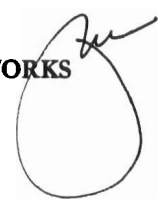


TO: JAMES L. APP, CITY MANAGER
FROM: JOHN R. McCARTHY, DIRECTOR OF PUBLIC WORKS
SUBJECT: AIRPORT INDUSTRIAL PARK
NORTH AREA DEVELOPMENT CONCEPT
PARSONS REPORT



DATE: SEPTEMBER 21, 1999

Needs: For the City Council to review and approve the conceptual development plan for the North Area of the Airport Industrial Park.

- Facts:**
1. The City Council authorized work to proceed on a development plan concept for the North Area of the Industrial Park at the Municipal Airport.
 2. Phase 1 of said work has been completed, as assigned.
 3. The Airport Advisory Committee has reviewed the submittals and recommends acceptance - with certain minor modifications.

Analysis and

Conclusion: The conceptual development plan for the North Area of the Airport Industrial Park is designed to serve as a basic guide to the future development of this portion of the city. The flexible nature of this plan continues to be stressed. In its desire to be competitive in the marketplace, the City must have the ability to accommodate any variety of requests for developable land. This plan meets those needs.

Policy Reference: None

Fiscal Impact: The work on this project remains within the established budget and approved contract amounts.

- Options:**
- A. Approve the development conceptual plan, as presented, with recommended modifications.
 - B. Reject the development conceptual plan, as presented.
 - C. Amend, modify, or reject the above options.

Attachments: ()

**PASO ROBLES MUNICIPAL AIRPORT
DEVELOPMENT PROGRAM**

**NORTH AREA
CONCEPTUAL DEVELOPMENT PLAN**

prepared by

Parsons Harland Bartholomew and Associates, Inc.
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Sacramento, California 95825

July 19, 1999

NORTH AREA CONCEPTUAL DEVELOPMENT PLAN

A. INTRODUCTION

The Paso Robles Municipal Airport occupies nearly two square miles on the northeast side of the City, located on Airport Road one mile north of State Route 46. There are over thirty businesses and industries at the Airport and a range of aviation uses, all occupying nearly 60 buildings and employing more than 700 people. The existing land uses at the Airport occupy 121 acres of land, with 38 acres of land currently available for new commercial and industrial uses.

The Airport Development Plan identified a large tract of land for the City's next phase of business and industrial development at the Airport. This large, fairly level area is located at the north edge of the existing concentration of aviation, business, and industrial uses, called the "West Side Area." This large tract of land contains 112 acres, fronting on Airport Road and extending for 3,300 feet to the east where it fronts on Taxiway A, which parallels the main runway 1-19. The Development Plan divided this area into 78 acres for business and industrial uses and 34 acres for aviation related uses. Some 22 acres is adjacent to Taxiway A and 13 acres front on Taxiways B and C. This 112 acre area is currently not served with utilities. However, utilities can be extended into the tract from the existing developed areas to the south.

B. PROGRAM REQUIREMENTS

This section of the North Area Conceptual Development Plan sets forth recommended "Development Guidelines" to be used by the City in the granting of leases and building permits for aviation, business, industrial, and other tenants at the Airport. These Development Guidelines are intended to assist City staff, the Planning Commission and or the City Council in the approval of detailed plans for potential lease holder's buildings and other facilities.

The City's General Plan, Zoning Ordinance, and Building Codes establish the basic requirements for any development at the Airport. The following Development Guidelines are intended to create a higher standard for growth and development so that the North Area Corporate Park will gradually evolve as one of the region's most prestigious business, research, and industrial areas. Any of the uses currently located at the airport would of course be allowed in the North Area. However, these and new uses should be required to observe the new guidelines for their facilities, and the City should follow the guidelines in creating the streetscapes, open spaces, and other public facilities. The guidelines would not require more costly buildings, but would suggest good "curbside appeal" with attractive building front walls facing the streets, screening of storage and

open work areas, and landscaped setbacks.

Schematic Layout

As a basis for developing program requirements, an initial schematic street layout was prepared for the 112 acre North Area. This provides an opportunity to consider the development guidelines concurrently with street layout and parcelization options. The schematic street layout is influenced by the dimensions of the site, overall topography, natural drainage, access to Airport Road, and the extension of existing streets from the existing West Side Area into the North Area. The basic layout thus includes six streets within the North Area as follows:

1. A realigned Satellite Drive extending easterly from Airport Road.
2. A new street, "Horizon Drive," extending easterly from Airport Road.
3. The extension of Propeller Drive easterly into the site.
4. The extension of Wing Way northerly to Horizon Drive.
5. A new street, "Rudder Road," from Propeller Drive to Horizon Drive.
6. A new street, "Empennage Drive," from Propeller Drive to Horizon Drive on the east edge of the area.

Also, a potential loop road is included for the northerly aviation use area adjacent to Taxiway A and a second loop road in the aviation use area on Taxiway B.

Land Use and Development Character

The land uses permitted in the industrial park should include all of the uses that are designated in the General Plan; PF - Public Facilities and BP - Business Park, and in the Zoning Regulations AP, PP Section. The Performance Standards would also apply. Thus, the allowable uses in the business and industrial area would include any business activity, light industrial uses, warehouses, and public facilities. In the aviation use areas similar activities would be permitted, but they must be aviation related so as to take full advantage of taxiway access.

In order to create the most appropriate development character, the parcels fronting on Satellite Drive should be reserved for uses that are housed in office buildings. These buildings could include either free standing office buildings or industrial buildings with offices in the front. In order to achieve a "campus-like" appearance, no parking should be allowed in the front of buildings along Satellite Drive. In addition, no outdoor storage or outdoor industrial activities should be permitted in the Satellite Drive Corridor (parcels fronting on Satellite Drive). Industrial buildings of any type would be allowed in the Horizon Drive Corridor. All outdoor storage or outdoor industrial activities should be screened from Horizon Drive, Wing Way, Rudder Road, and Empennage Drive.

Parcel and Building Sizes

The parcel sizes in the Conceptual Plan's business and industrial area range from two to twelve acres. These represent the minimum and maximum parcel sizes that should be leased. There are two smaller 1.0 acre and 1.5 acre parcels in the aviation use area that are the only exceptions due to topography and streets. The two acre minimum size will prevent the development of small buildings that could create a cluttered appearance.

The aviation use area has no restrictions on maximum parcel size, and it would be possible to lease all 22 acres of the larger parcel on Taxiway A for a single use or the 13 acre parcel on Taxiway B/C for a single use. The development of larger parcels in the aviation use area is logical for uses such as a passenger terminal, air freight facilities, aircraft repair facilities, or hangar groups. The minimum parcel width should be 200 feet.

The maximum building coverage on a lot should be restricted to 30 percent. This is usually shown as a Floor Area Ratio (FAR) (floor area as a ratio of lot area). The 30 percent lot coverage is expressed as a FAR of 0.30 in zoning ordinances. The balance of the parcel would be used for parking, loading, and open space/landscaping. Examples of the application of the FAR of 0.30 is shown in Figures 1 and 2 for a one-acre parcel and a five-acre parcel. A FAR of 0.30 with a single story footprint leaves minimum space for parking and setbacks. Greater open space/landscaping could be achieved with a second floor.

The minimum size of any building should be 10,000 square feet. This is the size of four residences, or a single story footprint of approximately 60 feet by 170 feet.

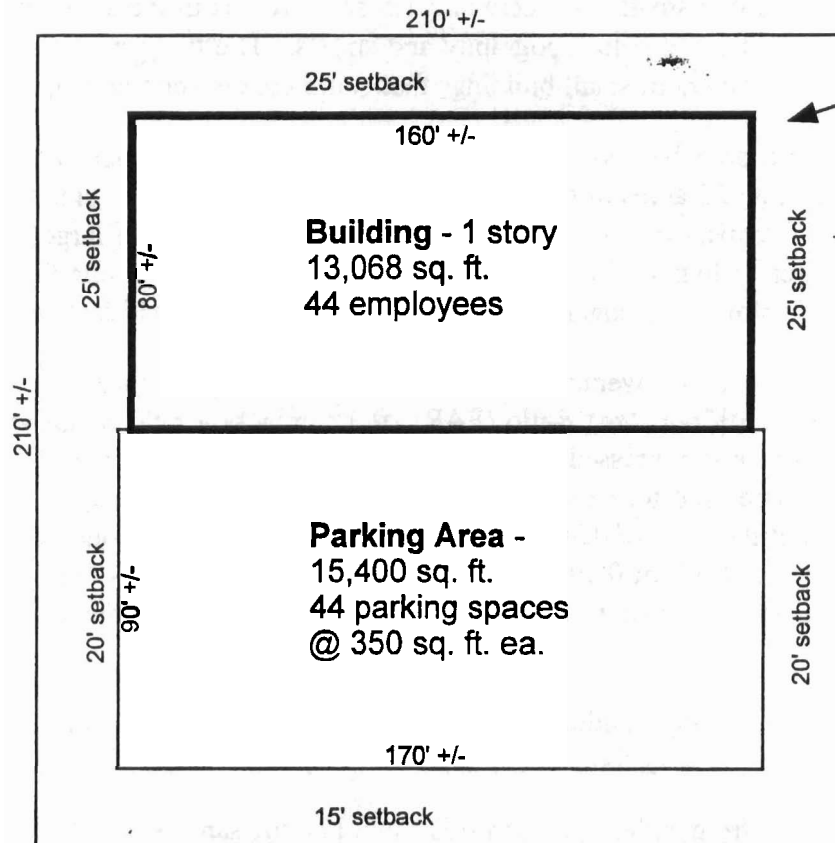
The guidelines for front, side, and rear yards should be the same as the Zoning Ordinance, except that a 50 foot deep front yard is required on Satellite Drive. This setback, combined with the business building facades and boulevard design of Satellite Drive, will contribute to the campus-like character for this area.

The total area of all of the lease parcels in the Concept Plan is 103.5 acres, including 68 acres for business and industry, and 35.5 acres for aviation related uses. With a FAR of 0.30, the total floor area of the 68-acre business and industry area would be approximately 890,000 square feet. The floor area of the aviation use area is not relevant as a considerable area would probably be used for aprons, taxiway access, and hangars.

Parking and Loading

The parking and loading requirements of the Zoning Ordinance are incorporated as the basic requirements for the North Area. The following guidelines create additional needs for the area.

Total Parcel Size = 43,560 sq. ft.

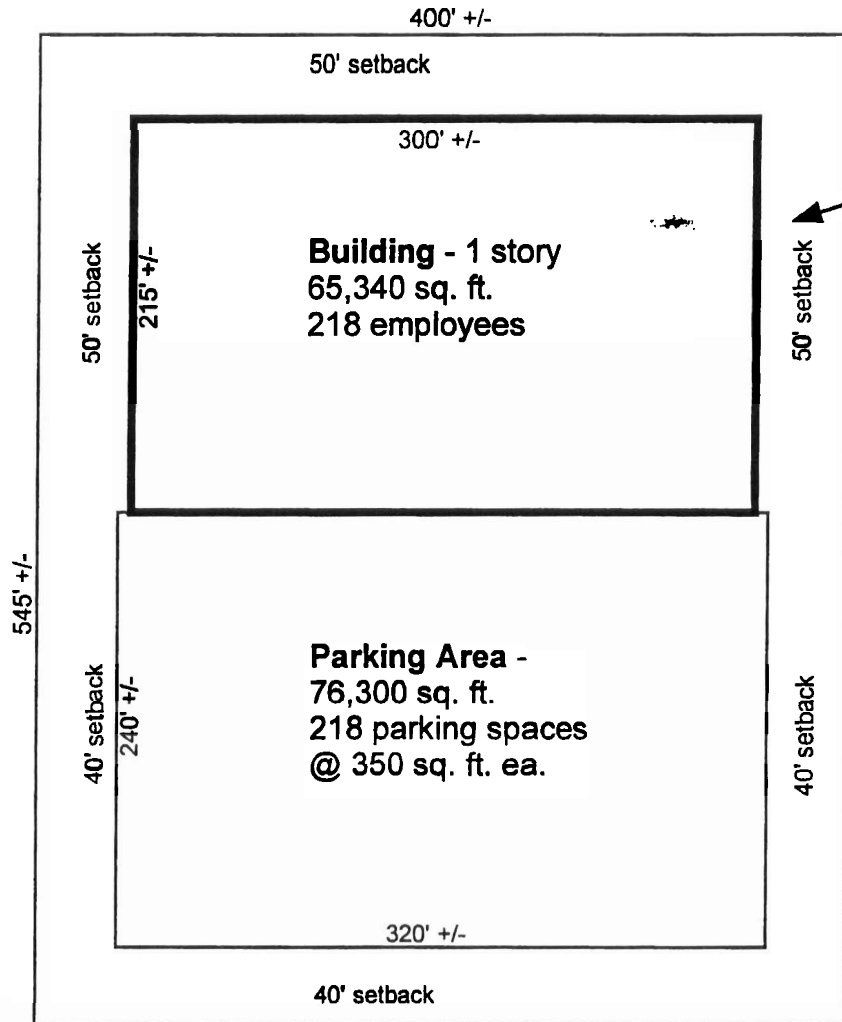


Open Space -
14,662 sq. ft. for
landscaping,
setbacks, drives,
loading docks,
and walkways

Site Use	Percent of Coverage
Building: with Floor Area Ratio 0.30 or 30% coverage (13,068 sq. ft.)	30%
One employee per 300 sq. ft. = 44 employees	
Parking: one space per employee = 44 spaces @ 350 sq. ft. per space (15,400 sq. ft.)	35%
Open Space: balance is 14,662 sq. ft.	35%
Total	100%

Source: Parsons HBA

Total Parcel Size = 217,800 sq. ft.



Open Space -
76,160 sq. ft. for
landscaping,
setbacks, drives,
loading docks,
and walkways

Site Use	Percent of Coverage
Building: with Floor Area Ratio 0.30 or 30% coverage (65,340 sq. ft.) One employee per 300 sq. ft. = 218 employees	30%
Parking: one space per employee = 218 spaces @ 350 sq. ft. per space (76,300 sq. ft.)	35%
Open Space: balance is 76,160 sq. ft.	35%
Total	100%

Source: Parsons HBA

In the Satellite Drive Corridor, visitor parking areas should have one landscaped panel, 10 feet by 20 feet, with three inch caliper trees in every tenth parking space; or the parking bays will be separated by a ten foot wide landscaped panel with three inch caliper trees located on 30 foot centers. Visitor parking could be located in front of a building, but not within the required 50 foot minimum front setback from Satellite Drive.

In the Horizon Drive Corridor, visitor and employee parking in front of the building should not be located in the required front setback from Horizon Drive.

Loading bays should be located in front of a building in the Satellite Drive or Horizon Drive Corridors.

A summary of the development guidelines for leased sites in the North Area are presented in Table 2.

C. CONCEPTUAL DEVELOPMENT PLAN

The North Area provides the City of Paso Robles with an opportunity to create a high profile corporate park for business, industrial, and research establishments. The site fronts on Airport Road, has access to two taxiways off the main runway, is relatively level, and is adjacent to the existing facilities in the West Side Area. The Conceptual Development Plan is shown on Figure 3.

Land Uses and Building Types

The proposed land uses include two categories as set forth in the Site Opportunities and Constraints Analysis and the Program Requirements. The Business and Industrial category allows all the land use types permitted by existing zoning. The Aviation category includes only aviation related uses that take full advantage of taxiway access. The proposed land use, building type, and parcelization for the North Area is summarized in Table 1. A total of 80.8 acres would be available for business and industrial uses. Of this, 23.2 acres would be reserved for uses that have office buildings at the front of the parcel, either free-standing or connected to any type of warehouse, business, or industrial structure. In order to create an appropriate character as a corporate office park, the parcels fronting on Satellite Drive should be reserved for the "office fronted buildings." Other controls on outdoor storage, parking, loading, and screening are set forth in the Program Requirements and Guidelines in Tables 2 and 3. An additional parcel for aviation-related uses is shown to the east of Taxiway B. This area has specific access and height controls. A possible street easement to this parcel is shown from Empennage Drive.

Figure 3 Conceptual Development Plan

This Plan will be included in the Final Report as an 11 x 17" color foldout.

Table 1

Land Use, Building Types, and Parcelization

Parcel Number	Land Use Category	Building Type	Parcel Size in Acres	Maximum Building Size in Square Feet
1	Business/Industrial	Any	1.9	25,000
2	Business/Industrial	Any	4.2	55—
3	Business/Industrial	Any	4.1	54—
4	Business/Industrial	Any	2.1	27—
5	Business/Industrial	Office ¹	3.2	42—
6	Business/Industrial	Any	2.9	38—
7	Business/Industrial	Any	2.9	38—
8	Business/Industrial	Office	2.9	38—
9	Business/Industrial	Office	2.9	38—
10	Business/Industrial	Any	5.7	75—
11	Business/Industrial	Office	5.7	75—
12	Business/Industrial	Office	2.5	33—
13	Business/Industrial	Office	0.9	12—
14	Business/Industrial	Any	2.5	13—
15	Business/Industrial	Any	0.9	12—
16	Business/Industrial	Office	2.5	33—
17	Business/Industrial	Office	2.6	34—
18	Business/Industrial	Any	1.7	22—
Aviation at Horizon Drive	Aviation Related	Any	20.7	Variable
Aviation at Propeller Drive	Aviation Related	Any	9.5	Variable
Total Acres			80.8	

¹The front of the parcel should have an office building, either free-standing or connected to any type of business, industrial, or warehouse structure.

Development Parcels

The parcelization of the North Area, based on the Conceptual Development Plan, is set forth in Table 1. The parcels in the business/industrial area generally range from two to twelve acres. There are several smaller one acre plus parcels in the Aviation related use areas that are exceptions due to street topography and site configuration. The Aviation area on Taxiway A contains 20.7 acres. This area could be divided into smaller lease

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parcels or used for a single business or industrial use requiring taxiway access. Similarly, the aviation area on Taxiway B could be used for a future terminal or a large aviation related use. The 112 acres in the area are divided into 80.8 acres for new uses and 31.2 acres for streets and open space.

The parcelization shown in the plan serves as a guideline for future land leases by the City. Parcels can be combined to create large lots for potential users.

The maximum building size that would be permitted on each parcel is also shown in Table 1. This is based on a FAR of 0.30 or thirty percent coverage of the parcel. Actual building coverage may be less than this ratio. However, the North Area has a potential for nearly 1,000,000 square feet of floor area.

Street Layout

Satellite Drive would serve as the main entrance into the North Area, with a boulevard design and extensive landscaping. The foregoing land use and building type proposals call for the development of office type buildings along the Satellite Drive frontage, with large setbacks and screened parking and loading. This would create a "campus-like" setting for this area.

Horizon Drive would parallel Satellite Drive to the north. Both of the streets would extend nearly 2,000 feet to a proposed north-south street, Empennage Drive. This would create a series of rectangular streets and fully useable rectangular parcels, a rational that is regaining popularity in urban design.

Propeller Drive is a logical extension into the Aviation Area on Taxiway B. A loop road is shown as a potential access to a future airline terminal of major business/industrial use with aviation related access.

Wing Way is also a logical extension into the North Area. This street is the main internal north-south street in the West Side Area. Wing Way would be extended to Horizon Drive, following the east side of the drainage area. A park area is incorporated along the creek banks.

A third north-south street is proposed between Wing Way and Empennage Drive. Shown on the Plan as Rudder Road, it would connect Propeller Drive and Horizon Drive, and also serve as a leg of the loop for the aviation use area on Taxiway B.

Easements for the future extension of Wing Way, Rudder Road, and Empennage Drive, the property north of Horizon Drive, are shown on the plan.

Utilities

Sewer and water lines would be extended from the existing facilities in the developed West Side Area. The potential locations of these lines are shown on Figure 4. The sewer

lines would gravity drain toward Airport Road with a lift station in the vicinity of Satellite Drive and possible other lift stations due to the elevations in the area. The water lines would loop through the North Area, with several connections to existing facilities to the south. The location and need for easements along the rear of the parcels for power and communications will depend on how parcels are used and/or combined in the future.

Taxiways

Taxiway A parallels the west side of the main runway, 1-19, starting at the north end, crossing Taxiways B and C, and ending at Taxiway D. In order to serve the aviation related use area at the north end of Empennage Drive, a new taxiway is proposed to extend from Taxiway A northwesterly parallel to the BRL line, with a turnaround loop as shown on the Conceptual Plan. A second taxiway would extend into the aviation use area, crossing the loop road. If there are multiple parcels in the area, this taxiway could provide good aircraft access.

Taxiway B, which extends from Taxiway A to Taxiway C, could possibly be vacated in the future so as to join the aviation parcel in the Taxiways A, B, and C triangle with the aviation area on Propeller Drive (See Figure 4). Part of Taxiway B should be retained for access for the CFD.

Streetscapes

The visual quality of a business and industrial area can be significantly enhanced by the appearance of internal streets. Wide pavements, curbs and gutters, underground storm drainage (versus ditches), street trees, medians, and landscaping create a positive image for such an area. The following are recommended guidelines for the North Area.

Satellite Drive should serve as the "main entrance" into the North Area with a rather standard boulevard design consisting of a center landscaped median. Some boulevard designs have low level landscaping in the median, with trees down both edges of the right-of-way. An alternate approach is to place a single line of trees in the median, leaving the sides of the right-of-way for utilities. However, if the utilities are in side and rear easements rather than in the street right-of-way, trees on both sides of the street are appropriate. An advantage of keeping utilities out of the streets is to avoid constant pavement cuts for utility repairs or maintenance. Guidelines for the streets in the North Area are presented in Table 3. The guidelines include: 1) no curb parking; 2) sidewalks; 3) bike lanes; and 4) street lights.

Creekside Open Space

The slopes adjacent to this water course are fairly steep, with grades of ten percent in some locations. The slopes make this area generally unsuitable for large buildings and parking. Thus, the plan shows a large open space along this "creek" with a variable width of about 200 to 400 feet.

Wing Way, extended from Propeller Drive could generally parallel the east side of the creek from Satellite Drive, north across Horizon Drive to the north property line at Adobe Cemetery. A large picnic pavilion and a twenty-car parking area are also shown on the plan. The picnic facilities could be used by area businesses for company functions, and other airport visitors.

Figure 4 Sewer and Water Line Locations

This map will be included in the Final Report as an 11 x 17" color foldout.

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This open space should be enhanced with landscaping, using local plant materials that require low or no maintenance. The planting of trees should be completed throughout the entire open space as a first priority in developing the North Area. This will allow the trees to mature as the area develops. Several areas could be selected for irrigation for plant materials requiring the same.

Optional Guidelines

The following are optional guidelines for the North Area.

1. Exterior walls facing Satellite Drive shall be made of masonry, concrete, or wood.
2. Flat roofs shall not be visible from the street or adjoining sites.
3. All parking and service areas located in side yards shall be screened from view from Satellite Drive with solid walls.
4. No fences or structures shall be located in front setbacks except for approved signs.
5. All electrical, telephone, and utility lines shall be placed underground in the Satellite Drive and Horizon Drive corridors.
6. All areas, other than paved or building areas, shall be landscaped, except for reserve areas set aside for future use.

Table 2

Summary of Development Guidelines - North Area Corporate Park

Development Guideline	Satellite Drive Corridor	Horizon Drive Corridor	Aviation Related Use Area
Permitted Land Uses	Zoning Ordinance	Zoning Ordinance	Only aviation related uses requiring taxiway access.
Building Types Permitted	Office buildings only fronting on Satellite Drive. Industrial structure in rear. No outdoor storage or manufacturing.	All types. Outdoor storage or industrial activities must be screened.	All types
Minimum Floor Area	10,000 square feet	10,000 square feet	5,000 square feet
Minimum/Maximum Parcel Sizes	2 acres/12 acres	2 acres/12 acres	2 acres/any size
Maximum Lot Coverage	FAR of 0.30	FAR of 0.30	FAR of 0.30
Minimum Front Setback	50 feet	Zoning Ordinance	Zoning Ordinance
Minimum Side and Rear Setbacks	Zoning Ordinance	Zoning Ordinance	Zoning Ordinance
Required Number of Parking Spaces	Zoning Ordinance	Zoning Ordinance	Zoning Ordinance
Location of Parking Spaces: a) Visitor Parking b) Employee Parking c) Landscaping in the Parking Areas	a) Front*, side or rear yard. b) Side or rear yard only. c) One 10 by 20 foot panel in every tenth space equivalent or a 10 foot wide panel between bays.	a) Front*, side, or rear yard. b) Front, side or rear yard. c) None	a) Front, side or rear yard. b) Front, side or rear yard. c) None
Loading Spaces	Not in front yard	Not in front yard	In front, side, or rear yard

- In front of buildings but not in the required front yard setback. The front yard is defined to include the required front yard and any other space between the front of the building and the street.

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Table 3

Street Design Guidelines - North Area

Name of Street	ROW Width	Number of Lanes	Curb and Gutter	Street Trees	Cross Section				
					Side	Lanes	Median	Lanes	Side
Satellite Drive	120 feet	4	Yes	Yes - on 30 foot centers	24 feet	2 - 26 feet	20 feet	2 - 26 feet	24 feet
Horizon Drive	80 feet	2	Yes	Yes - on 30 foot centers	Side 26 feet		Lanes 2 - 28 feet		Side 26 feet
Wing Way	60 feet	2	Yes	No - South of Satellite Yes - Variable North of Satellite	16 feet		2 - 28 feet		16 feet
Rudder Road	60 feet	2	Yes	Yes - on 30 foot centers	16 feet		2 - 28 feet		16 feet
Empennage Drive	60 feet	2	Yes	Yes - on 30 foot centers	16 feet		2 - 28 feet		16 feet
Propeller Drive	60 feet	2	Yes	Yes - on 30 foot centers	16 feet		2 - 28 feet		16 feet
Aviation Loop North on Taxiway A	60 feet	2	Variable	No	16 feet		2 - 28 feet		16 feet
Aviation Loop South on Taxiway C	60 feet	2	Yes	Yes on 30 foot centers	16 feet		2 - 28 feet		16 feet

D. DEVELOPMENT PHASING OPTIONS

Phase 1 Option - Satellite Drive

Develop Satellite Drive from Airport Road to Empennage Drive - a distance of 1,950 feet. Alternatively, a shorter segment could be constructed to provide access to a fewer number of the parcels. The entire 1,950-foot-long roadway would provide access to seven major parcels, which could be re-divided into smaller lots based upon demand for land leases. Major parcels made available would include:

Parcel Number	Approximate Site Size (Acres)	Maximum Building Size - Square Feet-(000s)
5	3.2	42—
8	2.9	38—
9	2.9	38—
11	5.7	75—
12	2.5	33—
13	0.9	12—
16	2.5	33—
17	2.6	34—

This option would provide the most impressive image for the corporate park. The boulevard design with extensive landscaping would create a very positive impression for the area as an upscale, contemporary business and industrial area. A structure would be required across the “creek” and an initial “entrance feature” should be included in this phase. Initially, one lane of the boulevard could be constructed.

Phase 2 Option - Propeller Way

Extend Propeller Way from its current dead end located just east of Wing Way to Empennage Drive - a distance of 1,000 feet. This would provide access to both business and aviation parcels including:

Parcel Number	Approximate Site Size (Acres)	Maximum Building Size - Square Feet (000s)
14	1.0	13,000
15	0.9	12—
18	1.7	22—
Aviation Area	9.5	Variable

The major advantage of this phase is that no “creek” crossing would be required. However, the larger 10.0 acre tract on the “loop road” would require a significant

underground culvert. The large 10.0 acre tract should be reserved for a possible future airline passenger terminal unless a major development is proposed. Such a proposal could trigger the opening of this area regardless of other phases of development ongoing in the corporate park.

Phase 3 Option - Horizon Road

The opening of Horizon Road would provide the most direct access to the larger "Aviation Use" area, fronting on a proposed taxiway from existing Taxiway A that parallels the main runway. The proposed Horizon Road would extend from Airport Road to Empennage Drive - a distance of 1,950 feet. A possible internal road for the aviation use area would consist of a loop east of Empennage Drive. The parcels accessible in this phase would include:

Parcel Number	Approximate Site Size (Acres)	Maximum Building Size - Square Feet (000s)
1	1.9	25,000
2	4.2	55—
3	4.1	54—
4	2.1	27—
6	2.9	38—
7	2.9	38—
10	5.7	75—
Aviation Area	20.7	Variable

This option would most likely occur after the Satellite Drive and Propeller Way options. However, if an aviation related use requiring a large site with taxiway access is established, this option could be started independently from options 1 or 2.