

PLANNING COMMISSION
STAFF REPORT

July 10, 2024

Title:	Tenant Improvements at 2500 6 th Street for DMV and PICO
Project:	Coastal Development Permit CDP-24-0006 and Design Review AA-24-0001
Location:	2500 6th Street
APN:	002-252-027
Applicant:	Greg Pierson
Property Owner:	Pierson Properties and Development, LLC.
Purpose/Use:	Convert a vacant commercial property (formerly the Redwood Harley Davidson) into offices for the California Department of Motor Vehicles (DMV), and storage and workshop space for the Pierson Company (PICO).
Application Complete:	May 3, 2024
General Plan:	GSC - General Service Commercial, and NR - Natural Resources
Zoning:	CS - Service Commercial, and NR - Natural Resources
CEQA:	Exempt under §15301, Class 1 Existing Facilities
Staff Contact:	Penelope Ponce, Assistant Planner
Appeal Status:	Appealable to the Coastal Commission
Recommendation:	Hold a public hearing; and Adopt a resolution finding the project exempt from CEQA, and approving with conditions.
Motion:	“I move the Planning Commission adopt a resolution finding the project exempt from CEQA and conditionally approving the Coastal Development Permit and Design Review for the tenant improvements at 2500 6 th Street for DMV and PICO.”

Figure 1: Location Map



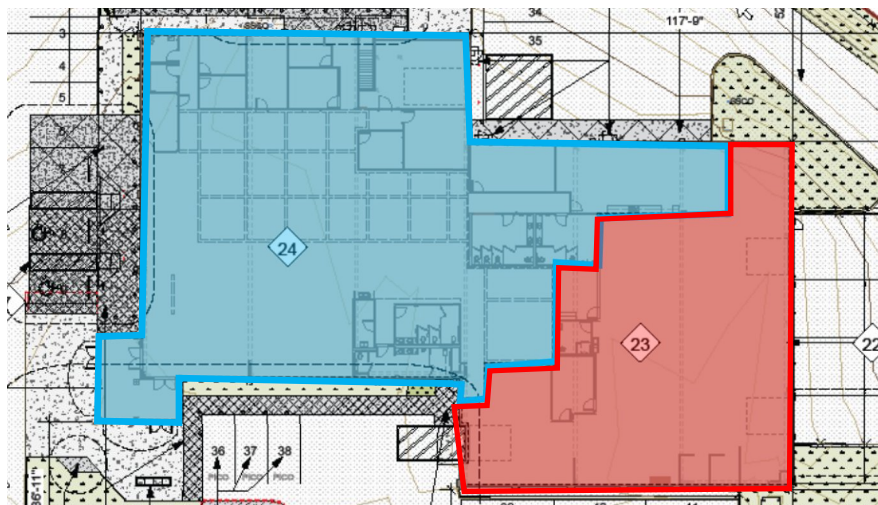
Figure 2: Project Site Map



PROJECT SUMMARY

The Pierson Properties & Development, LLC (Applicant) is requesting approval to convert a vacant commercial property at 2500 6th Street (formerly the Redwood Harley Davidson) into offices for the California Department of Motor Vehicles (DMV) and storage and workshop space for a local construction company called Pierson Company (PICO). The DMV will occupy the northern portion of the existing building, while PICO will use the southern portion of the building (Figure 3). PICO will also use a proposed new building addition and new enclosed outdoor storage space on the southern side of the property.

Figure 3: Site Plan Showing New Tenant Spaces in Existing Building (DMV in blue, PICO in red)



The project is located in the Coastal Zone in the Service Commercial (CS) zone district, and pursuant to Eureka Municipal Code (EMC) §10-5.29302, the proposed improvements require a Coastal Development Permit (CDP). The City’s final action on the CDP is appealable to the California Coastal Commission. The project is also located in the City’s Coastal Design Review area, and is subject to both Site Plan and Architectural Review (i.e. Design Review [DR]) per EMC §10-5.1801. In addition, the Applicant is proposing to install 3 wall signs and an Administrative Sign Permit (SGNA-24-6) is being processed separately. The proposed DMV and PICO uses are principally permitted per EMC §10-5.29132; therefore, no Conditional Use Permit is required, and the CDP and DR are the only required discretionary permits for the project.

Background

The project site encompasses an approximately 2.31-acre parcel which contains an existing 19,106 square-foot (sf) vacant commercial building, 47 parking spaces, and landscaping. The site was developed in 2005 and previously housed the Redwood Harley Davidson motorcycle showroom and service facility (permitted under CDP-04-011). The Applicant proposes to construct a 2,852-sf addition on the south side of the building for PICO’s new workshop space. The project also includes the following additional new features: a 792-sf car awning on the northeast side of the building for DMV vehicle inspections, a 195-sf waste storage enclosure also on the northeast side of the property, a metal awning over the PICO shop entrance, 35 safety bollards around the site, a 30-ft-tall flagpole by the DMV entrance, and up to 8-ft-tall fencing with a metal view screen to enclose an outdoor storage area for PICO on the southern portion of the parcel (Attachment 2, sheet CDP-4). The existing parking area will be restriped and repaved, and 10 additional parking spaces will be added (57 total). The parking area will also include a new paved motorcycle testing pattern and a new EV charging station. All existing outdoor lighting will be upgraded to meet dark-sky-compliant standards, and an additional light pole and wall light fixtures will be added to the site (Attachment 2, sheet C7). The proposed project will eliminate some existing landscape planters around the site to construct the shop addition and to make ADA improvements to the sidewalks, but the overall landscape area will increase by approximately 17-sf (approximately 15,890 sf total landscaped area) with the installation of new parking lot planters.

PICO will store construction equipment and materials within the enclosed fence area. Construction equipment stored within the outdoor fenced area will include trucks, heavy machinery, storage containers, mobile offices, and trailers. Materials stored in the outdoor fenced area will include,

but are not limited to, metal roofing and siding, concrete forms, stakes, pipes, culverts, steel beams and plates, wood beams and posts, soils, gasoline, oil, hydraulic fluids, propane, paints, and cleaners.

The subject property is located at the eastern end of 6th Street, and south of Highway (Hwy) 101 North. The property includes a shared driveway with Chevron gas station and a large office building onto 6th Street and Hwy 101 North (Figure 2 above); no changes to ingress and egress are proposed.

The project site is surrounded by a variety of uses such as the aforementioned Chevron gas station directly to the north and large office building (which is currently occupied by the North Coast Regional Department of Child Support Services and Humboldt County Office of Elections) directly west, the Shoreline RV Park directly to the east, the Eureka Waterfront Trail to the south, and the City of Eureka's Hill Street Sewer Pump Station (south of the Eureka Waterfront Trail). Other nearby uses include multi-family housing (west and southwest of the office building) and Tydd Street and Open Door Clinic (south of the office building).

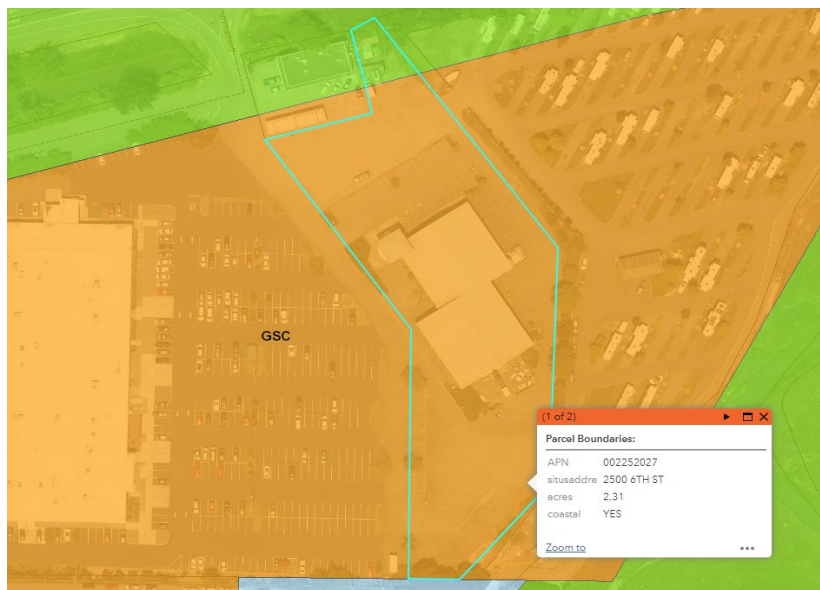
COASTAL DEVELOPMENT PERMIT ANALYSIS

EMC §10-5.29310.1 specifies a CDP shall only be approved upon making the finding the proposed development conforms to the policies of the certified Local Coastal Program (LCP). The LCP includes 2 components: The Land Use Plan (LUP) and Implementation Plan (IP). The first component, the Land Use Plan, is the General Plan specific to land in the Coastal Zone. It outlines the permitted uses and policies needed to achieve the goals of the Coastal Act and includes the General Plan map.

Land Use Plan (LUP) Analysis

The project site has a split land use designation of General Service Commercial (GSC) and Natural Resources (NR) (Figure 4). The project's development will occur within the GSC land use designation, except for repaving a less than 1,000 sf portion of the existing parking area located within the NR land use designation. The purpose of the GSC land use designation is to provide appropriately located areas for retail and wholesale commercial establishments that offer commodities and services required by residents of the City and its surrounding market area. The project site is appropriately sized and located to serve a large office space anticipating customer traffic such as the DMV, which is consistent with the purpose of the GSC land use. PICO's shop and storage uses are also consistent with the purpose of the GSC land use, as these are light industrial uses that will not have an adverse impact on the surrounding commercial services. The purpose of the NR land use designation is to protect, enhance, and restore environmentally sensitive habitat areas, and to allow limited resource-dependent uses consistent with the continuance of such habitat areas. The project proposes to repave the existing parking area (repair and maintenance) and will not expand the current development footprint into the habitat area. Therefore, the project will protect the existing habitat area which is consistent with the purpose of the NR land use.

Figure 4: Site Map Showing the Split Land Use Designation (GSC in orange, NR in green)



General Polices and Priority Uses

Goal 1.A - To establish and maintain a land use pattern and mix of development in the Eureka area that protects residential neighborhoods, promotes economic choices and expansion, facilitates logical and cost-effective service extensions, and protects valuable natural and ecological resources.

1.A.4 - To promote the public safety, health, and welfare, and to protect private and public property, to assure the long-term productivity and economic vitality of coastal resources, and to conserve and restore the natural environment, the City shall protect the ecological balance of the coastal zone and prevent its deterioration and destruction.

Goal 1.L - To ensure an adequate supply of commercial land for and promote the development of commercial uses to meet the present and future needs of Eureka residents and visitors and to maintain economic vitality.

1.L.11 - The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. New recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry.

The project site is located on an existing commercial property adjacent to the Hwy 101 corridor in a predominately commercial area, away from exclusively residential neighborhoods. The project will have a positive effect on the City's economic vitality because it will transform a currently-vacant, easily-accessible commercial retail building (previously used as a motorcycle dealership) into offices for the DMV, and a maintenance workshop and storage for PICO. The reuse and improvements of this commercial property for DMV and PICO will not require new service extensions, and will result in full utilization of an urban infill site which has been developed since 2005 and has no valuable natural, ecological or commercial fishing resources (B05-449). For all these reasons, the project is consistent with Goals 1.L. and 1.A and their associated certified policies.

Public Access and Recreation, and Visual Resources

Goal 5.B - To provide public open space and shoreline accessways throughout the Coastal Zone consistent with protecting environmentally sensitive habitats and other coastal priority land uses.

5.B.1 - The City shall provide public open space and shoreline access through the Coastal Zone, particularly along the waterfront and First Street, through all of the following:

d. Consider and protect the scenic and visual qualities of coastal areas that are visible from scenic public vista points and waterfront walkways.

5.B.4 - The City of Eureka shall protect and enhance the public's rights of access to and along the shoreline, consistent with protecting environmentally sensitive habitats, by: Accepting offers of dedications that will increase opportunities for public access and recreation and the availability of necessary staff and funding to improve and maintain access ways and assume liability for them; Actively seeking other public, community non-profit, or public agencies to accept offers of dedications and having them assume liability and maintenance responsibilities; and, Allowing only such development as will not interfere with the public's right of access to the sea, where such right was acquired through use or legislative authorization.

5.B.10 - To the maximum extent feasible, the City shall ensure universal public access to the waterfront, including support facilities.

The project site is located near the City's eastern shoreline on Eureka Slough, between 6th Street/ First Slough and Second Slough. The Eureka Waterfront Trail (a section of the California Coastal Trail) provides public access along the perimeter of Eureka Slough and Second Slough seaward of the project site. The project will not impact any existing public access facilities either through direct conflict or anticipated increases in demand. The Eureka Waterfront Trail is located directly south of the subject property, but is separated from the property by perimeter landscaping and a chain link fence. As depicted on Plan Sheet CDP-3, the trees in the perimeter landscaping largely screen the project site from view from the adjacent stretch of trail. The slough and the trail can be accessed through the RV park located directly to the east and by Tydd Street located southwest of the project site. Therefore, the project will have no significant adverse effect on public access, and the project, as proposed without new public access, can be found consistent with this goal and associated policies.

Biological Resources

Goal 6.A - Aquatic Resources and Marine, Wetland, and Riparian Habitat - To protect and enhance the natural qualities of the Eureka area's aquatic resources and to preserve the area's valuable marine, wetland, and riparian habitat.

6.A.1 - The City shall maintain, enhance, and, where feasible, restore valuable aquatic resources, with special protection given to areas and species of special biological or economic significance. The City shall require that uses of the marine environment are carried out in the manner that will sustain the biological productivity of coastal waters and that will maintain health populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Policy 6.A.3 - The City shall maintain and, where feasible, restore biological productivity and the quality of coastal waters, streams, wetlands, and estuaries appropriate to maintain optimum populations of aquatic organisms and for the protection of human health through, among other means, minimizing adverse effects of wastewater and stormwater discharges and entrainment, controlling the quantity and quality of runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Policy 6.A.6 - The City declares the following to be environmentally sensitive habitat areas within the Coastal Zone:

- a) Rivers, creeks, sloughs, gulches and associated riparian habitats, including but not limited to Eureka Slough, Fay Slough, Cut-Off Slough, Freshwater Slough, Cooper Slough, Second Slough, Third Slough, Martin Slough, Ryan Slough, Swain Slough, and Elk River.
- b) Wetlands and estuaries, including that portion of Humboldt Bay within the City's jurisdiction, riparian areas, and vegetated dunes. Etc...

6.A.7 - Within the Coastal Zone, the City shall ensure that environmentally sensitive habitat areas are protected against any significant disruption of habitat values, and that only uses dependent on such resources shall be allowed within such areas. The City shall require that development in areas adjacent to environmentally sensitive habitat areas be sited and designed to prevent impacts which would significantly degrade such areas, and be compatible with the continuance of such habitat areas.

Policy 6.A.8 - Within the Coastal Zone, prior to approval of a development, the City shall require that all development on lots or parcels designated NR (Natural Resources) on the Land Use Diagram or within 250 ft of such designation, or development potentially affecting an environmentally sensitive habitat area, shall be found to be in conformity with the applicable habitat protection policies of the General Plan. All development plans, drainage plans, and grading plans submitted as part of an application shall show the precise location of the habitat(s) potentially affected by the proposed project and the manner in which they will be protected, enhanced or restored.

6.A.19 - The City shall require establishment of a buffer for permitted development adjacent to all environmentally sensitive areas. The minimum width of a buffer shall be 100 feet, unless the applicant for the development demonstrates on the basis of site specific information, the type and size of the proposed development, and/or proposed mitigation (such as planting of vegetation) that will achieve the purpose(s) of the buffer, that a smaller buffer will protect the resources of the habitat area. As necessary to protect the environmentally sensitive area, the City may require a buffer greater than 100 feet. The Buffer shall be measured horizontally from the edge of the environmental sensitive area nearest the proposed development to the edge of the development nearest to the environmentally sensitive area. Maps and supplemental information submitted as part of the application shall be used to specifically define these boundaries.

Policy 6.A.20 - To protect urban wetlands against physical intrusion, the City shall require that wetland buffer areas incorporate attractively designed and strategically located barriers and informational signs.

The project site is located within close proximity to Second Slough which is an Environmentally Sensitive Habitat Area (ESHA) per Policy 6.A.6. As shown on Plan Sheet CDP-3, the project site ranges from 17 feet to 544 feet from Second Slough, with the southern-most portion of the site closest to the Slough, and the building footprint (including the proposed addition) over 100 feet from the Slough. The project is consistent with Policy 6.A.19 because it will not directly impact wetlands or other nearby ESHA as the Eureka Waterfront Trail and existing fencing and perimeter landscaping separate the project site from the closest portion of Second Slough and will continue to serve as an adequate barrier to protect the ESHA.

The tenant improvements will result in over 3,000 sf of new structures (the 2,852-sf building addition, a car awning and a trash enclosure) and over 5,000-sf of grading and paving. Per referral comments received, the replacement of 5,000-sf of impervious surface classifies the project as a Regulated Project under the City's Phase II Municipal Separate Stormwater Sewer System (MS4) Permit (Attachment 3). A construction-phase Erosion and Sediment Control Plan (ESCP) and a post-construction Stormwater Control Plan (SCP) consistent with the applicable standards of the MS4 Permit and the Humboldt Low Impact Development (LID) Stormwater Manual for Regulated Projects will be prepared and implemented to ensure water-quality and hydrologic impacts are avoided, and best management practices (BMPs) such as inlet protection, straw wattles, covering of stockpiled materials, and proper disposal of any waste materials will be incorporated into the project. A condition of approval has been added to memorialize the requirements for a construction-phase ESCP and post-construction SCP. Implementing both the construction-phase ESCP and post-construction SCP will protect the nearby ESHA consistent with Policy 6.A.3.

The PICO workshop will be storing and generating hazardous materials related to small machine repairs and maintenance on the southern portion of the project site. The materials will be kept in a locked storage container within the storage yard for fire safety and to contain any contaminated runoff should a spill occur. A full-time, on-site shop manager will inspect tools and machinery as they are returned to ensure their safety and repair any leaking. As a result of the site storing and generating hazardous waste, a condition has been added requiring the Applicant to register with the Certified Unified Program Agency (CUPA) through Humboldt County's Division of Environmental Health (DEH).

The project will include a waste storage enclosure to house up to 3 dumpsters located on the eastern side of the property near the adjoining RV park. There will be a roof and gate to control access, and a 6-inch tall concrete curb surrounding the enclosure to contain debris. Referral comments were received from DEH on behalf of Recology on May 28, 2024 recommending options for the waste storage enclosure to: 1) be oriented south so that a front-end loader truck can approach and access the dumpsters, or 2) provide dumpster bins less than 6-cubic-yards in size so that Recology can roll the bins out to the loader truck (Attachment 3). The Applicant has agreed to use 4-cubic-yard dumpster bins that can be rolled out to the loader truck. The waste enclosure will serve as an attractively designed barrier that will protect nearby wetlands from physical intrusion of any debris, and therefore, is consistent with Policy 6.A.20.

There is a Leaking Underground Storage Tank (LUST) GeoTracker cleanup site (T0602300453) located offsite at the Chevron gas station. The LUST was removed, and the North Coast Regional Water Quality Control Board (NCRWQCB) deemed cleanup case closed in July 2011 with no further actions required, with preparation and approval of a Soil Management Contingency Plan (SMCP). The project was referred to the NCRWQCB who acknowledged the close proximity of the project site to the former LUST cleanup site and requested the project follow the LUST cleanup site's SMCP for any ground disturbing activities at the project site, and to properly handle, store, and test any groundwater encountered prior to disposal because groundwater is shallow in the project area and residual contamination is likely (Attachment 3). A condition of approval has been added requiring the Applicant to follow the SMCP and groundwater protocol as requested by NCRWQCB.

One new light pole with 2 fixtures will be added in the center island of the new parking area (between the existing building and the Chevron station), and there will be new wall lights placed on the building to help increase safety around the parking lot and walkways at night. These new lights will be dark-sky compliant, and existing light pole fixtures and wall lights will also be updated to new LED energy-efficient, shielded, dark-sky-compliant lighting (Attachment 2, sheet C7). A condition has been added to limit all future exterior lighting accordingly to ensure light pollution will not affect the nearby ESHA.

The proposed project will eliminate some existing landscape planters around the site to construct the shop addition and to make ADA improvements to the sidewalks, but the overall landscape area will increase by approximately 17-sf (approximately 15,890 sf total landscaped area) with the installation of new parking lot planters. The applicant has submitted a landscape palette with appropriate native and non-invasive species (Attachment 2, sheets L1-L2). A condition has been added to ensure all future landscaping remains non-invasive.

For all the reasons discussed above, the proposed project as conditioned, will protect and preserve the natural qualities of nearby wetland and riparian habitat associated with Second Slough consistent with Goal 6.A and its related policies outlined in this section.

Coastal Hazards

Goal 7.A - To minimize loss of life, injury, and property damage due to seismic hazards; and

Goal 7.B - To minimize loss of life, injury, and property damage due to geologic hazards.

Goal 7.D - To minimize the risk of loss of life, injury, damage to property and economic and social dislocations resulting from flood hazards.

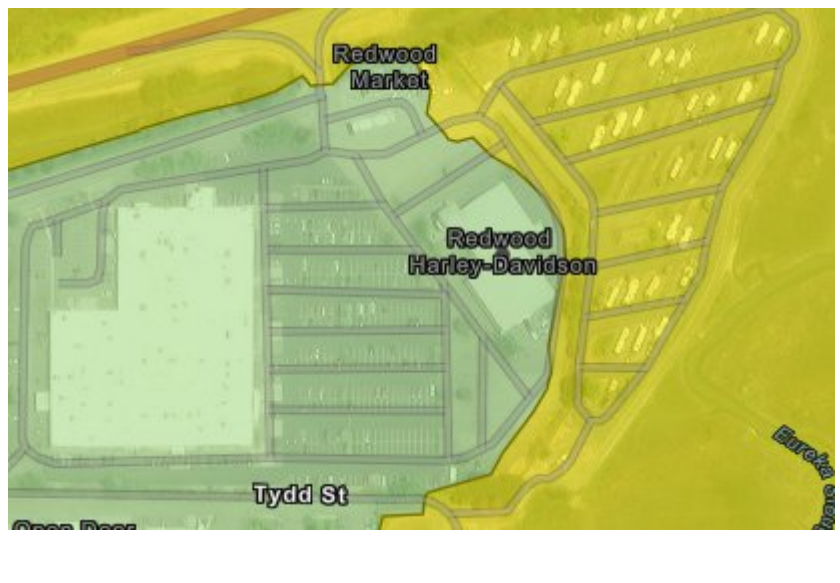
Moderate to high-levels of ground shaking as a result of seismic activity are anticipated within the project area over the life of the development. The site is relatively flat and not subject to landslide hazards or fault rupture, in an area mapped by Humboldt County as relatively stable but potentially subject to liquefaction.¹ The project is conditioned to alert the Applicant of the need for a building permit for the proposed improvements, and inspections will occur to ensure compliances with City and State building code standards, including seismic standards.

¹ <https://webgis.co.humboldt.ca.us/HCEGIS2.0/>

The site ranges from approximately 11 to 17 ft in elevation, with the existing building at or above 15 feet in elevation (North America Vertical Datum, 1988 [NAVD88]). Very small portions of the northern and eastern edges of the project site are located within a tsunami inundation hazard zone (Figure 5), and the northern-most portion of the site is located within flood hazard zone A (Figure 6). The existing building and the proposed new addition and storage area are not located in the flood or tsunami hazard zones.

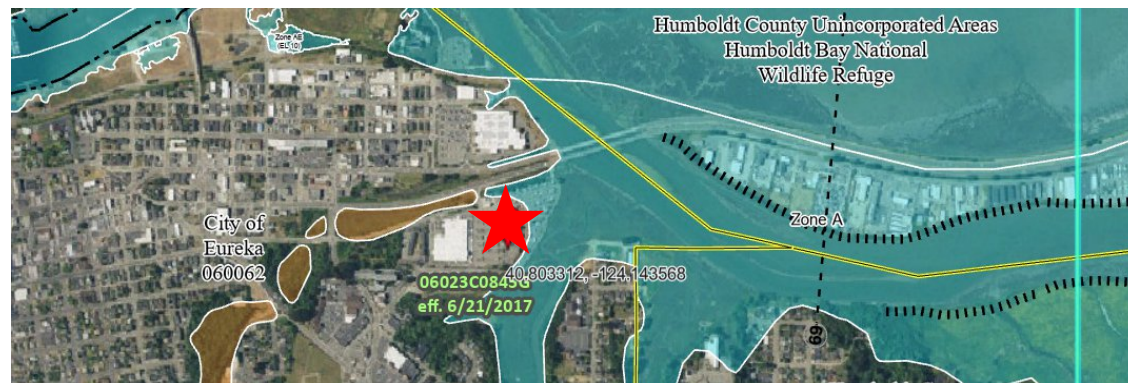
The project's structures are safe from flooding given current flood levels, but the extent of the flood hazard area is expected to increase in the future with sea level rise (SLR), with scenario values ranging from 1.8 to 7.3 ft of SLR by 2100 based on the 2024 Ocean Protection Council's State of California Sea-Level Rise Guidance. The current 100-year still-water level at the North Spit tide gate is 10.2 ft in elevation. With projected SLR, this 100-year water level could increase to 12 to 17.5 ft in elevation by 2100.

Figure 5: Tsunami Hazard Area Map (Inundation area in yellow)



Although worst-case SLR could result in flooding impacts in the future, given the project largely consists of adaptive reuse of existing space, the project is not exacerbating the hazard. Surrounding land uses, including the Eureka Waterfront Trail, Hill Street Pump Station, RV Park, and Chevron, will experience flooding issues first, which will alert the property owner to the need for adaptation. The outdoor storage area can easily be elevated in the future if flooding becomes an issue. Therefore, the project as condition, will minimize risk to life and property from seismic, geologic, and flooding hazards consistent with the goals and policies outlined in this section.

Figure 6: FEMA Flood Map (2500 6th Street)



Implementation Plan (IP) Analysis

As described at the beginning of the CDP Analysis section above, the CDP must be found to conform with the entire LCP, including the IP. The IP includes zoning regulations and the zoning map for land in the Coastal Zone, as well as specific Coastal Zone ordinances necessary to implement the policies of the LUP. Most of the project site is zoned CS – Service Commercial, with a very small portion zoned NR – Natural Resources. The project conforms with the purposes of the CS zone district, as well as the applicable CS zone district standards because the proposed improvements do not exceed the maximum Floor Area Ratio (FAR) or the 35-ft tall maximum building height, and the CS zone district does not have setback standards for the new structures to adhere to. The project is consistent with the CS zone district because the site is appropriately sized and located to serve a large office space anticipating customer traffic such as the DMV, and the PICO’s shop and storage is considered a light industrial use that will not have an adverse impact on the surrounding commercial services. The proposed improvement will not expand or intensify the existing use located within the NR zone district. Therefore, the project is consistent with the purposes of the NR zone district.

In addition to specifying the regulations pertaining to specific zoning districts, EMC 10-5.2940 et. seq., specifies development standards that apply to all development in the Coastal Zone, including standards for public access, environmental resources, natural hazards, visual resources, public works, and new development. These standards largely reiterate certified LUP policies discussed in the LUP policy analysis above, and the applicable findings are incorporated as if set forth in full herein. There is one additional standard not covered under the LUP policy analysis above, which is EMC §10-5.2946.9:

EMC §10-5.2946.9 Archaeological areas.

- a) When development is proposed within a known archaeological area, project design shall avoid or minimize impacts to the resource.**
- b) When development in archaeological sites cannot be avoided, adequate mitigation measures shall be required. Mitigation shall be designed in accord with guidelines of State Office of Historic Preservation and the State of California Native American Heritage Commission. When, in the course of grading, excavation, or any other development activity, evidence of archaeological artifacts is discovered, all work which could damage or destroy such resources shall cease and the City Planning Director shall be notified immediately of the discovery.**
- c) The City Planning Director shall notify the State Historic Preservation Officer and the Sonoma State University Cultural Resources Facility of the find. At the request of the State Historic Preservation Officer, development of the site may be halted until an archaeological survey can be made and appropriate and feasible mitigation measures are developed.**

The project was referred to the Tribal Historic Preservation Officers (THPOs) of the Wiyot Tribe, the Bear River Band, and the Blue Lake Rancheria on May 10, 2024. The Wiyot Tribe responded to the referral on June 2, 2024 requesting the project adhere to the City’s standard Inadvertent Archeological Discovery Protocol (Attachment 3). A condition has been included adhering to the Tribe’s request.

Based on the discussion above, the finding can be made that the proposed project as conditioned conforms with the certified IP.

DESIGN REVIEW ANALYSIS

Site Plan and Architectural Review are required for construction of the proposed tenant improvements, and in this case, the Planning Commission has authority over the design review process. Pursuant to EMC § 10-5.1801.1, Site Plan review is intended to: 1) preserve the natural beauty of the City's site; 2) prevent the indiscriminate clearing of property and the destruction of trees and shrubs; 3) prevent excessive grading of hillsides and creation of drainage hazards; 4) ensure that structures are properly related to their sites and to surrounding sites and structures and to traffic circulation in the vicinity; and, 5) ensure that parking areas, walkways, and landscaping are arranged to accomplish the objectives of the zoning code. Pursuant to EMC §10-5.1801.2, the purpose of Architectural Review is to prevent the erection of structures that would be inharmonious with their surroundings or would have an adverse effect on the value of property or improvements in the vicinity.

Pursuant to EMC § 10-5.1801 et seq., the Planning Commission's review includes exterior design, materials, textures, and colors but does not include elements of the design that do not affect exterior appearance. The ugly, the inharmonious, the monotonous, and the hazardous shall be barred, but originality in architecture and site planning shall not be suppressed. The Planning Commission must recommend disapproval of drawings for a structure that would be inharmonious with surrounding development, but the Commission cannot require new structures duplicate an historic architectural style as a condition of approval.

The existing commercial building has stucco siding painted black, orange, gray and white, windows with black frames, a pitched metal roof and metal roll up door painted gray (Figure 7). The Applicant proposes to paint the building with a combination of colors such as Stonehenge Greige (brown), Crushed Silk (light tan), Night Rendezvous (blue), and Special Delivery (Gray). The window frames, metal roof, and roll up door will remain the same colors (Attachment 2, sheets A2.2-A2.3). The Applicant proposes to construct a 2,852-sf addition on the southeast side of the building, add a 36-ft by 22-ft car awning, add a 195-sf trash enclosure, and install a new 30-ft-tall flag pole (Figure 8). All the new structures will be made of metal that will match the existing building. The Applicant will install an 8-ft tall iron or aluminum picket fence with curved pickets at the top and a black metal view screen around the southern portion of the property (Figure 9). All existing outdoor lighting will be upgraded to meet dark-sky-compliant standards, and an additional light pole and wall light fixtures will be added to the site (Attachment 2, sheet C7). The proposed project will eliminate some existing landscape planters around the site to construct the shop addition and to make ADA improvements to the sidewalks, but the overall landscape area will increase by approximately 17-sf (approximately 15,890 sf total landscaped area) with the installation of new parking lot planters. The Applicant will prune existing landscaping and will use native and plant non-invasive species in the new planters (Attachment 2, sheet L1).

Staff believes the necessary findings, as mentioned above, can be made to approve Site Plan and Architectural Review for the proposed project.

Figure 7: Existing Building Design (looking east)



Figure 8: Elevation Showing the Proposed Shop Addition (red), Awning (yellow), and Waste Enclosure (blue)

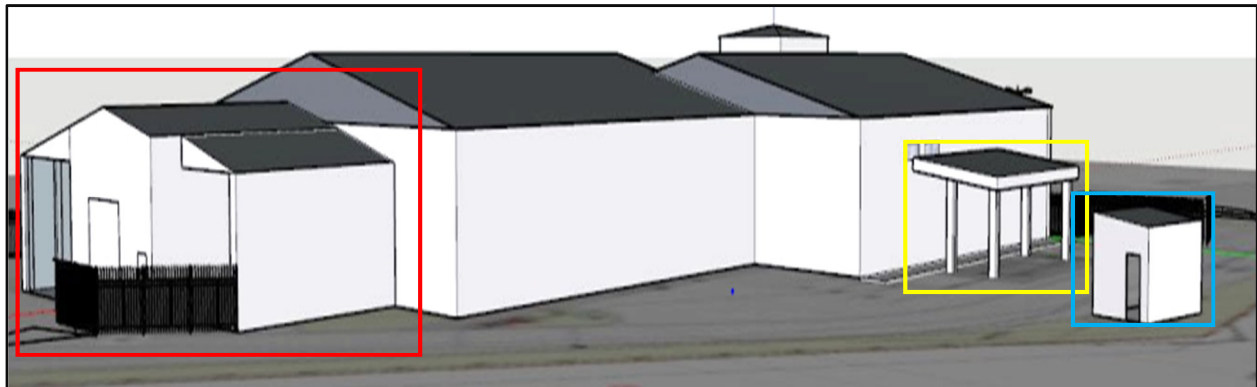
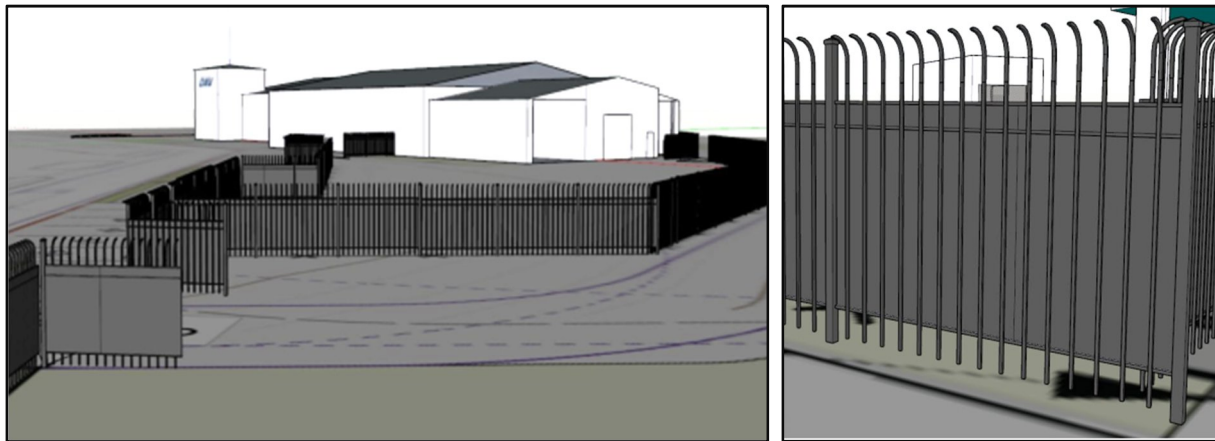


Figure 9: Proposed Fencing with Metal Screen



ENVIRONMENTAL ASSESSMENT

The City of Eureka, as Lead Agency, has determined the proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), in accordance with

Tenant Improvements at 2500 6th Street for DMV and PICO

Project Nos: CDP-24-0006 and AA-24-0001

§15301, Existing Facilities, Class 1 of the CEQA Guidelines, which covers the operating of private structures involving negligible or no expansion of use. Since the proposed project will utilize an existing building on a developed site with negligible enlargement of the building, the project qualifies for the Class 1 exemption.

PUBLIC HEARING NOTICE

Public notification consisted of notification by mail of property owners and residents within a 300-foot radius of the site on or before June 28, 2024. In addition, the notice was posted on the City’s website and bulletin boards. A public hearing notice sign was posted on the site on June, 28, 2024.

CONCLUSION

Based on the analysis above, the proposed tenant improvements to convert the old Harley Davison showroom and service facility into offices for California DMV and storage and workshop space for PICO, as conditioned, are consistent with the certified policies of the LCP, and the proposed improvements will not be ugly, monotonous, hazardous, or inharmonious with the surroundings, and will have a positive effect on the value of properties in the vicinity.

STAFF CONTACT

Penelope Ponce, Assistant Planner, 531 K Street, Eureka, CA 95501; planning@eurekaca.gov; (707) 441-4160

DOCUMENTS ATTACHED

- Attachment 1: Planning Commission Resolution.....pages 14-17
- Attachment 2: Applicant’s Site Plans.....pages 18-54
- Attachment 3: Referral Commentspages 55-64