ATTACHMENT A
FINDINGS

Kellogg Auto Center Parcel Map to divide the property into three lots and three associated **Development Plans**

495 South Kellogg Avenue; APN 071-140-068
AKA: 475 South Kellogg Avenue
AKA: 425 South Kellogg Avenue
AKA: 5611 Hollister Avenue
19-072-TPM; 19-073-DP; 19-074-DP; 19-075-DP; 20-0009-DRB

1.0 Subdivision Findings (Case No. 19-072-TPM)

The Zoning Administrator finds that the findings set forth in GMC §§ 16.04.010 et seq. and Government Code §§ 66473.1, 66473.5, 66474 and 66474.6 can be made for approval based on the following reasons:

1.1 *A Tentative Map shall provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.*

The three proposed parcels are already fully developed; however, the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision given the size and shape of the proposed lots. The proposed lot lines reflect the existing site development pattern and the proposed subdivision into three separate lots will not hinder the ability of the dealerships to incorporate future passive or natural heating or cooling opportunities for the existing building on the parcels.

1.2 *No local agency shall approve a tentative map, unless the legislative body finds that the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan and any specific plan. A proposed subdivision shall be consistent with a general plan or a specific plan only if the local agency has officially adopted such a plan and the proposed subdivision or land use is compatible with the objectives, policies, general land uses and programs specified in such a plan.*

The proposed map is consistent with applicable General Plan policies. There is no specific plan applicable to the project site. The General Plan land use designation of the project site is Old Town Commercial (C-OT) and General Commercial (C-G). The existing development's operations are consistent with the C-OT and C-G designations. A primary purpose identified for C-OT designated properties is to enhance the physical and economic environment for existing businesses and uses in the Old Town Commercial District. The subdivision of the property will provide more flexibility for each of the three businesses currently existing on a single

property and will enhance the economic viability of business in Old Town in keeping with the General Plan. The subdivision layout and design will also accommodate the existing and future Commercial uses on each of the proposed parcels as they comply with lot size requirements. The subdivision's creation of separate lots for each building would not affect the lots' compatibility with the C-OT and C-G designations.

The three dealerships are adjacent to a stream (Old San Jose Creek) to the west that includes riparian habitat. General Plan Conservation Element CE 2.2 requires protection of such streamside areas by way of a 100-foot Streamside Protection Area (SPA). The improvements for the three dealerships (including the relocated service bay at Toyota) will be outside of the 100-foot SPA. Therefore, the Tentative Parcel Map is consistent with this policy.

1.3 *The proposed map is consistent with applicable general and specific plans.*

There is no specific plan applicable to the project site. The proposed subdivision map is consistent with the General Plan. As set forth in section 2.0 below and in the staff report, incorporated herein by reference, this project meets the goals and objectives of the General Plan regarding land use (LU 3.3 and 3.4), the physical and economic environment in Old Town (LU 3.4), and streamside protection (CE 2.2).

1.4 *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

There is no specific plan applicable to the project site. The subdivision design is consistent with the General Plan as it will not change the visible design of the property as it currently exists. As set forth in section 2.0 below and in the staff report, incorporated herein by reference, the development standards pertaining to existing and proposed design improvements have been met, including setbacks (pending approval of the requested adjustment for Toyota) and building height. Neither the OT or CG zoning designations have a minimum common open space, landscaping, minimum lot area, or maximum lot coverage requirement. That notwithstanding, the project is reestablishing landscaping as required by the existing entitlement (87-DPF-057). With respect to design, The Design Review Board (DRB) granted Preliminary Design Review approval on September 22, 2020 with a recommendation that the ZA approve the DRB findings for design.

1.5 The site is physically suitable for the type of development proposed.

The site is physically suited to accommodate the existing development on each of the proposed parcels given the size, shape, orientation, and access provided. The property is already developed, and the parcel map creates stand -alone lots for each building. The property is generally level with existing utilities serving the existing buildings onsite. The site has direct access onto S. Kellogg Avenue.

Adequate access, parking and other physical attributes of the property will continue to suitably accommodate this existing development. The subdivision does not grant any new development entitlements.

1.6 The site is physically suited for the proposed density of development.

The site is physically suited for the existing development and any allowable future development density given its size, shape, land use designations, provision of utilities, and orientation. The subdivision will not change the allowed density of development onsite, as the subdivision will not change the permitted uses or intensity of uses allowed by the General Plan land use designations of C-OT and C-G or City's zoning regulations of OT and CG. The subdivision does not address or specifically permit any new structural development. The subdivision is subject to Conditions of Approval included in Attachments B through E of this Staff Report, incorporated herein by reference.

1.7 The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The design of the subdivision will not cause substantial damage or substantially and avoidably injure fish or wildlife or their habitat as the site is currently developed and no changes are proposed to increase the area of onsite development. Further, the proposed project site is located in an urbanized area adjacent to a major arterial. While a portion of the site is within the Streamside Protection Area (SPA), the project meets the required 100-foot creek setback as the new Toyota service bay will be constructed 100 feet from the edge of the riparian vegetation. Further, there is no potential for impacts to rare, threatened, endangered or otherwise sensitive habitats or plant or animal species given that the three sites are already fully developed. As discussed in section 3.0 below, the subdivision and developments plans are unlikely to cause substantial damage or substantially and avoidably injure fish or wildlife or their habitat. The proposed demolition of the existing service bay within the 100-foot SPA will not threaten these species as it is not within a designated Environmentally Sensitive Habitat Area and will occur within the completely developed site. Therefore, the design of the subdivision and the proposed improvements (including demolition of the existing service bay), with incorporation of the Conditions of Approval in Attachments B through E of the Staff Report are incorporated herein by reference, is unlikely to cause substantial damage or substantially and avoidably injure fish or wildlife or their habitat.

1.8 The design of the subdivision or type of improvements is not likely to cause serious public health problems.

The design of the subdivision or type of improvements is unlikely to cause serious public health problems. The subdivision and development will continue to be served by municipal water and sewer services and the project conditions require

the layout, access design and water suppression details to be reviewed and approved by the Santa Barbara County Fire Department to ensure compliance with Fire Department safety standards. Further, for the past approximately 30 years, the site has been developed in the current configuration as auto dealerships; the subdivision of the site into three lots will not put users of the site at any greater risk from potential hazards/public health problems (flooding) than is currently present as approved by the County of Santa Barbara. The County's approval of the site development and the Conditions of Approval in Attachments B through E, incorporated herein by reference, also include requirements to provide continued public water and sewer service to the project. Therefore, the design of the subdivision or type of improvements are unlikely to cause serious public health problems.

1.9 *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. There are no public easements through or on the subject property. Public sidewalks are provided along Hollister and Kellogg Avenues. The 20-foot wide easement is for utilities purposes only and is not used for public access to or through the property. The easement is completely within this property and the underlying land is owned by the applicant. Therefore, the project will not conflict with any known easements located at or near the property.

1.10 *The governing body of any local agency shall determine whether discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California Regional Water Quality Control Board pursuant to Division 7 (commencing with §13000) of the Water Code.*

Discharge of waste from the proposed subdivision into an existing community sewer system will not result in violation of existing requirements prescribed by a California Regional Water Quality Control Board (RWQCB) pursuant to Division 7 (commencing with §13000) of the Water Code. As under the existing conditions, wastewater will be collected and treated by the Goleta Sanitary District (GSD). The proposed subdivision will not increase the amount of wastewater produced on site. The discharge of waste from the subdivision will not be in violation of existing requirements prescribed by the RWQCB.

2.0 Development Plan (DP) Findings for Case No. 19-073 – DP (Honda)

Pursuant to Goleta Zoning Ordinance ("Zoning Ordinance") Sections 17.52.070, 17.59.030 and17.59.040 for Findings for new Development, Development Plan Findings,

and Findings for Adjustments to Development Standards, the Zoning Administrator finds the following for the Honda DP:

2.1 There are adequate infrastructure and public services available to serve the proposed development, including water and sewer service, existing or planned transportation facilities, fire and police protection, schools, parks and legal access to the lot.

The Honda dealership site is currently served by adequate public services, including the Santa Barbara County Fire Department, Goleta Water District, Goleta Sanitary District, Southern California Edison, and Santa Barbara County Sherriff. The DP would not have an effect on the adequacy of these services as these services are already being provided and there is not a significant increase in the intensity of development on this site. The project plans have also been reviewed and found to be consistent with applicable Fire code by the Santa Barbara County Fire Department. As such, the project is consistent with this finding.

2.2 The proposed project conforms to the applicable regulations of this Title and any zoning violation enforcement on the subject premises has been resolved.

The project meets zoning ordinance requirements (height, setbacks, landscaping etc.). The project conforms to Development Regulations for the Old Town (OT) and General Commercial (CG) zoning districts as described in the staff report. The previous zoning violations of the construction of an unpermitted structure within the Streamside Protection Area (SPA) on the Toyota dealership and removed landscaping on all of the dealership properties will be corrected with the approval and implementation of the DPs. Lastly, the other previously identified violations (e.g., discarded tires, containers, trash, etc.) on the Honda dealership area have all be removed and/or remedied.

2.3 The proposed development is located on a legally created lot.

Currently, the three dealerships are located on one legally created lot. If the Parcel Map is approved and recorded, the overall site would become three legal lots. As designed and proposed, the DP for the Honda dealership would then be located on a separate, legally created lot upon recordation of a Final Map.

2.4 The development is within the project definition of an adopted or certified CEQA document or is statutorily or categorically exempt from CEQA.

The proposed development is exempt from CEQA pursuant to §15301(e) - Additions to existing structures; §15303(c)(e) – Limited commercial buildings & accessory structures; §15304(a)(f) – Minor grading & trenching and §15315 – Minor Land Divisions.

2.5 The project as proposed is consistent with the General Plan.

The General Plan designation for the proposed Honda DP is General Commercial (C-G). The C-G designation permits many automotive type uses including automobile services and repair and eating and drinking establishments, and general retail uses. Land Use policy LU 3.7 requires development to be accessible from major arterials and the project's access meets this requirement as the property may be accessed from South Kellogg and Hollister Avenues as discussed in section 1.5 above.

2.6 The site for the project is adequate in size, shape, location and physical characteristics to accommodate the density and intensity of development proposed.

The proposed parcel is already developed and there will be minimal expansion to the existing uses or buildings onsite. The configuration, square footage and uses associated with the existing buildings will increase by 6,860 sq. ft. for the Honda dealership. The proposed improvements on the Honda dealership will support and enhance the uses already occurring on the site and approximately 2,000 sq. ft. of the increased square footage is proposed to enclose existing canopy/overhang areas. The existing and proposed improvements on the site are consistent with all the applicable development standards. Therefore, the project site will be adequate in size, shape, location, and physical characteristics to accommodate the existing and proposed changes.

2.7 Any significant environmental impacts are mitigated to the maximum extent feasible.

The proposed DPs are exempt from environmental review pursuant to CEQA Guidelines (see 2.4 above). The existing development is located within an urbanized area with commercial land use and zoning designations. The proposed DPs will memorialize the existing development on each proposed parcel and will allow each dealership to stand on their own and not be linked with the other dealerships from a regulatory standpoint. The property will continue to be served by existing streets and services and will not adversely impact the level of service as a result of the changes. Further, the project would not alter any biological resources, cultural resources, geologic, drainage, or visual resources. Therefore, the project will not have a significant effect on the environment.

2.8 The project will not conflict with any easements required for public access through or public use of a portion of the property.

The project improvements on the Honda dealership site will not conflict with easements, acquired by the public at large, for access through or use of

property within the proposed subdivision. There are no public easements through or on the subject property. Public sidewalks are provided along Hollister and Kellogg Avenues. Therefore, the project will not conflict with any known easements located at or near the property.

3.0 Development Plan Findings for Case No. 19-074 – DP (Toyota)

Pursuant to Goleta Zoning Ordinance ("Zoning Ordinance") Sections 17.52.070, 17.59.030 and17.59.040 for Findings for new Development, Development Plan Findings, and Findings for Adjustments to Development Standards, the Zoning Administrator finds the following for the Toyota DP:

3.1 There are adequate infrastructure and public services available to serve the proposed development, including water and sewer service, existing or planned transportation facilities, fire and police protection, schools, parks and legal access to the lot.

The site is currently served by adequate public services, including the Santa Barbara County Fire Department, Goleta Water District, Goleta Sanitary District, Southern California Edison, and Santa Barbara County Sherriff. The Toyota DP would not have an effect on the adequacy of these services as these services are already being provided and there is minimal increase in the intensity of development on the site. The project plans have also been reviewed and found to be consistent with applicable Fire Code by the Santa Barbara County Fire Department. As such, the project is consistent with this finding.

3.2 The proposed project conforms to the applicable regulations of this Title and any zoning violation enforcement on the subject premises has been resolved.

The project meets zoning ordinance requirements (height, setbacks, landscaping, etc.) with approval of the proposed setback adjustment to accommodate the trash enclosure at the Toyota dealership (refer to finding 3.9 for more specifics). The project conforms to Development Regulations for the Old Town (OT) zoning district as described in the Staff Report. The previous zoning violations of the construction of an unpermitted structure within the Streamside Protection Area (SPA) on the Toyota dealership and removed landscaping will be corrected with the approval and implementation of the DPs. Lastly, the other previously identified violations (unpermitted storage containers, signage, and deteriorated light standards, etc.) have all been removed and/or remedied.

3.3 The proposed development is located on a legally created lot.

Currently, the three dealerships are located one legally created lot. If the Parcel Map is approved and recorded, the site would become three legal lots.

As designed and proposed, each dealership/DP would then be located on a separate, legally created lot upon recordation of a Final Map.

3.4 The development is within the project definition of an adopted or certified CEQA document or is statutorily or categorically exempt from CEQA.

The proposed development is exempt from CEQA pursuant to §15301(e) - Additions to existing structures; §15303(c)(e) – Limited commercial buildings & accessory structures; §15304(a)(f) – Minor grading & trenching and §15315 – Minor Land Divisions.

3.5 The project as proposed is consistent with the General Plan.

The General Plan designation for the Toyota dealership is Old Town Commercial (C-OT)- The C-OT designation permits local and community serving retail and office uses with an emphasis on enhancing the physical and economic environment for existing businesses and uses in the Old Town commercial district. Automobile services and repair is a permitted use in C-OT designated districts.

Land Use policy LU 3.7 requires development to be accessible from major arterials and the project's access meets this requirement as the property may be accessed from South Kellogg and Hollister Avenues as discussed in finding 1.5 above.

3.6 The site for the project is adequate in size, shape, location and physical characteristics to accommodate the density and intensity of development proposed.

Each proposed parcel is already developed and there will be minimal expansion to the existing uses or buildings onsite. The configuration, square footage and uses associated with the existing buildings on Toyota dealership will remain the same except for the addition of a new 3,000 sq. ft. service bay. This improvement at the Toyota dealerships will support and enhance the uses already occurring on the site. With the approval of the adjustment to the rear setback on the Toyota site to accommodate a trash enclosure, the site will be consistent with the applicable development standards. The adjustment to the minimum rear setback from 10 feet to 5 feet for the trash enclosure for the Toyota property is justified as stated in Finding 3.9. The removal of the existing unpermitted structure on the Toyota property and construction of a new building outside of the Streamside Protection Area will improve the current configuration of the development. Therefore, the project site will be adequate in size, shape, location, and physical characteristics to accommodate the existing and proposed changes.

3.7 Any significant environmental impacts are mitigated to the maximum extent feasible.

The proposed DPs are exempt from environmental review pursuant to CEQA Guidelines (see 3.4 above). The existing development is located within an urbanized area with commercial land use and zoning designations. The proposed DP will memorialize the existing development on each proposed parcel and will allow each dealership to stand on their own and not be linked with the other dealership from a regulatory standpoint. The property will continue to be served by existing streets and services and will not adversely impact the level of service as a result of the changes. Further, the project would not alter any biological resources, cultural resources, geologic, drainage, or visual resources. Therefore, the project will not have a significant effect on the environment.

3.8 The project will not conflict with any easements required for public access through or public use of a portion of the property.

The project improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. There are no public easements through or on the subject property. Public sidewalks are provided along Hollister and Kellogg Avenues. An existing utility easement exists along the western property line at the existing Toyota dealership, but no proposed improvements are in this area. The 20-foot wide easement is for utilities purposes only and is not used for public access to or through the property. The easement is completely within this property and the underlying land is owned by the applicant. Therefore, the project will not conflict with any known easements located at or near the property.

3.9 The adjustment is justified and consistent with the intent of applicable General Plan policies.

The adjustment to the minimum rear setback from 10 feet to 5 feet for the trash enclosure for the Toyota property is justified because:

1) *Aesthetics*: The proposed location along the rear property line shared with Nissan will have negligible aesthetic effects as it is over 150 feet from City right-of-way and not easily visible from the Toyota dealership frontage. Any alternative location closer to the S. Kellogg Avenue frontage and out of the 10-foot rear setback may have negative effects on aesthetics. In addition to the distance from City right-of-way, the proposed location will be screened by the existing showroom buildings and the inventory of vehicles in the lot for sale.
2) *Circulation*: The location allows for easier access by the trash hauler. It does not require circulation through the vehicle service parking area

that would likely have insufficient turnaround space for a large trash truck.

3) *Avoidance of the 100-foot Streamside Protection Area Buffer (SPA Buffer)*: The proposed location is outside of the required 100-foot SPA Buffer and does not require the trash hauler to circulate through the SPA buffer. Any alternative locations would likely either be within the SPA Buffer or require the trash hauler to circulate through the SPA Buffer.

The removal of the existing unpermitted building on the Toyota property and construction of a new building outside of the Streamside Protection Area will improve the current configuration of the development. General Plan Policy CE 2.2 Streamside Protection Areas states that the SPA buffer shall be 100 feet from the top of the creek bank or from the outer limit of riparian vegetation, whichever is greater. Allowing the trash enclosure to encroach in the rear setback facilitates the relocation of the structure that is currently in the SPA buffer to a location that is completely out of the SPA buffer; therefore, the adjustment is justified and consistent with the intent of the applicable General Plan polices.

4.0 Development Plan Findings for Case No. 19-075 – DP (Nissan)

Pursuant to Goleta Zoning Ordinance ("Zoning Ordinance") Sections 17.52.070, 17.59.030 and17.59.040 for Findings for new Development, Development Plan Findings, and Findings for Adjustments to Development Standards, the Zoning Administrator finds the following for the Nissan DP:

4.1 There are adequate infrastructure and public services available to serve the proposed development, including water and sewer service, existing or planned transportation facilities, fire and police protection, schools, parks and legal access to the lot.

The site is currently served by adequate public services, including the Santa Barbara County Fire Department, Goleta Water District, Goleta Sanitary District, Southern California Edison, and Santa Barbara County Sherriff. The DP for Nissan dealership would not have an effect on the adequacy of these services as these services are already being provided and there is no increase in the intensity of development. The project plans have also been reviewed and found to be consistent with applicable Fire Code by the Santa Barbara County Fire Department. As such, the project is consistent with this finding.

4.2 The proposed project conforms to the applicable regulations of this Title and any zoning violation enforcement on the subject premises has been resolved.

The project meets zoning ordinance requirements (height, setbacks, landscaping, etc.), for the Nissan dealership. The project conforms to Development Regulations for the Old Town (OT) as described in the staff report. Lastly, the other previously identified violations (unpermitted shade structure) have all be removed and/or remedied.

4.3 The proposed development is located on a legally created lot.

Currently the three dealerships are located one legally created lot. If the Parcel Map is approved and recorded, the site would become three legal lots. As designed and proposed, the Nissan dealership DP would then be located on a separate, legally created lot upon recordation of a Final Map.

4.4 The development is within the project definition of an adopted or certified CEQA document or is statutorily or categorically exempt from CEQA.

The proposed development is exempt from CEQA pursuant to §15301(e) - Additions to existing structures; §15303(c)(e) – Limited commercial buildings & accessory structures; §15304(a)(f) – Minor grading & trenching and §15315 – Minor Land Divisions.

As indicated above, the proposal will include the subdivision of the existing lot into three new lots and the creation of three new DPs for each lot. The site is currently developed as three commercial auto sales and repair businesses. The changes will not result in the removal of healthy, scenic, or mature trees.

The existing development is located within an urbanized area with commercial land use and zoning designations. The proposed tentative parcel map would subdivide the property into three parcels, is in conformance with the City's General Plan and zoning regulations and will not require any variances or exceptions requiring environmental review. The proposed DPs will memorialize the existing development on each of the proposed lots and allow for each dealership to be regulated separately. Access to each parcel will be from South Kellogg Avenue. Existing utilities (water, sewer, electricity, communications) will continue to serve all buildings.

Further, the project would not alter any biological resources, cultural resources, geologic features, drainage, or have impacts to visual resources. Therefore, the project will not result in a significant effect on the environment.

4.5 The project as proposed is consistent with the General Plan.

The General Plan designation for the proposed project is Old Town Commercial (C-OT). The C-OT designation permits local and community serving retail and office uses with an emphasis on enhancing the physical and economic environment for existing businesses and uses in the Old Town

commercial district. Automobile services and repair is a permitted use in C-OT designated districts. Land Use policy LU 3.7 requires development to be accessible from major arterials and the project's access meets this requirement as the property may be accessed from South Kellogg and Hollister Avenues as discussed in finding 1.5.

4.6 The site for the project is adequate in size, shape, location and physical characteristics to accommodate the density and intensity of development proposed.

Each proposed parcel is already developed and there will be no expansion to the existing uses or buildings onsite at the Nissan dealership. The configuration, square footage and uses associated with the existing buildings on Nissan dealership will remain the same. Therefore, the project site will be adequate in size, shape, location, and physical characteristics to accommodate the existing and proposed changes.

4.7 Any significant environmental impacts are mitigated to the maximum extent feasible.

The proposed DPs are exempt from environmental review pursuant to CEQA Guidelines (see 4.4 above). The existing development is located within an urbanized area with commercial land use and zoning designations. The proposed DP will memorialize the existing development on each proposed parcel and will allow each dealership to stand on their own and not be linked with the other dealership from a regulatory standpoint. The property will continue to be served by existing streets and services and will not adversely impact the level of service as a result of the changes. Further, the project would not alter any biological resources, cultural resources, geologic, drainage, or visual resources. Therefore, the project will not have a significant effect on the environment.

4.8 The project will not conflict with any easements required for public access through or public use of a portion of the property.

The project improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. There are no public easements through or on the subject property. Public sidewalks are provided along Hollister and Kellogg Avenues. Therefore, the project will not conflict with any known easements located at or near the property.

5.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) Findings

This project is exempt from further review under the California Environmental Quality Act (Public Resources Code §§ 21000 et seq.; "CEQA") and CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.). Specifically, the project is categorically exempt from environmental review pursuant to CEQA Guidelines § 15301(e), (l)(4) (Additions to existing structures & demolition of accessory structures); §15303(c),(e) – Limited commercial buildings & accessory structures; §15304(a),(f) – Minor grading & trenching and §15315 – Minor Land Divisions.

As indicated above, the proposal will include the subdivision of the existing lot into three new lots and the creation of three new DPs for each lot. The site is currently developed as three commercial auto sales and repair businesses. The changes will not result in the removal of healthy, scenic, or mature trees.

The existing development is located within an urbanized area with commercial land use and zoning designations. The proposed tentative parcel map would subdivide the property into three parcels, is in conformance with the City's General Plan and zoning regulations and will not require any variances or exceptions requiring environmental review. The proposed DPs will memorialize the existing development on each of the proposed lots and allow for each dealership to be regulated separately. Access to each parcel will be from South Kellogg Avenue. Existing utilities (water, sewer, electricity, communications) will continue to serve all buildings.

Further, the project would not alter any biological resources, cultural resources, geologic features, drainage, or have impacts to visual resources. Therefore, the project will not result in a significant effect on the environment.

6.0 Design Review Board Preliminary Findings

6.1 **Neighborhood Compatibility:** *The development will be compatible with the neighborhood, and its size, bulk and scale will be appropriate to the site and the neighborhood. The development demonstrates a harmonious relationship with existing adjoining development, avoiding both excessive variety as well as monotonous repetition, but allowing similarity of style, if warranted. The project architecture will respect the privacy of neighbors, is considerate of private views, and is protective of solar access off site.*

Given the de minimis size of the proposed site improvements for the three dealerships, the site configuration, size, bulk and scale will have minimal change as viewed from the public right-of-way. The same is true for the site layout, orientation, and location of structures and buildings. The project will have little effect on the appearance of the neighborhood as the improvements include enclosing existing roof/canopy space and new canopy structures that are at the rear and screened by the existing buildings. The structure height of the proposed service bay at Toyota is 20 feet, which is consistent with the 30 feet allowed in the OT zone district. The structure height of the proposed

service bay at Honda is also 20 feet, which is consistent with the 35 feet allowed in the GC zone district. The proposed architectural projection over the existing Honda showroom would have a maximum height of 27 feet, which is consistent with the 35 feet allowed in the GC zone district. Nissan is not proposing additional square footage. There is no maximum lot coverage requirement for either the OT or GC zone districts, but for reference, Toyota, Nissan and Honda have approximately a 13%, 19% and 15% lot coverage respectively.

Some residential development and a hotel exist to the rear of the property. However, the privacy of the neighbors will not be altered as no changes to existing landscaping screening at the rear of the property are proposed. The entire western edge of the project site is screened by hedges. Building height will have a minimal increase with the project, with the only increase being the architectural projection above the existing Honda showroom. The architectural projection is proposed to be 27 feet, which is only 3 feet higher than the existing roofline at 24 feet. Therefore, the project will not adversely affect private views or solar access.

6.2 **Quality of Architectural Design:** *Site layout, orientation, and location of structures, including any signage and circulation, are in an appropriate and harmonious relationship to one another and the property. D. There is harmony of material, color, and composition on all sides of structures. Any outdoor mechanical or electrical equipment is well integrated in the total design and is screened from public view to the maximum extent practicable. All exterior lighting, including for signage, is well designed, appropriate in size and location, and dark-sky compliant.*

The minimal exterior improvements on the Honda site that are visible from the right-of-way are in keeping with the existing design of the building as it is enclosing an existing roof/canopy structure. The proposed architectural projection over the existing showroom is only a 3-foot increase in height and is consistent with height requirements in the Zoning Ordinance. The other structural improvements on the Honda site and the Toyota site are not visible from the right-of-way. Nissan is not proposing additional square footage. Minimal changes are proposed to the lighting approved with the existing entitlement for the whole site. The new exterior lighting proposed at Honda for the proposed service bay will be downward focused and dark sky compliant. No signage is proposed.

6.3 **Quality of Landscape Design:** *The site grading is minimized, and the finished topography will be appropriate for the site. Adequate landscaping is provided in proportion to the project and the site with due regard to preservation of specimen and protected trees, and existing native vegetation. The selection of plant materials is appropriate to the project and its environment, and adequate provisions have been made for long-term maintenance of the plant materials.*

Much of the landscaping proposed is replacing landscaping required under the existing entitlement that had been removed, including replacing several trees around the perimeter of the site along the Hollister Ave, S. Kellogg Ave., Kellogg Pl., and Kellogg Way frontages. The new landscaping proposed is in keeping with the approved landscaping for the original entitlement. No grading is proposed with the project aside from what minimal trenching is required for structure footings and/or foundations. No import or export of fill material is proposed.

6.4 **Zoning:** *The proposed development is consistent with any additional design standards as expressly adopted by the City Council.*

The new development is consistent with pertinent zoning and design standards. Further, the City Council has not adopted any additional design standards applicable to the use or the zone district.