TO: **HONORABLE CHAIRMAN AND PLANNING COMMISSION**

FROM: **RON WHISENAND, COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: **PLANNED DEVELOPMENT 09-001, APN: 025-453-001 (APPLICANT: SPECIALTY SILICONE FABRICATORS)**

DATE: **AUGUST 11, 2009**

Needs: For the Planning Commission to consider an application filed by Oasis Associates on behalf of Specialty Silicone, requesting to replace the existing approximate 14,000 square foot building with a new 103,524 square foot building.

Facts:

1. The site is located at 3077 Rollie Gates Drive (See Exhibit 1, Vicinity Map).

2. The 4.2-acre site is zoned AP,PD (Airport, Planned Development Overlay), and has a General Plan designation of BP-AP (Business Park, Airport Overlay).

3. Currently, Specialty Silicone is operating in three separate buildings, where one of the buildings is located on the project site and the other two buildings are located off-site within a few blocks from the site. The new building would allow for all of the Specialty Silicone operations to be consolidated into one building. A description of the business is attached as Exhibit 2.

4. James Goodman, AIA, has designed the building to utilize a concrete panel system with inset windows that are oriented to take advantage of the passive cooling through shading. The architect has provided a description of these systems along with various other energy efficient aspects of the building in his letter dated May 11, 2009, attached as Exhibit 3.

5. Based on the square footage and use of the buildings the parking ordinance would require 250 parking spaces. The applicant is requesting a reduction in the number of required parking spaces to 172. The applicants are requesting the reduction based on the unique type of manufacturing facility and the fact that the building is being designed and built for their specific business, not a generic manufacturing facility.

6. Chapter 21.22.050 of the Parking Ordinance allows the Planning Commission to approve parking ratios for uses not mentioned in the Ordinance with a parking ratio for a use that has similar traffic generating characteristics.

7. The Development Review Committee (DRC) reviewed the site plan, architectural elevations and color/materials proposed for the project on May 18, 2009. The DRC concluded that the project would comply with the Industrial Design Guidelines and be consistent with other industrial/aviation related buildings in the airport area. The DRC did not get into discussion on the parking issue, since at the time of the meeting, the necessary information staff needed to study the proposed parking plan had not been submitted by the applicant.

8. Pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA, an Initial Study and Mitigated Negative Declaration was prepared and circulated for public review and comment. Based on the information and analysis contained in the Initial Study (and comments and responses thereto), a determination has been made that the Specialty Silicone project may be approved with a Mitigated Negative Declaration.

Analysis and Conclusions:

The construction of the new Specialty Silicone facility will allow for the current activities that are operating in three separate buildings to consolidate into one large building. This project will provide a new, state-of-the-art facility for Specialty Silicone, which is a company that manufactures high-tech medical devices.

The facility will be a significant addition to the airport area with the addition of the large new building, however, since the new building will allow for the consolidation of existing activities and since there will not be the addition of new employees, it is not anticipated that the new facility will have a significant traffic impact to the airport area.

The applicant's are requesting the Planning Commission allow a reduction of parking spaces from 250 to 172. The following are specific characteristics of the Specialty Silicone project that would seem to rationalize the request to reduce the number of parking spaces:

- the building is being designed for a specific user, which has 202 employees. No new employees will be added after the building is complete;

- the work force operates in shifts, where at any one time the maximum number of employees on site would be 148. See the attached analysis by Oasis Associates, Exhibit 4;

- as described in Mr. Reising's letter, Specialty Silicone utilizes large machinery that takes up a significant amount of space and although the machines are manufacturing a product, not all the machines are utilized at any one time and they do not require a significant amount of employees to operate them.

An environmental review was prepared for the project, and as a result of the review, it was determined that mitigation measures are necessary to bring the impacts of the new project into a level of insignificance. The mitigation measures are related to drainage, traffic and air quality impacts. The air quality mitigation would include but not be limited to the use of a cool roof system, energy efficient lighting and appliances, shade tree planting, ride share programs. Additionally, the payment of fees in established transportation and drainage programs will help reduce the impact in those areas.

The mitigation measures have been developed and incorporated as conditions of approval into the attached Resolution approving PD 09-001. With the implementation of the mitigation measures the impacts from this project will be less than significant.

The proposed project would be consistent with the Zoning, General Plan and Airport Land Use Plan, since it would allow for the consolidation of the multiple buildings into a new facility, and provide for a clean attractive business in the airport area.

Additionally, the proposed project would be consistent with the Economic Strategy, since it would promote a diversified range of specialized industrial clusters, and retain existing business draw on local advantages to serve local and international markets.

Reference: Paso Robles General Plan and EIR, Paso Robles Zoning Ordinance, Economic Strategy and CEQA, Airport Land Use Plan

Fiscal Impact: None.

Options: After opening the public hearing and taking public testimony, the Planning Commission is requested to take one of the actions listed below:

a. 1. Adopt the attached Resolution approving a Mitigated Negative Declaration for PD 09-001, subject to the mitigation measures identified in the resolution approving PD 09-001;

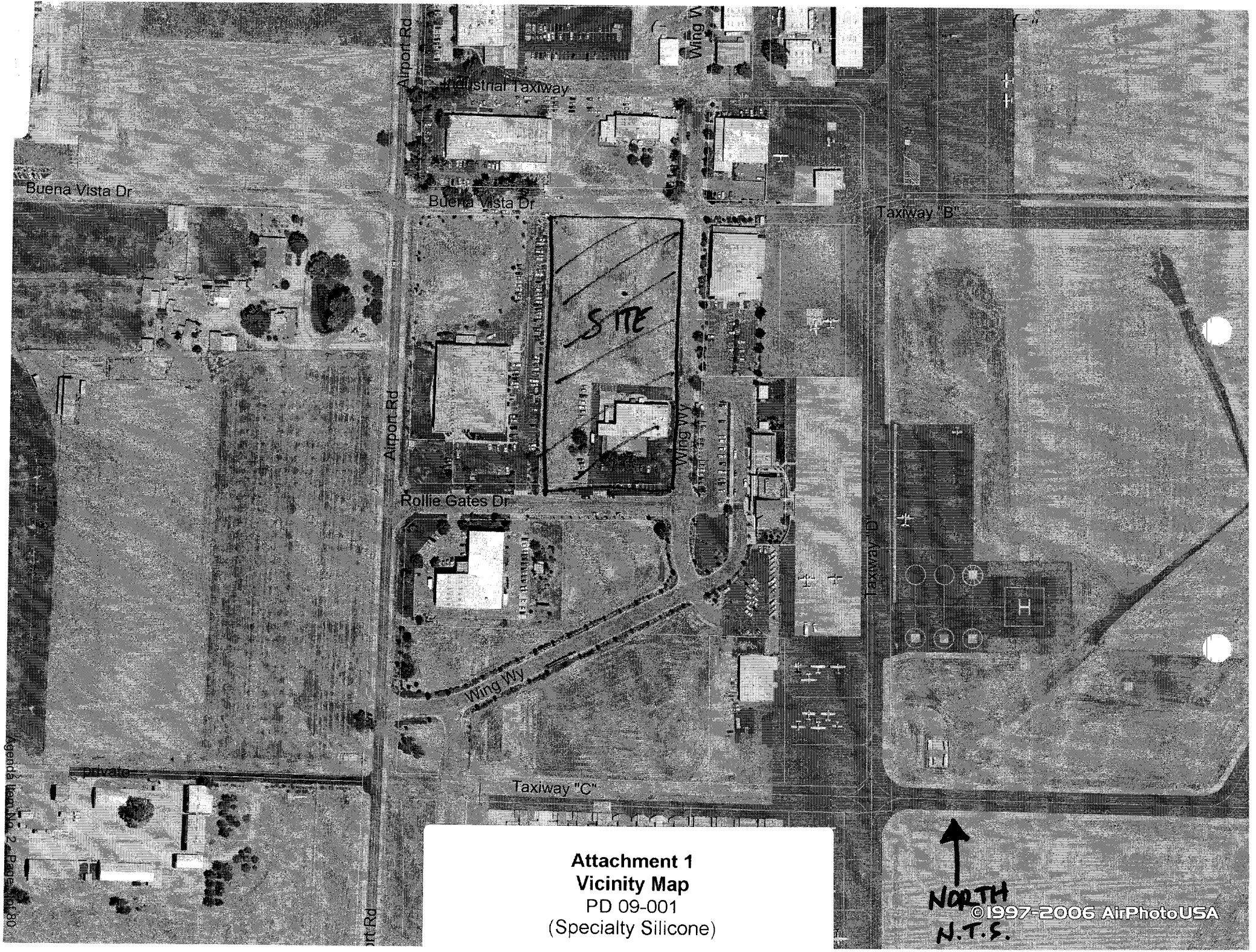
2. Adopt the attached Resolution approving a Planned Development 09-001, allowing the construction and operation of the new 103,524 square foot facility for Specialty Silicone Fabricators, along with the determination that 172 parking spaces will be sufficient for this project, subject to standard and site specific conditions;

b. Amend, modify, or reject the above-listed action;

Attachments:

1. Vicinity Map
2. Letter from Bill Reising
3. Letter from Jim Goodman
4. Letter from Oasis Associates
5. City Engineer Memo
6. Resolution to approve Mitigated Negative Declaration
7. Resolution to approve the Planned Development 09-001
8. Newspaper and Mail Notice Affidavits

H:darren/pd/specialtysilicone/PCReport



Attachment 1
Vicinity Map
PD 09-001
(Specialty Silicone)

Attach 1

ISSAC Medical Companies

Specialty Silicone Fabricators
Innovative Surgical Products

Paso Robles
JUN 18 2009
Planning Division

June 1, 2009

Planning Department
City of Paso Robles
Paso Robles, CA 93446

Re: Use of Proposed new structure located at 3077 Rollie Gates Drive

I'm writing to explain the requirements of our medical product research, development and fabrication business and how these translate into a unique building use which does not fit into one of the standard designations for parking space per square foot classifications.

ISSAC Medical owns Specialty Silicone Fabricators, (SSF), which will be the tenant occupying the building. SSF is a capital intensive, medical device OEM support company, with a reputation for doing the impossible with silicone elastomers. It does not make any proprietary medical devices, only specific precision parts used by the OEM's in their final assembly.

To be able to respond to the periodic demands of hundreds of such medical device manufacturers' for small lots of individual parts, SSF must have dozens of extruders, injection presses, transfer presses, calendars, and knife coaters, as well as the mills, HAV curing units, on line cutters, mixers, post cure ovens and spooling bins in support of each machine. It is not uncommon for the footprint of one single manufacturing piece of equipment, for example, an injection molding machine to exceed 200 square feet, or an extruder 1000 square feet. Unfortunately, specific, dedicated machines are required to manufacture product to meet each customer's unique requirements, resulting in the majority being idle on any given day.

SSF 's operations are strictly governed by the federal Food and Drug Administrations, whose Quality Assurance regulations not only limit our flexibility, but also require frequent audits by our customers to insure our compliance. This requires not only large conference areas, but also the storage on site of all documentation tracing the raw materials, work instructions, individual employees, dates, inspection reports, and individual machines used for every component manufactured for the last ten years.

Additional conference and storage space is required by the engineering staff to meet with customers to assist in designing and documenting the production tooling required to fabricate the precise, and often tiny components today's implantable medical devices require. It is not uncommon for four or five conference rooms, including a training facility which alone exceeds 1200 square feet, to all be simultaneously occupied.

2761 Walnut Avenue •
Tel: 714.415.0280 • F

Attachment 2
Bill Reising Letter
PD 09-001
(Specialty Silicone)

ISSAC Medical Companies
Specialty Silicone Fabricators
Innovative Surgical Products

SSF possesses proprietary technology for silicone elastomer fabrication. However, the steel processing equipment on site necessary to make, prove, and maintain these proprietary molds, dies, and production equipment requires a stand alone facility within the building exceeding 10,000 square feet, just to support 5 professional toolmakers and designers.

Virtually all of SSF's production will require at a minimum class 100,000 clean rooms to meet customer specifications. These require multiple airlock stations for both gowning of operators as well as transfer of materials and maintenance. Furthermore, strict control of all raw material lots, as well as finished or in process lots of product requires strict quarantine until use or release for shipment by quality control, which must also maintain an on site laboratory controlled environment for constant evaluation with its own equipment including electronic comparators, tensile testers, and microscopes. This results in a large portion of the available clean room and adjoining areas serving as warehouse storage for work in process.

The very nature of the work requires the constant set-up and breakdown of each manufacturing cell as that component's fabrication is accomplished, which may occur monthly, annually, or just once. As a result, most employees, whether operators, quality inspectors, or engineers are in a constant state of motion, in and out of clean rooms, conference rooms, and offices dependent on that day's criteria, rather than a fixed location.

SSF continues to apply the principals of lean manufacturing to our operations. As a result, employee numbers are gradually declining as fewer, but more highly trained and flexible workers are able to supervise and coordinate the work of larger production cells requiring fewer secondary operations.

SSF is the only company in the world which extrudes, molds, sheets and dispersion coats precision silicone elastomer medical components. It is truly unique.

Respectfully submitted,

William E. Reising
CEO
ISSAC Medical Companies

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James Goodman
Architecture

27345 Ortega Highway Suite 130 San Juan Capistrano, California 92675 949.493.0740.Voice 949.493.0719.Fax information@jgaia.com

Design Statement

May 11, 2009

New Manufacturing Facility for Specialty Silicone Fabricators
Planned Development 09-001

Design Criteria & Constraints

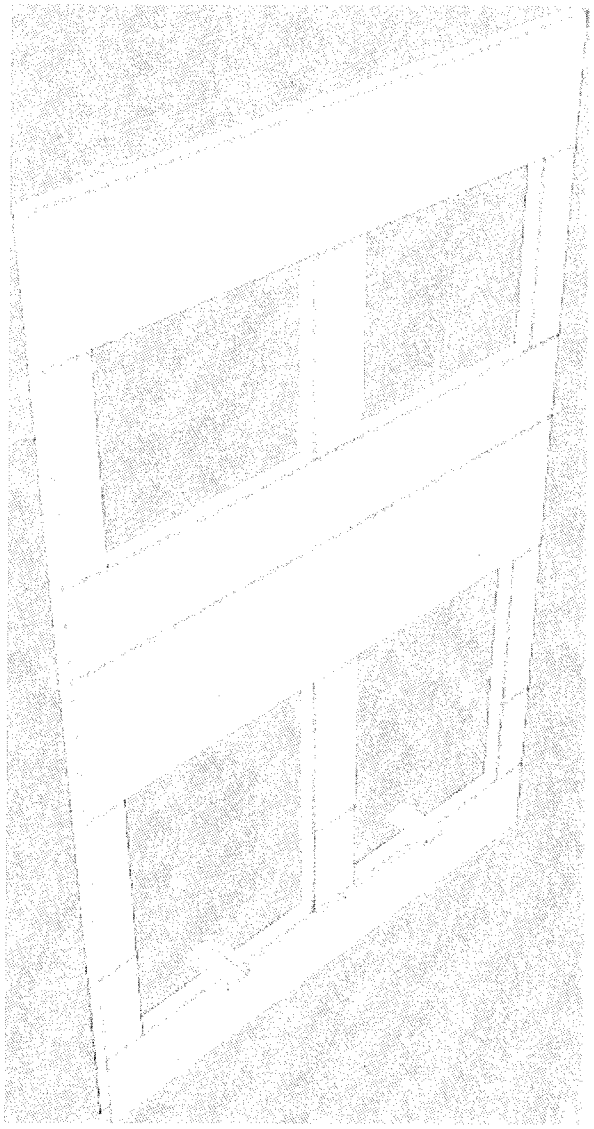
The primary objectives of the projects are:

1. Enclose the large amount of space required for the manufacturing facility in the most cost effective manner possible.
2. Develop a highly energy efficient project.
3. Project the state of the art, high-tech image desired by Specialty Silicone Fabricators.
4. Comply with the City's design guidelines and standard.

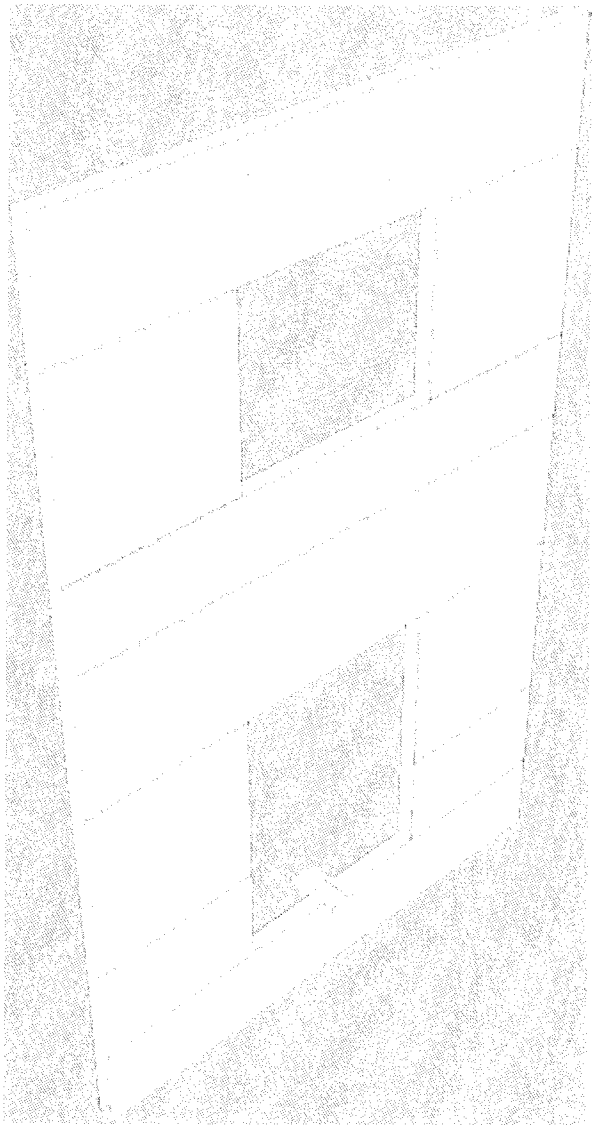
The specific user of the facility is known which gives us the opportunity to create a building that responds directly to their specific requirements.

The most efficient way to enclose the space required for the facility is a simple rectangular footprint. It is especially important that the main roof plan is as simple as possible. The building resulting from these initial criteria does not have much in the way of architectural character or articulation however. To further the goal of efficient construction, we wanted to develop a basic set of concrete panels that could be combined to form the outer shell of the building.

Attachment 3
Jim Goodman Letter
PD 09-001
(Specialty Silicone)

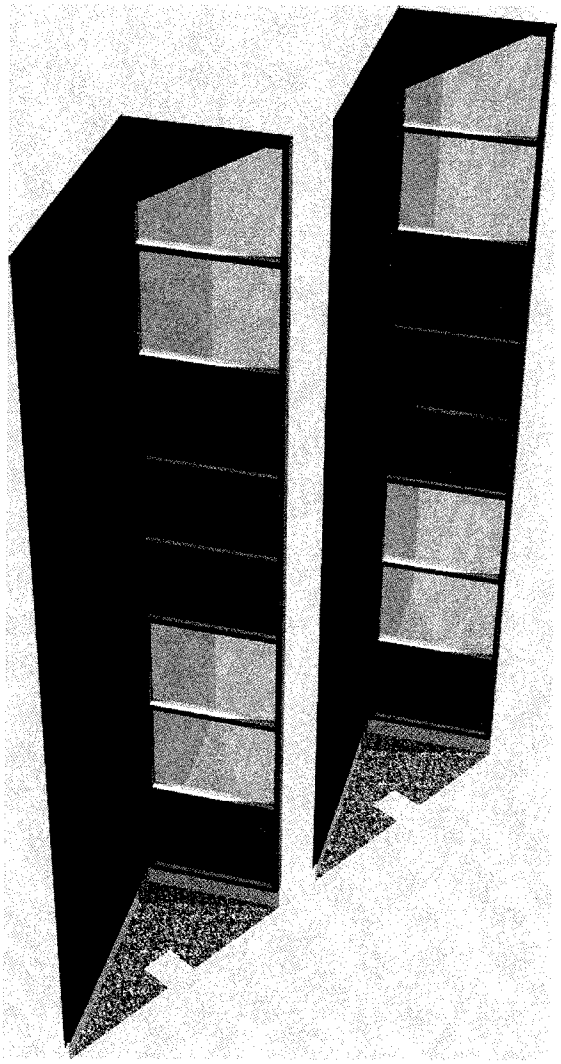


Concrete Panel Type 01

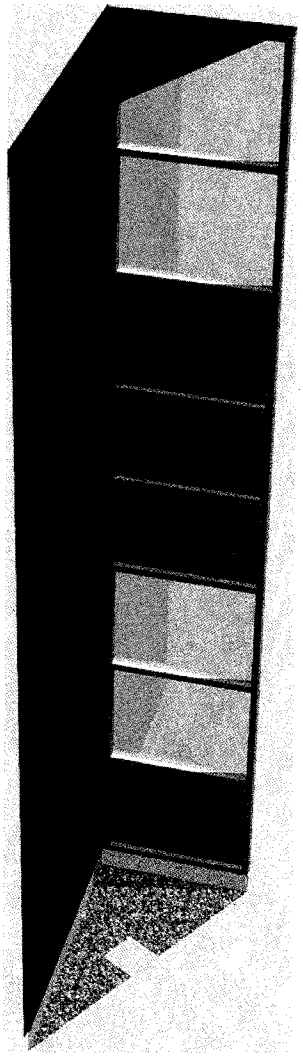


Concrete Panel Type 02

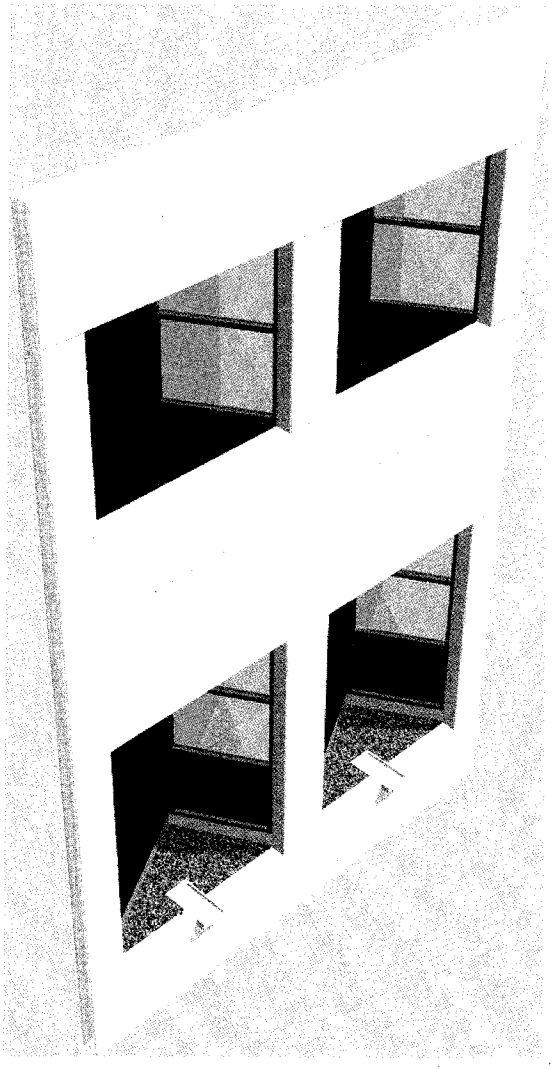
The desire to develop a highly energy efficient building and the east-west orientation of the two long walls led to the development of the passive solar window components. We wanted to avoid adding awnings or other sun shading elements to the outside of the building for both design and cost reasons. We arrived at an angled glazing element that would maintain the simple structural form while providing passive shading of the glazing and visual interest to the building.



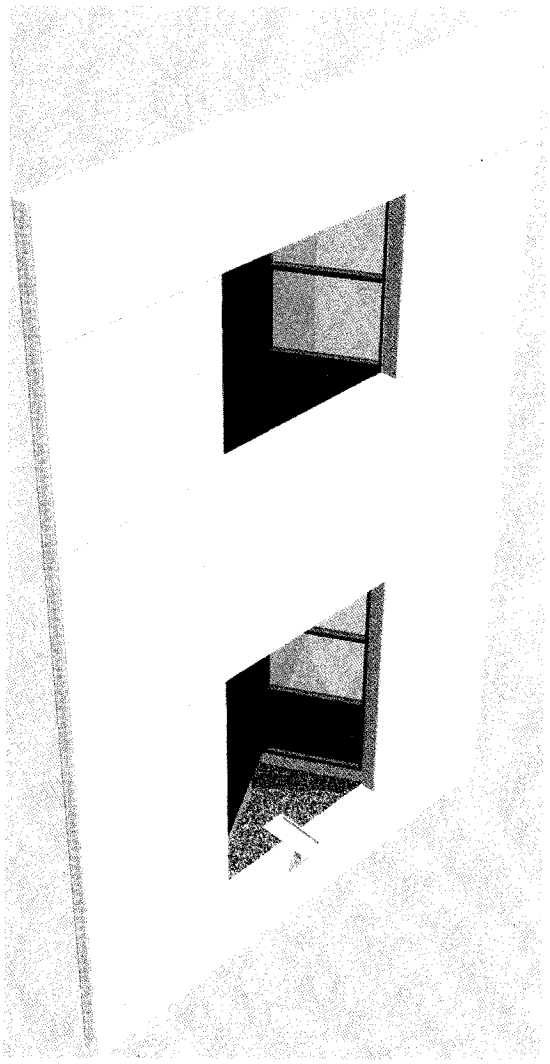
Window Element 01



Window Element 02

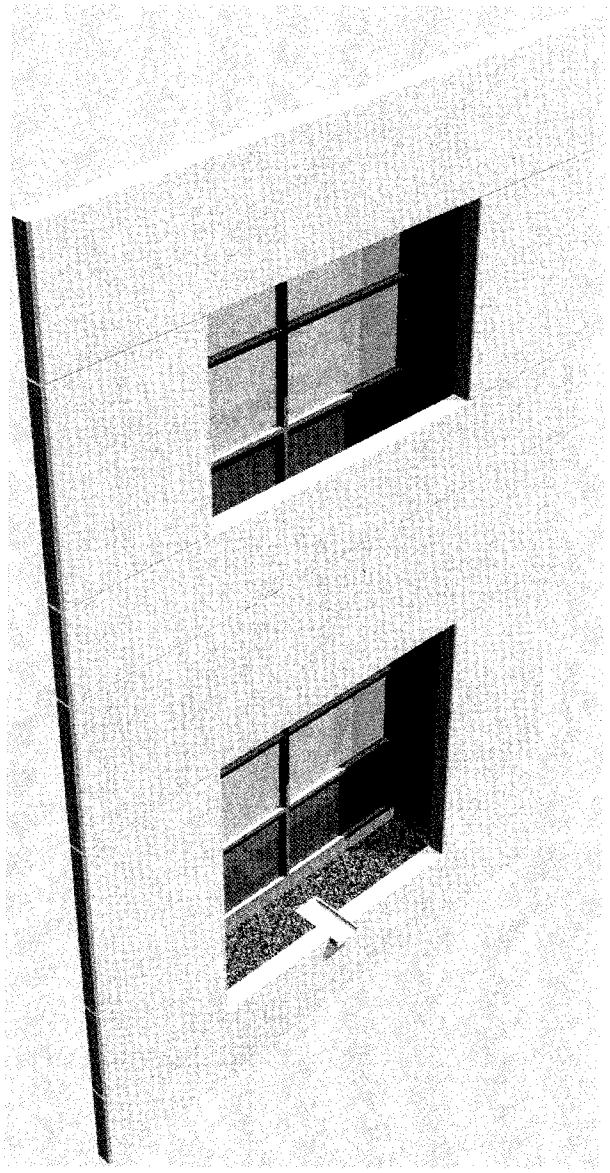


Combined Element EW 01



Combined Element EW 02

A different set of elements were developed for the south facing wall to respond to that particular solar orientation.



Combined Element S 01

The north facing wall responds directly to the loading dock orientation.

An additional set of infill elements were developed to respond to various interior functions that are not as sensitive to solar orientation.

The set of building elements were then assembled to form the overall building in response to the space allocations within the building as established by Specialty Silicone Fabricators. Orientation relative to the adjacent facilities was also considered. The administrative office use, along with the employee facilities were organized along the east side of the facility. Visitor and client support facilities on the south side of the building. The warehousing activities were located on the north end of the building and the main manufacturing areas on the west. Elements were then added to reinforce the public and employee entrances from the primary vehicular access routes from Rollie Gates and the airport terminal and from the parking areas.

Colors and materials for the elements were then chosen to project a clean, high-tech and state of the art image for SSF's suppliers and customers.

Finally, the design has been refined and polished in response to the city's design guidelines and input from city's planning staff. To provide additional articulation to the building, the main elements of the various sections of the building were given different colors. In addition, a metal espalier and trellis system was added to the west façade to further enhance this view of the building. Rich landscape treatment has been provided to further enhance the character of the facility.

We have responded to the City's design guidelines:

A. Site Design Guidelines

1. Site Design

The airport area is developed, for the most part, with a series of industrial uses in metal buildings of various sizes and colors with parking areas on all sides. The proposed use is industrial with a site design that features smaller parking areas with richer landscape treatment. The setbacks, forms, colors, etc. are compatible with the surrounding buildings.

We feel that we have oriented the building entrances toward the primary public streets and facilities as suggested in the guidelines.

We hope that our facility will set a new standard for future projects in the airport industrial area.

2. Site Landscaping

The proposed landscape takes cues from the existing terminal building and will establish a new standard for future projects.

The setbacks along the south, east, and north sides are heavily landscaped and include water quality mitigation facilities.

We have met the parking lot shading suggestions and have incorporated enhanced paving at the primary entrances and for the walkway from the public street.

3. Parking Areas
We have attempted to break down the parking areas to single drive aisles on each side of the building with landscape buffers provided.

Access points have been located to minimize traffic safety conflicts. The main employee, visitor, and truck access points have been separated to minimize conflicts and congestion.

4. Screening
The main loading area is located on Buena Vista street which is a secondary road, relative to the main roadways to the terminal. Dense landscaping is provided to further screen this area.

5. Trash Enclosures
The trash enclosure is located along Buena Vista and utilizes the same materials and design themes as the main building.

6. Outdoor Amenities
A large outdoor space has been provided for employee use on the East side of the building. The design includes a covered recess in the façade along with benches, tables, etc.

7. Site Development Features and Constraints
The site is relatively flat and does not contain any mature trees or other topographic features. We have utilized the natural slope of the site to create a "dock-high condition on the north end of the building without the use of truck wells or retaining walls.

B. Building Design Guidelines

1. General Building Design and Construction Materials
As described earlier, the building theme is a timeless, clean, and high-tech that relates to the high tech nature of aeronautics.

2. Entries
As described above, the main visitor and employee entrances are oriented toward Rollie Gates Drive and Wing Way North with a strong pedestrian connection to the terminal building. The treatment of the building entries provides strong focal points for the building. The roll-up doors are oriented to the west and Buena Vista Drive to the north.

3. Scale and Massing
Scale and massing are always difficult items to quantify. This building is inherently large and the basic forms are very simple. The overall proportions of the building mass are carefully considered and the use of the sloping parapet elements is designed to provide

interest to the skyline of the building. The massing is further articulated through the use of different colors for various sections of the building and the use of the patterns in the concrete panels provided by the passive solar glazing elements.

The use of applied ornamentation or other non-functional elements will provide visual noise and attract more negative attention to the building than a simple elegant design, set in a rich landscape setting.

4. Sloped parapets have been used to provide interest to the skyline and to articulate the massing of the building.

5. Trash Enclosures
The trash enclosure utilizes the same materials and design themes as the main building.

In closing, we have worked very hard to provide a quality building design that meets all client and community criteria.

James Goodman, AIA

O A S I S
LANDSCAPE
ARCHITECTURE
AND PLANNING

June 18, 2009

Mr. Darren Nash, Associate Planner
CITY OF PASO ROBLES
COMMUNITY DEVELOPMENT DEPARTMENT
1000 Spring Street
Paso Robles, CA 93446

RE: PROPOSED SPECIALTY SILICONE FABRICATORS, PASO ROBLES, CA
PLANNED DEVELOPMENT 09-001

Dear Darren,

We are pleased to submit the attached reports/memos and revised drawings for your review and distribution. The revisions have been made pursuant to your direction in your correspondence dated April 1, 2009. We have noted your comments, with a subsequent response in italics.

1. See Attachment 1, memo from John Falkenstien requesting additional information related to traffic and drainage.

   Prior to occupancy the applicant will either pay the drainage impact fees outlined in the memorandum prepared by North Coast Engineering dated May 20, 2009 or the applicant will provide an engineering design report for improvements to the open channel along Airport Road.*

   **See attached draft Memorandum to J. Falkenstien from C. Gabler/NCE, May 20, 2009*

   The following table represents shift times and the corresponding number of employees and vehicles on site during those shift times. For purposes of our response, we assumed the reasonably foreseeable worst case scenario that this are all single occupant vehicles. Shift start times vary between 4:00 AM and 3:00 PM, while shift end times vary between 2:30 PM and 1:30 AM. The majority of employees arrive at work at 5:00 AM and continue to trickle in until 10:00 AM. Over one-half of the employees end their days at 3:30 PM. Based upon the shift breakdown, most of the employees will be traveling to and from the facility outside of AM and PM peak traffic times.

   It is important to note that no new employees will be added once the proposed building is constructed. Therefore, on balance, no new vehicle trips will be added to the current conditions. To minimize daily trips during the AM and PM peak hours and mitigate for potential impacts to the intersection of Airport Road with Highway 46E and the 46E corridor, shift times have been modified, accordingly.

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Attachment 4
Oasis Assoc. Letter
PD 09-001
(Specialty Silicone)

SHIFT TIMES & EMPLOYEE/VEHICLE BREAKDOWN

Shift Start Time	Shift End Time	Employees	Vehicles	Total Vehicles
4:00 AM		7	7	7
5:00 AM		56	56	63
6:00 AM		9	9	72
6:30 AM		5	5	77
7:00 AM		33	30	107
8:00 AM		23	23	130
10:00 AM		3	3	133
	2:30 PM	-7	-7	126
3:00 PM		22	22	148
	3:30 PM	-79	-77	71
	4:30 PM	-29	-29	42
	5:00 PM	-20	-20	22
	1:30 AM	-22	-22	0

2. Parking: the plan indicates that 203 parking spaces are required. The Zoning Code (Chapter 21.22) requires that parking calculations be based on gross calculations rather than net. It appears that the calculations provided are based on net numbers. From my calculations it appears that the building would need a total of 247 parking spaces.

   At the meeting on March 26, 2009, between the applicants and staff, it was discussed by the applicants that there will not be the need for all of the 203 parking spaces shown on the plans. The questions was asked if there was a possibility of not constructing all of the parking spaces at this time. It was also discussed that there will be 202 employees. When comparing the 203 parking spaces to 202 employees it would seem that all of the 203 parking spaces would be necessary. To help us get a better idea of the parking characteristics for Specialty Silicone, and to help rationalize the possible deferral of the construction of some of the parking spaces to the Planning Commission and the public, please provide additional information that would describe the number of employees, the number of employees per shift and if there are any programs such as ride-share, van-pool or any other programs that would better explain why constructing all of the parking as shown on the plans (as well as the additional 44 spaces) is not necessary at this time.

   §21.22.050 of the Zoning Ordinance states, "The requirement for a use not specifically mentioned will be the same as for a use specified which has similar traffic generating characteristics. The planning commission will determine what constitutes a similar use." Utilizing the aforementioned ordinance, and based upon the unique nature of SSF's specialty medical manufacturing, we respectfully request using the 1 parking space per

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1000 square feet of gross floor area ("SFGFA") for the manufacturing and warehouse portions of the proposed project. We will continue to use the 5 parking spaces per 1000 SFGRA for the office category.

To support staff's and the decision-makers' concurrence with the proposed parking ratio, we have provided a description of the facility's activities to justify the parking standard (Please refer to the attached Facilities Description, Isaac Medical Companies/SSF, June 1, 2009). The revised site plan layout depicts a total 165 standard and 7 accessible parking spaces on the site, for a total of 172 spaces. The tables below illustrate the parking calculations.

Use	Parking Ratios	Building SF	Required Spaces	Spaces Provided
Manufacturing Area	1 space /1,000 SFGFA	57,416 SF	58 spaces	
Warehouse Area	1 space /1,000 SFGFA	5,931 SF	6 spaces	
Office Uses	5 spaces /1,000 SFGFA	16,459 SF	82 spaces	
Total			146 spaces	165 spaces
ADA Spaces			7 spaces	7 spaces
TOTAL SPACES			**153 spaces**	**172 spaces**

The following table represents the shift times, number of employees, and number of vehicles onsite at any given time. The maximum number of vehicles onsite occurs at the shift change at 3:00 PM, when there are 148 total vehicles. By providing 172 parking spaces with the proposed project, the current layout of the site will provide for adequate parking spaces.

Shift Times & Employee/Vehicle Breakdown

Shift Start Time	Shift End Time	Employees	Vehicles	Total Vehicles
4:00 AM		7	7	7
5:00 AM		56	56	63
6:00 AM		9	9	72
6:30 AM		5	5	77
7:00 AM		33	30	107
8:00 AM		23	23	130
10:00 AM		3	3	133
	2:30 PM	-7	-7	126
3:00 PM		22	22	148
	3:30 PM	-79	-77	71
	4:30 PM	-29	-29	42
	5:00 PM	-20	-20	22
	1:30 AM	-22	-22	0

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3. Architecture: architecture was also discussed at the March 26th meeting, specifically the large expanse of the west facing building elevation. Staff requested that the Architect come up with some ideas of how the west facing elevation could be improved. Some of the ideas included the addition of trellis features, strategically placed awnings over windows, and the possible change in colors/materials. Staff welcomes other suggestions. I have attached the City's Industrial Design Guidelines (Attachment 2). Please review those Guidelines and provide as many architectural and site planning details that would be appropriate for this project. The DRC and Planning Commission will want to insure that the project is consistent with the Design Guidelines.

   Colors and materials for the building were chosen to project a clean, high-tech and state of the art image for SSF's suppliers and customers. The design has been refined and polished in response to the City's design guidelines and input from City's planning staff. To provide additional articulation to the building, the main elements of the various sections of the building were given different colors. In addition, a metal espalier and trellis system was added to the west façade to further enhance this view of the building. Rich landscape treatment has been provided to further enhance the character of the facility. In addition, we have responded to the City's design guidelines:

   Site Design Guidelines

   1. *Site Design*
      The airport area is developed, for the most part, with a series of industrial uses in metal buildings of various sizes and colors with parking areas on all sides. The proposed use is industrial with a site design that features smaller parking areas with richer landscape treatment. The setbacks, forms, colors, etc. are compatible with the surrounding buildings. The building entrance is oriented toward the primary public streets and facilities as suggested in the guidelines.
   2. *Site Landscaping*
      The proposed landscape takes cues from the existing terminal building and will establish a new standard for future projects. The setbacks along the south, east, and north sides are heavily landscaped and include water quality mitigation facilities. The parking lot meets the parking lot shading suggestions and incorporates enhanced paving at the primary entrances and for the walkway from the public street.
   3. *Parking Areas*
      The parking areas are deigned with single drive aisles on each side of the building with landscape buffers provided. Access points have been located to minimize traffic safety conflicts. The main employee, visitor, and truck access points have been separated to minimize conflicts and congestion.

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CALIFORNIA 93401

4. *Screening*
   The main loading area is located on Buena Vista, which is a secondary road, relative to the main roadways to the terminal. Dense landscaping is provided to further screen this area.
5. *Trash Enclosures*
   The trash enclosure is located along Buena Vista and utilizes the same materials and design themes as the main building.
6. *Outdoor Amenities*
   A large outdoor space has been provided for employee use on the east side of the building. The design includes a covered recess in the façade along with site furnishings (e.g., benches, tables, etc.).
7. *Site Development Features and Constraints*
   The site is relatively flat and does not contain any significant topographic features. We have utilized the natural slope of the site to create a "dock-high" condition on the north end of the building without the use of truck wells or retaining walls.

Building Design Guidelines

1. *General Building Design and Construction Materials*
   As described earlier, the building theme is timeless, clean, and high-tech that relates to the high tech nature of the airport area.
2. *Entries*
   As described above, the main visitor and employee entrances are oriented toward Rollie Gates Drive and Wing Way North with a strong pedestrian connection to the terminal building. The treatment of the building entries provides strong focal points for the building. The roll-up doors are oriented to the west and Buena Vista Drive to the north.
3. *Scale and Massing*
   Scale and massing are always difficult items to quantify. This building is inherently large and the basic forms are very simple. The overall proportions of the building mass are carefully considered and the use of the sloping parapet elements is designed to provide interest to the skyline of the building. The massing is further articulated through the use of different colors for various sections of the building and the use of the patterns in the concrete panels provided by the passive solar glazing elements. The use of applied ornamentation or other non-functional elements will provide visual noise and attract more negative attention to the building than a simple elegant design, set in a rich landscape setting.
4. *Sloped parapets have been used to provide interest to the skyline and to articulate the massing of the building.*
5. *Trash Enclosures*
   The trash enclosure utilizes the same materials and design themes as the main building. In closing, we have worked very hard to provide a quality building design that meets all client and community criteria.

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CALIFORNIA 93401

4. Energy Efficiency: please provide a statement that explains how the building has been designed to address energy efficiency. Will the building utilize solar panels, cool roofs and other energy efficient design elements?

   The most efficient way to enclose the space required for the facility is a simple rectangular footprint. It is especially important that the main roof plan is as simple as possible. The building resulting from these initial criteria does not have much in the way of architectural character or articulation however. To further the goal of efficient construction, we wanted to develop a basic set of concrete panels that could be combined to form the outer shell of the building.

   The desire to develop a highly energy efficient building and the east-west orientation of the two long walls led to the development of the passive solar window components. We wanted to avoid adding awnings or other sun shading elements to the outside of the building for both design and cost reasons. We arrived at an angled glazing element that would maintain the simple structural form while providing passive shading of the glazing and visual interest to the building.

   A different set of elements were developed for the south facing wall to respond to that particular solar orientation. The north facing wall responds directly to the loading dock orientation. An additional set of infill elements were developed to respond to various interior functions that are not as sensitive to solar orientation. The set of building elements were then assembled to form the overall building in response to the space allocations within the building as established by Specialty Silicone Fabricators. Orientation relative to the adjacent facilities was also considered. The administrative office use, along with the employee facilities are organized along the east side of the facility. Visitor and client support facilities on the south side of the building. The warehousing activities are located on the north end of the building and the main manufacturing areas on the west. Elements were then added to reinforce the public and employee entrances from the primary vehicular access routes from Rollie Gates and the airport terminal and from the parking areas.

5. Environmental Review: based on the size of the building it will be necessary to process the project through the environmental review/CEQA process, which will include circulating a Mitigated Negative Declaration (MND) to the State Clearing House. The information requested in this letter is necessary to help us complete that document.

   Comment noted.

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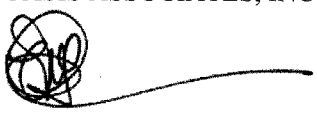
Thank you very much for your prompt attention to this matter. Should you have any questions or need any additional information, please don't hesitate to contact us.

Respectfully,
OASIS ASSOCIATES, INC.



C.M. Florence, AICP Agent
SPECIALTY SILICONE FABRICATORS

Attachments: Draft Memorandum to J. Falkenstien from C. Gabler/NCE, May 20, 2009
Facilities Description, ISSAC Medical Companies, June 1, 2009
Design Concept, James Goodman Architecture, May 11, 2009

c: SSF, et al.
J. Goodman, AIA
C. Gabler, PE
07-0099

O:\Specialty Silicone Fabricators\Correspondence\2009-4-1.Response to Completeness Letter.doc

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RLA 2245 • CLARB # 907

MEMORANDUM

TO: **Darren Nash**

FROM: **John Falkenstien**

SUBJECT: **PD 09-001, Specialty Silicone**

DATE: **July 15, 2009**

Traffic

Specialty Silicone has proposed an expansion of their facilities on Wing Way between Buena Vista Drive and Rollie Gates Drive at the Airport. Their proposal includes the construction of a 103,524 square foot building. One smaller building will be demolished and other buildings currently occupied by Specialty will be vacated.

While the project represents a building expansion and a more productive manufacturing process, the project does not necessarily increase the number of employees or generate substantial additional traffic. The applicant has provided a traffic demand strategy of setting employee shifts to avoid impacts at peak hours on Highway 46E and at the intersection of Airport Road and the highway.

Any development in the Airport area will affect the operations of the intersection Airport Road and Highway 46E. Many approved and developed projects in the area have entered into agreements to participate in intersection improvements. The new highway widening project will provide a comfortable west bound to north bound right turn lane and an acceleration lane for east bound traffic turning left from Airport Road. Development in the area needs to focus on improving the separation of south bound left turn traffic from right turn traffic. A center turn lane extended along the frontage of the winery and the Ravine Water Park resulting in a dedicated left turn lane at the highway is needed. The feasibility of this concept needs to be explored with Caltrans.

The recently released Caltrans Corridor Study has identified Union Road as the ideal location for a future interchange to serve the needs of general plan build out of the area. Interim improvements may include a traffic signal at this location. Development impact fees will address this project's share of this long term plan.

Drainage

The City is obligated under their Phase II Municipal Storm water permit with the Regional Water quality Control Board to require that this project be developed in accordance with Best Management Practices to mitigate impacts to the quality of storm water run-off to the maximum extent possible. These goals are accomplished by the implementation of Low Impact Development. Low Impact Development is an array of best management practices designed to ensure that a site's post-development hydrologic functions mimic those in its pre-development state. The preliminary grading plan reflects these concepts.

The project will impact the drainage course along the east side of Airport Road and natural channels downstream. An analysis has been submitted by the applicant's representative that identifies the project's share of drainage improvements outlined in the "Airport Business Park Drainage Analysis" prepared by Schaff and Wheeler on behalf of the City in April, 2008.

Recommended Conditions of Approval

Street improvements shall be constructed on Buena Vista Drive, Wing Way and Rollie Gates Drive in accordance with plans approved by the City Engineer.

Post construction storm water management and low impact development best management practices shall be included in the design of site improvements.

Traffic demand strategies shall be implemented by the applicant to limit impacts to peak hour traffic. The applicant shall enter into an agreement to participate in turn lane improvements on Airport Road at the intersection of Highway 46E.

The applicant shall pay transportation impact fees established by City Council in affect at the time of occupancy.

The applicant shall provide their fair share of improvements to the drainage channel along Airport Road in accordance with the memo provided by North Coast Engineering dated May 20, 2009.

RESOLUTION NO:

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
APPROVING A MITIGATED NEGATIVE DECLARATION FOR
PLANNED DEVELOPMENT 09-001
(SPECIALTY SILICONE)
APN: 025-453-001

WHEREAS, Planned Development 09-001 has been submitted by Oasis Associates on behalf of Specialty Silicone, requesting to construct a 103,524 square foot facility located at 3077 Rollie Gates Drive; and

WHEREAS, at its August 11, 2009 meeting, the Planning Commission held a duly noticed public hearing on the Project, to accept public testimony on the proposal including Planned Development 09-001 and related applications; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared and circulated for public review and comment; and

WHEREAS, based on the information and analysis contained in the Initial Study (Attached as Exhibit A), a determination has been made that the proposed Project qualifies for adoption of a Mitigated Negative Declaration; and

WHEREAS, Public Notice of the proposed Mitigated Negative Declaration was given as required by Section 21092 of the Public Resources Code; and

WHEREAS, based on the information contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds no substantial evidence that there would be a significant impact on the environment based on the attached Mitigation Agreement and mitigation measures described in the initial study and contained in the resolution approving PD 09-001 as site specific conditions summarized below.

Topic of Mitigation	Condition #
Air Quality	4
Traffic	7,8
Water	9

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de

Robles, based on its independent judgment, to approve a Mitigated Negative Declaration for Planned Development 09-001 in accordance with the California Environmental Quality Act.

PASSED AND ADOPTED THIS 11th day of August, 2009 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

CHARLES E. TREATCH, CHAIRMAN

ATTEST:

_____

RON WHISENAND, PLANNING COMMISSION SECRETARY

H:darren/PD/PD09-001Specialty /NDRes

CITY OF PASO ROBLES – PLANNING DIVISION
INITIAL STUDY

1. GENERAL PROJECT INFORMATION

PROJECT TITLE: **Specialty Silicone:** PD 09-001

LEAD AGENCY: City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Contact: Darren Nash, Associate Planner
Telephone: (805) 237-3970

PROJECT LOCATION: 3077 Rollie Gates Drive Drive, Paso Robles, CA (APN 025-453-001)

PROJECT PROPONENT: Applicant**:** Specialty Silicone Fabricators
William E. Reising, Jr.
2761 Walnut Avenue, Tustin, CA 92780

Representative: Oasis Associates
Attn: Carol Florence
3427 Miguelito Court
San Luis Obispo, CA 93401

GENERAL PLAN DESIGNATION: Business Park (BP)

ZONING: AP-PD (Airport Planned Development Overlay)

2. PROJECT DESCRIPTION

Request to construct a 103,524 square foot manufacturing facility and the demolition of an existing approximate 14,000 square foot building on the site located at 3077 Rollie Gates Drive. Within the building, including the mezzanine, 81,134 square feet would consist of manufacturing, 5,931 square feet would be warehouse, and 16,459 square feet would be for office use. See Attachment 1 for a project description by William E. Reising, CEO.

Specialty Silicone currently operates at the airport out of multiple buildings. One of these buildings which is the approximate 14,000 square foot building located on the site which will be removed. The other buildings are located off site in close proximity to the main building. The proposed new 103,524 square foot building would allow for all Specialty Silicone activities to take place under one roof on one site.

This initial study evaluates the potential environmental impacts of the construction and operation of the proposed new facility.

Environmental Setting:

The 4.2 acre site is fairly flat with a slight slope to the southeast. There is an existing approximate 14,000 square foot building located on the site that is currently operated by Specialty Silicone that is proposed to be demolished as part of this project. The site is an in-fill lot within the airport area that is surrounded by other buildings, improved streets and other vacant airport lease land.

3. OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED (For example, issuance of permits, financing approval, or participation agreement):

San Luis Obispo Air Pollution Control District (SLO APCD)

4. EARLIER ENVIRONMENTAL ANALYSIS AND RELATED ENVIRONMENTAL DOCUMENTATION:

This Initial Study incorporates by reference the City of El Paso de Robles General Plan Environmental Impact Report (EIR) (SCH#2003011123). Unless otherwise superseded by the City's standard Conditions of Approval, the EIR mitigation measures are attached to new development projects as Conditions to be implemented to the satisfaction of the City.

5. CONTEXT OF ENVIRONMENTAL ANALYSIS FOR THE PROJECT:

This Initial Study relies on expert opinion supported by the facts, technical studies, and technical appendices of the City of El Paso de Robles General Plan EIR. These documents are incorporated herein by reference. They provide substantial evidence to document the basis upon which the City has arrived at its environmental determination regarding various resources.

6. PURPOSES OF AN INITIAL STUDY

The purposes of an Initial Study for a Development Project Application are:

A. To provide the City with sufficient information and analysis to use as the basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration for a site specific development project proposal;

B. To enable the Applicant of a site specific development project proposal or the City as the lead agency to modify a project, mitigating adverse impacts before an Environmental Impact Report is required to be prepared, thereby enabling the proposed Project to qualify for issuance of a Negative Declaration or a Mitigated Negative Declaration;

C. To facilitate environmental assessment early in the design of a project;

D. To eliminate unnecessary EIRs;

E. To explain the reasons for determining that potentially significant effects would not be significant;

F. To determine if a previously prepared EIR could be used for the project;

G. To assist in the preparation of an Environmental Impact Report if one is required; and

H. To provide documentation of the factual basis for the finding of no significant effect as set forth in a Negative Declaration or a Mitigated Negative Declaration prepared for the a project.

7. EXPLANATION OF ANSWERS FOUND ON THE ENVIRONMENTAL CHECKLIST FORM

A. Scope of Environmental Review

This Initial Study evaluates potential impacts identified in the following checklist.

B. Evaluation of Environmental Impacts

1. A brief explanation is required for all answers to the questions presented on the following Environmental Checklist Form, except where the answer is that the proposed project will have "No Impact." The "No Impact" answers are to be adequately supported by the information sources cited in the parentheses following each question or as otherwise explained in the introductory remarks. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A "No Impact" answer should be explained where it is based on project-specific factors and/or general standards. The basis for the "No Impact" answers on the following Environmental Checklist Form is explained in further detail in this Initial Study in Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 10 (Context of Environmental Analysis for the Project).

2. All answers on the following Environmental Checklist Form must take into account the whole action involved with the project, including implementation. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. "Potentially Significant Impact" is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, preparation of an Environmental Impact Report is warranted.

4. Potentially Significant Impact Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. Mitigation Measures from Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). See Section 4 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 11 (Earlier Analysis and Background Materials) of this Initial Study.

6. References to the information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the Environmental Checklist Form. See Section 11 (Earlier Analysis and Related Environmental Documentation). Other sources used or individuals contacted are cited where appropriate.

7. The following Environmental Checklist Form generally is the same as the one contained in Title 14, California Code of Regulations; with some modifications to reflect the City's needs and requirements.

8. Standard Conditions of Approval: The City imposes standard conditions of approval on Projects. These conditions are considered to be components of and/or modifications to the Project and some reduce or minimize environmental impacts to a level of insignificance. Because they are considered part of the Project, they have not been identified as mitigation measures. For the readers' information, the standard conditions identified in this Initial Study are available for review at the Community Development Department.

9. Certification Statement: The statements made in this Initial Study and those made in the documents referenced herein present the data and information that are required to satisfy the provisions of the California Environmental Quality Act (CEQA) – Statutes and Guidelines, as well as the City's Procedures for Implementing CEQA. Further, the facts, statements, information, and analysis presented are true and correct in accordance with standard business practices of qualified professionals with expertise in the development review process, including building, planning, and engineering.

8. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The proposed project may potentially affect the environmental factors checked below, and may involve at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," if so indicated on the following Environmental Checklist Form (Pages 8 to.15)

☐ Land Use & Planning	☑ Transportation/Circulation	☐ Public Services
☐ Population & Housing	☐ Biological Resources	☐ Utilities & Service Systems
☐ Geological Problems	☐ Energy & Mineral Resources	☐ Aesthetics
☑ Water	☐ Hazards	☐ Cultural Resources
☑ Air Quality	☐ Noise	☐ Recreation
	☐ Mandatory Findings of Significance	

9. ENVIRONMENTAL DETERMINATION: On the basis of this initial evaluation: I find that:

The proposed project could not have a significant effect on the environment; and, therefore, a **NEGATIVE DECLARATION** will be prepared. ☐

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared. ☑

The proposed project may have a significant effect on the environment; and, therefore an **ENVIRONMENTAL IMPACT REPORT** is required. ☐

The proposed project may have a significant effect(s) on the environment, but one or more effects (1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) have been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or is "potentially significant unless mitigated." ☐

Therefore, an **ENVIRONMENTAL IMPACT REPORT** is required, but it will analyze only the effect or effects that remain to be addressed.

Signature: Date:

July 22, 2009

Darren Nash, Associate Planner

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. LAND USE AND PLANNING. Would the Proposal:				
a) Conflict with general plan designation or zoning? (Sources: 1 & 8)	☐	☐	☐	☑
a) Be incompatible with existing land uses in the vicinity? (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: a.&b *The request to construct a 103,524 square foot medical manufacturing facility would be consistent with the purpose and intent of the AP-PD zoning district, the Business Park land use designations of the General Plan, the General Plan EIR, as well as the Airport Land Use Plan. The request would be an expansion and consolidation of the existing Specialty Silicone operations currently taking place on this site and other neighboring sites. Since the project complies with the existing zoning, land use, airport land use and meets the policies of the City's Economic Strategy, the project would not be in conflict with general plan or zoning designations. The project also would not be incompatible with existing land uses.*

b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: As mentioned above, the project is consistent with the Airport Land Use Plan and General Plan/EIR and there are no other applicable environmental plans & policies that apply to the project site, therefore, the proposed project would not conflict with the applicable environmental plans or policies.

d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible uses)?	☐	☐	☐	☑

Discussion: The project site is not on or adjacent to any farmland. Therefore, the proposed project would not affect agricultural resources, convert or have the potential to convert existing farmland to a nonagricultural use. Accordingly, the proposed project would result in no impact on important farmlands.

e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: The development of the proposed facility on this infill site within the airport area would not disrupt or divide the physical arrangement of an established community.

II. POPULATION AND HOUSING. Would the proposal:				
a) Cumulatively exceed official regional or local population projections? (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: The proposed project would not have a significant impact on local or regional population projections, since the proposed project consolidates several buildings currently being used by the applicant, and the new building would not create significant new jobs that would attract a significant amount of people to the area.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: The development of the proposed facility would be designed to fit the site and would not induce growth in the area of the airport. Some infrastructure already exists in the vicinity and the surrounding area is already developed.

c) Displace existing housing, especially affordable housing? (Sources: 1, 3, & 5)	☐	☐	☐	☑

Discussion:
There would not be displaced housing as a result of the construction of this project.

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

a) Fault rupture? (Sources: 1, 2)	☐	☐	☑	☐

Discussion: The primary sources of potential ground shaking in the Paso Robles area are the Rinconanda Fault and San Andreas Fault. The Rinconada Fault system traverses the southwestern portion of the City. The San Andreas Fault is on the east side of the valley and runs through the community of Parkfield east of Paso Robles. Review of available information and examinations conducted as part of the General Plan Update EIR, indicate that neither of these faults is active with respect to ground rupture in Paso Robles.

The City of Paso Robles recognizes these geologic influences in the application of the Uniform Building Code (UBC) to all new development within the City. The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan EIR, pg. 4.5-8. Soils reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. In addition, per requirements of the Alquist-Priolo Earthquake Fault Zones, only structures for human habitation need to be setback a minimum of 50 feet of a known active trace fault.

b) Seismic ground shaking? (Sources: 1, 2)	☐	☐	☑	☐

Discussion: The City is located within an active earthquake area that could experience seismic ground shaking from the Rinconada and San Andreas Faults. The General Plan EIR identifies impacts resulting from ground shaking as less than significant and provides mitigation measures that will be incorporated into the design of any development proposal on the project site, including adequate structural design and not constructing over active or potentially active faults. Future projects on the project site will be constructed to current UBC codes.

c) Seismic ground failure, including liquefaction? (Sources: 1,2)	☐	☐	☑	☐

Discussion: Per the General Plan and General Plan EIR, the project site is located in an area with moderate liquefaction risk. The EIR identifies measures to reduce this potential impact, which will be incorporated into this project. This includes a requirement to conduct a site-specific analysis of liquefaction potential. Based on analysis results, the design and construction of future development on the project site may include specific design requirements to reduce the potential impacts on structures due to liquefaction to a less than significant level.

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Seiche, tsunami, or volcanic hazard? (Sources: 1, 2)	☐	☐	☐	☑

Discussion: The project area is approximately 30 miles from the Pacific Ocean, is approximately 800 feet above sea level, and is not located within close proximity to a lake, reservoir, or known volcano. As such, effects from seiche, tsunami, and volcanoes are not expected.

e) Landslides or Mudflows? (Sources: 1, 2)	☐	☐	☑	☐

Discussion: According to hazard maps contained in the General Plan (Figure S-4), the project is located in an area with a low potential of landslide risk. Effects from landslides or mudflows are not expected.

f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 2, 3, & 4)	☐	☐	☑	☐

Discussion: The project has been evaluated for impacts to existing surface and groundwater resources and is subject to compliance with the City's Urban Water Management Plan, Storm Water Management Plan, Grading Ordinance, and other applicable city ordinances and plans. In addition, development on the site will require coverage under the State General Construction Permit in order to comply with federal National Pollutant Discharge Elimination System (NPDES) requirements. The project applicant would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce potential erosion and subsequent sedimentation of storm water runoff. This SWPPP would include Best Management Practices (BMPs) to control erosion associated with grading, trenching, and other ground surface-disturbing activities.

g) Subsidence of the land? (Sources: 1, 2, & 3)	☐	☐	☐	☑

Discussion: Refer to c. above.

h) Expansive soils? (Sources: 4)	☐	☐	☑	☐

Discussion: Per the General Plan EIR, Paso Robles is an area that has moderately expansive soils. The proposed project is a policy change and does involved site disturbance that would be subject to expansive soils. New entitlement requests for the project site would be required to implement any recommendations of a site-specific soils report, as part of a development application.

i) Unique geologic or physical features? (Sources:1 & 3)	☐	☐	☐	☑

Discussion: There are no significant physical or geological features of the site.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. WATER. Would the proposal result in:				
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Sources:1, 3, & 7)	☐	☑	☐	☐
b) Exposure of people or property to water related hazards such as flooding? (Sources: 1, 3, & 7)	☐	☑	☐	☐
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (Sources: 1, 3, & 7)	☐	☑	☐	☐
d) Changes in the amount of surface water in any water body? (Sources: 1, 3, & 7)	☐	☑	☐	☐
e) Changes in currents, or the course or direction of water movement? (Sources: 1, 3, & 7)	☐	☑	☐	☐

Discussion a-e: The City is obligated by the State Water Board to require that this project be developed in accordance with Best Management Practices(BMPs) to mitigate impacts to the quality of storm water run-off to the maximum extent possible. These goals will be accomplished by the implementation of Low Impact Development standards. Low Impact Development is an array of BMPs designed to ensure that a site's post-development hydrologic functions mimic those in its pre-development state. The preliminary grading plan incorporates these standards.

The project will impact the drainage course along the east side of Airport Road. An analysis has been prepared that assigns the project's share of drainage improvements outlined in the "Airport Business Park Drainage Analysis" prepared by Schaff and Wheeler on behalf of the City in April, 2008. Additional analysis was provided by North Coast Engineering (see Attachment 6). The following mitigation measure shall adequately address drainage impacts from this project, since it will provide fees to help the regional drainage system in the Airport area, as determined by the Airport Business Park Drainage Analysis plan.

W-1 The applicant shall provide their fair share of improvements to the drainage channel along Airport Road in accordance with the memo provided by North Coast Engineering dated May 20, 2009.

f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? (Sources: 1,3, & 7)	☐	☐	☑	☐
g) Altered direction or rate of flow of groundwater? (Sources: 1, 3, & 7)	☐	☐	☐	☑
h) Impacts to groundwater quality? (Sources: 1, 3, & 7)	☐	☐	☑	☐
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (Sources: 1, 3, & 7)	☐	☐	☑	☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: e – i: Paso Robles uses groundwater as its primary source of water. The Paso Robles Groundwater Basin encompasses an area of approximately 505,000 acres (790 square miles). The basin ranges from the Garden Farms area south of Atascadero to San Ardo in Monterey County, and from the Highway 101 corridor east to Shandon. The Atascadero sub basin encompasses the Salinas River corridor area south of Paso Robles, including the communities of Garden Farms, Atascadero, and Templeton. In general, groundwater flow moves northwest across the basin towards the Estrella area, then north towards the basin outlet at San Ardo. The biggest change in groundwater flow patterns in recent years has been the hydraulic gradient east of Paso Robles, along the Highway 46 corridor.

Specialty Silicone is currently operating in three separate buildings and with the construction of the new building all activities would be facilitated within the new building. Additionally there will not be a significant increase in manufacturing equipment and production. There will be the addition of new landscaping, however it will be required to be drought tolerant and low water use.

It is not anticipated that the new building will require a significant increase in water use, there fore the project would not result in substantial reduction in the amount of groundwater otherwise available for public water supplies. The project will be subject to NPDES requirements as previously referenced.

V. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Sources: 1, 3, & 7)	☐	☑	☐	☐
b) Expose sensitive receptors to pollutants? (Sources: 1, 3, & 7)	☐	☑	☐	☐

Discussion a-b:
a & b: The San Luis Obispo County area is a non-attainment area for the State standards for ozone and suspended particulate matter. The SLO County Air Pollution Control District (APCD) administers a permit system to ensure that stationary sources do not collectively create emissions that would cause local and state standards to be exceeded. To aid in the assessment of project impacts subject to CEQA review, the APCD published the "CEQA Air Quality Handbook" in April 2003. This handbook establishes screening thresholds for measuring the potential of projects to generate air quality impacts. Generally, any project that has the potential to emit 10 lbs./day or more of reactive organic gases (ROG), oxides of nitrogen (NOx), sulfur dioxide (SO2), or particulate matter (PM10) or 50 lbs/day or more of carbon monoxide (CO) should be reviewed by the SLO APCD.

The Specialty Silicone project was sent to the APCD for review. The City received a letter from the APCD dated June 12, 2009 (Attachment 2 to this Initial Study). The APCD letter indicates that the construction phase impacts will be less than APCD's significance thresholds and no mitigation is required. The APCD indicates that the project will need to do the standard asbestos survey at the time of the request for a demolition permit for the existing building. There are some suggested mitigations related to dust control during construction.

The APCD is requesting mitigation related to the projects' operational phase. The APCD calculations indicate that operational impacts of ROG plus NOz will exceed the Tier I thresholds of 10 lbs/day (17.9 lbs/day) and requires the following standard mitigation measures.

APCD-1 If utility pipelines are scheduled for removal or relocation; or building are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61,Subpart M – asbestos NESHAP).

APCD-2 The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:

a. Reduce the amount of the disturbed area where possible.
b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
c. All dirt stockpile areas should be sprayed daily as needed.
d. 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.
e. Exposed ground areas that are to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.
f. 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 APCD.
g. 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.
h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
i. 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 top of load and top of trailer) in accordance with CVC Section 23114.
j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the 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 feasible

APCD-3 Construction Permit Requirements:

If portable equipment, 50 horsepower or greater, are used during construction, a California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the Districts CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50hp or greater;
- IC Engines;
- Concrete batch plants;
- Rock and pavement crushing;
- Tub grinders; and
- Trommel screens.

APCD-4 Operational Phase Mitigation:

Standard Measures (Include all standard mitigation measures marked below)

- Provide on-site bicycle parking. One bicycle parking space (either bike racks, and/or bike lockers) for every 10 car parking spaces is considered appropriate.
- Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime trips.
- Provide preferential carpool and vanpool parking spaces (5 spaces) near the primary employee entrance.
- Provide at least one shower for each sex and locker facilities to encourage employees to bike and/or

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

walk to work.

- Increase the building energy efficiency rating by 10 percent above what is required by Title 24 requirements. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double paned windows, using energy efficient interior lighting, etc.).

APCD-5 Greenhouse Gas Impacts and Mitigation:

APCD also discussed in their June 12, 2009 letter Greenhouse Gas Impacts and Mitigation. The letter noted that APCD staff considered the operational impacts of this proposed planned development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and resulting emissions related to the project's land uses. This indicated that operational phase impacts of the greenhouse gas known as carbon dioxide (CO2) will be approximately 5,971 pounds per day in the summer and 5,764 pounds per day in the winter. The letter concluded that " feasible GHG mitigation measures for both the construction and operational phases of this project should be identified from the CAPCOA document or from other proven energy efficiency measures and implemented."

The following are some measures suggested by the Office of the California Attorney General (Updated 12/09/08) that seem feasible for the Specialty Silicone project to incorporate into the design and operation of the site and facility.

- *Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight;*
- *Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use;*
- *Install light colored "cool" roofs and cool pavements;*
- *Provide information on energy management services for large energy users;*
- *Install energy efficient heating and cooling systems, appliances and equipment, and control systems;*
- *Install LED exterior light fixtures;*
- *Limit hours of operation of outdoor lighting;*
- *Provide education on energy efficiency to employees;*
- *Create water efficient landscapes;*
- *Install water efficient irrigation systems and devices, such as soil moisture-based irrigation controls;*
- *Design buildings to be water efficient. Install water-efficient fixtures and appliances;*

c) Alter air movement, moisture, or temperature?	☐	☐	☐	☑
d) Create objectionable odors?	☐	☐	☐	☑

Discussion c – d: It is not anticipated that the proposed warehouse building would alter air movement, moisture, temperature, or create objectionable odor.

VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:

a) Increased vehicle trips or traffic congestion? (Sources: 1, 3, & 7)	☐	☑	☐	☐

Discussion:
The project consists of the construction of a 103,000 square foot manufacturing facility. The facility would allow for the consolidation of three existing buildings that currently house the Specialty Silicone operations. The development of the new

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

facility would not require new employees, but allow for the existing 202 employees and operations to function within one building.

The Specialty Silicone daily work schedule provides for shifts of employees to arrive and leave the facility at different times of the day. A table has been provided that shows the different shift times (See Attachment 3, Letter from Oasis Assoc. dated June 18, 2009 which includes Table). The table indicates that on any typical day that only a total of 148 employees work at the facility at any one time. Furthermore, 50-percent of the employees arrive by 7am and leave by 3:30 pm which is considered non-peak times of the day.

Given the fact that the 202 employees already work within two blocks of the new facility, that no new employees will be added, and the work force operates in shifts where a majority of the employees arrive and leave at off-peak hours of the day, new impacts on transportation and circulation systems will be less than significant.

In addition to the above, development impact fees which include traffic impact mitigation will be paid as part of the building permit fees for this project.

MM: T-1 Traffic impacts fees shall be deposited in amounts established by City Council in effect at the time of occupancy.

MM: T-2 Traffic demand strategies shall be implemented to limits impacts on peak hour traffic at the intersection of Highway 46E and Airport Road.

b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: The project will not result in hazards from design features or incompatible uses.

c) Inadequate emergency access or inadequate access to nearby uses? (Sources:1, 3, & 7)	☐	☐	☐	☑

Discussion: The proposed project has been reviewed by the Emergency Services Department and complies with the required emergency access requirements. The project would not impact access to nearby uses.

d) Insufficient parking capacity on-site or off-site? (Sources: 1, 3, 7, & 8)	☐	☐	☑	☐

Discussion:
d. The project is proposing to provide 172 parking spaces on site. As discussed in Section a. related trips, Specialty Silicone's work force operates in shifts, where at any one time the maximum number of employees on site would be 148, it would appear that the proposed 172 spaces would be an adequate number of parking spaces for employees and visitors and therefore, impacts of the project on parking capacity would be less than significant. The Parking Ordinance, based on the buildings square footage for a manufacturing use would require 247 parking space. The applicant will be requesting that the Planning Commission allow a reduction of spaces since a large amount of manufacturing square footage is for large automated machines that are operated by very few employees. The applicants are proposing to provide 172 spaces based on the actual number of employees.

Additionally, the parking areas have been designed to accommodate Low Impact Development (LID) standards for surface drainage.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Hazards or barriers for pedestrians or bicyclists? (Source: 7)	☐	☐	☐	☑

Discussion:
e. The project would be entirely located on site and not within the public right of way. The on-site work would not create hazards to pedestrians or bicyclists.

f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1 & 8)	☐	☐	☐	☑

Discussion:
f. The project will be providing bicycle racks on site. Currently there are no established routes for public transit to the Airport area, nor are there any anticipated in the near future, however in the future when routes are established, a bus stop can be provided at the Airport Terminal, which would be across the street from this project site. This project and other new development in the airport area are required to pay traffic impact fees which could be used to install a bus stop.

g) Rail, waterborne or air traffic impacts?	☐	☐	☐	☑

Discussion:
g. The project is located at the Paso Robles Municipal Airport and would comply with Airport Land Use Plan in terms of use, building, colors materials and development standards.

VII. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

a) Endangered, threatened or rare species or their habitats (including but not limited to: plants, fish, insects, animals, and birds)?	☐	☐	☐	☑

Discussion: The project is considered an infill project within the airport business park area and is a previously disturbed property. The site is surrounded by existing improved streets as well as neighboring manufacturing facilities and the City of Paso Robles Airport Terminal. Of the 4.2 acre site, approximately 1.5 acres is currently disturbed by the existing building and parking lot areas. The remaining 2.7 acres is flat with annual grasses that is mowed on a regular basis for weed control.

There are no impacts to endangered, threatened or rare species or their habitats.

b) Locally designated species (e.g., heritage trees)?	☐	☐	☐	☑

Discussion: There are no oak trees located on this site.

c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☐	☑

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: This site is not located within a designated natural community.

d) Wetland habitat (e.g., marsh, riparian and vernal pool)? ☐ ☐ ☐ ☑

Discussion: There are no marsh, riparian, wet land or vernal pool habitat located on this site, therefore there will not be an impact wetland habitat.

e) Wildlife dispersal or migration corridors? ☐ ☐ ☐ ☑

Discussion: The project is considered an infill project within the airport business park area. The site is surrounded by existing improved streets as well as neighboring manufacturing facilities and the City of Paso Robles Airport Terminal. Of the 4.2 acre site, approximately 1.5 acres is currently disturbed by the existing building and parking lot areas. The remaining 2.7 acres is flat with annual grasses that are mowed on a regular basis for weed control.

There are no impacts to wildlife dispersal or migration corridors.

VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:

a) Conflict with adopted energy conservation plans? (Sources: 1) ☐ ☐ ☐ ☑

Discussion: The proposed project will not conflict with adopted energy conservation plans. The structures constructed on the site will be required to comply with California Energy Code.

b) Use non-renewable resources in a wasteful and inefficient manner? (Sources: 1) ☐ ☐ ☑ ☐

Discussion: The project will not use or promote the use of non-renewable resource in a wasteful and inefficient manner.

The architect has designed the windows of the building to be constructed at an angle in order to provide passive shading of the glazing as well as optimal solar orientation. Also the building has been designed to utilize a cool roof system that will help provide better insulation and solar reflection. These architectural elements along with parking lot shade trees, and the use of energy efficient HVAC systems will help conserve resources and use them in a more efficient manner, therefore impacts to non-renewable resources will be less than significant.

c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (Sources: 1, 7) ☐ ☐ ☐ ☑

Discussion: The project is not located in an area of known mineral resources that would be of future value to the region and the residents of the State.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS. Would the proposal involve:				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)? (Sources: 1 & 7)	☐	☐	☐	☑
Discussion: The proposed project does not include the use, transport, or storage of hazardous materials and will not result in a risk of accidental explosion or release of hazardous substances.				
b) Possible interference with an emergency response plan or emergency evacuation plan? (Sources: 1 & 7)	☐	☐	☐	☑
Discussion: The proposed project will not interfere with an emergency response plan or emergency evacuation plan since it is not a designated emergency response location to be used for staging or other uses in an emergency.				
c) The creation of any health hazard or potential hazards? (Sources: 1, 7 & 11)	☐	☐	☐	☑
Discussion: The proposed development is consistent with the General Plan and Zoning Ordinance and would not result in the creation of a health hazard.				
d) Increased fire hazard in areas with flammable brush, grass, or trees? (Sources: 1 & 7)	☐	☐	☐	☑
Discussion: The development of the site is required to be in compliance with Uniform Building and Fire Codes, related building safety codes, and City and County brush and grass clearance requirements.				
X. NOISE. Would the proposal result in:				
a) Increases in existing noise levels? (Sources: 1, 7, 8 & 11)	☐	☐	☑	☐
b) Exposure of people to severe noise levels? (Sources: 1, 7, 8 & 11)	☐	☐	☑	☐
Discussion: Besides noise generated by the project during construction, the proposed use of the building is for manufacturing, warehouse and office purposes. Specialty Silicone currently holds its operations under multiple buildings at the airport where noise impacts have been less than significant. The construction of the new building would not significantly increase existing noise levels and there would not be an exposure of people to severe noise levels.				
XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:				
a) Fire protection? (Sources: 1, 3, 6, & 7)	☐	☐	☐	☑
b) Police Protection? (Sources: 1, 3, & 7)	☐	☐	☐	☑

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Schools? (Sources: 1, 3, & 7)	☐	☐	☐	☑
d) Maintenance of public facilities, including roads? (Sources: 1, 3, & 7)	☐	☐	☐	☑
e) Other governmental services? (Sources: 1,3, & 7)	☐	☐	☐	☑

Discussion: a.-e. Since the proposed project would be consistent with the general plan and zoning for this site, and since this project will be consolidating manufacturing activities that currently take place in the same neighborhood within multiple buildings, there will not be an increase in public services as a result of the development of the new Specialty Silicone building.

XII. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:				
a) Power or natural gas? (Sources: 1, 3, & 7)	☐	☐	☐	☑
b) Communication systems? (Sources: 1, 3, & 7)	☐	☐	☐	☑
c) Local or regional water treatment or distribution facilities? (Sources: 1, 3, & 7)	☐	☐	☐	☑
d) Sewer or septic tanks? (Sources: 1, 3, 7, & 8)	☐	☐	☐	☑
e) Storm water drainage? (Sources: 1, 3, & 7)	☐	☐	☐	☑
f) Solid waste disposal? (Sources: 1, 3, & 7)	☐	☐	☐	☑
g) Local or regional water supplies? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: a.-g.
There is an existing building on this site which currently utilizes the above listed utilities. The project would not result in the need for new wastewater treatment systems or water supplies, or result in substantial alterations to utilities and service systems. Electricity, natural gas, and telecommunications providers (PG&E, The Gas Company, and AT&T) currently serve the Paso Robles area and project vicinity. The proposed project will be required to hook-up to City water and sewer facilities and is required to mitigate potential impacts in the form of facilities or development impact fees.

XIII. AESTHETICS. Would the proposal:				
a) Affect a scenic vista or scenic highway? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: The project site is not located along a scenic highway.

b) Have a demonstrable negative aesthetic effect? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: The project's architecture and design would fit in with the existing character of the Airport area and would not have a negative effect.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Create light or glare? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: This project will be required to have light fixtures be shielded and downcast as required per city regulations.

XIV. CULTURAL RESOURCES. Would the proposal:

a) Disturb paleontological resources? (Sources: 1, 3, & 7)	☐	☐	☐	☑
b) Disturb archaeological resources? (Sources: 1, 3, & 7)	☐	☐	☐	☑
c) Affect historical resources? (Sources: 1, 3, & 7)	☐	☐	☑	☐
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Sources: 1, 3, & 7)	☐	☐	☐	☑
e) Restrict existing religious or sacred uses within the potential impact area? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: a. through e. The subject site is considered infill and has an existing building and parking lot located on a portion of the site. No known paleontological resources are located in the vicinity. There are no known religious or sacred uses on or near the project site. The project is not proposed in a location where it could affect unique ethnic cultural values.

Demolition of the existing 14,000 square foot building is proposed with this project. The building is not identified in any state or federal list of historic buildings, additionally the building is not included in the City's Survey of historic buildings and therefore the demolition of the building will not have a significant impact on historic resources..

XV.RECREATION. Would the proposal:

a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Sources: 1, 3, & 7)	☐	☐	☐	☑
b) Affect existing recreational opportunities? (Sources 1, 3, & 7)	☐	☐	☐	☑

Discussion: The proposed project would not result in a cumulative population increase and would not affect projected demand for parks and recreational facilities.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1 & 3)	☐	☐	☑	☐

Discussion: With the mitigation measures outlined in this study, the proposed project will not in itself degrade the quality of the environment or impact habitat or populations of listed plant animal species.

b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: The project will not likely have a potential to achieve short-term, to the disadvantage of long-term environmental goals.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: The project will not result in significant cumulative impacts.

d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1 & 3)	☐	☐	☐	☑

Discussion: The project will not result in substantial adverse environmental impacts on human beings, either directly or indirectly.

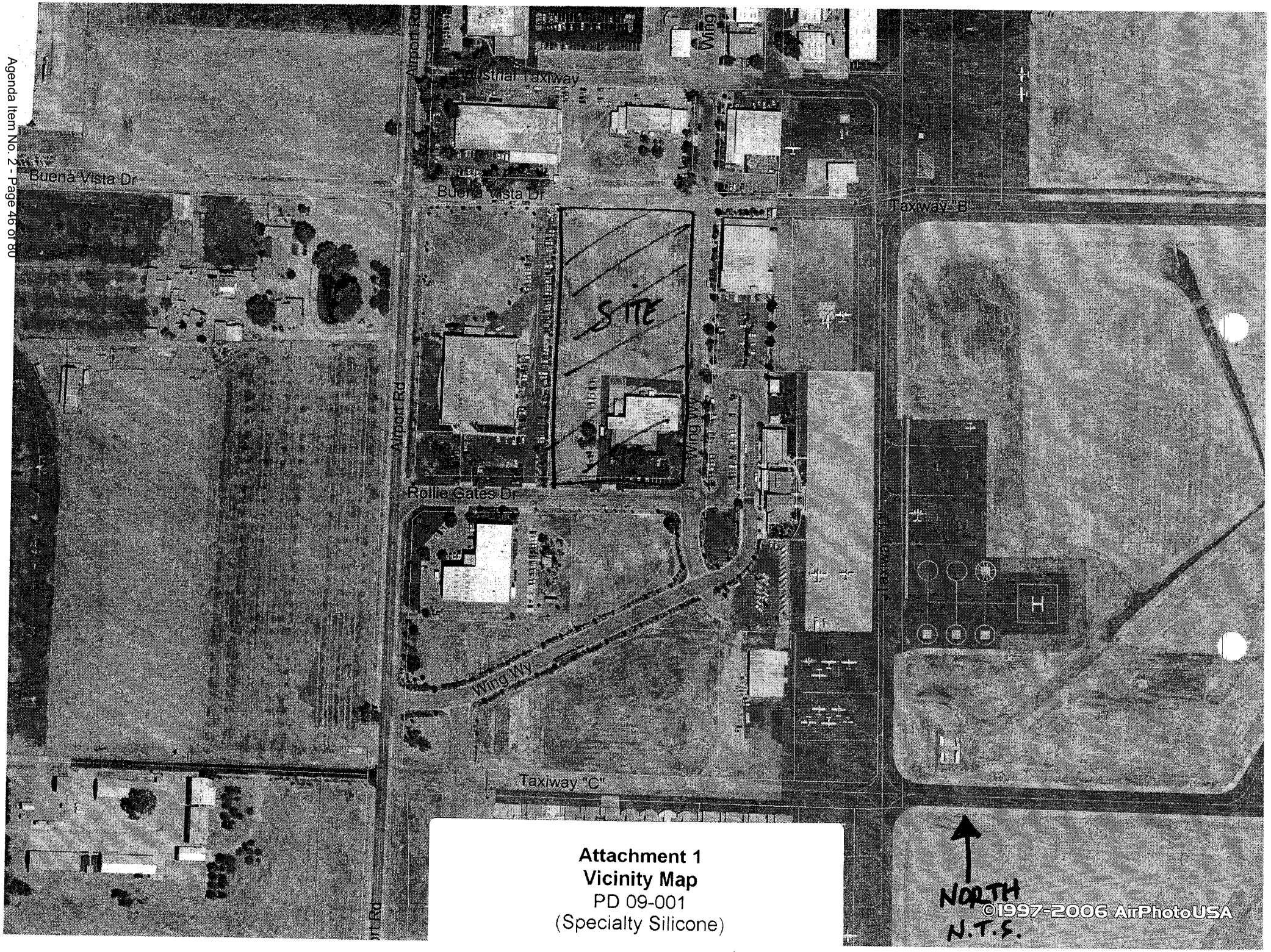
11. EARLIER ANALYSIS AND BACKGROUND MATERIALS

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). The earlier documents that have been used in this Initial Study are listed below.

Reference Number	Document Title	Available for Review At
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
2	Seismic Safety Element for City of Paso Robles	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
3	Final Environmental Impact Report City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
4	Soil Survey of San Luis Obispo County, California Paso Robles Area	USDA-NRCS, 65 Main Street-Suite 108 Templeton, CA 93465
5	Uniform Building Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
6	City of Paso Robles Standard Conditions of Approval For New Development	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
7	City of Paso Robles Zoning Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
8	City of Paso Robles, Water Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
9	City of Paso Robles, Sewer Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
10	Federal Emergency Management Agency Flood Insurance Rate Map	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
11	Paso Robles Municipal Airport Land Use Plan	San Luis Obispo County Airport Land Use Commission (ALUC) 976 Osos Street, Room 300, San Luis Obispo, CA 93408

Attachments:

1. **Vicinity Map**
2. **APCD Letter**
3. **NCE Letter**



Attachment 1
Vicinity Map
PD 09-001
(Specialty Silicone)

AIR POLLUTION CONTROL DISTRICT
COUNTY OF SAN LUIS OBISPO

RECEIVED
JUN 16 2009
Engineering Division

June 12, 2009

Darren Nash, Associate Planner
City of Paso Robles Community Development Department
1000 Spring Street
Paso Robles, CA 93446

SUBJECT: APCD Comments Regarding the Specialty Silicone Fabricators (PD09-001) Project Referral. (PD09-001)

Dear Mr. Nash,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed Paso Robles planned development project on a 4.2-acre parcel at 3077 Rollie Gates Drive that would construct a 103,524 foot manufacturing facility. This facility would consolidate the applicant's business that they are currently operating in three buildings. One of the buildings is located on the site where the new building would be constructed and this existing building would be demolished.

The following are APCD comments that are pertinent to this project.

GENERAL COMMENTS
As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text**.

CONSTRUCTION PHASE MITIGATION
The APCD staff considered the construction impacts of this development by comparing it against screening models within the APCD's Air Quality Handbook. This indicated that construction phase impacts will likely be less than the APCD's significance threshold values of 185 lbs of emissions per day and 2.5 tons of emissions per quarter. Therefore, with the exception of the requirements below, the APCD is not requiring other construction phase mitigation measures for this project.

Developmental Burning
Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** Under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. This requires prior application, payment of fee based on the size of the project, APCD approval, and issuance of a burn permit by the APCD and the local fire department authority. The applicant is required to furnish the APCD with the study of technical feasibility (which includes costs and other constraints) at the time of application. If you have any questions regarding these requirements, contact the APCD Enforcement Division at 781-5912.

Demolition Activities
The project referral indicated that there is an e
demolished. Demolition activities can have p

3433 Roberto Court • San Luis Obispo,
info@slocleanair.or

Attachment 2
APCD Letter
PD 09-001
(Specialty Silicone)

surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). **If utility pipelines are scheduled for removal or relocation; or building(s) are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include but are not limited to: 1) notification requirements to the District, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at 781-5912 for further information.

Greenhouse Gas Measures

See operational phase greenhouse gas measures section.

Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. Dust complaints could result in a violation of the APCD's 402 "Nuisance" Rule. Any project with a grading area greater than 4.0 acres exceeds the APCD's PM10 quarterly threshold. **This project exceeds this threshold and is near potentially sensitive receptors and shall be conditioned to comply with all applicable Air Pollution Control District regulations pertaining to the control of fugitive dust (PM10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:**

a. Reduce the amount of the disturbed area where possible,
b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible,
c. All dirt stock pile areas should be sprayed daily as needed,
d. 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,
e. 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 native grass seed and watered until vegetation is established,
f. 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 APCD,
g. 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,
h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site,
i. 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 top of load and top of trailer) in accordance with CVC Section 23114,
j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site, and

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 feasible.

All PM10 mitigation measures required should be shown on grading and building plans. In addition, the contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent 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 APCD prior to land use clearance for map recordation and finished grading of the area.**

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities will require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Internal combustion engines;
- Unconfined abrasive blasting operations;
- Concrete batch plants;
- Rock and pavement crushing;
- Tub grinders; and
- Trommel screens.

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

OPERATIONAL PHASE MITIGATION

Operational Permit Requirements

Specialty Silicone Fabricators has an APCD permit to operation (#507-5) and will need to contact the APCD Engineering Division PRIOR to finalizing project plans at (805) 781-5912 to initiate an Authority to Construct evaluation.

Ozone Precursors - Nitrogen oxides (NOx) and reactive organic gases (ROG)

APCD staff has determined the operational phase ozone precursor impacts of this development through the use of the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. The results of the model using conservative County average trip distances demonstrated that the operational impacts of ROG plus NOx will exceed the APCD's CEQA Tier I significance threshold value of 10 lbs/day; 17.9 lbs/day.

As a result of this estimated threshold exceedence, this project must implement all applicable Standard Mitigation Measures listed below. Should this project move forward, the APCD will consider the overall air quality impacts from this project to have been reduced to a level of insignificance with the implementation of these mitigation measures. Other measures may be proposed as replacements by contacting the APCD Planning Division at 781-5912.

Standard Measures (Include all standard mitigation measures below)

- Provide on-site bicycle parking. One bicycle parking space for every 10 car parking spaces is considered appropriate.
- Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime trips.
- Provide preferential carpool and vanpool parking spaces.
- Provide shower and locker facilities to encourage employees to bike and/or walk to work, typically one shower and three lockers for every 25 employees.
- Increase the building energy efficiency rating by 10% above what is required by Title 24 requirements. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double pane windows, using efficient interior lighting, etc.).

Greenhouse Gas Impacts and Mitigation

Greenhouse Gas Background

The California's Attorney General has required numerous projects reviewed through CEQA, to quantify and implement feasible project level mitigation of greenhouse gas (GHG) emissions. Further, the Attorney General has stated that any project that produces large GHG emission increases clearly could be an obstacle to the State's effort to reach the goals defined in AB 32 and SB 375 to reduce greenhouse gas emissions and promote sustainable community strategies.

On June 19, 2008, the State of California's Governor's Office of Planning and Research (OPR) released a Technical Advisory entitled CEQA AND CLIMATE CHANGE: Addressing Climate Change Through California Environmental Quality Act Review. The Advisory is available at:

www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf

This document states:

> Lead agencies should make a good-faith effort, based on available information, to calculate, model, or estimate the amount of CO2 and other GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities.

Regarding the determination of GHG impact significance, the Technical Advisory states:

> The potential effects of a project may be individually limited but cumulatively considerable. Lead agencies should not dismiss a proposed project's direct and/or indirect climate change impacts without careful available information and analysis should be provided for any project that may significantly contribute new GHG emissions, either individually or cumulatively, directly or indirectly (e.g. transportation impacts).

Regarding GHG impact mitigation, the Technical Advisory states:

> The lead agency must impose all mitigation measures that are necessary to reduce GHG emissions to a less than significant level. CEQA does not require mitigation measures that are infeasible for specific legal, economic, technological or other reasons. A lead agency is not responsible for wholly eliminating all GHG emissions from a project; the CEQA standard is to mitigate to a level that is "less than significant."

The California Air Pollution Control Officer Association (CAPCOA) published a document in January 2008 entitled "CEQA and Climate Change." The document is available at:
www.capcoa.org/CEQA/CAPCOA%20White%20Paper.pdf

This document provides methods for analyzing GHG both quantitatively and qualitatively and also provides a list of mitigations. This document is supported by both the Office of Planning and Research and the Attorney General's office.

Project Specific GHG Comments

The Attorney General requires GHG impact evaluation and the implementation of feasible mitigation at the project level. The APCD staff considered the operational impact of this proposed **planned** development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. This indicated that operational phase impacts of the greenhouse gas known as carbon dioxide (CO2) will be approximately **5,971** pounds per day in the summer and **5,764** pounds per day in the winter. **Feasible GHG mitigation measures for both the construction and operational phases of this project should be identified from the above listed CAPCOA document or from other proven energy efficiency measures and implemented.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,

Andy Mutziger
Air Quality Specialist

AJM/lmg

cc: James Harley
Karen Brooks, Enforcement Division, APCD
Tim Fuhs, Enforcement Division, APCD
Gary Willey, Engineering Division, APCD

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NCE **NORTH COAST ENGINEERING, INC.**
Civil Engineering • Land Surveying • Project Development

MEMORANDUM

DRAFT

DATE: May 20, 2009

TO: John Falkenstien, City of Paso Robles

CC: Carol Florence, Oasis
Jim Goodman, Jim Goodman AIA

FROM: Christy Gabler

SUBJECT: Drainage Impact Analysis
Specialty Silicone Fabricators, PD 09-001

The following Drainage Impact Analysis has been prepared in response to your request dated April 1, 2009 and phone conversation on May 13, 2009.

Reference: Airport Business Park Drainage Analysis, March 26, 2008
Prepared by Schaaf & Wheeler

Objective: 1) Determine the increase in stormwater run-off from the subject property to the Airport Road drainage channel.
2) Determine the proportionate share of a drainage impact fee based on Table 1. Cost Estimate, Airport Blvd Swale, in the referenced Schaaf & Wheeler report.

Analysis:

The Schaaf & Wheeler Drainage Analysis reviews existing drainage issues in the area of the Paso Robles Municipal Airport (PRMA). There are three watershed areas and associated conveyance systems described in the analysis. They are:

- Dry Creek Road (drains to the west and south to Huer-Huero Creek
- Airport Road (drains north along the existing Airport Road channel
- the PRMA open space and taxiway culverts

These systems are analyzed in order to estimate costs associated with infrastructure improvements to mitigate existing drainage issues in the area.

Attachment 3
NCE Letter
PD 09-001
(Specialty Silicone)

DRAFT

The City of Paso Robles owns 157 acres of leasable land in this area and wishes to distribute the cost associated with the suggested Schaaf & Wheeler improvements among those parcels.

The subject project site is among those in the Airport Road watershed. 88 acres of the City's property drains toward Airport Road. The project site is approximately 4.5 acres in size, accounting for 5.1% of the City's landholdings that drain that direction.

The Schaaf & Wheeler study suggests general improvements for each of the three watershed areas with associated cost ranges. They are:

Improvement	Cost		
	Low	Median	High
Dry Creek Road System	$200,000	*$1,250,000*	$2,300,000
Huer-Huero System		$300,000	
Airport Road Culverts	$50,000	*$125,000*	$200,000
Airport Road Swale	$300,000	*$400,000*	$500,000
Open Space Grading		$100,000	
Taxiway Channel		$150,000	
West Taxiway System		$200,000	
Subtotal	$1,300,000	$2,525,000	$3,750,000
25% Contingency	$325,000	$631,250	$937,500
Total	$1,625,000	$3,156,250	$4,687,500

The two highlighted Airport Road improvements are associated with the project's watershed area. The improvements to Airport Road are not described in the drainage study beyond regrading the drainage channel adjacent to the road and replacing culvert crossings. The median cost for the improvements is $525,000 plus a 25% contingency, or $656,250.

The project accounts for 5.1% of the City's landholdings contributing stormwater to the Airport Road system.

The drainage impact fee for the proposed Specialty Silicone Fabricator project would be 5.1% of $656,250, or $33,470.

RESOLUTION NO.:

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES APPROVING
PLANNED DEVELOPMENT 09-001
(SPECIALTY SILICONE)
APN: 025-453-001

WHEREAS, Planned Development 09-001 has been submitted by Oasis Associates on behalf of Specialty Silicone, requesting to construct a 103,524 square foot facility located at 3077 Rollie Gates Drive; and

WHEREAS, the General Plan land use designation of the site is Business Park (BP), and the Zoning is AP-PD (Airport, Office Professional Overlay); and

WHEREAS, Section 21.16A, Planned Development Overlay District, requires that project located within a PD-overlay district, be subject to Planning Commission approval of a development plan (PD); and

WHEREAS, the project has been designed to provide 172 parking spaces which is based on the project being designed specifically for the Specialty Silicone operations; and

WHEREAS, according to Chapter 21.22.050 of the Zoning Code, the Planning Commission has the authorization to approve parking ratios for uses not specified in the Ordinance; and

WHEREAS, at its August 11, 2009 meeting, the Planning Commission held a duly noticed public hearing on the Project, to accept public testimony on the proposal including Planned Development 09-001 and related applications; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared and circulated for public review and comment; and

WHEREAS, based on the information and analysis contained in the Initial Study, a determination has been made that the proposed Project qualifies for adoption of a Mitigated Negative Declaration; and

WHEREAS, based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, and subject to the Conditions of Approval listed below, the Planning Commission makes the following findings:

1. The proposed Project will not be detrimental to the City's efforts to revitalize Downtown Paso Robles since the Project is consistent with the City's Economic Strategy, by providing clean attractive business and industry in the business park land use category at the Airport.

2. The proposed Project will not be detrimental to the City of Paso Robles Municipal Airport, since the Project is consistent with the Airport Land Use Plan, since it would provide a compatible use in the vicinity of the Airport.

3. The proposed Planned Development is consistent with the purpose, intent and regulations set forth in Chapter 21.23B.050 (Findings for approval of development plans) as follows:

   A. The design and intensity (density) of the proposed development plan is consistent with the following:

      1. The goals and policies established by the General Plan;

      2. The policies and development standards established by any applicable specific plan;

      3. The zoning code, particularly the purpose and intent of the zoning district in which a development project is located;

      4. All other adopted codes, policies, standards, and plans of the city;

   B. The proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the person residing or working in the neighborhood, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the city;

   C. The proposed development plan accommodates the aesthetic quality of the city as a whole, especially where development will be visible from gateways to the city and scenic corridors;

   D. The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements, provides appropriate visual appearance, and contributes to the mitigation of any environmental and social (e.g., privacy) impacts;

   E. The proposed development plan is compatible with existing scenic and environmental resources such as hillsides, stream courses, oak trees, vistas, historic buildings and structure;

   F. The proposed development plan contributes to the orderly development of the city as a whole;

   G. The request to provide 172 parking spaces is reasonable since it accommodates the building which is designed specifically for the Specialty Silicone which will have no more than 148 employees on site at any one time.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve Planned Development 09-001, subject to the following conditions:

STANDARD CONDITIONS:

1. The applicant/developer shall comply with those standard conditions which are indicated as applicable in "Exhibit A" to this resolution.

PLANNING SITE SPECIFIC CONDITIONS:

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

2. The Project shall be constructed in substantial conformance with the Conditions of Approval established by this Resolution and it shall be constructed in substantial conformance with the following Exhibits:

EXHIBIT	DESCRIPTION
A	Standard Conditions
B	Site Plan
C	Ground Floor Plan
D	Mezzanine Floor Plan
E	Roof Plan
F	Architectural Elevations
G	Preliminary Grading and Drainage
H	Preliminary Underground Improvements
I	Details
J	Conceptual Landscape Plan
K	Color/Material Board

3. This Development Plan for PD 09-001, allows for the removal of the existing approximate 14,000 square foot building and the development of a new 103,524 square foot building for Specialty Silicone Fabricators, with ancillary parking and landscaping as indicated in the above listed exhibits A-K, for the site located at 3077 Rollie Gates Drive. PD 09-001 also allows for the development of 172 parking spaces as indicated on Exhibit B.

4. APCD Conditions of Approval:

APCD-1 If utility pipelines are scheduled for removal or relocation; or building are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61,Subpart M – asbestos NESHAP).

APCD-2 The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:

a. Reduce the amount of the disturbed area where possible.
b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
c. All dirt stockpile areas should be sprayed daily as needed.

d. 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.
e. Exposed ground areas that are to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.
f. 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 APCD.
g. 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.
h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
i. 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 top of load and top of trailer) in accordance with CVC Section 23114.
j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the 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 feasible

APCD-3 Construction Permit Requirements:

If portable equipment, 50 horsepower or greater, are used during construction, a California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the Districts CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50hp or greater;
- IC Engines;
- Concrete batch plants;
- Rock and pavement crushing;
- Tub grinders; and
- Trommel screens.

APCD-4 Operational Phase Mitigation:

Standard Measures (Include all standard mit. measures marked below)

- Provide on-site bicycle parking. One bicycle parking space (either bike racks, and/or bike lockers) for every 10 car parking spaces is considered appropriate.
- Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime trips.
- Provide preferential carpool and vanpool parking spaces (5 spaces) near the primary employee entrance.
- Provide at least one shower for each sex and locker facilities to encourage employees to bike and/or walk to work.
- Increase the building energy efficiency rating by 10 percent above what is required by Title 24 requirements. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double paned windows, using energy efficient interior lighting, etc.).

APCD-5 Greenhouse Gas Impacts and Mitigation:

APCD also discussed in their June 12, 2009 letter Greenhouse Gas Impacts and Mitigation. The letter noted that APCD staff considered the operational impacts of this proposed planned development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and resulting emissions related to the project's land uses. This indicated that operational phase impacts of the greenhouse gas known as carbon dioxide (CO2) will be approximately 5,971 pounds per day in the summer and 5,764 pounds per day in the winter. The letter concluded that " feasible GHG mitigation measures for both the construction and operational phases of this project should be identified from the CAPCOA document or from other proven energy efficiency measures and implemented."

The following are some measures suggested by the Office of the California Attorney General (Updated 12/09/08) that seem feasible for the Specialty Silicone project to incorporate into the design and operation of the site and facility.

- Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight;
- Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use;
- Install light colored "cool" roofs and cool pavements;
- Provide information on energy management services for large energy users;
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems;
- Install LED exterior light fixtures;
- Limit hours of operation of outdoor lighting;
- Provide education on energy efficiency to employees;
- Create water efficient landscapes;
- Install water efficient irrigation systems and devices, such as soil moisture-based irrigation controls;

- Design buildings to be water efficient. Install water-efficient fixtures and appliances;

ENGINEERING SITE SPECIFIC CONDITIONS:

5. Street improvements shall be constructed on Buena Vista Drive, Wing Way and Rollie Gates Drive in accordance with plans approved by the City Engineer.

6. Post construction storm water management and low impact development best management practices shall be included in the design of site improvements.

7. Traffic demand strategies shall be implemented by the applicant to limit impacts to peak hour traffic. The applicant shall enter into an agreement to participate in turn lane improvements on Airport Road at the intersection of Highway 46E.

8. The applicant shall pay transportation impact fees established by City Council in affect at the time of occupancy.

9. The applicant shall provide their fair share of improvements to the drainage channel along Airport Road in accordance with the memo provided by North Coast Engineering dated May 20, 2009.

EMERGENCY SERVICES CONDITIONS:

10. Provide fire sprinkler systems for buildings exceeding 5,000 square feet.

11. Prior to the start of construction, documentation shall be submitted to Emergency Services showing that required fire flows can be provided to meet all project demands.

12. A directory or annunciator panel shall be installed at all vehicle entrance areas indicating building locations and numbers.

PASSED AND ADOPTED THIS 11th day of August, 2009 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
CHARLES E. TREATCH, CHAIRMAN

ATTEST:

_____
RON WHISENAND, PLANNING COMMISSION SECRETARY

h:darren/PD/SpecialtyPDRes

EXHBIT A OF RESOLUTION

CITY OF EL PASO DE ROBLES STANDARD DEVELOPMENT CONDITIONS FOR PLANNED DEVELOPMENTS / CONDITIONAL USE PERMITS

PROJECT #: PLANNED DEVELOPMENT 09-001

APPROVING BODY: PLANNING COMMISSION

DATE OF APPROVAL: AUGUST 11, 2009

APPLICANT: SPECIALTY SILICONE

LOCATION: 3077 ROLLIE GATES DR.

The following conditions that have been checked are standard conditions of approval for the above referenced project. The checked conditions shall be complied with in their entirety before the project can be finalized, unless otherwise specifically indicated. In addition, there may be site specific conditions of approval that apply to this project in the resolution.

COMMUNITY DEVELOPMENT DEPARTMENT - The applicant shall contact the Community Development Department, (805) 237-3970, for compliance with the following conditions:

A. GENERAL CONDITIONS:

☒ 1. This project approval shall expire on Aug. 11, 2011 (See Planned Development Approval Resolution) unless a time extension request is filed with the Community Development Department prior to expiration.

☒ 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.

☒ 3. Prior to occupancy, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.

☒ 4. Any site specific condition imposed by the Planning Commission in approving this project 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 approval of this project. 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 for this approval.

☐ 5. This project is subject to the California Environmental Quality Act (CEQA) which requires the applicant submit a $25.00 filing fee for the Notice of Determination payable to "County of San Luis Obispo". The fee should be submitted to the Community Development Department within 24 hours of project approval which is then forwarded to the San Luis Obispo County Clerk. Please note that the project may be subject to court challenge unless the required fee is paid.

☒ 6. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.

☒ 7. All signs shall be subject to review and approval as required by Municipal Code Section 21.19 and shall require a separate application and approval prior to installation of any sign.

☒ 8. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.

☒ 9. All trash enclosures shall be constructed of decorative masonry block compatible with the main buildings. Gates shall be view obscuring and constructed of durable materials such as painted metal or chain link with plastic slatting.

☒ 10. All existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative walls and/or landscaping subject to approval by the Community Development Director or his designee. Details shall be included in the building plans.

☒ 11. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his designee. Details shall be included in the building plans.

☒ 12. All existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Community Development Director or his designee.

☒ 13. All existing and/or new landscaping shall be installed with automatic irrigation systems.

☒ 14. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.

☐ 15. The following areas shall be placed in the Landscape and Lighting District:

_____

_____.

The developer shall install all improvements and landscape areas. City acceptance on behalf of the Landscape and Lighting District shall be subject to the approval of the Public Works Street Department (237-3864).

☐ 16. All parking lot landscape planters shall have a minimum outside dimension of six feet and shall be separated from parking and driving areas by a six inch high solid concrete curb.

☐ 17. The following areas shall be permanently maintained by the property owner, Homeowners' Association, or other means acceptable to the City:

_____

_____.

☒ 18. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.

B. THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF BUILDING PERMITS:

☒ 1. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.

☒ 2. Prior to the issuance of building permits, the
- ☐ Development Review Committee shall approve the following:
- ☒ Planning Division Staff shall approve the following:

  - ☒ a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
  - ☒ b. A detailed landscape plan;
  - ☒ c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
  - ☒ d. Other: See site specific conditions is PD Resolution.

☐ 3. The applicant shall meet with the City's Crime Prevention Officer prior to the issuance of building permits for recommendations on security measures to be incorporated into the design of the structures to be constructed. The applicant is encouraged to contact the Police Department at (805) 237-6464 prior to plan check submittal.

C. THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO OCCUPANCY:

☒ 1. Occupancy of the facility shall not commence until such time as all Uniform Building Code and Uniform Fire Code regulations have been complied with. Prior to occupancy, plans shall be submitted to the Paso Robles Fire Department and the Building Division to show compliance. The building shall be inspected by the appropriate department prior to occupancy.

☐ 2. All public or private manufactured slopes located adjacent to public right-of-ways on property in excess of six (6) feet in vertical height and of 2.5:1 or greater slope shall be irrigated and landscaped for erosion control and to soften their appearance as follows: one 15-gallon tree per each 250 square feet of slope area, one 1-gallon or larger size shrub per each 100 square feet of slope area, and appropriate ground cover. Trees and shrubs shall be staggered in clusters to soften and vary the slope plane. Slope planting shall include a permanent irrigation system be installed by the developer prior to occupancy. In lieu of the above planting ratio, the applicant may submit a slope planting plan by a licensed landscape architect or contractor providing adequate landscaping, erosion control and slope retention measures; the slope planting plan is subject to approval by the Development Review Committee. Hydroseeding may be considered on lots of 20,000 square feet or greater.

****

PUBLIC WORKS DEPARTMENT - The applicant shall contact the Engineering Division, (805) 237-3860, for compliance with the following conditions:

APPLICANT: Specialty PREPARED BY: JF

REPRESENTATIVE: Oasis/NCE CHECKED BY: _____

PROJECT: PD 09-001 TO PLANNING: __

All conditions marked are applicable to the above referenced project for the phase indicated.

D. PRIOR TO ANY PLAN CHECK:

☐ 1. The applicant shall enter into an Engineering Plan Check and Inspection Services Agreement with the City.

E. PRIOR TO ISSUANCE OF A GRADING PERMIT:

☐ 1. Prior to approval of a grading plan, the developer shall apply through the City, to FEMA and receive a Letter of Map Amendment (LOMA) issued from FEMA. The developer's engineer shall provide the required supporting data to justify the application.

☐ 2. The proposed structures and grading shall not encroach into the 100-year floodway as specified in Municipal Code Chapter 21.14 "Flood Damage Prevention Regulations".

☐ 3. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No. 553, Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.

☒ 4. A complete grading and drainage plan prepared by a registered civil engineer shall be included with the improvement plans. Drainage calculations shall be submitted, with provisions made for on-site detention/ retention if adequate disposal facilities are not available, as determined by the City Engineer.

☒ 5. A Preliminary Soils and/or Geology Report shall be prepared by a registered engineer for the property to determine the presence of expansive soils or other soils problems and shall make recommendations regarding grading of the proposed site.

F. PRIOR TO ANY SITE WORK:

☒ 1. All off-site public improvement plans shall be prepared by a registered civil engineer and shall be submitted to the City Engineer for review and approval. The improvements shall be designed and placed to the Public Works Department Standards and Specifications.

☐ 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility, together with the improvement plans. The composite utility plan shall also be signed by the Water, Fire, Wastewater, and Street Division heads.

☒ 3. Any grading anticipated during the rainy season (October 15 to April 15) will require the approval of a Construction Zone Drainage and Erosion Control Plan to prevent damage to adjacent property. Appropriateness of areas shall be subject to City Engineer approval.

☐ 4. Any construction within an existing street shall require a Traffic Control Plan. The plan shall include any necessary detours, flagging, signing, or road closures requested. Said plan shall be prepared and signed by a registered civil or traffic engineer.

☐ 5. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require a signature of approval by the Department of Public Works, Street Superintendent and the Community Development Department.

☒ 6. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

Street Name	City Standard	Standard Drawing No.
Wing Way		
Rollie Gates		
Buena Vista		

☐ 7. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:

☐ a. Public Utilities Easement;
☐ b. Water Line Easement;
☐ c. Sewer Facilities Easement;
☐ d. Landscape Easement;
☐ e. Storm Drain Easement.

G. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

☒ 1. A final soils report shall be submitted to the City prior to the final inspection and shall certify that all grading was inspected and approved, and that all work has been done in accordance with the plans, preliminary report, and Chapter 70 of the Uniform Building Code.

☒ 2. The applicants civil and soils engineer shall submit a certification that the rough grading work has been completed in substantial conformance to the approved plans and permit.

☐ 3. When retaining walls are shown on the grading plan, said walls shall be completed before approval of the rough grade, and prior to issuance of any building permits, unless waived by the Building Official and the City Engineer.

☒ 4. All property corners shall be staked for construction control, and shall be promptly replaced if destroyed.

☐ 5. Building permits shall not be issued until the water system has been completed and approved, and a based access road installed sufficient to support the City's fire trucks per Fire Department recommendation.

☐ 6. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:

☐ a. Street lights;
☐ b. Parkway and open space landscaping;
☐ c. Wall maintenance in conjunction with landscaping;
☐ d. Graffiti abatement;
☐ e. Maintenance of open space areas.

☐ 7. Prior to the issuance of a Building Permit for a building within Flood Insurance Rate Map (FIRM) - in zones A1-A30, AE, AO, AH, A, V1-V30, VE and V - the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a land surveyor, engineer or architect licensed in the State of California.

☐ 8. Prior to the issuance of a Building Permit for a building within Flood Insurance Rate Map (FIRM) in zones A1-A30, AE, AO, AH, A, V1-V30, VE and V, the developer shall provide a Flood Proofing Certificate in accordance with the National Insurance Program. This form must be completed by a land surveyor, engineer or architect licensed in the State California.

H. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY:

☒ 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services and any outstanding annexation fees.

☒ 2. No buildings shall be occupied until all public improvements are completed and approved by the City Engineer, and accepted by the City Council.

☒ 3. All final property corners and street monuments shall be installed before acceptance of the public improvements.

☐ 4. All top soil removed shall be stockpiled and evenly distributed over the slopes and lots upon completion of rough grading to support hydroseeding and landscaping. All slope areas shall be protected against erosion by hydroseeding or landscaping.

☐ 5. The applicant shall install all street names, traffic signs and traffic striping as directed by the City Engineer.

☐ 6. If the adjoining existing City street is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall remove the entire roadway and replace it with a minimum full half-width street plus a 12' wide travel lane and 8' wide graded shoulder adequate to provide for two-way traffic. (A finding of "rough proportionality" has been made in the resolution for this condition).

☐ 7. If the development includes a phased street construction along the project boundary for future completion by the adjacent property owner, the applicant shall provide a minimum half-width street plus a 12' wide travel lane and 4' wide graded shoulder adequate for two-way traffic. (A finding of "rough proportionality" has been made in the resolution for this condition).

☒ 8. When the project fronts on an existing street, the applicant shall pave-out from the proposed curb to the edge of pavement if the existing pavement section is adequate, and shall feather the new paving out to the centerline for a smooth transition. If the existing pavement is inadequate, the roadway shall be replaced to centerline and the remaining pavement shall be overlaid. (A finding of "rough proportionality" has

been made in the resolution for this condition).

☐ 9. Any utility trenching in existing streets shall be overlaid to restore a smooth riding surface as required by the City Engineer. Boring and jacking rather than trenching may be required on newly constructed or heavily traveled City streets.

☒ 10. The applicant shall install all utilities (sewer, water, gas, electricity, cable TV and telephone) underground (as shown on the composite utility plan). Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project. All underground construction shall be completed and approved by the public utility companies, and the subgrade shall be scarified and compacted, before paving the streets.

☐ 11. Prior to paving any street the water and sewer systems shall successfully pass a pressure test. The sewer system shall also be tested by a means of a mandrel and video inspection with a copy of the video tape provided to the City. No paving shall occur until the City has reviewed and viewed the sewer video tape and has determined that the sewerline is acceptable. Any repair costs to the pipeline including trench paving restoration shall be at the developer's expense.

☐ 12. A blackline clear Mylar (0.4 MIL) copy and a blueline print of as-built improvement plans, signed by the engineer of record, shall be provided to the City Engineer prior to the final inspection. A reduced copy (i.e. 1" = 100') of the composite utility plan shall be provided to update the City's Atlas Map.

☒ 13. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.

****

PASO ROBLES FIRE DEPARTMENT - The applicant shall contact the Fire Department, (805) 237-3973, for compliance with the following conditions:

I. GENERAL CONDITIONS

☒ 1. Fire hydrants shall be installed at intervals as required by the Fire Chief and City Engineer. The maximum spacing for single family residential shall be 500 feet. The maximum spacing for multi-family and commercial/ residential shall be 300 feet. On-site hydrants shall be placed as required by the Fire Chief.

☒ 2. Building permits shall not be issued until the water system, including hydrants, has been tested and accepted and a based access road installed sufficient to support the City's fire apparatus (HS-20 truck loading). The access road shall be kept clear to a minimum of 24 feet at all times and shall be extended to each lot and shall be maintained to provide all weather driving conditions.

☒ 3. No buildings shall be occupied until all improvements are completed and accepted by the City for maintenance.

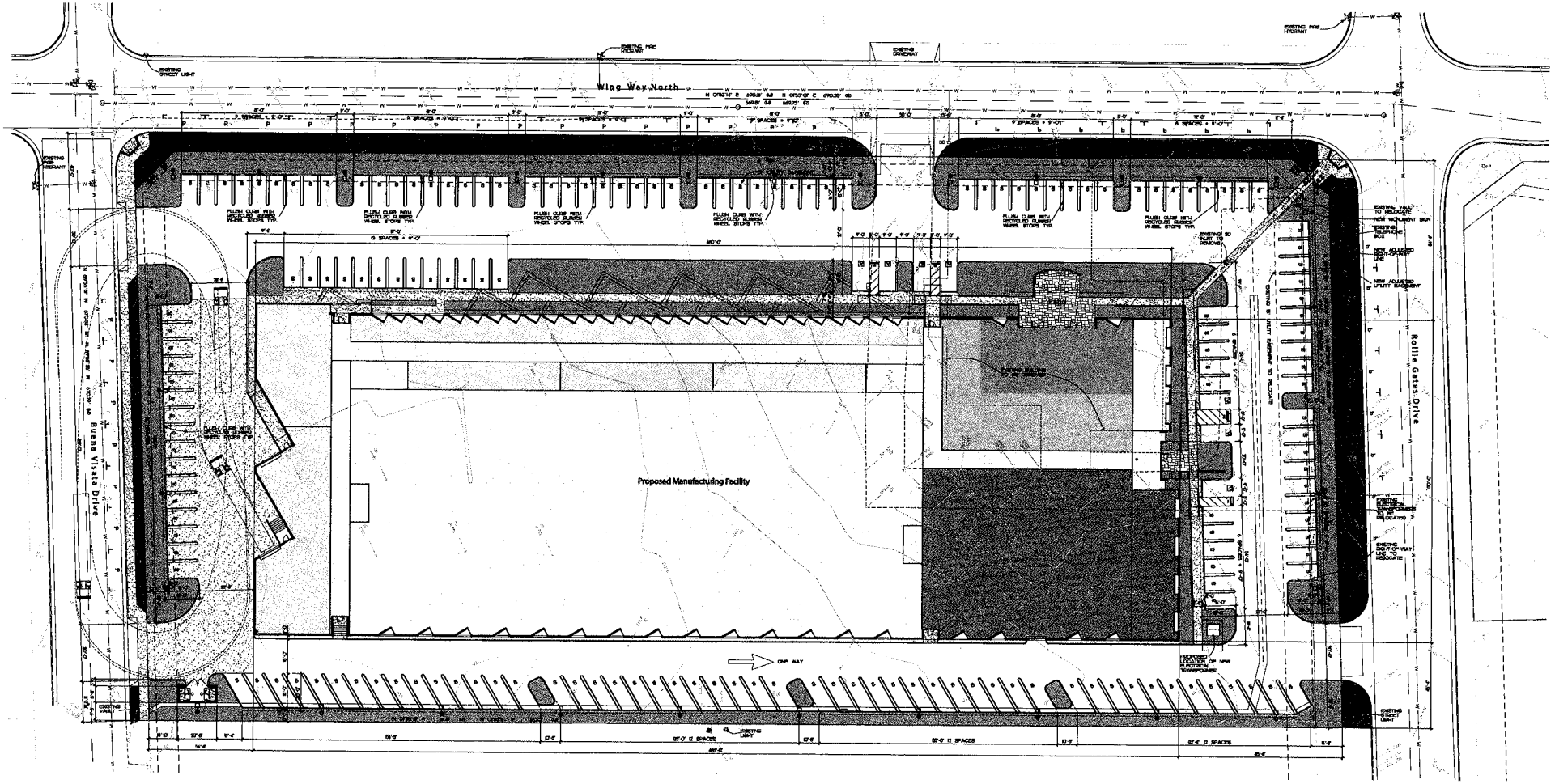
☐ 4. If the development includes phased street construction, temporary turn-arounds shall be provided for streets that exceed 150 feet in length. The temporary turn around shall meet City requirements as set forth in the Public Works Department Standards and Specifications.

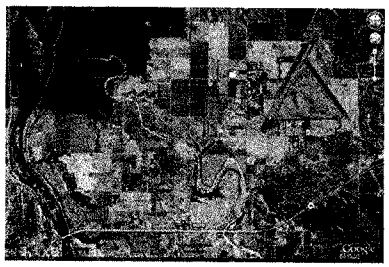
☐ 5. All open space areas to be dedicated to the City shall be inspected by the Fire Department prior to acceptance. A report shall be submitted recommending action needed for debris, brush and weed removal and tree trimming. The developer shall clean out all debris, dead limbs and trash from areas to be recorded as open space prior to acceptance into a Benefit Maintenance District.

☒ 6. Any open space included in a private development shall be subject to the approval of a vegetation management plan approved by the Fire Chief.

☐ 7. Each tract or phase shall provide two sources of water and two points of access unless otherwise determined by the Fire Chief and Public Works Director.

☐ 8. Provisions shall be made to update the Fire Department Run Book.





Vicinity Map

Site Plan

A New Facility for

SSF Specialty Silicone Fabricators

An ISSAC Medical Company

Rollie Gates Drive @ Wing Way — El Paso de Robles, California

James Goodman Architecture

27345 Ortega Highway • Suite 130 • San Juan Capistrano • California • 92675 • 949.493.0740 Voice • 949.493.0719 Fax • informadora@jgaia.com
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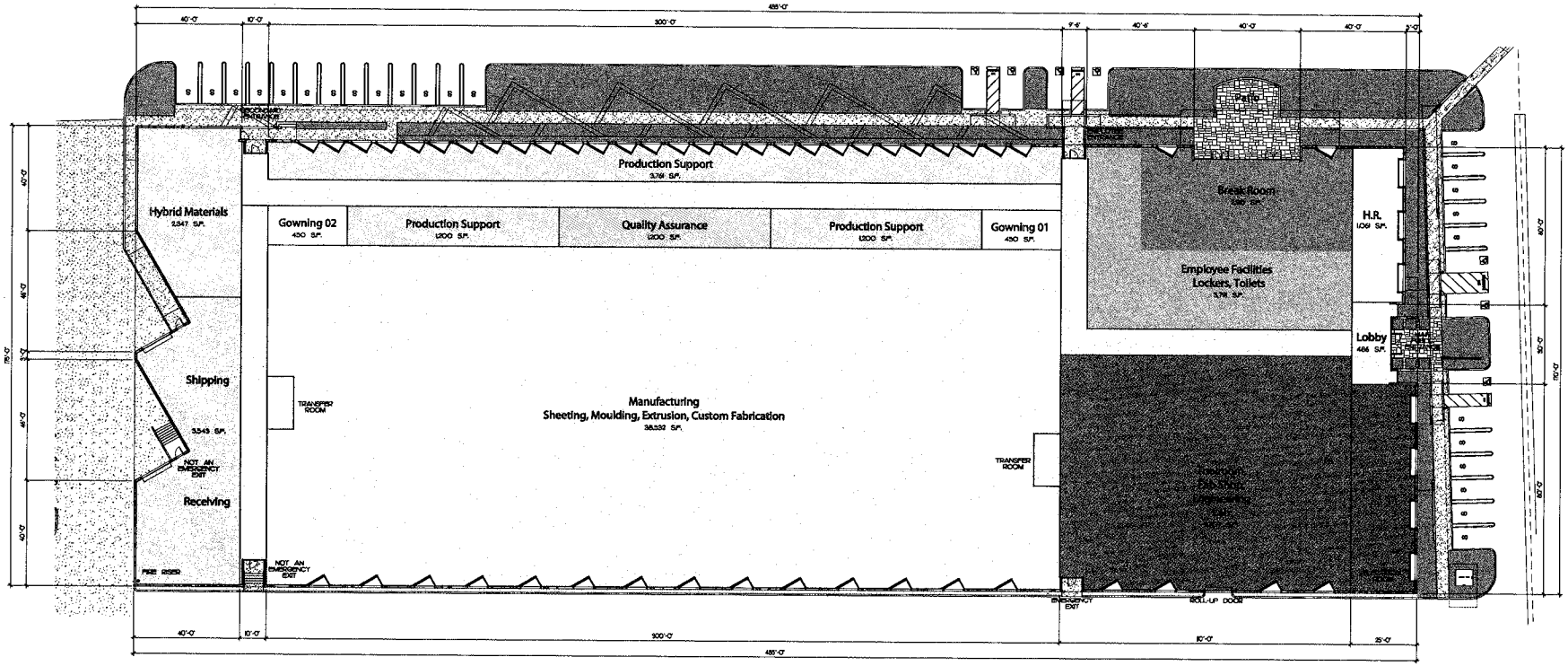
Oasis Associates • Entitlement Coordination
North Coast Engineering • Civil Engineering
Oasis Associates • Landscape Architecture
Electrical Design Services • Site Lighting & Photometrics

Exhibit B
Site Plan
PD 09-001
(Specialty Silicone)



Ground Floor Plan

0 16 48 Feet

Design Review Submittal - May 12, 2009
0726s208

Exhibit C
Ground Floor Plan
PD 09-001
(Specialty Silicone)

A New Facility for

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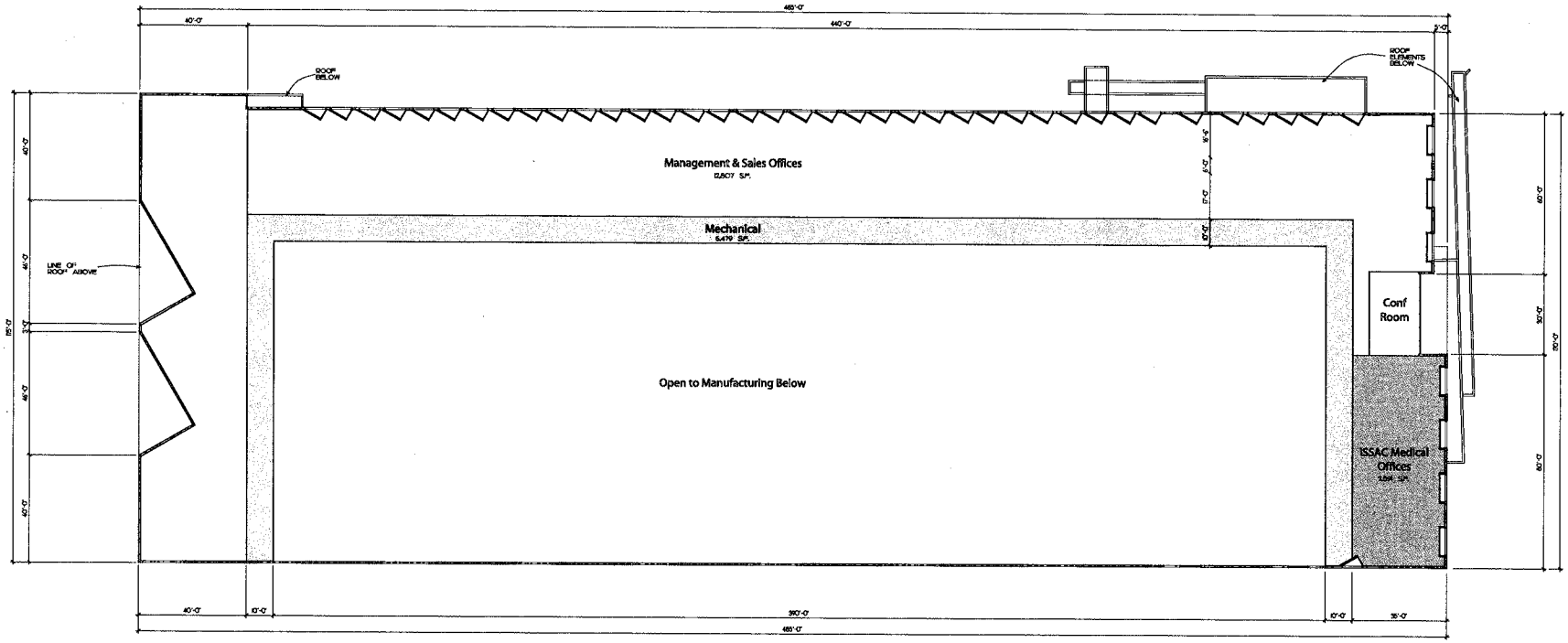
R. M. Volpe & Associates ° Structural Engineering
Clean Rooms West ° Clean Room Engineering
The BE Group ° Facilities Strategy
Specialty Constsruction, Inc. ° Construction Management



Mezzanine Floor Plan

0 20 60 Feet

Development Review Submittal • March 04, 2009
0726s207

A New Facility for

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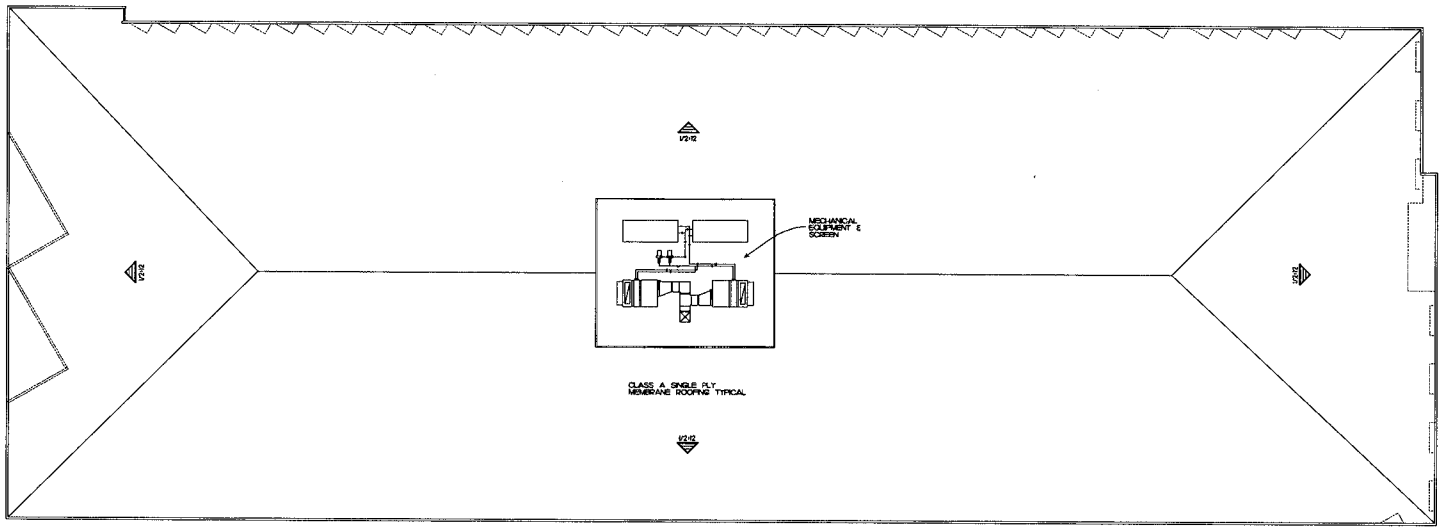
R. M. Volpe & Associates • Structural Engineering
Clean Rooms West • Clean Room Engineering
The BE Group • Facilities Strategy
Specialty Constsruction, Inc. • Construction Management

Exhibit D
Mezzanine Floor Plan
PD 09-001
(Specialty Silicone)



Roof Plan

0 20 60 Feet

Development Review Submittal • March 04, 2009
0726x207

A New Facility for

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James Goodman Architecture

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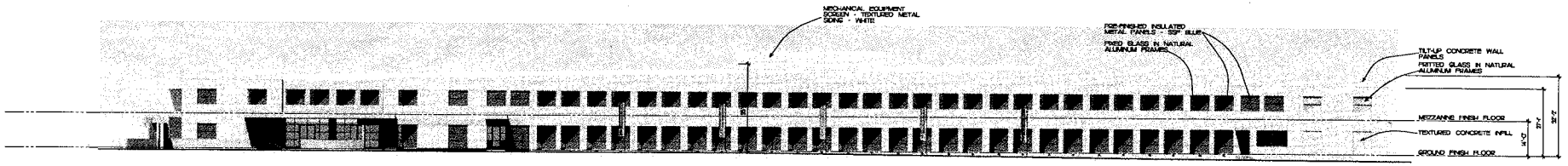
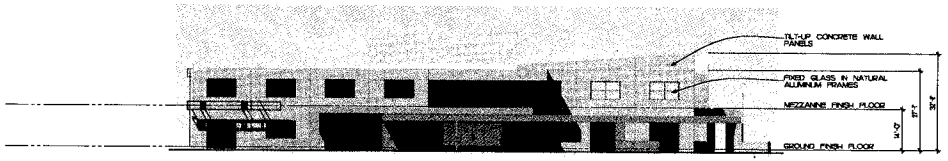
Specialty Constsruction, Inc. • Construction Management

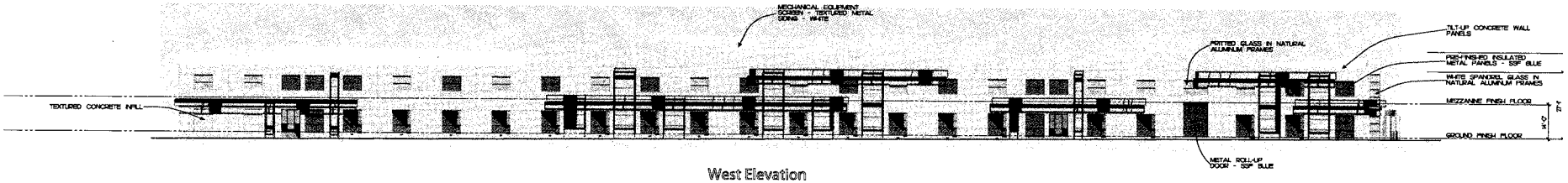
Exhibit E
Roof Plan
PD 09-001
(Specialty Silicone)



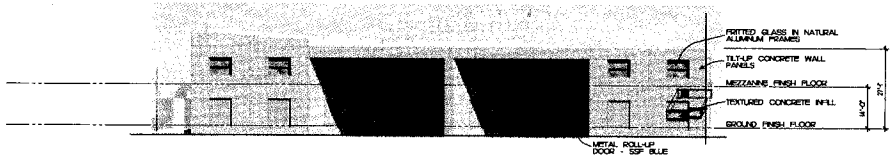
East Elevation



South Elevation



West Elevation



North Elevation

Exterior Elevations

0 16 48 Feet

Design Review Submittal - May 12, 2009
0726s302

A New Facility for

SSF Specialty Silicone Fabricators

An ISSAC Medical Company

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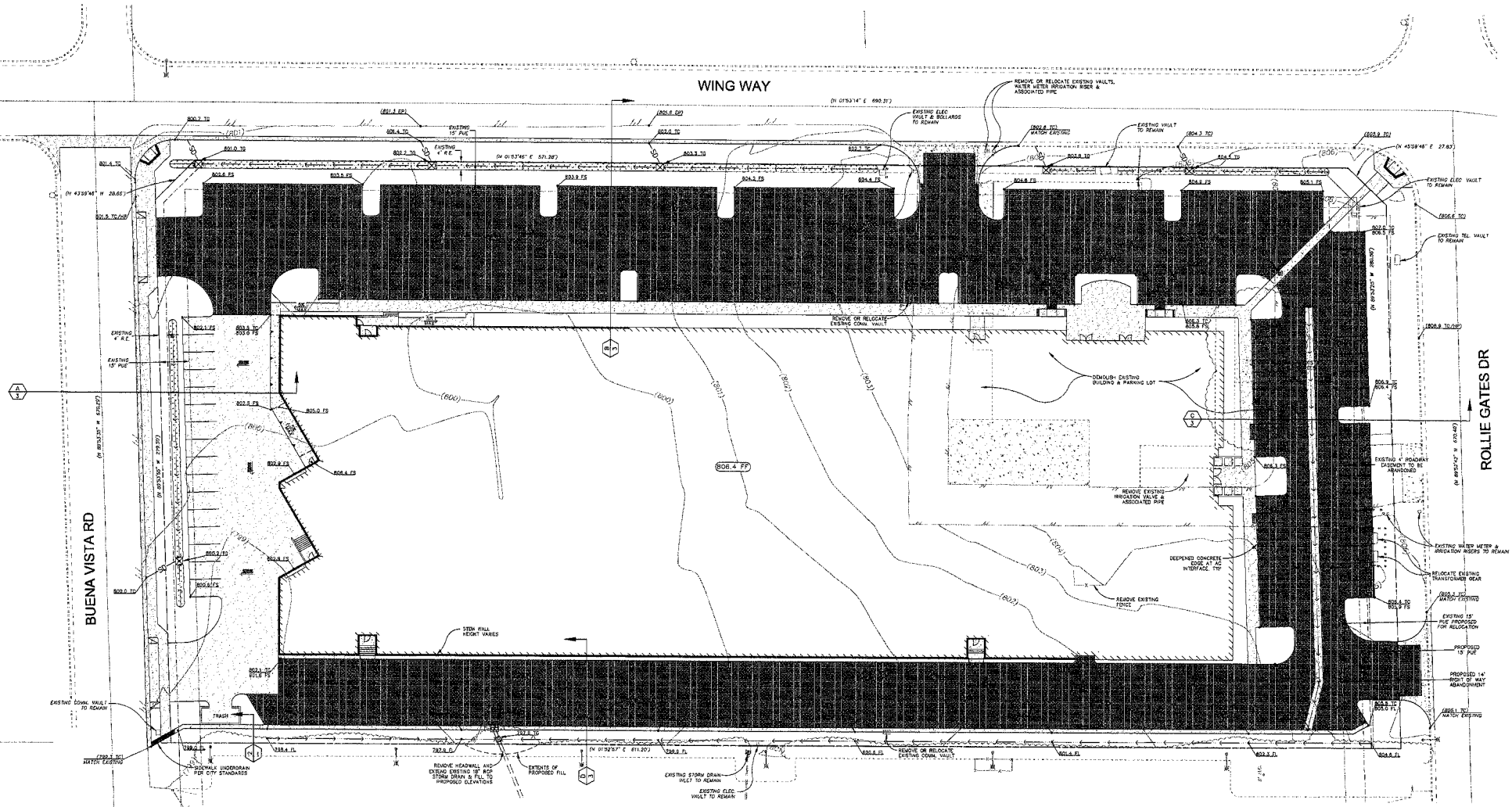
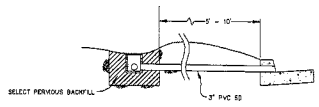
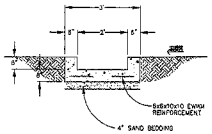
Exhibit F
Architectural Elevations
PD 09-001
(Specialty Silicone)





1 STORM DRAIN SECTION
1"=2'



2 CONCRETE CHANNEL
1"=2'

LEGEND

806.4 FF — FINISHED FLOOR ELEVATION	BIOSWALE PER PRELIMINARY LANDSCAPE PLAN
(806) — EXISTING CONTOUR	STORM DRAIN INLET PER (1/L)
799.9 — FINISHED GRADE	EXISTING EP
(799.9) — EXISTING GRADE	EXISTING FENCE
DRAINAGE DIRECTION	RIGHT-OF-WAY / PROJECT BOUNDARY

PRELIMINARY GRADING & DRAINAGE

NCE

0 10' 20' 40'

SCALE: 1"=20'

NCE NORTH COAST ENGINEERING INC.
125 Creston Rd Suite B, Paso Robles, 239-3127

Development Review Submittal - March 04, 2009

NOTE:
THE EXISTING TOPOGRAPHY AND BOUNDARY, SHOWN HEREON, WAS PROVIDED BY TWIN CITIES SURVEYING, DATED AUGUST 2007. NO CLAIM IS MADE AS TO ITS ACCURACY AND ALL EXISTING CONDITIONS SHOULD BE VERIFIED PRIOR TO CONSTRUCTION.

A New Facility for

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An ISSAC Medical Company

Rollie Gates Drive @ Wing Way El Paso de Robles, California

James Goodman Architecture

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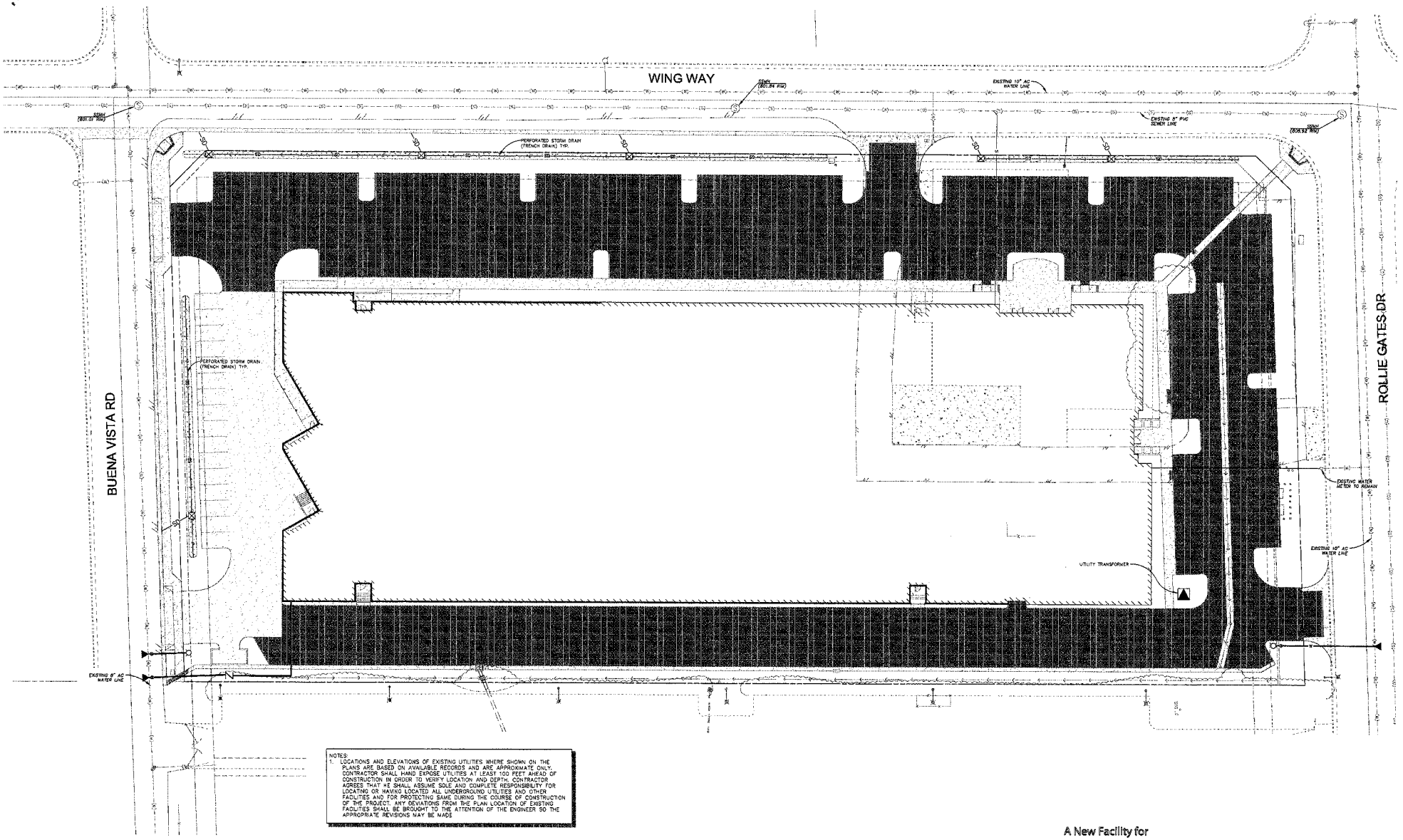
Exhibit G
Preliminary Grading & Drainage
PD 09-001
(Specialty Silicone)



NOTES:
1. LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES WHERE SHOWN ON THE PLANS ARE BASED ON AVAILABLE RECORDS AND ARE APPROXIMATE ONLY. CONTRACTOR SHALL HAND EXPOSE UTILITIES AT LEAST 100 FEET AHEAD OF CONSTRUCTION IN ORDER TO VERIFY LOCATION AND DEPTH. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR LOCATING OR HAVING LOCATED ALL UNDERGROUND UTILITIES AND OTHER FACILITIES AND FOR PROTECTING SAME DURING THE COURSE OF CONSTRUCTION OF THE PROJECT. ANY DEVIATIONS FROM THE PLAN LOCATION OF EXISTING FACILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER SO THE APPROPRIATE REVISIONS MAY BE MADE

LEGEND

806.4 FF	FINISHED FLOOR ELEVATION		EXISTING EP
(810)	EXISTING CONTOUR		RIGHT-OF-WAY / PROJECT BOUNDARY
750.0	FINISH GRADE	S	SEWER LINE
	DRAINAGE DIRECTION	(S)	EXISTING SEWER LINE
	DECORATIVE PAVERS		SEWER MANHOLE

PRELIMINARY UNDERGROUND IMPROVEMENTS

NCE

0 10' 20' 40'

SCALE: 1"=20'

NCE NORTH COAST ENGINEERING INC.
733 Crenshaw Rd Suite B, Paso Robles, 230-5127

Development Review Submittal - March 04, 2009

Exhibit H
Preliminary Underground Improvements
PD 09-001
(Specialty Silicone)

A New Facility for

SSF Specialty Silicone Fabricators

An ISSAC Medical Company

Rollie Gates Drive @ Wing Way El Paso de Robles, California

James Goodman Architecture

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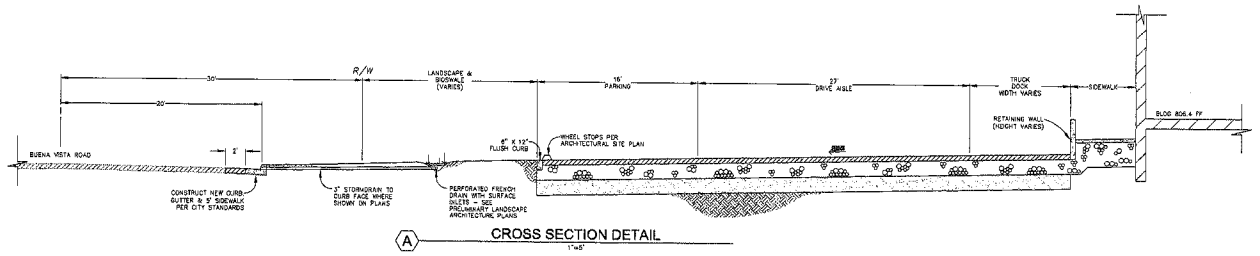
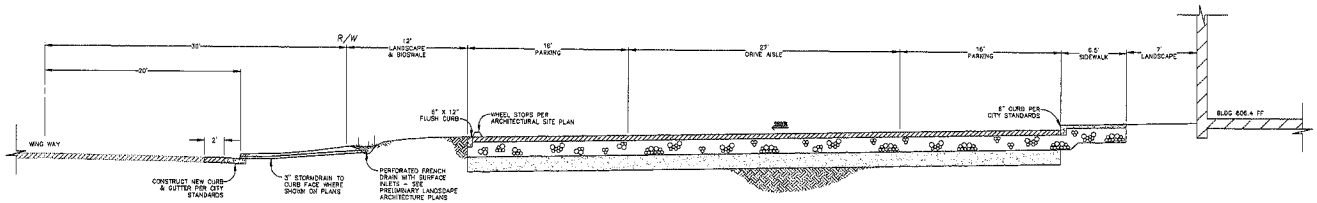
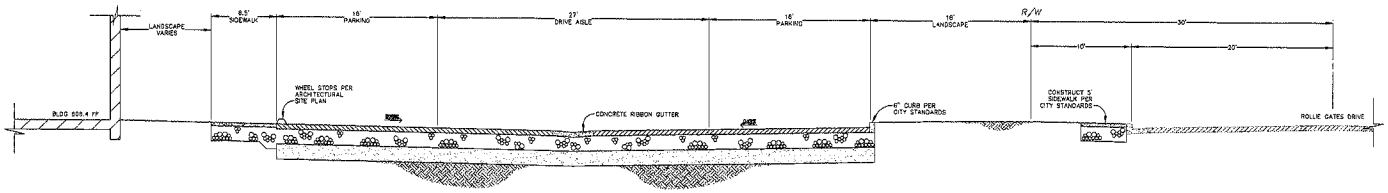


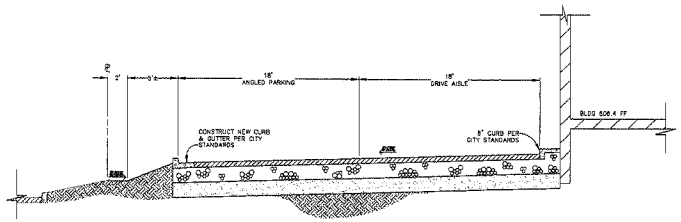
A CROSS SECTION DETAIL
1"=5'



B CROSS SECTION DETAIL
1"=5'



C CROSS SECTION DETAIL
1"=5'



D CROSS SECTION DETAIL
1"=5'

DETAILS

Exhibit I
Details
PD 09-001
(Specialty Silicone)

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd Suite B, Paso Robles, 239-3127

Development Review Submittal - March 04, 2009

A New Facility for

SSF Specialty Silicone Fabricators

An **ISSAC Medical** Company

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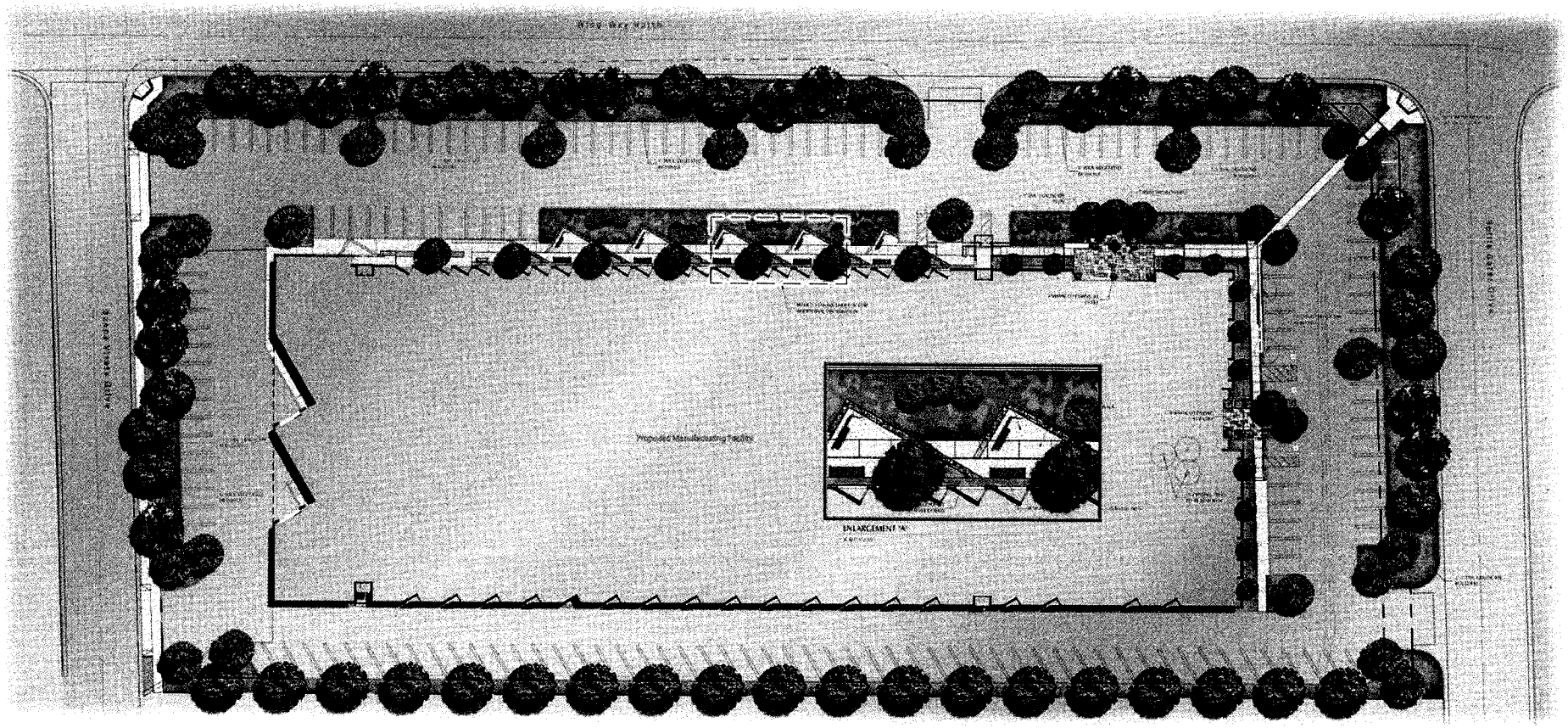
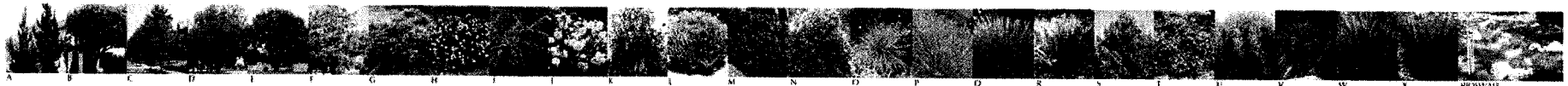




PLANT LEGEND

TREES

BOTANICAL / COMMON NAME	SIZE	NOTES
A Lagerstroemia x fauriei 'Natchez' NATCHEZ CRAPE MYRTLE	36" BOX	SCULPTURAL EVERGREEN
B Lagerstroemia indica CRAPE MYRTLE	24" BOX	DECIDUOUS FLOWERING
C Platanus x acerifolia 'Bloodgood' LONDON PLANE	15 GAL	DECIDUOUS, INFORMAL CANOPY
D Populus fremontii 'Nevadi' WESTERN COTTONWOOD	15 GAL	DECIDUOUS, PLANT ON SINGLE BANK
E Quercus agrifolia COAST LIVE OAK	15 GAL	CA. NATIVE EVERGREEN
F Robinia ambigua 'Purple Robe' PURPLE LOCUST	24" BOX	DECIDUOUS FLOWERING

SHRUBS

BOTANICAL / COMMON NAME	SIZE	NOTES
K Arbutus unedo 'Compacta' STRAWBERRY TREE	5 GAL	EVERGREEN, COMPACT
L Rosa rugosa 'Alba' ALBA ROSE	5 GAL	FOUNDATION HEDGE
M Ceanothus 'Concha' WILD LILAC	5 GAL	CA. NATIVE FLOWERING
N Euonymus japonicus 'Green King' VARIEGATED EUONYMUS	5 GAL	VARIEGATED FOLIAGE
O Festuca glauca 'Elijah Blue' BLUE FESCUE	1 GAL 2" O.C.	BLUE FOLIAGE ORNAMENTAL GRASS
P Lavandula angustifolia LAVENDER	1 GAL	FLOWERING PERENNIAL
Q Miscanthus sinensis 'Morning Light' EVERGREEN MISCANTHUS	1 GAL	ORNAMENTAL GRASS
R Pittosporum tenuifolium 'Wheeler Dwarf' WHEELER DWARF	1 GAL	NATIVE HEDGE, SHRUB TOLERANT

GROUNDCOVER

BOTANICAL / COMMON NAME	SIZE	NOTES
C Baccharis pilularis 'Centennial' DWARF COYOTE BRUSH	1 GAL 4' O.C.	CA. NATIVE
H Cotoneaster dammeri 'Lowfast' BEARBERRY COTONEASTER	1 GAL 4' O.C.	WHITE FLOWERS
I Drosanthemum speciosum 'Tresco' TRESCO ICE PLANT	1 GAL	TRAILING RED BLOOMS
J Rosa 'Carpet Red' NOOKER CARPET ROSE	1 GAL 4' O.C.	FLOWERING

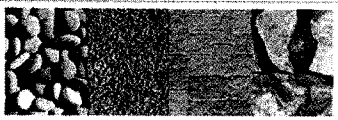
PERENNIALS AND GRASSES

BOTANICAL / COMMON NAME	NOTES
S Carex tumulicola 'Berkeley' BERKELEY SEDGE	ORNAMENTAL GRASS SWARM BANK
Juncus patens 'Elk Blue' ELK BLUE RUSH	SWARM FLOOR
T Carex testacea 'Prairie Fire' PRAIRIE FIRE SEDGE	ORNAMENTAL GRASS SWARM BANK
U Festuca californica 'Seacliff' SEACLIFF FESCUE	CA. NATIVE SWARM FLOOR
V Leymus condensatus 'Canyon Prince' GIANT WILD RYE	ORNAMENTAL GRASS SWARM BANK
W Nassella pulchra 'Austin' PURPLE NEEDLE GRASS	CA. NATIVE SWARM FLOOR
X Sesleria autumnalis AUTUMN MOOR GRASS	SWARM FLOOR

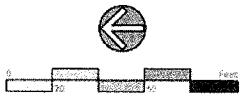
CONCEPT NOTES

1. PLANT MATERIAL WAS CHOSEN FOR ITS COMPATIBILITY WITH THE MACRO AND MICRO CLIMATE, CONSIDERING OF THE REGION AND SITE, TOLERANCE OF WIND, TOLERANCE OR DROUGHT CONDITIONS, HONESTY, SCREENING CAPABILITIES, AND OVERALL ATTRACTIVENESS.

HARDSCAPE ELEMENTS



Conceptual Landscape Plan



Design Review Submittal - May 12, 2009
07716709

A New Facility for

SSF Specialty Silicone Fabricators

An ISSAC Medical Company

Baille Gates Drive @ Wing Way — El Paso de Robles, California

James Goodman Architecture

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Exhibit J
Conceptual Landscape Plan
PD 09-001
(Specialty Silicone)

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

Newspaper: Tribune

Date of Publication: July 21, 2009

Hearing Date: August 11, 2009 (Planning Commission)

Project: Planned Development 09-001 (Specialty Silicone Fabricators)

I, Lonnie Dolan, employee of the Community Development Department, Planning Division, of the City of El Paso de Robles, do hereby certify that this notice is a true copy of a published legal newspaper notice for the above named project.

Signed: Lonnie Dolan

Lonnie Dolan

forms\newsaffi.691

CITY OF EL PASO DE ROBLES

NOTICE OF PUBLIC HEARING

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND PLANNED DEVELOPMENT 09-001 - SPECIALTY SILICONE

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing on Tuesday, August 11, 2009. The meeting will be held at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider adoption of a Planned Development and the associated Mitigated Negative Declaration (statement that there will be no significant environmental effects if certain mitigation measures are implemented) in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

- ***Planned Development 09-001:*** a request to replace the existing approximate 14,000 square foot building and construct a new 103,524 square foot manufacturing facility for Specialty Silicone Fabricators.

The project has been filed by Oasis Associates on behalf of William E. Reising, Jr. The site is located on the Northeast corner of Rollie Gates Drive and Wing Way (3077 Wing Way).

The public review period for the Mitigated Negative Declaration (MND) is July 22, 2009 through August 11, 2009. The proposed MND may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction.

Written comments on the proposed project and corresponding MND may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Darren Nash at (805) 237-3970.

If you challenge this application in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

Darren Nash, Associate Planner
July 21, 2009 6831605

AFFIDAVIT

OF MAIL NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Lonnie Dolan, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Planned Development 09-001 (Specialty Silicone Fabricators) on this 23rd day of July, 2009.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: _____
Lonnie Dolan

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