

CLOVIS PLANNING COMMISSION MINUTES
May 28, 2020

A modified meeting of the Clovis Planning Commission was called to order at 6:00 p.m. by Chair Hatcher in the Clovis Council Chamber.

Flag salute led by Chair Hatcher

Present: Commissioners Antuna, Bedsted (via Webex), Cunningham, Hinkle, Chair Hatcher

Absent: None

Staff: Dave Merchen, City Planner
Orlando Ramirez, Deputy City Planner
George Gonzalez, Associate Planner
Sean Smith, Supervising Civil Engineer
Thad Avery, Supervising Civil Engineer

MINUTES

1. The Commission approved the April 23, 2020, minutes by a vote of 5-0.

COMMISSION SECRETARY

None.

PLANNING COMMISSION MEMBERS COMMENTS

Commissioner Hinkle requested that when late updates from a project manager are received, the portion(s) changed is noted. Deputy City Planner Orlando Ramirez assured that such is something staff can work on for the next time.

Commissioner Hinkle informed that the advertising sign for the Peach and Spruce project is blocking sight lines, causing traffic safety issues, and requested that it be moved to the west, as the barrier around the project exacerbates the issue. Deputy City Planner Ramirez responded that staff will bring the issue to the code enforcement team, as maintaining traffic sight lines is an issue of concern.

Commissioner Hinkle requested a meeting with staff to explain some of the reports recently added to staff reports, as this significantly increases the number of pages for the Commission members to peruse without knowing what to look for. Deputy City Planner Ramirez responded by suggesting a workshop to go over such issues.

COMMUNICATIONS AND REFERRALS

Item of correspondence related to Agenda Item X-2.

BUSINESS FROM THE FLOOR

None.

CONSENT CALENDAR

None.

PUBLIC HEARINGS

2. Consider items associated with approximately 38.50 acres of land located at the northwest corner of Shepherd and N. Clovis Avenues. 6050 Enterprises, LP., owner/applicant; Harbour & Associates, representative.
 - a. Consider Approval, **Res. 20-22**, A request to approve an environmental finding of a Mitigated Negative Declaration for Prezone R2016-10 & Vesting Tentative Tract Map TM6050.
 - b. Consider Approval, **Res. 20-23, R2016-10**, A request to prezone from the County AE-20 (Exclusively Agricultural) Zone District to the Clovis R-1-PRD (Planned Residential Development) Zone District.
 - c. Consider Approval, **Res. 20-24, TM6050**, A request to approve a vesting tentative tract map for a 255-lot single-family planned residential development.

Associate Planner George Gonzalez presented the staff report.

Commissioner Hinkle inquired as to what type of commercial development is anticipated for the area west of De Witt Avenue. Associate Planner Gonzalez responded that the area in question is designated as mixed-use and will primarily be commercial retail, though there may potentially be some residential use.

Commissioner Hinkle informed that the lack of sidewalks in the proposed project causes him concern, inquiring as to whether there will be enough room in the streets to be safe after taking into account parked cars on both sides of the street and bicyclists. Associate Planner Gonzalez responded that it is assumed that vehicles would have to slow down on these streets.

Commissioner Hinkle inquired as to whether there will be electric vehicle charging stations within the denser product in the areas designated for vehicular parking. This is something to be considered in light of how many cars in that development are likely to be electric vehicles twenty years down the road. Associate Planner Gonzalez responded that he had not heard anything from the applicant regarding this.

Commissioner Hinkle expressed concern regarding the denser portion of the project only having a single entry/exit point on De Witt Avenue, stating that the number of vehicles from the project area and from the commercial area when it develops will generate a lot of traffic on De Witt Avenue. He proposed moving the fire exit (on Clovis Avenue) north, putting an entry/exit on the north end of the property, and redesign the median on Clovis Avenue to have a left turn lane into the project. Associate Planner Gonzalez informed that the previous iteration of this tract map

had been similar in design to Commissioner Hinkle's suggestion, but that it had been changed due to Fire Department concerns for fire truck turning radius.

Commissioner Hinkle expressed that he believes it is possible to have the necessary turning radius in the previous location, has a hard time accepting the current circulation pattern, and believes this is something to be considered now as he considers that it will be a problem twenty years from now when Heritage Grove is developed out.

At this point, the Chair opened the floor to the applicant.

Dirk Poeschel of 923 Van Ness Avenue, Fresno, addressed Commissioner Hinkle's concerns, provided some details on the project, and then offered himself and the project engineer for answering any questions.

Commissioner Hinkle reiterated that his concern was the entry into the project and that it will be a lot easier to address issues now rather than twenty-to-thirty years from now. Therefore, he would like to see some consideration put into relocating that exit to an entry/exit on the north end and adding the EV chargers as in 2050 there will only be electric cars. Mr. Poeschel assured that they will seriously consider how to accommodate electric vehicles.

Commissioner Antuna expressed concerns regarding garage space in the denser product and the ability of people to exit their vehicles within the garages, particularly in the case of the plans with one-car garages. She inquired as to the thought process behind that and the target demographic for this product. Mr. Poeschel responded that there is a wide array of customers looking for this type of product who are willing to make that tradeoff, providing details.

Commissioner Cunningham sought and received confirmation that there are sidewalks in the denser product as he did not recall seeing such in the report. Mr. Poeschel assured that the sidewalks were part of the proposal, though not for the larger lot product, providing details and assuring that the road design is consistent with City standards.

Commissioner Cunningham expressed concurrence with Commissioner Hinkle's concerns regarding road widths and safety, and that though he is satisfied with the sidewalks in the denser product, he is still concerned about the larger lot product. If there are no sidewalks provided, then people will walk on the street, and having multiple forms of traffic sharing the same pavement is a major safety concern for him, as a friend of his was killed recently by a motorcyclist while bicycling on Auberry Road.

Commissioner Bedsted attempted to make an inquiry; however, technical difficulties rendered large parts of his question unintelligible. Mr. Poeschel presumed that the question was regarding whether or not the HOA will have traffic enforcement authority, to which he can respond in the affirmative.

Commissioner Bedsted attempted to clarify his question, though again was rendered largely unintelligible due to technical difficulties. Mr. Poeschel presumed that the question was regarding whether or not the subdivision design takes into account people having an extraordinary number

of cars, particularly with the proximity to planned commercial development. He responded that the project is in compliance with the on-site parking requirements of the municipal code in addition to providing on-street parking.

Deputy City Planner Ramirez expressed his hope that the commissioner's question was properly answered, informing him that his communication had been breaking up. Commissioner Bedsted attempted to respond only to break up again. Deputy City Planner Ramirez responded by requesting Commissioner Bedsted type in his questions and concerns.

Planning Technician II Maria Spera relayed Commissioner Bedsted's inquiry as to whether there is a fixed number of vehicles allowed with each residence. Mr. Poeschel responded that there is no fixed number as these units will be sold and not rented, and therefore they assume a prudent buyer will consider whether these residences will fit their lifestyle before buying and not bring more vehicles than can be accommodated. He then reiterated that they are complying with parking requirements and that the thirty-six foot street width standard allows for parking on both sides of the street, then provided the number of free parking stalls in the project.

Commissioner Antuna, following up on her and Commissioner Bedsted's original questions, inquired as to whether the HOA will require homeowners to park their cars in the garages, keeping in mind that people often use garages for storage and instead park on the street. Mr. Poeschel responded that such cases are an ongoing problem in every subdivision, providing details.

Commissioner Antuna followed up by stating that in other developments, the setbacks allow for vehicles to be parked in driveways, but this option is not available in the denser product, which may lead to more vehicles parked on the street. She also expressed concurrence with Commissioner Hinkle's concerns regarding street width. Mr. Poeschel responded that the vehicles will not be protruding into the streets, and that there will be a standard configuration of parking and travel lanes on both sides.

Commissioner Hinkle sought and received confirmation that the denser product residences will not be rentals when first sold, then inquired as to whether there were any restrictions in place to prevent them from becoming rentals in the future. Mr. Poeschel responded in the negative, conceding that this is something that having both gating and an HOA can help with.

Commissioner Hinkle encouraged the placement of a condition prohibiting renting in the deeds in order to preserve the development. He informed that such as is in place when the City builds affordable housing, and he suggested the applicant speak to staff regarding how to go about implement such a measure.

Commissioner Hinkle remarked that, as someone involved in real estate, he sees two main categories in association with developments like this one: those that are retiring and want to downsize, and those that are first-time buyers without families. Both groups do not want to be burdened with yard maintenance. He next stated that he believes, based on what he sees lately, that in the future more and more units like these will contain multiple families. In addition, returning to the discussion regarding electric vehicle charging stations, he believes that the

project out-lots are perfect places for them. They can also be placed every two to three parking stalls. EV stations will attract people with electric vehicles and possibly increase the value of the project. Mr. Poeschel conceded that those were good points in that regard.

At this point, the Chair opened the floor to those in favor.

There being none, the Chair opened the floor to those in opposition.

There being none, the Chair closed the public portion.

Commissioner Antuna, referring to the traffic study, inquired as to what will be done regarding exceeding level of service standards for the Minnewawa and Behymer Avenues intersection. Supervising Civil Engineer Sean Smith provided information.

Commissioner Antuna followed up by seeking confirmation that the suggestions are that only, with the City and developer having the option to forego them if they choose. Supervising Civil Engineer Smith explained how such a situation works with a project like this.

Commissioner Hinkle expressed that his concern with the traffic is regarding cars coming off De Witt Avenue, loading the intersection of De Witt and Shepherd Avenues. Supervising Civil Engineer Smith directed the Commission to a specific part of the traffic study to address that concern and explained the presented information.

Commissioner Hinkle reiterated his belief that it would be easier to drive east to leave the project from Clovis Avenue rather than make a U-turn, explaining that changes to the access points provides a better flow of traffic and that one vehicle per minute as indicated in the traffic study, is in his opinion, considered a lot of cars, causing a future traffic problem. Commissioner Hinkle stated that circulation to and from the site should be addressed now, and not wait to see what happens 30 years down the road when it's impossible to fix. His reasoning behind this and his belief that this is a problem that needs to be addressed now instead of in thirty years.

At this point, a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve a finding of a Mitigated Negative Declaration for R2016-10 & TM6050. The motion was approved by a vote of 5-0.

At this point, a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve R2016-10. The motion was approved by a vote of 5-0.

At this point, a motion was made by Commissioner Hinkle and seconded by Chair Hatcher to approve TM6050 with an added condition requiring that the entrance and exit on the east side of the Elev8ions portion of the map be addressed to make for a safer entry and exit. The motion was approved by a vote of 4-1, with Commissioner Cunningham voting no.

3. Consider Approval - **Res. 20-25**, General Plan Consistency Finding for the Proposed 2020-2021 Community Investment Program.

Supervising Civil Engineer Thad Avery presented the staff report.

At this point, the Chair opened the floor to those in favor.

There being none, the Chair opened the floor to those in opposition.

There being none, the Chair closed the public portion.

At this point, a motion was made by Chair Hatcher and seconded by Commissioner Hinkle to adopt the CIP Budget resolution. The motion was approved by a vote of 5-0.

OLD BUSINESS

None.

NEW BUSINESS

None.

ADJOURNMENT AT 7:08 P.M. UNTIL the Planning Commission meeting on June 25, 2020.



Amy Hatcher, Chair