



Camarillo Planning Commission

AGENDA REPORT

Date: August 20, 2024

To: Planning Commission

From: David Sanchez, Director of Community Development

Submitted by: Brett McMahon, Assistant Planner

Subject: IPD-413 and IPD-413M(1), Hofman Planning Associates

BACKGROUND

Hofman Planning Associates requests approval of an Industrial Planned Development permit (IPD-413) and Administrative Minor Modification (IPD-413M(1)) to construct a 27,987-square-foot Tesla Electric Vehicle (EV) collision center with modifications to the front yard setback, landscaping buffer width, and the private yard parking stall depth on approximately 1.82 acres, located at the northeast corner of Pancho Road and Calle Quetzal.

Pursuant to Camarillo Municipal Code (CMC) Section 19.28.310, the Planning Commission is the decision-maker for the requested IPD. CMC Section 19.68.030 provides that the Community Development Director may act as the decision-maker for the requested Administrative Minor Modification to the IPD however, the Director is referring this item to the Planning Commission.

Applicant: Hofman Planning Associates, 5900 Pasteur Court, Suite 200A, Carlsbad, CA 92008

Property Owner: Calle Bolero Investments, LLC, 2211 Michelson Drive, Suite 200, Irvine, CA 92612

Assessor's Parcel Number: 234-0-040-620

General Plan Designation: Industrial

Zoning Designation: Limited Manufacturing (L-M)

DISCUSSION

Parcel and Area Characteristics

The project site is located in the southeast part of the city, south of U.S. 101, at the northeast corner of the Pancho Road and Calle Quetzal. The property is surrounded by industrial uses

to the north, south, and west, and there is agricultural land to the west, which is within the County's jurisdiction. The site is currently vacant and is surrounded by the following land uses:

	GENERAL PLAN LAND USE DESIGNATION	ZONING DESIGNATION	CURRENT LAND USE
PROJECT SITE	Industrial	L-M	Vacant
NORTH	Industrial	L-M	Industrial Uses
SOUTH	Industrial	L-M	Industrial Uses
EAST	Industrial	L-M	Industrial Uses
WEST	Agricultural (County Land)	AE-40ac (County Land)	Agriculture

Project Site



View of project site from Pancho Rd. and Calle Quetzal intersection taken July 29, 2024.

General Plan

The Camarillo General Plan Land Use Map designates the property for industrial uses. There are no pending General Plan changes for the site, and the site is intended to be developed in accordance with the current industrial designation that applies to the site. Primary access to the proposed development will come from entrances on Pancho Road and Calle Quetzal. The General Plan Circulation Element identifies Pancho Road as an industrial collector and Calle Quetzal as a local road.

Zoning

The proposed Tesla EV collision center use is permitted in the L-M Zone, subject to the approval of an IPD permit (CMC Section 19.28.040). The proposed project complies with the height, lot coverage, setback requirements as shown in the table below.

	Building Height Maximum	Lot Coverage Maximum	Front Setback (West)	Front Setback (South)	Rear Setback (East)	Rear Setback (North)
Required	35 feet	50%	30 feet	30 feet (27 feet with approval of Modification)	Height of the building (35 feet)	Height of the building (35 feet)
Provided	35 feet	35%	61 feet 7 inches	27 feet	76 feet 6 inches	67 feet

Additionally, the proposed collision center use is consistent with the commercial/industrial performance standards as described in CMC Chapter 19.54 because there will be no hazardous elements, smoke, noxious matter, glare, nor excessive noise and vibrations caused by the proposed uses.

Project Description

The request is to allow the development of a new 27,987-square-foot, one story Tesla EV collision center and a parking lot consisting of 92 stalls (proposed project). The applicant is also requesting approval of an Administrative Minor Modification in accordance with CMC 19.68.020.B for the following:

- Reduction of the building setback along Calle Quetzal from the required 30 feet to 27 feet (per CMC 19.68.020.B.1);
- Reduction of the landscape buffer along property lines from the required 5 feet to 4 feet 6 inches (per CMC 19.68.020.B.4); and
- Reduction of the required parking stall length from the required 20 feet to 18 feet for select segments of parking stalls in the private yard (per CMC 19.68.020.B.2).

The purpose of the above requested modifications is to allow the facility operators to maximize the number of parking spaces on site and to enhance the interior vehicle circulation which will help ensure the facility achieves smooth business operations for the proposed use.

The project site will consist of the collision center building, parking lot and trash enclosures for refuse and used tires. A portion of the parking lot will be enclosed by a 6-foot-high wrought iron fence with hedge screening and solid material gates and will be used by employees and customer vehicles awaiting repair or pick-up. An existing outdoor employee break area is located north of the building and will be accessible from the building via a pedestrian door and striped pedestrian path crossing the driveway.

The Tesla EV collision center building will have one customer entrance and lounge located at the southeast corner of the building. Included within the building will be the customer lounge, conference rooms, parts storage areas, customer and employee restrooms, and a vehicle service area consisting of vehicle service bays, a wash bay and paint booths. An employee breakroom, office, conference room and additional parts storage will be located on the mezzanine level.

Operations

It is anticipated that the Tesla EV collision center will employ approximately fifty (50) full-time employees.

The Tesla EV collision center will operate Monday through Friday from 8:00 a.m. to 5:00 p.m. Tesla aims to service 60 to 80 vehicles per week and the typical repair process is expected to span 11 to 16 days. Ten (10) courtesy vehicles will be available for use by customers whose vehicles are under repair.

All vehicle repair will occur within the building. The collision center will specialize in both light and heavy collision work, including painting of bolt-on panels in compliance with Environmental Protection Agency (EPA) regulations. Additional services will include the replacement of parts such as window regulators, door handles, suspension components, and bumpers. Battery and tire replacements will also be conducted as needed. The collision center will also feature vehicle preparation areas for detailing and EV charging.

It is estimated that the collision center will receive one or two tow-ins each week. Customer vehicles will remain in the gated and screened parking area until they are retrieved by the customer. Should any customer vehicle remain unclaimed beyond the repair period, it is Tesla's policy to inform the customer that a storage fee will be applicable 24 hours after notification that the vehicle is ready for pick-up.

Access and Circulation

Vehicular access to the proposed project will be provided via two driveways, one on Pancho Road at the northwest corner of the site and one on Calle Quetzal at the southeast corner of the site. Customers are expected to arrive via the Calle Quetzal driveway and park in the un-gated area nearest to the building entrance and customer lounge. Customer vehicles will enter and exit the building through two roll-up doors, one located on the north side of the building and the other on the east side.

Parking

Pursuant to Camarillo Municipal Code (CMC) Section 19.44.090(1), 64 parking stalls are required for the proposed project. The project proposes 92 parking stalls. Parking will consist of the following:

- Eight (8) public parking stalls (including two (2) ADA stalls);
- 20 Tesla parking stalls for employees and customer courtesy vehicles (including one (1) vanpool and one (1) carpool stall);
- 64 secured parking stalls within the gated area for use by employees and customer vehicles waiting for repair or pick-up.

Parking Calculations for Proposed Use

Use	Square footage	Parking Ratio	Required Parking
Parts Storage & Office	4,645	1 Space Per 500 Square Feet	10
Vehicle Servicing Area	18 Repair Bays (6,428 SF)	3 Spaces Per 1 Repair Bay	54
Interior Rooms Exempt From Parking Calculations Per CMC 19.44.025.B	16,914 SF	n/a	0
TOTAL	27,987		
NUMBER OF STALLS REQUIRED			64
NUMBER OF STALLS PROVIDED			92

The proposed project will provide more parking stalls than required by CMC Section 19.44.090(1) in order to serve the needs of this use. The Administrative Minor Modification to reduce the parking stall length is proposed in order to allow site modifications that will increase the area dedicated to parking while maintaining minimum fire lane and access aisle widths.

Loading

Customer vehicles will either be towed to the collision center or driven to the site by the customer. To support repair operations, vehicle parts will be delivered daily via a 23-foot trailer. CMC Section 19.46.020.D allows the City to determine the quantity and size of loading spaces for special uses. Staff finds that the proposed collision center use is a special use for loading given the nature of the planned operations because vehicles will arrive on site through various methods at various times to be repaired and the once per day delivery of parts will utilize a smaller delivery truck. For these reasons, staff has determined only one 12-foot by 24-foot loading space is necessary. The proposed location of this loading space will be within the screened yard area utilizing the space in front of the eastern roll-up door for the facility.

Building Height and Architecture

The collision center building measures 35 feet in height to the top of the tallest parapet. The Industrial Design Guidelines in the Community Design Element (Section 10.5.3) promotes good architectural design through the use of building proportions, massing, materials, textures, and colors that complement the surrounding area. The proposed project is designed in a modern painted concrete tilt-up style of architecture in varying gray colors consistent with Industrial Design Guidelines.

The building's main entrance located at the southeastern corner provides corner treatment that creates visual interest. The entrance features large windows providing light to the interior customer lounge and employee breakroom. The exterior has varying wall planes that are projected or recessed into the façade and the roofline is broken up by varied parapet heights. Additionally, a mixture of horizontal and vertical surface detailing elements and faux windows have been implemented to reduce the massing. The building features concrete and steel elements. The roll-up door on the north side of the building will feature full vision panels allowing a view of the building interior. The two remaining roll-up doors on the east and west side of the building will be black and will provide a single row of vision panels across the center of the door.

STAFF REVIEW AND RECOMMENDATION

Evaluated below is the consistency of the proposed project with the applicable policies of the City of Camarillo's General Plan and Economic Development Strategic Plan.

Land Use Element Industrial Standard: *Large setbacks and landscaped front yards should be required to improve the visual quality of the industrial environment.*

- The submitted plans illustrate proposed landscaping coverage will exceed the 10% threshold for the L-M Zone by dedicating 13% of the lot to landscaping. The project will be conditioned to submit a landscaping plan in compliance with the City's Landscape and Irrigation Guidelines and CMC Chapter 14.14 – Water Efficient Landscapes. With the approval of the Administrative Minor Modification allowing a

reduced landscape buffer width and yard setback, the project will meet the required landscaped area code requirements.

Land Use Element Industrial Standard: *That uses which involve hazardous materials be reviewed with regard to impacts on adjoining residential uses and in accordance with the Safety Element of the General Plan and Zoning Ordinance.*

- The proposed project will establish an Electric Vehicle (EV) collision center. EVs are distinct from traditional gas-powered vehicles in that they do not have an exhaust system, fuel tanks, liquid fuel usage, and the non-utilization of new or used motor oil. The project will be conditioned to conduct all repair activities within the building and is surrounded by similar industrial uses and agricultural land. No residential uses are within proximity of the project site.

Community Design Element Objective Industrial Design Guidelines AI-1.3: *Design to respect the scale and development character of adjoining sites and work to mitigate negative visual and functional impacts that arise from scale, bulk and mass inherent to larger industrial developments.*

- The proposed design is in keeping with the scale and character of the adjoining sites because the surrounding buildings are similar in size and because the proposed bulk and mass are broken up by architectural elements such as entry architectural features, windows and glazing, building articulation, and the use of a variety of wall planes and building heights.

Community Design Element Objective Industrial Design Guidelines Policy IA-1.6.1: *The industrial performance standards contained in the Zoning Ordinance are to be complied with to insure that the use will not be detrimental to other adjoining land uses.*

- The proposed project complies with the industrial performance standards contained in the Zoning Ordinance. The proposed project will not be detrimental to other adjoining land uses as the proposed project will develop the last vacant parcel within the industrially zoned area south of Adohr Lane and is surrounded by other existing industrial uses.

Community Design Element Objective Industrial Design Guidelines Policy IA-1.6.2: *The City shall continue to apply the standards contained in the L-M, M-1 and M-2 zoning regulations.*

- The proposed project was evaluated by City Staff and, with approval of the Administrative Minor Modification, was found to comply with the Limited Manufacturing (L-M) zoning regulations for new development.

Economic Development Strategic Plan 4E, Office/Business Park Capacity: *Maximize options for future office/business park development to accommodate business expansion in targeted industries.*

- The proposed project will develop a currently vacant parcel with a new building and parking lot that could be adapted to other uses in the future. Additionally, the Electric Vehicle (EV) industry is an industry that will diversify the City's economy.

This will be the first Tesla owned and operated collision center in Camarillo and the greater Ventura County area, drawing in business from other jurisdictions.

Economic Development Strategic Plan 5A, Talent Retention/Recruitment: *Prioritize EDSP strategies that focus on creating residential options and employment opportunities attractive to young professionals and technology workers.*

- The proposed project will create employment opportunities in EV which is a unique field of work in emerging technology.

Staff has reviewed and found the proposed project to be consistent with the applicable goals and policies of the City's General Plan, EDPS, and the development standards set forth in the Zoning Ordinance.

Staff therefore recommends approval of IPD-413 and IPD-413M(1), subject to the attached recommended conditions. If the Planning Commission concurs with staff's recommendation to approve IPD-413 and IPD-413M(1), a resolution containing findings for approval of the request is attached to this report.

CEQA DETERMINATION

The project was reviewed in accordance with the California Environmental Quality Act (CEQA) and the State CEQA guidelines, as well as the City's environmental guidelines, and was determined to be categorically exempt from the provisions of CEQA under Class 32, In-Fill Development Projects (CEQA Guidelines Section 15332), because the proposed project will result in a development within city limits on a site of no more than five (5) acres and has no endangered habitat or rare or threatened species. Additionally, the property is adequately serviced by existing utilities and public streets, and will not result in significant effects to traffic, noise, air quality, or water quality. With approval of the Administrative Minor Modification the proposed project is in conformance with the General Plan and Zoning Code. Therefore, no additional review is necessary.

RECOMMENDATION

1. Find IPD-413 and IPD-413M(1) exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guideline Section 15332 (Class 32 – In-Fill Development Projects).
2. Adopt a resolution approving IPD-413 and IPD-413M(1), subject to the recommended conditions of approval.

ATTACHMENTS

1. Resolution
2. Location Map