.

In most cases, expansions and/or intensifications to an existing use would require a modification to the associated CUP and subsequent conditions of approval. In this case, the existing auto body repair use was approved through the site plan review process in 2000 without the benefit of the required CUP. Caliber Collision is securing the required CUP as a component of the expansion request.

General Plan Conformance
The General Plan requires that all new development is well-planned and of the highest possible quality, and that new development adheres to the basic principles of high-quality urban design, architecture and landscape architecture.

Subsequent to the applicant’s original submittals, staff encouraged the applicant to review all applicable goals and policies of the General Plan and consider revisions to the site plan and building elevations.

The applicant responded with revised submittals that are provided as exhibits to this report. In order to consider approval of the proposed commercial development, the Commission must make findings of General Plan conformance through the project’s implementation of the following goals and policies applicable to new commercial development.

Applicable Goals & Policies

Goal: CD-1 High-quality urban design throughout Madera.

Policy CD-1 The City of Madera will require that all new development is well planned and of the highest possible quality. The City will seek to build an image of Madera as a contemporary small city with vibrant, livable neighborhoods and walkable pedestrian- and bicycle- oriented development.

Policy CD-2 All new development shall adhere to the basic principles of high-quality urban design, architecture and landscape architecture including, but not limited to, human-scale design, pedestrian orientation, interconnectivity of street layout, siting buildings to hold corners, entryways, gathering points and landmarks.

Policy CD-3 Madera will strive to continuously improve the architectural quality of public and private projects. Developers proposing to rely on the use of “standard design” or “corporate architecture” will be required to improve their designs as necessary to meet the City’s overall standards for quality.

Goal: CD-4 Attractive streetscapes in all areas of Madera.

Policy CD-15 Except where site conditions make it infeasible, new commercial development shall be designed to front or have a presence along all street frontages. The intent of this policy is to enhance the pedestrian scale of new development, and minimize
the presence of parking, circulation, and loading areas as the primary visual features of development.

**Policy CD-17** Where the use of security fencing, window barriers, or similar features are necessary to secure a building site, these measures shall be incorporated into the visual/architectural design of the project and shall be complementary to surrounding uses. The policy is not intended to apply to security features which are not visible from the public rights of way or adjacent properties.

**Goal:** CD-11 Design commercial development to enhance the pedestrian environment.

- **Policy CD-49** Buildings shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually interesting pedestrian environment.
- **Policy CD-50** Parking lots shall be landscaped, including shade trees, to create an attractive pedestrian environment and reduce the impact of heat islands.

**Goal:** CD-12 Aesthetically pleasing commercial development.

- **Policy CD-52** When more than one structure is on a site, they should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellises, or other open structures.
- **Policy CD-53** Unarticulated, boxy structures shall be broken up by creating horizontal emphasis through the use of trim, varying surfaces, awnings, eaves, or other ornamentation, and by using a combination of complementary colors.
- **Policy CD-57** Where possible, parking lots shall be located behind or on the side of buildings to reduce their visual impact.

**Architecture**

As proposed, the premanufactured metal building does not provide conformance with Goal CD-12 (Aesthetically Pleasing Commercial Development), of the General Plan. The unarticulated, boxy structure is comprised of three metal exterior materials designed to provide partial surface variation. Raised windows have been added as a component of the design. Cumulatively, the exterior building design is stark. Varied metal types are present on the building’s northern elevation and on approximately a third of the western elevation. The southern and western building elevations propose a metal exterior without any articulation or architectural features.

Per Policy CD-53, the proposed building is expected to be “broken up by creating horizontal emphasis through the use of trim, varying surfaces, awnings, eaves, or other ornamentation, and by using a combination of complementary colors”. The applicant ultimately opted to rely on a “standard design” of the premanufactured building proposing no structural additions that improve its architectural quality. This standard-design contradicts Policy CD-3 which states the City “will strive to continuously improve the architectural quality of public and private projects. Developers proposing to rely on the use of “standard designs” or corporate architecture” will be required to improve the designs as necessary to meet the City’s overall standards for quality”. As a rule, metal shed architecture is not supported in commercial zones of the City. Approval of a metal building sets a dangerous precedent that could lead to further requests for metal sided
structures and the erosion of the built environment. As such, staff is not able to make general plan conformance findings commensurate to Policy CD-3 and 53.

**Linkage Between Buildings**
Noting that the project is proposed as an extension of an existing business use on an adjoining property, the proposal is not “linked visually through architectural style, colors, materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellises, or other open structures”, per Policy CD-52. The only linkage between the two buildings would be the exterior metal building material, with no other architectural similarities between the two buildings.

The applicant has stated the proposed building’s architectural design is an improvement from the existing Caliber Collision building. Staff’s analysis identified two critical components that refute the idea that the proposed building will be an improvement from the existing building. First, the existing Caliber Collision building was constructed prior to the 2009 General Plan update and approval of the 2009 Design and Development Guidelines. The existing structure and site plan were reviewed under different development guidelines that applied admittedly lower standards. Second, as a condition to the originally approved site plan review, the original entitlement benefactor was required to provide revised plans with improved exterior elevations. Even as proposed in 2000, the building façade was considered insufficient within a commercial zone along a primary commercial arterial street.

Condition No. 2 of SPR 2000-14 stated:
“Submit revised architectural elevations of the proposed structure to the community development department for review and approval prior to the issuance of a building permit. Said elevations shall detail exterior finish materials, colors, height above finish grade, and screening to be provided for any roof mounted mechanical equipment. The color selected for the mansard portion of the building should be continuous. Said plans shall also provide for some type of additional architectural relief for the north and south elevations. This may be accomplished by constructing false plaster columns at the southeast and northwest corners of the building. These should be four feet wide in each direction to match the office portion of the building”.

None of the recommended embellishments were incorporated into the final building design. No false pillars were constructed to provide articulation and connectivity to the stucco components of the front fascia. What revision that ultimately were made resulted in a building with minimal horizontal height variation, only stucco on the front of the structure, window awnings on the front elevation and an unattractive metal mansard roof element on much of the visible elevations. Though the existing Caliber Collision building may include some desired architectural features as stated in the Design and Development Guidelines, it does not have approvable elevations by the current General Plan standards. Staff advises against using the existing Caliber Collision building as a nexus to approve the proposed building. Both the existing and proposed elevations are not consistent with General Plan goals and policies.

**Site Design**
The site design does attempt to implement Policy CD-2 requirements which states, “all new development shall adhere to the basic principles of high-quality urban design, architecture and
landscape architecture including, but not limited to, human-scale design, pedestrian orientation, interconnect of street layout, siting buildings to hold corners, entry ways, gathering points and landmarks”. The building proposal holds the corner with a pedestrian-oriented patio area for customers and employees. The site design, however, does not aspire to the highest-quality urban design omitting architectural features and/or design cues that provide an overall visual interest to the site. Cumulatively, site design is minimal considering the project site is broken up by parking and a metal premanufactured building.

The site design provides a building presence along street frontages while minimizing the presence of parking areas as the primary visual feature. On-site parking is only visible from the West 8th Street entrance onto the site. The parking lot is also designed to allow for proper circulation with the southern adjoining property and the existing Caliber Collision property. This design is consistent with Policy CD-15 which states, “except where site conditions make it infeasible, new commercial development[s] shall be designed to front or have a presence along all street frontages. The intent of this policy is to enhance the pedestrian scale of new development, and minimize the presence of parking, circulation, and loading areas as the primary visual features of development”.

The site proposal includes a fence with gates into the parking lot and the outdoor patio area for security purposes as part of the request for on-site overnight vehicle parking. The material type and design of the fencing is required to be consistent with the overall visual/architectural design of the site as indicated in Policy CD-17, which states the “use of security fencing, window barriers, or similar features are necessary to secure a building or site, these measures shall be incorporated into the visual/architectural design of the project and shall be complementary to surrounding uses...”. The applicant has not specified the fence material, making it difficult to discern whether the fence will contribute to or diminish the overall site/architectural character. Uses such as auto body repair and auto detailing that require overnight parking usually provide vehicle parking within the interior of the building. The proposed building has considerable interior vehicle storage for approximately ten standard parking stalls. Consequently, staff would recommend overnight parking only occur within the interior of the building, rendering the need for a security gate and fence unnecessary. In either case, staff would not be in support of the fence without confirming the material type prior to its placement.

Parking
The City’s parking standards for an auto body repair shop requires one parking stall for every 400 square feet of gross floor area, plus one space for every two employees. This would equate to a parking requirement of twenty-nine parking stalls; twenty-five for the building gross floor area plus four additional parking stalls for the anticipated eight employees. The development is proposed with twenty-two stalls within the outdoor parking field. Noting that the use entails queuing customer vehicles within the building, the structure could have more than ample floor area to accommodate, at a minimum, the seven additional stalls necessary to provide the required twenty-nine on-site parking stalls. Required handicap parking would be provided. Cumulatively, there is adequate parking to serve the proposed auto body repair business expansion. The parking field east of the structure satisfies General Plan policy CD-57, which encourages parking lots to “be located behind or on the side of the buildings to reduce their visual impact.”

09/10/2019 (CUP 2019-12 & SPR 2019-19 Caliber Collision)
Landscaping
Landscaping is provided between the sidewalk and the structure and throughout the parking field which reduces the footprint of paved areas and segregates the parking field into smaller components. The overall design of the landscape is in conformance with General Plan Policy CD-58, which requires that “parking lots shall be screened and separated into smaller units with landscaping or low walls”. Tree plantings should also result in better shade coverage to the parking field. A landscape and irrigation plan compliant with the California Model Water Efficient Landscape Ordinance (MWELO) would be required to be submitted for review and approval by the Planning Department.

General Plan Conformance Findings
Site design is mostly conforming with the applicable goals and policies. Staff recommends the security gates and fencing be constructed of a higher quality that is aesthetically pleasing and compatible with the site design. Landscape design would also be paramount to the site’s aesthetic value. Parking areas would be required to be maintained and kept clear of any blight including unpermitted car structures, repair equipment and/or auto body repair parts.

But, the proposed building is a stark metal “box”. The building lacks articulation, varied surface materials and the use of architectural detailing. Although the placement of raised windows in conjunction with the use of a metal trim provides for a break in the mass of the northern elevation, no additional treatments are provided on the other three building elevations. Overall, the architectural design and construction quality of the building proposal provides a low-quality design not supported within any commercial zone. Additional exterior treatments and alternative building materials can be utilized to change the elevations commensurate with Policies CD-52 and 53.

Cumulatively, the project proposal does not demonstrate conformance with the goals and policies of the General Plan.

Other Department and Agency Comments
The project was reviewed by various City Departments and outside agencies. The responses and recommendations have been incorporated into the recommended conditions of approval included in this report.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN

Though approval of auto body repair use is not specifically addressed in the vision or action plans, the overall project does indirectly support Action 115.2, which states, “As a component of the General Plan Update, increase retail outlets and promote Shop Madera…”

RECOMMENDATION

The information presented in this report does not substantiate support for approval of the conditional use permit and site plan review request. It is recommended that the Commission consider the information in this report, as well as testimony in the public hearing, and make a determination on the request for CUP 2019-12 and SPR 2019-19.
PLANNING COMMISSION ACTION

The Commission will be acting on CUP 2019-12 and SPR 2019-19 and determine to either:

- approve the applications with or without conditions
- continue the hearing, or
- deny the applications

Any action by the Commission approving or denying the applications is subject to appeal to the City Council within fifteen (15) calendar days of the Planning Commission’s action.

Motion 1: Move to approve CUP 2019-12 and SPR 2019-19, based on and subject to the following findings and conditions of approval:

Findings

− This project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) guidelines, Section 15332 (In-Fill Development Project).

− The extension of an existing auto body repair use with auxiliary auto painting services is consistent with the purpose and intent of the C (Commercial) General Plan land use designation and the C1 (Light Commercial) Zone District which provides for the uses, subject to the issuance of conditional use permits.

− As conditioned, the establishment, maintenance or operation of the auto body repair use with an auxiliary auto painting service will not under the circumstances of this particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or general welfare of the City.

− The project is not in conformance with the principles, goals and policies and the Madera General Plan.

CONDITIONS OF APPROVAL

General Conditions

1. Project approval is conditioned upon acceptance of the conditions of approval contained herein, as evidenced by receipt in the Planning Department of the applicant’s signature upon an Acknowledgement and Acceptance of Conditions within 30 days of the date of approval.
2. The applicant’s failure to utilize CUP 2019-12 within one year following the date of this approval shall render the use permit null and void unless a written request for extension has been submitted to and approved by the Commission.

3. CUP 2019-12 may be made null and void without any additional public notice or hearing at any time upon both the benefactors of the use permit and owners of the property voluntarily submitting to the City a written request to permanently extinguish CUP 2019-12.

4. SPR 2019-19 will expire one year from date of issuance, unless positive action is taken on the project as provided in the Madera Municipal Code (MMC) or required action is taken to extend the approval prior to the expiration date (MMC Section 10-3.4.0114, Lapse of Site Plan Approval).

5. CUP 2019-12 and SPR 2019-19 shall be subject to periodic reviews and inspection by the City to determine compliance with the conditions of approval and applicable codes. If, at any time, the use is determined by staff to be in violation of the conditions of approval, staff may schedule an item before the Commission so that it may determine whether to consider setting a hearing regarding revocation of the permit.

6. The project shall be developed in accordance with the site plan, floor plan and elevation drawings, as reviewed and approved with SPR 2019-19. Minor modifications to the site plan necessary to meet regulatory or engineering constraints may be made with approved from the Planning Manager.

7. All conditions of approval shall be the sole financial responsibility of the applicant/owner, except where specified in the conditions of approval listed herein or mandated by statutes.

8. It shall be the responsibility of the property owner to ensure that any required permits, inspections and approvals from any regulatory agency shall be obtained from the concerned agency prior to any building permit final issuance.

**Building Department**

9. A building permit is required for all improvements. All construction on the site shall meet California Building Code (CBC), California Fire Code (CFC) and Americans with Disabilities Act (ADA) requirements prior to occupancy.

10. Current State and Federal handicap requirements shall apply to the entire site and all structures and parking thereon. Compliance shall be checked at the permit stage and confirmed at final inspection.
Engineering Department

General
11. Nuisance onsite lighting shall be redirected, as requested by the City Engineer, within 48 hours of notification.
12. Impact fees shall be paid at the time of a building permit issuance.
13. The developer shall reimburse City for improvements previously installed, as calculated by the City Engineer whose determination shall be final. Reimbursements for previously installed improvements shall be paid prior to issuance of Business License.
14. The developer shall pay all required fees for completion of project. Fees due may include but shall not be limited to the following: plan review, encroachment permit processing and improvement inspection fees.
15. Improvements plans signed and sealed by an engineer shall be submitted to the Engineering Division in accordance with the submittal process.
16. In the event archeological resources are unearthed or discovered during any construction activities on site, construction activities shall cease, and the Community Development Director or City Engineer shall be notified so that procedures required by state law can be implemented.
17. Improvements within the City right-of-way require Encroachment Permit from the Engineering Division.

Sewer
18. Sewer service connections shall be constructed to current City standards.
19. Sewer main connection 6” and larger in diameter shall require manhole installation.
20. Existing sewer service connections that will not be used for the project shall be abandoned at the mains per current City of Madera standards.
21. Existing septic tanks, if found, shall be removed, permitted, and inspected by the City of Madera Building Department.

Storm Drain
22. Supporting calculations shall be provided that prove the existing storm drain facilities are capable of intercepting runoff in accordance with the provisions of the Storm Drainage System Master Plan without constructing portions of the Master Plan storm drain improvements. In lieu of constructing Master Plan improvements, the developer may construct on-site low impact development measures that limit post development storm runoff to no more than that generated in a pre-development condition.
23. Storm runoff from this project will surface drain into existing facilities and eventually into the Madera Irrigation District (MID) canal. Water runoff from the site must be cleaned before entering the existing storm water system to the satisfaction of MID through the use of an on-site oil/water separator or drop inlet inserts at the drop inlets that receive runoff from the site.

24. Storm runoff from this project site is planned to go to the Las Palmas Basin located south of this project. Runoff volume calculations shall be provided, and the developer shall excavate the basin to an amount equivalent to this project’s impact on the basin.

25. This project shall comply with the design criteria as listed on the National Pollutant Elimination Systems (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer System (MS4’s) as mandated by Water Quality Order No. 2013-0001-DWQ, NPDES General Permit No. CAS000004. For the purpose of this proposed development, post development runoff shall match or be less than pre-development runoff.

**Streets**

26. A Public Utility Easement (PUE) ten-feet wide shall be dedicated along the 8th Street and South G Street frontages.

27. The developer shall construct concrete sidewalks, curb and gutter within the street right-of-way and Public Utility Easement along the entire parcel frontage of South G Street per City standards, in a similar manner as that constructed to the south on South G Street. An unimpeded ADA path of travel shall be maintained at all times.

28. The developer shall repair and/or reconstruct damaged concrete sidewalks, curb and gutter along the parcels South G Street and West 8th Street, street frontages per City standards.

29. The proposed driveway approaches on South G Street and West 8th Street shall be constructed per current City and ADA standards.

30. Driveway throat lengths shall be sufficient in length as to eliminate the possibility of vehicles queuing into the City right-of-way.

31. The developer shall modify and re-construct the ADA ramp at the southeast corner of the intersection of South G Street and West 8th Street per City and ADA standards.

32. All public utilities upon or fronting the project parcel shall be undergrounded, except transformers, which may be mounted on pads.

33. The developer shall install street lights along West 8th Street and South G Street frontages in accordance with current City standards. Street lights shall be LED using Beta Lighting standards or equal in accordance with City of Madera standards.
34. The developer shall annex into and execute such required documents that may be required to participate in Landscape Maintenance District Zone 51 for the purpose of participating in the cost of maintaining landscape improvements with said zone.

**Water**

35. Water service connection(s) shall be constructed to current City standards including Automatic Meter Reading (AMR) water meter installed within City right-of-way and backflow prevention device installed within private property.

36. Existing water service connections that will not be used for the project shall be abandoned at the mains per City of Madera standards.

37. A separate water meter and backflow prevention device will be required for landscape areas.

38. Existing wells, if any, shall be abandoned as directed and permitted by the City of Madera for compliance with State standards.

**Fire Department**

39. Fire sprinklers and an underground fire main system shall be required.

40. A supervisory fire alarm shall be required.

41. Required fire hydrants shall be required to provide fire flow in accordance with Appendices 3B and 3C of the California Fire Code (CFC). Plans do not show existing fire hydrants, therefore, the project shall be required to provide new street hydrants or on-site fire hydrants, if determined necessary by the Fire Marshal.

42. The building address shall be posted in accordance with the California Building Code (CBC), CFC and City standards.

43. Fire permits shall be required for the installation of all fire protection systems including, underground fire mains, fire sprinklers, and fire alarm systems.

44. 2A10BC-rated fire extinguishers shall be required. One for every 3,000 square feet or fraction thereof. A minimum of four shall be required for the submitted site plan.

45. Hazardous materials shall comply with CBC, Chapter 4 and the applicable section of the CFC.

46. Gates shall provide emergency personal access either through override switches or a Knox pad lock. A key Knox box shall be required for the building.
Planning Department

General
47. Vandalism and graffiti shall be corrected per the MMC.

48. The applicant shall operate in a manner that does not generate noise, odor, blight or vibration that adversely affects any adjacent properties.

49. The property owner, operator and/or manager shall keep the property clear of all trash, rubbish and debris at all times; and the dumping of refuse shall be restricted to the dumpster and refuse containers owned by the property owner.

Use Permit Allowance
50. CUP 2019-12 allows for insurance-based collision repairs and auto body repair services in conjunction with the existing building’s services to include the following:
   • Repair & Replacement of Damaged Vehicle Parts
   • Minor Mechanical/Electrical Repairs
   • Welding of Replacement Vehicle Parts
   • Straightening & Body Work
   • Steering & Suspension
   • Auto Detailing
   • Glass Repair
   • Diagnostic Scanning
   • Paint & Dent Repair: body fillers, primers
   • Other minor incidental repairs necessary to complete any of the above services, not to be offered as a continuous/regular business service.

51. All auto body repair services not specifically approved by the above condition shall be prohibited, including but not limited to the following:
   • Major Mechanical/Electrical Repairs
   • Heavy Engine & Transmission Services
   • Car Emission (Smog) Testing
   • General Repair & Maintenance: oil, lube & filters, tune-ups
   • Undercar Services Maintenance: brakes, anti-locks brakes
   • Window Tinting

52. All aspects of the permitted services shall be conducted within the interior of the business. There shall be no allowance for any outdoor repairs or servicing of vehicles.

53. The overnight parking of vehicles shall only occur within the interior of the building.

54. Outdoor storage of goods and materials, including but not limited to auto parts and equipment, shall not be allowed on the site as a component of the expansion. Any present outdoor storage components occurring as part of the existing business operations shall be limited to the existing Caliber Collision site.
55. The hours of operation for the auto body repair use and auxiliary services shall occur from as early as 8:00 a.m. until as late as 8:00 p.m., seven days per week.

Building Colors, Materials and Lighting Considerations
56. The construction of the structure approved as part of SPR 2019-19 shall be consistent with the approved colors and materials board as reviewed and approved by the Commission. Any alterations may require approval by the Commission.

57. Address sign designs shall be approved by the Planning Department prior to issuance of building permits.

58. All exterior lighting shall be directed away from residential properties and not interfere with the driving safety of vehicular traffic.

59. The specifications and types of exterior lighting fixtures to be installed on the site shall be submitted to and approved by the Planning Department as a component of building permit issuance. All exterior lighting shall be directed away from adjoining properties and not interfere with the driving safety of vehicular traffic. Exposed bulbs shall not be permitted.

HVAC and PG&E Utilities Placement Consideration/Screening Requirements
60. Prior to the issuance of building permits, the applicant shall identify the following information on the site plan for Planning Department review and approval:
   - The location of all natural gas and electrical utility meter locations.
   - The location of all HVAC (heating, ventilation or air conditioning) equipment.
   - The location of all compressor equipment, and mechanical and electrical equipment.

61. All electrical and HVAC equipment shall be screened to the specifications of the Planning Department.

62. Electrical/mechanical equipment shall be located in the interior of the proposed new structure(s) within an electrical/mechanical service room/area.

63. When HVAC equipment is roof-mounted, all equipment placement shall be completely screened from public view and architecturally integrated into the roof using wells or continuous building perimeter fascia screening.

61. Natural gas meter placement shall be screened from public view per Planning Department approval.

63. Roof access ladders (if proposed) shall be located within the interior of the structures.

64. All ducts and vents penetrating roofs shall be directed away from the front of public entrance side(s) of the structures using methods to minimize their appearance and visibility from the street. Placements are preferred at rear sides of roof ridges. All roof-
mounted ducts and vents shall be painted matte black or with a color better suited to minimize their appearance.

65. Transformers and similar pad-mounted utilities shall be screened per the approval of the Planning Department.

Fences and Walls
66. The developer shall construct a double-bin trash enclosure consistent with the Engineering specification/detail sheet No. E-7. The location of the trash enclosure shall be consisted with the approved site plan. The trash enclosure shall be of split-face block or better material.

67. The development of the fence and gates shall be consistent with the approved site plan. The material shall be of decorative wrought iron material or better, to be reviewed and approved by the Planning Department.

Landscaping
68. A detailed landscaping and irrigation plan shall be prepared by a licensed landscape architect, stamped and submitted as part of the submittals for a building permit plan check. Landscape and irrigation plans shall be approved by the Planning Department prior to issuance of building permits. The plan shall include:
   • Demonstration of compliance with the State of California’s Model Water Efficient Landscape Ordinance (MWELO).
   • Landscaped areas shall be developed along all street frontages and within the parking field.
   • Shade trees shall be planted in landscaped peninsulas within the parking field.
   • Landscaped areas shall be provided with permanent automatic irrigation systems.
   • Landscaped areas shall be protected by raised six (6”) inch concrete curbing.
   • A detailed planting list for landscaping, with the number, size, spacing (where applicable) and specie of all plantings shall be included as part of the approved landscaping plan prepared by a licensed landscape architect.

69. The property owner and/or operator shall maintain all landscaping in a healthy and well-manicured appearance. This includes, but shall not be limited to, the following: ensuring irrigation equipment is always properly operating, the trimming and pruning of trees and shrubs and replacing dead or unhealthy vegetation with drought-tolerant plantings.

Parking
70. The parking requirements of the use shall be provided at the following ratio(s): one (1) stall per each 400 square feet of gross floor space, plus one (1) stall per each two (2) employees. The building encompasses approximately 10,000 square feet of gross square footage requires a minimum of 25 parking stalls. The total number of on-site parking required shall be no less than 29. No less than seven of the required parking stalls shall be located within the structure with the approval of the Planning Manager.
71. On-site parking shall always be provided in conformance with the MMC. Further expansion of the use or any other additional or accessory uses that would require additional parking spaces are not allowed for the restaurant unless future land is acquired to provide for additional parking spaces. All required parking shall be permanently maintained with all parking spaces to be shown on plans submitted for building permits. Any modifications in the approved parking layout shall require amendment to SPR 2019-19.

**Signage**

72. All signage shall comply with the Sign Ordinance of the MMC Chapter 10-6 and shall have an approved sign permit issued by the Planning Department.

**(OR)**

**Motion 2:** Move to continue the public hearing on CUP 2019-12 and SPR 2019-19 to the October 8, 2019 Commission hearing, for the following reasons: (specify)

**(OR)**

**Motion 3:** Move to deny the application for CUP 2019-12 and SPR 2019-19, based on the following findings:

− Construction of the commercial structure does not provide for implementation of the applicable goals and policies within the Community Design Element of the General Plan.

− The project is not in conformance with the principles, goals and policies and the Madera General Plan.

− The proposed structure does not implement the City’s requirements to develop the highest quality commercial development possible consistent with the building design and materials guidelines within the Design and Development Guidelines.

**ATTACHMENTS**

Attachment 1: Aerial Map
Attachment 2: Site Plan
Attachment 3: Floor Plan / Elevations
Attachment 4: Color Renderings
Attachment 5: Colors & Materials Board
Attachment 3: Floor Plan / Elevations
PROPOSED
PREMANUFACTURED METAL BUILDING
FOR:
MARK KNOX

PROJECT ADDRESS:
8TH ST. & S. 'G' ST.
MADERA, CA  93637

SOILS REPORT DATA
PROJECT INFORMATION

GOVERNING CODES

SPECIAL INSPECTIONS
GENERAL NOTES

ALLOWABLE AREA/OCCUPANCY & EXITING PLAN

SHEET INDEX

VICINITY MAP

LEGAL DESCRIPTION

COUNTY OF MADERA
SHEET INDEX
T0.01 COVER SHEET, SHEET INDEX & VICINITY MAP
A0.01 SYMBOLS AND ABBREVIATIONS
A1.01 SITE PLAN & DETAILS
A2.01 FIRST FLOOR PLAN
A3.01 EXTERIOR ELEVATIONS

PROPOSED PREMANUFACTURED METAL BUILDING
FOR:
MARK KNOX
561 E. CHESAPEAKE CIRCLE
FRESNO, CA  93730

9732 N. Price Ave.
MADERA, CA  93720 (559) 259-6299

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Attachment 4: Color Renderings

North West Elevation
North East Elevation

South West Elevation