



There are specific actions that are associated with the project. The first is an amendment to the General Plan that would change the land use designation from “Central Commercial” and “Medium Density Residential” to “Public/Quasi Public” which will reflect the public function of the college campus. The second action is a zone change which would see the site go from C-2 (Central Commercial) and R-2 (Low

Density Multi Family Residential) to G (Government), this proposed change is consistent with the proposed General Plan amendment. The City is also seeking a conditional use permit to approve the site plan, as well as the adoption of a “Mitigated Negative Declaration” as the environmental finding of the project.

The proposed maximum height of any building is 35 feet which encompasses two stories. Staff notes that the environmental mitigation report notes that noise may increase due to the expansion of the college campus, but it is not expected to have a significant impact as the areas surrounding are not of noise-sensitive uses. Staff is satisfied with the environmental mitigation techniques.

The site is located within Zone 6, the Traffic Pattern Zone (TPZ), of the Firebaugh Airport. Specific site location in the TPZ is shown in the safety zone map included in your packet. The ALCUP restrictions on density and open land for the TPZ are not expected to be an issue for this project. An open space estimate is in the process of being retrieved by staff, but a visual estimate shows it would well exceed the 10% minimum. Other prohibited land uses in the TPZ include outdoor stadiums or other high intensity uses, as well as hazards to flight. Other Development Conditions Include an airport disclosure notice and airspace review required for objects >100 feet tall, staff notes none of these should be a concern for this proposal.

The project falls outside of the Firebaugh Airport noise contours and is therefore not subject to any restrictions.

A motion was made by Commissioner Beck and seconded by Commissioner Remy to approve a Finding of Consistency for the expansion of the West Hills College campus in the City of Firebaugh. A vote was called for and the motion carried.

**C. Mountain View Community Church, Building and Parking Lot addition, City of Fresno on behalf of Brent Looney/LRB Architecture and Urban Design (Staff: Braden Duran)**

Braden Duran reported on this item. The City of Fresno, on behalf of the Mountain View Community Church, is proposing the expansion of a sanctuary and construction of new parking lot located at 6175 E. Kings Canyon road in the City of Fresno.

The City had requested a consistency determination for the expansion of the church which is located on ±4.27 acres of land that is located on the south side of East Kings Canyon Road between South Fowler and South Burgan Avenues. The proposal calls for the construction of a new lobby and restroom addition to the existing church sanctuary and the construction of a 64 stall paved parking lot with a second driveway approach on East Burgan Ave. This project is located within the Roosevelt area of the Community Plan, and is under the Residential Medium Density planned land use and PI/RS-5/EQ (Public and Institutional/Residential-Single Family, Medium Density) zoning district.

The proposed maximum height of the new addition is estimated to be around 12 feet; however staff notes that this is less than the existing sanctuary height. The new lobby addition will add 1457 sq. ft. to the existing 3830 sq. ft. sanctuary. The new paved parking lot would bring the total parking spaces up to 102 from 38, a substantial increase which would include accessible and vanpool stalls, as well as the addition of new trees for shade covering roughly 88 percent of the new stalls. The site specifications document provided for review state lighting shall be hooded and adhere to illumination standards that do not cause nuisance, which is satisfactory to staff.

The site straddles Zone 6 and Zone 7, the Traffic Pattern Zone (TPZ) and Precision Approach Zone (PAZ), of the Fresno Yosemite International Airport. Specific site location in the TPZ/PAZ is shown in the safety zone map included in your packet. The ALUCP restrictions on density and open land for the TPZ/PAZ are not expected to be an issue for this project. Open Space on the lot is projected to be 95.3%, which well exceeds the 10% minimum for the TPZ standards. Other prohibited land uses in the TPZ include outdoor stadiums or other high intensity uses, as well as hazards to flight. Other Development Conditions Include an airport disclosure notice and airspace review required for objects >100 feet tall, staff notes that none of

these conditions should be a concern for this proposal. Similarly, the project falls outside of the FAT noise contours and is therefore not subject to any restrictions.

A motion was made by commissioner Kroll and seconded by Commissioner Darnell to approve a Finding of Consistency for conditional use permit application P19-00037 for the expansion of the Mountain View Community Church by the City of Fresno. A vote was called for and the motion carried.

**D. Holiday Inn Express, Individual Development Project, City of Fresno on behalf of Alliant Hospitality, Inc. (Staff: Brenda Veenendaal)**

Brenda Veenendaal reported on this item. The proposed project consists of the construction of a four-story, 89-room hotel, permitted in the IL (Light Industrial) zone district it would sit within. The 1.55-acre subject site falls within the definition of infill area, per the Fresno General Plan, as being located within the City on December 31, 2012 and is a previously developed location in a developed urban area built-out with light industrial and general heavy commercial uses. As such, the project has no value as habitat for endangered, rare or threatened species. Approval of the proposed project would not result in significant effects to traffic, noise, air quality, or water quality. The City of Fresno Public Works Department determined that the anticipated traffic generated by the proposed project does not require a Traffic Impact Study. An acoustical study has determined that no excessive noise will be generated by the project's operational phase and that construction noise will be mitigated by standard construction-related measures. The San Joaquin Valley Air Pollution Control District has provided an Air Impact Assessment Approval Letter, including a statement of tentative rule compliance. As a previously developed site, the subject property is already served by all required utilities and public services.

None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project. Furthermore, the proposed project is not expected to have a significant effect on the environment. Accordingly, as the area is not environmentally sensitive, as noted above, a categorical exemption has been prepared for the project.

The site is located within Zone 6, the Traffic Pattern Zone (TPZ), of the Fresno Air Terminal. Specific site location in the TPZ is shown in the safety zone map included in your packet. The ALUCP restrictions on density and open land for the TPZ are satisfied by this proposed project. Required open land in this entire zone is 10%. Other prohibited land uses in the TPZ include outdoor stadiums or other high-intensity uses, as well as hazards to flight. No proposed activities on the site meet those categories. Other Development Conditions include an airport disclosure notice and an airspace review required for objects greater than 100 feet tall. The building height is 49 feet, 10 inches.

Noise contours – This proposed project was not subject to any noise contour requirements as it falls outside the Fresno Air Terminal's airport contours.

Commissioner Duarte asked if there was a 7460 filed. Ms. Veenendaal said that it was not submitted with their documents.

Margo Lerwill with the City of Fresno said that the form had not been submitted yet but the project will be required as an addition of approval to submit the 7460 before they receive final approval. Commissioner Duarte commented that any approval that they would have would be contingent on a finding by the FAA of no significant hazard to aviation. Ms. Lerwill said that it would be their understanding with the City of Fresno.

Commissioner Duarte asked about what would happen if the ALUC approved the project conditionally and then the FAA raised an issue with it. Ms. Lerwill said they would have to withhold any type of permits or final approval from the project until the FAA is satisfied that they have met any concerns.

Commissioner Duarte commented that this there were several projects that have come before the ALUC recently where the 7460 was either not approved, completed or had expired. Commissioner Duarte felt that this was a concern as projects are brought to the ALUC that are not completed. This particular location did not alarm Commissioner Duarte too much, but as a matter of constancy as an application comes forward. Commissioner Duarte felt that it was important for the ALUC to make a decision, as there are only a 120 day's to review a project upon when the application is deemed complete. Commissioner Duarte would like to see the applications complete when submitted and make sure that they have all the pieces to review.

A motion was made by Commissioner Darnell and seconded by Commissioner Beck to approve a Finding of Consistency for the Holiday Inn Express individual development project proposal contingent on the approval of the 7460 application with the FAA and subject to any conditions that the FAA would impose on the review of that said 7460 application. A vote was called for and the motion carried.

**E. Cen Cal Builders Affordable Housing Project Proposal (Staff: Braden Duran)**

Braden Duran reported on this item. Cen Cal Builders is proposing the development of a piece of property located at 1540 B Street on the east corner of B and Calaveras Streets in the City of Fresno.

Project: The developer was proposing to construct 14 units of a multi-family development on roughly 0.79 acres of the property. Included in the development are three two-story structures and three one-story structures that will provide affordable housing to the community. The property is located in the RS-5/NR (Single Family Residential, Medium Density/Neighborhood Revitalization overlay) zoning district. The proposed maximum height of any of the structures is indicated to be just less than 26 feet. Onsite parking will be provided on the northeast side of the lot. Elevation and site plan diagrams have been provided to the commission for visual reference.

The site is located within Zone 6, the Traffic Pattern Zone (TPZ), of the Fresno Chandler Executive Airport. Specific site location in the TPZ is shown in the safety zone map included in your packet. The ALUCP restrictions on density and open land for the TPZ are satisfied by this proposed project. There is also no

dwelling unit limit inside the TPZ. Open Space on the lot is projected to be around 71.9%, which well meets the 10% minimum. Other prohibited land uses in the TPZ include outdoor stadiums or other high-intensity uses, as well as hazards to flight. No proposed activities on the site meet those categories. Other Development Conditions include an airport disclosure notice and an airspace review required for objects greater than 100 feet tall. Staff recommended that the developer be made aware of typical lighting standards, including the use of hooded lighting in order to reduce glare and distraction in the TPZ.

Noise contours – This proposed project was not subject to any noise contour requirements as it falls outside the Chandler airport contours.

Commissioner Duarte asked about the lighting.

Chris Lang with the City of Fresno said that it was it was a standard condition of approval for any residential projects that included lighting vent light trespass onto neighboring properties.

A motion was made by Commissioner Remy and seconded by Commissioner Kroll to approve a Finding of Consistency for application P18-2321 for the conditional use permit for Cen Cal Builders Affordable Housing Project Proposal. A vote was called for and the motion carried.

**F. Surf Thru Carwash Proposal (Staff: Braden Duran)**

Braden Duran reported on this item. The City of Fresno is proposing the development of a parcel of land located at 6075 East Shields Ave in the City of Fresno.

The City has requested a consistency determination for the development of a Surf Thru car wash located on ±1.13 acres of land that sits near the southwest corner of Shields and Fowler. The proposal calls for a 4,758 sq. ft. car wash building adjacent to 23 covered parking stalls for a vacuum area. Other parking stalls in the proposal include 9 spaces for employees. This project is located within the McLane area of the Community Plan, and is under the CBP (Employment-Business Park) planned land use and BP/UGM/CZ zoning district.

The proposed maximum height of the car wash building is 34ft. The site is anticipated to observe operating hours of 7:00 am to 9:00 pm seven days a week except for major holidays. Project applicant notes that the car wash will serve upwards of 90 cars per day. Also mentioned is that delivery trucks will be accessing the building afterhours through existing roadways, but notes that noise and traffic will not exceed current standards for Shields Ave. The site specifications document provided for review state lighting shall be hooded and adhere to illumination standards that do not cause nuisance, which is satisfactory to staff.

Developer also notes that overall noise levels from the operation of the car wash will not exceed existing conditions.

The site is located within Zone 6, the Traffic Pattern Zone (TPZ), of the Fresno Yosemite International Airport. Specific site location in the TPZ is shown in the safety zone map included in your packet. The ALUCP restrictions on density and open land for the TPZ are not expected to be an issue for this project. Open Space on the lot is projected to be slightly above 90%, which well exceeds the 10% minimum. Other prohibited land uses in the TPZ include outdoor stadiums or other high intensity uses, as well as hazards to flight. Other Development Conditions Include an airport disclosure notice and airspace review required for objects >100 feet tall, staff notes none of these should be a concern for this proposal.

The project falls outside of the FAT noise contours and is therefore not subject to any restrictions.

Jose Velasquez with the City of Fresno was present to answer any questions regarding the item.

A motion was made by Commissioner Darnell and seconded by Commissioner Beck to approve a Finding of Consistency for conditional use permit application P18-03425 for the proposed Surf Thru Car Wash by the City of Fresno. A vote was called for and the motion carried.

**G. City of Fresno Conditional Use Permit Application No. P19-00662 Derrel's Mini Storage Expansion**

Brenda Veenendaal reported on this item. Conditional Use Permit Application No. P19-00662 proposes to construct 105,525 square-feet of single-story enclosed storage buildings on ±4.67 acres of vacant land. The proposed development will serve as an expansion to the existing Derrel's Mini Storage which operates on the ±6.02 acre parcel located at 1800 West Belmont Avenue. The proposed development will pipe an open canal that traverses the developed and vacant parcels. An existing caretaker's residence will be replaced, off-site improvements will be required and an existing drainage basin will be abandoned.

The complete facility is planned to contain a total of +/- 207,597 sf, of which 102,072 sf is existing enclosed single story storage buildings and an expansion area of 105,525 sf of new single story enclosed storage buildings. The existing facility also has a +/- 450 sf office and +/- 660 sf residence manufactured home for the caretakers. This existing residence building is planned to be replaced with a newer version.

No products will be produced by the facility in that the use will continue as self-storage utilized by unit renters from the general public. No special events are planned at the facility. As is standard at Derrel's Mini Storage facilities, there will be two on-site resident managers residing in the residential/office building near the Belmont Avenue entrance. These will be the only two employees on site and will operate the office and the controlled entrance to the facility during business hours as stated above.

The goods and materials stored in the units are controlled by lease restrictions and monitored by the on-site managers. The vehicles that frequent the facility are typical of light hauling vehicles utilized for the transportation of personal property by lessees of storage units. Service vehicles are limited to the facility owner's vehicles used for repair and maintenance. A City of Fresno solid waste commercial contracted service visits the site as scheduled. The facility is already connected to City of Fresno water and sewer lines in West Belmont Avenue.

The existing and proposed expansion facilities will not have any known adverse effect(s) upon the environment including unusual odor, lighting, noise, traffic, soot, gas emissions, dust or vibration to any degree which might be obnoxious or offensive to persons residing or conducting business in this area.

The expansion project was not located within the noise contours of an airport, but it was located within Traffic Pattern Zone 6 of Fresno-Chandler Executive Airport. There were no concerns with the height or residential intensity of the project, nor were there any known hazards to flight or other prohibited uses. There was a 10% Open Land requirement in Zone 6, but open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. This project is located on a 6.02 acre parcel.

Bill Robertson with Sol Development Associates was present to report on this item.

A motion was made by Commissioner Rapada and seconded by Commissioner Darnell to approve a Finding of Consistency for Conditional Use Permit No. P19-00662, Derrel's Mini Storage Expansion. A vote was called for and the motion carried.

**H. City of Fresno Text Amendment P19-01036, Finding of Consistency (Staff: Brenda Veenendaal)**

Summary: Within 180 calendar days of the ALUC's adoption or amendment of their ALUCP, each local agency affected by this ALUCP must:

1. Amend its land use plans and regulations to be consistent with this ALUCP, if needed; or
2. Overrule this ALUCP by a two-thirds vote of its governing body after adopting findings that justify the overrule and providing notice, as required by law.

To establish consistency of land use plans and regulations with this ALUCP, local agencies must eliminate conflicts that may include the following:

- Land use plan or zoning designations that permit incompatible uses within noise contours or safety zones
  - Permissible residential densities and nonresidential intensities that exceed this ALUCP's density and intensity limits in any safety zone
  - Permissible heights that would either constitute a hazard as determined by the FAA or penetrate the 14 CFR Part 77 surfaces
- Land use designations in local agency land use plans that reflect existing land uses do not render the local agency plans inconsistent with this ALUCP.

However, local agencies must limit the expansion and reconstruction of existing land uses that are not consistent with this ALUCP in accordance with the existing incompatible land use policies and standards of this ALUCP. Local agency land use plans and regulations must include provisions for long-term compliance with this ALUCP. Local agencies must define the process they will follow when revising or amending land use plans and regulations, or when reviewing and approving land use projects within the

AIA to ensure that they will be consistent with this ALUCP. Land use plans and regulations, including zoning, subdivision and building regulations, must include standards for reviewing land use projects for consistency with this ALUCP.

Local agencies must submit an ALUC application for consistency determination per Section 2.6.1 of the ALUCP for proposed land use plans and regulations. Once a land use plan has been found consistent with the ALUCP, future land use projects within the plan area must be reviewed for consistency if, at the time of original review, the plan consisted of only generalized land use designations without project details (e.g., site layout, density/intensity, building heights). The city of Fresno submitted the attached Fresno Municipal Code amendment as a step to showing overall ALUCP consistency and thus meeting the above requirement.

Sophia Paloulatos with the City of Fresno gave a PowerPoint presentation on this item.

Commissioner Duarte commented that following the adoption of the ALUCP local agencies must conform both zoning, planning and all the rest of that goes with it within a 180-day's. Commissioner Duarte said that in the past, there were a few conflicts with regard to inconsistent zonings that have been adopted by the City of Fresno. Commissioner Duarte asked if the City of Fresno was going to go back and modify the zoning so that it will also be consistent with the densities in the approach area to Chandler Airport in particularly across Kearny Boulevard, in that area which was the area of original conflict.

Sophia Pagoulatos said that any land that was not already constructed upon and is not already vested, is subject to the new plan.

Dan Zack with the City of Fresno also explained the City of Fresno's proposal on this item.

Staff and legal counsel commented that no language in, or examples within the ALUCP included local agency land use development code edits to show consistency. All of the samples include amending the land use plans of each entity. Staff added that while the method to show consistency was creative, she did not know if it was allowed. Commissioner Kroll asked for that a report from legal counsel regarding the allowance of this type of consistency and a report on whether State Legislation and its power over the Airport Land Use Compatibility Plan could be put on the next agenda. Mr. Kroll also asked if the City of Fresno was in a rush to go forward with the project. Mr. Zack said that they were under pressure to be expedient with the processing with development applications and if they bring each of them within these zones to this ALUC that would be one extra step in depending on how the schedule line up it can slow down certain projects.

A motion was made by Commissioner Rapada and seconded by Commissioner Darnell to table this item for the next meeting in June. A vote was called for and the motion carried.

**3. Public Presentation**

None

**4. Other Business**

**a. Items from Staff**

Commissioner Remy complimented the staff on the format and organization of bringing the materials for review to the meeting.

**b. Items from Members**

None

**5. ADJOURN**

A motion was made by Commissioner Duarte and seconded by Commissioner Remy to adjourn the meeting at 3:31 p.m. A vote was called for and the motion carried.