

Exhibit L



T. KEAR

TRANSPORTATION PLANNING
& MANAGEMENT, INC.

Memorandum

TO: Mr. Dustin Moore, 1784 Shaw Retail LLC.

FROM: Tom Kear, PhD, PE

Date: March 29, 2023

RE: **Embarc Fresno D2 #C-20-21 Trip Generation Study**



Introduction

This memorandum presents trip generation estimates to support the Embarc Fresno cannabis dispensary (the Project). The Project consists of a 1,438 sqft (16 employee) cannabis retail and delivery business, located at 7363 N. Blackstone Ave, Fresno, CA 93650 (APN 30305316). The Project is within an existing strip mall with a total of approximately 8,600 sqft. Based on aerial imagery, 35 parking spaces are provided for the strip mall where the Project is located. The Project site is zoned as Commercial Corridor Mixed Use (CMX), and the existing parking supply is adequate for at least 10,500 square feet of retail, restaurant, or “adult business” uses. The Project space was formerly used as a check cashing business.

Trip generation estimates based on the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual¹ are presented in:

- **Table 1** for the Project site’s proposed use as a marijuana dispensary; and
- **Table 2** for the Project site’s prior use as a check cashing business. There is not an ITE rate for check cashing, and we have used the rate for quick serve restaurant to represent that former use.

Trip generation rates were selected to present a conservatively (high) estimate of new Project related trip generation.

Results are presented for typical weekday trip generation, Saturday trip generation (where data are published) and peak-hour trip generation (AM, PM, and Saturday). Peak-hour trip generation is presented for both the peak-hour of adjacent street traffic and the peak-hour of the generator. For cannabis retail business, the weekday trip generation and the PM peak-hour adjacent street traffic is the most relevant number to consider.

¹ ITE (2021) Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington DC, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=IR-016L>.

Key Findings

Trip Generation findings are summarized below for AM, PM and Saturday peak hours as well as a typical weekday:

- **AM Peak-Hour:** The Project is anticipated to generate 15 total trips during the AM peak-hour of adjacent street traffic. This represents 13 new AM peak-hour vehicle trips more than the Project site's estimated trip generation under its prior use as a check cashing business.
- **PM Peak-Hour:** The Project is anticipated to generate 27 total trips during the PM peak-hour of adjacent street traffic. This represents 9 new PM peak-hour vehicle trips more than the Project site's estimated trip generation under its prior use as a check cashing business.
- **Saturday Peak-Hour:** The Project is anticipated to generate 42 total trips during the Saturday peak-hour of adjacent street traffic. This represents a reduction of 5 Saturday peak-hour vehicle trips more than the Project site's estimated trip generation under its prior use as a check cashing business.
- **Weekday:** The Project is anticipated to generate 304 total weekday trips. This represents 164 new daily vehicle trips over the Project site's estimated trip generation under its prior use as a check cashing business.

In most communities, traffic on adjacent roadways is heaviest during the PM peak-hour. It is unlikely that the addition of 9 PM peak-hour trips would trigger the need for additional traffic operations analysis.

Trip Generation Results

Trip generation results are summarized in Table 1 and Table 2 below. Excerpts from the ITE Trip Generation Manual are attached for reference.

Table 1. Anticipated trip generation for the proposed marijuana dispensary project

Description	ITE Land Use	Metric	Total	Inbound	Outbound
Daily					
Cannabis Retail & Delivery (1.44 ksf)	Marijuana Dispensary (LU #882)	Rate	211.12	50%	50%
		Trips	304	152	152
AM Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM					
Cannabis Retail & Delivery (1.44 ksf)	Marijuana Dispensary (LU #882)	Rate	10.54	52%	48%
		Trips	15	8	7
AM Peak Hour of Generator					
Cannabis Retail & Delivery (1.44 ksf)	Marijuana Dispensary (LU #882)	Rate	16.57	54%	46%
		Trips	24	13	11
PM Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM					
Cannabis Retail & Delivery (1.44 ksf)	Marijuana Dispensary (LU #882)	Rate	18.92	50%	50%
		Trips	27	14	13
PM Peak Hour of Generator					
Cannabis Retail & Delivery (1.44 ksf)	Marijuana Dispensary (LU #882)	Rate	24.57	49%	51%
		Trips	35	17	18
Saturday					
Cannabis Retail & Delivery (1.44 ksf)	Marijuana Dispensary (LU #882)	Rate	259.31	50%	50%
		Trips	373	187	186
Saturday, Peak Hour of Generator					
Cannabis Retail & Delivery (1.44 ksf)	Marijuana Dispensary (LU #882)	Rate	24.57	50%	50%
		Trips	42	21	21

Table 2. Estimated historic trip generation for the Project site's prior check-cashing business

Description	ITE Land Use	Metric	Total	Inbound	Outbound
Daily					
Restaurant (1.44 ksf)	Fast Casual Restaurant (LU #930)	Rate	97.14	50%	50%
		Trips	140	70	70
AM Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM					
Restaurant (1.44 ksf)	Fast Casual Restaurant (LU #930)	Rate	1.43	50%	50%
		Trips	2	1	1
AM Peak Hour of Generator					
Restaurant (1.44 ksf)	Fast Casual Restaurant (LU #930)	Rate	5.57	63%	37%
		Trips	8	5	3
PM Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM					
Restaurant (1.44 ksf)	Fast Casual Restaurant (LU #930)	Rate	12.55	55%	45%
		Trips	18	10	8
PM Peak Hour of Generator					
Restaurant (1.44 ksf)	Fast Casual Restaurant (LU #930)	Rate	18.57	62%	38%
		Trips	27	17	10
Saturday					
Restaurant (1.44 ksf)	Fast Casual Restaurant (LU #930)	Rate	n/a		
		Trips			
Saturday, Peak Hour of Generator					
Restaurant (1.44 ksf)	Fast Casual Restaurant (LU #930)	Rate	32.64	55%	45%
		Trips	47	26	21

Attachments

Land Use: 882

Marijuana Dispensary

Description

A marijuana dispensary is a stand-alone facility where cannabis is sold to patients or retail consumers in a legal manner. Marijuana cultivation and processing facility (Land Use 190) is a related land use.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2010s in California, Colorado, Massachusetts, and Oregon.

Source Numbers

867, 893, 919, 1041, 1059

Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

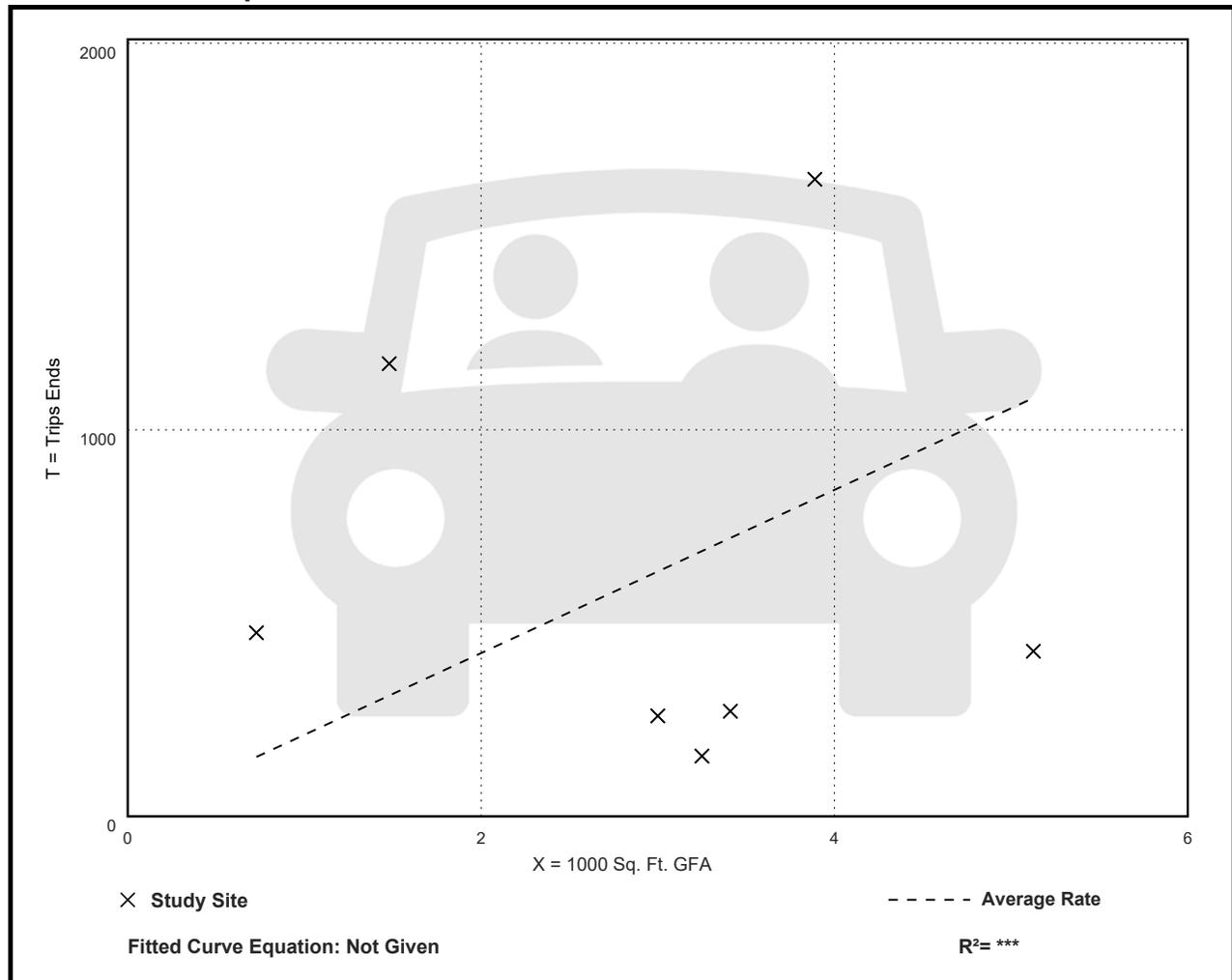
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
211.12	48.00 - 791.22	246.90

Data Plot and Equation



Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

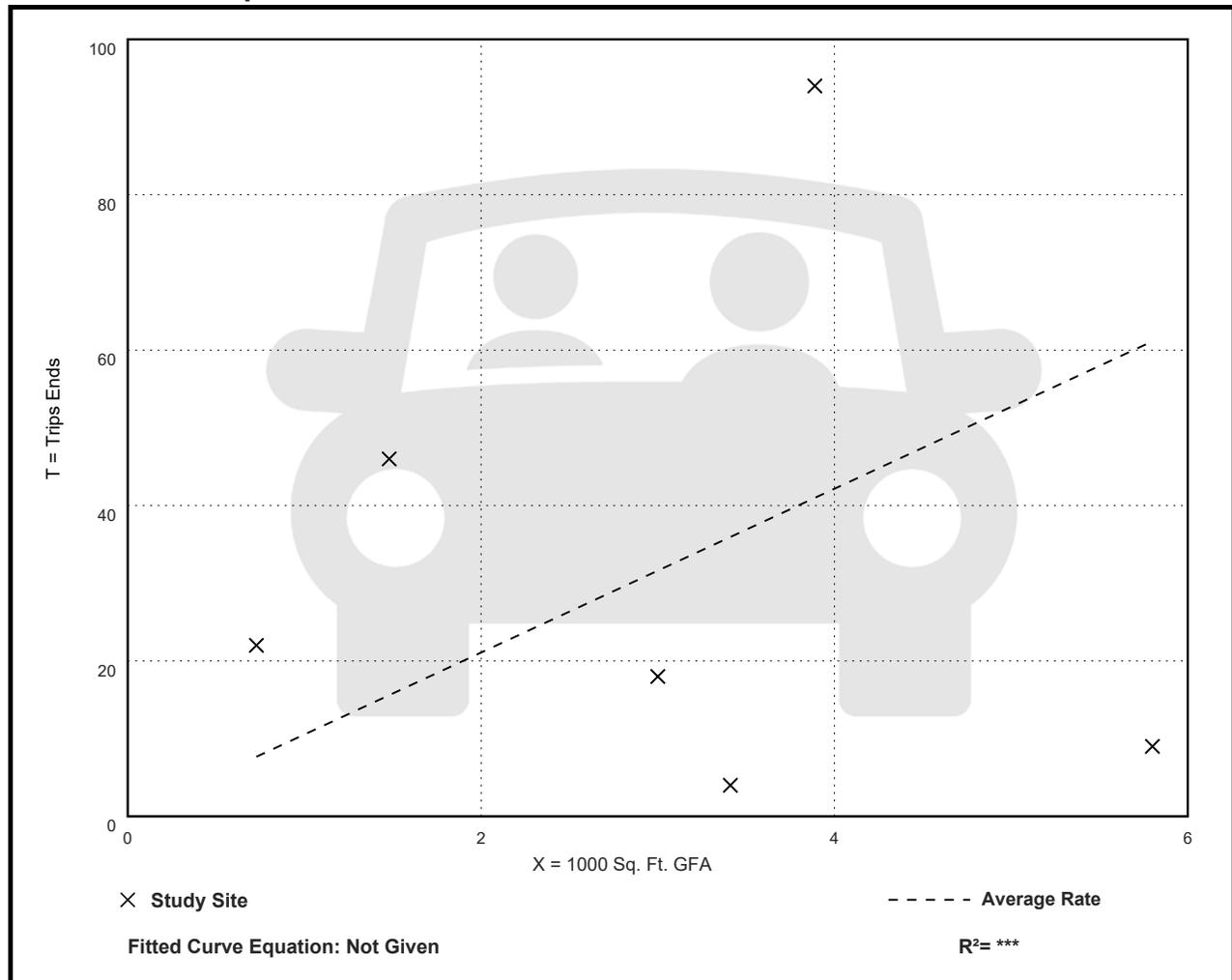
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.54	1.17 - 31.08	12.69

Data Plot and Equation



Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 16

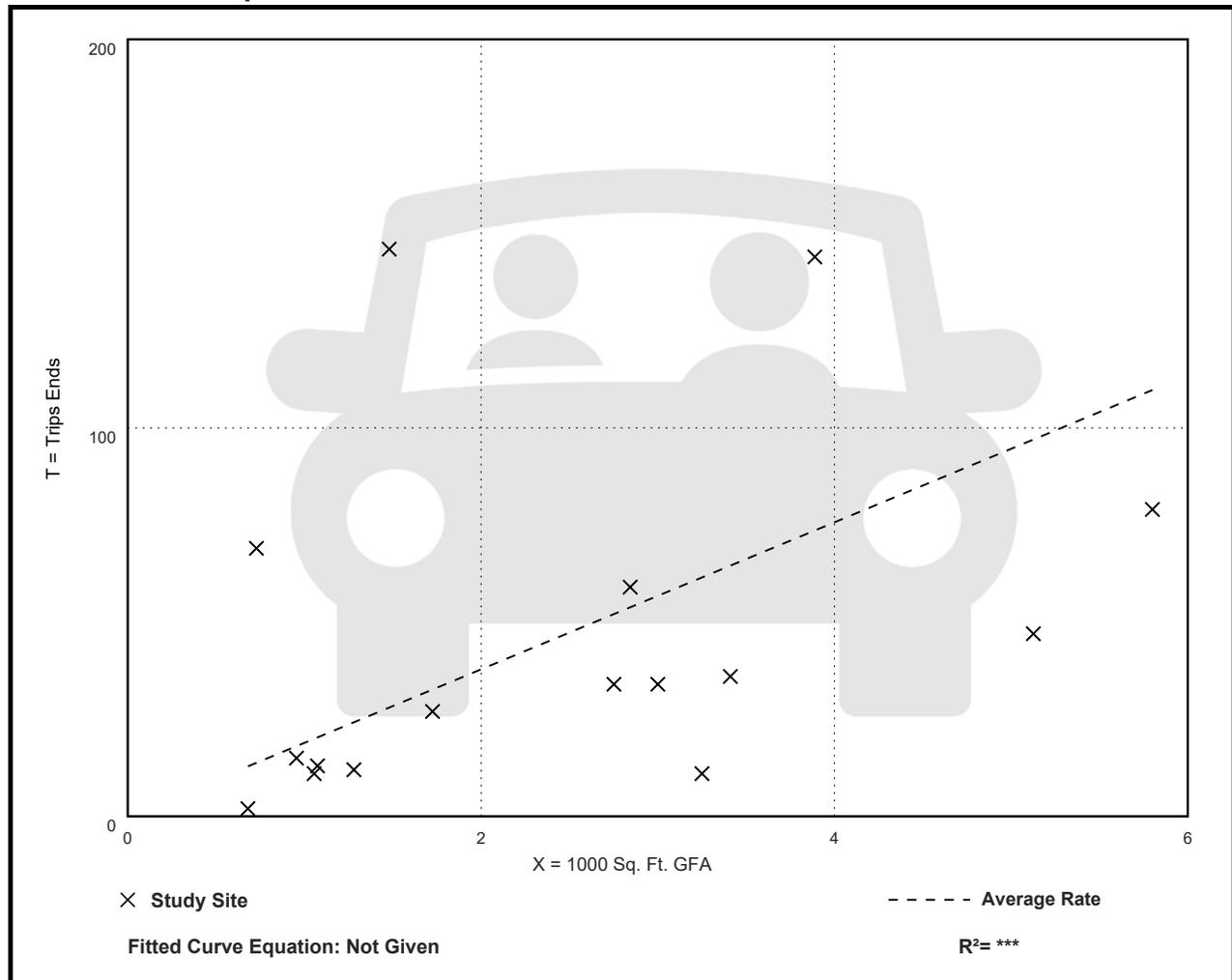
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
18.92	2.94 - 98.65	21.73

Data Plot and Equation



Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

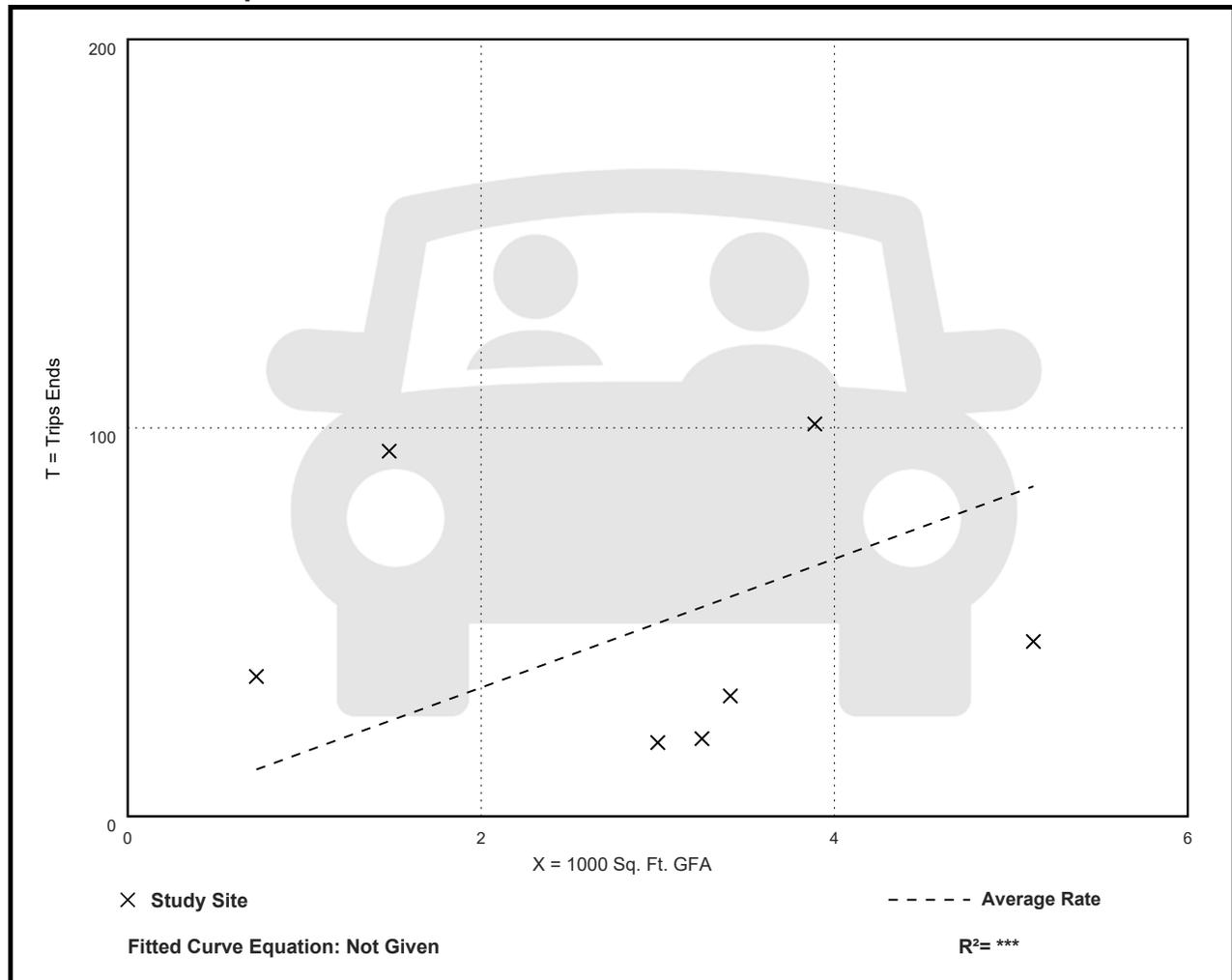
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.57	6.15 - 63.51	17.63

Data Plot and Equation



Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 12

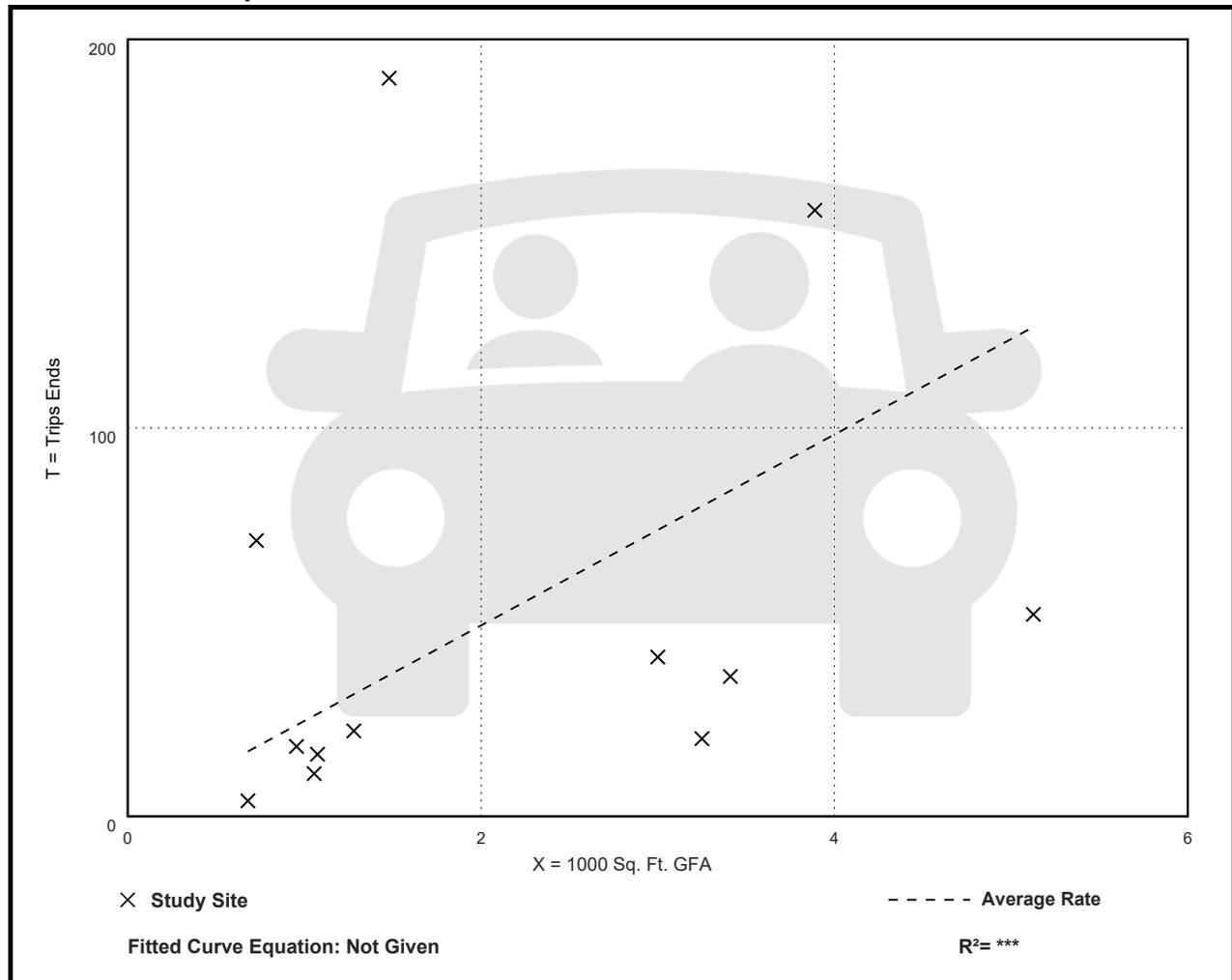
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.57	5.88 - 128.38	32.18

Data Plot and Equation



Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 4

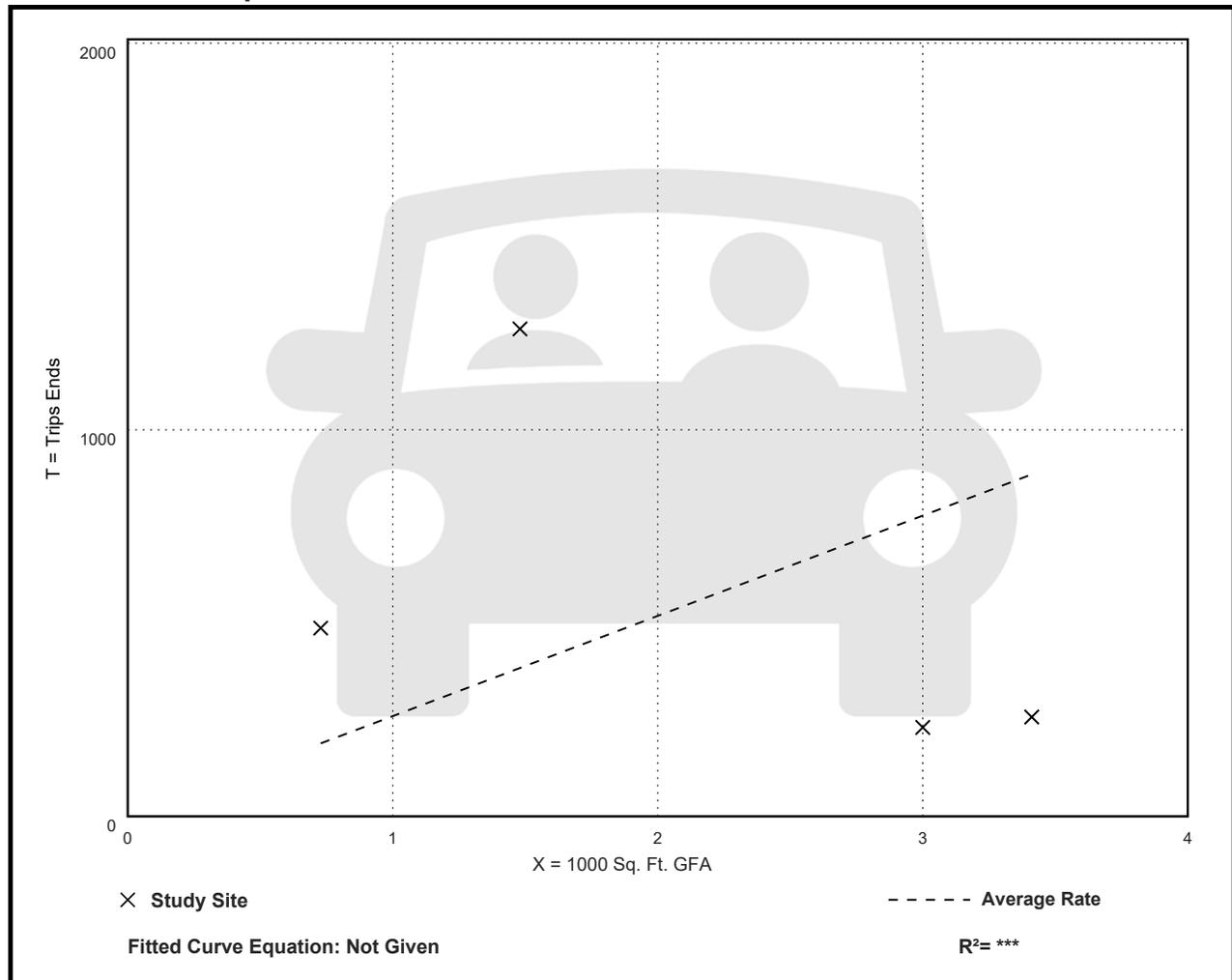
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
259.31	75.34 - 852.03	364.24

Data Plot and Equation



Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

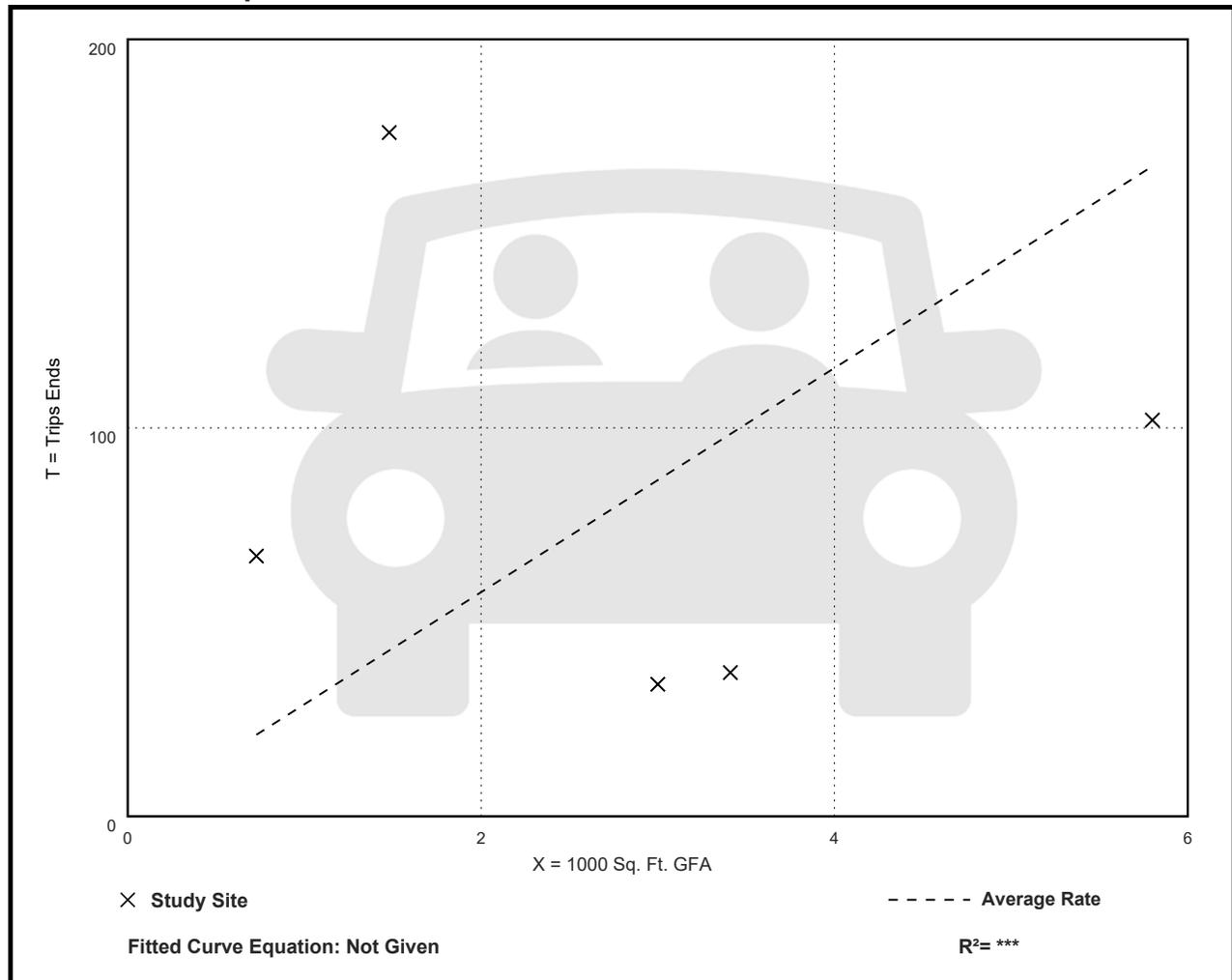
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.85	10.85 - 118.92	39.14

Data Plot and Equation



Land Use: 930

Fast Casual Restaurant

Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less. Fine dining restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), and fast-food restaurant without drive-through window (Land Use 933) are related uses.

Additional Data

The fast casual restaurant study sites included in this land use did not have a drive-through window.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2010s in Minnesota, South Carolina, Washington, and Wisconsin.

Source Numbers

861, 869, 939, 959, 962, 1048

Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

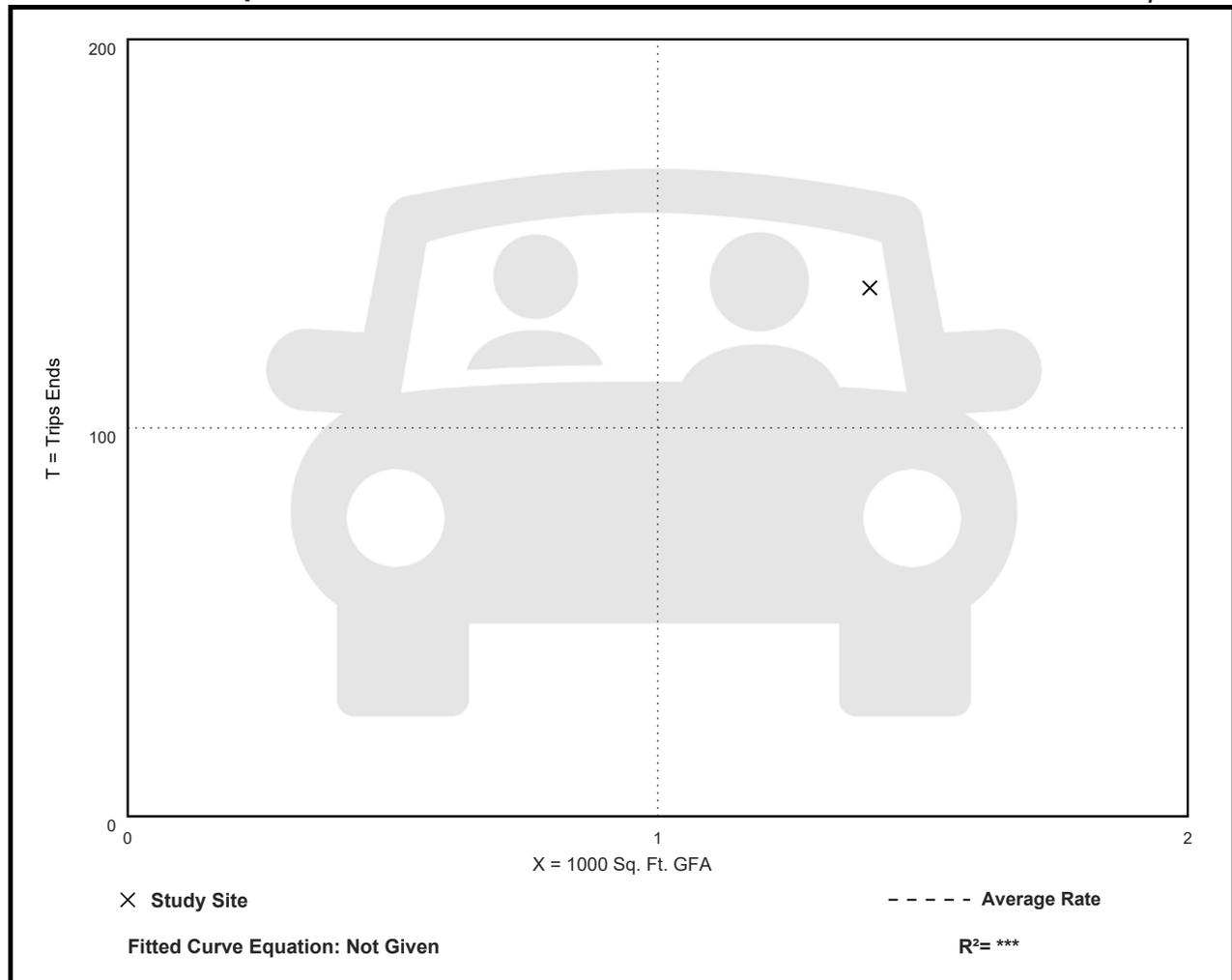
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	***

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

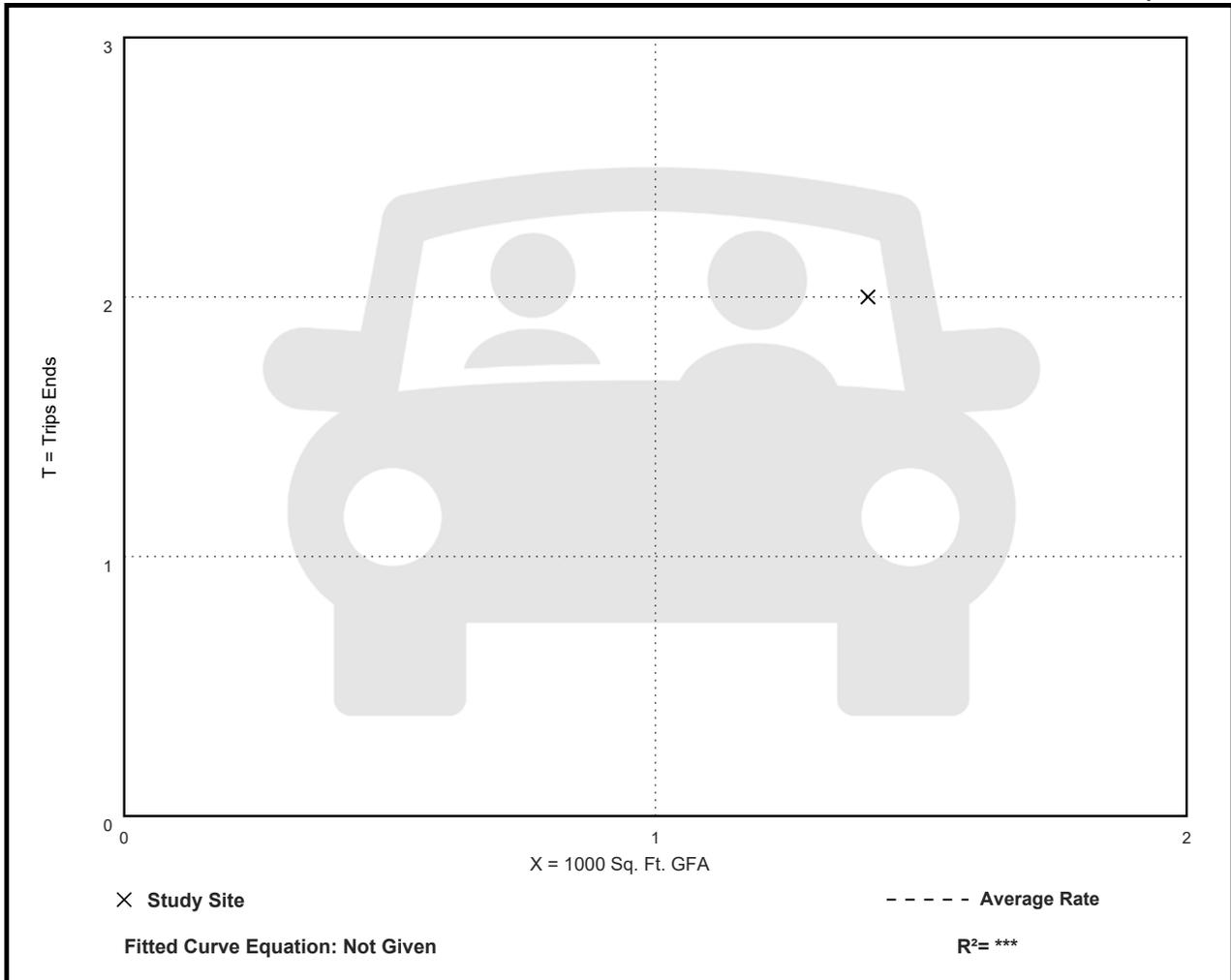
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	***

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

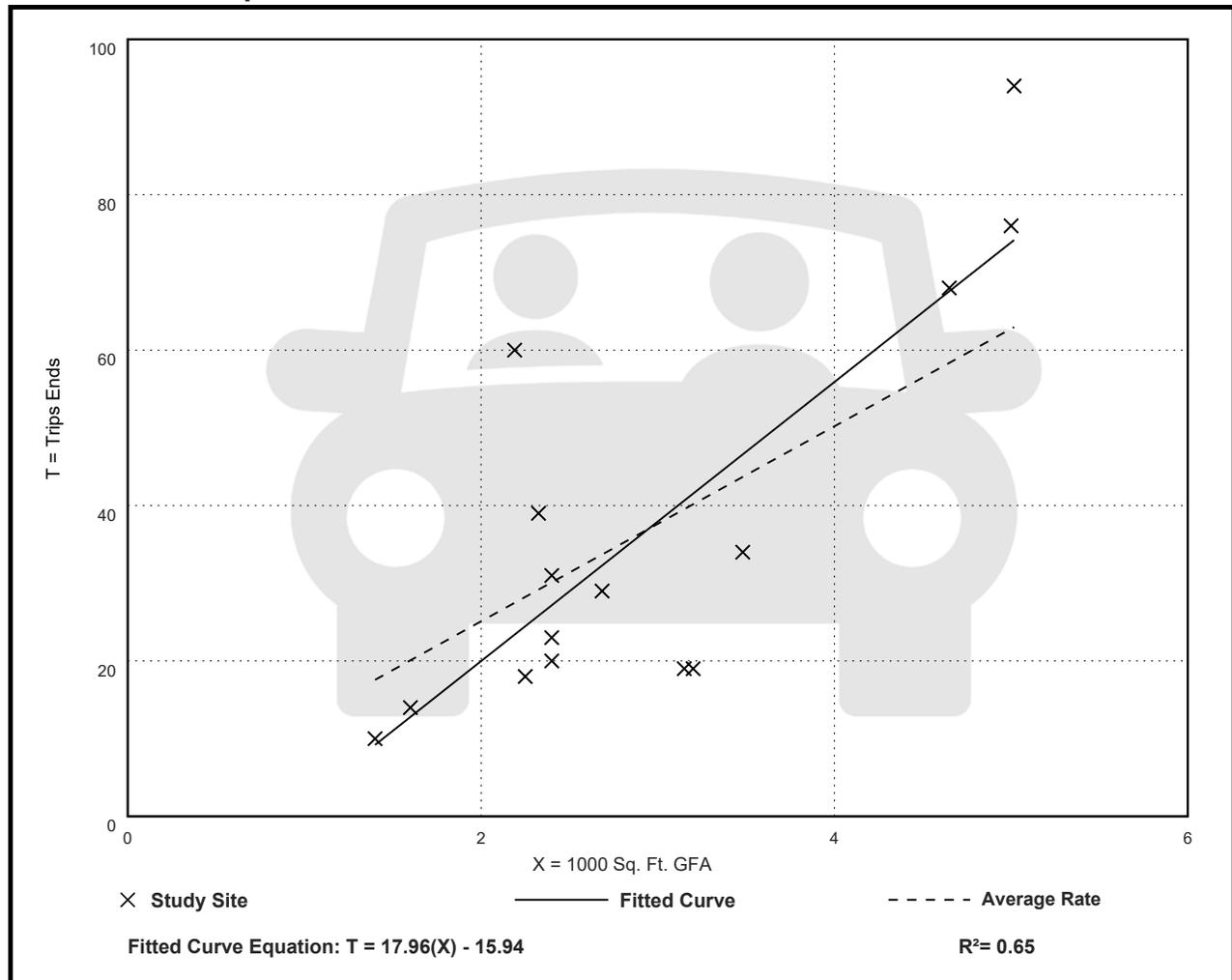
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.55	5.94 - 27.40	5.52

Data Plot and Equation



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

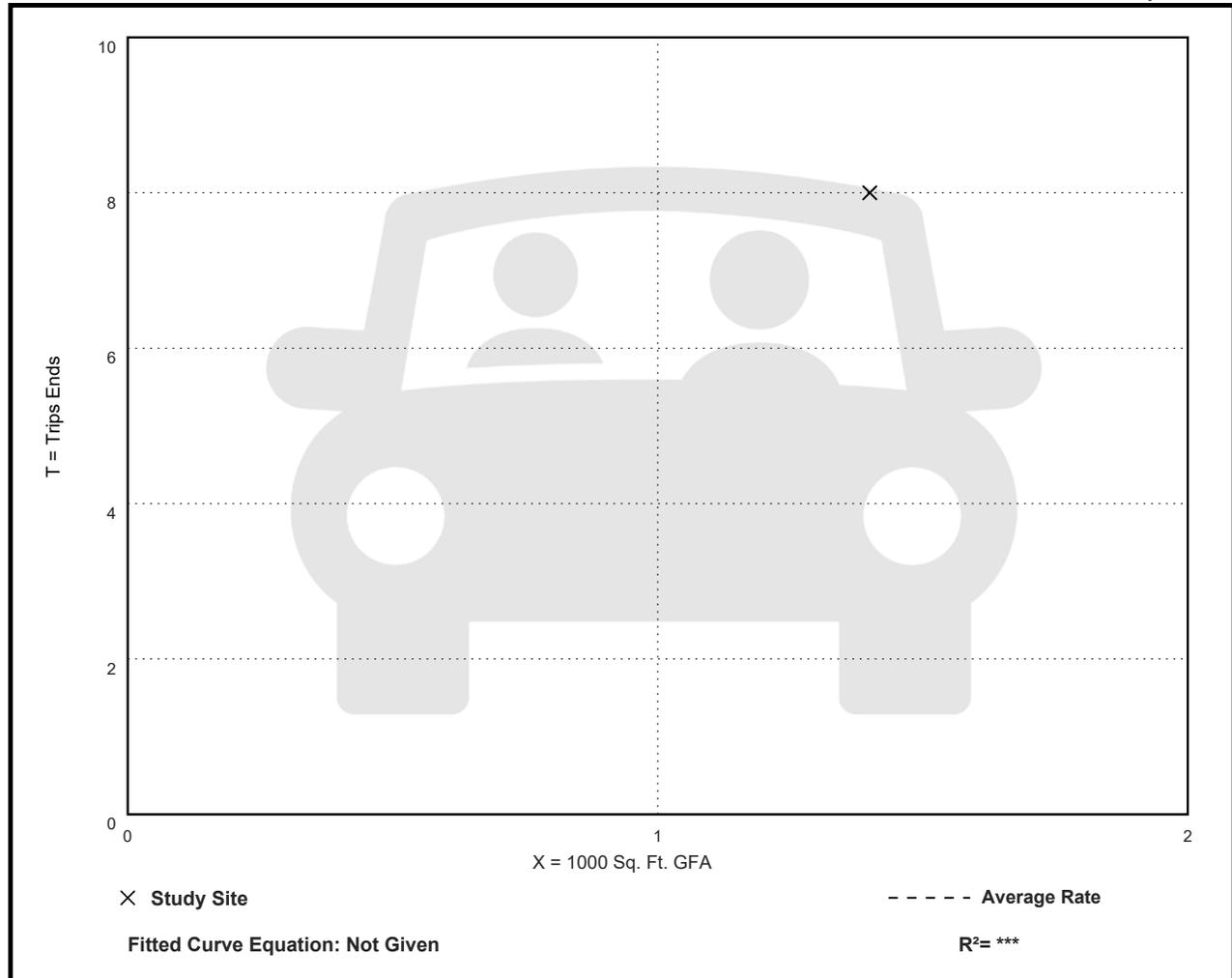
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.71	5.71 - 5.71	***

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

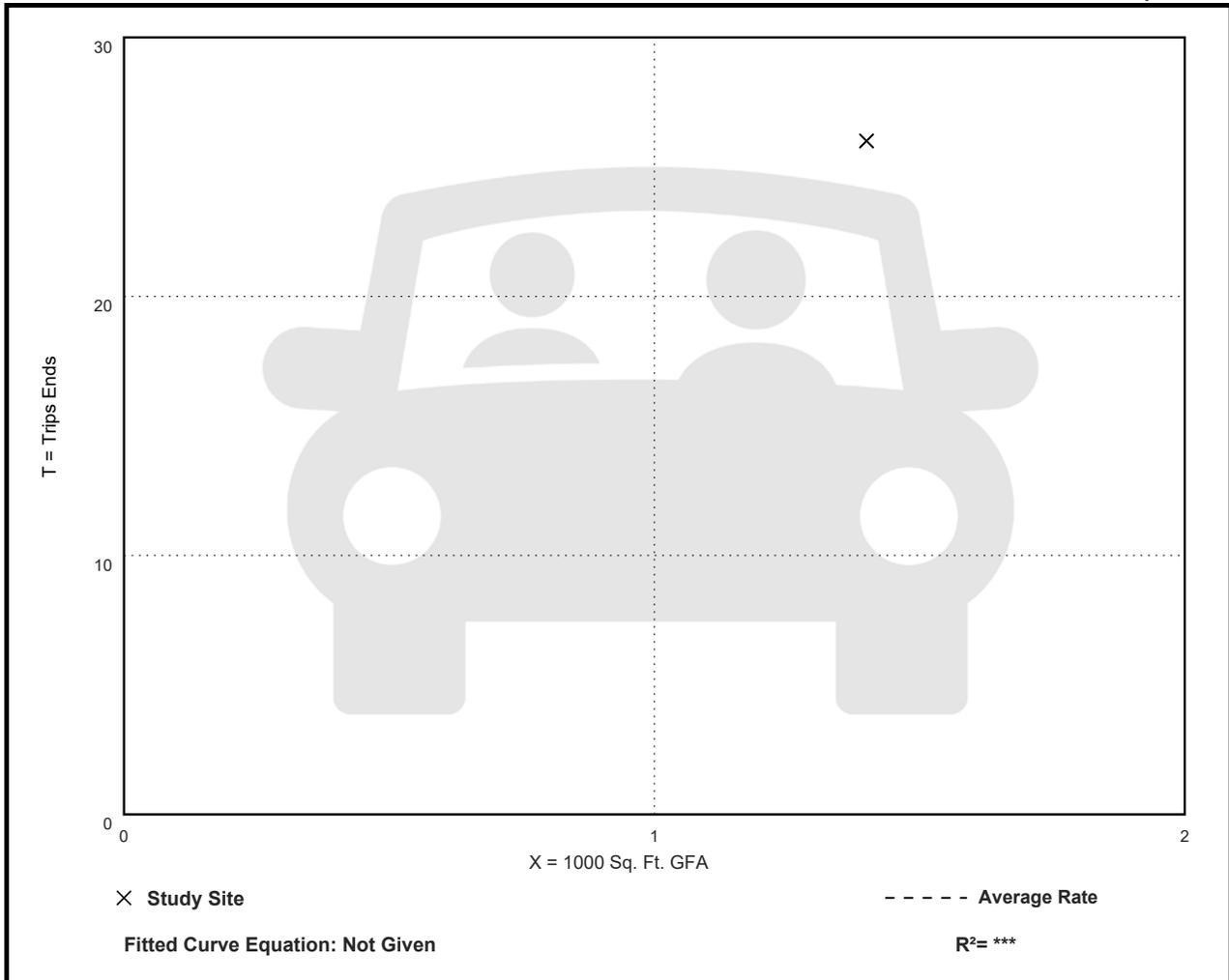
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
18.57	18.57 - 18.57	***

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 5

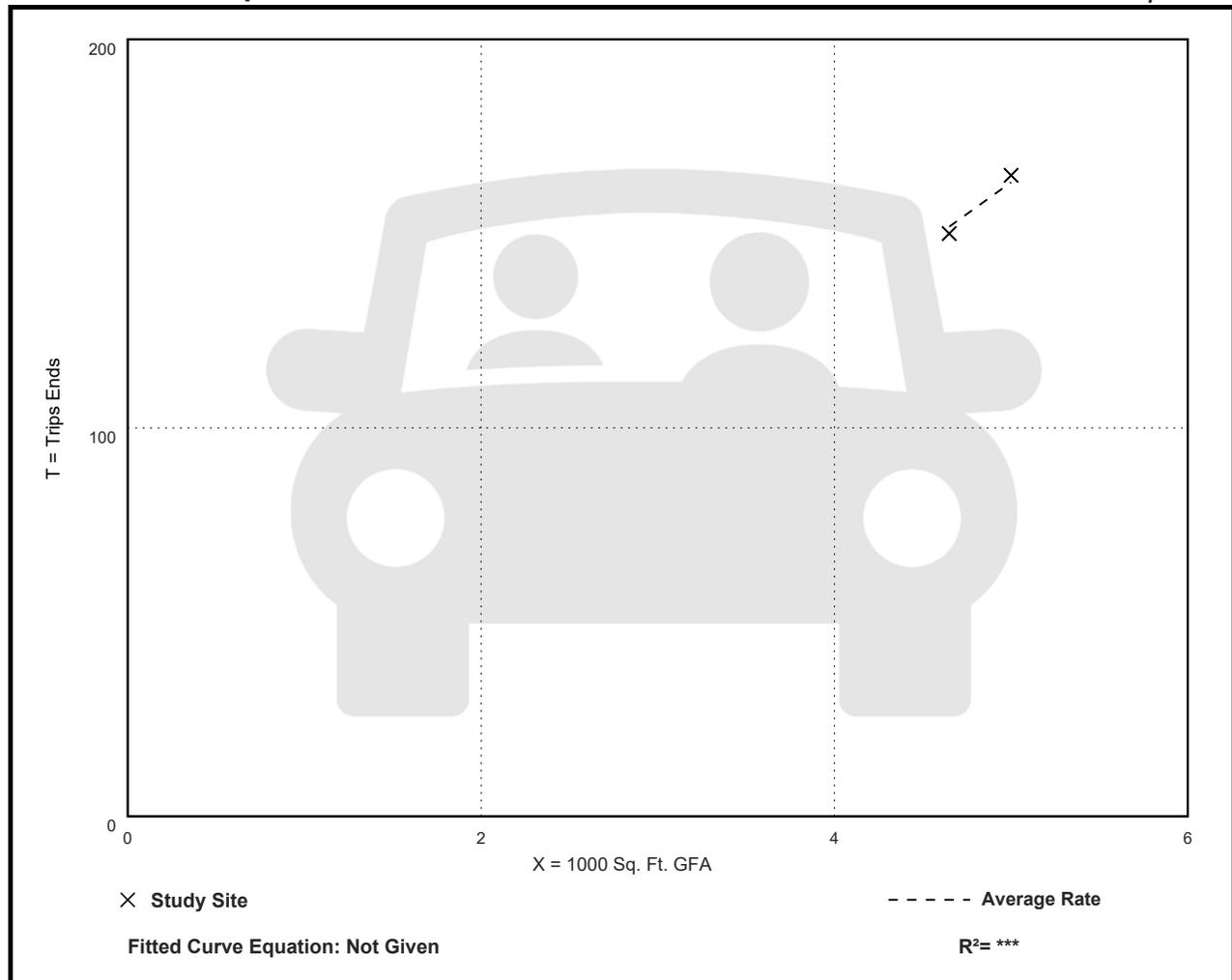
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

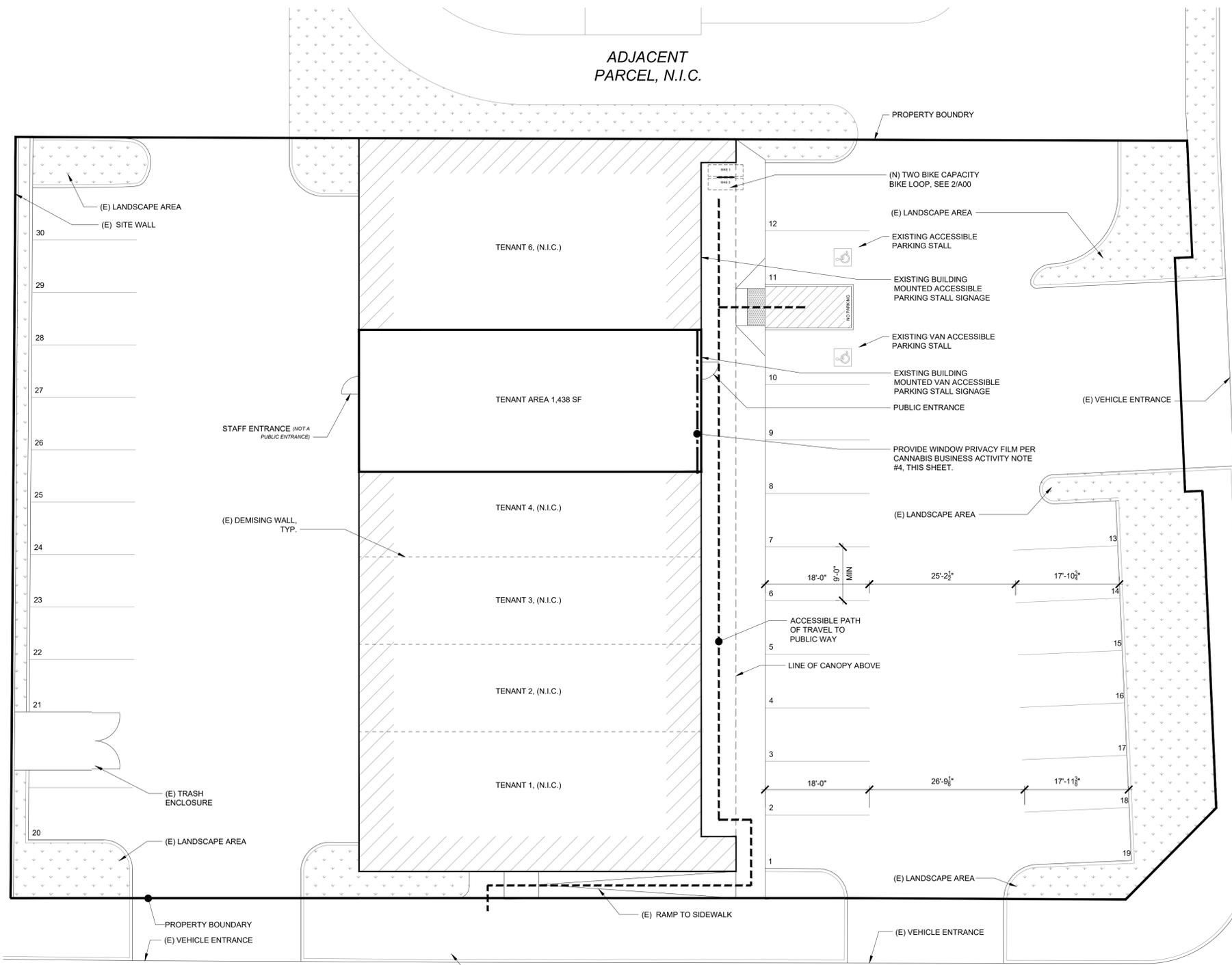
Average Rate	Range of Rates	Standard Deviation
32.64	32.26 - 33.00	***

Data Plot and Equation

Caution – Small Sample Size



ADJACENT
PARCEL, N.I.C.



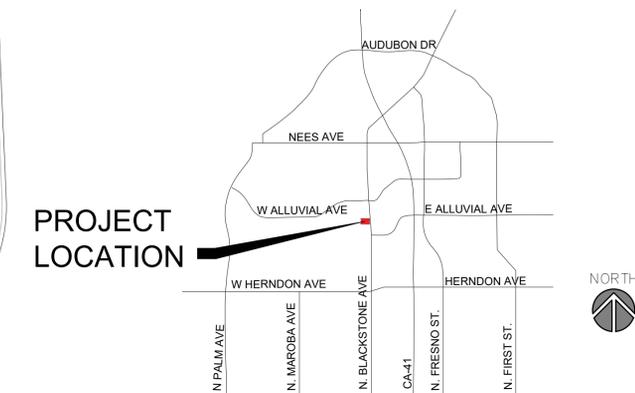
PROJECT DATA SUMMARY

BUILDING DATA	
APN	30305316
JURISDICTION	CITY OF FRESNO
LAND USE DESIGNATION	CORRIDOR-CENTER MIXED USE
ZONING	CMX
CLIMATE ZONE	12
SITE AREA	0.63 ACRE
PREVIOUS OCCUPANCY CLASSIFICATION	M
OCCUPANCY CLASSIFICATION	M (1,156 FT ²), S-1 (282 FT ²)
TYPE OF CONSTRUCTION	VB
SPRINKLERED	YES
OCCUPANT LOAD	32
OCCUPANCY SEPARATIONS	NO, NON-SEPARATED OCCUPANCIES
TOTAL EXISTING BUILDING AREA	7,483 FT ²
EXISTING TENANT AREA	6,045 FT ²
PROPOSED NEW AREA	NO ADDED AREA - TENANT IMPROVEMENTS ONLY
TENANT IMPROVEMENT AREA OF WORK	1,438 FT ²
REQUIRED PARKING FOR BUILDING @ 1/600	13 (7,483 TOTAL SF)
REQUIRED PARKING FOR TENANT @ 1/600	3 (1,483 TOTAL SF)
EXISTING AVAILABLE PARKING	30
REQUIRED ACCESSIBLE PARKING	2
EXISTING AVAILABLE ACCESSIBLE PARKING	2
REQUIRED BICYCLE SPACE(S)	(1) CLASS II (SHORT-TERM) - NO ADDED PARKING
PROVIDED BICYCLE SPACE(S)	(2) CLASS II (SHORT-TERM)

SITE ACCESSIBILITY NOTES

- ACCESSIBLE PATH OF TRAVEL (POT), AS INDICATED SHALL COMPLY WITH 11B-402 OF THE CALIFORNIA BUILDING CODE. POT SHALL BE AN IDENTIFIABLE ACCESSIBLE ROUTE WITHIN AN EXISTING SITE, BUILDING OR FACILITY BY MEANS OF WHICH A PARTICULAR AREA MAY BE APPROACHED, ENTERED AND EXITED, AND WHICH CONNECTS A PARTICULAR AREA WITH AN EXTERIOR APPROACH (INCLUDING SIDEWALKS, STREETS AND PARKING AREAS), AN ENTRANCE TO THE FACILITY, AND OTHER PARTS OF THE FACILITY. ACCESSIBLE PATH SHALL BE:
 - THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT EXCEED 1:20 EXCEPT FOR SIDEWALKS, WHICH SHALL NOT EXCEED THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET OR HIGHWAY
 - CROSS SLOPE SHALL NOT EXCEED 1:48 (PER 11B-403.3)
 - CLEAR WIDTH OF SIDEWALKS AND WALKS SHALL BE 48" WIDE MINIMUM (PER 11B-403.5.1)
 - VERTICAL CHANGES IN LEVEL SHALL COMPLY WITH 11B-303.2 AND SHALL NOT EXCEED 1/4" MAXIMUM.
 - BEVELED CHANGES IN LEVEL SHALL COMPLY WITH 11B-303.3 AND SHALL NOT EXCEED 1/2" MAXIMUM, TO INCLUDE A 1/2" VERTICAL AND 1/2" BEVELED WITH A SLOPE NOT EXCEEDING 1:2.
- DOORS, DOORWAYS, AND GATES THAT ARE PART OF AN ACCESSIBLE ROUTE SHALL COMPLY WITH SECTION 11B-404, INCLUDING ALL GROUND LEVEL ENTRANCES AND EXITS.
- PER 11B-203.5 MACHINERY SPACES, SPACES FREQUENTED ONLY BY SERVICE PERSONNEL FOR MAINTENANCE, REPAIR OR OCCASIONAL MONITORING OF EQUIPMENT SHALL NOT BE REQUIRED TO COMPLY WITH CHAPTER 11B OF THE CALIFORNIA BUILDING CODE.

VICINITY MAP



PROJECT LOCATION

DEVELOPMENT NOTES:

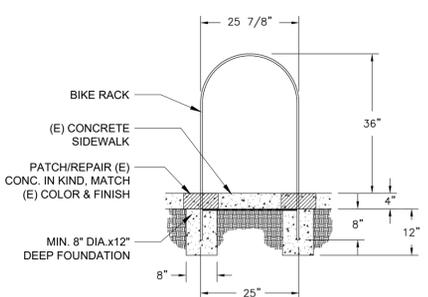
- THE PROPOSED CANNABIS RETAIL BUSINESS CONFORMS WITH THE GENERAL PLAN, AND THE BULLARD COMMUNITY PLAN.
- THE PROPOSED CANNABIS RETAIL BUSINESS COMPLIES WITH CMX ZONE DISTRICT DEVELOPMENT STANDARDS AND ALL OTHER RELATED DEVELOPMENT STANDARDS.
- THE PROPOSED CANNABIS RETAIL BUSINESS IS ADEQUATE IN SIZE AND SHAPE TO ACCOMMODATE THE YARDS, WALLS, FENCES, PARKING AND LOADING FACILITIES, LANDSCAPING, AND ALL ITEMS REQUIRED FOR THE DEVELOPMENT.
- THE PROPOSED CANNABIS RETAIL BUSINESS IS SERVED BY HIGHWAYS ADEQUATE IN WIDTH AND IMPROVED AS NECESSARY TO CARRY THE KIND AND QUANTITY OF TRAFFIC SUCH USE WILL GENERATE.
- THE PROPOSED CANNABIS RETAIL BUSINESS IS PROVIDED WITH ADEQUATE ELECTRICITY, SEWERAGE, DISPOSAL, WATER, FIRE PROTECTION, AND STORM DRAINAGE FACILITIES FOR THE INTENDED PURPOSE.
- THE PROPOSED CANNABIS RETAIL BUSINESS DEMONSTRATES COMPATIBILITY WITH THE SURROUNDING CHARACTER OF THE NEIGHBORHOOD AND BLEND IN WITH EXISTING BUILDINGS. THE ESTABLISHMENT LOOKS SIMILAR TO OTHER NEARBY BUILDINGS.
- REMOVE PREVIOUS TENANT'S SIGN, PATCH & PAINT EXTERIOR STOREFRONT THE EXISTING COLOR OF THE BUILDING.
- DOOR SCHEDULE TO BE INCLUDED IN PERMIT SET AND WILL INCLUDE A DOOR HARDWARE SCHEDULE FOR ALL DOORS IN THE BUILDING. DOOR HANDLES, PULLS, LATCHES, LOCKS AND OTHER OPERATING DEVICES SHALL BE INSTALLED 34 INCHES MINIMUM AND 44 INCHES MAXIMUM ABOVE FINISH FLOOR. 2019 CFC, SECTION 1010.1.9.2, ICCA 11B-404.2.7
- NO HAZARDOUS MATERIALS TO BE STORED OR USED IN THE BUILDING.
- A CONDITION OF APPROVAL WILL REQUIRE A PRE-INSPECTION BY FRESNO FIRE DEPARTMENT PRIOR TO OCCUPANCY.
- PROVIDE AN OCCUPANT LOAD FOR EACH SPACE WITHIN THE BUILDING, USING THE APPROPRIATE OCCUPANT LOAD FACTOR FROM CH 10 TABLE 1004.5.
- THIS PERMIT DOES NOT INCLUDE ANY HIGH-PILE STORAGE (PER CFC) OR RACK STORAGE OVER 8 FEET IN HEIGHT. ANY SUCH PROPOSED STORAGE WILL REQUIRE SUBMITTAL OF PLANS AND APPLICATION FOR PERMIT(S). 2019 CFC, CHAPTER 32.
- NO HAZARDOUS MATERIALS TO BE STORED OR USED IN THE BUILDING.
- FOR GROUP M OCCUPANCY WHOLESALE AND RETAIL SALES USES, INDOOR STORAGE OF FLAMMABLE AND COMBUSTIBLE LIQUIDS SHALL NOT EXCEED THE MAXIMUM ALLOWABLE QUANTITIES PER CONTROL AREA INDICATED IN 2019 CFC TABLE 5704.3.4.1.

CANNABIS BUSINESS ACTIVITY NOTE:

- NO CANNABIS CULTIVATION WILL BE CONDUCTED
- ALL CANNABIS ACTIVITY LIMITED TO COMMERCIAL BUSINESS
- ALL CANNABIS ACTIVITY WILL BE CONDUCTED WITHIN BUILDING INTERIOR
- NO CANNABIS OR CANNABIS PRODUCTS OR GRAPHICS DEPICTING CANNABIS OR CANNABIS PRODUCTS SHALL BE VISIBLE FROM THE EXTERIOR OF ANY PROPERTY ISSUED A COMMERCIAL CANNABIS BUSINESS PERMIT, OR ON ANY OF THE VEHICLES OWNED OR USED AS PART OF THE CANNABIS RETAIL BUSINESS. NO OUTDOOR STORAGE OF CANNABIS OR CANNABIS PRODUCTS IS PERMITTED AT ANY TIME.

SITE PLAN DISCLAIMER:

ALL SITE INFORMATION NOTED ON THIS PAGE WAS COLLECTED THROUGH COUNTY IMAGERY, GIS DATA, AND PARCEL RECORDS. NO SURVEY OF THE PROPERTY HAS BEEN CONDUCTED.



2 BIKE RACK MOUNTING DETAIL
N.T.S.

OWNER
3503 ALHAMBRA HOLDINGS LLC
1201 K Street
Suite 920
Sacramento, CA 95814

W PINEDALE AVE

APPL. NO. P23-00801 EXHIBIT A DATE 04/12/2023

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT



1 ARCHITECTURAL SITE PLAN
1:10 = 1'-0"



KM Architecture, Inc.
A Full Service Architectural Practice
3420 COACH LANE, SUITE 9,
CAMERON PARK, CA,
95682
(530) 344-4073

EMBARC, FRESNO
TENANT IMPROVEMENTS
7363 N. BLACKSTONE AVE,
PINEDALE, CA 93650

APN:
30305316

CONSTRUCTION DOCUMENTS

Project Manager	KIRK MILLER
Project Architect	KIRK MILLER
Scale	AS NOTED
Date	01/01/2023
Project Number	20112.15

PRELIMINARY

ARCHITECTURAL SITE PLAN

MARK	DESCRIPTION	DATE
CUP	COMMENTS	3/22/23
SHEET NO.		

A00

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