Kirk Consulting

COVELOP/MD3 – CUP/PD22-20/PARCEL MAP PR22-0054
2930 UNION ROAD, PASO ROBLES, CA 93446
LOTS 6 & 13 OF APN 025-362-043
PROJECT DESCRIPTION (JULY 2023)

Parcel Size:	+/- 14 acres
APN:	Lots 6 & 13 of APN 025-362-043
Address:	2930 Union Road, Paso Robles, CA 93446
Zoning:	Commercial/Light Industry & Planned Development (C3/PD)
Existing Uses:	Agricultural Accessory Structures, Horse Pasture
Access:	Ardmore Road & Ardmore Extension

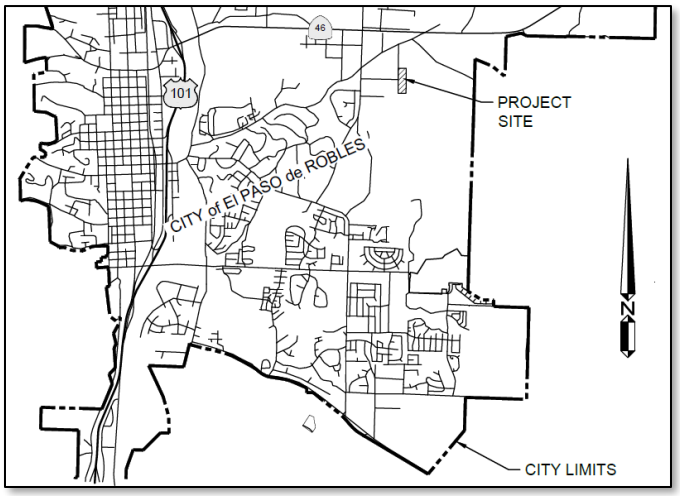
1.0 Summary of Request

A request by Covelop, Inc. ("Covelop") and MD3 Investments ("MD3") for a Vesting Tentative Parcel Map (PR22-0054) and a phased Planned Development/Conditional Use Permit (PD22-20) to allow the construction of six (6) commercial/light industrial buildings totaling 240,327 sq. ft. Anticipated uses included warehousing / storage, wine processing and tasting, light / craft manufacturing, office, and limited retail. ~~A modification from the landscaping standards outlined in Section 21.13.030.F.1.b is requested to reduce landscape screening along the southern property line of Lot 13.~~

2.0 General Description

The project site is a +/- 14-acre property located at 2930 Union Road, lots 6 & 13 of APN 025-362-043, in the City of Paso Robles and is situated approximately 0.25 miles south of Highway 46 E and 2.3 miles east of downtown Paso Robles. The site has existing access from Ardmore Road and will have future access from both Ardmore Road and Ardmore Extension. The parcel is zoned Light Industrial (C3) and has Planned Development (PD), Hillside Development, and Airport Influence overlays.

Figure 1: Vicinity Map

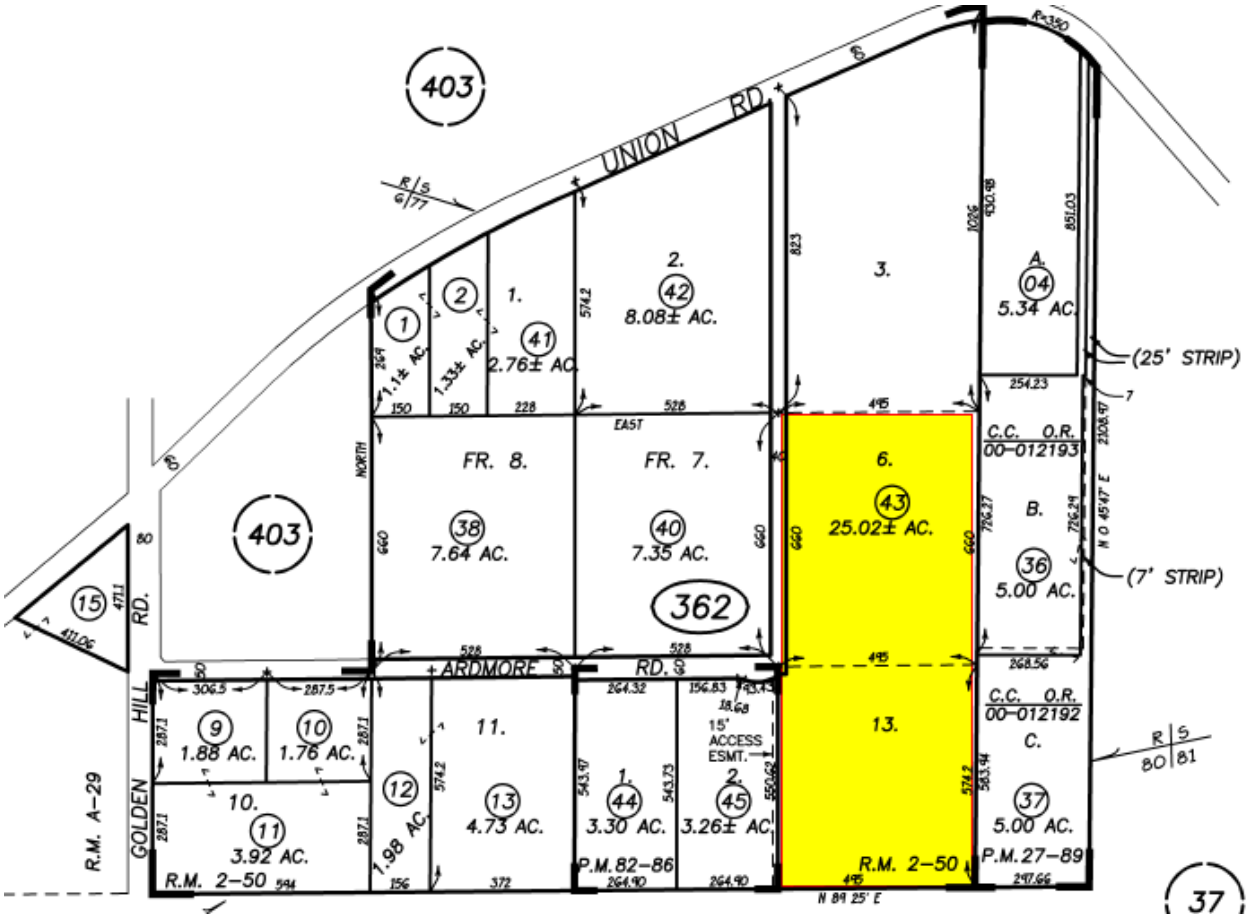


3.0 Background

3.1 Parcel History

The project site consists of two legal lots, Lot 6 and 13 of APN 025-362-043. Both lots were originally recorded in the Golden Hills Orchards Tract Map in 1919 (MB 002-050-001, attached) and are identified in the Figure 2 below:

Figure 2: Assessor's Map - Lots 6 & 13



3.0 Project Setting and Existing Conditions

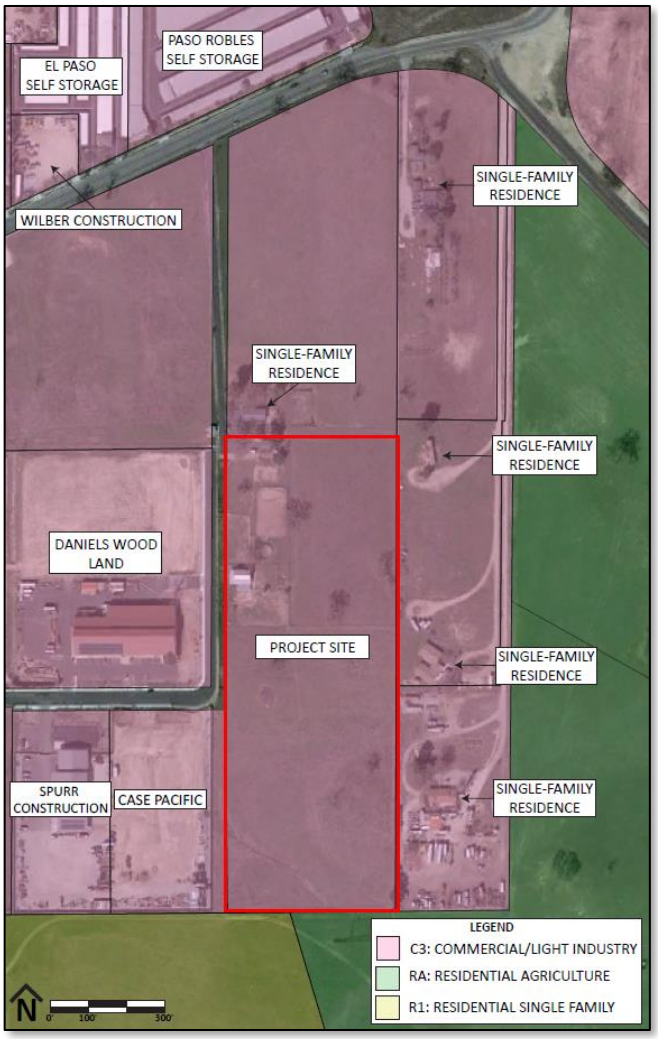
Existing uses on the project site consist of abandoned agricultural structures and +/- 12 acres of horse pasture. The site is mostly flat with gently rolling slopes downwards from north to south to a non-jurisdictional swale running across the southern edge of the site. There are eight (8) existing oak trees onsite, seven (7) of which are in poor or very poor conditions and one (1) that is in good condition. Native soils within the project site are predominately within the Arbuckle-San Ysidro Complex and San Ysidro Loam.

Surrounding uses include Commercial/Light Industry zoned parcels to the north (residence, horse pasture), east (residences, animal raising), and west (Daniels Wood Land, Spurr/Case Pacific

Construction/outdoor storage yard), and Residential Single-Family and Residential Agriculture zoned parcels to the south (vacant, rangeland).

The parcels to the south of the project site are also within the boundary of the North Chandler Ranch Specific Plan. Chandler Ranch was annexed into the City of Paso Robles in 1980 with the intention for it to be developed with new residential development. Chandler Ranch was later divided into two different specific plan areas, North Chandler Ranch and South Chandler Ranch. South Chandler Ranch was identified as being flatter, more accessible, and easier to develop, and North Chandler Ranch was identified as having steeper hillsides and oak woodlands, which are attributes that make development more challenging. South Chandler Ranch was approved for 560 dwelling units, with the first homes expecting to be available in 2023. North Chandler Ranch was approved for 879 dwelling units, however, there are no current plans to start on this development. See Figure 3 for the surrounding uses.

Figure 3: Surrounding Uses Map



4.0 Project Description

4.1 Overview

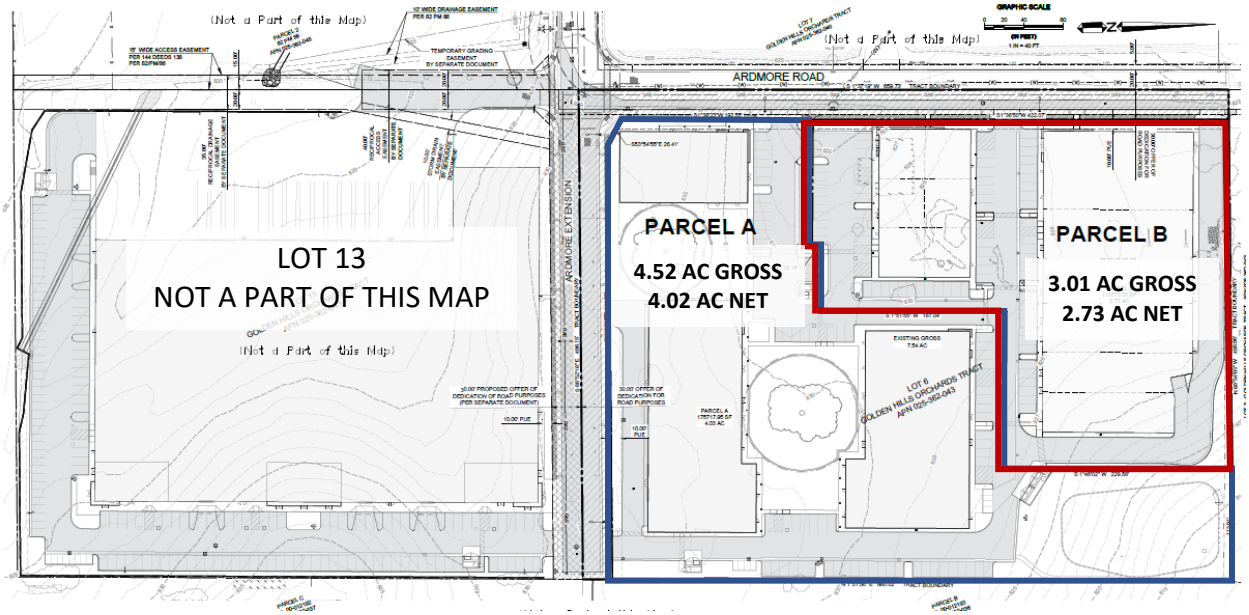
Covelop and MD3 are proposing a mixed-use development with light industrial and commercial components that can respond to a growing market demand for warehousing, storage, manufacturing, wine making and retail space. Structures, with a modern industrial aesthetic, will be situated around the two existing viable oak trees to create a meaningful connection between the built environment and nature while adding site amenities valuable to customers and employees of the businesses. The proposed development will encourage a synergistic ecosystem that will provide an opportunity for a range of businesses and visitor serving uses.

4.2 Vesting Tentative Parcel Map

The proposed project will subdivide an existing 7.53-acre gross lot (Lot 6), into two parcels totaling 4.02 acres net (Parcel A) and 2.73 acres net (Parcel B). The subdivision will consolidate Buildings 2, 3 and 5 on Parcel A and Buildings 4 and 6 on Parcel B.

The subdivision improvements will include the construction of asphalt paved drives, drainage conveyance systems, walkways, pad grading of lots, and utility connections for lots; including water, sanitary sewer, and a storm drain system. The proposed parcel line will be located on the center line of the internal access drives with a reciprocal access easement to be established for both parcels. See the proposed lot configuration in the attached Vesting Tentative Parcel Map No. PR-22-0054 (Wallace Group, October 2022) and in Figure 4 below:

Figure 4: Lot Configuration



4.3 Site Design

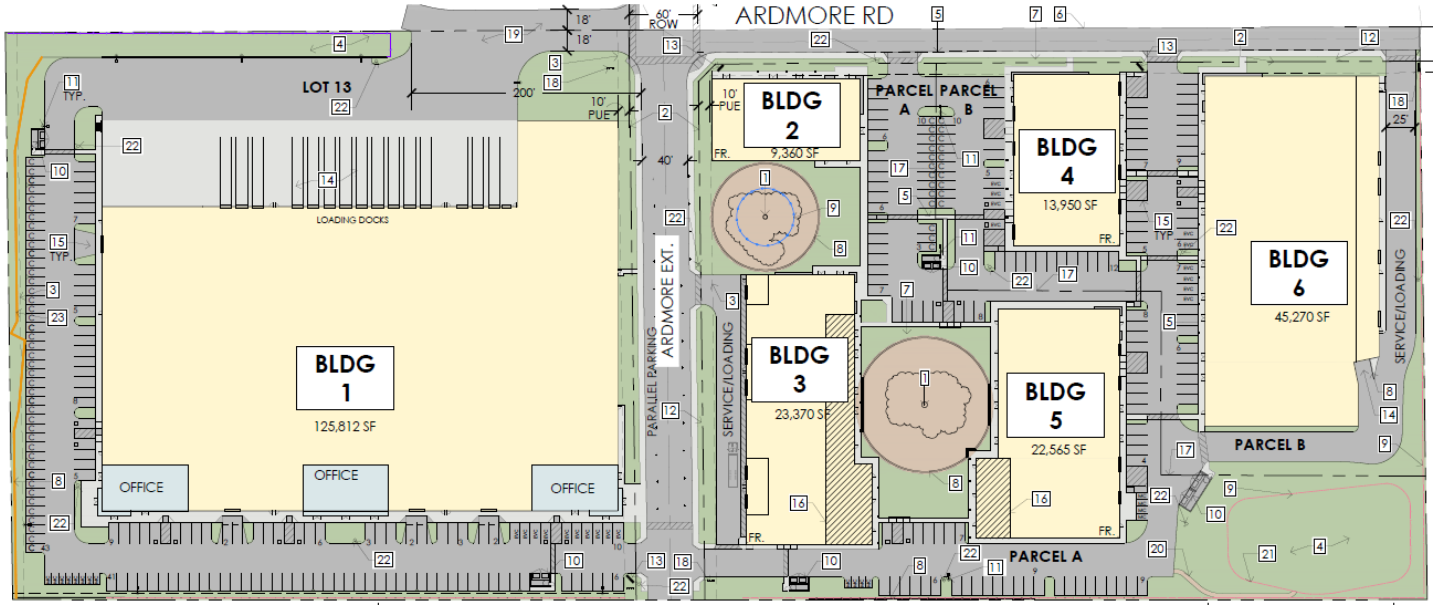
Site development will consist of six (6) buildings totaling 240,327 sq. ft. of floor area, site access, circulation, and drainage improvements, 114,529 sq. ft. of landscape screening/ornamental landscaping, and the construction of 310 vehicle parking spaces and 16 motorcycle parking spaces. The site plan and buildings were designed around the existing two viable oak trees to minimize site and oak tree impacts. Lot 13 will be developed with one large warehouse building consisting of 116,812 sq. ft. of warehouse space and 9,000 sq. ft. of supporting office space. Lot 6 will be subdivided into two parcels totaling 4.02 acres (Parcel A) and 2.73 acres (Parcel B) and will be developed with five (5) smaller buildings totaling 114,515 sq. ft of building area that will consist of a mix of retail, manufacturing, winemaking, and storage uses. A retention basin is proposed at the northeastern corner of the site to capture surface runoff. The project will result in approximately 14 acres of site disturbance and +/-19,803 CY cut and +/-43,515 CY fill (note that earthwork figures are relative to finish grade and are unadjusted for soil consolidation). See

Table 1 below for a summary of the proposed buildings and use areas and Figure 5 for the Overall Site Plan:

Table 1: Project Summary Table

Lot	Building	Building Area (sf)	Use	Use Area (sf)
13	1	125,812	Office	9,000
			Warehouse	116,812
6 *"Parcel A"*	2	9,360	Retail	7,392
	3	23,370	Winemaking	41,016
	5	22,565	Storage	40,271
6 *"Parcel B"*	4	13,950	Manufacturing	25,836
	6	45,270		
Total Lot 6		**114,515**		
Total Combined		**240,327**		

Figure 5: Overall Site Plan



4.4 Phasing

The project is proposed to be implemented in two phases. Phase I will consist of the development of Lot 13, the construction of buildings 2, 3 & 4 and access, circulation, parking, retention basin, and landscaping on Lot 6 (*"Parcel A"*), and the construction of Ardmore Extension. Phase II will consist of buildings 5 & 6 on Lot 6 (*"Parcel B"*) with the adjacent parking and site circulation improvements. See the Phasing Plan in Table 2 below:

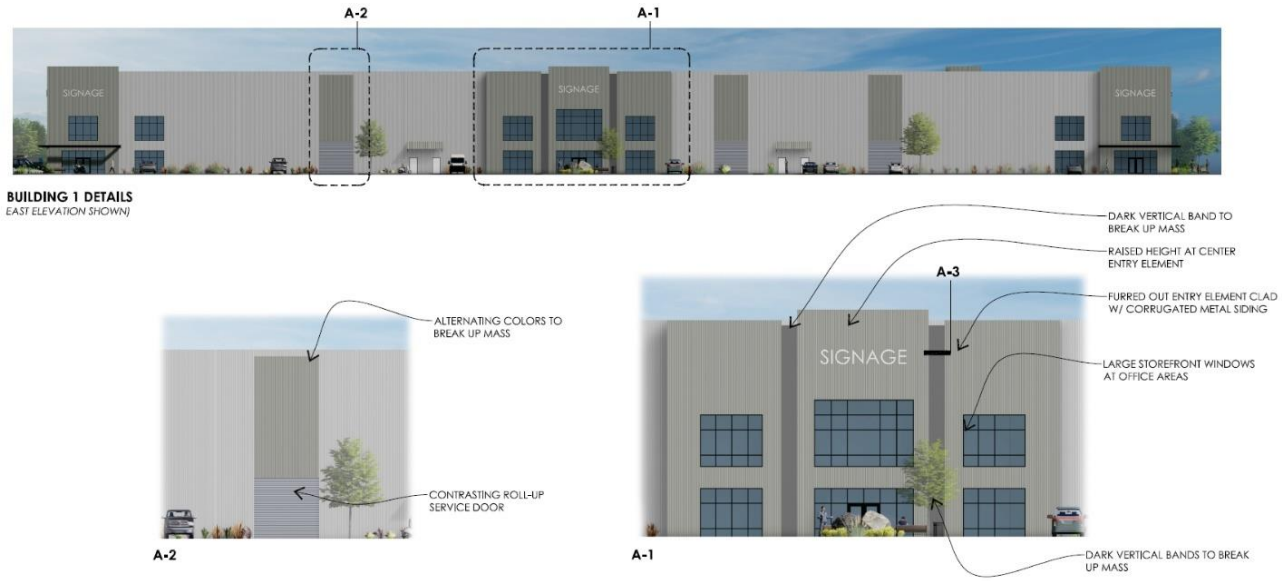
Table 2: Phasing Plan

Phase I	Phase II
Lot 13 - Building 1 - Site access, circulation, parking, fencing & landscaping Lot 6 *"Parcel A"* - Buildings 2, 3 & 4 - Site access, circulation, parking, utilities, fencing, retention basin & landscaping Ardmore Extension	Lot 6 *"Parcel B"* - Buildings 5 & 6 - Parking, fencing & landscaping adjacent to Buildings 5 & 6

4.5 Building 1 – Warehouse

The project includes a proposal to construct a 125,812 sq. ft. pre-engineered metal building (PEMB), which consists of 116,812 sq. ft. of warehousing spaces and 9,000 sq. ft. of supporting office space. The warehouse will have a maximum height of approximately 44 feet and will include architectural elements such as furred out accent panels at office areas, contrasting metal panels, metal framed awnings, clerestory windows along the northern elevation to enhance the Ardmore Extension view corridor, varying roof heights to break up building mass, and large storefront windows at office areas to create visual interest on the façade. Depressed loading docks are proposed on the west side of the building, closest to Ardmore Road, and the offices are proposed on the east side of the building. Two (2) waste storage areas are proposed; one on the southwestern corner of the building and one on the northeastern side of the building. See Sheet A3.0 of the Plan Set for the conceptual floor plan. See perspective renderings on Sheets A4.7 – A4.9 and Design Details on Sheet A2.0 of the Plan Set and in Figure 6 below:

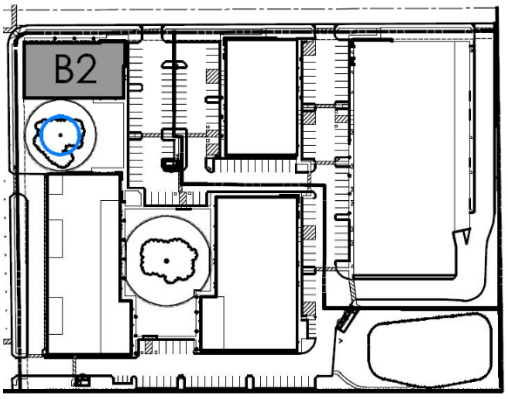
Figure 6: Building 1 Design Details



4.6 Building 2

Building 2 will be a 9,360 sq. ft. PEMB with a maximum height of approximately 32 feet-. The building design will be pedestrian focused, with storefront entries to tenant spaces, framed awnings, and Corten focal elements on the northern and western (Ardmore Road frontage) portions of the building. The southern portion of the building, which fronts Ardmore Extension, would have two potential design options based on commercial demand generated by vehicle traffic. While Ardmore Extension remains incomplete, the southern elevation would consist of corrugated metal panels, accent metal panels, and clerestory windows due to minimal retail/commercial demand on the street frontage. As Ardmore Ext. is extended through to the east, there is the potential for commercial demand to increase for the Building 3 south elevation; therefore, the south elevation has been designed to easily convert to the main commercial frontage. New storefront entries and awnings will be added for additional architectural detailing and all modifications will utilize existing openings to avoid structural modifications to the building.

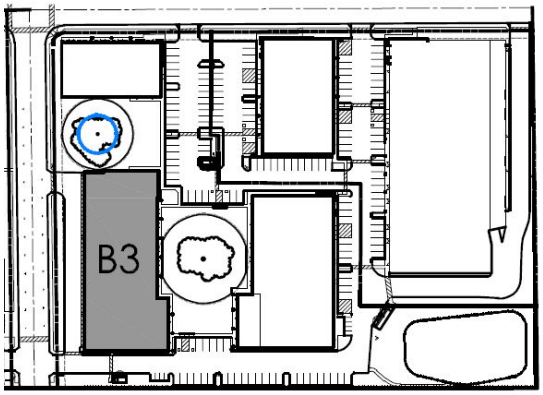
Figure 7: Building 2 Location



4.7 Building 3

Building 3 will be a 23,370 sq. ft. PEMB with a maximum height of approximately 33 feet. The northern portion of the building will be pedestrian focused and will include architectural elements such as awnings, trellises over walkways, large storefront entries and glazing, and the use of different materials to create accents and improve the overall aesthetics of the building. Approximately 6,036 sq. ft. of the northern portion of the building will be amenity facing commercial space, consisting of 2,012 sq. ft. of retail and 4,024 sq. ft. winemaking uses, and will have a direct view of one of the existing oak trees. See Sheet A2.1 of the Plan Set for pedestrian focused design details.

Figure 8: Building 3 Location



While Ardmore Ext. remains unfinished, the southern portion of the building will be service focused and will consist of roll-up service doors, high clerestory windows, and a service road. As Ardmore Ext. is extended through to the east and there is more traffic, the southern elevations are designed to easily evolve into a more amenity facing commercial appearance, which will include storefront entries, framed awnings, and additional signage. See Sheet A3.3 of the Plan Set for exterior elevations and floors plans, and Figure 9 below for the alternative southern elevations:

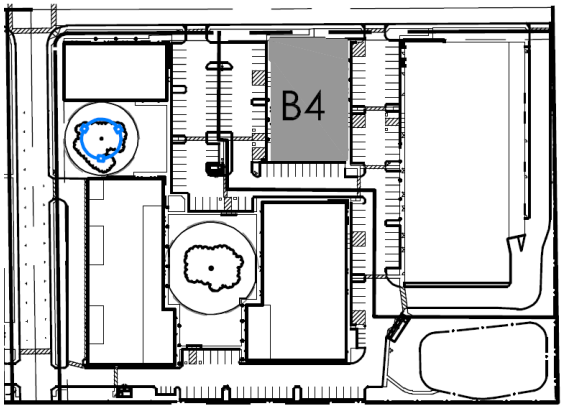
Figure 9: Building 3 – Southern Elevation Alternatives

Service Facing – Interim Elevation

Amenity Facing Commercial – Final Elevation

4.8 Building 4

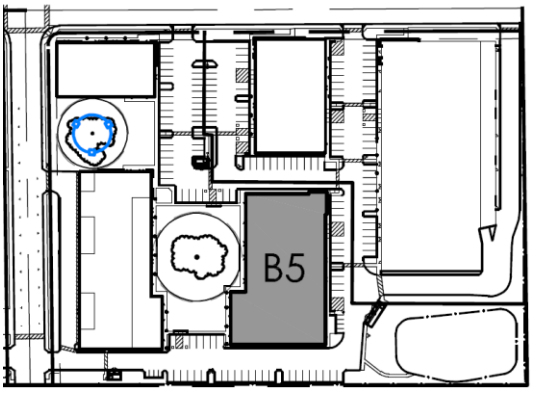
Figure 10: Building 4 Location



Building 4 will be a 13,950 sq. ft. PEMB with a maximum height of approximately 33 feet. The building design will be hybrid focused by incorporating pedestrian and service design features on the facades, such as roll-up service doors. Framed awnings, high clerestory windows and storefront entries. Access to the tenant spaces will be provided on the northern and southern building frontages. The western façade fronts Ardmore Road and will include Corten focal elements to attract patrons to the business while providing architecturally interesting design elements. See Sheet A2.3 of the Plan Set for Building 4 design details and Sheet A3.4 for elevations and the conceptual floor plan.

4.9 Building 5

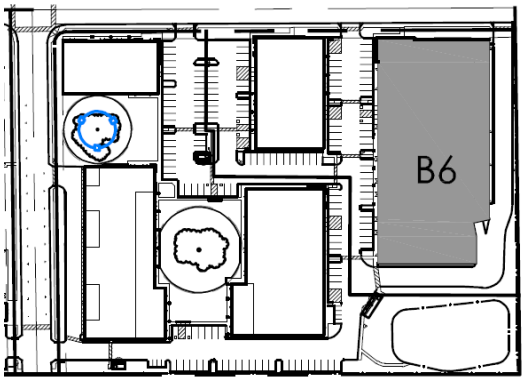
Figure 11: Building 5 Location



Building 5 will be a 22,565 sq. ft. PEMB with a maximum height of approximately 34 feet-. The building design will also be hybrid focused with approximately 2,100 sq. ft. of the southern portion of the building being amenity facing commercial, consisting of 700 sq. ft. of retail and 1,400 sq. ft. of winemaking uses. The amenity facing commercial also strategically faces an existing oak tree which adds aesthetic value and creates a shaded open space area for visitors and/or employees. See Sheet A3.5 for building elevations and the conceptual floor plan.

4.10 Building 6

Figure 12: Building 6 Location



Building 6 will be a 45,270 sq. ft. PEMB with a maximum height of approximately 35 feet. The building design will be hybrid focused, with storefront entries, framed awnings, and Forten focal elements on the southern facade and service focused design elements, such as large roll up doors, on the northern façade. A service road will provide access from Ardmore Road along the northern side of the building to direct service deliveries out of the main parking areas and reduce internal site congestion. A loading dock is proposed at the northeastern corner of the building to provide a dedicated space for trucks to back up, allowing for easier and faster loading and unloading of goods and products. See Sheet A3.6 of the Plan Set for the conceptual floor plan and Sheet A3.7 for building elevations.

4.11 Access & Circulation

The project site has existing access from Ardmore Road, with future access proposed from both Ardmore Road and Ardmore Extension. Primary vehicular access to Building 1 will be provided by a 38-foot-wide paved private driveway along Ardmore Road, shared between Lot 13 and the property to the west (APN 025-362-042), and a 26-foot-wide paved driveway entrance on the east side along Ardmore Extension. Distribution vehicles are expected to primarily use the west most entrance as the loading docks is proposed on the western side of the building. Standard vehicles will have the option to use either entrance but are expected to primarily use the eastern entrance due to the proximity of parking spaces and office uses.

Buildings 2-6 will be provided two (2) 26-foot-wide paved driveway entrances and one (1) 26-foot-wide paved service road entrance along Ardmore Road and one (1) 24-foot-wide paved driveway entrance and one (1) 26-foot-wide paved service road entrance along Ardmore

Extension. The service road entrances will provide access to Buildings 3 and 6 and will primarily serve larger vehicles (e.g. semitrucks, box trucks, distribution vehicles). The onsite circulation pattern will help separate traffic for each building and will promote an efficient flow of vehicles throughout the project site.

4.12 Parking

Lot 13, Building 1
A minimum of 144 parking spaces, 6 ADA parking spaces, and 8 motorcycle parking spaces are required per Section 21.22.040 and Section 21.22.060 of the Zoning Ordinance. A total of 154 parking spaces and 8 motorcycle parking spaces are proposed to serve the warehouse and office uses of Building 1. This total includes 43 compact spaces along the southerly boundary, 8 ADA spaces, and 10 EVC spaces. See Table 3 below for additional details on the parking requirements for Lot 13.

Table 3: Lot 13 Parking Requirements

USE	AREA	PARKING RATIO	SPACES REQUIRED	SPACES PROVIDED
Office Area	9,000 sf	3 sp/1000 sf	27	
Warehouse	116,812 sf	1 sp/1000 sf	117	
PARKING REQUIRED			144 (MIN)	154*
ADA PARKING REQUIRED			6 (MIN)	8
MOTORCYCLE SPACES REQUIRED (1 sp/20)			8	8

* includes 43 compact spaces and 10 EVC spaces

Lot 6, *Parcels A & B*
Development of Lot 6 is proposed across five buildings as flexible space to provide occupancy to a range of tenants as the market demand warrants. The mix of uses described in both the tables below, and paragraphs 4.6-4.10 above, project a potential mix of complimentary uses corresponding with parking demands for site layout development. As the project is developed and tenants are identified, the corresponding parking requirement(s) will be allocated, leaving the not-yet allocated parking spaces for future development potential uses.

Parcel A
Buildings 2, 3, and 5 are proposed for development within the boundary of *Parcel A.* The parking requirements for each building are summarized in Table 4 below, consistent with Section 21.22.040 and 24.22.060 of the Zoning Ordinance. A minimum of 83 parking spaces (3 of which are ADA compliant) and 4 motorcycle parking spaces are required for the proposed development of *Parcel A.* A total of 83 parking spaces and 8 motorcycle spaces are proposed within the boundary of *Parcel A* to serve the commercial, storage, and manufacturing uses of Buildings 2, 3, and 5. This total includes 4 ADA spaces and 13 compact parking spaces located between Building 2/3 and 4/5.

Table 4: Lot 6 - Parcel A Parking Requirements

BLDG # - USE	AREA	PARKING RATIO	SPACES REQUIRED	SPACES PROVIDED
2 - Storage Area	4,680 sf	1 sp/1000 sf	5	
2 - Commercial	4,680 sf	3 sp/1000 sf	14	
3 - Commercial	2,012 sf	3 sp/1000 sf	6	
3 - Storage Area	17,334 sf	1 sp/1000 sf	17	
3 - Winemaking	4,024 sf	1 sp/1000 sf	4	
5 - Commercial	700 sf	3 sp/1000 sf	2	
5 - Manufacturing	13,644 sf	1 sp/500 sf	27	
5 - Winemaking	1,400 sf	1 sp/1000 sf	1	
5 - Storage	6,821 sf	1 sp/1000 sf	7	
		PARKING REQUIRED	83 (MIN)	83*
		ADA PARKING REQUIRED	*3 (MIN)*	*4*
		MOTORCYCLE SPACES REQUIRED (1 sp/20sp)	4	8

* includes 4 ADA parking spaces and 13 compact spaces

Parcel B

Buildings 4 and 6 are proposed for development within the boundary of *Parcel B*. The parking requirements for each building are summarized in the Table 5 below, consistent with Section 21.22.040 and 21.22.060 of the Zoning Ordinance. A minimum of 71 parking spaces (2 of which are ADA compliant) and 4 motorcycle parking spaces are required for the proposed development of *Parcel B.* A total of 73 parking spaces are proposed to serve the storage, winemaking, and manufacturing uses of Buildings 4 and 6. This total includes 4 ADA parking spaces, 10 EVC parking spaces and 10 compact spaces.

Table 5: Lot 6 - Parcel B Parking Requirements

BLDG # - USE	AREA	PARKING RATIO	SPACES REQUIRED	SPACES PROVIDED
4 - Storage Area	3,488 sf	1 sp/1000 sf	4	
4 - Manufacturing	6,975 sf	1 sp/500 sf	14	
4 - Winemaking	3,487 sf	1 sp/1000 sf	3	
6 - Storage Area	7,948 sf	1 sp/1000 sf	8	
6 - Manufacturing	5,217 sf	1 sp/500 sf	10	
6 - Winemaking	32,105 sf	1 sp/1000 sf	32	
		PARKING REQUIRED	71 (MIN)	73*
		ADA PARKING REQUIRED	*2 (MIN)*	*4*
		MOTORCYCLE SPACES REQUIRED (1 sp/20)	4	0

* includes 4 ADA parking spaces, 10 compact spaces, and 10 EVC spaces

A shared 'blanket' reciprocal access and parking easement will be established in perpetuity over Parcel A and B for vehicular traffic. A minimum of 154 parking spaces (5 of which to be ADA compliant) and 8 motorcycle parking spaces are required for the development of both *Parcel A*

and *Parcel B.* A total of 156 parking spaces and 8 motorcycle parking spaces are proposed to serve both parcels. This includes 8 ADA parking spaces, 23 compact parking spaces, and 10 EVC spaces. The parking requirements for both parcels are summarized in Table 6 below:

Table 6: Lot 6 – Combined Parking Requirements

Parcel	Spaces Required	Spaces Provided
Parcel A	83 spaces 3 ADA spaces 4 motorcycle spaces	83 spaces *4 ADA spaces* 8 motorcycle spaces
Parcel B	71 spaces 2 ADA spaces 4 motorcycle spaces	73 spaces *4 ADA spaces* 0 motorcycle space
Total	154 spaces 5 ADA spaces 8 motorcycle spaces	156 spaces* *8 ADA spaces* 8 motorcycle spaces

* includes 8 ADA spaces, 39 compact spaces, and 10 EVC spaces

4.13 Landscaping

Irrigated landscaping is required along the property frontages and interior property lines per Section 21.22.080.E.1. of the Zoning Code. Additional landscape screening is required along the southern property line of Lot 13 to screen the proposed project from the future residential uses within the North Chandler Ranch Specific Plan Area per Section 21.13.030.F.1.b of the Zoning Code. Refer to Table 7 below for the landscaping requirements:

Table 7: Landscaping Requirements

Front PL	Street Side PL	Interior PL	Lot 13 Southern PL
10’	5’	3’	10’

The application proposes a minimum of 10 feet of landscaping along the property frontage (Ardmore Road), 5 feet of landscaping along the side street property lines (Ardmore Extension) and 3 feet of landscaping along the interior property lines (Lot 13 northern/eastern PL & Lot 6 northern/eastern PL).

The landscaping design paid special attention to the northern property line and the NE corner of the site. The retaining walls along the northern property line were reduced to create enough space for a tall layered evergreen hedge consisting of varies species of shrubs and trees. The NE corner of the site, which contains the drainage basin, was utilized as an area where more intensive trees and shrub planting could occur to soften the view of the project site from the NE prior to development of the properties to the north and east of the site. This approach will help create a natural boundary while improving the overall landscaping of the property. The result is a harmonious and cohesive design that blends well with the surrounding environments, adding

to the aesthetic appeal of the property, and functions as a bioretention area to filter, store, and infiltrate stormwater back into the aquifer.

The Zoning Code also requires that a minimum of twenty-five percent of the parking lot shall be shaded within five years of construction (Section 21.22.080.E.2). The application proposes ample shade tree species in the parking lots and shall comply with this standard. See Sheet L1.1 and L1.2 of the Plan Set for more information on the conceptual landscape plan.

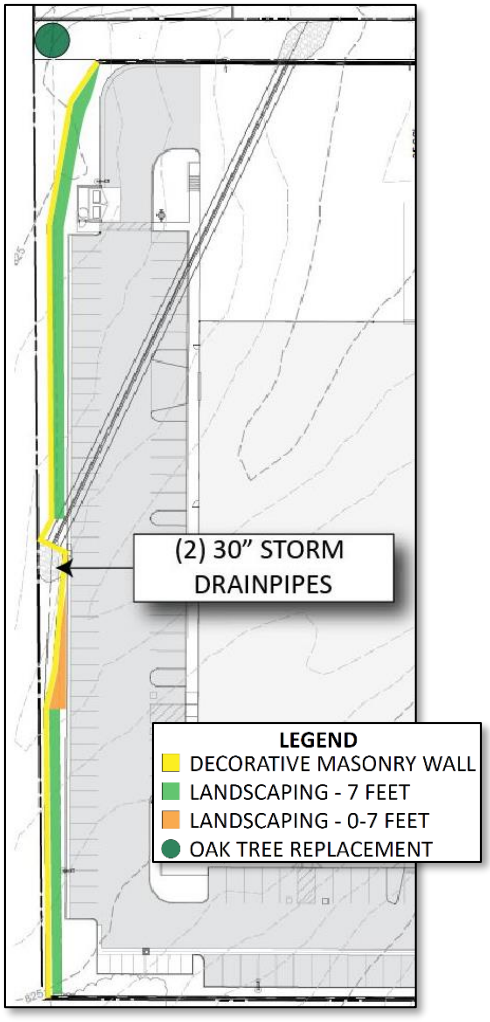
A request to modify the landscape screening standards for the southern property line of Lot 13 (21.13.030.F.1.b) has been included in Section 4.13.1 of the Project Description, below.

~~4.13.1 Landscape Screening Modification~~

~~The Zoning Code requires the installation of thick landscaped screening, at least 10 feet wide, along the southern property line of Lot 13 (Section 21.13.030.F.1.b). The intent of this landscape screening standard is to establish a visual buffer from the commercial/industrial uses and the future residential uses within the North Chandler Ranch Specific Plan area adjacent to the project site. However, there are certain circumstances that make these standards impractical and inefficient.~~

~~A modification is requested to reduce the width of the landscaping to 7 feet for a majority of the southern property line of Lot 13. In a specific section spanning approximately 60-80 feet, a width of 0-7 feet of landscaping is requested. The reduced landscaping is required to accommodate the decorative masonry wall while allowing for onsite circulation and parking. In the 60-80-foot section, 0-7 feet of landscaping width is necessitated by site constraints linked to the two (2) proposed 30" storm drainpipes, which is essential for redirecting the non-jurisdiction drainage flow. While a reduction in landscape screening *ground* area is requested, the proposed landscape screening tree canopy will grow to 15-35 feet in width[1], thereby providing a minimum of 15 sq. ft. of aerial landscape screening. While a small portion of the southern property line will have zero feet of ground landscaping, strategic positioning of trees adjacent to this section will provide aerial screening in this~~

~~Figure 13: Landscaping~~



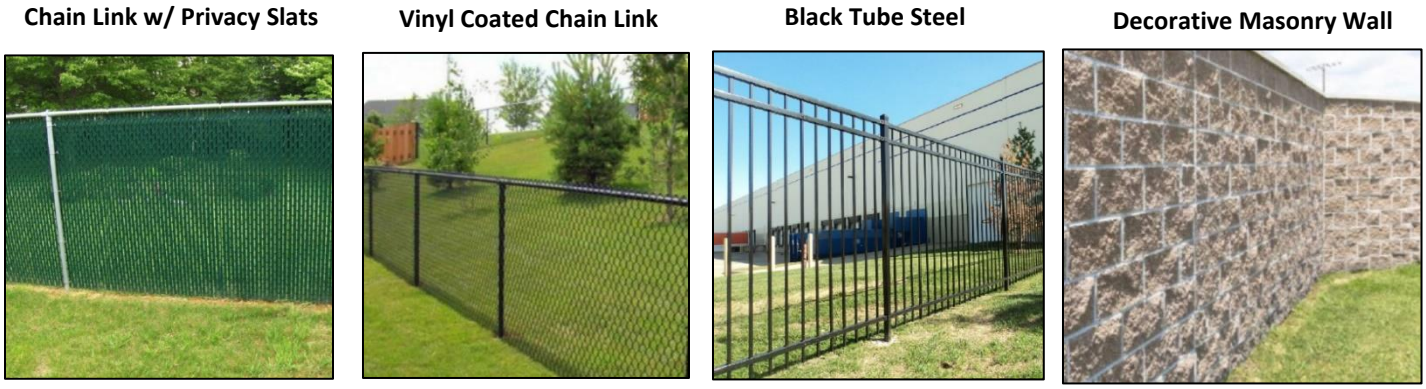
[1] Section 21.13.030.F.1 recommends planting trees or tall shrubs that would grow more than ten feet high such as Eucalyptus Nicholii and Leyland Cypress. When full grown, Eucalyptus Nichollii and Leyland Cypresses typically have a canopy width of 15-30 feet and 15-25 feet, respectively.
https://www.arborday.org/trees/treeguide/treedetail.cfm?itemID=828

~~area. The proposed landscaping, in conjunction with the masonry wall, effectively achieves the intended purpose of the landscape screening standard and will successfully shield the proposed development from future residential uses. See Figure 13 for the location of the proposed landscaping and masonry wall.~~

4.14 Fencing

The application proposes four types of fencing: Chain link with vertical privacy slats, vinyl coated chain link, black tube steel fencing, and a decorative masonry wall. Black tube steel fencing is proposed around the existing oak tree between Buildings 2/3 in order to protect the critical root zone. Vinyl coated chain link fencing is proposed around the retention pond to prevent accidental and unwanted access. Vinyl coated chain link fencing is also proposed along the northern and eastern property lines of Lot 6 with the purpose of allowing shrubs to grow on them to provide vegetative screening to soften offsite views of the proposed development. Chain link fencing with vertical privacy slats is proposed along the western property line of Lot 13 to match neighboring property fencing types. Lastly, a decorative masonry wall is proposed along the southern property line of Lot 13 to screen the project from future residential uses, consistent with Section 21.13.030.F.1.a. See Sheet L1.1 of the Plan Set for fencing types and locations and Figure 14 below for proposed fencing types:

Figure 14: Proposed Fencing Types



4.15 Lighting

The project site parking lots will be illuminated with 28-foot pole mounted downward facing LED lights (Figure 15). Building faces will be illuminated with wall mounted downward facing lights (Figure 16). Street lighting will be installed along the project frontage consistent with City standards for spacing and based on the locations of existing streetlights. See Sheet C3.2 of the Plan Set for streetlight locations. See Sheets E1-E3 for the Site Lighting and Photometric Plan (respectively).

https://www.gardenia.net/plant/eucalyptus-nicholii#:~:text=Grows%20up%20to%2035%2D50,(4%2D7%20m).

Figure 15: Parking Lot Lighting

Figure 16: Building Mounted Lighting

(H) BUILDING MOUNTED LIGHTING
HEIGHT: 9'-0" TYP.

4.16 Signage

The project site will contain separate operations with multiple points of access from Ardmore Road and Ardmore Extension. The project proposes a monument entry sign and multiple wall signs in order to efficiently direct traffic into the site and allow the different business to differentiate themselves from one another. A total of 1,200 sq. ft. of signage is proposed.

Monument Sign: Three (3) 4' x 6' monument signs are proposed for a total monument sign area of 72 sq. ft. Monument signs are proposed on Lot 6 (*Parcel A*) at the corner of Ardmore Road and Ardmore Extension, Lot 6 (*Parcel B*) at the center entrance, and Lot 13 at the rear entrance, farthest away from Ardmore Road. The monument signs will feature grey corrugated metal siding, Corten metal panel accents, and punched out lettering and will be installed on a concrete base with reveals. The proposed monument sign design and materials will be compatible with the site architecture and the color palette will complement the colors of the proposed buildings. LED spot-lights are proposed for sign illumination. The monument signs shall not be located within the public right-of-way and will be consistent with Section 21.19.040.K of the Zoning Code. See Sheet A5.2 of the Plan Set for additional details.

Wall-Mounted Signs: Wall signs are proposed on Buildings 1-6 and will be designed to be compatible and consistent with surrounding signs and building architecture. The wall sign area shall comply with Section 21.19.040.O of the Zoning Code which allows 1 sq. ft. of signage per 1 linear foot of building with a street frontage. The total linear feet of buildings with a street frontage is equal to 1,128 linear feet and a total of 1,128 sq. ft. of signage is proposed.

4.17 Waste Storage

Waste enclosures are proposed in multiple locations throughout the site, primarily behind the proposed buildings or in a centralized, screened location. The waste enclosures will be ADA

accessible and will be constructed with standard concrete blocks, corrugated metal roofing, and double swing lockable gates. See Sheet A5.2 of the Plan Set for waste enclosure details and Figure 17 below for waste enclosure locations.

Figure 17: Waste Enclosure Locations

4.18 Grading and Drainage

The proposed development of Lot 13 (for Building 1) takes advantage of the natural gradient of the site, sloping from east to west. An existing non-jurisdictional drainage crosses the southwesterly corner of the property where the storm drainage system installed by the Spurr development to the west conveys stormwater off-site.

Proposed development of Lot 6 requires sensitive consideration of two existing oak trees that are intended to be preserved/protected with the project. Additionally, the existing improvements along Ardmore Road and the set match elevation at the Ardmore Extension prescribe boundary conditions for grade and access. Lot 6 has two drainage areas, with roughly two-thirds of the Lot draining to the west, toward an existing storm drain system installed across Ardmore Road with the Daniels Wood Land project to the west. A second, smaller drainage area slopes toward the northeast corner of the site.

At buildout of the project (both Lots 13 and 6), a cumulative earthwork estimate results in full property disturbance (approximately 14 acres) and 19,803CY cut and 43,515 CY fill. (Note that earthwork figures are relative to finish grade and are unadjusted for soil consolidation.) The proposed site development will be improved with paved surfaces including concrete channels and curbs for storm water conveyance. Catch basins and underground storm drains are proposed to collect and direct project runoff to treatment and retention systems before allowing runoff from the project site.

A Preliminary Stormwater Control Plan was prepared by Wallace Group in March 2023 to address project stormwater impacts and mitigation measures (attached). A Preliminary Drainage Report was prepared by Wallace Group in March 2023 to assess the onsite drainage conditions of the project site and to document the preliminary drainage design for the proposed project in support of the preliminary grading plans (attached).

5.0 Environmental Considerations

5.1 Water & Sewer

The proposed project's water and sewer will be provided by the City of Paso Robles. The project has an annual water demand of 21 AFY and a daily wastewater demand of 15,356 gpd (Wallace Group, November 2022). See Table 8 below for additional information on water and sewer demand estimates:

Table 8: Water & Wastewater Demand Estimates

3/9/2023

Ardmore Industrial

PRELIMINARY ESTIMATE OF WASTEWATER DEMAND

LAND USE TYPE	QUANTITY	UNIT	TOTAL DEMAND (gal/day)	NOTES
Building 1				
Large Warehouse	116,812	SF	1,440	144 employees (assumed based on number of parking spaces) @ 10 gpd[1]
Office	9,000	SF	720	125 sf/employee 10gpd[1]/employee
Buildings 2-6 (Industrial Flex)				
Commercial	7,392	SF	296	Assume 250 sf/employee, 10gpd[1]/employee
Storage	40,271	SF	0	
Manufacturing	25,836	SF	6,000	6,000 gpd [2] - Assume Food Processing/Winery as worst case
Wine Making	41,016	SF	6,900	6,900 gpd [2]
TOTAL ESTIMATED SEWAGE USE (PRE-TREATMENT REQUIRED)			**15,356**	**gpd**
			11	**gpm**
		Design Flow	**21**	**gpm - 2.0 Peaking Factor**

1. Taken from *Wastewater Engineering, Treatment and Reuse*, 4th Edition, Metcalf and Eddy.

2. Estimate based upon historical Wallace Group knowledge

3/14/2023

Ardmore Industrial

PRELIMINARY ESTIMATE OF WATER USE

LAND USE TYPE	QUANTITY	UNIT	TOTAL DEMAND (acre-ft/yr.)	NOTES
Building 1				
Large Warehouse	116,812	SF	1.6	144 employees (assumed based on number of parking spaces) @ 10 gpd[1]
Office	9,000	SF	0.8	125 sf/employee, 10 gpd[1]/employee (Metcalf & Eddy)
Building 2-6				
Commercial	7,392	SF	0.3	Assume 250 sf/employee, 10 gpd[1]/employee
Storage	40,271	SF	0.0	
Manufacturing	25,836	SF	6.7	6,000 gpd [2] - Assume Food Processing/Winery as worst case
Wine Making	41,016	SF	7.7	6,900 gpd [2]
Landscape	2.63	AC	3.7	Based upon EAWU
TOTAL ESTIMATED WATER USE			**21**	**acre-ft/year**

1. Taken from *Wastewater Engineering, Treatment and Reuse*, 4th Edition, Metcalf and Eddy.

2. Estimate based upon historical Wallace Group knowledge

5.2 Traffic

A Transportation Impact Study (TIS) was completed by Central Coast Transportation Consulting ("CCTC") in December 2022 (attached). The Study included a Vehicle Miles Traveled (VMT) analysis, Trip Generation Estimate, and recommendations for site access.

5.2.1 Existing Conditions

Ardmore Road is a two-lane minor road with a posted speed limit of 30 miles per hour. No collisions occurred on Ardmore Road between 2017-2021 (Statewide Integrated Traffic Record Systems). One collision occurred south of Golden Hill Road/Ardmore Road intersection; however, no collision pattern was identified. Existing uses along Ardmore Road are expected to generate 513 net new trips per weekday, including 79 AM peak hour trips and 48 PM peak hour trips. Following the completion of the Golden Hill Road/Union Road roundabout, Ardmore Road will not be the fastest route and cut-through traffic is not anticipated.

5.2.2 Project Trip Generation

The proposed project will generate 1,194 net new vehicle trips per weekday, including 117 AM peak hour trips and 158 PM peak hour trips[2]. See Table 9 below for Project Trip Generation.

Table 9: Project Trip Generation

Ardmore Industrial Trip Generation									
			Daily	AM Peak Hour			PM Peak Hour		
Land Use	Size	Unit	Total	In	Out	Total	In	Out	Total
Warehouse[1]	166.083	KSF	301	34	10	44	13	33	46
Manufacturing[2]	76.607	KSF	491	42	14	56	15	34	49
Retail[3]	7.392	KSF	402	10	7	17	31	32	63
		Total Project Trips	1,194	86	31	117	59	99	158

KSF = Thousand Square Feet; ITE = Institute of Transportation Engineers.

1. ITE Land Use Code #150, Warehouse. Fitted curve equations used.
2. ITE Land Use Code #140, Manufacturing. Fitted curve equations used.
3. ITE Land Use Code #822, Strip Retail Plaza. Average rates used for Daily and AM. Fitted curve equation used for PM.

5.2.3 Intersection Operations

Existing and proposed trip generation was used to estimate the turning movement and volumes at Golden Hill Road/Union Road and Golden Hill Road/Ardmore Road. The Study concluded that the intersections would operate at a Level of Service (LOS) C or better with the addition of the project traffic and the completion of the Golden Hill Road/Union Road roundabout.

[2] The Trip Generation Analysis analyzed a larger project than what is currently being proposed, therefore, this analysis is conservative and actual trip generation is expected to be lower.

5.2.4 VMT Analysis

The SLOCOG Travel Demand Model was applied to estimate VMT. Project employees were estimated using typical square footage per employee from industry standard sources, then were added to the model. The Study concluded that the project would reduce regional work VMT by 2,315 due to the provisions of jobs in a housing-rich area; therefore, the project would have a less-than-significant impact to VMT.

5.2.5 Site Access

The Report concluded that the initially designed primary access point for Building 1, just east of Ardmore Road, did not meet City Standard Drawing C-10 and that truck turning movements have the potential to conflict with oncoming traffic. The report recommended relocation of the driveway or converting it to a one-way inbound accessway. The applicant team met with City Staff on January 13, 2023, and confirmed that a shared driveway, between Building 1 and the adjacent property to the west (APN 025-362-045), would satisfy City Standards and circumvent truck turning conflicts. The driveway entrance along Ardmore Extension for Building 1 has been replaced with a shared private driveway from Ardmore Road.

5.3 Greenhouse Gas Emissions & Air Quality

A Greenhouse Gas Emissions and Air Quality Analysis was prepared by LSA Associates (LSA). The Study concluded that the proposed project would not conflict with the 2001 Air Plan and construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed the SLO County APCD Threshold of significance. Furthermore, the proposed project is not expected to produce significant emissions that would affect nearby sensitive receptors, would not result in objectionable odors affecting a substantial number of people, and the GHG emissions released during construction and operation of the project are estimated to be lower than the significance thresholds and would not be cumulatively considerable. The proposed project would generally be consistent with the State GHG reduction goals and the City's CAP.

5.4 Biological Resources

David Wolff Environmental, LLC (David Wolff) prepared a Biological Resources Assessment for the proposed project, resulting in a total survey area of approximately 14 acres. A series of appropriately timed surveys, an inventory of available background data, biological resources field surveys, a floristic inventory and rare plant survey, and a Waters of the U.S. and State Jurisdictional Determination for the project site was completed.

A search of the California Natural Diversity Database (CNDDB) revealed 17 special-status species composed of 7 special-status plants, 10 special-status wildlife species, and no natural communities of special concern with recorded occurrences were identified within an approximately 5-mile radius of the project site. A floristic inventory and rare plant survey was conducted in May and June of 2022 and verified that no special-status plant species or special-status wildlife species were observed or are expected to occur on the project site. The project

site is located in the developed area of the City and falls outside of the San Joaquin kit fox (SJKF) compensatory mitigation area as delineated in the City's General Plan Environmental Impact Report. While no SJKF have been observed in the Paso robles area for over 10 years, implementation of standard SJKF take avoidance measures have been recommended to reduce potentially significant direct impacts on the SJKF to a less than significant level.
An existing non-jurisdictional swale runs southeast to northeast across the southern corner of the property. No waters of the U.S. or State, wetlands, or riparian habitat under any regulatory jurisdictions or definitions occur on the project site.

As designed, the proposed project has a low potential to impact biological resources. The project does propose to remove six oak trees, all of which being in very poor or poor condition (Heritage Tree, October 2022). The two remaining oak trees may have additional impacts associated with grading within the critical root zone and trimming for construction purposes. Oak tree removals approved as a part of this project would be mitigated in accordance with the City Zoning Code requiring replacement plantings on an inch for inch bases of 25% of the inches of diameter at breast height of oak trees removed. Avoidance, minimization, and mitigation measures have been recommended to reduce potential impacts to a less than significant level and are as follows:

- Measure 1: Preconstruction Survey and Avoidance Measures of Nesting Birds.
- Measure 2: Mitigation of Take of San Joaquin Fox.

5.5 Cultural Resources

Padre Associates, Inc. conducted an intensive survey of the project site on July 1, 2022. The field investigation identified no prehistoric materials or historic cultural resources within the project site. Located within an area characterized as low to moderate archaeological sensitivity, the existing landform has slightly been altered by an agricultural accessory structure and mainly used as pastureland for horses. The project area has excellent ground surface visibility, ranging from 60 to 95 percent, with discarded construction materials and accumulation of oak detritus accounting for areas of reduced visibility. The current survey thus confirms the records search conducted at the Central Coast Information Center that did not identify any cultural resources within the Project area.

As a result, no further archaeological work is required or recommended within the acreage investigated during this study under CEQA. In the unlikely event that buried cultural materials are encountered during construction, all ground disturbances will cease until a qualified archaeologist is contacted to evaluate the nature, integrity, and significance of the deposit.

5.6 Oak Tree Impacts

The project site contains eight oak trees; six are proposed for removal and two are proposed to remain and be protected in place. An Oak Tree Assessment Report prepared by Heritage Tree Arboricultural Consulting ("Heritage") in October 2022 concluded that the six trees proposed for removal were in very poor or poor condition and had the potential to fail within the next five years and that the two trees proposed to be protected were in poor and good condition. The

project does not propose the removal of any *healthy* oak trees. The Report findings were verified during a site visit on March 9, 2023, by the City Arborist.

Section 10.01.050.D of the Zoning Code requires the following factors be considered by City Council as it relates to oak tree removal:

1. The condition of the oak tree with respect to its general health, status as a public nuisance, danger of falling, proximity to existing or proposed structures, interference with utility services, and its status as host for a plant, pest or disease engaging other species of trees or plants with infection or infestation.
2. The necessity of the requested action to allow construction of improvements or otherwise allow reasonable use of the property for the purpose for which it has been zoned. In this context, it shall be the burden of the person seeking the permit to demonstrate to the satisfaction of the director that there are no reasonable alternatives to the proposed design and use of the property. Every reasonable effort shall he made to avoid impacting oak trees, including but not limited to use of custom-building design and incurring extraordinary costs to save oak trees.
3. The topography of land, and the potential effect of the requested tree removal on soil retention, water retention, and diversion or increased flow of surface waters. The director shall consider how either the preservation or removal of the oak tree(s) would relate to grading and drainage. Except as specifically authorized by the planning commission and city council, ravines, stream beds and other natural water-courses that provide a habitat for oak trees shall not be disturbed.
4. The number, species, size, and location of existing trees in the area and the effect of the requested action on shade areas, air pollution, historic values, scenic beauty and the general welfare of the city as a whole.
5. Good forestry practices such as, but not limited to, the number of healthy trees the subject parcel of land will support.

The Oak Tree Assessment Report describes general health issues, infestation, and the danger associated with retaining the six trees identified as being in Very Poor or Poor health. Additionally, the site topography would make oak tree retention challenging due to the varying elevations therefore impacting the ability to construct improvements or otherwise allow reasonable use of the property for the purposes for which it was zoned. See below a summary of the Oak Tree Assessment Report prepared by Heritage:

<u>Oak Trees Proposed for Removal</u>

- Oak Tree 1: A 43” diameter valley oak in very poor condition. Drought stress, decay cavities and compression bulges indicating lack of supportive structure in the trunk were identified. An Advanced Level 3 inspection revealed that the tree had the highest risk rating due to the likelihood of root and trunk failure. Mitigation measures, such as canopy and branch trimming and/or structural support or bracing were explored and determined to be inadequate in stabilizing the tree’s trunk or roots. The tree was recommended for removal prior to commencement of construction.

- Oak Tree 2: A 47" diameter valley oak in poor condition. Decay cavities and oak root fungus identified. An Advanced Level 3 inspection confirmed there is significant decay in the trunk and eastern scaffold branch. Mitigation measures, such as structural support or bracing was explored and determined to be inadequate in stabilizing the tree's trunk. The tree was recommended for removal prior to commencement of construction.
- Oak Tree 3: A 47" diameter valley oak in poor condition. Decay cavities and a decaying trunk was identified. The remaining parts of the tree were identified as having a high likelihood of familiar. The tree was recommended for removal prior to commencement of construction.
- Oak Tree 4: A 52" diameter valley oak in Very Poor condition. The tree is growing off-site but has critical root zone and crown encroachments into the project area. Large scaffold branch failures and noticeable decay were identified. The remaining scaffolds were identified as being overextended and was identified as having a high likelihood of failure. Due to the advancement of decay in the scaffold branches, which compromises their structural integrity, the tree is recommended for removal prior to commencement of construction.
- Oak Tree 9: A 51" diameter valley oak in Very Poor condition. Multiple large scaffold branches have failed, and extensive decay was present at branch failure points. A large decay cavity was identified on the northeast side of the trunk. The tree was recommended for removal prior to commencement of construction.
- Oak Tree 11: A 30" diameter valley oak in Very Poor condition. The tree is in severe decline due to drought stress and root disease. Mitigation measures, such as reducing scaffold to reduce failure risk, would result in 50 percent of the live canopy to be removed, which would further compromise the health of the tree. The tree was recommended for removal prior to commencement of construction.

The Zoning Code requires that any native oak removed that is 6-inches in diameter or greater be replaced with an oak tree being equivalent to twenty-five percent of the diameter of the removed trees. The combined diameter of the oak trees proposed for removal is 270 inches, therefore, the combined diameter of oak trees to be replaced onsite, or elsewhere in the City, is 67.5 inches.

The application proposes to replant twenty-three (21) 2" oak trees onsite (42" DBH) and 25.5" DBH of oak trees at a City approved offsite location. The proposed oak tree mitigation replacement trees were located onsite by Heritage in areas where they would have the highest rate of survival. Refer to Sheet L1.1 for oak tree mitigation replacement tree locations and the Letter of Explanation of the Oak Tree Mitigation Planting Plan attached (Heritage, March 2023).

<u>Oak Trees to be Protected</u>

Oak Tree 10 is a 51" valley oak in Good condition and Oak Tree 13 is a 42" valley oak in Poor condition. The application proposes to utilize the natural beauty of these existing oak trees as focal points within the development. Due to proposed construction encroachments inside of the CRZ or within 5 feet of canopies, both trees are required to be protected in place. Furthermore, City Planning Staff has encouraged the retention of Oak Tree 13, and although in poor condition, protection measures have been identified in order to retain this tree. Tree protection measures

consist of the construction of gravity walls to prevent soils erosion, tree pruning, implementation of recommended landscape and irrigation procedures, and the installation of a permanent fence, built at the limits of the tree protection zone, to restrict access (Tree 13 only). See the attached Oak Tree Assessment Report for more details on oak tree protection measures.

5.7 Noise

An Acoustical Analysis was completed by 45 dB in March 2023. The study modeled existing and resulting daytime and nighttime hourly noise levels for the proposed project. Noise levels associated with the proposed project are anticipated to comprise of the following: traffic noise associated with the increased traffic on Ardmore Road; traffic and parking activities associated with daily passenger vehicles in the surrounding parking lots; truck traffic and loading of up to 80 semi-trucks at the loading docks on the west side of Building 1; truck traffic and loading of up to 60 medium delivery trucks at the loading dock and in the service/loading lane along the north side of Building 6; truck traffic and loading of up to 60 medium delivery trucks in the service/loading lane along the south side of Building 3; and an estimated total of 37 rooftop HVAC units on the six project buildings.

The Analysis conservatively estimated the number of semi-trucks and medium-sized delivery trucks that would be used for the project; however, the actual number of truck trips will likely be much lower. The Analysis also conservatively estimated HVAC noise production by excluding parapet screening from the noise model. The Analysis concluded that the project would comply with the Paso Robles Municipal Code Daytime, Evening, and Nighttime Hourly limits. Actual noise generated from the project is expected to be less due to the conservative estimates included in the report. In the event additional delivery truck traffic or extended hours of operation into the evening and nighttime hours is proposed by future tenants, a reassessment of noise at property lines will be completed and any necessary mitigation measures will be deployed (i.e. sound walls at loading docks). See Table 10 below for project compliance with City Noise Standards.

Table 10: Project Compliance with City Noise Standards

Receiving Land Use	**Daytime Hourly $L_{eq,d}$** ***(City Standard)***	**Daytime Hourly $L_{eq,d}$** ***(Max Proposed)***	**Daytime L_{max}** ***(City Standard)***	**Daytime L_{max}** ***(Max Proposed)***
Residential (North)	55	55	75	71
Residential (East)	55	52	75	44
Residential (South)	55	53	75	65
Commercial (West)	60	60	80	76

6.0 Project Consistency with Commercial Service (C3) District

The proposed project is located within the Commercial Service (C3) District, which is defined as, "Areas for highway-related, commercial services, and light industrial uses," in the City of Paso Robles General Plan Land Use Element. The application includes a request to establish a mix of commercial services and light industrial uses; warehouse, retail, manufacturing, and winemaking uses with supporting office and storage space. The proposed uses are consistent with the C3 District land use category.