

RESOLUTION NO.: 01-036  
A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF EL PASO DE ROBLES  
TO APPROVE PLANNED DEVELOPMENT 00-009  
(NUNNO CORPORATION)

APN: 25-471-20

WHEREAS, section 21.23.B.030 of the Municipal Code of the City of El Paso de Robles requires approval of a development plan for construction of buildings when located in the planned development overlay district, which is the case for this parcel, and

WHEREAS, Nunno Corporation has filed a development plan application to develop approximate 75,000 square feet of aircraft hangar space in addition to the existing hangars and metal fabrication facility already existing on this project site, and

WHEREAS, the project site is approximately 13.5 acres in size and located at 3461 Dry Creek Road (north side of Dry Creek Road, west of Cloud Way and south of Taxiway "C" of the Municipal Airport), and

WHEREAS, an environmental initial study was prepared for this development plan request, covering the physical site and design issues associated with the new construction, and

WHEREAS, the City's Airport Advisory Committee provided review and comment on this project relating to parking ratios and internal aircraft taxi-lane widths at a general discussion in November, 2000, and more specifically on February 22, 2001, and

WHEREAS, this project site is located within the Business Park (BP) general plan land use category whose stated purpose is to provide areas for clean and attractive businesses and industries in which all activities are conducted indoors (with some limited outdoor storage if completely screened) – (Page LU-39 of the General Plan Land Use Element), and

WHEREAS, General Plan Policy IND-2 states that, "Quality of design and architectural treatment, including sensitive site layout and use of materials will be required," and General Plan Policy IND-4 states, "Ensure that land uses around the Airport further aviation needs and protect the airport expansion from conflicting land uses," and

WHEREAS, on March 19, 2001, the Development Review Committee (DRC) reviewed and discussed the project request and made recommendations for design conditions related to landscaping and screening along the Dry Creek Road frontage to off-set the visual impacts of the project, and

WHEREAS, on April 10, 2001 the noticed public hearing on this project was opened and continued to the regular Planning Commission meeting of April 24, 2001 as mutually agreed between the City and the applicant, and

WHEREAS, on April 24, 2001 a public hearing was conducted by the Planning Commission to consider the initial study prepared for this application, and to accept public testimony regarding this proposed environmental determination on the development plan, and

WHEREAS, a resolution was adopted by the Planning Commission approving a mitigated Negative Declaration status for this project, and a mitigated Negative Declaration was prepared for the proposed Planned Development application in accordance with the California Environmental Quality Act, and

WHEREAS, based upon the facts and analysis presented in the staff reports, public testimony received and subject to the conditions of approval listed below, the Planning Commission makes the following findings:

1. That the proposed Planned Development is consistent with the goals and policies established by the general plan;
2. That the proposed Planned Development is consistent with the zoning code;
3. That the proposed Planned Development will be consistent with all other adopted codes, policies, standards and plans of the city;
4. That the proposed Planned Development will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the person residing or working in the neighborhood, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the city;
5. That the proposed Planned Development accommodates the aesthetic quality of the city as a whole;
6. That the proposed Planned Development is compatible with, and is not detrimental to, surrounding land uses and improvements, provides appropriate visual appearance, and contributes to the mitigation of environmental and social impacts;
7. That the proposed Planned Development contributes to the orderly development of the city as a whole;
8. The proposed development would be consistent with General Plan Land Use Element Policy IND-4 to encourage compatible aviation needs at the airport;
9. The proposed development will require incorporation of aesthetic materials such as landscaping and screen wall to achieve compliance with General Plan Land Use Element Policy IND-2 which requires use of quality materials to achieve quality architectural design and site development treatment.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve Planned Development 00-009 based upon the facts and analysis presented in the staff report, public testimony received, and subject to the following conditions:

**STANDARD CONDITIONS:**

1. The applicant shall comply with all those conditions which are indicated on "Exhibit A" to this resolution.

**SITE SPECIFIC CONDITIONS:**

NOTE: In the event of conflict or duplication between standard and site specific conditions, the site specific condition shall supersede the standard condition.

**COMMUNITY DEVELOPMENT:**

2. The project shall be constructed so as to substantially conform with the following listed exhibits and conditions established by this resolution:

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
B	Preliminary Site Plan and Phasing Plan
C	Preliminary Grading and Drainage Plan
D	Preliminary Landscaping Plan
E	Typical Building Elevations – Hangars
F	Hangars to be Relocated / Taxi-lane Width Exception
G	Building Restriction Lines/ Phasing
H*	Color and Material Board
I*	Color Photos of existing similar hangars
J	General Performance Standards

\* On file in the Community Development Department.

3. The approval of Planned Development 00-009 authorizes the continued operation of the metal fabrication and outdoor storage use, along with existing and new aircraft storage hangars. None of the aircraft hangars are intended or permitted for commercial activities (storage only).
4. The phased construction shall be generally as shown on Exhibit "B" (Site Plan and Phasing) and "G" (Building Restriction Lines and Phasing) with the following modifications, clarifications and/or requirements:

Phase One:

- a. Installation of Dry Creek Road landscaping and decorative screen wall;
- b. Installation of landscaping along the eastern property line (to edge of hangars);
- c. Relocation of hangars that encroach into building restriction or easement areas;
- d. Retrofit of existing shop restrooms to provide 24 hour access

Phase Two:

- a. Public restrooms (currently labeled as a phase III improvement)

5. Prior to issuance of building permits, a modified landscaping plan shall be submitted to the Development Review Committee (DRC) incorporating the following changes:
  - a. Assurance of a total of twenty (20) feet of landscaping along the Dry Creek Road frontage that will be located outside of future street improvement areas. This 20 feet of landscaped area shall be planted with a combination of trees, shrubs and ground cover with the intent of providing heavy vegetative screening in concert with a decorative wall.
  - b. A decorative “combination” wall (potentially a combination of materials that may include: split face block, slumpstone, stucco coated block, and tubular steel or wrought iron) shall be installed at the northern edge of the landscape buffer on Dry Creek Road. This wall shall be a minimum of 6 feet in height, unless combined with a vegetated, earthen berm. The wall shall return (wrap) at the western and eastern edges of the site (to a minimum distance of 20 feet) to minimize views to the back of the site.
  - c. Extension of the landscaping along the eastern property line to the southern edge of the hangars. The landscaping shall be combined with screen fencing for the portions in front of the existing storage yard.
  - d. Landscaping on the west side of the entrance driveway to complement the landscaping on the east side of the drive.
  - e. Landscape areas around the visitor parking spaces in phase one (minimum of trees and shrubs).
  - f. Reevaluation of an appropriate plant palette to assure longevity and long term health of the plant screen.
6. This project approval shall expire within the term established in the standard conditions (Exhibit A), unless at least one of the phases of development designated in this approval are implemented within that same time frame. Implementation of one of the project phases will constitute exercising the permit and will alleviate the term of the approval.
7. Consistent with the terms of the applicant’s lease agreement with the City, development of hangars and/or any buildings in Phases II and III (within the future building restriction line) will be relocated at no cost to the City should the City proceed with construction of the additional parallel runway shown in the Airport Plan dated February 22, 1978. The applicant shall obtain all standard building permits. The need to relocate hangars shall become null and void if there may ever be an amendment to the Airport Master Plan eliminating the conflict with the future building restriction line.
8. Prior to the issuance of building permits for the construction of each phase, the developer shall submit detailed plans for review and approval by the Development Review Committee (DRC) as described in the standard conditions (Exhibit A).
9. A 24-foot wide clear paved driveway access and City standard turning radii shall be installed and maintained as shown on the site development plan for automobile and emergency service

access. This access may be a combination of asphalt and concrete as shown, but shall be maintained in functional manner at all times.

10. No taxi-lane shall be developed to a width less than 60 feet. All taxi-lanes shall be a minimum of 20 feet wider than the widest hangar door taking access onto that taxi-lane. The intent of this performance standard is to allow for parallel parking of vehicles along the taxi-lane, without impeding movement of aircraft. The only exception to this standard is for the oversized, 90-foot wide hangar (being the northern most hangar along the eastern property line), where the door can be wider than in exchange for “red curbing” and marking “no parking” on both sides of the taxi-lane in front of the respective wider hangar (as shown on Exhibit “F”).
11. Prior to building permit issuance, the applicant must demonstrate through the combination of site plan and building plans that the hangar doors meet the performance standard established in condition number 10.
12. Parking shall be developed in accordance with the preliminary site plan (Exhibit “B”) and installed on a phased basis as shown.
13. All signs shall be subject to review and approval by the DRC, consistent with City zoning code.
14. All hangars referenced on Exhibit “F” (that are located across existing internal parcel lines or within established setback and/or non-build zones) shall be relocated to an approved location with paved access as part of phase one development. The proposed new locations shall be shown on final drawings and shall be subject to final review by the Development Review Committee.
15. An alternative for relocation of the two hangars that are built adjacent to, or over, the internal property line, is for the applicant to procure a lot merger or lot line adjustment between the two existing parcels to eliminate their encroachment of and/or building code deficiencies.
16. With phase one development the applicant shall retrofit the existing metal fabrication facility to make the existing restrooms available to aircraft hangar tenants on a 24-hour basis. With phase two development the applicant shall construct permanent on-site restrooms.
17. The airplane storage area shall be separated from the on-site automobile traffic/circulation in a manner to be approved by the Airport Manager.
18. All on-site operations of this facility shall comply with Section 21.21.040 of the Zoning Code (General Performance Standards for all uses) in relation to noise, dust, odor, hazards, vibration, glare, et cetera (copy attached as Exhibit J).
19. Non reflective materials shall be used in the buildings, outdoor equipment and signs where reflection would cause a flying hazard. Roofs shall be constructed of a non reflective material or painted/treated to prevent reflection.

ENGINEERING:

20. Once there is a completed conceptual design for the length of Dry Creek Road, the City will notify the applicant in writing, who will then have 12 months to complete the installation of the Dry Creek Road improvements along the project frontage. Final design of said improvements, along with appropriate tapers and striping, shall be subject to approval by the City Engineer.
21. Prior to issuance building permits for hangars with restroom facilities or the public restroom building (whichever comes first), the applicant shall demonstrate to the satisfaction of the Building and Engineering Division staff that the septic tank and leach field/pit capacity of the private sewer discharge system has adequate capacity to accommodate the required rest room facilities associated with new construction.
22. Prior to issuance of building permits, the developer shall enter into an agreement to not protest the future formation of an assessment district for the installation of sewer in Dry Creek Road to serve this and adjoining properties. The agreement shall be in a form approved by the City Attorney. The applicant shall pay his pro-rata share based on benefit to the project.
23. Prior to issuance of building permits, the developer shall enter into an agreement to not protest the formation of an assessment district to construct future improvements on Dry Creek Road and Airport Road (off-site). The agreement shall be in a form approved by the City Attorney. The applicant shall pay his pro-rata share based on benefit to the project.
24. Prior to issuance of building permits, the developer shall assure that the necessary documents are recorded to establish the additional 20 feet of water line (public utility) easement as shown on the preliminary site plan.

EMERGENCY SERVICES DEPARTMENT

25. All new buildings shall be fire sprinklered as required by local and State code requirements.
26. On-site fire hydrants shall be located on a phase by phase basis in a manner to be approved by the Fire Marshal. Prior to issuance of grading permits the applicant shall submit a revised grading, drainage and utility plan for review by the Fire Marshal.
27. It is the developer's responsibility to insure that all construction of private property improvements occur on private property. It is the developer's responsibility to identify the property lines and insure compliance by the developer's agents.

PASSED AND ADOPTED THIS 24th day of April, 2001, by the following Roll Call Vote:

AYES: CALLOWAY, JOHNSON, MCCARTHY, NICKLAS, STEINBECK, TASCONA,  
WARNKE

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

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CHAIRMAN RON JOHNSON

ATTEST:

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ROBERT A. LATA, PLANNING COMMISSION SECRETARY

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