

RESOLUTION NO: 15-014

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
TO APPROVE PD 05-012 AMENDMENT
(Brush - Clayton)
APN: 025-437-015, 016 & 017

WHEREAS, Tract 2594, along with PD 05-012, was approved by the Planning Commission in June 2005 creating the 48 lot light industrial subdivision (Combine Lots); and

WHEREAS, Resolution 05-0052 was adopted approving PD 05-012, which listed the conditions of approval for the project including conditions and exhibits establishing the development standards for the lots; and

WHEREAS, Kevin Brush along with Frank Clayton have filed applications requesting to amend PD 05-012, to allow for flexibility in the development standards for lots within Tract 2954 (Combine Lots); and

WHEREAS, Tract 2594 is located on Combine Street which is located North of Highway 46 East, East of Golden Road, at the east end of Tractor Street; and

WHEREAS, Kevin Brush is proposing to construct on Lots 22 and 23, and Frank Clayton is proposing a project on lots 8-10; however the development standards would be a benefit to the development of all lots within Tract 2954, therefore all lots are included with this PD amendment; and

WHEREAS, the proposed PD amendment changes the conditions/exhibits as follows:

- No. 7: reduce the front and street side setbacks from 10-feet to 6-feet;
- No. 8: allow building square footages less than those provided for on Exhibit A, Architectural Site Plan, and acknowledge the ability to have outdoor display on individual lots as long as the display is associated with an established building and as long as the use is permitted in the zoning district;
- No. 9: amend the condition to allow for other materials besides stucco walls, tile roofs, and utilize the City's Industrial Guidelines as a guide for building design and architecture.

WHEREAS, a public hearing was conducted by the Planning Commission on July 28, 2015, to consider the facts as presented in the staff report prepared for this project, and to accept public testimony regarding this PD amendment request; and

WHEREAS, based upon 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 project is consistent with the adopted codes, policies, standards and plans of the City; and
2. The proposed development plan amendment will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the residents and or businesses in the surrounding area, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City, since the proposed amendments related to building architecture and setbacks and will not be detrimental to residents, the neighborhood or general welfare of the City; and
3. The proposed development plan amendment accommodates the aesthetic quality of the City as a whole, especially where development will be visible from the gateways to the City, scenic corridors; and the public right-of-way, because with the use of the Industrial Guidelines and through the development review process, aesthetic quality of development would be reviewed; and
4. The proposed development plan amendment is compatible with, and is not detrimental to, surrounding land uses and improvements, provides an appropriate visual appearance, and contributes to the mitigation of any environmental and social impacts, because the proposed amendments would require that projects be reviewed for consistency with the Industrial Guidelines and the development review process; and
5. The proposed development plan amendment is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc., since the proposed amendment would address architecture and design of buildings, including the lots visible from Highway 46, any current requirements for oak tree protection is still required, no other environmental resources would be impacted; and
6. The proposed development plan contributes to the orderly development of the City as a whole, by providing a development review process that will provide for a variety of buildings types for commercial and light-industrial users; and
7. The proposed development plan amendment as conditioned would meet the intent of the General Plan and Zoning Ordinance by providing the opportunity for the development of commercial and light-industrial buildings, which are types of uses anticipated in the Commercial Service (CS) / Commercial/Light-Industrial (C3) designated areas of the City.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve PD 05-012 Amendment and shall supersede Resolution 05-0052, subject to the following conditions:

STANDARD CONDITIONS:

1. The Project shall comply with all Conditions of Approval and Exhibits contained in this Resolution and the associated Resolutions for the above-referenced Tract 2594. In the event that either the tract or development plan is not approved, the approval of one plan does not automatically grant approval of the other.

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	STATUS FOLLOWING 7/28/15 PLANNING COMMISSION AMENDMENT
A	Architectural Site Plan	Amended (elevations omitted)
B1 - B5	Architectural Elevations	Repealed (all elevations omitted)
C-1 - C-2	Highway 46 Landscape Plan	Amended
D	Interior Landscape Plan	Amended
E	Color and Materials Board (Colors and materials to be determined through Site Plan review process)	No Change
F	Industrial Design Guidelines	Added

3. This Development Plan for PD 05-012, together with the application for Tentative Tract Map 2594, allows for the subdivision and development of a 48-lot Commercial/Light-Industrial for speculative development subject to standard and sight specific conditions of approval.
4. Prior to issuance of a Building Permit for each individual site, the applicant shall apply for a Major Site Plan Review where the following information will need to be provided for review and approval by the Development Review Committee. The Site Plan submittal shall include but not be limited to the following items:
 - a. Site Plan (see application guide for requirements for a site plan)
 - b. Architectural elevations
 - c. Landscaping Plan
 - d. Grading and Drainage Plan
 - e. Color and Materials Board
 - f. Fencing Plans
 - g. Exterior Light Cut-Sheets
5. Prior to or in conjunction with the recording of Tract 2594, a constructive notice shall be recorded against each parcel notifying future property owners that Planned Development 05-012 has been approved for the development which establishes architectural, landscape and site development standards. (Note: Tract 2594 has been recorded).

6. Prior to or in conjunction with the recording of Tract 2594, a constructive notice shall be recorded against each parcel notifying future property owners that approved uses for each building will be based on adequate parking numbers as required by the Zoning Code at that time. There are many uses allowed in the C3 Zone; only uses that match the provided parking will be allowed. (Note: Tract 2594 has been recorded).
7. ~~A minimum 10-foot landscape setback shall be required for buildings fronting on the street. A minimum 10-foot landscape setback shall be required for buildings that side on to a street.~~ **Setbacks for buildings, parking lots, and fencing shall be required as follows:**

	<i>Front</i>	<i>Street Side</i>	
<i>Buildings</i>			
- Arch. features	<i>6 feet</i>	<i>6 feet</i>	
- No Arch. features	<i>10 feet</i>	<i>10 feet</i>	
<i>Parking Lot</i>	<i>6 feet</i>	<i>6 feet</i>	
<i>Fences</i>	<i>Building face or beyond</i>	<i>10 feet</i>	

8. *The lot sizes and building square footages for the Lots 8-12 are intended to be larger to provide more massing along Highway 46 East, therefore future development of these lots shall substantially comply with Exhibit A, Architectural Site Plan, however, subject to the approval of a Site Plan review by the Development Review Committee, reduced building square footages can be approved, with a DRC finding that the project has been designed to provide aesthetic qualities for the building and site along the Highway 46 frontage. Signage along Highway 46 shall be limited to building wall mounted signs. If a free standing monument sign is proposed, it shall be no taller than 6-feet in height and 32 square feet in size. Please note that if a monument sign is utilized at the back of the lot for view from Highway 46, a second monument cannot be provided on the front of the site oriented toward Combine Street.*
9. *With the proposed development on each site, the architecture and site development shall be substantially compliant with Exhibits A-E F attached. ~~The architecture of the buildings will need to be constructed of stucco walls and tile roofs and have four sided architectural detailing as shown in the Exhibits.~~*
10. Fencing for each lot shall comply with the following:
- No fencing shall be installed within the 30-foot landscape easement;
 - Fencing along the street or along the 30-foot landscape easement (parallel along the northern side) shall be constructed to higher standards than chain link. Materials such as tubular steel, masonry, wrought iron and other quality materials as approved by the DRC;
 - Interior fencing can be chain link with slats;
11. Any outdoor storage shall be as an accessory to the on-site business and shall comply with the screening standards described in Section 21.21.110. Outdoor storage areas shall not back up to or be visible from Highway 46 East or any public street. Outdoor storage includes the storage of equipment and vehicles.

- a. 30 foot landscape area adjacent to Highway 46 East;
 - c. Open Space Easement on Lot 14;
 - d. Parkway Landscaping.
14. The applicant shall mitigate their impact on the Highway 101-46 East intersection by depositing Development Impact Fees, at the time of building permits. The Development Impact Fee program will include the interim Highway 101-46 East project referenced in Caltrans letter dated 2-10-05.
- 15. Prior to the issuance of a Certificate of Occupancy of a building, owners of all lots sharing a 30-foot wide driveway shall prepare a recordable joint access easement in favor of the adjoining parcel. Such easement shall be 15-feet wide and 45-feet long into the parcel. Such document shall be in a form approved by the City Engineer. (amended 7/28/15)**

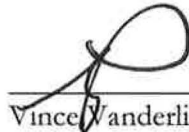
PASSED AND ADOPTED THIS 28th day of July, 2015 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:


Vince Vanderlip, Chairman

ATTEST:


Warren Frace, Planning Commission Secretary

LOT 6 TRACT 850
APN: 025-421-013

LOT 6 TRACT 850
APN: 025-421-013
EXISTING BUILDING

PROJECT DATA

OWNER: ROBERT SHANNON
P.O. BOX 2812
ATASCADERO, CA 93423

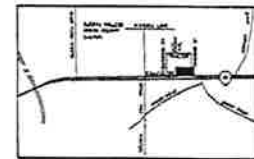
PROJECT ADDRESS:

LEGAL DESCRIPTION:
PORTION OF LOTS 5 AND 6 OF OAKWOOD ORCHARD TRACT,
IN THE CITY OF PASO ROBLES, COUNTY OF SAN JUAN BAPTIST,
STATE OF CALIFORNIA

A.P.N.: 025-421-009

PROJECT DESCRIPTION: CONSTRUCT NEW COMMERCIAL BUILDINGS

NO.	DESCRIPTION	NO.	DESCRIPTION
1	TRUCK BAY, 10' x 10'	1	TRUCK BAY, 10' x 10'
2	TRUCK BAY, 10' x 10'	2	TRUCK BAY, 10' x 10'
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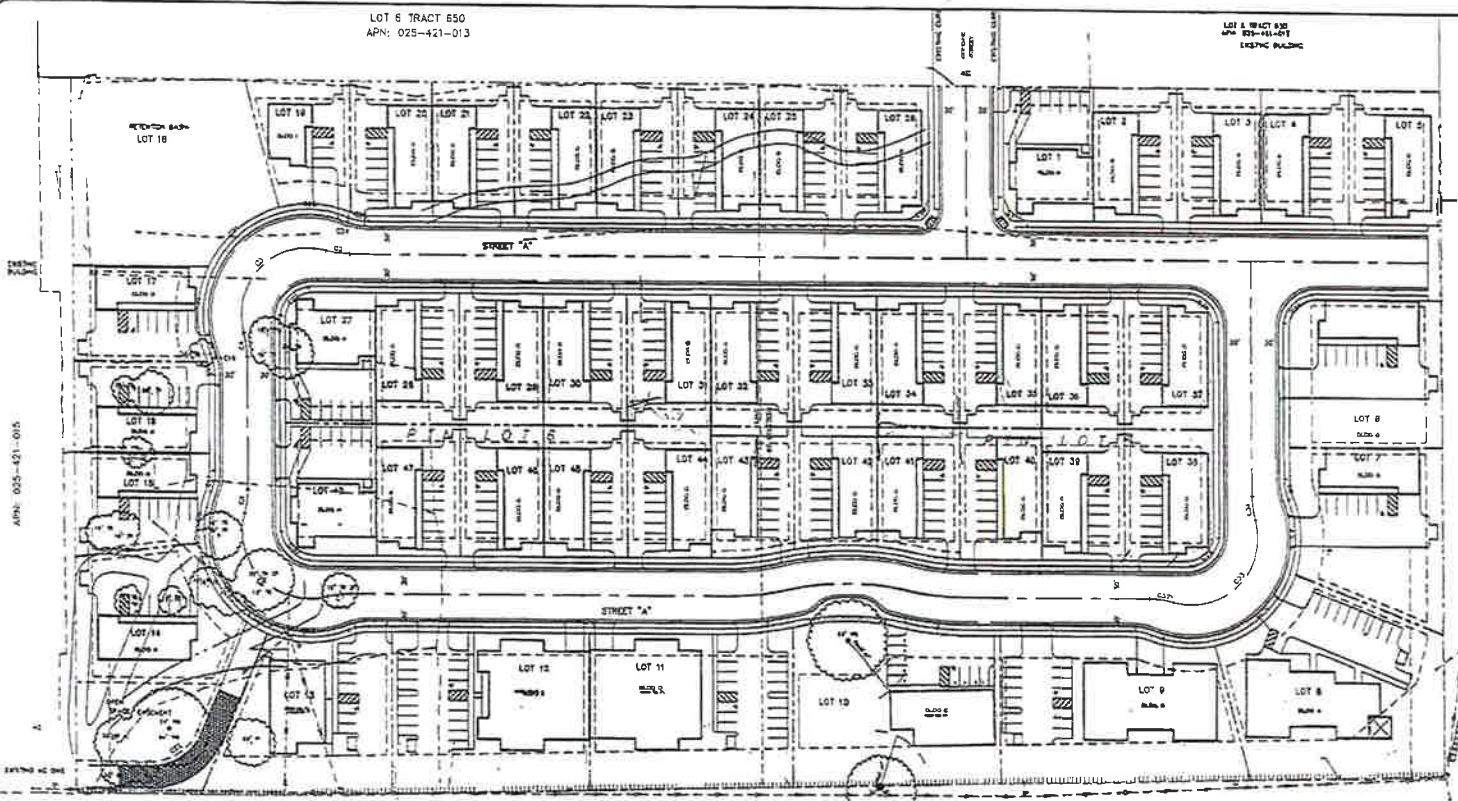
Revisions	No.	Description	Date

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ARCHITECTURE * GRAPHICS * DESIGN
KEVIN M. MACANARA
Principal
Ph: (805) 238-5501 Fax: (805) 238-5553
810 10th Street, Suite A
Paso Robles, Ca. 93446

EXHIBIT A - COMMERCIAL

Drawn By	DATE
Checked By	DATE
Uploading By	
Scale	AS NOTED
Sheet	



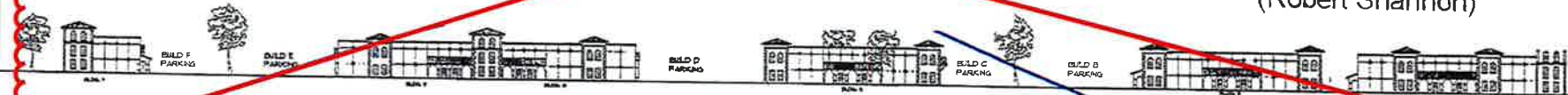
SITE PLAN



ELEVATION

See Industrial Guidelines, Exhibit F
for development standards.

Exhibit A
Architectural Site Plan
Tract 2594 & PD 05-012
(Robert Shannon)



ELEVATION FROM HWY 46

SCALE 1:5 = 1

SITE PLAN

NO.	DATE	DESCRIPTION

ARCHITECT
 RICH H. MACAVITA
 610 10th Street, Suite A
 Foster, Rhode Island 02840
 Tel: (401) 238-5501
 Fax: (401) 239-5853

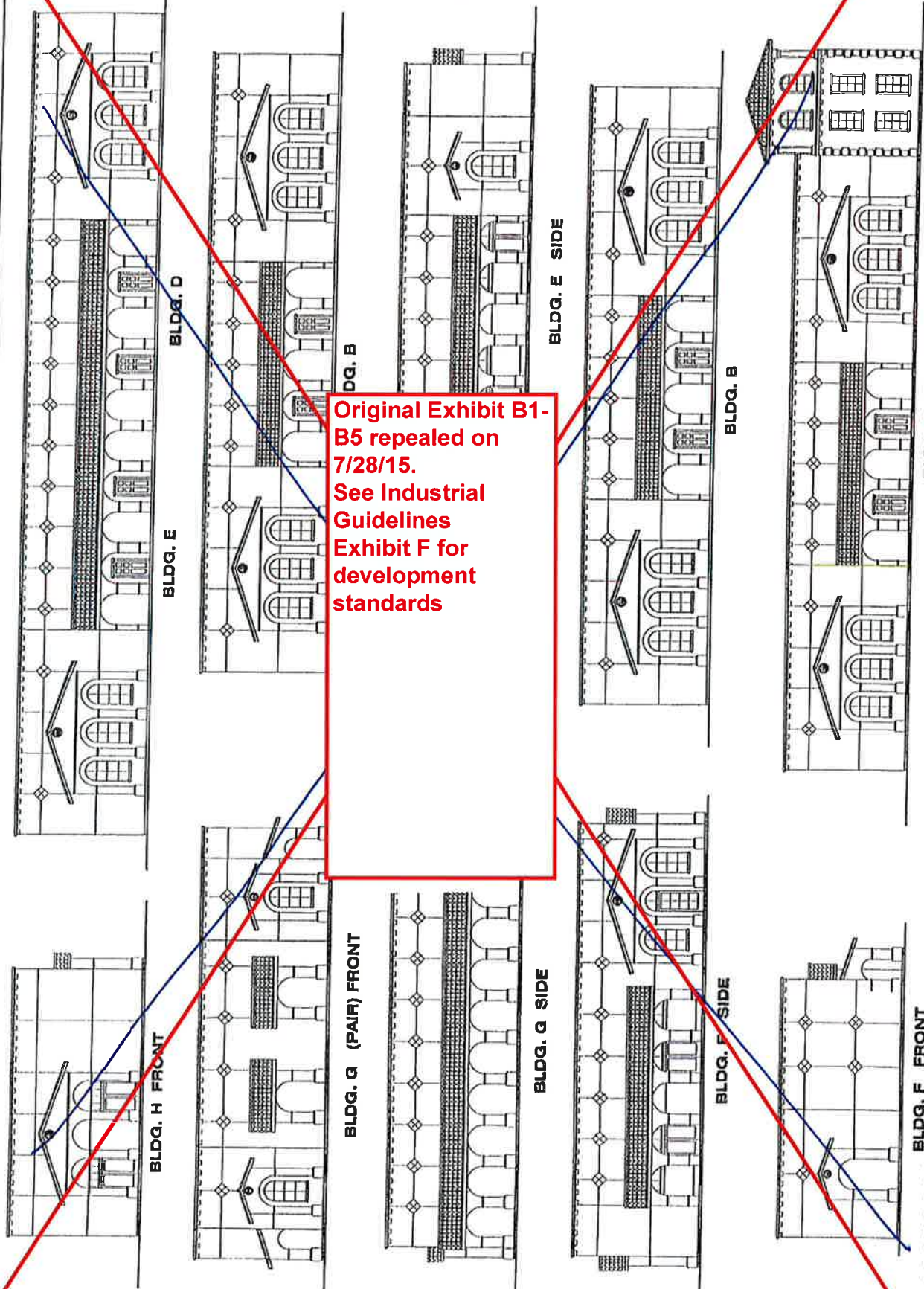
• ARCHITECTURE
 • GRAPHICS
 • DESIGN

This drawing is to be used for the construction of the building shown. It is not to be used for any other purpose without the written consent of the architect.

A NEW COMPLEX FOR
 BOB SHANNON COMMERCIAL

SHEET NO. 108-1
 DRAWN BY: []
 CHECKED BY: []
 DATE: []
 SCALE: 1/8" = 1'-0"

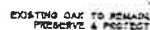
A-4



Original Exhibit B1-B5 repealed on 7/28/15.
 See Industrial Guidelines Exhibit F for development standards

108-1-10"

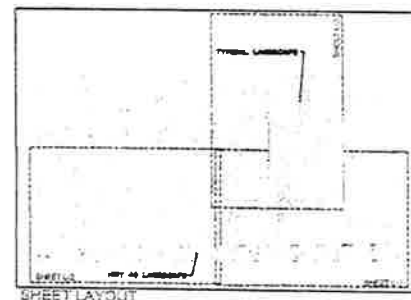
Exhibit B1-B5
 Architectural Elevations
 Tract 2594 & PD 05-012
 (Robert Shannon)



ACTING HEADQUARTERS BARK HOLLOW
OF THE RIVER COWBOY

ALL PLANTS WILL BE WATERED BY AN AUTOMATIC IRRIGATION SYSTEM. ALL
XEROSCAPIC PLANTS WILL BE WATERED WITH A Drip IRRIGATION SYSTEM.

HWY 46 LANDSCAPE PLAN

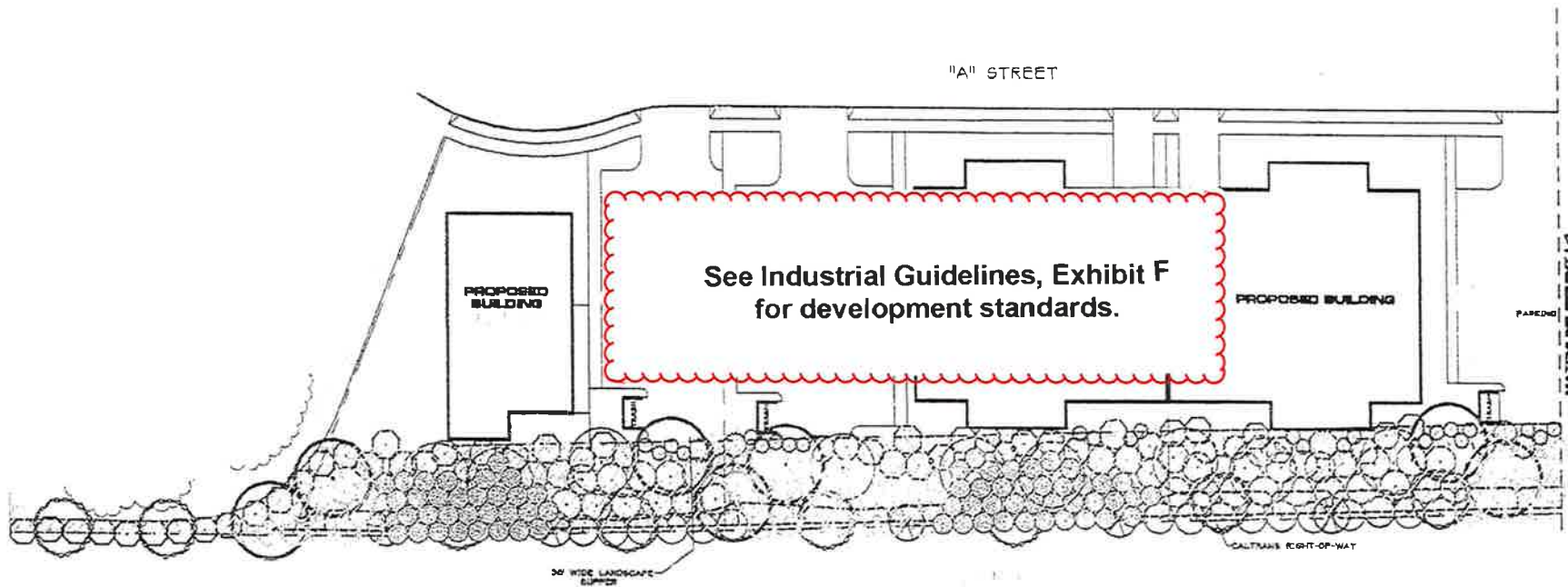


CJP PRODUCTIONS INC.
LABORERS AND EMPLOYERS

HWY 49 LANDSCAPE PLANS
TENTATIVE TRACT 2594
PASO ROBLES, CA.

NAME _____
DATE 1/21/20 _____
JOB NO _____
WEEK NO _____

C-1



HWY 46 LANDSCAPE PLAN



1"=20'-0"

GROUND COVERS

[Symbol] 15% REDWOOD BARK MULCH

NOTE: SEE SHEET L-1 FOR PLANT SYMBOL LEGEND



CJP PRODUCTIONS INC.

LANDSCAPE ARCHITECTURE

803 400 7420



HWY 46 LANDSCAPE PLAN

TENTATIVE TRACT 2694

PASO ROBLES, CA.

TITLE	PROJECT
DATE	6/2/04
DESIGN	BY
CHECK	BY

12

C-2

Industrial Design Guidelines

General Industrial Design Guidelines

The City's General Plan Land Use Element includes various goals, policies and action items that provide direction to, "... *promote the community's image and identity.*" The Plan also aims to, "... *promote architectural and design excellence.*" Action items in the General Plan include strengthening the design and construction regulations that apply to industrial projects.

These design guidelines were prepared to implement these goals, policies, and action items. They are also intended to provide the basis for meeting the purpose of the Business Park and Industrial Land Use Categories, to provide "...*areas of clean and attractive businesses and industries...*"

Investment in the business community and the type of businesses that seek location in Paso Robles are a reflection of the image that is created in the built environment. High-quality site and architectural form will attract industries that share the desire to conduct business in a community with high standards. The end result is an attractive community with a strong economic and employment base.

These design guidelines are intended to *guide* applicants in designing high-quality industrial development projects. These guidelines provide qualitative design criteria that should be incorporated into industrial development projects.

Applicability

These guidelines apply to site and building design for all uses (manufacturing or non-manufacturing) development in the Manufacturing (M) and Planned Manufacturing (PM) zoning districts. They also apply to all manufacturing, storage and wholesaling uses permitted in other zoning districts. All new construction, additions, remodels or other major site design modifications should also be designed according to these guidelines, and shall at a minimum, require discretionary design review by the Development Review Committee, if approval is not required by the Planning Commission.

A. Site Design Guidelines

Industrial site design guidelines provide guidance on locating site development features in a manner that is sensitive to any existing site development constraints, and so that they are functional and attractive and would not detract from development in the surrounding area.

1. Site Design

Industrial development should be designed in a manner that fits in with the surrounding development pattern and context. This refers to: the spatial relationship between structures and the public right-of-way; circulation patterns; existing vegetation and topography; the architectural elements in surrounding development; and the size and form of new structures in relationship to existing development. For instance, where new buildings and uses are similar to those on adjoining sites, the design should reflect similar setbacks, building heights and form, scale and mass, materials, compatible colors and landscape treatments. The intent is not uniformity, but compatibility.

Site components such as structures, parking areas, driveways, and outdoor functions should be arranged and located to emphasize the aesthetically pleasant components of the site such as existing mature trees and views, or superior architectural features. New buildings should be oriented toward the adjoining public streets, so that public entrances are a focal point on the building and site layout.

Consideration of these design elements assists new development to fit in with the existing context of development. However, if surrounding development is poorly designed, then the proposed new development should establish a more appropriate development pattern.

2. Site Landscaping

Street trees, sidewalks, and perimeter landscaping should be compatible with adjacent development to create continuity and visual linkage. It should be maintained in a healthy, thriving condition on the site.

Landscaped buffers between the street and buildings and between abutting property should be incorporated. Methods to buffer projects should include in combination, increased setbacks, landscaping, berms, etc. Setbacks from public streets or adjoining buildings should relate to the scale of the proposed structure; the larger the building(s), the larger the setback buffer should be. Taller or larger buildings should generally provide more landscaped setback areas than smaller buildings to help maintain scale. Building foundation landscaping should be provided around the base of structures.

Parking lot shade trees should be provided between every six parking spaces. Pedestrian walkways should connect parking lots to main building entrances. Enhanced colors and texture materials should be incorporated into walkway or sidewalks.

3. Parking Areas

Parking lots should not be the dominant visual element of the site. It is generally more visually appealing to locate parking lots along the side or the rear of buildings. Small customer-oriented parking lots may be appropriate toward the front of the site, however employee parking should be located to the rear of the site. To avoid large expanses of paved areas, large parking lots should be divided into smaller parking areas. Buildings should not be located in a manner that make them appear like "islands" surrounded by paved areas. Where possible, office portions and pedestrian entries to the buildings should have a minimum of five feet of landscaping areas separating them from paved areas.

The number of site accesses (ingress/egress) should be controlled in terms of the location and number of driveways to minimize traffic safety conflicts, street congestion, and unnecessarily disrupted street frontage. Where possible, adjoining properties should share access driveways to minimize the number of driveways along public streets. Shared service or secondary access alleys should also be considered. Use of an existing side street for primary or secondary access is encouraged as opposed to creating one or more new curb cuts on a collector or arterial street.

4. Screening

Buildings, walls, and landscaping should be arranged to screen less visually aesthetic components necessary for industrial development, including loading and service bays, storage areas, trash enclosures, mechanical equipment, and noise and odor producing functions. Service areas should be located at the sides and/or rear of main buildings, and screened with compatible architectural features and walls, and/or dense landscaping.

5. Trash enclosures

Trash enclosures should not be visually prominent from the public view of the site. They should be located in screened service areas, in locations away from view. (Trash enclosure design is included in Building Design below.)

6. Outdoor Amenities

All new developments should include usable outdoor open space whether located in setbacks or other areas. Open space should provide for ventilation, sunlight, and views. The City encourages "human-scale" development that incorporates site design and amenities such as courtyards, plazas, shaded arcades and functional landscaped areas should link adjoining buildings and take advantage of outdoor as well

as indoor space. These features can be located in areas with recessed facades or setbacks in excess of minimum standards. These areas may be designed for use by employees and/or customers. Pedestrian features such as benches, tables, fountains, artwork, and landscaping should be incorporated as focal points or relaxation area.

7. Site Development Features and Constraints

The design of new industrial development should be sensitive to and incorporate existing natural constraints and amenity opportunities of the site. These features include sloped or steep topography, drainage or biological areas, existing trees, views, etc. This means that where possible, these types of features should be incorporated into the site design as amenities and/or not be disturbed.

B. Building Design Guidelines.

1. General Building Design and Construction Materials

Industrial building form and the type of construction materials used are significant factors in creating a development that is attractive and that fits in with the community. While the City does not advocate or prescribe specific architectural styles or forms (e.g. contemporary vs. historical), it would be appropriate for industrial building development to draw from local or regional design influences. For instance, the community is located in an agrarian region, where agricultural building forms may be appropriate. In addition, development located near the airport may consider incorporating aeronautical design motifs, or if near the railroad station incorporating railroad elements. In any case, building compatibility in terms of building form should respond to the natural environment or other existing influences depending on the location.

In multi-building complexes, a comprehensive architectural concept should be developed and maintained. Various site components should be unified through the use of similar design, materials, and colors.

2. Entries

Building entries should be oriented toward the predominant public view, usually the street frontage. This allows the public to more easily determine where the front entrance is located, and provides a more attractive street frontage. In cases where other orientation is justified by overall design concept, such as toward a courtyard or plaza, care should be taken to avoid turning building entries completely away from the street.

Entries should be designed to be consistent with the overall architectural design, including colors and materials. Roll-up doors should not be oriented toward the primary public view.

3. Scale and Massing

The “*scale*” of a building refers to the relationship of a particular building mass, to other nearby or adjacent development. The overall scale of buildings as well as individual design elements and how they are integrated into a building design, affects whether it is “*in scale*” with surrounding development and the landscape. The amount of space on a site also dictates the extent to which a building is in scale with the surroundings. For instance, larger buildings may appear more in scale with a site if there is sufficient open areas or setbacks incorporated.

The height, width and depth of a structure create the overall “*massing*” of a building. Achieving attractive building massing for large structures is challenging, and requires extra creativity in architectural design. The larger the massing of a building with unbroken building walls and rooflines, the larger and more bulky it will appear on the site where it is located and in the surrounding area. Appropriate building massing is achieved when it does not dominate building elevations with large blank walls. Large expanses of block wall of any material or metal siding is strongly discouraged. (Metal building guidelines are specifically provided below.)

Landscaping enhances architecture, however, building design should not *rely* on landscaping to soften, buffer or otherwise provide relief for massive building form.

Massing can be reduced through several methods including, but not limited to:

- recessing building floors above the first story;
- providing vertical or horizontal offsets in the wall surfaces at regular intervals, including columns, projections, and recesses, (e.g. every 20 feet);
- reducing the overall size of buildings;
- incorporating other structures on the site with varying sizes;
- articulating details around doors, windows, balconies, plate lines, providing details such as “belly-bands”, recessed design

elements, interesting cornice treatment details, exposed expansion joints, reveals, change in texture, or other methods of visual relief;

- avoiding long, repetitive, monotonous facades – particularly those that repeat the same design element several times along the same elevation
- reducing overly large and tall roof designs;
- use of darker building color and varied wall treatments.

4. Roof Design

Extremely large roof elements that predominate the other architectural features of building can appear visually overwhelming and excessive, massive, and generally unattractive. Thus, roof design should be “in scale” with the other building features. Rooflines for large buildings should be broken up and varied by providing change in the height of a portion of the roof(s), change in form, or other articulations. High pitched “A-frame” type rooflines and partial mansards should be avoided.

Roof mounted mechanical devices shall be screened from all public views, such as below a roof parapet.

5. Trash Enclosures

All trash enclosures should be designed so that they are architecturally compatible with the building in use of colors and materials. Trash enclosures should use opaque materials that obscure views of the trash containers. Trash enclosure doors should be constructed from durable materials such as painted metal or chain link with plastic slatting. Trellis’ and foundation landscaping are strongly recommended. Trash enclosures should also provide adequate space for recycled materials containers. They should also be located away from public view to the extent possible.

1. Metal Building Design

Metal building design for industrial buildings requires *extra* special attention to detail. Well-designed metal buildings can be attractive and fit in within the context of its surroundings if building form is well articulated and surfaces are judiciously mixed in with other materials, or textures, and colors.

Long, stark, and uninterrupted panels used for metal buildings should be avoided. Use of panels with continuous vertical seams should also

avoided. Other building materials should be incorporated into structural design to add contrast, variety, and visual interest in building form. Wall systems should use techniques that hide or disguise wall fastening systems and seams. Building features such as columns, curved metal corners, deep reveals at construction joints or other details should be incorporated into building design to add interest into the architectural design.

Window treatments can provide a key design element for metal buildings. Windows should particularly be incorporated along the street front elevation(s) to help metal buildings incorporate human-scale design elements that address the building to the street. Windows should incorporate changes in building plane by either recessing or projecting them as integral parts of the overall design them. Detailed window fenestration should be incorporated around windows including change in relief, color, pattern, and/or materials.

Unless downspouts are a legitimate part of the architectural design and details, they should be concealed, or if they are part of the design, they should be coated to match the wall color. Freestanding outbuildings should use forms, shapes and materials that are consistent with the main structure.

Entries should incorporate overhangs, recessed openings, canopies or other features to emphasize the entrance area. Utility doors, fire system standpipes and valves, loading docks, etc. should be concealed or blended in with the architectural design.

2. Colors and Materials

Building and roof colors play a significant factor in acceptability of metal buildings. Architectural panel profiles, shapes and surface coatings should be carefully considered when determining if a metal building would complement the building site and surroundings.

Colors should be coordinated with the structure and the color of materials used in surrounding development. Large expanses of light colored metal wall or roof materials should be avoided. Darker colors help visually reduce the impact of large metal buildings. Horizontal color bands, and wall projections and recesses, provide shadowing to accentuate differentiation for wall designs.

3. Roof Design

As with all building design, roofs, particularly metal roofs, contribute significantly to a building's appearance and character. Variety in roof shapes and colors should complement the scale of the building. Darker, non-glare colors help reduce the mass of metal roof designs.

Metal roofs can incorporate standing seam, tile and shake materials to create visual interest in design.

Process:

As provided in the Paso Robles Zoning Ordinance, all projects that require review by the Development Review Committee (DRC), may be referred to the Planning Commission for consideration. Projects that have been considered by the DRC twice may be referred to the Planning Commission for a determination.