Exhibit A

Site Specific Conditions of Approval – PD 22-04 and OTR 22-06

Planning Division Conditions:

1. The applicant/developer shall comply with the checked standard Conditions of Approval, "Exhibit B" of Resolution 23-_____.

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

2. The project shall be constructed in substantial conformance with the Conditions of Approval established by Resolution 23-_____ and it shall be constructed in substantial conformance with the following Exhibits:

EXHIBIT	DESCRIPTION
A	Site-Specific Conditions of Approval
B	Standard Conditions of Approval
C	Title Sheet
D	Detailed Site Plan
E	Building Elevations
F.1-F.2	Renderings
G	Rendered Site Plan
H.1-H.10	Landscape Plans
I	Tentative Parcel Map
J	Topographic Map
K	Preliminary Demolition Plan
L	Preliminary Grading Plan
M	Preliminary Site Sections
N	Preliminary Utility Plan
O	Preliminary Offsite Improvement Plan

3. PD22-04 shall allow for the development of an approximately 196,000 square-foot warehouse building to be used as refrigerated wine storage, distribution, and fulfillment center. There will not be any public tasting rooms, event centers, retail operations, nor any other use that would be open to the public.

4. OTR22-06 shall allow for the removal of three (3) Valley oak trees (Tree #'s 1, 2, and 3), totaling one hundred and two (102) inches in diameter.

5. OTR 22-06 shall require the onsite planting of twenty-five and half (25.5) inches in diameter of replacement trees, or approximately nine (9) 3-inch caliper replacement oaks.

6. Approval of this project is valid for a period of two (2) years from date of approval. Unless construction permits have been issued and site work has begun, the approval of Planned Development 22-04 shall expire on February 21, 2025. The Planning Commission may extend this expiration date if a Time Extension application has been filed with the City along with the fees before the expiration date.

7. Any condition imposed by the City Council in approving this Development Plan and Oak Tree Removal Permit may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first conduct a public hearing in the same manner as required for the granting of the original permit. No such modification shall be made unless the Commission finds

that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use under the Development Plan.

8. Before issuance of a building permit, the applicant shall submit a Water Efficient Landscape Worksheet.

9. Before final inspection, the applicant shall submit a Certificate of Completion for the landscaping and irrigation installed.

10. Ongoing, the project shall be subject to the City Noise Ordinance.

11. Construction of a noise wall or berm per Mitigation Measure N-1 shall be located outside of the 20-foot road easement along the north property line.

Engineering Division Conditions:

12. All offsite improvements shall be designed and constructed in conformance with the latest copy of the City Standard Details and Specifications.

13. Applicant shall widen Airport road consistent with the plans dated December 30, 2022, to the City Engineer's satisfaction. The frontage improvements shall be constructed to accommodate two travel lanes, a center turn lane accessing both driveways, and a southbound shoulder for a future southbound Class II bike lane.
Timing: Prior to Encroachment Permit Final.

14. Applicant shall use a Traffic Index of 10.5 with a minimum 6-inch of asphalt on Airport Road.

15. Applicant shall provide a minimum twelve-foot offer of dedication for road purposes along Airport Road to the City Engineer's satisfaction.
Timing: Final Map or Prior to Encroachment Permit issuance.

16. Applicant shall install water and sewer extensions in Airport Road to the City Engineer's and City Utility Department's satisfaction.
Timing: Prior to Encroachment Permit Final.

17. Applicant shall modify the grading plan to remove the screening berm from the existing 20-foot road reservation.
Timing: Prior to grading plan issuance.

18. Applicant shall provide reciprocal access and maintenance easement to Parcel 2 consistent with the final map and to the satisfaction of the City Engineer.
Timing: Prior to Final Map recordation.

19. Applicant shall provide a blanket stormwater easement for the benefit of Parcel 1 consistent with the Tentative Map and to the satisfaction of the City Engineer.
Timing: Prior to Final Map recordation.

20. Applicant shall install improvements at the Airport Road intersection restricting southbound left turns onto State Route 46 East. The southbound left turn restrictions shall be operational prior to

Certificate of Occupancy. Applicant is responsible for design, permitting, and construction of the improvements. An encroachment permit shall be obtained from Caltrans prior to construction.

The Applicant may submit a request to the City Council to approve a reimbursement agreement for installation of the left turn restriction improvements, which the City Council may approve or deny in their sole discretion. The reimbursement agreement will apply to other development projects benefiting from the improvements. The reimbursement agreement cost allocation shall be based on total building square footage as determined by the City Engineer. The City Engineer has evaluated the proposed and pending projects in the area and building square footage is a reasonable means of determining traffic payments as the square footage corelates reasonably to those project's trip generation derived from the ITE trip estimates for similar sizes and uses. Applicant is responsible for all costs associated design and construction of the identified and constructed improvement.

Timing: Left Turn Restrictions – Prior to Issuance of Certificate of Occupancy ~~**Execution of a Fair Share Reimbursement Agreement - Prior to Issuance of any permit.**~~
~~**Timing: Reimbursement Payment – Prior to Building Final.**~~

19. Applicant shall prepare and implement a Transportation Demand Management Plan that includes time of day restrictions and truck routes. Eastbound trucks must be required to use Airport Road to Golden Hill Road consistent with the Caltrans recommendations. Outbound distribution trucks must be prohibited from leaving the site between the following times:
    a. Monday through Thursday: 3 PM to 6 PM
    b. Friday: 2 PM to 6 PM
    c. Sunday: 10 AM to 2 PM

    Timing: Prior to Building Final for TDMP approval and Ongoing after Occupancy. This condition may be removed by the City Engineer after construction of the permanent Huer Huero Creek Bridge and Union Road over pass. An engineering traffic study demonstrating that the site exiting restrictions can be lifted by the City Engineer, shall be submitted to support the request.

21. Applicant shall pay a heavy truck road maintenance per truck trip fee for the future Airport, New Airport, Wisteria, to Golden Hill corridor if adopted by the City Council. Applicant is responsible for paying their fair share cost of the heavy truck road maintenance fee study report. The heavy truck road maintenance fee study report cost allocation shall be based on heavy truck generation by the project.

Mitigation Measures – Conditions of Approval:

AES-1. Prior to issuance of a construction permit, the Applicant shall provide a revised lighting plan that demonstrates that the selected light fixtures, locations, and optical distribution patterns comply with the California Green Building Code standards. Specifically, the plan shall evaluate the light fixture selection against the lighting zone that is appropriate. Backlight, uplight, and glare (BUG) ratings provided by the manufacturer of the proposed fixtures shall be provided for each fixture type proposed. The lighting plans shall be prepared by a qualified engineer who is an active member of the Illuminating Engineering Society of North America (IESNA) using guidance and best practices endorsed by the International Dark Sky Association. All fixtures shall meet or exceed the standards of the California Green Building Code Maximum Allowable BUG Rating (Table 5.106.8 in the 2019 version). The plan shall also include the following to meet this requirement:

    a. In order to prevent "hot spots" onto the structures, wall mounted fixtures shall be positioned for lighting at the ground level and around the building for safety using appropriate IES uniformity ratings and shall not shed light back onto the building. To achieve this, the plan shall consider use of house side shields to minimize glare that may be observed from the vertical surface of the building walls. Walls that include wall mounted light fixtures shall use nonreflective materials, including nonreflective glass.

b. The project shall include lighting controls and dimming capabilities for both building-related lighting and pedestrian/parking-related lighting, based on the IES, California Green Building Code, and California Energy Code minimums. Occupancy sensors shall be utilized so that lighting is dimmed or turned off when an area is unoccupied.

c. Lighting in parking areas and along drive aisles shall be the minimum level necessary to provide appropriate visibility of pedestrians and vehicles.

d. Lighting fixtures located in parking areas or drive aisles shall not be located adjacent to or above trees that will obscure lighting beyond safe levels as the trees mature.

e. Any exterior lighting, including lighting for signs, shall be "warm-white" or filtered (correlated color temperature of < 3,000 Kelvin; scotopic/photopic ratio of < 1.2) to minimize blue emissions.

f. All exterior lighting fixtures shall be International Dark Sky Association approved (Fixture Seal of Approval program) and shall be installed so that they are shielded and directed downwards.

AQ-1. The following mitigation measures shall be implemented to reduce construction generated fugitive dust. These measures shall be shown on grading and building plans.

a. Reduce the amount of disturbed area where possible.

b. Use water trucks, SLOAPCD-approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60- minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where possible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

c. All dirt stockpile areas should be sprayed daily or covered with tarps or other dust barriers as needed.

d. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

e. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between the top of load and top of trailer) in accordance with CVC Section 23114.

f. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the trackout prevention device may need to be modified.

g. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities.

h. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.

i. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.

j. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where possible. Roads shall be pre-wetted prior to sweeping when possible.

l. The burning of vegetative material shall be prohibited. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent the transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-2. The following measures shall be implemented to reduce construction emissions from on and off-road construction equipment (NOx, ROG, and DPM) and area sources. These measures shall be shown on grading and building plans:

a. Maintain all construction equipment in proper tune according to manufacturer's specifications.

b. Heavy-duty (50 horsepower or greater) diesel-fueled construction equipment shall meet, at a minimum, ARB's Tier 3 certified engines, or cleaner, off-road heavy-duty diesel engines; be fitted with diesel exhaust particulate filters in accordance with manufacturer recommendations; and, comply with the State Off-Road Regulation. Heavy-duty equipment with Tier 4 engines shall be used to the extent locally available. Where Tier 3, or cleaner, equipment is not available, incorporate diesel emission control strategies/retrofits, such that emission reductions achieved equal or exceed that of a Tier 3 engine. Installing California Verified Diesel Emission Control Strategies. Verified diesel emissions control strategies can be found at: arb.ca.gov/diesel/verdev/vt/cvt.htm.

c. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

d. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for onroad heavy-duty diesel engines, and comply with the State On-Road Regulation.

e. All on and off-road diesel equipment shall not idle when not in use. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit.

f. Construction equipment staging areas shall be located at the furthest distance possible from nearby sensitive land uses.

g. To the extent locally available, electrified or alternatively powered construction equipment shall be used.

h. Construction of the proposed project shall use low-VOC content paints (e.g., 50 grams VOC per liter, or less).

i. To the extent locally available, use prefinished building materials or materials that do not require the application of architectural coatings.

j. Meet or exceed Cal Green Tier 2 standards for reducing cement use in concrete mix as allowed by local ordinance and conditions.

AQ-3. The following mitigation measures shall be implemented to reduce the operational emissions generated by the project:

a. For the proposed Stravinski refrigerated warehouse, the use of diesel-fueled transport refrigeration units (TRUs) or auxiliary power units shall not be used. All truck TRUs to be used by the building tenant(s) shall be plug-in capable.

b. Electrical main service panel shall for both warehouses shall be designed to accommodate the potential future installation of electric charging stations for haul trucks.

c. Heavy-duty trucks to be owned by the project applicants shall be model year 2014, or later. To the extent available, zero-emission vehicles should be used.

d. Warehouse service equipment (e.g., yard hostlers, yard equipment, forklifts, pallet jacks) shall be zero-emission.

e. In accordance with ARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Heavy-duty diesel-fueled truck idle time shall be limited to 5-minutes/truck when not in use. Signage shall be posted at loading dock areas to advise drivers of this requirement.

f. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable, and safe.

g. Implement programs to reduce employee vehicle miles traveled (e.g. incentives, SLO Regional Rideshare trip reduction program, vanpools, remote working, alternative schedules.)

h. Provide employee lockers and showers to promote bicycle and pedestrian use. One shower and 5 lockers for every 25 new employees is recommended.

i. Exceed Cal Green standards by 25% for providing on-site bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only.

j. Reduce fugitive dust from roads and parking areas with the use of paving or other materials.

k. Exceed Cal Green Tier 2 standards for building energy efficiency.

l. Exceed Cal Green Tier 2 standards for utilizing recycled content materials.

m. Exceed Cal Green Tier 2 standards for the use of greywater, rainwater, or recycled water where applicable/available.

n. Exceed Cal Green Tier 2 standards for using shading, trees, plants, cool roofs, etc. to reduce "heat island" effect.

o. Exceed Cal Green building standards at the time of development for water conservation (e.g. use of low flow water fixtures, water efficient irrigation systems, and draught tolerant landscaping.)

p. All built-in appliances shall be Energy Star certified or equivalent.

q. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels.

r. To the extent available, use paints and cleaning products that are low-VOC content (e.g., 50 grams/liter VOC content, or less).

s. Utilize on-site renewable energy system (e.g. solar, wind, geothermal, biomass and/or bio-gas) to offset at least 10% of the project's electricity use.

Exhibit A

AQ-5. The following mitigation measures shall be implemented to reduce the disturbance of asbestos and lead. Strategies include but are not limited to the following:

a. Demolition of on-site structures shall comply with the National Emission Standards for Hazardous Air Emissions requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of on-site structures, the SLOAPCD shall be notified, per NESHAP requirements. Additional information may be obtained at website URL: http://slocleanair.org/ business/asbestos.php.

b. If during the demolition of existing structures, paint is separated from the construction materials (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if the paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition.

c. Prior to any grading activities, a geologic evaluation shall be conducted to determine if naturally occurring asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:
1) Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and,
2) Development and approval of an Asbestos Health and Safety Program (required for some projects).

BIO-1. To reduce any potentially significant impact on nesting birds from vegetation and tree removals, the following mitigation measure is recommended:

Vegetation removal and initial site disturbance shall be conducted between September 1st and January 31st outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1st to August 31st), then preconstruction nesting bird surveys shall be conducted by a qualified biologist to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required.

If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. As such, avoiding disturbance or take of an active nest would reduce potential impacts on nesting birds to a less-than-significant level.

BIO-2. To reduce any potentially significant impact on bat roosts, the following mitigation measure is recommended as needed per the demolition plans:

Prior to demolition of the existing buildings, an evaluation for bat usage shall be conducted by a qualified biologist. If no evidence of bat use is detected, then no further mitigation shall be required. If an active bat roost is found that would be impacted by construction, then the roost site shall be avoided and protected until the roost is no longer occupied. Natal roosts shall be avoided until the adults and young disperse from the site. Exclusionary measures may be implemented for non-natal roosts to avoid direct mortality of individuals. As such, avoiding disturbance to an active natal roost, and avoiding direct mortality from demolition would reduce potential impacts on roosting bats to a less-than-significant level.

BIO-3. To reduce any potentially significant impact on the regional SJKF movement corridor, and avoid take of any SJKF from project construction, the following mitigation measures are recommended and can be completed for the entire site at once if part of the parcel map (PR 22-0022), or done by the respective Phase as described in the project's Mitigated Negative Declaration (See Resolution 23-XXX) if no parcel map:

Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles Community Development Department that states that one or a combination of the following three San Joaquin kit fox compensatory mitigation measures has been implemented. The City in consultation with the CDFW will review the project site against the SJKF habitat evaluation form scoring and make a final determination of the appropriate ratio for project impact compensation for the loss of movement habitat within the corridor. The calculations below are for reference and assume a maximum 3:1 ratio will be required by CDFW.

a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of 52.5 acres (17.5 acres of development multiplied by 3 as a result of an applied 3:1 mitigation ratio) of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Wildlife and the City. This mitigation alternative (a.) requires that all aspects if this program must be in place before City permit issuance or initiation of any ground disturbing activities.

b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (b) above can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the CDFW and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy," would total: $131,250 (17.5 x 3 x $2,500). This fee is calculated based on the 2020 cost-per-unit of $2,500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; actual cost may increase (or decrease) depending on the timing of payment and final mitigation ratio required. This fee must be paid after the CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.

c. Purchase credits in a CDFW-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (c) above can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact

information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the CEQA. The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, would total: $131,250 (17.5 x 3 x $2,500). This fee is calculated based on the 2020 cost-per-credit of $2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Actual cost may increase (or decrease) depending on the timing of payment and final mitigation ratio required. Purchase of credits must be completed prior to City permit issuance and initiation of any ground disturbing activities.

BIO-4. To avoid direct take of SJKF during construction in accordance with the San Luis Obispo County Guide to SJKF Mitigation Procedures Under CEQA, the project owner(s) shall adopt the Standard Kit Fox CEQA Mitigation Measures and shall be included on development plans. The following measures shall be implemented during development:

- Within 30 days of initiation of site disturbance and/or construction, a qualified biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter (or email) to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any potential kit fox activity within the project limits. This may include implementing the 3-day tracking survey per the USFWS Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior To Or During Ground Disturbance (USFWS 2011) if deemed necessary by the qualified biologist.
- A maximum 25 mph speed limit shall be required at the project site during construction activities.
- All construction activities shall cease at dusk and not start before dawn.
- A qualified biologist shall be on-site immediately prior to initiation of project activities to inspect for any large burrows (e.g., known and potential dens) and to ensure no wildlife are injured during project activities. If dens are encountered, they should be avoided as discussed below.
- Exclusion zone boundaries shall be established around all known and potential kit fox dens.
- All excavations deeper than 2 feet shall be completely covered at the end of each working day.
- All pipes, culverts, or similar structures shall be inspected for SJKF and other wildlife before burying, capping, or moving.
- All exposed openings of pipes, culverts, or similar structures shall be capped or temporarily sealed prior to the end of each working day.
- All food-related trash shall be removed from the site at the end of each work day.
- Project-related equipment shall be prohibited outside of designated work areas and access routes.
- No firearms shall be allowed in the project area.
- Disturbance to burrows shall be avoided to the greatest extent feasible.
- No rodenticides or herbicides should be applied in the project area.
- Permanent fences shall allow for SJKF passage through or underneath (i.e., an approximate 4-inch passage gap shall remain at ground level).
- Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox's life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this

meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.

- During the site-disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFW by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFW for care, analysis, or disposition.

BIO-5. To fully mitigate proposed impacts to three native valley oaks, the project owner(s) shall implement the Mitigation Recommendations provided in the May 12, 2022, Tree Evaluation Letter prepared by Althouse and Mead.

BIO-6. Oak trees removed by the project shall be replaced in accordance with the City's Oak Tree Preservation Ordinance.

BIO-7. Tree Protection Zone Restrictions for Trees No. 4, 5 and 6:

- No ground disturbance, grading, trenching, construction activities or structural development shall occur within the tree protection zone (TPZ; e.g., the dripline of protected trees) except as specifically authorized by the project's development permit and Project Arborist.
- Setbacks for TPZ fencing may be adjusted under guidance of the Project Arborist.
- All temporary vehicle and equipment access areas within TPZ boundaries will require a minimum 6-inch layer of wood chip mulch to mitigate soil compaction over the critical root zone (CRZ). Additionally, the Project Arborist may require the addition of plywood or rubber mats over the mulch in frequently traveled sensitive areas.
- No equipment, soil, or construction materials shall be placed, staged, or stored within the TPZ. No oil, gasoline, chemicals, paints, solvents, or other damaging materials shall be deposited within the TPZ or in drainage channels, swales or areas that may lead to the TPZ.
- Unless otherwise directed by the Project Arborist, all work done within the TPZ, including digging, trenching and planting, shall be done with hand tools or small hand-held power tools that are of a depth and design that will not cause root damage.
- Where trenching or digging within the TPZ is specifically permitted, the work shall be conducted in a manner that minimizes root damage, as directed by the Arborist. All roots larger than 1-inch in diameter shall be clean cut with sharp pruning tools and not left ragged.
- Any exposed roots shall be re-covered with soil the same day they were exposed if possible. If they cannot, they must be covered with burlap or another suitable material and wet down 2 times per day until reburied.
- Grade changes outside of the TPZ shall not significantly alter drainage to protected trees. Grading within the TPZ shall use methods that minimize root damage and ensure that roots are not cut off from air. Where erosion may be a factor, return and protect the original grade or otherwise stabilize the soil.
- Protected trees shall not be used for posting signs, electrical wires or pulleys; for supporting structures; and shall be kept free of nails, screws, rope, wires, stakes and any other unauthorized fastening devices or attachments.

Exhibit A

BIO-8. Tree Protection Fencing.

Fencing shall be temporary, readily visible, orange snow drift/construction fencing, and a minimum of 4-feet high. Fencing shall be secured to 6-foot t-posts, driven into the ground by 12 inches, and placed at intervals of 8 feet minimum. Fencing can be fastened to the t-posts with bailing wire or zip ties. Fencing shall be installed outside the CRZ unless modifications are approved by the Project Arborists. Fencing shall effectively: 1) keep the foliage, crown, branch structure and trunk clear from damage by equipment, materials or disturbances; 2) preserve roots and soil in an intact and non- compacted state; and 3) identify the TPZ. Fencing shall be maintained for the duration of construction. Fencing shall be removed as the last item of contract work.

BIO-9. Signs.

One English language and one Spanish language, readily visible, durable, waterproof sign shall be installed on tree protection fences in 4 equidistant locations around each individual protected tree or tree clusters. Signs placed on fencing around a stand of protected trees shall be placed at approximately 50- foot intervals. The size of each sign must be a minimum of 16 inches wide and must contain the wording below. The lettering in the word "WARNING" ("ADVERTENCIA") must be in capital letters at least 2 inches in height; the phrase "TREE PROTECTION ZONE" ("ZONA DE PROTECCIÓN DE ÁRBOLES") must be in capital letters at least 1 inch in height; all other lettering must be at least ½ inch in size.

BIO-10.

- Preconstruction. If construction is planned to occur between February 1 and September 15, a qualified biologist shall survey both Project trees and vegetation within 100 feet of Project area for nesting birds (300 feet for raptors) within one week of construction activities. If nesting birds are present the biologist will coordinate with Project manager to minimize impacts to nesting birds.
- During Construction. An Arborist shall determine when to be onsite to monitor all grubbing, trenching, digging, and grading during construction activities within the TPZ. If required, the Arborist shall inform the City of Paso Robles Community Development Department when tree protective fencing may be removed.
- Unanticipated Tree Damage Reporting. In the event that unanticipated or unauthorized impacts are inflicted on protected trees, the Project Arborist shall be immediately notified. The Project Arborist shall inspect damaged trees and prepare unanticipated damage reports with remediation recommendations to the Project Manager. Any damage or wounds to a tree shall be corrected within 24 hours of notification by a certified Arborist using International Society of Arboriculture (ISA) guidelines.
- Post-Construction Arborist Monitoring and Reporting. Post-construction monitoring and reporting will be performed by the Arborist as required by the City of Paso Robles.

CUL-1. A trained and qualified archaeological monitor should perform cultural resources monitoring of any ground disturbing activities associated with the Project that has the potential to impact cultural resources (i.e. grading, trenching). Monitoring is not effective during activities where the soil matrix is not visually exposed (i.e. pile-driving for installation of solar pylons). The monitor will have the ability to redirect construction activities to ensure avoidance of significant impacts to cultural resources.

CUL-2. During the initial vegetation removal and grading up to five feet below current ground surface of the site , we recommend full time cultural resources monitoring. The project archaeologist, in coordination with the City of Paso Robles, may re-evaluate the necessity for monitoring after the initial five feet of excavations have been completed.

CUL-3. In the event that these resources are inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation or fossil recovery, may be warranted and would be discussed in consultation with the appropriate regulatory agency(ies). Any potentially significant artifacts, sites or features observed shall be collected and recorded in conjunction with best management practices and professional standards. Any cultural items recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

A report documenting the results of the monitoring efforts, including any data recovery activities and the significance of any cultural resources will be prepared and submitted to the appropriate City and County personnel.

Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to insure the integrity of the immediate area must be taken. The Orange County Coroner will be immediately notified. The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions will be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

GHG-1. In addition to implementation of Mitigation Measure AQ-3 (noted above), the following additional measures shall be implemented:

a. Proposed land uses shall elect to receive electricity from Central Coast Community Energy (3CE).

b. Building mechanical equipment and appliances shall be electrically powered. The installation of natural-gas service/infrastructure shall be prohibited.

c. The Project shall provide organic waste pick up and shall provide the appropriate on-site enclosures consistent with the provisions of the City of Paso Robles Development Standards for Solid Waste Services.

d. Meet current CALGreen Tier 2 standards for electric vehicle (EV) parking spaces, except that all EV parking spaces required by the code shall be "EV-capable" instead of "EV-ready".

GHG-2. The project shall provide carbon offsets sufficient to reduce project-generated GHG emissions to below applicable thresholds), calculated over the life of the project. Based on the modeling conducted, the Stravinski project shall provide offsets in the total amount of 3,929 MTCO2e. Under CEQA Guidelines Section 15126.4, subdivisions (c)(3) and (c)(4), a project's GHG emissions can be reduced through the application of off-site measures, which may include "Direct Reduction Activities" or the purchase of "Carbon Offset Credits", which are discussed as follows:

Exhibit A

Direct Reduction Activities
Directly undertake or fund activities that will reduce or sequester GHG emissions. GHG reduction credits shall achieve GHG emission reductions that are real, permanent, quantifiable, verifiable, enforceable, in accordance with the criteria set forth in the ARB's most recent Process for the Review and Approval of Compliance Offset Protocols in Support of the Cap-and-Trade Regulation (2013). GHG reduction credits shall be undertaken for the specific purpose of reduction project generated GHG emissions and shall not include reductions that would otherwise be required by law. All Direct Reduction Activities and associated reduction credits shall be confirmed by an independent, qualified third-party.

The "Direct Reduction Activity" shall be registered with a California Air Resources Board (ARB)-approved registry and in compliance with ARB-approved protocols. In accordance with the applicable Registry requirements, the Project applicant (or its designee) shall retain an independent, qualified third-party to confirm the GHG emissions reduction or sequestration achieved by the Direct GHG Reduction Activities against the applicable Registry protocol or methodology. The Project applicant (or its designee) will then apply for issuance of carbon credits in accordance with the applicable Registry rules.

Carbon Offsets
Obtain and retire "Carbon Offsets." Carbon Offsets shall achieve GHG reductions that are real, permanent, quantifiable, verifiable, and enforceable. Carbon offsets shall be purchased from ARB approved registries and shall comply with ARB-approved protocols to ensure that offset credits accurately and reliably represent actual emissions reductions. If the purchase of carbon offsets is selected, offsets shall be purchased according to the City of San Luis Obispo's preference, which is, in order of City preference: (1) within the City of San Luis Obispo; (2) within the SLOAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere in the United States. In the event that a project or program providing offsets to the project applicant loses its accreditation, the project applicant shall comply with the rules and procedures of retiring offsets specific to the registry involved and shall purchase an equivalent number of credits to recoup the loss.

N-1. The project shall provide a noise wall or berm of at least 7ft in height at specified locations to mitigate noise:

- For Stravinski, the berm or wall must start at the eastern setback, and extend a minimum of 210 ft (64m) straight westward along the project's northern property line.