



Architectural Review Commission  
AGENDA

Monday, October 4, 2021, 5:00 p.m.

Teleconference - Broadcast via Webinar

Due to the number of COVID-19 cases in San Luis Obispo County, City Administration has made the difficult decision to return to a virtual meeting format. There will be no physical location for the Public to view the meeting. Below are instructions on how to view the meeting remotely and how to leave public comment. Additionally, members of the Architectural Review Commission are allowed to attend the meeting via teleconference and to participate in the meeting to the same extent as if they were present.

Using the most rapid means of communication available at this time, members of the public are encouraged to participate in Architectural Review Commission meetings in the following ways:

**Remote Viewing** - Members of the public who wish to watch the meeting can:

View the Webinar (**recommended for the best viewing quality**):

URL: <https://slocity->

[org.zoom.us/j/89934055654?pwd=bjJKY3Z1NjZWd3ZWai91QUI2NWF1QT09](https://slocity-)

Telephone Attendee: +1 (669) 900-6833

Webinar ID: 899 3405 5654; Passcode: 413086

*Note: The City utilizes Zoom Webinar for public meetings. All attendees will enter the meeting muted. An Attendee tutorial is available on YouTube; please test your audio settings.*

**Public Comment** - The Architectural Review Commission will still be accepting public comment. Public comment can be submitted in the following ways:

**Mail or Email Public Comment**

**Received by 3:00 PM on the day of meeting** - Can be submitted via email to [advisorybodies@slocity.org](mailto:advisorybodies@slocity.org) or U.S. Mail to City Clerk at 990 Palm St. San Luis Obispo, CA 93401. All emails will be archived/distributed to Commissioners, however, submissions *after* 3:00 p.m. on the day of the meeting may not be archived/distributed until the following day. Emails **will not** be read aloud during the meeting.

## Verbal Public Comment

**In Advance of the Meeting – Call (805) 781-7164;** state and spell your name, the agenda item number you are calling about and leave your comment. The verbal comments must be limited to 3 minutes. All voicemails will be forwarded to the Commissioners and saved as Agenda Correspondence. Voicemails **will not** be played during the meeting.

**During the meeting – Join the webinar** (instructions above). Once public comment for the item you would like to speak on is called, please raise your virtual hand, your name will be called, and your microphone will be unmuted. If you have questions, contact the office of the City Clerk at [cityclerk@slocity.org](mailto:cityclerk@slocity.org) or (805) 781-7100.

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Pages

### 1. CALL TO ORDER

Chair Withers will call the Regular Meeting of the Architectural Review Commission to order.

### 2. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

The public is encouraged to submit comments on any subject within the jurisdiction of the Architectural Review Commission that *does not* appear on this agenda. Although the Commission will not take action on items presented during the Public Comment Period, the Chair may direct staff to place an item on a future agenda for discussion.

### 3. CONSENT

Matters appearing on the Consent Calendar are expected to be non-controversial and will be acted upon at one time. A member of the public may request the Architectural Review Commission to pull an item for discussion. The public may comment on any and all items on the Consent Agenda within the three-minute time limit.

Recommendation:

To approve Consent Item 3a.

**3.a. CONSIDERATION OF MINUTES - SEPTEMBER 20, 2021**  
**ARCHITECTURAL REVIEW COMMISSION MINUTES**

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Consideration of the Architectural Review Commission Minutes of September 20, 2021.

**4. PUBLIC HEARINGS**

Note: The action of the Architectural Review Commission is a recommendation to the Community Development Director, another advisory body, or to City Council and, therefore, is not final and cannot be appealed.

**4.a. 600 TANK FARM (ARCH-0407-2021) REVIEW OF A MIXED-USE DEVELOPMENT INCLUDING 280 RESIDENTIAL UNITS, ACCESSORY USES, & 12,500 SF OF COMMERCIAL/OFFICE WITH ASSOCIATED EXCEPTIONS, GENERAL PLAN AMENDMENT, AND REZONE**

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Recommendation:

Review the proposed project in terms of its consistency with the Airport Area Specific Plan Design Guidelines, Community Design Guidelines, and provide comments and recommendations to the Planning Commission.

**4.b. 130 HIGH STREET (ARCH-0535-2021) REVIEW OF A 1,813-SF WAREHOUSE ADDITION AND ADDITION OF AN AMMONIA DIFFUSION TANK, RECEIVER TANK, AND COOLING TOWER TO THE EXISTING 3,743-SF GLACIER ICE WAREHOUSE FACILITY**

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Recommendation:

Review the proposed project in terms of consistency with the Community Design Guidelines (CDG) and applicable City Standards and provide comments and recommendations to the Community Development Director.

**5. COMMENT AND DISCUSSION**

**5.a. STAFF UPDATES AND AGENDA FORECAST**

Receive a brief update from Senior Planner Shawna Scott.

## 6. ADJOURNMENT

The next Regular Meeting of the Architectural Review Commission meeting is scheduled for October 18, 2021 at 5:00 p.m. via teleconference.

LISTENING ASSISTIVE DEVICES are available -- see the Clerk

The City of San Luis Obispo wishes to make all of its public meetings accessible to the public. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk's Office at (805) 781-7100 at least 48 hours before the meeting, if possible. Telecommunications Device for the Deaf (805) 781-7410.

Agenda related writings or documents provided to the Architectural Review Commission are available for public inspection on the City's website:

<http://www.slocity.org/government/advisory-bodies>. Meeting video recordings can be found on the City's website:

<http://opengov.slocity.org/weblink/Browse.aspx?startid=26289&row=1&dbid=1>





## Architectural Review Commission Minutes

September 20, 2021, 5:00 p.m.  
Teleconference - Broadcast via Webinar

Architectural Review Commissioners Present: Commissioner Brian Pineda, Commissioner Allen Root, Vice Chair Ashley Mayou, Chair Christie Withers

Architectural Review Commissioners Absent: Commissioner Michael DeMartini, Commissioner Mandi Pickens, Commissioner Micah Smith

City Staff Present: Senior Planner Shawna Scott, Deputy City Clerk Megan Wilbanks

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### 1. CALL TO ORDER

A Regular Meeting of the San Luis Obispo Architectural Review Commission was called to order on September 20, 2021 at 5:19 p.m. by Chair Withers.

### 2. PUBLIC COMMENT

Public Comments:

None

*--End of Public Comment--*

### 3. CONSENT

**Motion By** Commissioner Root

**Second By** Commissioner Pineda

To approve Consent Item 3a.

Ayes (4): Commissioner Pineda, Commissioner Root, Vice Chair Mayou, and Chair Withers

Absent (3): Commissioner DeMartini, Commissioner Pickens, Commissioner Smith

CARRIED (4 to 0)

3.a CONSIDERATION OF MINUTES - AUGUST 16, 2021 ARCHITECTURAL REVIEW COMMISSION MINUTES

Approve the Architectural Review Commission Minutes of August 16, 2021.

**4. PUBLIC HEARINGS**

4.a 1656 MONTEREY (ARCH-0352-2021) REVIEW OF AN ADDITION TO AN EXISTING STRUCTURE (SUNBEAM MOTEL). THE PROJECT INCLUDES A 1,273-SQUARE-FOOT, SECOND-STORY ADDITION AND A 94-SQUARE-FOOT, FIRST-FLOOR ADDITION TO THE STRUCTURE

At the request of the project applicant, staff recommends the Architectural Review Commission continue this item to a date uncertain. The applicant has requested this continuance to further consider the scope and design of the project in light of increasing construction costs.

By consensus, the Architectural Review Commission continued review of this item to a date uncertain.

Ayes (4): Commissioner Pineda, Commissioner Root, Vice Chair Mayou, and Chair Withers

Absent (3): Commissioner DeMartini, Commissioner Pickens, Commissioner Smith

CARRIED (4 to 0)

4.b 1035 MADONNA (ARCH-0253-2021) REVIEW OF THE AGRICULTURAL HERITAGE AND LEARNING CENTER IN THE SAN LUIS RANCH SPECIFIC PLAN

Contract Planner John Rickenbach presented the staff report and responded to Commission inquiries.

Applicant representative, Scott Martin, provided a brief overview of the project and responded to questions raised.

Chair Withers opened the public hearing.

Public Comments:

None

*--End of Public Comment--*

Chair Withers closed the public hearing.

**Motion By** Vice Chair Mayou  
**Second By** Commissioner Root

Find the proposed project consist with the San Luis Ranch Specific Plan Design Guidelines, Community Design Guidelines, Sign Regulations, and recommend the Planning Commission approve the project.

Ayes (4): Commissioner Pineda, Commissioner Root, Vice Chair Mayou, and Chair Withers

Absent (3): Commissioner DeMartini, Commissioner Pickens, Commissioner Smith

CARRIED (4 to 0)

**5. COMMENT AND DISCUSSION**

**5.a STAFF UPDATES AND AGENDA FORECAST**

Senior Planner Shawna Scott provided an update of upcoming projects.

**6. ADJOURNMENT**

The meeting was adjourned at 6:18 p.m. The next Regular Meeting of the Architectural Review Commission meeting is scheduled for October 4, 2021 at 5:00 p.m. via teleconference.

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APPROVED BY ARCHITECTURAL REVIEW COMMISSION: XX/XX/202X



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## **ARCHITECTURAL REVIEW COMMISSION AGENDA REPORT**

**SUBJECT:** REVIEW OF A MIXED-USE DEVELOPMENT INCLUDING 280 RESIDENTIAL UNITS, ACCESSORY USES, & 12,500 SF OF COMMERCIAL/OFFICE WITH ASSOCIATED EXCEPTIONS, GENERAL PLAN AMENDMENT, & REZONE.

**PROJECT ADDRESS:** 600 Tank Farm

**BY:** John Rickenbach, Contract Planner  
Phone Number: (805) 610-1109  
Email: [JFRickenbach@aol.com](mailto:JFRickenbach@aol.com)

**FILE NUMBER:** ARCH-0407-2021

**FROM:** Shawna Scott, Senior Planner

**APPLICANT:** Covelop, Inc.

**REPRESENTATIVE:** Stephen Peck

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### **RECOMMENDATION**

Review the proposed project in terms of its consistency with the Airport Area Specific Plan Design Guidelines, Community Design Guidelines, and provide comments and recommendations to the Planning Commission.

### **1.0 PROJECT DESCRIPTION AND SETTING**

The proposed project is a 280-unit mixed use project on an 11.7-acre site generally north of Tank Farm Road and west of Acacia Creek. Development would occur within 10.9 acres of the site, with the remainder for public rights-of-way. The project entitlements would change the existing land use designation and zoning from Business Park to Service Commercial with the Specific Plan overlay (C-S-SP), which would allow a mixed-use project providing up to 280 residential units and up to 12,500 square feet of commercial-service/office uses defined in Airport Area Specific Plan (AASP) Table 4.3. The project also includes a 2,250-square foot clubhouse building with a 2,800-square foot patio area. In addition, various offsite transportation improvements are not part of the development itself, but are required in order to facilitate the project, and are therefore also evaluated in the Project Environmental Impact Report (EIR).

The proposed project involves zoning-level entitlements: a General Plan Map Amendment, a rezone of the property, a Specific Plan Amendment to the AASP, Minor Subdivision and Major Development Review. Approval of these entitlements would allow a final Development Plan (consistent with the requirements of the granted entitlements), including grading permits, improvement plans and building permits to be handled by the City as ministerial approvals.

The project is requesting the following exceptions (as further described in the Project Description (Attachment A)):

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- Parking reduction (6.8% less than required)
- Ground floor residential along Santa Fe Road
- Encroachment of Buildings 14 & 21 into the 35-foot creek/riparian setback
- No additional third floor creek setback

**General Location:** Generally north of Tank Farm Road and west of Acacia Creek.

**Zoning and General Plan:** Currently Business Park (BP) and Open Space (OS) within the Airport Area Specific Plan; proposed Commercial Service (C-S-SP) and Conservation Open Space (C/OS-SP) within the Airport Area Specific Plan

**Surrounding Uses:**

East: Planned residential at 650 Tank Farm Road across Acacia Creek (designated C/OS and C-S-SP)

West: Undeveloped; in County jurisdiction (designated Commercial Service and Industrial)

North: Damon-Garcia Sports Fields (designated PF)

South: Undeveloped land across Tank Farm Road in County jurisdiction (designated Recreation)



**Figure 1: 600 Tank Farm Road Project Site**

## 2.0 PROPOSED DESIGN

Architecture: see discussion below

Design Details: see discussion below

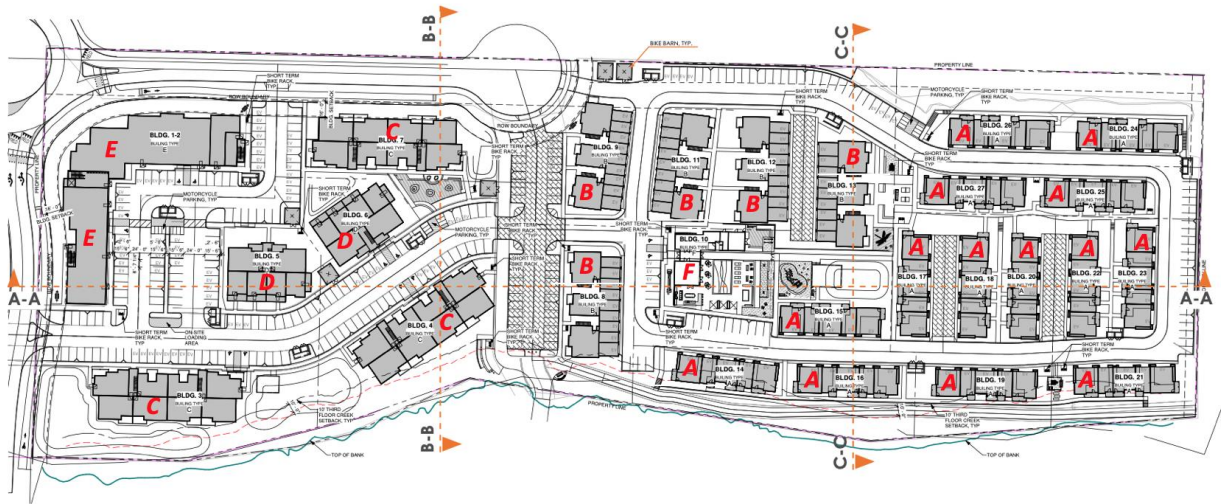
Materials: various; see discussion below

Colors: various; see discussion below

The project site would be developed at a density of 23.69 units per acre, with shared public and private open spaces, common yards, and a recreation center with a community building. The proposed residential development would include a mix of one-bedroom, two-bedroom, and three-bedroom units. Balconies and outdoor activity areas would be located on the north and east faces of the buildings to minimize exposure to vehicle noise from Tank Farm Road and aircraft flyovers from the San Luis Obispo County Regional Airport located south of the project site. The proposed zoning would allow for up to 12,500 square feet of commercial-service/office space.

There would be a total of 26 buildings, consisting of six building types. As shown in Figure 2, there are four residential building types proposed (shown as “Type A,” “Type B,” “Type C,” and “Type D”), and two mixed use building types (“Type E” and “Type F”). All buildings would be of similar architectural style.

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**Figure 2: Architectural Site Plan**

Examples of each of these building types and architecture are included as attachments to this agenda report (Attachment B). Table 1 below summarizes the various unit types by size and distribution within the project site.

**Table 1: Project Characteristics**

Unit Type	Size (sf)	Units	Residential Area (sf)	Non-Residential Area (sf)	Acres (net)	Units/Acre
Townhomes and Cluster Units	750-1,450	140	154,000	n/a	6.5	21
Stacked Flats	600-925	100	85,700	n/a	2.9	34
Mixed Use (studio and 1-bed)	450-625	40	21,500	12,500	1.5	26
<b>Total</b>	<b>450-1,450</b>	<b>280</b>	<b>261,200</b>	<b>12,500</b>	<b>10.9</b>	<b>25.7</b>

sf = square feet

The project plan set (Attachment B) shows build sections and elevations for each of the building types. The sections are found on Sheets A8 and A9, while the elevations are on Sheets A16, A18, A20, A22, A25, A26 and A28. Colors and materials are included on Sheets A29 through A32. In general, buildings are three stories, with heights up to 36 feet for occupied areas, and as much as 46 feet if unoccupied area is included.

Project architecture is inspired by the strong connection to the historic agrarian influences of the southern San Luis Valley between South Hills open space and Islay Hill. The architecture also takes cues from nearby commercial uses along Tank Farm Road in its mixed use concept, transitioning to more traditional residential forms as the project progresses deeper into the site. The architecture opens to a central gathering green, intended to maximize the views to the adjacent foothills and open space, and captures human interaction areas along Acacia Creek.



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Project buildings include a variety of materials and colors. Building Types A through D include asphalt shingle or metal roofing, with board and batten siding in a color palette of grays, black and white. The mixed use building (Building E) also includes brick veneer and precast concrete in addition to the other elements included in the strictly residential buildings. The Clubhouse (Building F) expands on that further with the inclusion of wood plank siding.

Figure 3 shows a more detailed overall site plan that identifies a variety of design elements, including bicycle and pedestrian access and parking features, outdoor areas, public art and entry monument locations, and creek setbacks. This figure is also included as Sheet A33. A detailed site plan for the clubhouse is shown as Sheet A34.



**Figure 3: Proposed Site Plan**

Additional information about other proposed design elements, including site furnishing, landscaping, lighting, signage, parking area treatments, walls and fences may be found on Sheets A35 to A40.

### 3.0 PREVIOUS REVIEW

On April 21, 2020, the City Council approved the initiation of the project and authorized the issuance of a Request for Proposals (RFP) for the preparation of an Environmental Impact Report (EIR) for the project. The Council, with a vote of 5:0, provided direction to the applicant and staff to work toward a Development Agreement to accomplish the needed planning area infrastructure outlined in the AASP and maximize housing opportunities for those individuals in geographic areas included in the City's annual jobs-housing balance analysis (Attachment C, Council Initiation 4.21.20).



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On July 16, 2020, the Active Transportation Committee (ATC) reviewed the conceptual design of the project and by consensus provided 21 directional items regarding the proposed bicycle and pedestrian connectivity and safety, as well as consistency with the latest updates to the City's Active Transportation Plan for the applicant to incorporate into the project design and associated materials (Attachment D, ATC Report and Comments 7.16.20).

On August 17, 2020, the Architectural Review Commission (ARC) reviewed the conceptual design of the project and by consensus provided nine directional items regarding building orientation in relation to site access and private/common open space areas, and provided comments on the architectural style of the project in terms of compatibility between the different uses for the applicant to incorporate into the project design and associated materials (Attachment E, ARC Report and Minutes 8.17.20).

On September 23, 2020, the Planning Commission (PC) reviewed the conceptual design of the project and by consensus provided seven directional items regarding building orientation in relation to Tank Farm Road, mixed-use development compatibility, and on-site and off-site pedestrian and bicycle circulation for the applicant to incorporate into the project design and associated materials (Attachment F, PC Report and Minutes 9.23.20).

The applicant has provided responses to each of the conceptual review comments as provided in the Attachment G (Conceptual Review Response Matrix).

#### **4.0 FOCUS OF REVIEW**

The Architectural Review Commission's (ARC's) role is to review the proposed project in terms of consistency with the AASP Design Guidelines and Community Design Guidelines (CDG) and applicable City Standards and 2) provide comments and recommendations to the Planning Commission concerning the proposed project design, focusing on building architecture and layout. The applicant has provided a set of project plans (Attachment A), some of the key sheets of which are referenced in Section 2.0 of this report.

**Community Design Guidelines:** <https://www.slocity.org/home/showdocument?id=2104>

The project is also located with the Airport Area Specific Plan, and thus subject to direction within that document. A link to that document may be found here:

**Airport Area Specific Plan:**

<https://www.slocity.org/home/showpublisheddocument/4294/637493456364330000>

#### **5.0 COMMUNITY DESIGN GUIDELINES/DISCUSSION ITEMS**

In a general sense, design related direction for the project is found in the Community Design Guidelines (CDG). Additional direction is also provided in the Airport Area Specific Plan (AASP), mostly in terms of general goals and policies, and in certain cases, within the text of the document.

The applicant has provided a response to each AASP design review standard applicable to the project as provided in Attachment H (AASP Conformity Matrix). In their review, staff has determined that the project is in general conformance with both the CDG and AASP. Relevant portions of each document are discussed below in the context of the proposed project.

Key Sections	Discussion Items
<b>Community Design Guidelines</b>	
<i>§ Section 3.1: Commercial Project Design Guidelines</i>	<p>The mixed use buildings closest to Tank Farm Road would include ground floor commercial uses, and thus present as commercial buildings from the street level. This section of the CDG includes several key principles related to integrating project scale, site planning, appropriate architectural elements, parking/building orientation, and pedestrian orientation. More specifically related to architectural review, the section also calls for the use of a variety of “honest” materials, building articulation, and connectivity to pedestrian areas. Sheet A10 shows interior pedestrian circulation, while Sheets A16 through A34 illustrate architectural elevations, colors and materials.</p> <p>While the project seems generally responsive to these issues, and consistent with the intent of these principles, the ARC could discuss the following issues: 1) are the buildings sufficiently functional and attractive for residents of the buildings?; 2) is the mixed use building sufficiently integrated into the rest of the development to allow for easy pedestrian connection, or does the residential component of the mixed use building appear too isolated?; and 3) does the shared parking concept “work” for project residents?</p>
<i>§ Section 5.2: Subdivision Design and General Residential Design Principles</i>	<p>This section of the CDG includes several key principles related to integrating open space into the design, project scale, and pedestrian orientation. More specifically related to architectural review, the section also calls for durable and low maintenance finishes, the use of a variety of materials, building articulation, and garage orientation. Sheet A10 shows interior pedestrian circulation, while Sheets A16 through A34 illustrate architectural elevations, colors and materials.</p> <p>While the project seems generally responsive to these issues, and consistent with the intent of these principles, the ARC could discuss the following issues: 1) Does the design provide sufficient orientation toward planned or natural open space amenities?; 2) Is the parking design functional, efficient and attractive?; and 3) does the design allow for pedestrians to easily move on and off the site?</p>

<p><i>§ Section 5.4: Multi-Family and Clustered Housing Design</i></p>	<p>Among the principles articulated in this section of the CDG, the following includes: clustering units with direct walk-up access; providing garages as the preferred method of onsite parking; consistency with architectural styles in the vicinity, featuring porches, building articulation, and other features to enhance architectural interest; and stairway and building access design. The project is responsive to issues related to parking, as most units include a garage, which reduces the visual and functional impacts that can occur with large parking lots in multi-family developments.</p> <p>In terms of architecture, this section encourages substantial roof and façade articulation, which are included in the project as proposed. With regard to scale, the project includes three-story structures that are tightly clustered, separated by interior roadways, paseos, courtyards and small areas of open space. The project density has the potential to create some inevitable shading on lower stories because there are not large areas of separation between the buildings.</p> <p>Some of the larger units include balconies and porches, and all units have some sort of private open space area, which are consistent with the intent of the CDG's encouragement of these features.</p> <p>The different building types would include 12 to 24 units in each building, which is more massive than envisioned in the CDG Section 5.4.A.2., which suggests that buildings outside the downtown area should generally have no more than 6 units in each. As a discussion item, is the proposed density of housing within the buildings an appropriate design because other city goals with respect to providing sufficient housing are more achievable with such a design?</p> <p>With respect to parking design, the CDG encourages garages, but when they are not provided, recommends dispersed parking courts. While garages and parking courts are shown on northern side of the site associated with Building types A and B, onsite parking for Building types C and D is provided in a somewhat visually prominent longer linear fashion along major project entrance roadways rather than with dispersed parking courts. As a discussion item, is the proposed parking design appropriate, or should more covered parking be required?</p>
<p><b><i>Airport Area Specific Plan</i></b></p>	
<p><i>Section 5.0 Community Design</i></p>	<p>This section of the AASP encourages projects that promote openness, connectivity, transition, ruralness and diversity. Development that allows for views or does not block views is encouraged. Projects that provide pedestrian connectivity to other parts of the City, including creeks and open space, are encouraged. As designed, there would be direct pedestrian</p>

	<p>access to areas along Acacia Creek, with the Damon Garcia Sports Fields nearby. Landscaping would focus on native and drought tolerant species, promoting a transition from the urban to natural rural environment. The AASP also calls for “adjacent buildings to be of compatible styles, or separated sufficiently to allow each style to be appreciated independently of the other.” The development includes a compatible architectural theme throughout, and is separated from nearby development either by Tank Farm Road or Acacia Creek. See Sheets A3, A10, A33, and A35 through A40.</p> <p>As a discussion item, does the project provide sufficient pedestrian orientation or connectivity to open space areas?</p>
<i>Goal 5.1. Streetscape edge and pedestrian activity</i>	<p>This goal supports pedestrian activity through various design elements. As designed, the project is walkable internally with various pathways, and includes onsite amenities such as the central clubhouse and nearby creek. It also has connectivity to existing or planned bikeways offsite. See Sheets A10, A33, and A34.</p> <p>As a discussion item, does the project appropriately orient to the two adjacent major streets, including Tank Farm Road and Santa Fe Road, such that the primary entrance from Santa Fe Road is obvious and easy to read?</p>
<i>Goal 5.2. Integrate new development with the open space framework</i>	<p>The project promotes views of nearby hillsides and open areas, and includes connectivity elements as described above. See Sheets A6, A11-A14, and A33.</p> <p>See previous discussion items that relate to open space and pedestrian connectivity.</p>
<i>Goal 5.3. Attractive outdoor pedestrian use areas adjacent to buildings</i>	<p>See the previous discussion.</p>
<i>Goal 5.4. Parking—safe, attractive, visually subordinate to development</i>	<p>Parking is designed to be broken into smaller lots distributed throughout the development, appropriately landscaped, appropriate in scale for the development, and visually unobtrusive. See Sheets A6, A10 and A33.</p> <p>See previous discussion items that relate to parking design.</p>
<i>Goals 5.5 and 5.6. Outdoor storage that are visually screened and unobtrusive</i>	<p>The project includes visually attractive and screened storage and trash enclosures. See Sheets A36, A38 and A38.</p> <p>As a discussion item, does the project provide for sufficiently unobtrusive trash and storage areas?</p>
<i>Goal 5.7. Maintain unobstructed views of scenic features from major roadways</i>	<p>The project promotes views of nearby hillsides and open areas, and includes connectivity elements as described above. See Sheets A6, A11-A14, and A33.</p> <p>As a discussion item: is the visual analysis provided sufficient to determine whether proposed development is sufficiently</p>

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	set back from roadways to maintain hillside views from public roadways?
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**6.0 PROJECT STATISTICS**

<b>Site Details</b>	<b>Proposed</b>	<b>Allowed/Required*</b>
Density	256.88	260.16
Setbacks	16 feet between buildings and property lines along streets 10 feet between parking lots and property lines along streets 5 feet between parking lots and property lines along adjacent parcels	Per AASP Table 4-7: 16 feet between buildings and property lines along streets 10 feet between parking lots and property lines along streets 5 feet between parking lots and property lines along adjacent parcels
Creek Setback	<b>27 feet</b>	35 feet
Upper Story Step Backs	<b>0 feet</b>	10 feet
Maximum Height of Structures	36 feet (occupied); 46 feet (unoccupied)	36 feet (occupied); 46 feet (unoccupied)
Floor Area Ratio	0.59	0.6
Max Lot Coverage	65.6%	90%
Affordable Housing	11 units	3 units
Public Art	On-site	On-site or In-Lieu fee
<b>Vehicle and Bicycle Parking</b>		
Number of Vehicle Spaces	435 (6.8% requested reduction)	467
EV Spaces	48 (EV ready) 117 (EV capable)	48 (EV ready) 117 (EV capable)
Bicycle Spaces		
Short-term	63	63
Long-term	563	563
Motorcycle Parking	23	23
<b>Environmental Status</b>	A Final Environmental Impact Report (FEIR) has been prepared to analyze the effects of the project, and is available for review on the City's website at: <a href="http://www.slocity.org/government/departments-directory/community-development/documents-online/environmental-review-documents">http://www.slocity.org/government/departments-directory/community-development/documents-online/environmental-review-documents</a> .	

\*2019 Zoning Regulations; Airport Area Specific Plan (updated October 2020)

## **7.0 NEXT STEPS**

The project is scheduled for review by the Tree Committee on September 27, 2021, which will provide a recommendation along with the ARC to be reviewed by the PC before being considered by the City Council.

## **8.0 ACTION ALTERNATIVES**

- 8.1** Recommend approval of the project. An action recommending approval of the application based on consistency with the Airport Area Specific Plan Design Guidelines and Community Design Guidelines will be forwarded to the Planning Commission, so they can make appropriate recommendations to City Council for final action. This action may include recommendations for conditions to address consistency with the Community Design Guidelines and Airport Area Specific Plan.
- 8.2** Continue the project to a hearing date certain, or uncertain. An action continuing the application should include direction to the applicant and staff on pertinent issues.
- 8.3** Recommend denial the project. An action recommending denial of the application should include findings that cite the basis for denial and should reference inconsistency with the General Plan, Airport Area Specific Plan, Community Design Guidelines, Zoning Regulations or other policy documents.

## **9.0 ATTACHMENTS**

A – Project Description  
B – Project Plans  
C – Council Initiation 4.21.20  
D – ATC Report and Comments 7.16.20  
E – ARC Report and Minutes 8.17.20  
F – PC Report and Minutes 9.23.20  
G – Conceptual Review Response Matrix  
H – AASP Conformity Matrix  
J – Final EIR (link at: <http://www.slocity.org/government/departments-directory/community-development/documents-online/environmental-review-documents>)

## Project Location

The project site is located at 600 Tank Farm Road, 130 feet northeast of the intersection of Tank Farm Road and Santa Fe Road, in the southern portion of the City of San Luis Obispo. The project site is comprised of two parcels (Assessor Parcel Numbers [APN] 053-421-002 and 053-421-006) totaling approximately 11.7 acres, as well as proposed off-site transportation improvement areas south and west of the parcel boundary totaling approximately 1.0 acre. The total project site area is 12.7 acres. Figure 1 shows the regional location of the project site, while Figure 2 shows the project site within the local context. The project site slopes from the northwest to southeast, with site elevations at 210 feet mean sea level (msl) in the northwest corner of the property and 150 feet msl at the southeast corner of the property. Damon Garcia-Sports Fields to the north, undeveloped Chevron property is to the west and south and Acacia Creek is to the east. The San Luis Obispo City Limit line follows the southern and western boundary of the subject parcels and parallels the southern side of Tank Farm Road south of the project site. The San Luis Obispo County Regional Airport is located approximately 1,400 feet south of the project site.

## Existing Site Characteristics

### General Plan Designation and Zoning

The project site is located within the Airport Area Specific Plan (AASP) and is currently designated Business Park (BP) with a small portion of the property within the Conservation Open Space (C/OS) zone. The existing development potential of the 11.7-acre site is approximately 250,000 square feet of business park development.

### Surrounding Land Uses

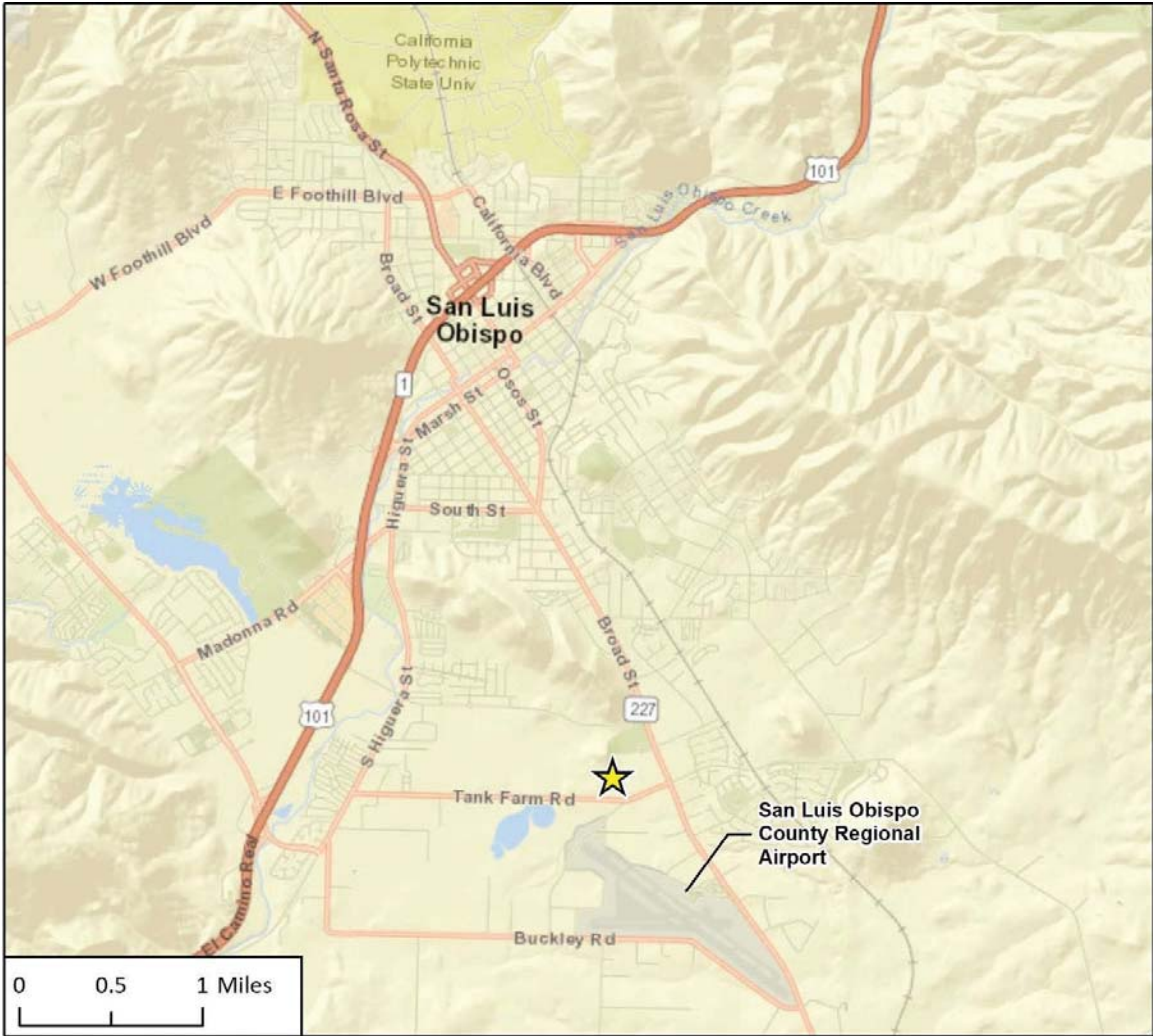
The project site is bordered by Tank Farm Road to the south, Acacia Creek to the east, Damon Garcia-Sports Fields to the north, and undeveloped Chevron property to the west. The San Luis Obispo City Limit line follows the southern and western boundary of the project site and parallels the southern side of Tank Farm Road south of the project site (refer to Figure 3). The Damon Garcia- Sports Fields property north of the project site is designated Public Facilities (PF). Acacia Creek east of the project site is designated Conservation Open Space (C/OS) and the mobile home park east of the creek is designated Service Commercial with the Specific Plan overlay (C-S-SP). The undeveloped Chevron property west of the project site boundary is designated Commercial Service and Industrial by San Luis Obispo County. The undeveloped property south of Tank Farm Road is designated Recreation by San Luis Obispo County. Properties west of the project site located at 650 Tank Farm Road and 660 Tank Farm Road include approved entitlements for development of residential mixed-use and assisted living facilities, depicted on Figure 3.

## Project Characteristics

Other entitlements are underway, including a General Plan Map Amendment, a rezone of the property, a Specific Plan Amendment to the AASP, a Minor Use Permit for a mixed-use project, Conceptual Site Plan, Major Development Review, a reimbursement agreement, and environmental clearance and permitting for necessary off-site improvements. Approval of these entitlements would allow a final Development Plan (consistent with the requirements of the granted entitlements), including grading permits, improvement plans and building permits to be handled by the City as ministerial approvals.



Figure 1 Regional Project Location



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★ Project Location

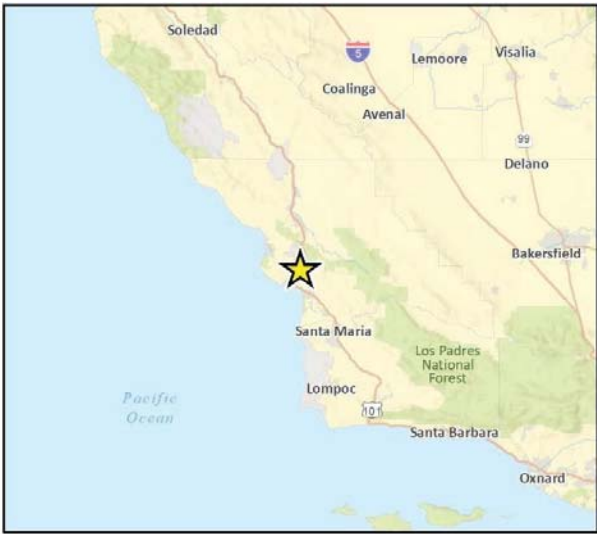


Fig 1 Regional Project Location



Figure 2 Project Site Boundary

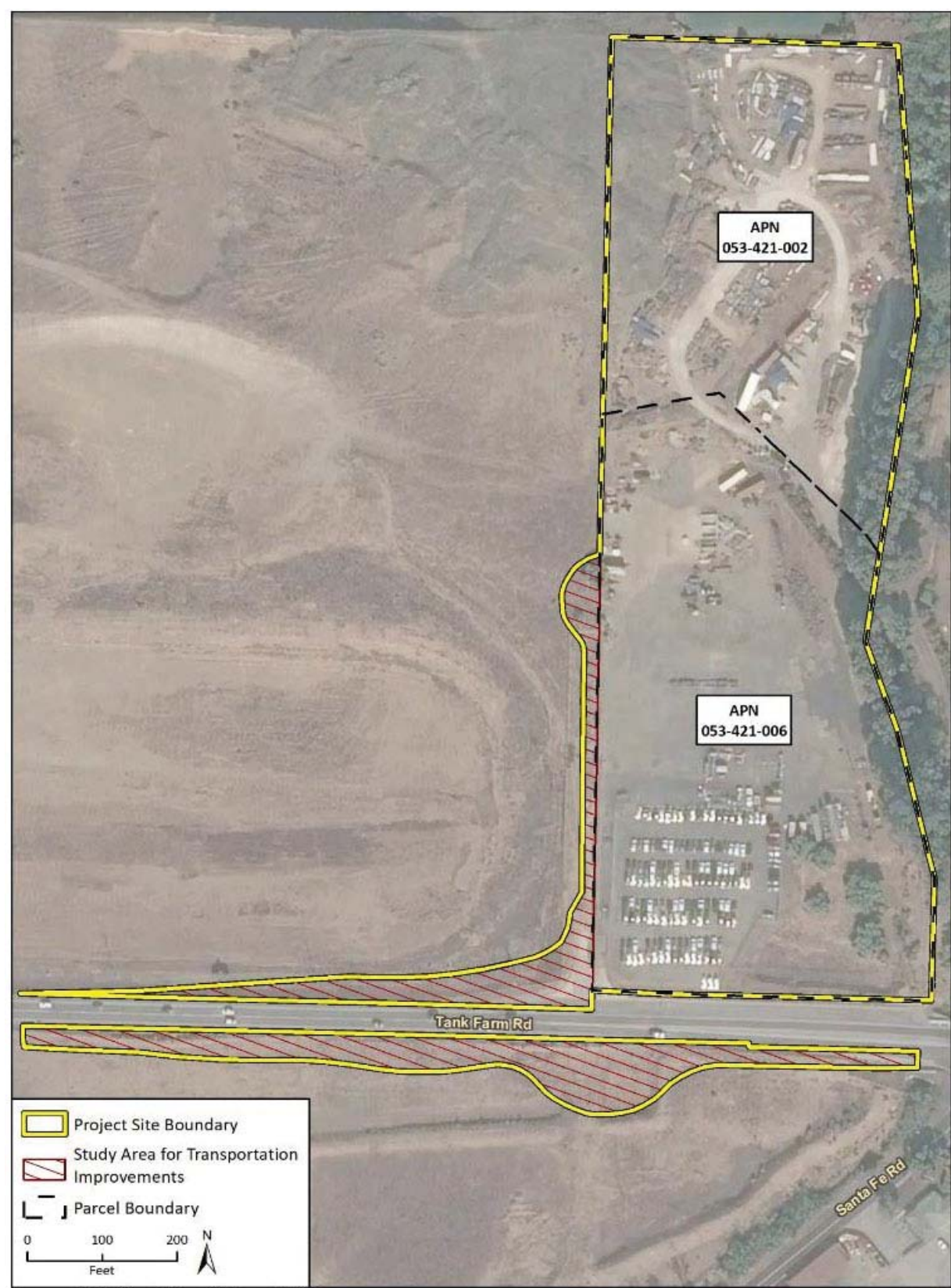




Figure 3 Surrounding Land Uses





The General Plan Map Amendment is necessary to change the project site's land use designation in the City's Land Use Element in order to reflect proposed development. The Specific Plan Amendment would change the site's land use designation accordingly and would also make associated text amendments to the AASP, as follows:

1. Amend all AASP tables and text to reflect the addition of 240 high density units, 40 mixed-use units, and 12,500 square feet of commercial-service/office space for the project site;
2. Amend various text sections of the AASP to conform to the project;
3. Modify the road section figures to reflect modifications to Tank Farm Road and Santa Fe Road consistent with traffic projections and full buildout of the circulation system;
4. Describe necessary setback of improvements and buildings to delineated wetland areas in conformance with project Biological Assessments; and,
5. Update references to the SLO County Regional Airport Land Use Plan and describe the updated Airport Land Use Plan.

The requested entitlements would allow for 280 total residential units, which is the equivalent of 256 "Density Units" as defined by the City of San Luis Zoning Ordinance (Density Units are the number of dwellings per net acre, based on dwelling size and number of bedrooms, i.e., studio unit under 600 square feet equals 0.5 Density Units, while a two bedroom unit equals 1.0 Density Units). In addition, the project would provide a roundabout at the intersection of Tank Farm Road and Santa Fe Road and interim improvements for Santa Fe Road including two travel lanes and Class IV bike paths.

## Conceptual Site Plan

### *Residential and Mixed-Use Rezone*

The project entitlements change the land use designation from Business Park to Service Commercial, which would allow a mixed-use project providing up to 280 residential units and commercial-service/office uses defined in AASP Table 4.3. Figure 4 shows the proposed conceptual site plan for the project.

The project site would be developed at a density of 23.7 Density Units per acre, with shared public and private open spaces, common yards, and a recreation center with a community building. The proposed residential development would include a mix of studios, one-bedroom, two-bedroom, and three- bedroom units. The proposed zoning would allow for up to 12,500 square feet of commercial-service/office space. Table 1 provides the proposed project characteristics, including the mix of residential unit types and building area for the primary components of the project.

Figure 4 Conceptual Site Plan



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**Table 1 Project Characteristics**

Unit Occupancy Type	Size (sf)	Units	Residential Area (sf)	Non-Residential Area (sf)	Acres (net)	Units/Acre
R3 Occupancy (1-, 2- and 3-beds)	750-1,450	140	154,000	n/a	6.5	21.7
R4 Occupancy (studio, 1-, and 2-bed)	600-925	100	85,700	n/a	2.9	34.7
Mixed Use (studio and 1-bed)	450-625	40	21,500	12,500	1.5	26.3
<b>Total</b>	<b>450-1,450</b>	<b>280</b>	<b>261,200</b>	<b>12,500</b>	<b>10.9</b>	<b>25.8</b>

sf = square feet

### *Other Project Components*

The project includes a 2,250-square foot clubhouse building with a 2,800-square foot patio area. The clubhouse building would provide meeting areas, an indoor game area, a common lounge, administrative office area, and a community kitchen. The building would also serve as a temporary sales office and an administrative building during project sales and construction.

City development regulations specify a setback for Acacia Creek of 35 feet, Figure 6 shows the location of the top of bank for Acacia Creek near the project site. The Zoning Regulations section 17.70.030 require a 35-foot setback from the top of bank for new structures. The proposed project is requesting a minimum setback of approximately 10 feet from the average top of bank for a bicycle/pedestrian path to connect to Damon Garcia Sports Fields (and an average bike path of 20 feet) and a minor exception for a maximum 15-foot encroachment into the setback for portions of Buildings 14 and 21 from the average top of bank. Zoning Regulations section 17.70.030 stipulate that an exception to the creek setback requirements may be considered where substantiated evidence is available that will result in better implementation of other Zoning Regulations or General Plan policies while allowing reasonable use of the site. The Biological Resources Assessment (BRA) prepared for the project by Kevin Merk Associates, LLC (Appendix A) concludes the encroachment area will not threaten sensitive species or the riparian corridor. In order to further the purposes of Zoning Regulations section 17.70.030, the project proposes an increase in the riparian setback elsewhere along the corridor, with a riparian setback that averages approximately 40 feet. Proposed building setbacks along Tank Farm Road and Santa Fe Road is 16 feet

The project's required creek setbacks, common areas and open space in the northwest corner of the project site would result in 18 percent of the site being onsite "green" common open space, including play areas, tot lots, and landscape parkways. The project would require removal of sixteen (16) non-native ornamental/invasive trees on the project site. No native trees are proposed to be removed.

Bike and pedestrian trips would be supported by a connection to the 650 Tank Farm Road property and extension of the onsite bike path to the bike path at the Damon Garcia-Sports Fields to the north. A new bridge connecting the project site to the 650 Tank Farm Road property is planned to be installed by the developer of that property (refer to Figure 4). The planned bridge connecting the project site to the 650 Tank Farm Road property would provide a secondary emergency access route, pedestrian access and bicycle access. The planned bridge connecting 600 Tank Farm and 650 Tank Farm will not be for general vehicle traffic.

## Regional Transportation Improvements

The project would implement several transportation features under a reimbursement agreement with the City, including providing a roundabout at the intersection of Tank Farm Road and Santa Fe Road and interim improvements for Santa Fe Road including two travel lanes and Class IV bike paths. These improvements are included in the City's list of Transportation Capital Projects in the General Plan Circulation Element (Santa Fe Road Extension) and are shown in the AASP. Final improvements for bike paths, curbing, sidewalk, and parkway strip would be installed on the project's frontages. Planned regional transportation improvements are shown in Figure 5, which provides a conceptual illustration of the Santa Fe Road/Tank Farm Road Roundabout. The project is also proposing to do preliminary planning and engineering for the Tank Farm Creek Class I bike path.

A Transportation Impact Study (TIS) was completed by Central Coast Transportation Consulting in support of the City's General Plan Circulation Element consistency evaluation. The TIS concluded that the project complies with the City's VMT guidelines, without mitigation, and also complies with the Level of Service standards.

## Grading/Drainage

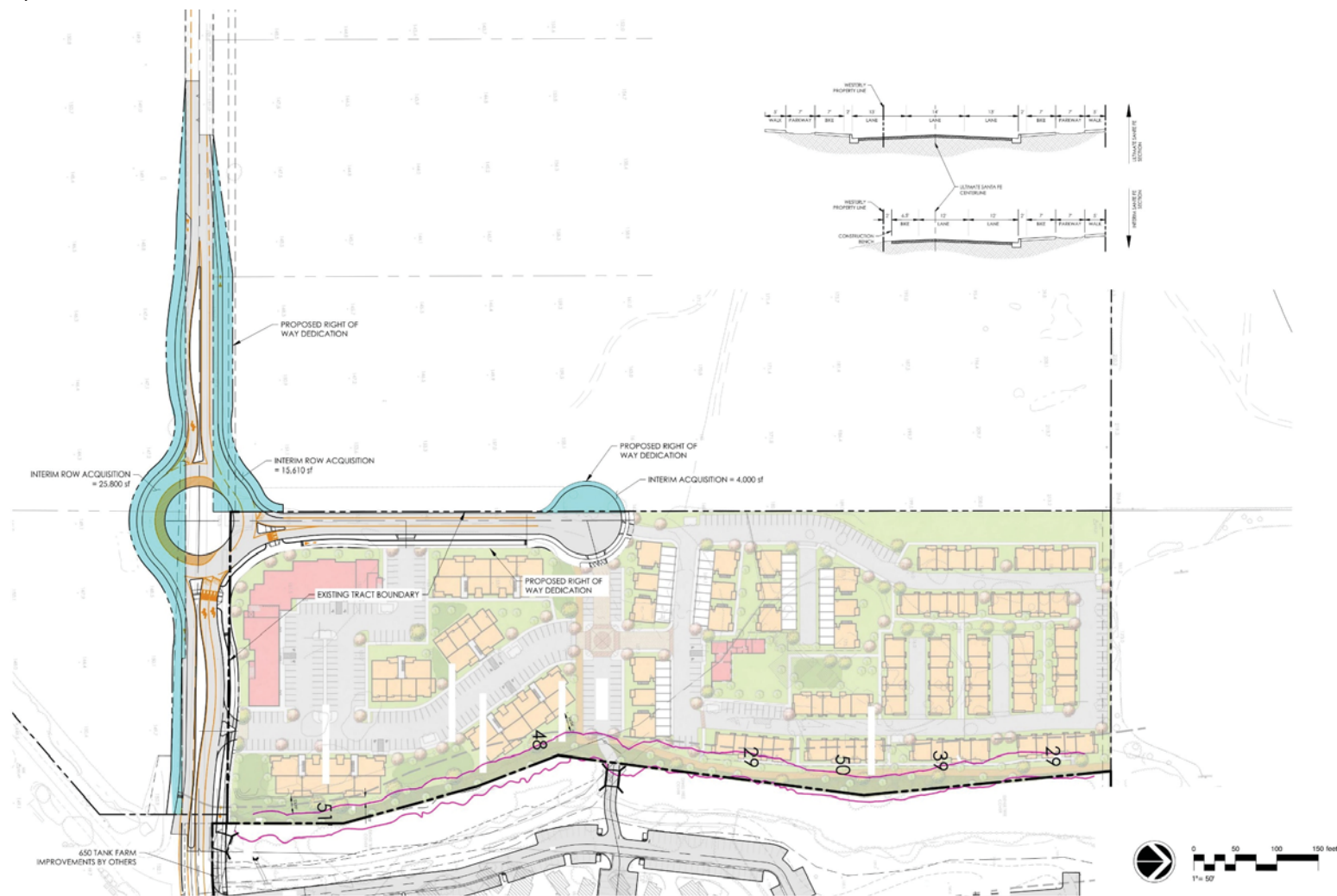
The site would be stepped in four 5-foot sections/benches, with an upper bench of approximately 174-180 feet msl in the northern portion of the property, a middle bench of approximately 160-166 feet msl around the central portion of the property, and two lower benches of approximately 152-156 feet msl in the southern portion of the property. Figure 6 shows the conceptual site sections. The proposed grading, totaling 35,000-40,000 cubic feet, would be balanced on the project site (no soil import to the site or export from the site is proposed). The grading would contour the project site to drain from west to east toward localized surface bioswales adjacent to Acacia Creek, which would drain toward an existing retention basin in the southeast corner of the site. This basin would discharge into Acacia Creek at the pre-development rate as required by the City's Drainage Master Plan, as required by the City's storm water regulations. There is also an existing drainage pipe under Tank Farm Road that permits site drainage to the south.

## Phasing

The project is planned to be constructed in two phases. Phase 1 would include 80 townhome and 60 stacked flat (single-family condominium) dwellings units on the central portion of the project site, the completion of Santa Fe along the project frontage, completion of the Class I bike path from Tank Farm to Damon Garcia Sports Park, and the completion of the frontage improvements along Tank Farm Road. Phase 2 would include 60 townhome units, 40 stacked flat units, the 40 mixed-use units and 12,500 square feet of commercial-service/office space, and remaining project improvements. The intersection control improvements will be phased as necessary according to the traffic analysis for the project. The conceptual phasing plan is shown in Figure 7.



Figure 5 Conceptual Illustration of the Santa Fe Road/Tank Farm Road Roundabout



**Figure 6a Conceptual Site Grading – Sections/Benches**

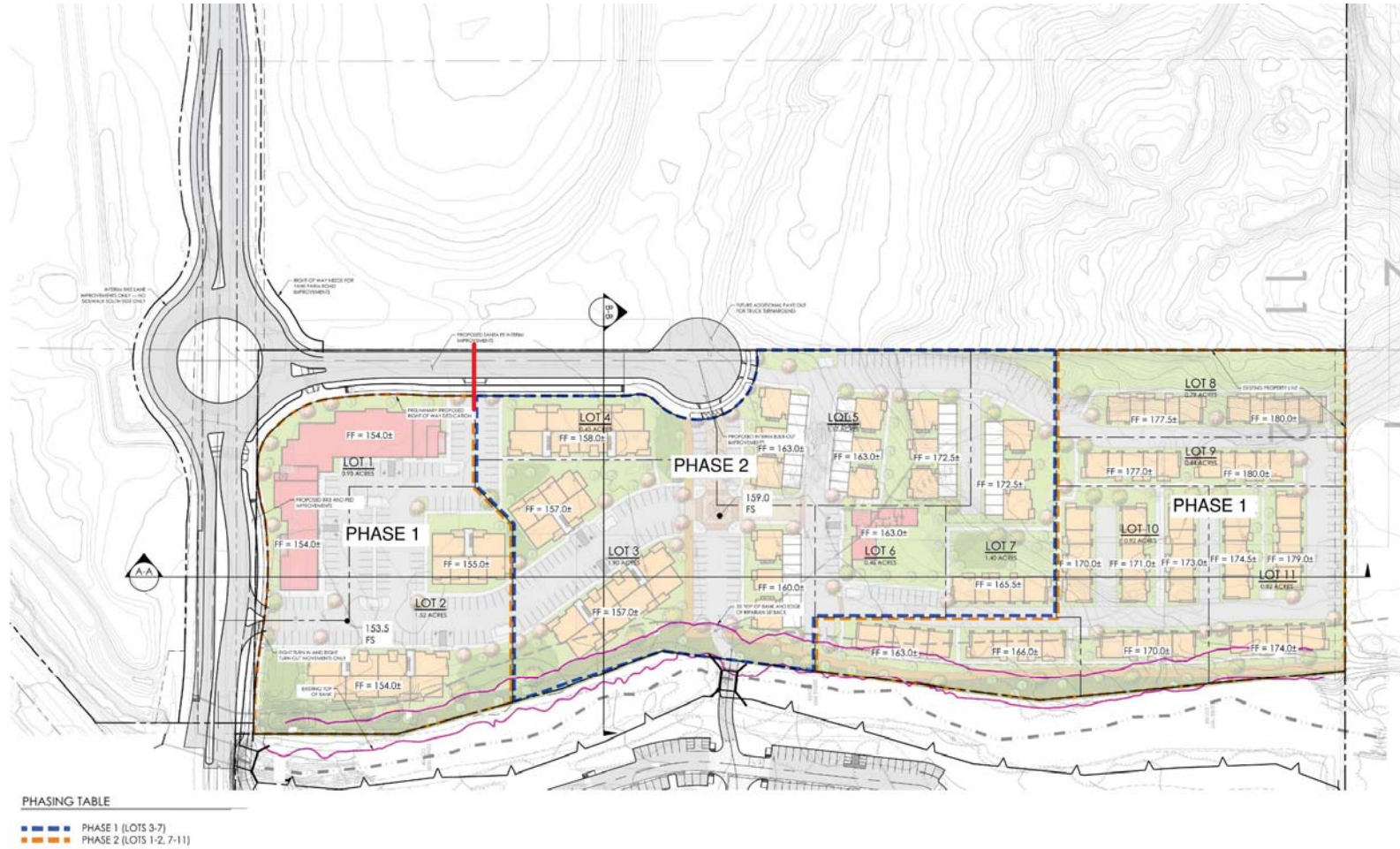


Figure 6b Conceptual Site Grading – Sections/Benches



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Figure 7 Conceptual Phasing Plan



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## Project Objectives

The primary objectives for the project are as follows:

1. Development of an economically feasible specific plan that is consistent with, and implements, policies within the City's LUCE and AASP.
2. Establishment of a complete internally and externally "linked" mixed use community with amenities such as neighborhood parks and commercial goods and services that can serve the neighborhood.
3. Provision of a variety of housing opportunities for a wide range of socioeconomic groups and affordability levels, and at average unit sizes that are below current City averages.
4. Development of a Project with the maximum number of units permitted by the underlying zoning, approximately 280 residential units, with approximately 340,000 square feet of total residential floor space and 12,500 square feet of commercial floor space.
5. Development of the Acacia Creek frontage that provides that area as a Project amenity without jeopardizing the creeks biological resources or riparian qualities.
6. Infrastructure obligations that do not exceed the level of impact fees generated on-site over the buildout of the project; that is, infrastructure obligations should be sized such that off-site impact fees are not necessary to reimburse the developer in accordance with a Reimbursement Agreement.
7. Provision of a well-connected internal network private parks, bicycle paths, pedestrian sidewalks, open space buffers, and spaces for recreational activities, including development of a Class 1 bike path between Tank Farm Road and Damon Garcia Sports Park within the 35' creek setback, and Class IV bike lanes consistent with the draft Active Transportation Plan.
8. Development of the adjacent roadway network that does not overbuild the roads above the long-term traffic projections, and with preference for non-vehicular traffic modes.
9. Marketing and orientation of the project to the surrounding employers to reduce vehicle miles travelled and to maximize the use of non-vehicular traffic modes.
10. Development of a project that complies with the safety, noise and overflight policies of the City's Airport Overlay Zone and the San Luis Obispo County Airport Land Use Plan.

## Required Approvals

The City of San Luis Obispo is the lead agency for the project. As described above, the proposed project requests the following City entitlements: a General Plan Map Amendment, a rezone of the property, a Specific Plan Amendment to the AASP, Conceptual Site Plan, Minor Use Permit, Major Development Review, a Development Agreement and environmental clearance for necessary off-site improvements. Approval of these entitlements would allow a final development plan (consistent with the requirements of the granted entitlements), including grading permits, improvement plans, and building permits to be handled by the City as ministerial approvals.

The project will be reviewed by the Airport Land Use Commission (ALUC) to determine if it is consistent with the adopted San Luis Obispo County Airport Land Use Plan (ALUP). Development of the project site under the proposed project would be required to comply with the Regional Water

Quality Control Board (RWQCB) Post Construction Storm Water Requirements for redeveloped sites. Future development of the project site, including widening of Tank Farm Road along the project's frontage east of the project site may require work within Acacia Creek. As such, future development under the proposed project may require permitting per Section 401/404 of the Clean Water Act from the U.S. Army Corps of Engineers and the RWQCB, and under Section 1600 et seq. of the California Fish and Game Code from the California Department of Fish and Wildlife. A portion of the off-site improvements are located on adjacent property that has a certified EIR. The Final EIR prepared for the Chevron Tank Farm Remediation and Development Project (State Clearinghouse No. 2009031001) would be used to identify the impacts and required mitigation measures at these off-site improvement locations. The responsibility for the implementation of these mitigation measures from the Chevron Tank Farm Remediation and Development Project will be determined as part of the EIR.



Comment 19:

*Please update the project description to clearly identify any and all exceptions or concessions that are requested from the Zoning Regulations Property Development Standards (Chapter 17.70), please include all standard incentive requests for affordable housing projects. Exceptions and concessions or incentives should be clearly described (i.e., upper story creek step backs and the parking reduction request, and ground floor residential uses along Santa Fe Road). Please provide a description which includes a summary justifying each exception or concession as it relates to relevant policy objectives. See AASP Section 4.4.7, 5.4.5, or 5.4.6 to verify whether any requested exceptions can be satisfied through the Amenity Incentives opportunity or satisfies specific design standards.*

#### **Response**

##### **Creek Setbacks/Upper Story Creek Setbacks**

The project includes variation in the setbacks for Acacia Creek. The building setbacks range from 29 feet to 50 feet along the eastern portion of the property and average approximately 43 feet over the entire site. The Class I bike path from Tank Farm Road to Damon Garcia Sports Park is located within the setback, with an average setback of approximately 20 feet. The project also does not include the additional setback for the third story that is called for in Zoning Code 17.070.030 E 3.

A Biological Assessment was prepared to determine whether or not the creek setbacks proposed by the project would provide impacts to the wildlife corridor or biological resources. The Biological Assessment concluded that the bike path and the proposed building setbacks would not. The project also includes compensatory setbacks so that the average groundfloor setback along the eastern boundary of the project is 43 feet as apposed to 35 feet. With these proposed setbacks along the three-story frontage, the project is providing 12%-15% greater average setbacks that called for by the AASP and Zoning Ordinance. The proposed setbacks are necessary to provide reasonable development of the parcel, as provided in Policy 7.7.9 of the Open Space and Conservation Element, and do not adversely impact the riparian corridor.

##### **Parking Reduction Request**

The project includes project design features that will reduce parking demand and justify a parking reduction exception. The project includes the following features:

- 1) Enhanced pedestrian and bicycle connectivity that is integrated with the areawide system, including ped and bike connectivity to 650 Tank Farm Road, 690 Tank Farm Road, and Damon Garcia Sports Park. The project will implement the City's new raised "Class IV" bike lanes.
- 2) Affordable housing will be provided at a density of 23 Density Units per acre, and an average unit size below 1,100 square feet per dwelling unit (less than 1,000 square feet per unit across the entire project), the project is affordable by design and is required to provide three (3) deed restricted units.
- 3) The project is located one quarter of a mile from an existing transit stop on Broad Street near Tank Farm Road.
- 4) The project is located in a "low VMT" area according to the City and SLOCOG because of the density of shopping and jobs in the immediate vicinity. There is less reliance on vehicle forms of transportation.

- 5) The project will have a non-vehicular (bike, ped, transit) mode split of 17.3 percent and higher vehicle occupancy than is typical of the remainder of the community.
- 6) Private onsite recreational amenities that will reduce the necessity to travel to offsite recreation destinations.

#### Ground Floor Residential on Santa Fe

Section 17.70.130 of the Zoning Ordinance requires that the dwelling units not occupy the first 50 feet of ground floor area which faces a public street, unless the City finds that the project enhances the pedestrian environment in the surrounding area or will perform a function or provide a service that is essential or beneficial to the community City. The project includes a mixed use building (Building 21) on the corner of Tank Farm Road and Santa Fe that meets this criterion, and a residential building on the northern end of Santa Fe (Building 4) that does not. The reasons for not including ground floor commercial space in Building 4 are as follows:

- 1) Santa Fe is not anticipated to be connected to Prado Road for 10-15 years, and Santa Fe will function in the near term as a residential cul de sac. Ground floor commercial space in such a location is not desirable to tenants except in dense, highly developed areas such as a downtown.
- 2) The project is providing 12,500 SF of commercial ground floor space. This amount of commercial space is considered the maximum feasible for the project site, considering other proposals in the area, and the goods and services already offered in the area (i.e., Marigold Shopping Center).
- 3) The project provides an essential function and service that is beneficial to the community by providing dwelling units that are smaller in size and more affordable to workers in the immediate vicinity. The project maximizes the availability of these units by developing the ground floor of Building 4 as residential rather than commercial.

#### AASP Policy 4.4.7 Amenity Incentives Provided

- B. Bicycle or public transportation facilities, integrated with areawide systems, such as improved transit stops or bike paths. ***(The project includes Class I and Class IV bike paths that are integrated to the areawide system.)***
- F. Private recreational facilities (sports and volleyball courts). ***(A clubhouses and recreational facilities are provided.)***

#### AASP Policy 5.4.5

- 5.4.5** A 10 percent reduction in the required number of parking spaces may be granted by the Director for development within one-quarter mile of a regularly scheduled transit stop. ***(A transit stop is provided on Broad Street at Tank Farm.)***
- 5.4.6** A 5 percent reduction in the required number of parking spaces may be granted by the Director for development that provides showers and changing rooms, in addition to the secure, sheltered bicycle parking facilities already required by City code. ***(The clubhouse provides additional showers and changing areas.)***

- 5.4.7 A 5 percent reduction in the required number of parking spaces may be granted by the Director for development of parking areas that increase storm water infiltration (see Drainage guidelines in section 5.2.4). ***(The parking lots include pervious pavers and concrete that increase filtration. The project also includes a series of connected bioswales and water quality management areas that will facilitate drainage.)***



PROJECT DESCRIPTION

THE PROJECT ENTITLEMENTS PROPOSE A CHANGE IN LAND USE DESIGNATION FROM BUSINESS PARK TO SERVICE COMMERCIAL, WHICH WOULD ALLOW A MIXED-USE PROJECT PROVIDING UP TO 280 RESIDENTIAL UNITS AND UP TO 12,500 SF OF COMMERCIAL-SERVICE/OFFICE USES. THE PROJECT SITE HAS A DENSITY OF 23.5 DU/ACRE WITH SHARED PUBLIC AND PRIVATE OPEN SPACES, COMMON YARDS, AND A RECREATION CENTER WITH A COMMUNITY BUILDING. THE PROPOSED RESIDENTIAL DEVELOPMENT WOULD INCLUDE A MIX OF STUDIOS, ONE-BEDROOM, TWO-BEDROOM, AND THREE- BEDROOM UNITS WITH PRIVATE BALCONIES. THE PROJECT ALSO INCLUDES A 2,250-SQUARE FOOT CLUBHOUSE BUILDING WITH A 2,800-SQUARE FOOT PATIO AREA. THE CLUBHOUSE BUILDING WOULD PROVIDE MEETING AREAS, AN INDOOR GAME AREA, A COMMON LOUNGE, ADMINISTRATIVE OFFICE AREA, AND A COMMUNITY KITCHEN.

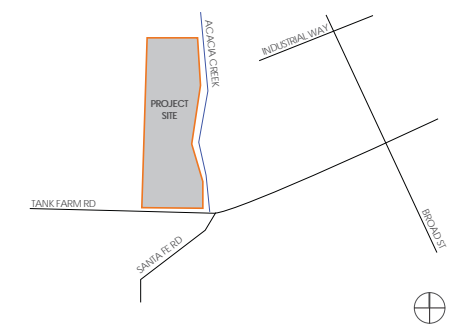
THE PROPOSED PROJECT IS REQUESTING A MINIMUM SETBACK OF APPROXIMATELY 10 FEET FROM ACACIA CREEK FOR A BICYCLE/PEDESTRIAN PATH TO CONNECT TO DAMON GARCIA SPORTS FIELDS (AND AN AVERAGE BIKE PATH OF 20 FEET) AND A MINOR EXCEPTION FOR A MAXIMUM 15-FOOT ENCROACHMENT INTO THE SETBACK FOR PORTIONS OF BUILDINGS 14, AND 21 FROM THE AVERAGE TOP OF BANK.

THE PROJECT'S REQUIRED CREEK SETBACKS, COMMON AREAS AND OPEN SPACE IN THE NORTHWEST CORNER OF THE PROJECT SITE WOULD RESULT IN APPROXIMATELY 18 PERCENT OF THE SITE BEING ONSITE "GREEN" COMMON OPEN SPACE, INCLUDING PLAY AREAS, TOT LOTS, AND LANDSCAPE PARKWAYS. BIKE AND PEDESTRIAN TRIPS WOULD BE SUPPORTED BY A CONNECTION TO THE 650 TANK FARM ROAD PROPERTY AND EXTENSION OF THE ONSITE BIKE PATH TO THE BIKE PATH AT THE DAMON GARCIA-SPORTS FIELDS TO THE NORTH. A NEW BRIDGE CONNECTING THE PROJECT SITE TO THE 650 TANK FARM ROAD PROPERTY IS PLANNED TO BE INSTALLED BY THE DEVELOPER OF THAT PROPERTY.

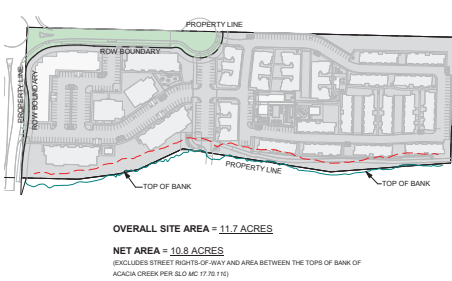
THE PROJECT IS REQUESTING THE FOLLOWING EXCEPTIONS:

- PARKING REDUCTION
- GROUND FLOOR RESIDENTIAL ALONG SANTA FE ROAD
- ENCROACHMENT OF BUILDING 14 & 21 INTO THE CREEK/RIPIARIAN SETBACK
- NO ADDITIONAL THIRD FLOOR CREEK SETBACK

VICINITY MAP



NET AREA EXHIBIT



PROJECT STATISTICS

PROJECT ADDRESS:		600 TANK FARM ROAD SAN LUIS OBISPO, CA 93401
APN:		053-421-006 & 053-421-002
CURRENT ZONING:		BP-SF
PROPOSED REZONING:		C5
OVERALL SITE AREA:		11.7 ACRES (509,652 SF)
NET SITE AREA:		10.84 ACRES (472,190 SF)
MAX. FAR:		60% = (60% X 472,190 SF) = 283,314 SF
MAX. BLDG & HARDSCAPE COVERAGE		90% = (90% X 472,190 SF) = 424,971 SF
MIN. LANDSCAPE COVERAGE		10% = (10% X 472,190 SF) = 47,219 SF
PROPOSED LOT COVERAGE:		
		BUILDING/HARDSCAPE: 309,908 SF (309,908 SF/472,190 SF) = 65.6%
		LANDSCAPING: 162,282 SF (162,282 SF/472,190 SF) = 34.4%
SETBACKS:		
PER SAN LUIS OBISPO AIRPORT AREA SPECIFIC PLAN, TABLE 4-7		
		REQUIRED (C-5)
		PROPOSED
DISTANCE FROM PL'S ALONG STREETS		16 FT (BUILDINGS), 5 FT (PARKING) 16 FT (BUILDINGS), 5 FT (PARKING)
DISTANCE FROM PL'S ALONG ADJACENT PARCELS		0 FT (BUILDINGS), 0 FT (PARKING) 0 FT (BUILDINGS), 0 FT (PARKING)
BUILDING HEIGHT:		
PER SAN LUIS OBISPO AIRPORT AREA SPECIFIC PLAN, TABLE 4-9		
ALLOWED :		OCCUPIED 36'-0"
		NON-OCCUPIED FEATURES 46'-0"
PROPOSED:		VARIES, REFER TO BUILDING ELEVATIONS 3-STORIES MAX

DENSITY & UNIT MIX

ALLOWED DENSITY:		24 DU/ACRE	
ALLOWED DU'S		260.16 DU'S	
PROPOSED:			
	DU/UNIT	UNIT COUNT	TOTAL DU (DU/UNIT X UNIT COUNT)
STUDIO	0.5 DU/UNIT	28	14
1-BED	0.66 DU/UNIT	68	44.88
2-BED	1 DU/UNIT	156	156
3-BED	1.5 DU/UNIT	28	42
TOTALS =		280 UNITS	256.88 DU'S

UNIT AREAS:

UNIT TYPE	UNIT COUNT	AREA
UNIT A1 (2-BR TH (SM))	28	1050 SF
UNIT A2 (2-BR TH (LG))	14	1400 SF
UNIT A3 (3-BR TH)	28	1550 SF
UNIT B1 (1-BR (WIDE))	15	735 SF
UNIT B2 (1-BR (LONG))	15	765 SF
UNIT B3 (2-BR (WIDE))	10	1100 SF
UNIT B4 (2-BR (LONG))	30	1075 SF
UNIT CD1 (STUDIO)	8	565 SF
UNIT CD2 (1-BR)	18	725 SF
UNIT CD3 (2-BR)	74	950 SF
UNIT E1 (STUDIO)	20	450 SF
UNIT E2 (1-BR)	20	625 SF
COMMERCIAL	N/A	12,500 SF

BUILDING AREAS

BUILDING TYPE	BUILDING COUNT	AREA
RESIDENTIAL:		
BUILDING A:	14	6,600 SF
BUILDING B	5	13,150 SF
BUILDING C	3	21,450 SF
BUILDING D	2	11,760 SF
TOTAL RESIDENTIAL =	24	246,020 SF
MIXED USE:		
BUILDING E	1	34,000 SF
BUILDING F	1	2,574 SF
TOTAL MIXED USE =	2	36,574 SF
TOTAL BUILDINGS =	26	282,594 SF
PROPOSED FAR		59.85%

PARKING CALCS

VEHICLE PARKING	
REQUIRED PARKING:	
RESIDENTIAL:	
STUDIO	0.75 SPACES/UNIT * (28 UNITS) = 21 SPACES
1-BED	0.75 SPACES/UNIT * (68 UNITS) = 51 SPACES
2-BED	1.5 SPACES/UNIT * (156 UNITS) = 234 SPACES
3-BED	2.25 SPACES/UNIT * (28 UNITS) = 63 SPACES
GUEST	1 SPACE/5 UNITS * (280 UNITS) = 56 SPACES
TOTAL RESIDENTIAL =	425 SPACES
COMMERCIAL:	1 SPACE/300 SF * (12,500 SF) = 41.7 SPACES
TOTAL REQUIRED PARKING:	467 SPACES
PROPOSED PARKING:	(OVERALL 6.8% REDUCTION) 435 SPACES
EV PARKING	
REQUIRED EV SPACES:	
RESIDENTIAL:	
READY	10% OF REQUIRED --> (425 * 0.10) = 43 SPACES
CAPABLE	50% OF REQUIRED --> (425 * 0.25) = 106 SPACE
COMMERCIAL:	
READY	10% OF REQUIRED --> (42 * 0.10) = 5 SPACES
CAPABLE	25% OF REQUIRED --> (42 * 0.25) = 11 SPACES
TOTAL EV READY REQUIRED =	48 SPACES
TOTAL EV CAPABLE REQUIRED =	117 SPACES
PROPOSED EV SPACES:	
EV READY	48 SPACES
EV CAPABLE	117 SPACES
BICYCLE PARKING	
REQUIRED:	
RESIDENTIAL:	
LONG TERM	2 SPACES/UNIT * (280 UNITS) = 560 SPACES
SHORT TERM (GUEST SPACES)	1 SPACE/5 UNITS * (280 UNITS) = 56 SPACES
TOTAL RESIDENTIAL BIKE PARKING =	616 SPACES
COMMERCIAL:	
LONG TERM	25% OF REQUIRED --> 8.4 * 0.25 = 2.1 --> 3 SPACES
SHORT TERM	75% OF REQUIRED --> 8.4 * 0.75 = 6.3 --> 7 SPACES
TOTAL COMMERCIAL BIKE PARKING =	10 SPACES
TOTAL LONG TERM BIKE PARKING =	563 SPACES
TOTAL SHORT TERM BIKE PARKING =	63 SPACES
PROPOSED BICYCLE SPACES:	
LONG TERM	563 SPACES
SHORT TERM	63 SPACES
MOTORCYCLE PARKING	
REQUIRED:	
1 MOTORCYCLE 20 PARKING SPACES	23.35 SPACES
PROPOSED:	23 SPACES

PROJECT TEAM

CLIENT:	COVELOP COLLABORATIVE DEVELOPMENT ADDRESS: 1135 SANTA ROSA ST, SUITE 210 SAN LUIS OBISPO, CA 93401 CONTACT: DAMIEN MAVIS EMAIL: DMAVIS@COVELOP.NET PHONE: 805.781.3133
ARCHITECT:	RRM DESIGN GROUP ADDRESS: 3765 S. HIGUERA, SUITE 102 SAN LUIS OBISPO, CA 93401 CONTACT: DARIN CABRAL EMAIL: DJCABRAL@RRMDESIGN.COM PHONE: 805.543.1794
CIVIL ENGINEER:	RRM DESIGN GROUP ADDRESS: 3765 S. HIGUERA, SUITE 102 SAN LUIS OBISPO, CA 93401 CONTACT: NOAH WALTERS EMAIL: NGWALTERS@RRMDESIGN.COM PHONE: 805.543.1794
LANDSCAPE ARCH:	RRM DESIGN GROUP ADDRESS: 3765 S. HIGUERA, SUITE 102 SAN LUIS OBISPO, CA 93401 CONTACT: JAKE MINNICK EMAIL: JRMINNICK@RRMDESIGN.COM PHONE: 805.543.1794

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CLEAN ENERGY STATEMENT

**Building & Safety Division**  
Community Development  
219 Palm Street, San Luis Obispo, CA 93401-3218

**Clean Energy Choice Program for New Buildings**  
Building Permit Certificate of Compliance  
1: 805.781.7180 F: 805.781.7182

**CLEAN ENERGY CHOICE PROGRAM FOR NEW BUILDINGS**  
**PLANNING ACKNOWLEDGEMENT STATEMENT**  
EFFECTIVE DATE: September 1, 2020  
APPLICABLE PROJECTS: All New Residential and Non-Residential New Buildings  
APPLICABLE CODES: 2019 CEC, CEC, CBC, and SLMC

**INSTRUCTIONS:** Complete the statement form below and please include the statement on the plans in both the planning entitlement application and building permit submittal. A physical signature or eSignature are acceptable methods of signing.

**THIS PROJECT IS SUBJECT TO THE ENERGY REACH CODE.**  
Ordinance No. 1584 (SLCMC 15.04.110)  
Choose one of the following:  
☒ The project has chosen the "All-Electric" building design.  
☐ The project has chosen the "Mixed-Fuel" building design.  
Signature: [Signature]  
Position/Title: Owner  
Date: 7/18/2021  
For compliance instructions, please visit the following website:  
[www.slocity.org/cleanenergychoice](http://www.slocity.org/cleanenergychoice)

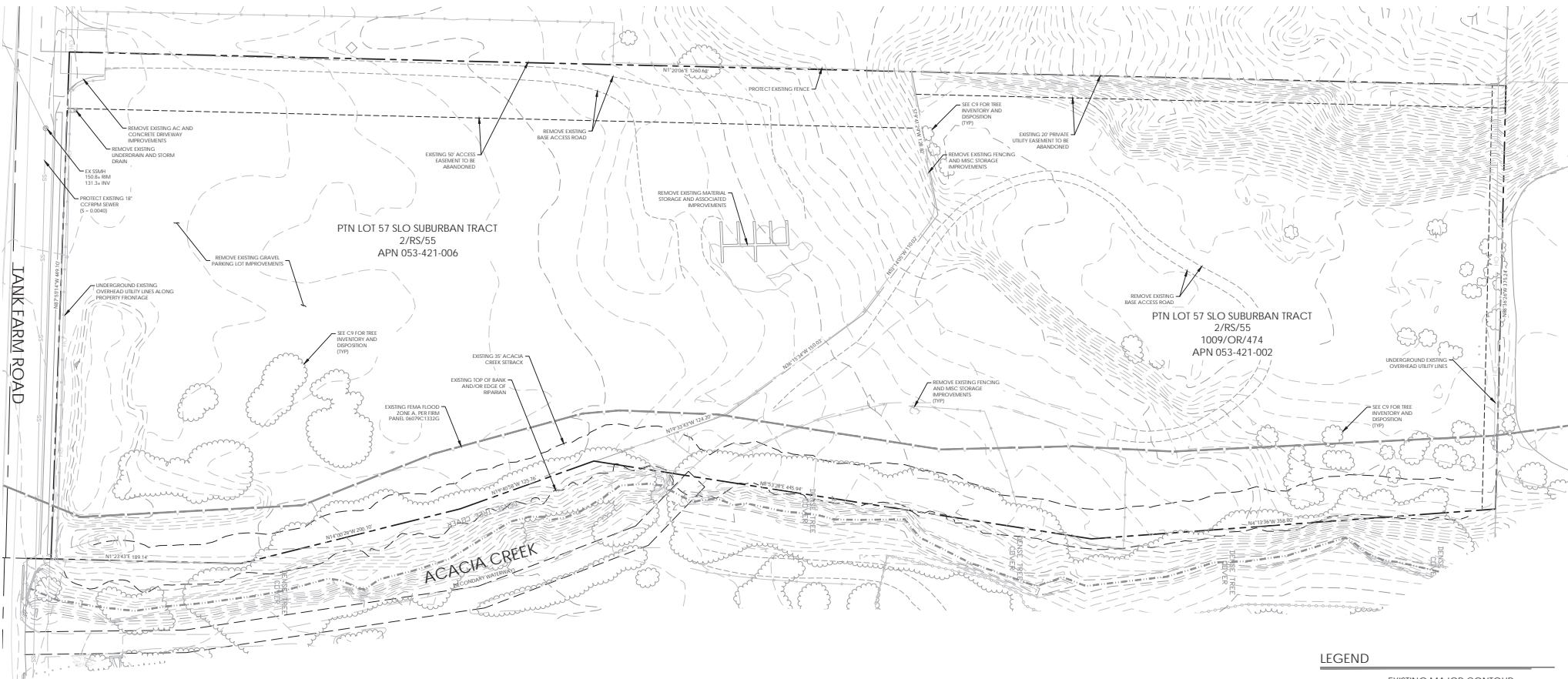
AVG. NATURAL GRADE CALCULATION

LOW POINT OF SITE: 148.5'  
HIGH POINT OF SITE: 199.5'  
AVG. NATURAL GRADE: (148.5' + 199.5') / 2 = 174'  
MAX HEIGHT ALLOWED (OCCUPIED) = 36'-0" → 174' + (36') = 210'  
MAX HEIGHT ALLOWED (UNOCCUPIED) = 46'-0" → 174' + (46') = 220'

TITLE SHEET

A1

1622-02-RS20 September 3, 2021 ENTITLEMENTS PACKAGE



LEGEND	
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR
SS	EXISTING 18" PUBLIC SEWER MAIN
W	EXISTING 12" PUBLIC WATER MAIN
---	EXISTING EASEMENT

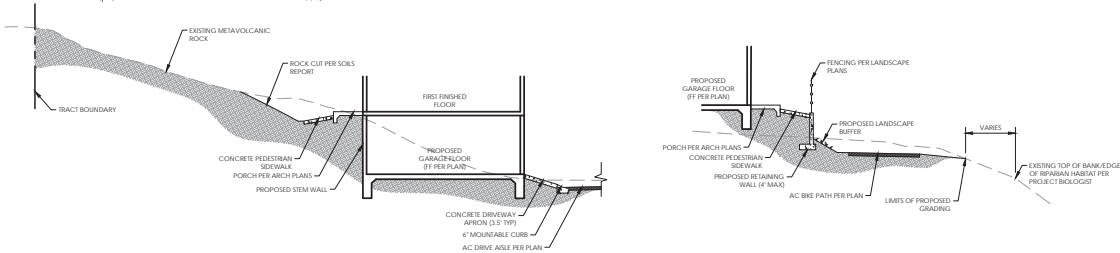
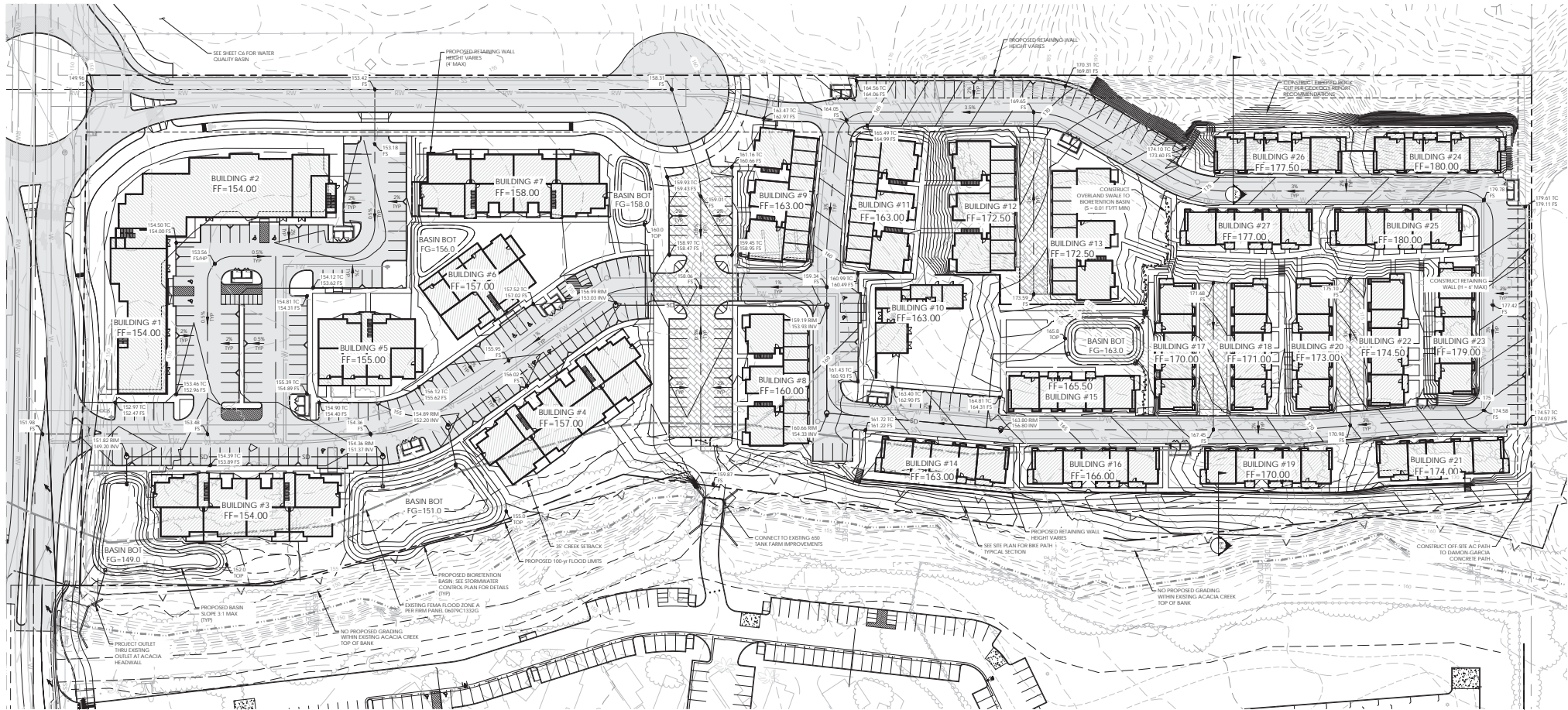
SCALES: 1" = 40'-0" (12"x18" SHEET) 0' 20' 40' 80' 120'  
 1" = 20'-0" (24"x36" SHEET) 0' 10' 20' 40' 60'











#### APPROXIMATE EARTHWORK QUANTITIES

RAW CUT: 16,700 cu yd  
 RAW FILL: 28,700 cu yd  
 RAW NET: 12,000 cu yd <IMPORT>

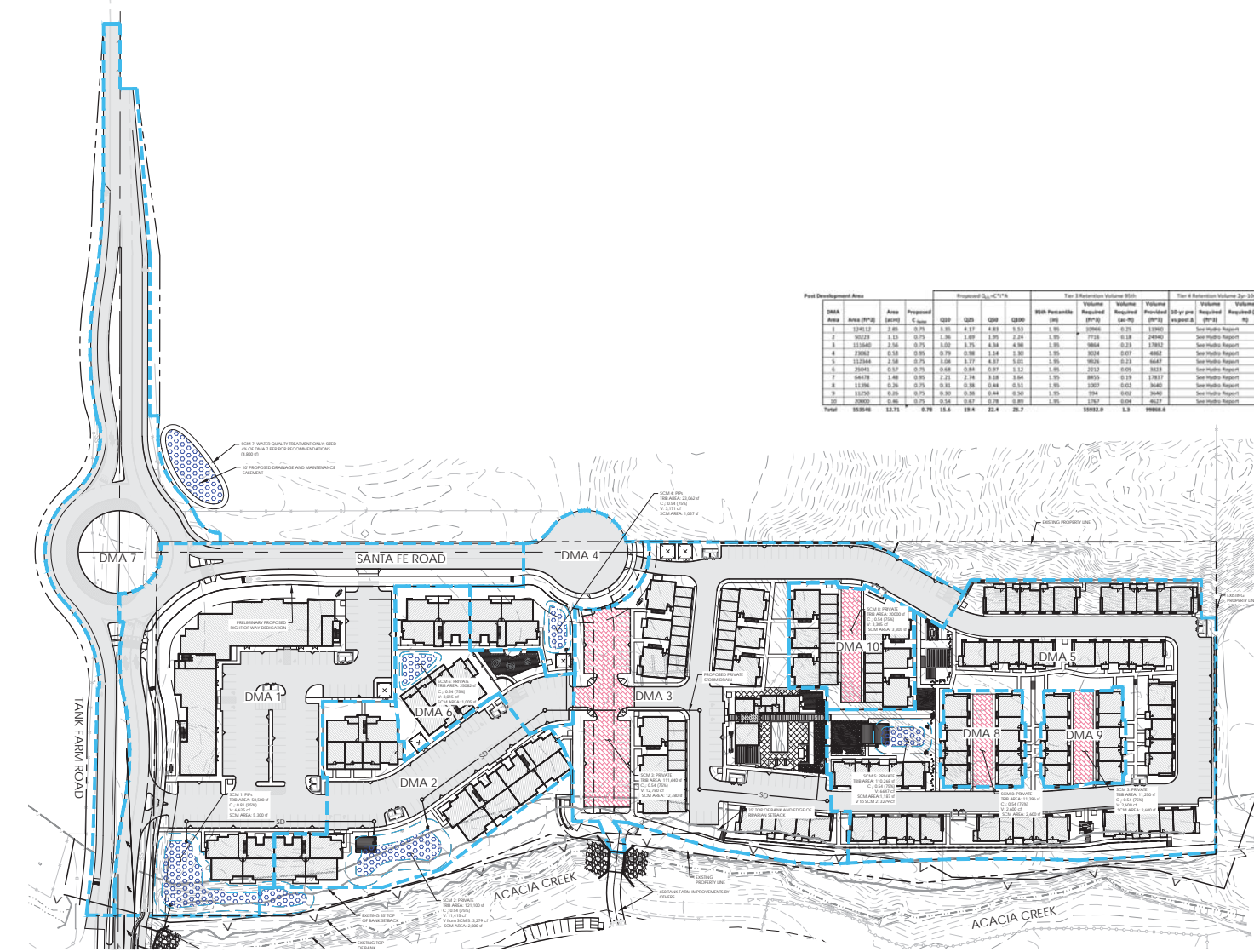
AREA OF DISTURBANCE: 14.3 ac

QUANTITY ESTIMATES ON THESE PLANS ARE TO BE USED FOR BONDING AND PERMIT PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION

#### LEGEND

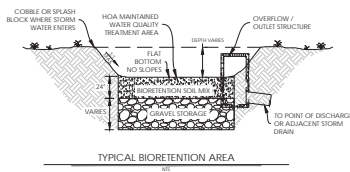
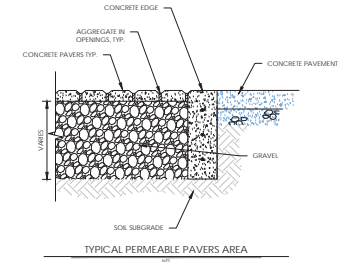
- SD — PROPOSED PRIVATE 12" HDPE STORM DRAIN
- SS — SEWER MAIN (SEE SITE PLAN - C4)
- W — WATER MAIN (SEE SITE PLAN - C4)
- RW — RECYCLED (SEE SITE PLAN - C4)





Post Development Area

DMA	Area (sq ft)	Area (acres)	Proposed C <sub>u</sub>	Proposed C <sub>u</sub> of 100% A				Total Retention Volume With		Total Retention Volume 2-in. Filter	
				Q50	Q25	Q10	Q100	Volume Required (cu ft)	Volume Provided (cu ft)	Volume Required (cu ft)	Volume Provided (cu ft)
1	1,811.2	0.04	0.75	1.50	0.17	0.03	1.50	1,000.0	0.75	1,100.0	See Hydro Report
2	1,022.3	0.02	0.75	1.50	0.09	0.02	1.50	775.0	0.18	2,400.0	See Hydro Report
3	11,040.0	0.25	0.75	1.50	0.75	0.14	1.50	980.0	0.23	1,700.0	See Hydro Report
4	2,000.0	0.05	0.75	1.50	0.08	0.01	1.50	300.0	0.07	400.0	See Hydro Report
5	11,744.0	0.27	0.75	1.50	0.77	0.14	1.50	920.0	0.23	1,600.0	See Hydro Report
6	2,040.0	0.05	0.75	1.50	0.08	0.01	1.50	310.0	0.07	400.0	See Hydro Report
7	6,447.0	0.15	0.75	1.50	0.38	0.07	1.50	400.0	0.10	1,700.0	See Hydro Report
8	11,700.0	0.27	0.75	1.50	0.77	0.14	1.50	920.0	0.23	1,600.0	See Hydro Report
9	11,700.0	0.27	0.75	1.50	0.77	0.14	1.50	920.0	0.23	1,600.0	See Hydro Report
10	20,000.0	0.46	0.75	1.50	0.87	0.16	1.50	1,700.0	0.24	4,017.0	See Hydro Report
<b>Total</b>	<b>65,940.0</b>	<b>1.51</b>	<b>0.75</b>	<b>15.6</b>	<b>3.6</b>	<b>0.7</b>	<b>15.6</b>	<b>10,000.0</b>	<b>1.3</b>	<b>9,900.0</b>	



**LEGEND**

**DRAINAGE MANAGEMENT AREA BOUNDARY**

**PROPOSED IMPROVEMENTS**

- PAVING AREA/PERCENTAGE: 50400 sf
- LANDSCAPE: 103,500 sf
- HARDSCAPE: 38,970 sf
- TOTAL IMPROVEMENTS: 194,470 sf
- TOTAL AREA: 10.5 ACRES

**PROPOSED TREATMENT**

- BIORETENTION AREA
- PERVIOUS PAVERS

**REQUIRED STORMWATER CONTROL MEASURES**

**ITEM 1 - RUNOFF REDUCTION**

- 100% PAVEMENT PERVIOUSNESS
- MINIMIZE IMPERVIOUS AREAS

**ITEM 2 - WATER QUALITY (10% PERCENTILE - 1.5%)**

- 100% USE RETENTION BASIN TREATMENT AND INFILTRATION

**ITEM 3 - RETAIN 95TH PERCENTILE STORM EVENT (1.5%)**

- BASINS SHALL RETAIN AND RELEASE THE REQUIRED 95TH PERCENTILE RETENTION VOLUME WHERE:

$$VOLUME (cu ft) = (1.50' / 12" \times C \times A \times 2.58) \times 1.78 = 0.7746 \times 0.04$$

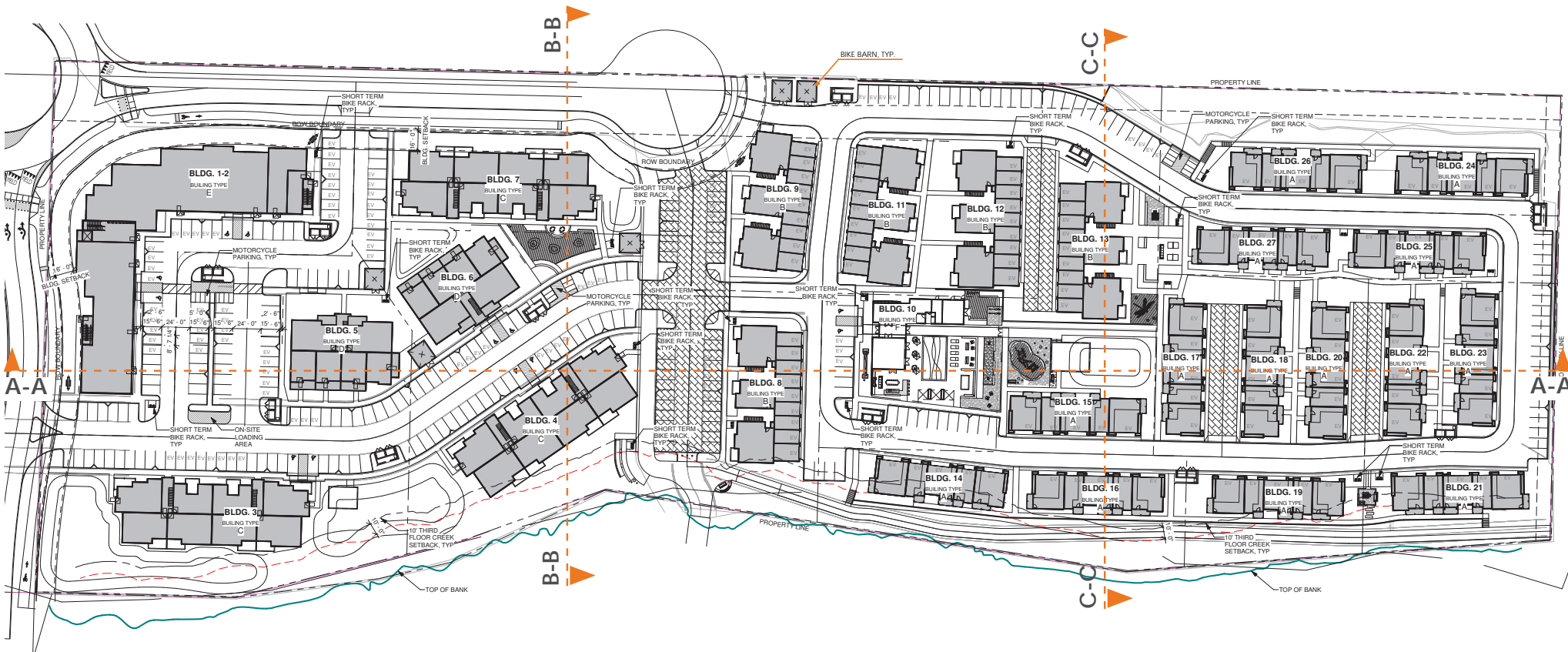
$$A = TRIBUTARY AREA (sq ft)$$

**ITEM 4 - PEAK MANAGEMENT**

- PEAK MANAGEMENT FOR THE ON-SITE DEVELOPMENT IS PROVIDED IN THE RETENTION BASIN AS SHOWN.
- ON-SITE RETENTION IS PROVIDED PREVIOUSLY BY THE AVOCET AND FAHRE GRADING ACTIVITIES COMPLETED IN 2019 IN RETENTION #4 AND THE NORTHERN MARSH RETENTION BASIN.

0 60 120 180 feet  
1"=60'

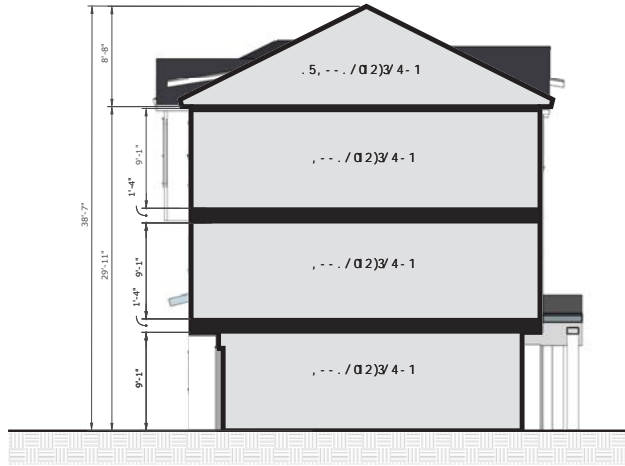




SCALES: 1" = 40'-0" (12"x18" SHEET) 0' 20' 40' 80' 120'  
 1" = 20'-0" (24"x36" SHEET) 0' 10' 20' 40' 60'

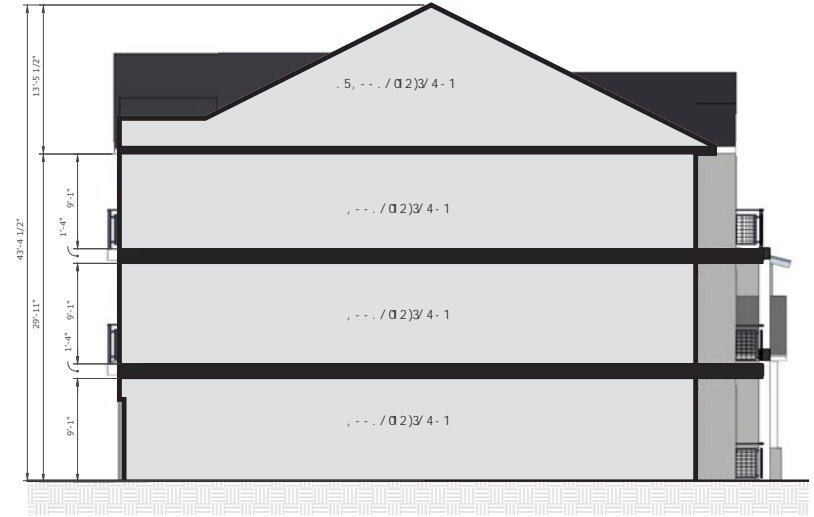






**BUILDING A SECTION**

SCALE: 3/16" = 1'-0"



**BUILDING B SECTION**

SCALE: 3/16" = 1'-0"



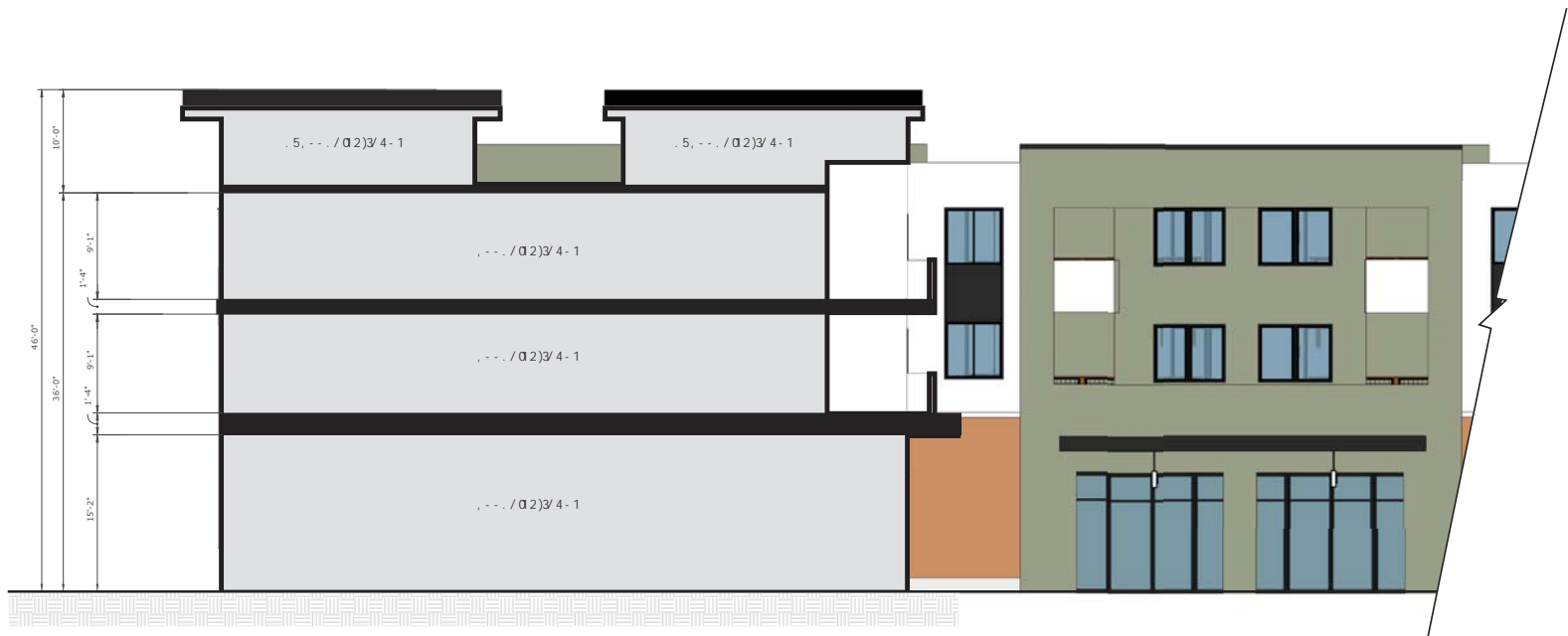
**BUILDING C SECTION**

SCALE: 3/16" = 1'-0"



**BUILDING D SECTION**

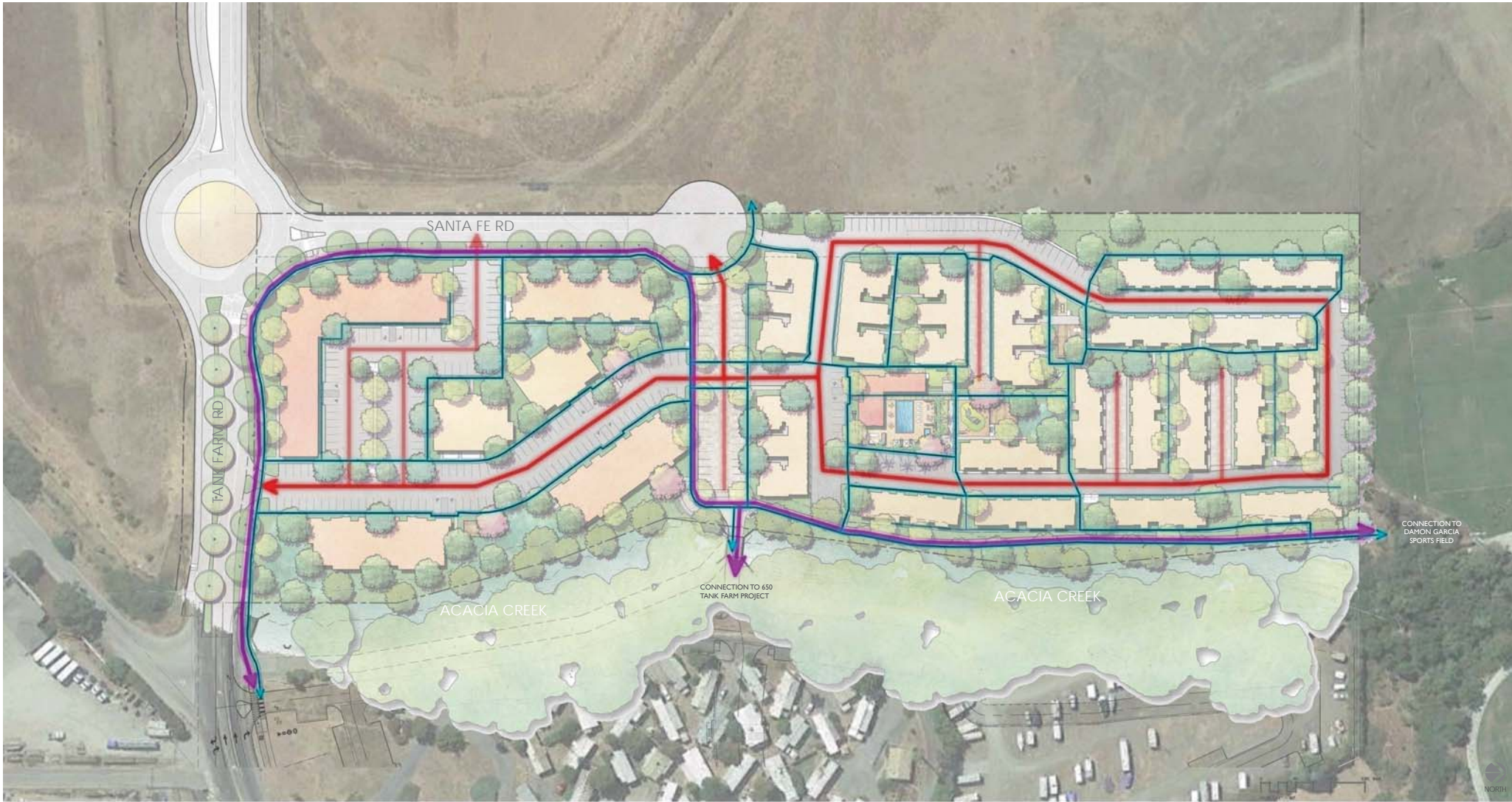
SCALE: 3/16" = 1'-0"



**BUILDING E SECTION**

SCALE: 3/16" = 1'-0"





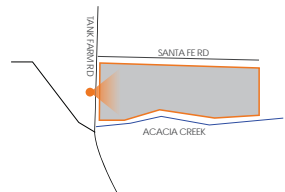
#### LEGEND

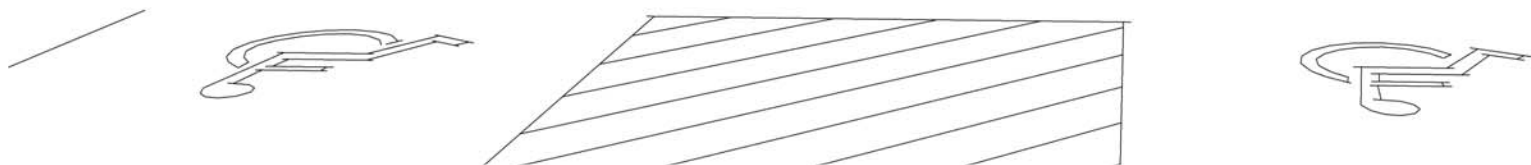
- PEDESTRIAN CIRCULATION
- BICYCLE CIRCULATION
- VEHICULAR CIRCULATION



VIEW OF PROJECT FROM TANK FARM ROAD

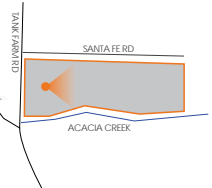
KEY MAP





VIEW OF PROJECT FROM INTERIOR PARKING LOT

#### KEY MAP

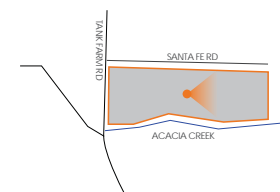






VIEW FROM BUILDING 'F' PARKING ON SITE

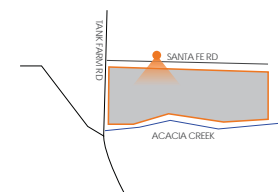
#### KEY MAP

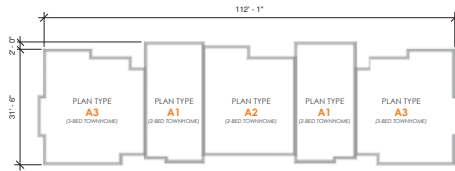




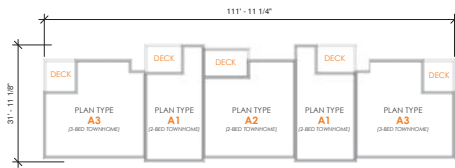
VIEW OF PROJECT FROM SANTA FE ROAD

#### KEY MAP

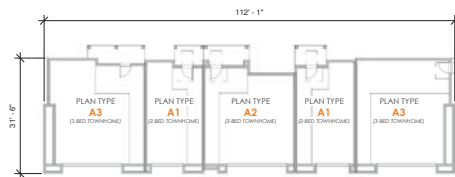




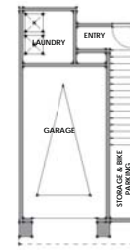
③ BUILDING A - THIRD FLOOR  
SCALE: 1/16" = 1'-0"



② BUILDING A - SECOND FLOOR  
SCALE: 1/16" = 1'-0"

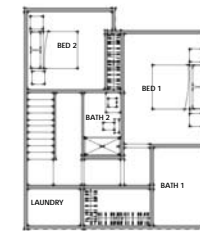
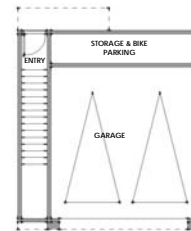


① BUILDING A - GROUND FLOOR  
SCALE: 1/16" = 1'-0"



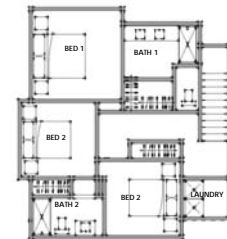
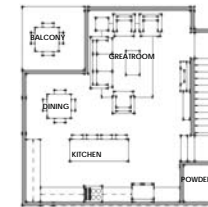
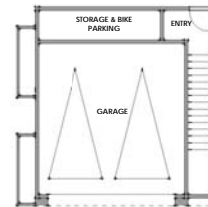
2BED 2.5 BATH TOWNHOME  
APPROX. 1,050 SF

PLAN TYPE - A1  
1/8" = 1'-0"



2BED 2.5 BATH TOWNHOME  
APPROX. 1,400 SF

PLAN TYPE - A2  
1/8" = 1'-0"



3BED 2.5 BATH TOWNHOME  
APPROX. 1,550 SF

PLAN TYPE - A3  
1/8" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'





\*NOTE:  
PROVIDING HEIGHT INFORMATION FOR INSTANCE OF  
BUILDING TYPE AT HIGHEST AND LOWEST LOCATIONS ON SITE.

### FRONT ELEVATION

SCALE: 3/16" = 1'-0"



### LEFT ELEVATION

SCALE: 3/32" = 1'-0"



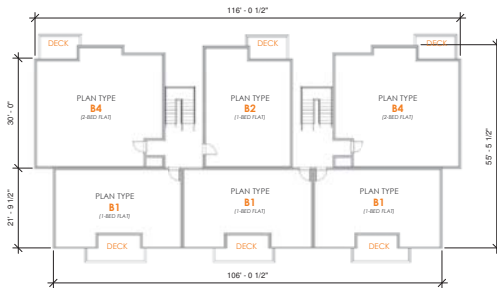
### REAR ELEVATION

SCALE: 3/32" = 1'-0"



### RIGHT ELEVATION

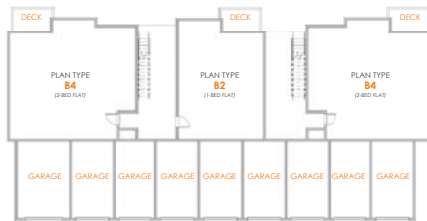
SCALE: 3/32" = 1'-0"



③ **BUILDING B - THIRD FLOOR**  
SCALE: 1/16" = 1'-0"



② **BUILDING B - SECOND FLOOR**  
SCALE: 1/16" = 1'-0"

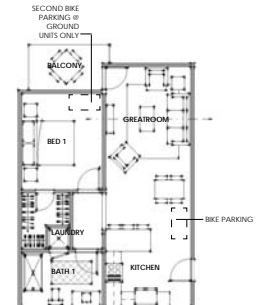


① **BUILDING B - GROUND FLOOR**  
SCALE: 1/16" = 1'-0"



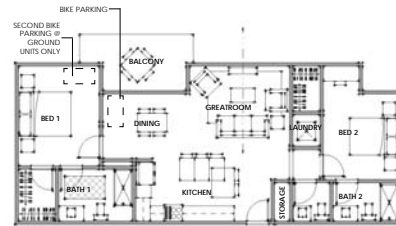
1 BEDROOM 1 BATH FLAT  
APPROX. 735 SF

**PLAN TYPE - B1**  
1/8" = 1'-0"



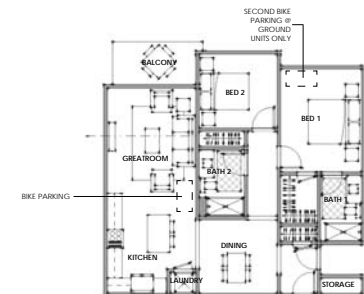
1 BEDROOM 1 BATH FLAT  
APPROX. 765 SF

**PLAN TYPE - B2**  
1/8" = 1'-0"



2 BEDROOM 2.5 BATH FLAT  
APPROX. 1,100 SF

**PLAN TYPE - B3**  
1/8" = 1'-0"



2 BEDROOM 2 BATH FLAT  
APPROX. 1,075 SF

**PLAN TYPE - B4**  
1/8" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'



## FRONT ELEVATION

SCALE: 3/16" = 1'-0"



## LEFT ELEVATION

SCALE: 3/32" = 1'-0"



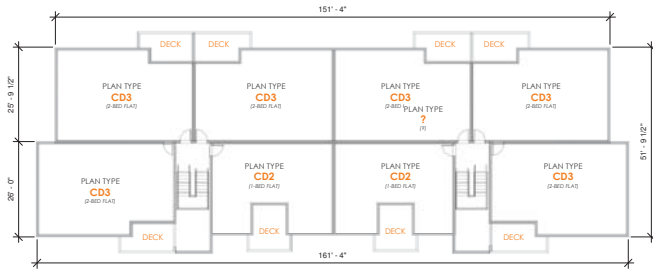
## REAR ELEVATION

SCALE: 3/32" = 1'-0"



## RIGHT ELEVATION

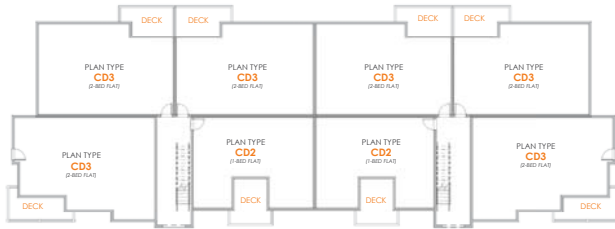
SCALE: 3/32" = 1'-0"



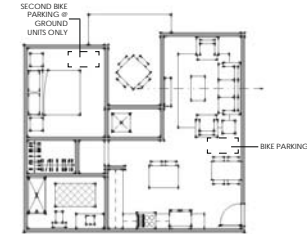
③ **BUILDING C - THIRD FLOOR**  
SCALE: 1/16" = 1'-0"



② **BUILDING C - SECOND FLOOR**  
SCALE: 1/16" = 1'-0"

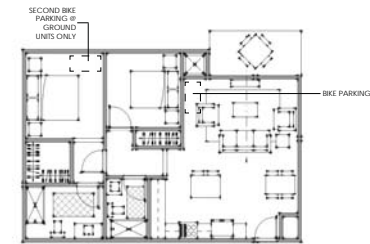


① **BUILDING C - GROUND FLOOR**  
SCALE: 1/16" = 1'-0"



**1 BEDROOM 1 BATH FLAT**  
APPROX. 725 SF

**PLAN TYPE - CD2**  
1/8" = 1'-0"



**2 BEDROOM 2 BATH FLAT**  
APPROX. 950 SF

**PLAN TYPE - CD3**  
1/8" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'



HEIGHT CALC:  
LOW POINT OF SITE: 148.5'  
HIGH POINT OF SITE: 199.5'

AVG. NATURAL GRADE:  $(148.5' + 199.5') / 2 = 174'$

MAX HEIGHT ALLOWED (OCCUPIED) =  $36'-0" \rightarrow 174' + (36') = 210'$

MAX HEIGHT ALLOWED (UNOCCUPIED) =  $46'-0" \rightarrow 174' + (46') = 220'$



## FRONT ELEVATION

SCALE: 3/16" = 1'-0"

\*NOTE:  
PROVIDING HEIGHT INFORMATION FOR INSTANCE OF  
BUILDING TYPE AT HIGHEST AND LOWEST LOCATIONS ON SITE.



## LEFT ELEVATION

SCALE: 3/32" = 1'-0"



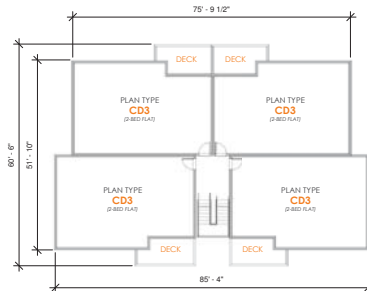
## REAR ELEVATION

SCALE: 3/32" = 1'-0"

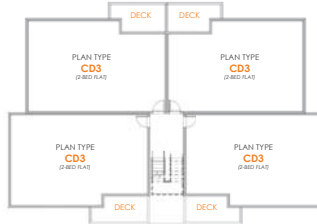


## RIGHT ELEVATION

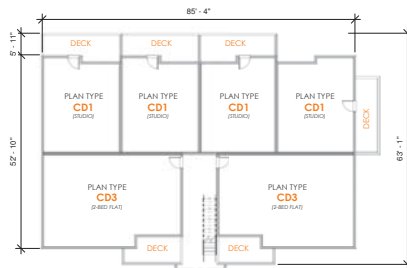
SCALE: 3/32" = 1'-0"



③ **BUILDING D - THIRD FLOOR**  
SCALE: 1/16" = 1'-0"



② **BUILDING D - SECOND FLOOR**  
SCALE: 1/16" = 1'-0"

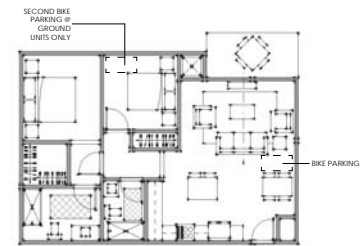


① **BUILDING D - GROUND FLOOR**  
SCALE: 1/16" = 1'-0"



**STUDIO**  
APPROX. 565 SF

**PLAN TYPE - CD1**  
1/8" = 1'-0"



**2 BEDROOM 2 BATH FLAT**  
APPROX. 950 SF

**PLAN TYPE - CD3**  
1/8" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'



HEIGHT CALC:  
LOW POINT OF SITE: 148.5'  
HIGH POINT OF SITE: 199.5'

AVG. NATURAL GRADE:  $(148.5' + 199.5') / 2 = 174'$

MAX HEIGHT ALLOWED (OCCUPIED) =  $36'-0" \rightarrow 174' + (36') = 210'$

MAX HEIGHT ALLOWED (UNOCCUPIED) =  $46'-0" \rightarrow 174' + (46') = 220'$



\*NOTE:  
PROVIDING HEIGHT INFORMATION FOR INSTANCE OF  
BUILDING TYPE AT HIGHEST AND LOWEST LOCATIONS ON SITE.

## FRONT ELEVATION

SCALE: 3/16" = 1'-0"



## LEFT ELEVATION

SCALE: 3/32" = 1'-0"



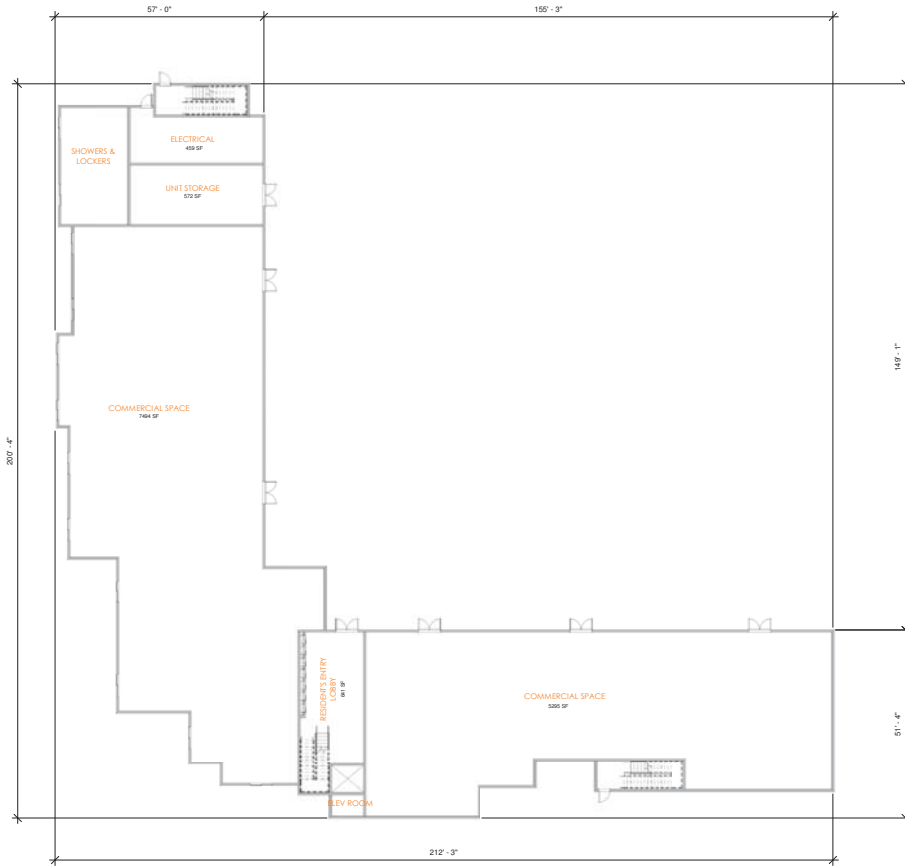
## REAR ELEVATION

SCALE: 3/32" = 1'-0"



## RIGHT ELEVATION

SCALE: 3/32" = 1'-0"



① **BUILDING E - GROUND FLOOR**  
SCALE: 1/16" = 1'-0"

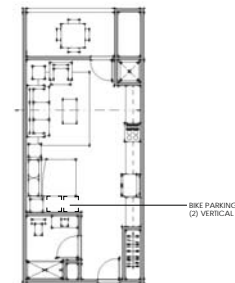


② **BUILDING E - SECOND FLOOR**  
SCALE: 1/16" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'

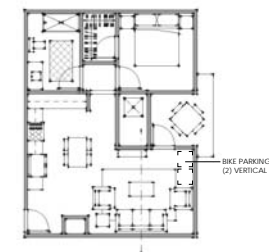


① **BUILDING E - THIRD FLOOR**  
SCALE: 1/16" = 1'-0"



**STUDIO**  
APPROX. 450 SF

**PLAN TYPE - E1**  
1/8" = 1'-0"



**1 BEDROOM 1 BATH FLAT**  
APPROX. 615 SF

**PLAN TYPE - E2**  
1/8" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'

HEIGHT CALC:  
LOW POINT OF SITE: 148.5'  
HIGH POINT OF SITE: 199.5'

AVG. NATURAL GRADE:  $(148.5' + 199.5') / 2 = 174'$

MAX HEIGHT ALLOWED (OCCUPIED) =  $36'-0" \rightarrow 174' + (36') = 210'$

MAX HEIGHT ALLOWED (UNOCCUPIED) =  $46'-0" \rightarrow 174' + (46') = 220'$



## FRONT ELEVATION

SCALE: 3/16" = 1'-0"



## LEFT ELEVATION

SCALE: 3/32" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'



REAR ELEVATION

SCALE: 3/16" = 1'-0"



RIGHT ELEVATION

SCALE: 3/32" = 1'-0"





① **GROUND FLOOR PLAN**  
SCALE: 3/16" = 1'-0"

SCALES: 1/16" = 1'-0" (12"X18" SHEET) 0' 8' 16' 32' 48'  
1/8" = 1'-0" (24"X36" SHEET) 0' 4' 8' 16' 24'

HEIGHT CALC:  
LOW POINT OF SITE: 148.5'  
HIGH POINT OF SITE: 199.5'

AVG. NATURAL GRADE:  $(148.5' + 199.5') / 2 = 174'$

MAX HEIGHT ALLOWED (OCCUPIED) =  $36'-0" \rightarrow 174' + (36)' = 210'$

MAX HEIGHT ALLOWED (UNOCCUPIED) =  $46'-0" \rightarrow 174' + (46)' = 220'$



FRONT ELEVATION

SCALE: 3/16" = 1'-0"



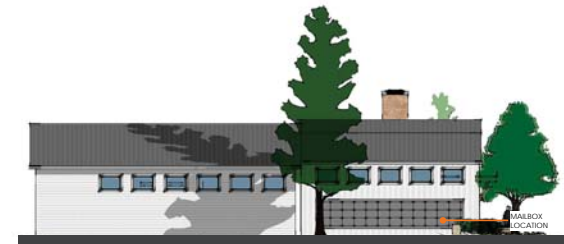
LEFT ELEVATION

SCALE: 3/32" = 1'-0"



REAR ELEVATION

SCALE: 3/32" = 1'-0"



RIGHT ELEVATION

SCALE: 3/32" = 1'-0"



CHARACTER SKETCH

COLOR AND MATERIALS PALETTE FOR BUILDING TYPES A & B



1. ASPHALT SHINGLE ROOFING:  
OWENS CORNING OAKRIDGE  
TWILIGHT BLACK

①



2. BOARD & BATTEN  
FIBER CEMENT BOARD &  
BATT SIDING

②



3. HORIZ. SIDING  
FIBER CEMENT  
8" LAP SIDING

③



4. PAINT COLOR  
SHERWIN WILLIAMS  
WHITE SNOW SW 9541

④



5. PAINT COLOR  
SHERWIN WILLIAMS  
GRAY SHINGLE SW 7670

⑤



6. METAL ROOFING  
STANDING SEAM METAL  
ROOFING, - DARK GRAY

⑥



7. STOREFRONT:  
MILGARD WINDOWS  
BLACK FRAME

⑦






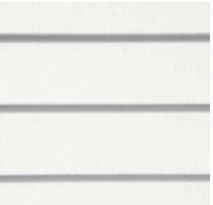


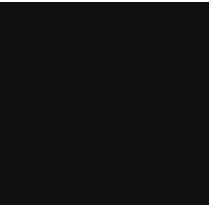


8. LIGHT FIXTURE STYLE:  
MAXIM  
MODEL 863938Z  
(NIGHT SKY COMPLIANT)

⑧



CHARACTER SKETCH

COLOR AND MATERIALS PALETTE FOR BUILDING TYPES C & D

								
1. ASPHALT SHINGLE ROOFING: OWENS CORNING OAKRIDGE TWILIGHT BLACK	2. METAL ROOFING: MCARTHY WHOLSALE STANDING SEAM METAL SHAKE GRAY	3. BOARD & BATTEN FIBER CEMENT BOARD & BATT SIDING COLOR: SHERWIN WILLIAMS WHITE SNOW SW 9541	4. HORIZ. SIDING FIBER CEMENT 8" LAP SIDING COLOR: SHERWIN WILLIAMS WHITE SNOW SW 9541	5. BOARD & BATTEN FIBER CEMENT BOARD & BATT SIDING COLOR: SHERWIN WILLIAMS LIVEABLE GREEN SW61	6. CEMENT PLASTER: SHERWIN WILLIAMS GREEN EARTH SW 7748	7. STOREFRONT: MILGARD WINDOWS BLACK FRAME	8. RAILING: POSTS AND RAILING STAINED WOOD BALUSTRADE: BLACK HOG WIRE	9. LIGHT FIXTURE STYLE: MAXIM MODEL 86393BZ (NIGHT SKY COMPLIANT)



CHARACTER SKETCH

### COLOR AND MATERIALS PALETTE FOR BUILDING E (MIXED USE)



1. METAL ROOFING:  
MCARTHY WHOLSALE  
STANDING SEAM METAL  
SHAKE GRAY

①



2. HORIZ. SIDING  
FIBER CEMENT  
8" LAP SIDING

②



3. PAINT COLOR  
SHERWIN WILLIAMS  
WHITE SNOW SW 9541

③



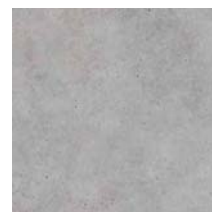
4. PAINT COLOR:  
SEVEL 4 SMOOTH TROWEL  
FINISH  
COLOR:  
SHERWIN WILLIAMS  
SAGE GREEN LIGHT

④



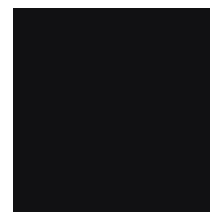
5. BRICK VENEER  
TRAIN STATION  
THIN BRICK BRICK VENEER

⑤



6. WAINSCOT:  
PRECAST CONCRETE

⑥



7. STOREFRONT:  
STOREFRONT WINDOW  
SYSTEM - BLACK

⑦



8. LIGHT FIXTURE STYLE:  
MAXIM  
MODEL 86393BZ  
(NIGHT SKY COMPLIANT)

⑧





CHARACTER SKETCH

COLOR AND MATERIALS PALETTE FOR BUILDING F (CLUBHOUSE)



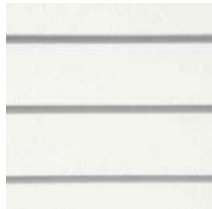
1. METAL ROOFING:  
MCARTHY WHOLESALE  
STANDING SEAM METAL  
SHAKE GRAY

①



2. BOARD & BATTEN  
FIBER CEMENT BOARD &  
BATT SIDING

②



3. HORIZ. SIDING  
FIBER CEMENT  
8" LAP SIDING

③



4. PAINT COLOR  
SHERWIN WILLIAMS  
WHITE SNOW 9541

④



5. WOOD PLANK SIDING:  
HORIZ. CEDER PLANK

⑤



6. BRICK VENEER  
TRAIN STATION  
THIN BRICK BRICK VENEER

⑥



7. STOREFRONT:  
STOREFRONT WINDOW  
SYSTEM - BLACK

⑦



8. LIGHT FIXTURE STYLE:  
MAXIM  
MODEL 863938Z  
(NIGHT SKY COMPLIANT)C

⑧



## DESIGN KEY

- |   |  |   |   |
|---|--|---|---|
| ① CLUBHOUSE - SEE ENLARGEMENT SHEET 32                  | ⑧ DECORATIVE PERMEABLE PAVERS, TYP.          | ⑮ RIGHT-OF-WAY IMPROVEMENTS - NOT A PART              | ⑳ EXISTING EUCALYPTUS CANOPY TYP. SEE SHEET A40 FOR TREE INVENTORY & REMOVALS |
| ② MULTI-USE PATH  | ⑨ NATURAL PLAY AREA - SEE ENLARGEMENT        | ⑯ LONG TERM BIKE PARKING BARN, TYP. (5) SEE SHEET A35 | ㉑ DROUGHT TOLERANT PLANTING SEE SHEET A39 FOR LANDSCAPE PLAN                  |
| ③ FLEXIBLE USE DECK AT BIORETENTION AREA                | ⑩ COMMUNITY PICNIC AREAS                     | ⑰ 35' ACACIA CREEK SETBACK                            | ㉒ FENCING - 6'H POOL ㉓ FENCING - 6'H PRIVACY                                  |
| ④ ENTRY NODE AT MULTI-USE PATH WITH SEATING             | ⑪ BIORETENTION AREA, TYP. - SEE CIVIL SHEETS | ⑱ RETAINING WALL, TYP. - SEE CIVIL SHEETS & A36       | ㉔ FENCING - 42"H ON WALL - SEE SHEET A36                                      |
| ⑤ PEDESTRIAN WALKWAY, TYP.                              | ⑫ EXISTING ROCK OUTCROP                      | ⑲ FUTURE BIKE/ PEDESTRIAN BRIDGE - NOT A PART         | ㉕ EARTH MOUNDS  |
| ⑥ COMMUNITY MAILBOXES - SEE ARCH SHEETS                 | ⑬ PEDESTRIAN CROSSING                        | ㉚ ACACIA CREEK BUFFER                                 | ㉖ PUBLIC ART LOCATION   |
| ⑦ SHORT-TERM BIKE PARKING, TYP. (63 MIN.) SEE SHEET A35 | ⑭ LOADING ZONE                               | ㉛ BICYCLE REPAIR STATION WITH SEATING                 | ㉗ ENTRY MONUMENT LOCATION - SEE SHEET A35                                     |
|   | ⑭ TRASH ENCLOSURE, TYP. - SEE SHEET A37      |   |   |



## CLUBHOUSE DESIGN KEY

- ① COVERED OUTDOOR PATIO
- ② POOL / SPA
- ③ OVERHEAD STRUCTURE - SEE A34
- ④ OUTDOOR SEATING, TYP. - SEE A33-34, 36
- ⑤ SYNTHETIC TURF EXERCISE AREA - SEE A34
- ⑥ FIRE TABLES WITH SEATING
- ⑦ TIMBERSTACKS CLIMBING LOGS - SEE A33
- ⑧ FLEXIBLE USE DECK OVER BIORETENTION AREA
- ⑨ EXERCISE EQUIPMENT
- ⑩ WATER TROUGH ENTRY FEATURE
- ⑪ CENTRAL BOARDWALK
- ⑫ 6' H PERIMETER POOL FENCE - SEE A36
- ⑬ CLIMBER PLAY FEATURE - SEE A33
- ⑭ 30-42"H LANDSCAPE ACCENT WALLS, TYP. SEE SHEET A36
- ⑮ CABANAS WITH RAISED PLANTERS
- ⑯ 18-30"H SEATWALL, TYP. - SEE SHEET A36
- ⑰ ART / MURAL
- ⑱ BARBECUE AND COUNTER
- ⑲ DRAGONFLY PLAY ELEMENT
- ⑳ OUTDOOR PING PONG TABLE
- ㉑ FIREPLACE





## OUTDOOR AMENITIES & NATURAL PLAY



SEE SHEETS A31 & A32 FOR LOCATIONS OF  
ELEMENTS SHOWN ON THIS SHEET



**600 TANK FARM**

600 TANK FARM ROAD, SAN LUIS OBISPO, CA 93401

**LANDSCAPE CHARACTER & AMENITIES**

**A35**

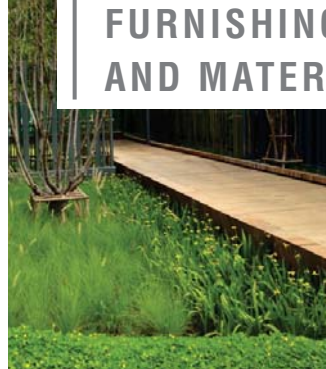
ENTITLEMENTS  
PACKAGE

1622-02-RS20 September 3, 2021





## SITE FURNISHINGS AND MATERIALS



**PEDESTRIAN LIGHTS**  
LITHONIA W527 WITH PM30  
POST MOUNT - 12' HIGH, LED



**WALL LIGHTS**  
LITHONIA WM1925  
850 LUMEN LED



**SIGN LIGHTS**  
LITHONIA M707 & E12 ARM  
850 LUMEN LED



**BOLLARD**  
LITHONIA RADEAN LED  
SEE ARCH AND V



**WASTE RECEPTACLES**  
VICTOR STANLEY  
RB-36 AND SD 242



SEE SHEETS A31 & A32 FOR LOCATIONS  
OF ELEMENTS SHOWN ON THIS SHEET,  
EXCLUDING LIGHT FIXTURES

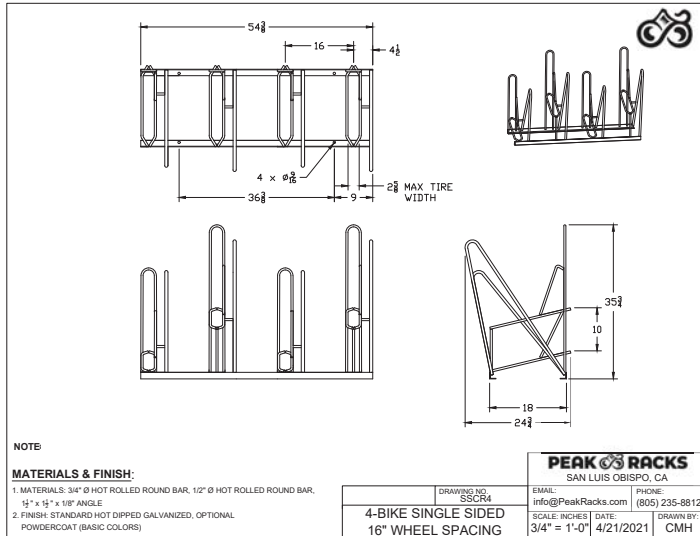
ALL LIGHTS AND BOLLARDS IN COLOR BLACK OR BRONZE





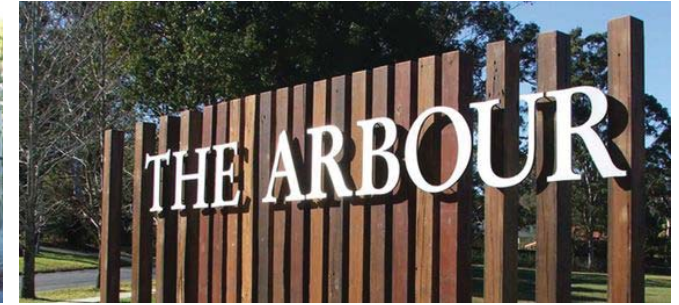
### LONG-TERM BIKE PARKING

SEE SITE PLAN FOR LOCATIONS AND QUANTITIES, SHEET A31  
SEE TITLE SHEET FOR BIKE PARKING STATISTICS, SHEET A1  
MATERIAL AND FINISH TO MATCH ARCHITECTURE



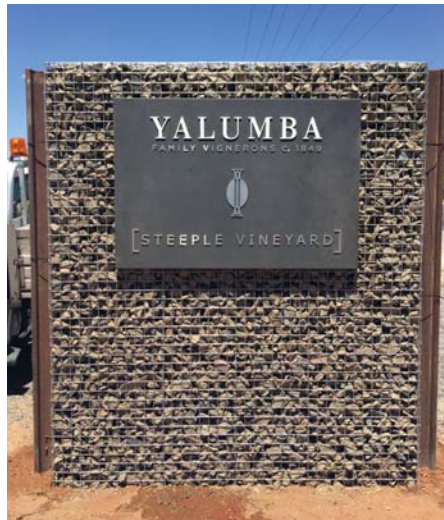
### SHORT TERM BIKE PARKING

PEAK 'CAMPUS' RACKS, GALVANIZED POWDER COATED STEEL IN COLOR BRONZE  
SURFACE MOUNT PER MANUFACTURER SPECIFICATIONS  
SEE SITE PLAN FOR LOCATIONS AND QUANTITIES, SHEET A31



### 42-60"H ENTRY MONUMENT SIGNAGE - WOOD OPTIONS

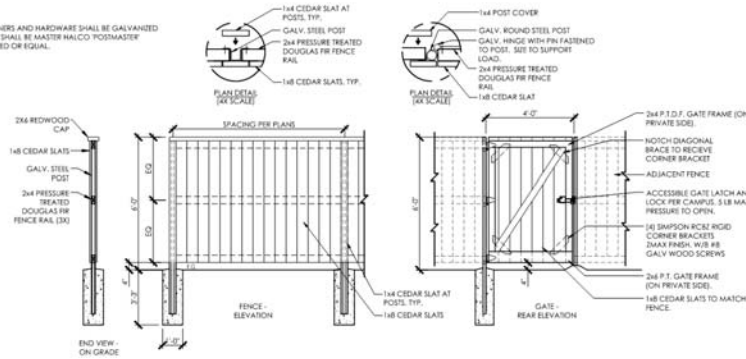
CEDAR WOOD SLAT MATERIAL WITH CONCRETE ACCENTS  
ALUMINUM LETTERING, 24 SQ FT LETTERING MAX.  
DIMENSIONS SHALL BE CONSISTENT WITH CITY OF SLO STD.  
SEE SITE PLAN FOR LOCATIONS, SHEET A31



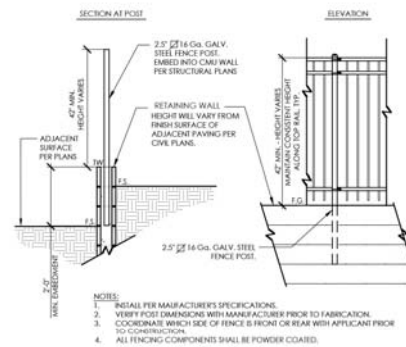
### 42-60"H ENTRY MONUMENT SIGNAGE - GABION OPTIONS

STONE GABION WITH STEEL ACCENTS  
ALUMINUM LETTERING, 24 SQ FT LETTERING MAX.  
DIMENSIONS SHALL BE CONSISTENT WITH CITY OF SLO STD.  
SEE SITE PLAN FOR LOCATIONS, SHEET A31

- NOTE:  
1. ALL FASTENERS AND HARDWARE SHALL BE GALVANIZED.  
2. ALL POSTS SHALL BE MASTER HAICO POSTMASTER GALVANIZED OR EQUAL.



6' WOOD SLAT PRIVACY FENCE AND GATE



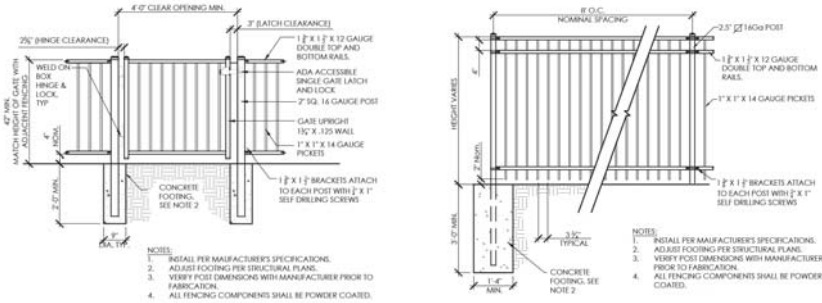
42\"/>



### CMU RETAINING WALLS

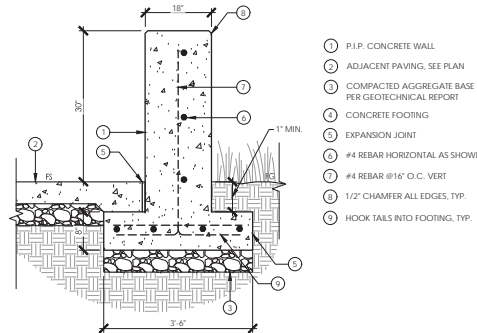
HEIGHT VARIES, SEE CIVIL PLANS

COLOR, TYPE AND FINISH TO MATCH TRASH ENCLOSURES, SHEET A37



4-6' METAL PICKET GATE

6' METAL PICKET FENCE



30-42\"/>

CONCRETE BOARDFORM FINISH, IN COLOR GREY  
SEE EXAMPLE IMAGERY AT RIGHT, THIS SHEET

SEE CIVIL SHEETS FOR RETAINING WALL HEIGHTS AND LOCATIONS

SEE SITE PLAN SHEET A31 FOR FENCING LOCATIONS

SEE SHEET A31 & ENLARGEMENT SHEET A32 FOR LANDSCAPE WALL LOCATIONS

\* FENCE HEIGHT EXCEPTION REQUEST SHALL BE INCLUDED IN FUTURE SUBMITTAL



### 30-42\"/>

CONCRETE BOARDFORM FINISH, IN COLOR GREY



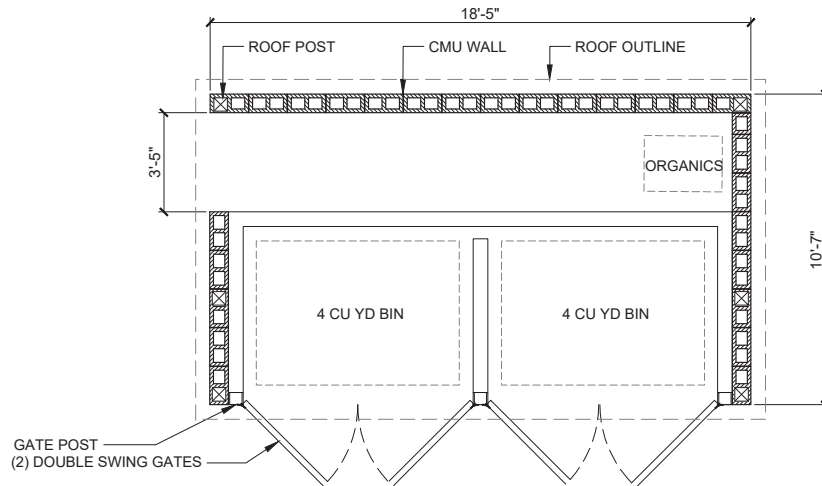
### 18-30\"/>

FINISH TO MATCH LANDSCAPE  
ACCENT WALLS WITH  
WOOD SLAT INSETS

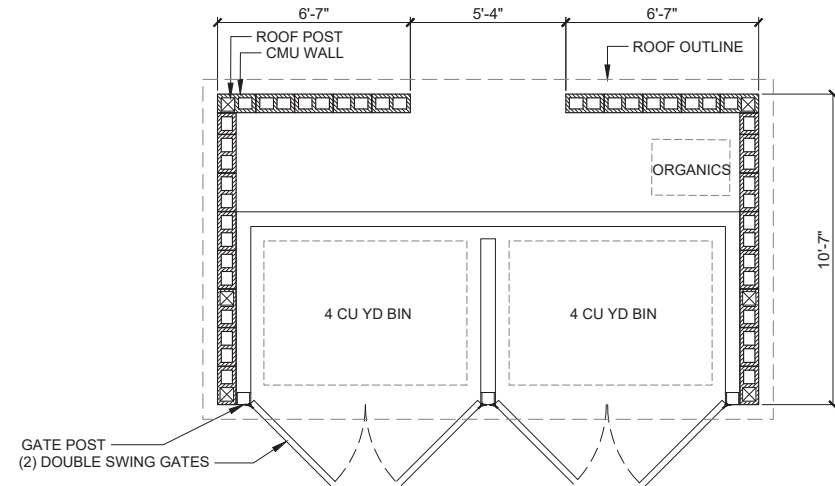


**NOTES:**

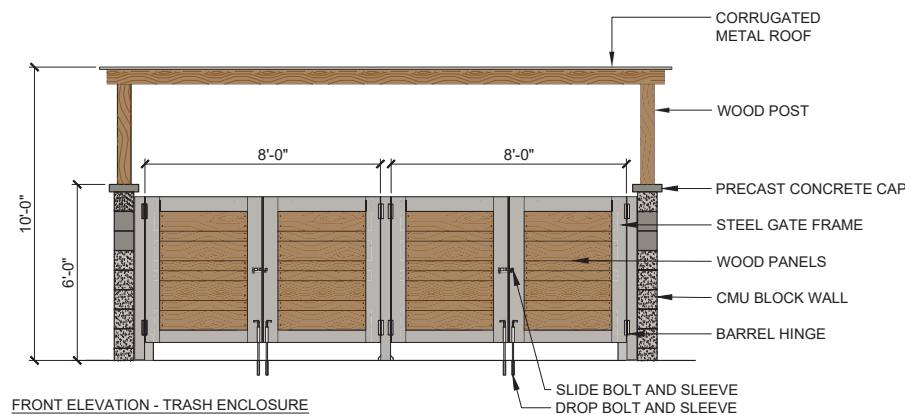
1. FINISHES OF CMU WALL, WOOD, ROOF, AND HARDWARE TO MATCH CORRESPONDING ARCHITECTURAL FINISHES.
2. ENTRANCE TO SIDE ACCESS ENCLOSURE WILL OCCUR ON EITHER SIDE DEPENDING ON SITE LOCATION.
3. REFER TO CIVIL SITE PLAN, SHEET A3 FOR LOCATIONS OF TRASH ENCLOSURES.
4. TRASH ENCLOSURES SHALL BE SCREENED WITH VEGETATION PER CITY OF SLO STD.



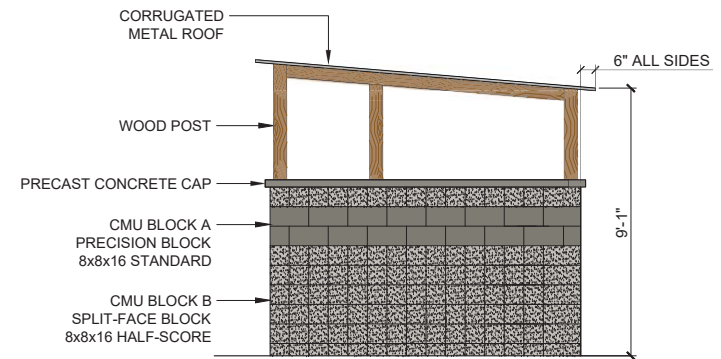
PLAN VIEW - TRASH ENCLOSURE (SIDE ACCESS OPTION)



PLAN VIEW - TRASH ENCLOSURE (REAR ACCESS OPTION)



FRONT ELEVATION - TRASH ENCLOSURE



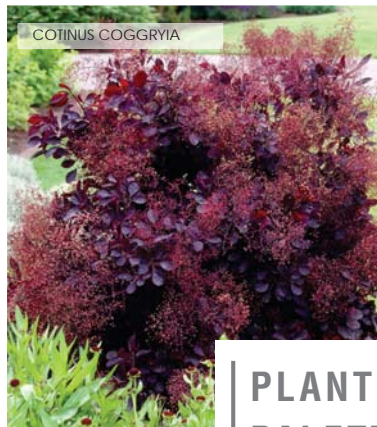
SIDE ELEVATION - TRASH ENCLOSURE



OLEA EUROPEA 'FRUITLESS'



COTINUS COGGRYIA



ASST. CITRUS



LID MEADOW MIX

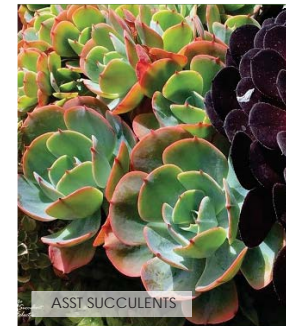
FURCREA FOETIDA 'MEDIOPICTA'



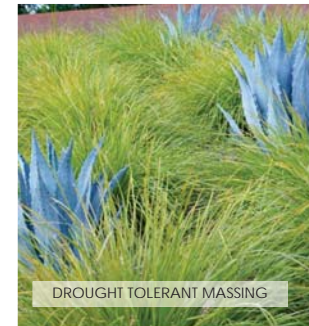
SENECIO SERPENS



ARCTOSTAPHYLOS SPP.



ASST SUCCULENTS



DROUGHT TOLERANT MASSING



ECHEVERIA SPP.



ALOE POLYPHYLLA



KNIPHOFIA UVARIA



LOMANDRA LONGIFOLIA



AGAVE 'BLUE GLOW' & AGAVE ATTENUATA



DECOMPOSED GRANITE



LEUCADENDRON 'SAFARI GOLD STRIKE'

## PLANT PALETTE





## PLANTING LEGEND

SCALES: 1" = 80'-0" (12"x18" SHEET) 0' 40' 80' 160' 320'  
1" = 40'-0" (24"x36" SHEET) 0' 20' 40' 80' 160' 320'



### SPECIMEN TREES (24'-36" BOX) QTY 10

SUCH AS:  
• CHORISIA SPECIOSA (CIEBA)  
• JACARANDA MIMOSIFOLIA  
• PLATANUS RACEMOSA MULTI-TRUNK  
• QUERCUS AGRIIFOLIA MULTI-TRUNK

### SHADE & STREET TREES (15 GAL - 24" BOX) QTY 161

SUCH AS:  
• ACER MACROPHYLLUM  
• ALNUS RHOMBIFOLIA  
• GLEDITSIA TRIACANTHOS INERMIS 'SHADE MASTER'  
• GINKGO BILOBA 'AUTUMN GOLD'  
• KOELREUTERIA BIPINNATA  
• LORHODSTEMON CONFERTUS  
• URICODENDRON TULIPIFERA  
• CERCIDIPN PARKINSONIA 'DESERT MUSEUM'  
• PISTACHIA CHINENSIS  
• PLATANUS X ACERIFOLIA (HISPANICA)  
• QUERCUS AGRIIFOLIA  
• QUERCUS TOMENTELLA

### ACCENT TREES (15 GAL) QTY 65

SUCH AS:  
• ARBUTUS X 'MABRIA'  
• ARCHONTOPHYENIX CUNNINGHAMIANA  
• BAUHINIA BLAKEANA  
• BRACHYCHITON SPP.  
• BRAHEA EDULIS  
• CASSIA LEPTOPHYLLA  
• CERCIS X 'HEARTS OF GOLD'  
• HYMENOSPORUM FLAVUM  
• LAGERSTROMIA SPP.  
• MYRTICA CALIFORNICA  
• OLEA EUROPEA 'SWAN HILL' - STERILE  
• PYRUS CALLERYANA

MADRIA ARBUTUS  
KING PALM  
HONG KONG ORCHID TREE  
PINK BOTTLE TREE  
GUADALUPE PALM  
GOLDEN MEDALLION TREE  
GOLDEN REDBUD  
SWEETSHADE  
GRAPE MYRTLE  
PACIFIC WAX MYRTLE  
FLOWERING PEAR

### SHRUBS, GRASSES, AND GROUNDCOVERS (1, 5, 15 GAL) QTY 56,835 SF

ACACIA COGNATA 'COUSIN IT'  
ADENANTHOS SERICEUS  
AENONIUM CANARENSE  
AGAVE ATTENUATA 'NOVA'  
AGAVE DESMETIANA 'VARIEGATA'  
AGAVE VILMORINIANA  
AGAVE X 'BLUE GLOW'  
ALOE POLYPHYLLA  
ALOE STRATA  
ALYOGYNE HUEGELII 'SANTA CRUZ'  
• ARCTOSTAPHYLOS SPP.  
• BACCHARIS PULCHRA 'PIGEON POINT'  
• BULBINE FRUTESCENS  
• CAESALPINIA SPP.  
• CAREX PRAEGRACILIS  
• CAREX TURKICICOLA  
• CEANOTHUS GRISEUS HORIZONTALIS 'YANKEE POINT'  
• CERCIS CANADENSIS 'RISING SUN'  
• CHONDROPETALUM TECTORIUM  
• CISTUS PULVERULENTUS 'SUNSET'  
• CLYTOSTOMA CALLISTEGIOIDES  
• COTINUS COGKYGRBA 'ROYAL PURPLE'  
• DANIELA CASTRILEA 'CASSA BLUE'  
• DIETES BICOLOR  
• ECHINOCYRUS X 'AFTERGLOW'  
• FURCRAEA FOSTIDA 'MEDIOPICIA'  
• HARDENBERGIA VIOLEACEA 'HAPPY WANDERER'  
• HESPERALOE PARVIFLORA  
• HETEROMELLES ARBUTIFOLIA  
• HEUCHERA SANGUINEA  
• JUNJUNUS EFFUSUS 'OCCIDENTAL BLUE'  
• KNIPHOFIA UVARIA 'ECHO MANGO'

RIVER WATTLE  
COASTAL WOOLLYBUSH  
AENONIUM  
BLUE CLONE  
VARIEGATED AGAVE  
OCTOPUS AGAVE  
BLUE GLOW AGAVE  
SPIRAL ALOE  
CORAL ALOE  
BLUE HIBISCUS  
MANZANITA  
COYOTE BRUSH  
STALKED BULBINE  
YELLOW/RED BIRD OF PARADISE  
CALIFORNIA FIELD SEDGE  
BERKLEY SEDGE  
CALIFORNIA LILAC  
RISING SUN REDBUD  
CAPE RUSH  
ROCKROSE  
VIOLET TRUMPET VINE  
ROYAL PURPLE SMOKE TREE  
CASSA BLUE FLAX LILY  
FORTNIGHT LILY  
AFTERGLOW ECHEVERIA  
MAURITIOUS HEMP  
LILAC VINE  
RED YUCCA  
TOYON  
CORAL BELLS  
OCCIDENTAL BLUE RUSH  
REBLOOMING TORCHLILY

LAVANDULA X INTERMEDIA 'PROVENCE'  
LEUCODENDRON SPP.  
LEUCOSPERMUM CORDIFOLIUM  
• LEYMUS CONDENSATUS 'CANYON PRINCE'  
• LOMANDRA SPP.  
• MIMULUS ALPINEUS  
• MUHLBERGIA DUBIA  
• MUHLBERGIA RIGENS  
• NEPETA X FASSENI 'WALKERS LOW'  
• OLEA EUROPAEA 'LITTLE OLIVE' TM  
• PENNISETUM SPATHULATUM  
• PENSTEMON X 'FIREBIRD'  
• PHLOMIS FRUTICOSA  
• PHORMIUM X 'SEA JADE'  
• PITOSPORUM TENUIFOLIUM 'SILVER SHEEN'  
• PODOCARPUS X 'ICEE BLUE'  
• RHUS INTERFOLIA  
• RIBES SANGUINEUM  
• RIBES SPECIOSUM  
• SALVIA GREGGII 'RASBERRY DELIGHT'  
• SALVIA SPATHACEA  
• SALVIA X 'POZO BLUE'  
• SENECIO MANDRAUCAE  
• SELERIA ANNUALIS  
• STREITZIA NICOLAI  
• VERBENA BONARIENSIS  
• VERBENA LILACINA 'DE LA MINA'  
• VERBENA X 'BALENDRALE' TM  
• VITIS CALIFORNICA

PROVENCE LAVENDRI  
CONEBUSH  
NODDING PINCUSHION  
NATIVE BLUE RYE  
MAT RUSH  
STICKY MONKEY FLOWER  
PINE MUHLY  
DEER GRASS  
WALKERS LOW CATMINT  
LITTLE OLIVE  
RYE PUFFS  
FIREBIRD BEARD TONGUE  
JERUSALEM SAGE  
NEW ZEALAND FLAX  
SILVER SHEEN TAWHWHI  
ICEE BLUE PODOCARPUS  
LEMONADE BERRY  
RED FLOWERING CURRANT  
FUCHSIA FLOWERING GOOSEBERRY  
AUTUMN SAGE  
HUMMINGBIRD SAGE  
POZO BLUE SAGE  
BLUE FINGER  
AUTUMN MOOR GRASS  
GIANT BIRD OF PARADISE  
PURPLETOP VERVAIN  
LILAC VERBENA  
ENDURANCE PURPLE VERBENA  
CALIFORNIA WILD GRAPE

• INDICATES SPECIES IS ALSO SUITABLE FOR USE IN BIORETENTION AREAS  
• INDICATES SPECIES IS ALSO SUITABLE FOR USE IN ACACIA CREEK BUFFER  
• PROPOSED STREET TREES PER CITY OF SLO STREET TREE MASTER PLAN

### IRRIGATION COMPLIANCE & DESIGN CRITERIA

THE PLANT PALETTE IS COMPRISED OF SPECIES KNOWN TO THRIVE IN THE LOCAL MEDITERRANEAN CLIMATE AND SOIL CONDITIONS. THE PROPOSED PLANT MATERIAL OUTSIDE OF AREAS ALLOCATED FOR RECREATIONAL USE WILL REQUIRE LOW TO VERY LOW WATER ONCE ESTABLISHED. THIS PLANT PALETTE COUPLED WITH THE IRRIGATION SYSTEM DESCRIBED BELOW HAS BEEN DESIGNED TO MEET OR EXCEED THE STATE AND LOCAL STANDARDS FOR WATER CONSERVATION BASED ON THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE PER SLO/MC 17.70.220

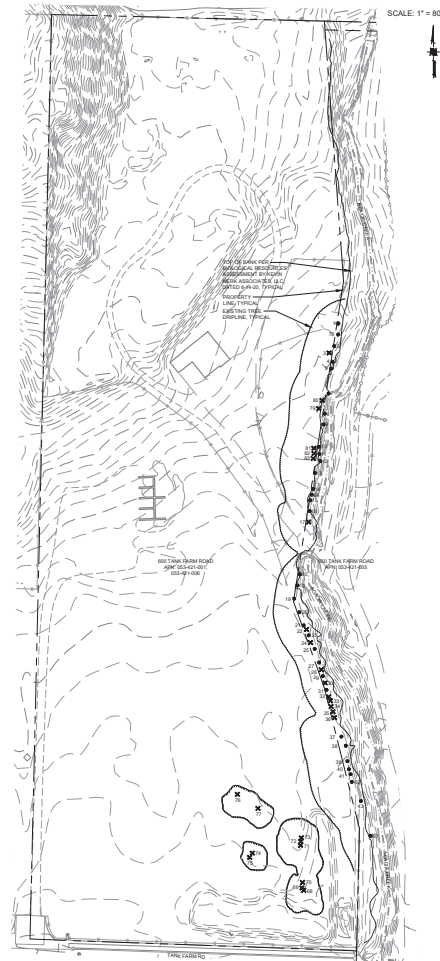
A WEATHER SENSING, 'SMART CONTROLLER' WILL BE USED TO MONITOR THE PROVISION OF IRRIGATION WATER AND MANAGE DAILY WATER CONSUMPTION TO THE MINIMUM REQUIREMENTS FOR EACH HYDROZONE. ALL TREES, SHRUBS, AND GROUNDCOVER AREAS WILL BE IRRIGATED ON SEPARATE HYDROZONES SO THAT ONCE ESTABLISHED, WATER CAN BE REGULATED IN A MORE EFFICIENT MANNER. TREES WILL BE IRRIGATED BY BUBBLERS. ALL ORNAMENTAL PLANTING WILL RECEIVE DRIP IRRIGATION OR OTHER HIGHLY EFFICIENT IRRIGATION. ALL ABOVE GROUND UTILITIES SHALL BE SCREENED WITH VEGETATION.

TOTAL ON-SITE LANDSCAPE AREA: 56,835 SF  
ESTIMATED TOTAL WATER USE: 1,543,411.3 GAL / YR.  
MAXIMUM APPLIED WATER ALLOWANCE: 1,543,411.3 GAL / 0 YR.

AREAS WITHIN THE PROJECT SITE THAT ARE TO BE USED FOR RECREATIONAL PURPOSES AND ALL AREAS THAT WILL BE IRRIGATED WITH RECLAIMED WATER ARE CLASSIFIED AS SPECIAL LANDSCAPE AREAS. SPECIAL LANDSCAPE AREAS HAVE BEEN INCORPORATED INTO THE FOLLOWING CALCULATIONS AND ARE REFLECTED IN THE MAXIMUM APPLIED WATER ALLOWANCE PER CALIFORNIA CODE OF REGULATIONS AND THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.

TOTAL TREES TO BE PLANTED ON THE PROJECT SITE = 236  
SEE EXISTING TREE DISPOSITION TABLE SHEET A40 FOR SPECIES, SIZE, QUANTITY AND LOCATION OF (E) TREES TO REMAIN, PROTECT, AND TREES PROPOSED FOR REMOVAL.





EXISTING SITE PLAN

TREE DISPOSITION TABLE	
	QUANTITY
EXISTING	60
PROTECT	34
ONSITE REMOVALS	18
OFFSITE REMOVALS	10
TOTAL REMOVALS	28
PROPOSED	91 MIN.
PROPOSED MITIGATION RATIO	3.5:1 MIN.

LEGEND

- INDICATES AN EXISTING TREE TO REMAIN
- ▲ INDICATES AN EXISTING TREE TO BE REMOVED
- N TREE TAG NUMBER

NOTES

1. TREE INVENTORY, LOCATIONS, AND TAG NUMBERS PER ARBORIST REPORT PREPARED BY RRM DESIGN GROUP, DATED 08/06/2021.
2. ALL TREES LOCATED WITHIN THE PROJECT BIOLOGIST DESIGNATED RIPARIAN AREAS DEFINED IN THE BIOLOGICAL RESOURCE ASSESSMENT BY KEVIN MEIK ASSOCIATES, DATED NOVEMBER 4, 2020, ARE TO REMAIN.
3. NESTING BARTHOLES ARE KNOWN TO INHABIT THIS STAND OF BLUE GUM. EUCALYPTUS LOCATED ALONG ACACIA CREEK, PLEASE CONSULT WITH THE PROJECT BIOLOGIST PRIOR TO ANY TREE MAINTENANCE OR REMOVAL OPERATIONS.
4. SEE SHEET A39 IN THE ENTITLEMENT DRAWING PACKAGE AND/OR C7 OF THE VESTING TENTATIVE MAP DRAWING PACKAGE FOR SPECIES, LOCATION, AND SIZE OF PROPOSED TREE PLANTINGS.

Existing Tree Inventory					
Prepared By: Jake Minnick, PLA, ISA Certified Arborist #WE-11830A					
DBH Measurement Height: 54"					
Date of Evaluation: 06/01/2021					
Tree Tag	Botanical Name	Common Name	Diameter at Breast Height (in.)	Approx. Diameter @	Disposition
1	Eucalyptus globulus 'Compacta'	blue gum	98.5	45'	Protect
2	Eucalyptus globulus 'Compacta'	blue gum	72.5	50'	Protect
3	Eucalyptus globulus 'Compacta'	blue gum	33.5	20'	Remove
4	Eucalyptus globulus 'Compacta'	blue gum	53.5	30'	Protect
5	Eucalyptus globulus	blue gum	115.5	50'	Protect
TREE TAG 6 NOT USED					
7	Eucalyptus globulus	blue gum	71.0	60'	Protect
8	Eucalyptus globulus 'Compacta'	blue gum	112.5	55'	Protect
9	Eucalyptus globulus	blue gum	65.5	40'	Protect
10	Eucalyptus globulus	blue gum	60.5	60'	Protect
11	Eucalyptus globulus	blue gum	38.5	50'	Protect
12	Eucalyptus globulus 'Compacta'	blue gum	94.0	20'	Protect
13	Eucalyptus globulus 'Compacta'	blue gum	60.0	55'	Protect
14	Eucalyptus globulus	blue gum	33.0	40'	Protect
15	Eucalyptus globulus	blue gum	58.0	60'	Protect
16	Eucalyptus globulus	blue gum	55.0	60'	Protect
17	Eucalyptus globulus 'Compacta'	blue gum	84.0	50'	Remove
18	Eucalyptus globulus 'Compacta'	blue gum	49.5	30'	Protect
19	Eucalyptus globulus 'Compacta'	blue gum	52.0	30'	Protect
20	Eucalyptus globulus 'Compacta'	blue gum	52.0	30'	Protect
21	Eucalyptus globulus 'Compacta'	blue gum	71.5	30'	Protect
22	Eucalyptus globulus 'Compacta'	blue gum	38.5	20'	Remove
23	Eucalyptus globulus 'Compacta'	blue gum	38.5	20'	Protect
24	Eucalyptus globulus 'Compacta'	blue gum	50.0	20'	Remove
25	Eucalyptus globulus 'Compacta'	blue gum	62.0	20'	Protect
TREE TAG 26 NOT USED					
27	Eucalyptus globulus 'Compacta'	blue gum	50.0	20'	Protect
28	Eucalyptus globulus 'Compacta'	blue gum	49.5	20'	Remove
29	Eucalyptus globulus 'Compacta'	blue gum	30.5	40'	Protect
30	Eucalyptus globulus 'Compacta'	blue gum	48.5	20'	Remove
31	Eucalyptus globulus 'Compacta'	blue gum	53.0	20'	Protect
32	Eucalyptus globulus 'Compacta'	blue gum	26.0	20'	Remove
33	Eucalyptus globulus 'Compacta'	blue gum	32.0	20'	Remove
34	Eucalyptus globulus 'Compacta'	blue gum	22.5	20'	Remove
35	Eucalyptus globulus 'Compacta'	blue gum	16.0	20'	Remove
36	Eucalyptus globulus 'Compacta'	blue gum	17.5	20'	Remove
37	Eucalyptus globulus	blue gum	80.5	60'	Protect
38	Eucalyptus globulus	blue gum	70.0	60'	Protect
39	Eucalyptus globulus	blue gum	53.0	60'	Protect
40	Eucalyptus globulus	blue gum	44.0	60'	Protect
41	Eucalyptus globulus	blue gum	61.0	60'	Protect
42	Eucalyptus globulus	blue gum	82.0	60'	Protect
43	Eucalyptus globulus	blue gum	42.0	20'	Protect
TREE TAGS 44-66 NOT USED					

Existing Tree Inventory Continued					
Tree Tag	Botanical Name	Common Name	Diameter at Breast Height (in.)	Approx. Diameter @	Disposition
67	Eucalyptus globulus	blue gum	55.5	40'	Protect
68	Schinus molle	California pepper	49.5	30'	Remove
69	Schinus molle	California pepper	27.0	20'	Remove
70	Schinus molle	California pepper	21.5	30'	Remove
71	Schinus molle	California pepper	54.0	20'	Remove
72	Schinus molle	California pepper	69.0	30'	Remove
73	Schinus molle	California pepper	67.0	30'	Remove
74	Schinus molle	California pepper	48.5	20'	Remove
75	Schinus molle	California pepper	3.0	3'	Remove
76	Schinus molle	California pepper	48.5	20'	Remove
77	Schinus molle	California pepper	53.5	20'	Remove
78	Eucalyptus globulus	blue gum	35.5	30'	Protect
79	Eucalyptus globulus	blue gum	20.0	20'	Remove
80	Eucalyptus globulus	blue gum	7.5	10'	Remove
81	Eucalyptus globulus	blue gum	8.5	6'	Remove
82	Eucalyptus globulus	blue gum	5.0	5'	Remove
83	Eucalyptus globulus	blue gum	11.0	10'	Remove
84	Eucalyptus globulus	blue gum	54.0	20'	Protect
85	Eucalyptus globulus 'Compacta'	blue gum	47.5	30'	Protect

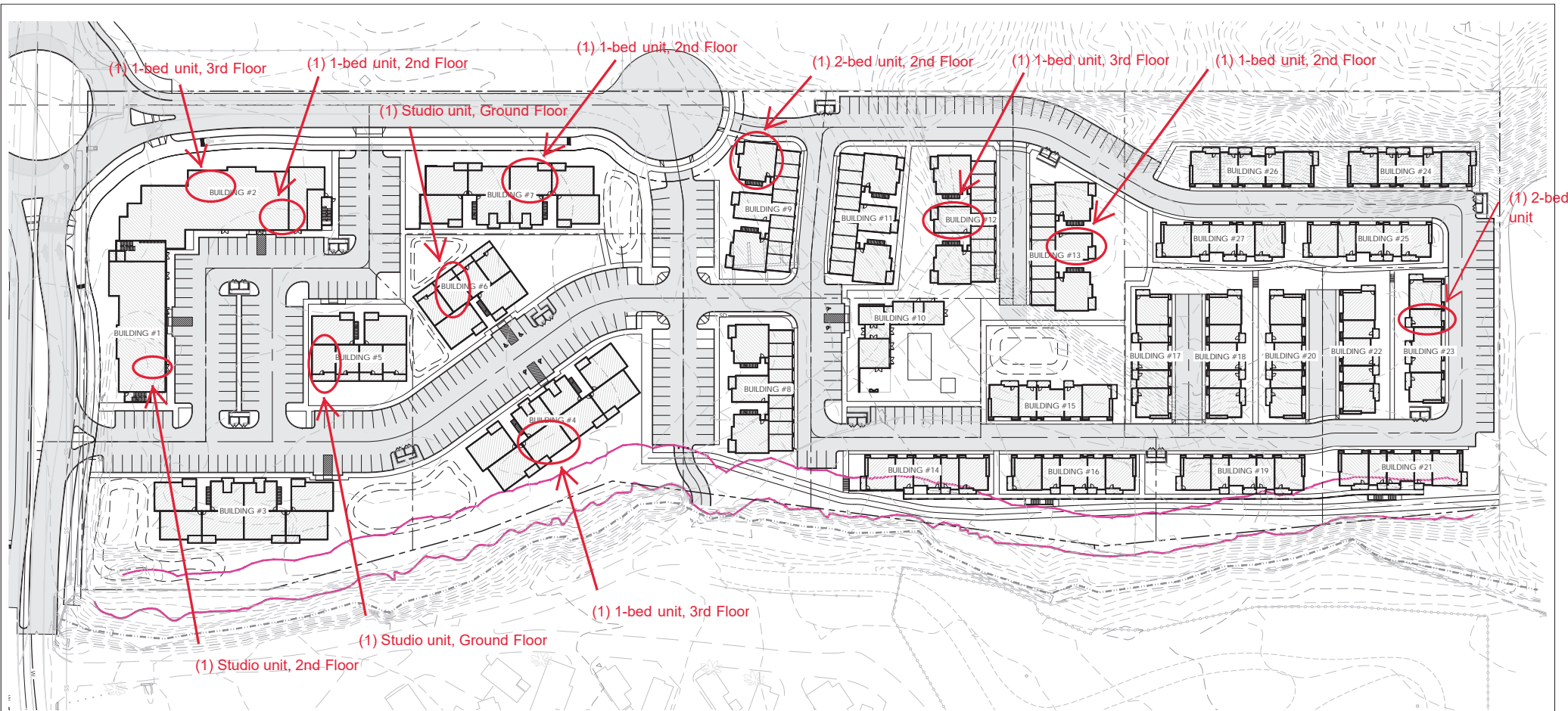
PRUNING, REMOVAL, AND REPLACEMENT PLAN

TREES PROPOSED FOR REMOVAL ARE IN POOR HEALTH, ARE OVERCROWDED, EXHIBIT STRUCTURAL DEFECTS, OR CONFLICT WITH PROPOSED ONSITE IMPROVEMENTS, SUCH AS BUILDING LOCATIONS, A STORMWATER BASIN, A MULTI-USE PATH, AND ASSOCIATED GRADING. THESE PROPOSED IMPROVEMENTS ENCRoACH INTO THE CRITICAL ROOT ZONE (CRZ) OF TREES PROPOSED FOR REMOVAL. ALL TREES PROPOSED FOR REMOVAL ARE RECOGNIZED AS INVASIVE SPECIES BY THE CALIFORNIA INVASIVE PLANTS COUNCIL (CAL-IPC), AND EACH SPECIES HAS NATURALIZED ONSITE AND SPREAD TO OFFSITE LOCATIONS NEARBY.

TREES PROPOSED FOR REMOVAL ONSITE SHOULD BE REMOVED, AND THEIR STUMPS GROUND DOWN TO A DEPTH OF 24". SEVERAL TREES PROPOSED FOR REMOVAL ARE LOCATED OFFSITE, ADJACENT TO THE WESTERN ACACIA CREEK TOP OF BANK BOUNDARY. THESE TREES SHOULD BE CUT FLUSH NEAR THE TOP OF THE ROOT COLLAR AND THE STUMPS AND ROOTS LEFT IN PLACE TO PROVIDE INTERIM STABILIZATION OF THE CREEK BANKS WHILE SUITABLE REPLACEMENT RIPARIAN SPECIES ESTABLISH. THE PROJECT ARBORIST WILL FLAG TREES WITH STUMPS AND ROOTS THAT ARE TO REMAIN PRIOR TO THE INITIATION ANY TREE WORK.

OFFSITE TREES PROPOSED TO REMAIN ALONG ACACIA CREEK SHOULD BE PRUNED UNDER THE DIRECTION OF THE PROJECT ARBORIST. IT HAS BEEN DETERMINED THAT ALL TREES TO REMAIN CAN BE PRUNED TO ACCOMMODATE THE PROPOSED PROJECT. IN GENERAL, TREES TO REMAIN HAVE NOT BEEN MAINTAINED IN MANY YEARS, MANY HAVE LARGE AMOUNTS OF DEAD WOOD THROUGHOUT THE CROWN, AND SEVERAL HAVE UNBALANCED CROWNS. MOST WILL REQUIRE A CROWN CLEANING TO REDUCE RISK ASSOCIATED WITH DEAD LIMB DROP AND SEVERAL WILL REQUIRE A CROWN REDUCTION TO ENSURE A BALANCED CROWN.

A TREE REPLACEMENT PLAN IS PROPOSED FOR BOTH ONSITE AND OFFSITE TREE REMOVALS AT A MINIMUM 3:5:1 REPLACEMENT RATIO. THIS EXCEEDS THE REQUIRED 1:1 REPLACEMENT RATIO SET FORTH IN CHAPTER 12.24 TREE REGULATIONS OF THE SAN LUIS OBISPO MUNICIPAL CODE BY 3.5X. ONSITE REPLACEMENT TREE SPECIES ARE PROPOSED AS A MIXTURE OF NATIVE AND NON-NATIVE SELECTIONS BASED ON THEIR PROVEN SUCCESS UNDER LOCAL CLIMATIC AND SOIL CONDITIONS.



#### LEGEND

- W — PROPOSED PRIVATE 8" PVC WATER
- □ — DOMESTIC WATER SERVICE & METER
- FW — FIRE SPRINKLER SERVICE
- SS — PROPOSED PRIVATE 8" PVC SEWER
- SD — PROPOSED PRIVATE 12" HDPE STORM DRAIN
- RW — PROPOSED RECYCLED WATER MAIN
- SS — EXISTING 18" PUBLIC SEWER MAIN
- W — EXISTING 12" PUBLIC WATER MAIN
- [Symbol] — PROPOSED FIRE HYDRANT

#### NOTE:

1. SEE SHEET C5 FOR STORM DRAIN IMPROVEMENTS

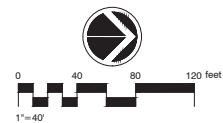


June 1, 2021

PRELIMINARY SITE PLAN

600 TANK FARM

C4







## Council Agenda Report

**Department Name:** Community Development  
**Cost Center:** 4003  
**For Agenda of:** April 21, 2020  
**Placement:** Public Hearing  
**Estimated Time:** 15 Minutes

**FROM:** Michael Codron, Community Development Director  
**Prepared By:** Kyle Bell, Associate Planner

**SUBJECT:** INITIATION OF A PROJECT TO REZONE A PROPERTY FROM BP-SP TO C-S-SP TO ALLOW FOR A MIXED-USE DEVELOPMENT PROJECT CONSISTING OF 280 RESIDENTIAL UNITS AND 15,000 SQUARE FEET OF COMMERCIAL SPACE. PROJECT INCLUDES AUTHORIZATION OF A REQUEST FOR PROPOSALS FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

### RECOMMENDATION

Receive a summary presentation on the project proposal from staff and the project applicant and consider directing staff to proceed with the following:

1. Proceed the processing of the Project through the entitlement process; and
2. Authorize the issuance of a Request for Proposals (RFP) for the preparation of an Environmental Impact Report (EIR) for the Project and related entitlements; and
3. Authorize the City Manager to enter into a consultant services agreement with the consultant that best responds to the RFP in terms of qualifications, cost, and approach, that is funded (consultant and staff costs) solely by the Applicant.

### DISCUSSION

The purpose of the initiation of this Project before the City Council is to provide for the orderly processing of a Project Application requesting a General Plan Amendment and Rezone in a manner consistent with the overall goals of the community's planning program and the requirements of State law. It is intended to assure that the General Plan is amended for good reason and with due consideration of community-wide interests, to achieve and maintain internal consistency of General Plan elements, and conformance with other guiding documents such as the Airport Area Specific Plan (AASP).

Staff has determined that California Environmental Quality Act (CEQA) compliance for the project requires preparation of a Project EIR that evaluates potential environmental effects and identifies project alternatives. If initiated by Council, an RFP (Attachment A) will be published on the City's website and distributed to consultants with relevant experience in the preparation of a project-level EIR with similar environmental issues and constraints.



## Background

The site is composed of 11.1 contiguous acres at the northeast corner of the designated Santa Fe realignment and Tank Farm Road. It is comprised of two separate parcels: APN: 053-421-06 and APN: 053-421-02. The site slopes from the northwest to southeast, with site elevations at 210 feet at the top of the Flower Mound, and 150 feet at the Acacia Creek/Tank Farm Road headwall. Acacia Creek borders the project on the east, although the creek area itself is located on the adjacent parcel to the east.



*Figure 1: Conceptual Site Plan*

The project site is currently zoned Business Park (BP-SP) within the AASP. The BP zone as well as the AASP prohibit residential uses at this location. The project application proposes to amend the AASP and rezone the property to Commercial Services (C-S-SP) zone to allow for a mixed-use project, similar to what has been approved on the adjacent property at 650 Tank Farm (March 5, 2019, Council Agenda Report for the Ordinance Adoption of 650 Tank Farm: <http://opengov.slocity.org/WebLink/DocView.aspx?id=91166&dbid=0&repo=CityClerk>). The proposed mixed-use project consists of 280 residential units and approximately 15,000 square feet of commercial space. The residential units are provided within three different housing types: 140 townhomes, 100 stacked flat units, and 40 studio and one-bedroom units over the commercial structures. The townhome and stacked flat units are intended as ownership units, while the mixed-use units will likely be a rental product (Attachment B).

The project will be required to construct or contribute to several major improvements to transportation infrastructure as identified by the Circulation Element and AASP including the Santa Fe/Tank Farm Road roundabout, Santa Fe re-alignment, and associated improvements for Santa Fe Road including two travel lanes and Class IV bike paths. The full extent to fair share contributions and/or mitigation measures to implement transportation projects will be fully evaluated and defined through the development review process.

## Policy Context

Land Use Designation. The Business Park land use designation provides for research and development and light manufacturing in a campus setting. The Project's proposed Services & Manufacturing designation provides for a wide range of uses including business and professional services, medical services, research and development, and retail sales. It also provides for residential uses as part of a mixed-use project with a residential density of up to 24 density units/acre.



The development conceptually identified for the project site would be consistent with allowances for mixed-use projects in the Services & Manufacturing land use designation. The City's General Plan provides several policies regarding mixed-use development. The following provides a discussion and initial analysis of the proposed project in regard to these policies.

Major City Goal. Housing was determined to be one of the most important, highest priority goals for the City to accomplish over the 2019-21 Financial Plan. The goal states: *Facilitate the production of housing with an update of the Housing Element, including an emphasis on affordable housing (including unhoused people) and workforce housing through the lens of climate action and regionalism.*

Housing Element. The Housing Element (HE) Policy 6.10 encourages infill residential development and the promotion of higher-residential density where appropriate<sup>1</sup>.

Land Use Element. In accordance with the Housing Major City Goal cited above and Housing Element policies and programs, the proposed General Plan amendment, Specific Plan amendment and Rezone would allow for the development of a mixed-use project. The proposed project would facilitate several General Plan policies such as: Land Use Element (LUE) Policy 2.2.6<sup>2</sup>, as the project site provides a variety of housing types within close proximity to public transportation and is located within walking distance to MindBody Headquarters, SESLOC Federal Credit Union, and other nearby employers, as well as retail uses and other services of the Marigold Shopping Center; and LUE Policy 1.5<sup>3</sup>, as the project would help reduce the gap between housing demand and supply by supporting additional residential units

Additionally, the LUE encourages mixed-use projects where they can be found to be compatible with existing and potential future development. The LUE encourages compatible mixed uses in commercial districts and specifically discusses residential and commercial mixed use (LUE Policy 2.3.6)<sup>4</sup>. LUE Policy 10.1 (Neighborhood Access) states that *all residences should be within close proximity to food outlets including grocery stores, farmers' markets, and community gardens.*

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<sup>1</sup> **HE Policy 6.10.** *To help meet the Quantified Objectives, the City will support residential infill development and promote higher residential density where appropriate.*

<sup>2</sup> **LUE Policy 1.5. Jobs/Housing Relationship.** *The gap between housing demand (due to more jobs and college enrollment) and supply should not increase.*

<sup>3</sup> **LUE Policy 2.2.6. Neighborhood Characteristics.** *The City shall promote livability, quiet enjoyment, and safety for all residents. Characteristics of quality neighborhoods vary from neighborhood to neighborhood, but often include one or more of the following characteristics: A mix of housing type styles, density, and affordability. Design and circulation features that create and maintain a pedestrian scale. Nearby services and facilities including schools, parks, retail (e.g., grocery store, drug store), restaurants and cafes, and community centers or other public facilities. A tree canopy and well-maintained landscaping. A sense of personal safety.... Convenient access to public transportation. Well-maintained housing and public facilities.*

<sup>4</sup> **LUE Policy 2.3.6. Housing and Businesses.** *The City shall encourage mixed use projects, where appropriate and compatible with existing and planned development on the site and with adjacent and nearby properties. The City shall support the location of mixed-use projects and community and neighborhood commercial centers near major activity nodes and transportation corridors / transit opportunities where appropriate.*

LUE Policy 10.4 (Encourage Walkability) states that *the City shall encourage projects which provide for and enhance active and environmentally sustainable modes of transportation, such as pedestrian movement, bicycle access, and transit services.* The immediate surrounding neighborhood provides services, facilities and resources within a half mile of the project site: a day care, drug stores, restaurants, schools, a major grocery store, a bank, several places of worship, a fitness center, medical and/or dental services, personal care services, and a full-service supermarket are currently located within biking or walking distance of the project site.

Airport Area Specific Plan. The AASP was initially adopted on August 23, 2005 and provides a planning framework for future growth and development within the approximately 1,500-acre area along the City's southern boundary. The AASP sets forth guidance for land use, conservation and resource management, community design, circulation and transportation improvements, and utilities and services needed in the planning area. The AASP has been amended multiple times, with the last amendment adopted in March 2019, with the approval of the 650 Tank Farm project. Amendments to the AASP require review by the County Airport Land Use Commission (ALUC).

The proposed Specific Plan Amendment would allow for the site to be developed with a mixed-use project. This would accommodate the continuation and expansion of the residential uses in the vicinity (650 Tank Farm). This residential expansion is an example of urban infill development that would improve and enhance the supply of housing near jobs and services, and is consistent with many General Plan goals, policies, and programs (as discussed above). The project would need to conform to all relevant design considerations and performance standards.

#### **Consistency COVID-19 Orders and Current Fiscal Contingency Plan.**

This activity, planning for housing production, is presently allowed under the State and Local emergency orders associated with COVID-19. This Project, the EIR, and associated staff work, will be reimbursed by the Developer directly or indirectly through fees and therefore consistent with the guidance of the City's Fiscal Health Contingency Plan.

#### **Next Steps**

Once all application materials are collected and the project applications are deemed complete, and environmental review has been conducted pursuant to CEQA, public hearings will be scheduled before the ALUC and Architectural Review Commission (ARC). The ARC will provide a recommendation to the Planning Commission (PC). The PC will review the project and associated entitlements for consistency with the General Plan, Zoning Regulations, and applicable City development standards and guidelines, with a recommendation to City Council for final action. Associated entitlements are envisioned at this time to include: Environmental Impact Determination, General Plan Map Amendment (includes rezoning), Specific Plan Amendment, Minor Subdivision, Minor Use Permit, and Development Review (Major).

#### **Public Engagement**

Consistent with the City's Public Engagement and Noticing (PEN) Manual and the City's Municipal Code, the project was noticed per the City's notification requirements for Development Projects. Newspaper legal advertisements were posted in the New Times ten days prior to the hearing. Additionally, postcards were sent to both tenants and owners of properties located within 300 feet of the project site ten days before the hearing.

## CONCURRENCE

The project was previously reviewed by other City Departments through a pre-application meeting held on June 6, 2019 including Community Development (Planning and Engineering) and Public Works (Transportation), Fire, Building, Utilities, and Administration (Natural Resources). No additional concurrence has occurred at this time as further review from the other departments is dependent on the results of the Council initiation. The project entitlements will be routed to the various City Departments to ensure that staff has adequate information for a complete application to evaluate the project and identify any conflicts with City standards or guidelines. All City Departments will be providing comments that will be incorporated into the staff reports and recommended resolution/ordinance as conditions of the project.

## ENVIRONMENTAL REVIEW

The CEQA does not apply to the recommended action in this report because the action does not constitute a “Project” under CEQA Guidelines Sec. 15378. Future applications for entitlements will be subject to CEQA at the time the applications are filed.

## FISCAL IMPACT

Budgeted: Yes

Budget Year: N/A

Funding Identified: No

### Fiscal Analysis:

<b>Funding Sources</b>	<b>Total Budget Available</b>	<b>Current Funding Request</b>	<b>Remaining Balance</b>	<b>Annual Ongoing Cost</b>
General Fund	N/A			
State				
Federal				
Fees				
Other:				
Total				

There is no fiscal impact associated with initiating project applications. The developer will reimburse the City for all staff and consultant fees associated with processing the applications. As part of the applications, the applicant will be required to prepare a fiscal impact study that would analyze the project’s effects on the City. Due to the size of the project, the applicant will be paying for actual costs for staff and consultant time rather than a flat fee to process all of the required permits and to coordinate the preparation of an EIR.

**ALTERNATIVES**

1. **Deny the consideration of the application.** The Council should provide findings in reference to specific General Plan provisions that identify the project as inconsistent with overall General Plan policy direction.
  - a. Decline to authorize the RFP or deferred to a future time.
2. **Continue consideration of the application to a future date.** The Council can continue review of the project to a future meeting. If this alternative is taken, the Council should provide direction to staff regarding additional information needed to provide further direction regarding the project application.
  - a. Provide direction regarding an amended RFP and continue authorization of the RFP to a date uncertain. This alternative is recommended if the City Council would like to review and consider major revisions to the RFP.
3. **Initiate the project application and provide direction regarding an amended RFP.** The Council may authorize the RFP based on finalization and approval by the Community Development Director. This alternative is recommended if the Council provides direction resulting in minor revisions to the RFP.

**Attachments:**

- a - Request for Proposal to Prepare EIR**
- b - COUNCIL READING FILE - Project Proposal**



## Council Minutes

City Hall, 990 Palm Street, San Luis Obispo

### **Tuesday April 21, 2020 Regular Meeting of the City Council**

#### **CALL TO ORDER**

A Regular Meeting of the San Luis Obispo City Council was called to order on Tuesday, April 21, 2020 at 6:01 p.m. by Mayor Harmon, with all Council Members teleconferencing.

#### **ROLL CALL**

##### **Council Members**

**Present:** Council Members Carlyn Christianson, Andy Pease, Erica A. Stewart, Vice Mayor Aaron Gomez, and Mayor Heidi Harmon.

**Absent:** None

##### **City Staff**

**Present:** Derek Johnson, City Manager; Christine Dietrick, City Attorney; and Teresa Purrington, City Clerk; were present at Roll Call.

#### **PRESENTATIONS**

##### **1. SEXUAL ASSAULT AWARENESS MONTH PROCLAMATION**

Mayor Harmon presented a Proclamation declaring April to be "Sexual Assault Awareness Month" to RISE.

##### **2. ECONOMIC RECOVERY AND RESILIENCY PROJECT PLAN PRESENTATION**

City Manager Derek Johnson and Assistant City Manager Shelly Stanwyck presented a PowerPoint on the Economic Recovery and Resiliency Project Plan.

#### **PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**

None

---End of Public Comment---

#### **CONSENT AGENDA**

**ACTION:** MOTION BY COUNCIL MEMBER STEWART, SECOND BY COUNCIL MEMBER CHRISTIANSON, CARRIED 5-0 to approve Consent Calendar Items 3 thru 7.

##### **3. WAIVE READING IN FULL OF ALL RESOLUTIONS AND ORDINANCES**

CARRIED 5-0, to waive reading of all resolutions and ordinances as appropriate.



**4. MINUTES REVIEW – APRIL 7, 2020 CITY COUNCIL MEETING**

CARRIED 5-0, to approve the minutes of the City Council meeting held on April 7, 2020.

**5. AUTHORIZATION TO ADVERTISE ON-CALL SERVICES REQUEST FOR QUALIFICATIONS – STRUCTURAL ENGINEERING DESIGN SERVICES**

CARRIED 5-0, to:

1. Approve the Request for Qualifications (RFQ) to provide Structural Engineering Design Services, Specification No. 5009.2020.SE; and
2. Authorize the City Manager to execute agreements with selected consulting firms; and
3. Authorize the Finance Director to execute and amend Purchase Orders for individual consultant service contracts not-to-exceed the authorized project budget; and
4. Authorize the City Engineer to amend or extend the agreement for services in accordance with its terms and within the available annual budget.

**6. AGREEMENT WITH ASCENT ENVIRONMENTAL TO PREPARE THE COMPREHENSIVE HAZARD AND VULNERABILITY ASSESSMENTS AND ADAPTATION STRATEGIES FOR THE GENERAL PLAN SAFETY ELEMENT (RESILIENT SAN LUIS OBISPO)**

CARRIED 5-0, to authorize the Community Development Director to enter into an agreement with Ascent Environmental in the amount of \$287,500 to prepare the comprehensive hazard and vulnerability assessments and adaptation strategies for the General Plan Safety Element update funded through the Caltrans Climate Change Adaptation Grant, “Resilient SLO.”

**7. RECEIVE AND FILE THE 2020 AFFORDABLE HOUSING NEXUS STUDY**

CARRIED 5-0, to receive and file the 2020 Affordable Housing Nexus Study, which completes a significant Housing Major City Goal task.

**RECESS**

Council recessed at 7:10 p.m. and reconvened at 7:22 p.m., with all Council Members present.

**PUBLIC HEARING ITEMS AND BUSINESS ITEMS****8. INITIATION OF A PROJECT TO REZONE A PROPERTY FROM BP-SP TO C-S-SP TO ALLOW FOR A MIXED-USE DEVELOPMENT PROJECT CONSISTING OF 280 RESIDENTIAL UNITS AND 15,000 SQUARE FEET OF COMMERCIAL SPACE AND AUTHORIZATION OF A REQUEST FOR PROPOSALS FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT**

Council Members Pease noted her Ex Parte Communication with Steve Pack, Applicant’s Representative regarding the project. Council Member Christianson, Council Member Stewart, Vice Mayor Gomez, and Mayor Harmon reported having no Ex Parte Communications.

Community Development Director Michael Codron and Associate Planner Kyle Bell provided an in-depth staff report and responded to Council questions.

Public Comments:

Stephen Peck

---End of Public Comment---

**ACTION:** MOTION BY COUNCIL MEMBER PEASE, SECOND BY COUNCIL MEMBER CHRISTIANSON, CARRIED 5-0 to:

1. Proceed the processing of the Project through the entitlement process; and
2. Authorize the issuance of a Request for Proposals (RFP) for the preparation of an Environmental Impact Report (EIR) for the Project and related entitlements; and
3. Authorize the City Manager to enter into a consultant services agreement with the consultant that best responds to the RFP in terms of qualifications, cost, and approach, that is funded (consultant and staff costs) solely by the Applicant.

*With the added direction to include requested changes by the Applicant, staff to work toward a Development Agreement or other enforceable mechanism, with the applicant to accomplish the infrastructure scope, the locals preference and other areas as determined by staff and to include early feedback from the Active Transportation Committee and Planning Commission for the conceptual review and scoping.*

**9. APPROVAL OF THE UPDATED EMERGENCY OPERATIONS PLAN AS THE COMPREHENSIVE DISASTER LEADERSHIP PLAN**

Fire Chief Keith Aggson and Management Analyst James Blattler provided an in-depth staff report and responded to Council questions.

Public Comments:

None

---End of Public Comment---

**ACTION:** MOTION BY COUNCIL MEMBER STEWART, SECOND BY COUNCIL MEMBER CHRISTIANSON, CARRIED 5-0 to approve the Comprehensive Disaster Leadership Plan (CDLP) as the updated 2011 Emergency Operations Plan (EOP).

**10. 2020 LEGISLATIVE PLATFORM**

City Attorney Christine Dietrick provided an in-depth staff report and responded to Council questions.

Public Comments:

None

---End of Public Comment---

**ACTION:** MOTION BY COUNCIL MEMBER CHRISTIANSON, SECOND BY VICE MAYOR GOMEZ, CARRIED 5-0 to:

1. Adopt Resolution No. 11112 (2020 Series) entitled, “A Resolution of the City Council of the City of San Luis Obispo, California, establishing the City Legislative Action Platform for 2020 and appointing the council member and staff person to act as liaison between the City of San Luis Obispo and the League of California Cities;” and
2. Appoint the Mayor, City Attorney, and City Manager to act as the primary legislative liaisons between the League of California Cities and the City of San Luis Obispo.

*With changes proposed during the meeting.*

**11. DISCUSS AND PROVIDE DIRECTION REGARDING PROCLAIMING THE CONTINUED EXISTENCE OF A LOCAL EMERGENCY REGARDING COVID-19 PANDEMIC**

City Manager Derek Johnson provided an in-depth staff report and responded to Council questions.

Public Comments:

None

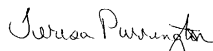
---End of Public Comment---

**ACTION:** MOTION BY COUNCIL MEMBER PEASE, SECOND BY COUNCIL MEMBER CHRISTIANSON, CARRIED 5-0 to adopt Resolution No. 11113 (2020 Series) entitled “A Resolution of the City Council of the City of San Luis Obispo, California, proclaiming the continuing existence of a local emergency regarding the COVID-19 Pandemic.

**ADJOURNMENT**

The meeting was adjourned at 9:10 p.m. The next Regular City Council Meeting is scheduled for Tuesday, May 5, 2020 at 6:00 p.m., via teleconference.

DocuSigned by:



B98BADBF9C78436  
Teresa Purrington  
City Clerk

APPROVED BY COUNCIL: 05/05/2020



# Agenda

## ACTIVE TRANSPORTATION COMMITTEE

**Thursday, July 16, 2020**

**6:00 p.m.**

**REGULAR MEETING**

**Teleconference**

Based on the threat of COVID-19 as reflected in the Proclamations of Emergency issued by both the Governor of the State of California, the San Luis Obispo County Emergency Services Director and the City Council of the City of San Luis Obispo as well as the Governor's Executive Order N-29-20 issued on March 17, 2020, relating to the convening of public meetings in response to the COVID-19 pandemic, **the City of San Luis Obispo will be holding all public meetings via teleconference. There will be no physical location for the Public to view the meeting.** Below are instructions on how to view the meeting remotely and how to leave public comment.

Additionally, members of the Active Transportation Committee are allowed to attend the meeting via teleconference and to participate in the meeting to the same extent as if they were present.

**Using the most rapid means of communication available at this time, members of the public are encouraged to participate in Council meetings in the following ways:**

**1. Remote Viewing** - Members of the public who wish to watch the meeting can view:

- View the Webinar:
- Registration URL: <https://attendee.gotowebinar.com/register/6454527288375917837>
- Webinar ID: 915-314-723
- 2. Public Comment** - The Active Transportation Committee will still be accepting public comment. Public comment can be submitted in the following ways:
  - **Mail or Email Public Comment**
    - **Received by 3:00 PM on the day of meeting** - Can be submitted via email to [advisorybodies@slocity.org](mailto:advisorybodies@slocity.org) or U.S. Mail to City Clerk at 990 Palm St. San Luis Obispo, CA 93401
    - **Emails sent after 3:00 PM and up until public comment is opened on the item** – will be archived and distributed to Advisory Body members the day after the meeting. Emails **will not** be read aloud during meetings.
  - **Verbal Public Comment**
    - **Received by 3:00 PM on the day of the meeting** - Call (805) 781-7164; state and spell your name, the agenda item number you are calling about and leave your comment. The verbal comments must be limited to 3 minutes. All voicemails will be forwarded to the Committee Members and saved as Agenda Correspondence. Voicemails **will not** be played during the meeting
    - **During the meeting** – Verbal comments may be made by joining the webinar (instructions above). Verbal comments are limited to three minutes.



*All comments submitted will be placed into the administrative record of the meeting.*

**MISSION:** The purpose of the Active Transportation Committee (ATC) is to provide oversight and policy direction on matters related to bicycle and pedestrian transportation in San Luis Obispo and its relationship to bicycling and walking outside the City.

**CALL TO ORDER:** Chair Jonathan Roberts

**ROLL CALL:** Committee Members Thomas Arndt, Lea Brooks (vice chair), Donette Dunaway, Timothy Jouet, Briana Martenies, Russell Mills, Jonathan Roberts (chair)

**PUBLIC COMMENT:** At this time, people may address the Committee about items not on the agenda. Persons wishing to speak should come forward and state their name and address. Comments are limited to three minutes per person. Items raised at this time are generally referred to staff and, if action by the Committee is necessary, may be scheduled for a future meeting.

## CONSIDERATION OF MINUTES

### 1. Minutes of the June 11, 2020 Special Meeting

## ACTION ITEM

### **2. 600 TANK FARM ROAD ACTIVE TRANSPORTATION FACILITIES** **(BELL – 60 MINUTES)**

#### 1) BACKGROUND

A project at 600 Tank Farm Road has been initiated to redevelop 11.1 acres at the northeast corner of Tank Farm Road and the designated location for realignment of Santa Fe Rd. The applicant has submitted a conceptual application as an early review of the project prior to the formal application submission process. Given the early stage of the approval process, this meeting is intended to receive comments on active transportation issues that should be considered as the application develops further and work begins on the environmental study.

#### 2) PROJECT INFORMATION

The 600 Tank Farm site is comprised of two separate parcels: APN: 053-421-06 and APN: 053-421-02. The project site is currently zoned Business Park within the Airport Area Specific Plan (AASP). The AASP prohibits residential uses at this location and the project application proposes to amend the AASP and rezone the property to Commercial Services zone to allow for a mixed use project, similar to what has been proposed on the adjacent property at 650 Tank Farm. The mixed-use project consists of 280 residential units and approximately 15,000 square feet of

commercial space. The residential units are provided within three different housing types: 140 townhomes, 100 stacked flat units, and 40 studio and one-bedroom units over the commercial structures.

### 3) PROPOSED BICYCLE AND PEDESTRIAN FACILITIES

As described in the Conceptual Application submitted by the applicant (See Attachment 2), the bicycle and pedestrian facilities proposed as part of the development project are summarized as follows:

- **Tank Farm Road Widening**
  - Widen westbound direction along the project frontage per Airport Area Specific Plan (AASP) to provide:
    - 2 westbound auto lanes
    - Width for center median/turn lane
    - Sidewalk with parkway
    - Class IV sidewalk-level cycle track (Modified from AASP, which proposed Class II bike lanes)
    - Class I path between north-south creek path and Tank Farm/Santa Fe intersection
- **Santa Fe Road Extension to the North**
  - New extension of Santa Fe Road north of Tank Farm, aligned west of the existing Santa Fe Road alignment south of Tank Farm. Will ultimately connect with Prado Road extension to the north. Cross section includes:
    - 2 auto lanes (Modified from AASP, which proposes 4 auto lanes)
    - Center median/turn lane
    - Sidewalks with parkway (interim installation w/ no sidewalk on west side—to be completed by Chevron development)
    - Class IV protected bike lanes (Modified from AASP, which proposed Class II bike lanes. Interim installation with Class II bike lane on west side—to be upgraded to Class IV with Chevron development)
- **Tank Farm/Santa Fe Extension Intersection**
  - New roundabout (traffic study will guide sizing/geometrics)
- **North-South Creek Path**
  - New north-south Class I path along west side of creek, connecting Tank Farm Road north to Damon Garcia Park pathways
- **Connection to Adjacent 650 Tank Farm**
  - Proposed ped/bike/emergency access only bridge to adjacent 650 Tank Farm development to the east.

Since the City's Active Transportation Plan has not yet been adopted by the City Council, the proposed facilities will be evaluated for consistency with the currently adopted Bicycle Transportation Plan. Proposed bicycle facilities in the current Bicycle Transportation Plan relative to this project include a Class I Shared Use Path on Tank Farm Road, a north-south Class I path along the creek connecting to Damon Garcia Sports Fields, Class II bike lanes on Santa Fe Road, and retaining existing Class II bike lanes on Tank Farm. As shown in the above summary list, the applicant proposes to upgrade facilities in several locations to align with the preliminary concepts presented as part of the ATP, which prioritize Class IV protected bike lanes along collector and arterial streets.

Additional summary maps are provided in Attachment 3 to help convey the proposed pedestrian and bicycle connectivity within the greater vicinity of the proposed project site.

**Staff Recommendation:** Receive initial comments on the 600 Tank Farm project as submitted by the applicant regarding the project's consistency with the Bicycle Transportation Plan.

**Attachment 2: 600 Tank Farm Rd Conceptual Application**

**Attachment 3: 600 Tank Farm Rd Maps**

ACTION ITEM
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**3. CLIMATE ACTION PLAN FOR COMMUNITY RECOVERY  
(FUKUSHIMA – 45 MINUTES)**

The Public Review DRAFT Climate Action Plan (CAP) for Community Recovery is currently open for review. The CAP establishes a community-wide goal of carbon neutrality by 2035, adopts sector specific goals, and provides foundational actions to establish a trajectory towards achieving that goal while also recovering from the economic impacts of COVID-19.

Regarding Active Transportation, the CAP sets the policy framework as well as certain actions for achieving climate neutrality by 2035 including:

- Connected 1.1 – Establish a consistent method for tracking and reporting mode split metrics.
- Connected 1.2 – Research and develop an approach to a “Mobility as a Service” platform for people to easily use all modes of low carbon mobility in the City.
- Connected 2.1 – Complete Active Transportation plan and begin implementation immediately.
- Connected 2.2 – Launch micro mobility program by 2021

See Attachment 4 for an excerpt on the CAP on *Pillar 4: Connected Community* for more detail on these actions.

The complete Public Review Draft of the CAP can be found at:

<https://www.slocity.org/government/department-directory/city-administration/office-of-sustainability/climate-action/climate-action-plan-1949>

In January 2019, the ATC received an update on the CAP. At this meeting, the ATC can provide comments on the Public Review DRAFT. The document is open for public review until July 22<sup>nd</sup> and the City Council will consider adoption on August 18<sup>th</sup>.

**Staff Recommendation:** Receive comments from the committee on the Public Review DRAFT Climate Action Plan.

**Attachment 4: CAP Pillar 4: Connected Community**

ADJOURNMENT
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The next Regular Meeting of the Active Transportation Committee is scheduled for Thursday, September 17, 2020, at 6:00 p.m., by teleconference.

## ATTACHMENTS

1. Minutes of the June 11, 2020 Special Meeting
2. 600 Tank Farm Rd Conceptual Application
3. 600 Tank Farm Rd Maps
4. CAP Pillar 4: Connected Community



The City of San Luis Obispo wishes to make all of its public meetings accessible to the public. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk's Office at (805) 781-7100 at least 48 hours before the meeting, if possible. Telecommunications Device for the Deaf (805) 781-7107.

Agenda related writings and documents are available online or for public inspection at the Public Works Department, 919 Palm Street, SLO. Meeting audio recordings can be found at the following web address:

<http://opengov.slocity.org/WebLink/1/foi/60965/Row1.aspx>





# ACTIVE TRANSPORTATION COMMITTEE

## Minutes

**Thursday, July 16, 2020**  
**Regular Meeting of the Active Transportation Committee**

### **CALL TO ORDER**

A Regular Meeting of the San Luis Obispo Active Transportation Committee was called to order on Thursday, July 16, 2020 at 6:05 p.m. via teleconference by Chair Roberts.

### **ROLL CALL**

**Present:** Committee Members Thomas Arndt, Lea Brooks (vice chair), Timothy Jouet (joined at 6:10), Briana Martenies, Russell Mills, and Jonathan Roberts (chair)

**Absent:** Donette Dunaway

**Staff:** Active Transportation Manager Adam Fukushima, Associate Planner Kyle Bell, and Recording Secretary Lareina Gamboa

### **PUBLIC COMMENT ITEMS NOT ON THE AGENDA**

None.

*--End of Public Comment--*

### **APPROVAL OF MINUTES**

#### **1. Review Minutes of the Active Transportation Committee Meeting of June 11, 2020:**

**ACTION:** UPON MOTION BY COMMITTEE MEMBER BROOKS, SECONDED BY COMMITTEE MEMBER MILLS, CARRIED 5-0-2 (COMMITTEE MEMBERS DUNAWAY AND JOUET ABSENT), to approve the Minutes of the Active Transportation Committee Meeting of June 11, 2020, as presented.

#### **Public Comment**

None.

*--End of Public Comment--*

### **ACTION ITEMS**

#### **2. 600 Tank Farm Road Active Transportation Facilities**

Associate Planner Kyle Bell and Active Transportation Manager Fukushima provided a presentation and responded to Committee inquiries in regards to the 600 Tank Farm Road mixed-use development and its relation to Active Transportation projects in the city. The applicant for

the project, represented by Darin Cabral from RRM Design Group, also provided a presentation and responded to questions.

**ACTION:** UPON MOTION BY COMMITTEE MEMBER BROOKS, SECONDED BY COMMITTEE MEMBER ARNDT, CARRIED 6-0-1 (COMMITTEE MEMBER DUNAWAY ABSENT), to recommend providing committee suggestions to staff and the applicant for consideration as the project progresses.

**Public Comment**

None.

*--End of Public Comment--*

**3. Climate Action Plan For Community Recovery**

Active Transportation Manager Fukushima provided a PowerPoint presentation and responded to Committee inquiries in regards to the Climate Action Plan for Community Recovery and its relation to the Active Transportation Plan.

**Public Comment**

None.

*--End of Public Comment--*

**ACTION:** UPON MOTION BY COMMITTEE MEMBER ARNDT, SECONDED BY COMMITTEE MEMBER BROOKS, CARRIED 6-0-1 (COMMITTEE MEMBER DUNAWAY ABSENT), to thank City staff for their work putting together the Climate Action Plan, and moves to request that the list of Climate Action Plan comments recorded during the meeting be included for consideration.

**ADJOURNMENT**

The meeting was adjourned at 8:00 p.m. The next Regular Active Transportation Committee meeting is scheduled for Thursday, September 17, 2020 at 6:00 p.m., by teleconference.

APPROVED BY THE ACTIVE TRANSPORTATION COMMITTEE: 08/20/2020

**July 16, 2020 -- Active Transportation Committee**  
**Comments on 600 Tank Farm**

Committee Member Lea Brooks

- 1) The project should consider bicycle and pedestrian connections along Tank Farm Rd to improve east-west connections between Higuera and Broad Streets
- 2) The project should study bicycle and pedestrian impacts to the Broad/Tank Farm Rd intersection
- 3) Concerned about connecting the Acacia Creek Path to a wrong way Class IV bikeway
- 4) Consider the potential of connecting Clarion Court to Fiero Lane as an alternative to Tank Farm Road for bikes and peds
- 5) If Hawthorne Elementary is the designated school for this site, consider how children will walk and bike there
- 6) Consider what possible role a bridge across the Railroad Safety Trail at Industrial Way could do to provide access to the east side of the railroad tracks
- 7) Consider the role that bike lanes on Industrial Road could play to improve access to the site and avoid busy arterial streets like Tank Farm
- 8) Concerned about the impact widening Tank Farm Road to 5 lanes would have on bicycle and pedestrian comfort levels.

Committee Member Thomas Arndt

- 1) Suggests the design of roundabout at Tank Farm / Santa Fe should separate bike and ped modes
- 2) Requests that the Acacia Creek Path have adequate connections to other bikeway and pedestrian facilities
- 3) Suggests considering other options before using bollards on the bike/ped bridge across creek to 650 Tank Farm. If bollards are the only option, make safe as possible.

- 4) Avoid bike facility designs that encourage wrong way riding.

#### Committee Member Russell Mills

- 1) Recommends avoiding multilane road on Tank Farm to minimize bike/ped impacts. Consider not widening Tank Farm Road for multilanes
- 2) Ensure adequate sidewalk connections throughout internal development
- 3) Suggests more separation than 2 feet between Class IV bikeway and motor traffic. Suggests adding a parkway between the bike and motor vehicle modes.

#### Committee Member Briana Marteneis

- 1) Recommends that pathways for pedestrians throughout the development are direct

#### Committee Member Tim Jouet

- 1) Please look for ways to incorporate design elements of the forthcoming Active Transportation Plan as much as possible into the project
- 2) Recommends to incorporate slower roadway speeds where possible
- 3) Consider locating the bridge to 650 Tank Farm farther north
- 4) Please provide more separation between ped/bike/motor vehicle modes on Tank Farm Road cross section

#### Committee Member Jonathan Roberts

- 1) Suggests that a lot of thought be put into how the project will provide good bike/ped connectivity to destinations outside of the project





## ARCHITECTURAL REVIEW COMMISSION REPORT

**FROM:** Shawna Scott, Senior Planner

**BY:** Kyle Bell, Associate Planner

**PROJECT ADDRESS:** 600 Tank Farm

**FILE NUMBER:** ARCH-0216-2020

**APPLICANT:** Covelop Holding, LLC

**REPRESENTATIVE:** Stephen Peck

*For more information contact: (Kyle Bell) at 781-7524 or [kbell@slocity.org](mailto:kbell@slocity.org)*

### 1.0 PROJECT DESCRIPTION AND SETTING

The project application includes proposals to amend the General Plan and Airport Area Specific Plan (AASP) to rezone the property to Commercial Services (C-S-SP) zone to allow for a mixed-use project, similar to what has been proposed on the adjacent property 650 Tank Farm. The mixed-use project consists of 280 residential units and approximately 15,000 square feet (SF) of commercial space. The residential units are provided within three different housing types: 140 townhomes, 100 stacked flat units, and 40 studio and one-bedroom units over the commercial structures. The townhome and stacked flat units are intended as ownership units, while the mixed-use units will likely be a rental product (Attachment 1, Project Plans).

**General Location:** The site is composed of 11.1 contiguous acres at the northeast corner of the designated Santa Fe re-alignment and Tank Farm Road. The site slopes from the northwest to southeast. Acacia Creek borders the project on the east.

**Present Use:** Off-site Vehicle Storage

**Zoning:** Business Park within the Airport Area Specific Plan (BP-SP)

**General Plan:** Business Park

**Surrounding Uses:**

- East: Mobile Home Park
- West: Undeveloped County Land
- North: Damien Garcia Sports Fields
- South: Undeveloped County Land



Figure 1: Subject Property

### 2.0 PROPOSED DESIGN

**Design details:** Contemporary architecture, with gable roofs with exposed rafters, and flat/shed roofs for commercial structures, covered entries and balconies, internal landscape pedestrian corridors

**Materials:** Stucco siding, horizontal/vertical lap siding, wood panels, metal and composite roofs (colors and materials board not available at this time).

### 3.0 NEXT STEPS

The project was conceptually reviewed by the Active Transportation Committee (ATC) on July 17, 2020. Following this ARC conceptual review the project will be scheduled for conceptual review by the Planning Commission (PC). Following conceptual review, the applicant will consider feedback from the ATC, ARC, and PC and prepare a formal application for complete review. Once all application materials are collected and the project is deemed complete, and environmental review has been completed, the project will proceed with review hearings to be scheduled before the Cultural Heritage Committee (CHC), ARC, County Airport Land Use Commission (ALUC), PC, and City Council for final review of the project.

### 4.0 FOCUS OF REVIEW

The ARC's role is to review the project for consistency with the Community Design Guidelines, AASP and applicable City policies and standards, to provide the applicant and staff with initial feedback on the proposed conceptual design.

**Community Design Guidelines:** <https://www.slocity.org/home/showdocument?id=2104>

**Airport Area Specific Plan:** <http://www.slocity.org/home/showdocument?id=4294>



Figure 2: Rendering internal of the residential portion of the project

### 5.0 AASP DESIGN GUIDELINES/DISCUSSION ITEMS

Highlighted Sections	Discussion Items
<b>AASP Chapter 5 – Community Design</b>	
<i>§ Goal 5.1 Building Orientation and Setback</i>	The AASP states that buildings should be designed with a well-defined streetscape edge that unifies and enhances the character of the development areas and that supports pedestrian activity through its site planning and design. The ARC should provide initial feedback regarding the location of buildings and parking areas as viewed from the public right-of-way.

<i>§ Goal 5.4 Parking</i>	The AASP states that vehicular parking areas should be designed to be in scale with and visually subordinate to the development and landscape setting. The ARC should discuss the proposed parking layout in terms of minimizing the visual impact associated with large areas of parking and pedestrian circulation.
<i>§ Goals 5.9-14 Architectural Character</i>	The AASP is designated to be primarily a “work” environment (as opposed to a retail or residential environment). Given the business, service, and manufacturing uses proposed for the area, “function” will typically be the primary generator of built form for future development, but this does not suggest that the aesthetic character is any less important. The ARC should provide initial feedback regarding architectural styles as portrayed in the conceptual renderings of the project.
<b><i>CDG Chapter 5 – Residential Project Design Guidelines</i></b>	
<i>§ 5.4: Multi-Family and Clustered Housing Design</i>	The CDG states that multi-family and clustered housing projects tend to generate larger parking areas and provide less private open space. If not properly designed, parking can dominate a multi-family site, and open space may only be provided as “left over” areas, unrelated to other project features, that are not usable for outdoor activities, and expose residents to uncomfortable noise levels. The ARC should discuss the residential layout and of the multi-family structures specifically in regard to common and private open space areas, proximity to the creek and other pedestrian circulation areas.

## 6.0 PROJECT STATISTICS/ASSOCIATED STUDIES

The application provided to assist with the conceptual review does not include sufficient information to determine compliance with all development standards relevant to the project site (i.e. setbacks, lot coverage, floor area ratio, etc.), the list below is a partial list of development standards that were identifiable in the project plans.

<b>Site Details</b>	<b>Proposed</b>	<b>Allowed/Required*</b>
Creek Setback	<b>35 feet</b>	35 feet
Maximum Height of Structures	35 feet	35 feet
Density Units (DU)	255.52 DU	266.4 DU
Total # Parking Spaces	<b>458 (8% reduction)</b>	497

*\*2019 Zoning Regulations & AASP Development Standards*

## 7.0 ATTACHMENTS

**7.1** Project Description

**7.2** Project Plans





# Minutes

## ARCHITECTURAL REVIEW COMMISSION

### Monday, August 17, 2020 Regular Meeting of the Architectural Review Commission

#### **CALL TO ORDER**

A Regular Meeting of the Architectural Review Commission was called to order on Monday, August 17, 2020 at 5:00 p.m. via teleconference, by Chair Allen Root.

#### **ROLL CALL**

**Present:** Commissioners Michael DeMartini, Micah Smith, Vice Chair Christie Withers and Chair Allen Root

**Absent:** Commissioners Richard Beller and Mandi Pickens

**Staff:** Senior Planner Shawna Scott and Deputy City Clerk Megan Wilbanks

#### **PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**

None

*--End of Public Comment--*

#### **CONSIDERATION OF MINUTES**

1. Minutes of the Architectural Review Commission meeting of August 3, 2020.

**ACTION:** MOTION BY VICE CHAIR WITHERS, SECOND BY COMMISSIONER SMITH CARRIED 4-0-2 (Commissioners Beller and Pickens absent), to approve the minutes of the Architectural Review Commission meeting of August 3, 2020.

## **PUBLIC HEARINGS**

2. **Project address: 650 Tank Farm Road; Case #: ARCH-0755-2019; Zone: C-S-SP; Agera Grove Investments, LLC, owner/applicant.** Review of a mixed-use development that includes a 17,500 square foot, two-story commercial structure, 249 residential units that are housed within 18, three-story structures, and a 4,325 square-foot single story clubhouse with a creek setback exception request to allow a third-floor creek setback of 0 feet where 10 feet is normally required. The project is consistent with a Mitigated Negative Declaration of Environmental Review, adopted on February 5, 2019.

Contract Planner Brandi Cummings presented the staff report and responded to Commissioner inquiries.

Applicant representatives, Pam Ricci and Scott Martin with RRM Design Group, responded to Commissioner inquiries.

### **Public Comments:**

None

*--End of Public Comment--*

**ACTION:** MOTION BY VICE CHAIR WITHERS, SECOND BY COMMISSIONER DEMARTINI CARRIED 4-0-2 (Commissioners Beller and Pickens absent), to recommend that the Planning Commission approve the project with the following recommendations:

- Vary the backside elevations of Townhome Buildings A and F (the side where garages interface with the drive aisle) to address articulation and massing.
- Suggestions include: adjusting tonality and brickwork, providing contrast, providing materiality, applying a mix of techniques and aesthetic details, and demonstrating a higher level of attention to provide four-sided architecture.

3. **Project address: 600 Tank Farm Road; Case #: ARCH-0216-2020; Zone: BP-SP; Covelop Holdings, LLC, applicant.** Conceptual review of a mixed-use project consisting of 280 residential units and 15,000 square feet of commercial space, the project also includes an amendment to the Airport Area Specific Plan to rezone the property from Business Park (BP-SP) to Commercial Services (C-S-SP), and an associated a General Plan Map Amendment. The project will include preparation of an Environmental Impact Report.

Associate Planner Kyle Bell presented the staff report and responded to Commissioner inquiries.

Applicant representative, Scott Martin with RRM Design Group and Damien Mavis with Covelop, responded to Commissioner inquiries.

Public Comments:

None

*--End of Public Comment--*

**ACTION:** BY CONSENSUS (COMMISSIONERS BELLER AND PICKENS ABSENT) THE COMMISSION PROVIDED THE FOLLOWING RECOMMENDATIONS TO THE APPLICANT:

- Incorporate more open space between the parking area and the commercial building creating a plaza for patrons of the commercial businesses.
- Incorporate more recessed windows to add articulation.
- Identify fencing along Acacia Creek, promote Acacia Creek to be accessible to residents as open space.
- Consider ways to engage the street along the commercial building to encourage exterior space along Tank Farm.
- Consider adding small patios that relate to the retail use.
- The residential and retail buildings would benefit from a common color pallet or more compatible architectural styles.
- Incorporate a serpentine pattern to the drive aisles on the site plan.
- Create an interfacing element between the wood siding and the shed roof on the residential units.
- Incorporate a pronounced rafter tail (similar to the SESLOC building) on the edges of the buildings to tie the commercial space with the residential.

- 4. Project Address: 830 Orcutt Road; Case #: ARCH-0764-2019, AFFH-0210-2020, USE-0209-2020; Zone: Commercial Services (C-S) zone; 830 Orcutt, LLC, owner/applicant.** Continued review of a mixed-use project consisting of 15 residential units and 1,500 square feet of commercial space within the Commercial Services (C-S) zone. The project includes a density bonus of 20% including a request for an alternative incentive to relax development standards for the creek setback requirement to allow a two foot setback, where 20 feet is normally required, a request to allow residential uses on the ground floor within the first 50 feet of the structure along the street frontage, and a request for a 10 percent parking reduction. Project is categorically exempt from environmental review (CEQA).

Associate Planner Kyle Bell presented the staff report and responded to Commissioner inquiries.

Applicant representative, Bryan Ridley with Bracket Architecture, responded to Commissioner inquiries.

Public Comments:

Karla Hodgson

*--End of Public Comment--*

**ACTION:** MOTION BY COMMISSIONER SMITH, SECOND BY VICE CHAIR WITHERS CARRIED 4-0-2 (Commissioners Beller and Pickens absent), to recommend that the Planning Commission approve the project with the following recommendations to the applicant:

- Consider improving the rhythm of the siding over the drive aisle by changing the material pattern to A-B-A-B (wood versus Indigo) rather than A-B-B-B.
- Considering incorporating planters to create a vehicle buffer around the garages and to introduce vertical landscaping to soften the architecture along the drive aisle.

### **COMMENT AND DISCUSSION**

Senior Planner Shawna Scott provided a brief agenda forecast.

### **ADJOURNMENT**

The meeting was adjourned at 7:35 p.m. The next rescheduled Regular Meeting of the Architectural Review Commission is scheduled for Monday, September 14, 2020 at 5:00 p.m. via teleconference.

APPROVED BY THE ARCHITECTURAL REVIEW COMMISSION: 09/14/2020





## PLANNING COMMISSION AGENDA REPORT

**SUBJECT:** Conceptual review of a mixed-use project consisting of 280 residential units and 15,000 square feet of commercial space, including a General Plan Map Amendment to rezone the property from Business Park (BP-SP) to Commercial Services (C-S-SP), and an associated Airport Area Specific Plan Amendment to address the rezone and the development plan for the mixed-use project proposal at the subject property.

**PROJECT ADDRESS:** 600 Tank Farm Road

**BY:** Kyle Bell, Associate Planner  
 Phone Number: (805) 781-7524  
 E-mail: [kbell@slocity.org](mailto:kbell@slocity.org)

**FILE NUMBER:** ARCH-0216-2020

**FROM:** Tyler Corey, Principal Planner

### RECOMMENDATION

Provide direction to the applicant and staff on items to be addressed in plans submitted for formal entitlement review.

### SITE DATA

<b>Applicant</b>	Covelop Holding, LLC	
<b>Representative</b>	Stephen Peck	
<b>Current Zoning</b>	BP-SP (Business Park within the Airport Area Specific Plan)	
<b>Proposed Zoning</b>	C-S-SP (Commercial Services within the Airport Area Specific Plan)	
<b>General Plan Current</b>	Business Park	
<b>General Plan Proposed</b>	Commercial Services	
<b>Site Area</b>	~11.1 acres	
<b>Environmental Status</b>	Final plans for the proposed project will require further environmental analysis. A Draft Environmental Impact Report is under preparation.	

### SUMMARY

The project application includes proposals for a General Plan Map Amendment to rezone the property from Business Park (BP-SP) to Commercial Services (C-S-SP) zone and an Airport Area Specific Plan (AASP) Amendment to allow for a mixed-use project. The BP zone as well as the AASP prohibit residential uses at this location. The project application proposes to amend the AASP and rezone the property to Commercial Services (C-S-SP) zone to allow for a mixed use project, similar to what has

been proposed on the adjacent property 650 Tank Farm (Attachment 1, Project Description). The proposed mixed-use project consists of 280 residential units and approximately 15,000 square feet (SF) of commercial space. The residential units are provided within three different housing types: 140 townhomes, 100 stacked flat units, and 40 studio and one-bedroom units over the commercial structures. The townhome and stacked flat units are intended as ownership units, while the mixed-use units will likely be a rental product (Attachment 2, Project Plans).

## 1.0 COMMISSION'S PURVIEW

The purpose of conceptual review before the Planning Commission is to offer feedback to the applicant and staff as to whether the project's conceptual site layout and building design is headed in the right direction before plans are further refined and formal entitlement applications are filed; and to specifically discuss concerns and questions related to land use consistency.



*Figure 1: Rendering internal of the residential portion of the project*

## 2.0 BACKGROUND

On April 21, 2020, the City Council approved the initiation of the project and associated General Plan Amendment, Rezoning and Specific Plan Amendment and authorized the issuance of a Request for Proposals (RFP) for the preparation of an Environmental Impact Report (EIR) for the project. The Council with a vote of 5:0 provided direction to the applicant and staff to work toward a Development Agreement to accomplish the needed planning area infrastructure outlined in the AASP and maximize housing opportunities for those individuals in geographic areas included in the City's annual jobs-housing balance analysis (Attachment 3, Council Initiation 4.21.20).

On July 16, 2020, the Active Transportation Committee (ATC) reviewed the conceptual design of the project and by consensus provided 21 directional items regarding the proposed bicycle and pedestrian connectivity and safety, as well as consistency with the latest updates to the City's Active Transportation Plan for the applicant to incorporate into the project design and associated materials (Attachment 4, ATC Report and Comments 7.16.20).

On August 17, 2020, the Architectural Review Commission (ARC) reviewed the conceptual design of the project and by consensus provided nine directional items regarding building orientation in

relation to site access and private/common open space areas, and provided comments on the architectural style of the project in terms of compatibility between the different uses for the applicant to incorporate into the project design and associated materials (Attachment 5, ARC Report and Draft Minutes 8.17.20).

### 3.0 PROJECT INFORMATION

#### Site Information/Setting

The site is composed of 11.1 contiguous acres at the northeast corner of the designated Santa Fe Road realignment and Tank Farm Road. It is comprised of two separate parcels: APN: 053-421-06 and APN: 053-421-02. The site slopes from the northwest to southeast, with site elevations at 210 feet at the top of the Flower Mound, and 150 feet at the Acacia Creek/Tank Farm Road headwall. Acacia Creek borders the project on the east, although the creek area itself is located on the adjacent parcel to the east.

#### Project Statistics

The application provided to assist with the conceptual review does not include sufficient information to determine compliance with all development standards relevant to the project site (i.e. setbacks, lot coverage, floor area ratio, etc.); therefore, the list below is a partial list of development standards that were identifiable in the project plans.

Site Details	Proposed	Allowed/Required*
Creek Setback	35 feet	35 feet
Maximum Height of Structures	35 feet	35 feet
Density Units (DU)	255.52 DU	266.4 DU
Total # Parking Spaces	<b>458 (8% reduction)</b>	497

*\*2019 Zoning Regulations & AASP Development Standards*

### 4.0 DISCUSSION

The conceptual review application is not intended to provide the necessary materials (supplemental studies) needed to provide a detailed environmental review or analysis of the project. Staff has identified a set of specific discussion items for Commission's consideration. The following discussion items highlight the key issues the Commission should discuss and provide direction to the applicant and staff:

1. **Specific Plan Amendment:** The AASP was initially adopted on August 23, 2005 and provides a planning framework for future growth and development within the approximately 1,500 -acre area along the City's southern boundary. The AASP sets forth guidance for land use, conservation and resource management, community design, circulation and transportation improvements, and utilities and services needed in the planning area. The AASP has been amended multiple times, with the last amendment adopted in March 2019, with the approval of the 650 Tank Farm General Plan Amendment, rezone and AASP Amendment.

The existing General Plan Business Park land use designation provides for research and development and light manufacturing in a campus setting. The proposed General Plan Services & Manufacturing designation provides for a wide range of uses including business and professional services, medical services, research and development, and retail sales. It also provides for



residential uses as part of a mixed-use project with a residential density of up to 24 density units/acre. The proposed Specific Plan Amendment would allow for the site to be developed with a mixed-use project. This would accommodate the continuation and expansion of the residential uses proposed in the vicinity (650 & 660 Tank Farm).

2. **Airport Land Use Plan:** The current and proposed county Airport Land Use Plan (ALUP) and city airport compatibility regulations have significantly informed and influenced the location and extent of the proposed uses. The project is outside of the Runway Protection Zone and within Safety Area S-1c. Pursuant to the current ALUP, this safety area is very restrictive with residential density allowing only 0.2 dwelling units per acre, which equates to about 24 units on the 11.1-acre portion of the site proposed for C-S-SP zoning.

This residential density restriction is based on noise and safety information that is known to be outdated and the Airport Land Use Commission (ALUC) is now in the process of updating the ALUP so that it is consistent with the operational projections in the Airport Master Plan, and with the most recent version of the Caltrans Handbook. The extent of noise impacts is now known to be confined to properties south of Tank Farm Road in the vicinity of the project. The ALUC is reviewing its noise and safety zones which will be modified to reflect a more conventional configuration, similar to those found in the Caltrans Handbook and those used for other County airports. During the plan development process, the applicant team has consulted with ALUC staff and commissioners to determine the location of key ALUP regulatory zones on the property, and modified the product mix to be compatible with the anticipated updated ALUP policies and standards. The project will be dependent on the ALUP update, which is anticipated to be complete in 2021. As General Plan and Specific Plan amendments are proposed, the project will require review by the ALUC at a future date.

3. **Site Layout and Building Design:** The proposed project provides a mixed-use development within the Commercial Services zone. The project will be reviewed for consistency with Community Design Guidelines Chapter 3.4 (Guidelines for Specific Commercial and Industrial Uses) and Chapter 5.4 (Multi-family and Clustered Housing Design). Mixed-use developments are conditionally allowed in the C-S-SP zoning district with a minor use permit.

Discussion Item #1: The Commission should discuss whether the conceptual site layout and building design is compatible with adjacent uses. Specifically, the Commission should discuss and provide direction to the applicant and staff regarding the building orientation along the street frontages, parking throughout the site, and architectural styles in consideration of the context of the site and projects within the vicinity.

4. **Sante Fe Intersection Re-configuration.** The project will implement several major transportation features including the Santa Fe/Tank Farm Road roundabout, Santa Fe Road re-alignment, and associated improvements for Santa Fe Road including two travel lanes and Class IV bike paths. Santa Fe Road will be extended north along the west property line for approximately 475 to 500 feet to a temporary offset cul-de-sac. Longer term, this temporary terminus will be built as a 90-degree roundabout to connect Santa Fe Road to the Prado Road extension by the developers of the Chevron or Damon Garcia properties.

Discussion Item #2: The Commission may provide comments, suggestions, or questions related to the reconfiguration Santa Fe Road and pedestrian and bicycle connections for the applicant and staff to address through the Draft EIR or associated application materials.

## **5.0 NEXT STEPS**

Following conceptual review, the applicant will consider feedback received from the ATC, ARC, and PC and prepare a formal application for complete review. Once all application materials are collected and the project is deemed complete, and environmental review has been completed, the project will proceed with review hearings to be scheduled before the Cultural Heritage Committee (CHC), ARC, ALUC, PC, and City Council for review of the project. Associated entitlements are envisioned at this time to include: General Plan Map Amendment (includes rezoning), Specific Plan Amendment, Development Agreement, Minor Subdivision, Minor Use Permit, and Development Review (Major).

The City determined that the project would require the preparation of a Project EIR. Following the authorization by the City Council on April 21, 2020, the City has released a Request for Proposals (RFP) and selected a consultant (Rincon Consultants) to prepare the EIR. The City will hold a Notice of Preparation of an EIR public hearing with the PC at a later date. The EIR will evaluate project-specific and cumulative impacts, in addition to secondary effects that may occur as a result of implementation of mitigation measures and conditions of approval, noting the other large development projects (650 Tank Farm, 660 Tank Farm, San Luis Ranch, Froom Ranch, and Avila Ranch) currently under review by the City, in addition to existing and reasonably foreseeable development.

## **6.0 OTHER DEPARTMENT COMMENTS**

A pre-application meeting was held on June 6, 2019, for an earlier design of a potential project, comments from other City Departments including Engineering, Transportation, Utilities, Fire, and Building have been provided to the applicant team outlining the necessity of the supplemental studies and materials requested in conjunction with the entitlement application submittal. The Transportation Division noted that a Traffic Impact Study would be required for the proposed project and that the realignment of Santa Fe Road south of Tank Farm is not expected at this time to be required as part of the project, but the roundabout would need to be designed to accommodate addition of the south leg of the intersection when the Santa Fe Road realignment occurs at a later date.

## **7.0 ATTACHMENTS**

1. Project Description
2. Project Plans
3. Council Initiation Report and Minutes 4.21.20
4. ATC Report and Comments 7.16.20
5. ARC Report and Minutes 8.17.20



# Minutes

## Planning Commission

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### **Regular Meeting Wednesday, September 23, 2020**

#### **CALL TO ORDER**

A Regular Meeting of the San Luis Obispo Planning Commission was called to order on Wednesday, September 23, 2020 at 6:00 p.m., via teleconference, by Chair Dandekar.

#### **ROLL CALL**

**Present:** Commissioners Michael Hopkins, Steve Kahn, Nicholas Quincey, Michelle Shoresman, Mike Wulkan, Vice-Chair Robert Jorgensen, and Chair Hemalata Dandekar

**Absent:** None

**Staff:** Community Development Director Michael Codron, Principal Planner Tyler Corey, Contract Planner John Rickenbach, Associate Planner Kyle Bell, Assistant City Attorney Roy Hanley, and Deputy City Clerk Kevin Christian

#### **PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

None

#### **1. CONSENT AGENDA – CONSIDERATION OF MINUTES**

**ACTION:** MOTION BY VICE CHAIR JORGENSEN, SECOND BY COMMISSIONER WULKAN, CARRIED 7-0-0 to approve the Planning Commission Minutes of September 9, 2020 with modifications.

## **PUBLIC HEARING**

2. Review of Vesting Tentative Tract Map (VTTM) to subdivide Lot 7 of previously approved Tract 3096 into 11 parcels ranging in size from 0.30 to 2.77 acres, and Specific Plan Amendments (SPA) to the San Luis Ranch Specific Plan (SLRSP) to increase the number of residential units from 580 to 654 for increased affordable housing, update of design guidelines for mixed-use development on the Neighborhood Commercial site, relocation of Community Garden location in previously approved Tract 3096, and minor updates to reduce the anticipated amount of floor area of commercial space from 150,000 square feet to 139,000 square feet and a reduction in office space from 100,000 to 97,000 square feet. An addendum has been prepared with a determination that the proposal is consistent with the certified Final EIR and Supplemental Final EIR for the San Luis Ranch Specific Plan. **Project address: 1035 Madonna Road; Case #: SPEC-0172-2020 & SBDV-0173-2020; Zone: San Luis Ranch designations NG-10, NG-23, NG-30, AG and Neighborhood Commercial (NC); MI San Luis Ranch, LLC, applicant.**

Contract Planner John Rickenbach, Senior Planner Brian Leveille, and Community Development Director Michael Codron presented the staff report and responded to Commission inquiries.

Applicant representatives, John Fowler (President/CEO People's Self Help Housing) and Rachel Kovesdi (Planning Consultant), provided information on the development plan and responded to Commission inquiries.

Chair Dandekar opened the public hearing.

### **Public Comment:**

None

Chair Dandekar closed the public hearing.

**ACTION:** MOTION BY COMMISSIONER KAHN, SECOND BY COMMISSIONER WULKAN, CARRIED 5-1-1 (QUINCEY OPPOSED, HOPKINS RECUSED) to adopt a Resolution entitled,

**“A RESOLUTION OF THE SAN LUIS OBISPO PLANNING COMMISSION RECOMMENDING APPROVAL OF A SPECIFIC PLAN AMENDMENT FOR THE SAN LUIS RANCH SPECIFIC PLAN, IN ORDER TO ALLOW UP TO 139,300 SF OF COMMERCIAL, 97,000 SF OF OFFICE, AND 654 RESIDENTIAL UNITS WITHIN THE PLAN AREA; APPROVAL OF VESTING TENTATIVE TRACT MAP 3142 WITHIN PREVIOUSLY APPROVED VESTING TENTATIVE TRACT MAP 3096 TO CREATE 11 LOTS IN THE NC ZONE OF THE SAN LUIS RANCH SPECIFIC PLAN, FOR THE COMMERCIAL, OFFICE, AND RESIDENTIAL UNITS WITHIN THESE LOTS, AS ALLOWED UNDER THE SPECIFIC PLAN AMENDMENT; AND A DETERMINATION THAT THE PROJECT IS CONSISTENT WITH THE CERTIFIED FINAL EIR AND FINAL SUPPLEMENTAL EIR FOR SAN LUIS**



**RANCH SPECIFIC PLAN WHEN CONSIDERED IN CONJUNCTION WITH AN ADDENDUM APPROVED BY THE CITY COUNCIL ON AUGUST 18, 2020; AS REPRESENTED IN THE AGENDA REPORT AND ATTACHMENTS DATED SEPTEMBER 23, 2020 (1035 MADONNA ROAD, SPEC-0172-2020)”** amended as presented concerning COA 30 and COA 31.

The Commission gave the following direction for inclusion in the Development Plan:

- Ensure that compatible design considerations are included for Lot 4 adjacent to the affordable housing.
- Ensure the loading/unloading area doesn't infringe on the residential parking area for the affordable housing.
- Install a masonry wall instead of a wood fence and a 5 foot landscape buffer between the parking lot for lot 11 and the adjacent single family (NC-23) housing area to the south.
- Consider adding a pedestrian crossing of Dalidio Drive mid-block between the traffic circle and Madonna Road.
- Bike parking for Lot 11 should include charging stations for e-bikes and parking for large bikes, such as cargo bikes.

### **RECESS**

*The Commission recessed at 7:53 and reconvened at 8:05 with all Commissioners present.*

3. Conceptual review of a mixed-use project consisting of 280 residential units and 15,000 square feet of commercial space, the project also includes a General Plan Map amendment and Airport Area Specific Plan amendment to rezone the property from Business Park (BP-SP) to Commercial Services (C-S-SP). The project will include preparation of an Environmental Impact Report. **Project address: 600 Tank Farm Road; Case #: ARCH-0216-2020; Zone: BP-SP; Covelop Holdings, LLC, applicant.**

Associate Planner Kyle Bell presented the staff report and responded to Commission inquiries.

Applicant representatives, Steven Peck of Peck Planning and Damien Mavis of Covelop, Inc., provided an overview of the project, focusing on traffic circulation, considerations for amending the land use, compatibility with the existing Airport Land Use plans, and the proposed housing affordability.

Chair Dandekar opened the public hearing.

### **Public Comment:**

Pam Ricci

Chair Dandekar closed the public hearing.

The Commission provided the following direction and comments to staff and the developer for possible enhancements to be included in their final proposal:

- Consider the circulation interrelationship of this and other nearby developments as a whole and their impact on bicycling and pedestrian connectivity in the immediate area as well as to further destinations in the City.
- Consider increasing the number of units.
- Ensure compatibility of the commercial services for this project and adjacent sites.
- Design of building adjacent to Tank Farm should be orientated to Tank Farm if they serve the general public rather than just the development.
- Provide a more prominent direct pedestrian connection between the residential and commercial areas – minimize crossing of parking areas.
- Consider broadening the proposed 1.5-mile local preference zone.
- Consider opportunities to enhance connectivity across the emergency bridge.

#### **COMMENT AND DISCUSSION**

**4. Agenda Forecast** – Principal Planner Tyler Corey provided an update of upcoming projects.

#### **ADJOURNMENT**

The meeting was adjourned at 9:33 p.m. The next Regular Planning Commission meeting is scheduled for Wednesday, October 14, 2020, via teleconference.

APPROVED BY THE PLANNING COMMISSION: 10/14/2020



## 600 Tank Farm - Conceptual City Comments

#	Directional Item	Response
City Council - Rezone Initiation (April 21, 2020)		
1	include requested changes by the Applicant, staff to work toward a Development Agreement or other enforceable mechanism, with the applicant to accomplish the infrastructure scope, the locals preference and other areas as determined by staff and to include early feedback from the Active Transportation Committee and Planning Commission for the conceptual review and scoping.	No longer applicable

ATC - Conceptual Review (July 17, 2020)		
2	The project should consider bicycle and pedestrian connections along Tank Farm Rd to improve east-west connections between Higuera and Broad Streets	Considered. Refer to the mitigation in the DEIR
3	The project should study bicycle and pedestrian impacts to the Broad/Tank Farm Rd intersection	Refer to Traffic Study
4	Concerned about connecting the Acacia Creek Path to a wrong way Class IV bikeway	No longer applicable. The connection has been revised to direct bicycle circulation to Santa Fe Road
5	Consider the potential of connecting Clarion Court to Fiero Lane as an alternative to Tank Farm Road for bikes and peds	This request is outside the scope of this project
6	If Hawthorne Elementary is the designated school for this site, consider how children will walk and bike there	This request is outside the scope of this project
7	Consider what possible role a bridge across the Railroad Safety Trail at Industrial Way could do to provide access to the east side of the railroad tracks	This request is outside the scope of this project
8	Consider the role that bike lanes on Industrial Road could play to improve access to the site and avoid busy arterial streets like Tank Farm	This request is outside the scope of this project
9	Concerned about the impact widening Tank Farm Road to 5 lanes would have on bicycle and pedestrian comfort levels.	Noted. The design of the Tank Farm Road improvements have been directed by City staff.
10	Suggests the design of roundabout at Tank Farm / Santa Fe should separate bike and ped modes	Noted



11	Requests that the Acacia Creek Path have adequate connections to other bikeway and pedestrian facilities	The Acacia Creek crossing has been coordinated with the adjacent project for pedestrian and bicycle use.
12	Suggests considering other options before using bollards on the bike/ped bridge across creek to 650 Tank Farm. If bollards are the only option, make safe as possible.	The proposed bollards have been set back from the Class I path to limit vehicle access only and not impede pedestrian bicycle circulation
13	Avoid bike facility designs that encourage wrong way riding.	Agreed
14	Recommends avoiding multilane road on Tank Farm to minimize bike/ped impacts. Consider not widening Tank Farm Road for multilanes	Noted. The design of the Tank Farm Road improvements have been directed by City staff.
15	Ensure adequate sidewalk connections throughout internal development	Provided in project design
16	Suggests more separation than 2 feet between Class IV bikeway and motor traffic. Suggests adding a parkway between the bike and motor vehicle modes.	Understood. The design of the road improvements have been directed by City staff.
17	Recommends that pathways for pedestrians throughout the development are direct	Provided in project design
18	Please look for ways to incorporate design elements of the forthcoming Active Transportation Plan as much as possible into the project	Provided in project design
19	Recommends to incorporate slower roadway speeds where possible	The road speed is dictated by the width of the roadway improvements and City staff.
20	Consider locating the bridge to 650 Tank Farm farther north	The proposed bridge crossing at Acacia Creek is located per the previous crossing location and the Environmental Analysis that was certified for the adjacent project (650 Tank Farm)
21	Please provide more separation between ped/bike/motor vehicle modes on Tank Farm Road cross section	Understood. The design of the road improvements have been directed by City staff.
22	Suggests that a lot of thought be put into how the project will provide good bike/ped connectivity to destinations outside of the project	Agreed. Please refer to the Site Circulation exhibit included in the ARC package

ARC - Conceptual Review (August 17, 2020)

23	Incorporate more open space between the parking area and the commercial building creating a plaza for patrons of the commercial businesses.	The design of the project was not able to accommodate this request.
24	Incorporate more recessed windows to add articulation.	Considered, but given the extensive amount of fiber cement siding, recessed windows are not recommended based on waterproofing concerns.
25	Identify fencing along Acacia Creek, promote Acacia Creek to be accessible to residents as open space.	This project is not proposing fencing along Acacia Creek, thus residences would have access to the open space.
26	Consider ways to engage the street along the commercial building to encourage exterior space along Tank Farm.	Providing exterior use spaces along Tank Farm Road is not desirable given the concerns regarding noise.
27	Consider adding small patios that relate to the retail use.	Considered but felt they would not be appropriate
28	The residential and retail buildings would benefit from a common color pallet or more compatible architectural styles.	Agreed. Refer to scheme 2 & 3
29	Incorporate a serpentine pattern to the drive aisles on the site plan.	Refer to pavers in the main intersection off Santa Fe Road
30	Create an interfacing element between the wood siding and the shed roof on the residential units.	The elevation design has been updated to reflect a more consistent relationship between the various building types.
31	Incorporate a pronounced rafter tail (similar to the SESLOC building) on the edges of the buildings to tie the commercial space with the residential.	We have incorporated some shed roof and wood corbels into the Mixed-Use building as well as the two buildings types (C & D) as a nod to SESLOC without matching their design

PC - Conceptual Review (September 23, 2020)

32	Consider the circulation interrelationship of this and other nearby developments as a whole and their impact on bicycling and pedestrian connectivity in the immediate area as well as to further destinations in the City.	Considered.
33	Consider increasing the number of units.	Unable to achieve this due to site constraints.
34	Ensure compatibility of the commercial services for this project and adjacent sites.	Understood.
35	Design of building adjacent to Tank Farm should be orientated to Tank Farm if they serve the general public rather than just the development.	Agreed. The Mixed-Use building addresses Tank Farm and Santa Fe.
36	Provide a more prominent direct pedestrian connection between the residential and commercial areas – minimize crossing of parking areas.	
37	Consider broadening the proposed 1.5-mile local preference zone.	Considered and not currently planning on broadening.
38	Consider opportunities to enhance connectivity across the emergency bridge.	Bridge to be used for ped and bike access, or emergency vehicles only.

## **General Plan Land Use Element**

### **2.3.1. Mixed Uses and Convenience**

The City shall promote a mix of compatible uses in neighborhoods to serve the daily needs of nearby residents, including schools, parks, churches, and convenience retail stores. Neighborhood shopping and services should be available within about one mile of all dwellings. When nonresidential, neighborhood serving uses are developed, existing housing shall be preserved and new housing added where possible. If existing dwellings are removed for such uses, the development shall include replacement dwellings (no net loss of residential units).

***Response: The project provides residential uses in an area with significant jobs and shopping. The project contributes to the improvement of the jobs-housing balance in the community.***

### **2.3.6. Housing and Businesses**

The City shall encourage mixed use projects, where appropriate and compatible with existing and planned development on the site and with adjacent and nearby properties. The City shall support the location of mixed use projects and community and neighborhood commercial centers near major activity nodes and transportation corridors / transit opportunities where appropriate.

***Response: The project adds housing to an area with significant jobs, shopping and services.***

## **7.3. Airport Land Use Plan**

Land use density and intensity shall carefully balance noise impacts and the progression in the degree of reduced safety risk further away from the runways, using guidance from the San Luis Obispo County Regional Airport Land Use Plan, State Aeronautics Act, and California Airport Land Use Planning Handbook guidelines. The City shall use the Airport Master Plan forecasts of aviation activity as a reasonably foreseeable projection of ultimate aviation activity sufficient for long-term land use planning purposes. Prospective buyers of property subject to airport influence should be so informed.

***Response: The project was found to be compatible with the County ALUP.***

## **7.9. Internal Open Space**

The City shall ensure areas designated for urban uses in the Airport Area Specific Plan, but not necessarily each parcel, include open areas as site amenities and to protect resources, consistent with the Conservation and Open Space Element. In addition, the City shall ensure wildlife corridors across the Airport Area shall be identified and preserved.

***Response: The project include internal open space, adjacent open space with Acacia Creek and the Flower Mound, and complies with the open space requirements of the ALUP.***

### **Airport Area Specific Plan**

### **Community Design Guidelines**

**Goal 5.1**      **A continuous, well-defined streetscape edge that unifies and enhances the character of the development areas and that supports pedestrian activity through its site planning and design.**

#### ***Guidelines***

- A. Buildings are encouraged to front directly on the landscaped setback adjacent to the street right-of-way, rather than locating parking between the street and building.*
- B. Parking should be located behind or along the sides of buildings.*
- C. The main entrance to any building with frontage on the primary street serving the project should be oriented toward the primary street.*
- D. Building setbacks on adjacent parcels should be varied to provide visual interest, but not so much that the variation destroys the continuity of the streetscape frontage. The variation between setbacks along a streetscape frontage should not be more than 5 meters (16 feet).*

***Response: Buildings front on to Acacia Creek, Tank Farm and Santa Fe. All parking is located behind the commercial buildings fronting on Tank Farm Road and Santa Fe. Articulation is provided along both public street frontages.***

#### **Standards**

- 5.1.1 Principal buildings shall be oriented parallel to the street.
- 5.1.2 No more than one double-loaded parking bay will be allowed between the street and the front of the building.
- 5.1.3 Direct pedestrian access shall be provided from the street serving the project to the main entrance.
- 5.1.4 Buildings shall have architecturally articulated entry features facing the street.

**Response:** All buildings along the public street frontages are parallel to the street centerlines.

**Goal 5.2:**      **New development fully integrated with a comprehensive open space framework. Pedestrian (bike and peds) access is provided by way of sidewalks and intersecting project sidewalks. Entry features are clearly marked and articulated.**



## Guidelines

- A. *On sites with multiple buildings, building heights and separation between structures should be coordinated to allow views to surrounding open space and landforms.*
- B. *Development adjacent to public open space and trails should allow for public access to the open space from developments that do not share adjacency or direct access to the open space system.*
- C. *The siting of buildings, service facilities, circulation, parking, and other elements of new development should take into consideration established development patterns adjacent to the site. Potentially incompatible uses or design elements (e.g., loading areas, refuse collection areas, and high traffic access drives) shall be sited away from sensitive existing use areas on adjacent sites, such as entrances, plazas, lunch areas and other gathering places.*

## **Standards**

A.1.1 *On properties adjacent to public open space and trails, convenient pedestrian and bicycle connections shall be provided for employees between the buildings and the open space system and to connect residential, commercial and recreational areas.*

***Response: Finished floor elevations range from 154 MSL to 179 MSL. Building height finished elevations provide a range that allows views of open space, as illustrated in Sheet A7 of the entitlement submittal. Access is provided to open space areas by onsite sidewalks at least every other building.***

**Goal 5.4:** Safe and efficient vehicular parking areas that are designed to be in scale with and visually subordinate to the development and landscape setting. In addition, parking is to be provided as a buffer element between residential uses and non-residential uses, and between residential uses and areas of greater noise exposure.

## ***Guidelines***

- A. *On-street parking is encouraged along all streets providing direct access to a development site.*

***Response: Onstreet parking is not permitted.***

- B. *The number of parking area entrances and exits should be minimized to reduce vehicular conflicts at intersections. Parking lots with more than 100 spaces should have more than one street access.*

***Response: There are two access points to the main commercial parking lot. An additional access point is provided for the residential portions. These access points are interconnected and there three drives that provide direct or indirect access to the residential and commercial portions of the site.***

- C. *Where possible, parking lots on adjacent parcels should have vehicular and pedestrian connections between lots of adjacent developments in order to facilitate circulation.*
- D. *Parking areas should be divided into multiple small lots, rather than one large lot, through the siting of internal circulation corridors, landscaped medians, and buildings.*
- E. *The use of porous surfaces that reduce heat buildup and stormwater runoff are encouraged for parking areas, particularly in overflow parking areas and those adjacent to open space (see drainage guidelines at the end of this chapter).*
- F. *Use low (approximately one meter in height) hedges, shrub masses or walls between parking areas and street.*
- G. *For each parking lot, a single tree species should be used for all end-of-aisle planting islands, and that species, or one additional species, should be used for planter areas between stalls.*
- H. *The use of native plant materials that reference the natural landscape or ornamental versions of orchard-type tree species that reference the area's agricultural heritage are encouraged. Orchard-style planting of parking areas can be achieved with an equally-spaced planting of trees at a ratio of one tree for every four parking spaces for Business Park development, and one tree for every six parking spaces for Services and Manufacturing development.*
- I. *In R-3 and R-4 zones, parking bays and garages shall be placed adjacent to non-residential uses or adjacent to noise exposure areas to buffer sound impacts.*

***Response: There are two access points to the main commercial parking lot. An additional access point is provided for the residential portions. These access points are interconnected and there three drives that provide direct or indirect access to the residential and commercial portions of the site. The project complies with Guidelines G, H and I regarding landscaping.***

### **Standards**

- 5.4.1. Parking lots shall be located at the rear or side of buildings, rather than between the front facade of the building and the street. Side parking shall not exceed 40 percent of the frontage of the lot on the primary street.

**Response: All parking is located behind street-side buildings. Parking provided on the building sides is less than 40 percent of the total frontage.**

- 5.4.2 Where parking layout exceeds two rows in depth (i.e., one double-loaded parking bay), parking lot aisles shall be oriented perpendicular to the building(s) (i.e., aligned in direction of pedestrian movement) to increase pedestrian safety.
- 5.4.3 A pedestrian path or sidewalk located within the landscape median between parking bays is required in cases where there are more than three bays of parking or the configuration of the bays makes it difficult for pedestrians to access the buildings, to the discretion of the Community Development Director.

**Response: The commercial parking lot is perpendicular to the longest leg of the L-shaped commercial building. A pedestrian path is provided through the parking lot. See Sheet A3.**

- 5.4.4 Parking lots shall be planted with shade trees in a pattern and number that can be reasonably expected to shade at least 50 percent of the lot surface within ten (10) years of planting, and provide a nearly continuous canopy at maturity.

**Response: See Sheets A40 and A41.**

- 5.4.5 A 10 percent reduction in the required number of parking spaces may be granted by the Director for development within one-quarter mile of a regularly scheduled transit stop.
- 5.4.6 A 5 percent reduction in the required number of parking spaces may be granted by the Director for development that provides showers and changing rooms, in addition to the secure, sheltered bicycle parking facilities already required by City code.
- 5.4.7 A 5 percent reduction in the required number of parking spaces may be granted by the Director for development of parking areas that increase storm water infiltration (see Drainage guidelines in section 5.2.4).

**Response: The project is within one-fourth mile of the transit stop on Broad/Tank Farm Road. A five percent parking reduction is requested.**

#### Goal 5.8 Roadway View Protection

##### Tank Farm Road

Davenport Hills to south;  
South Street Hills to north

Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)

Santa Fe Road (Buckley Road to Prado Road)	South Street Hills to north; Davenport Hills to south	View of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.
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***Response: Project drives and building articulations provides views to South Hills, Acacia Creek and other open space resources to the extent practicable.***

**Goal 5.10: Building massing that adds visual interest, maintains human scale, and expresses building function.**

***Guidelines***

- A. Bold offsets and articulations of the wall plane should be used to reduce the apparent overall building mass; create a play of shadow; provide visual interest; and maintain a sense of scale.*
- B. Facades that face public streets shall be articulated to give human scale, reduce the apparent mass of large buildings, to add visual interest and avoid the uniform, impersonal appearance typical of many large industrial and office type buildings.*
- C. Massing may vary from building to building but must reinforce the concept of a harmonious and unified cluster of buildings.*
- D. Building forms and placement should be used to create pedestrian areas that are protected from the wind, but have appropriate sun exposure.*

*Response: Building massing and articulation provides for variation. See Sheets A13, A14. The project also provides variations in building styles, colors schemes, wall planes, and building orientation.*

**Standards**

- 5.10.1 Building facades visible from streets shall vary in modules of 20 meters (66 feet) or less. On any building facade, continuous wall planes longer than 30 meters (100 feet) should be avoided. Where interior functions require longer continuous spaces, exterior walls should have architectural features such as columns or pilasters at least every 20 meters. Such architectural features shall have a depth of at least 3 percent of the length of the facade, and shall extend at least 20 percent of the length of the facade.

***Response: The project complies with the requirements.***

5.10.2 Facades that face public streets shall use elements such as arcades, awnings, entry features, windows, or other such animating features along at least 60 percent of their horizontal length.

***Response: Awnings, arcades, windows, entry features and other details are present in 90 percent of building street frontages.***

**Goal 5.11:** An overall development profile that contributes to the unity and harmony of the planning area when viewed as a whole, but also has enough variety to contribute visual interest and avoid monotony.

***Guidelines***

- A. *Building height profile should be designed to create a harmonious relationship with adjacent buildings both within the site and on adjacent sites.*
- B. *Building heights should be varied both within and between sites to provide visual interest and to mitigate the scale of the buildings. Lower building heights should be used near entrances, plazas and other gathering places to maintain human scale.*
- C. *Rooflines should be varied to add character and interest to buildings. Roof forms that reference rural, agricultural building prototypes are preferred over flat roofs.*
- D. *Rooftop equipment shall be consolidated as much as possible and screened from public views, including open space areas open to the public. Enclosures for rooftop equipment shall be integrated into the overall design of the structure.*

***Response: The building masses are consistent with those of the adjoining property (650 Tank Farm Road. Finished building elevations are varied because of the sloping nature of the site, and the variation is roof styles and slopes.***

**Standard**

A.11.1 Table 4-9 shows building height standards for the planning area. See the Zoning Regulations for allowed height in the R-2 zone.

***Response: Sheet 1 summarizes the building height requirements per Table 4-9 of the AASP. Occupied portions of structures are permitted to be 36'-0" above average existing grade (210' msl), and non-occupied portions of structures are permitted to be 46'-0" above average existing grade (220' msl). Sheets A16, A18, A20, A25 and A28 show how the building comply with this standard.***



**Goal 5.12:** Architectural detailing that gives buildings human scale, visual interest and distinctiveness through the use of high-quality finishes and materials that are harmoniously combined to unify individual buildings and to ensure a consistent level of design quality.

**Guidelines**

- A. *Arcades and/or recessed exterior balconies should be used to articulate building form, provide a sense of scale, and create a play of light and shadow.*
- B. *Wall and window surface planes should be articulated with reveals, trim, recesses, projections, or other details to provide visual interest and a sense of scale.*
- C. *Rooftop equipment should be shielded to provide pleasant roof views from taller adjacent buildings or other elevated viewpoints such as open space areas and trails.*
- D. *Building entries should be clearly defined and highly visible. This can be accomplished through architectural feature such as a portico, overhang, decorative cornice, canopy or arcade, and accentuated with a change in materials and color, and accent plantings.*
- E. *Emphasize main building entries with entry courtyards or other features so they are easily recognizable from approaching automobiles and to provide “ceremonial” entry for pedestrians.*
- F. *Exterior gutters, scuppers, leaders, leader heads and other exterior rainwater drainage devices are allowed only if they are visually integrated into the building design as a decorative enhancement.*

**Response:** *Sheets A16, A18, A20, A25 and A28 show how the buildings comply with these guidelines.*

**Goal 5.13:** A unified identity through use of a harmonious, but varied, palette of materials and colors that is coordinated with landscape elements and signage.

**Guidelines**

*Exterior Materials*

- A. *Within a given architectural design, the exterior appearance of a building should receive a consistent treatment of material and colors on all sides, although the proportion of materials may vary.*

- B. *In general, materials should be used honestly, reflecting their natural character, and artificial versions of natural materials such as wood, rock, and masonry should be avoided.*
- C. *Reflective or shiny exterior finishes such as glazed roofing tiles, enameled metals, reflective glass, and glossy vinyl coatings are discouraged. When used, glass panels or windows that cover a large portion of the building facade should be clear or moderately reflective. Highly reflective mirror glass is discouraged.*

#### *Color*

- D. *In general, colors should be restrained. Colors that are compatible and complementary with the range of natural tones found in the surrounding landscape are preferable for exterior walls. Trim and accent colors may be brighter, but should still be somewhat muted.*

**Response: Sheets A16, A18, A20, A25 and A28 show how the buildings comply with these guidelines.**

**Goal 5.14: An attractive and sustainable landscape pattern that unifies and enhances the quality of the proposed development, while being compatible with the rural agricultural landscape that bounds the area to the south and east.**

#### ***Guidelines***

- A. *Street trees in the Airport Area should be planted to enhance the area's image, and create a strong sense of identity and unity regardless of the variety in land uses and architectural styles.*
- B. *Landscaping along streets and trails should employ a relatively simple palette of plants and other materials that is repeated throughout the area to create a sense of continuity and visual coherence.*
- C. *Focal areas, such as the Airport Area gateways, key intersections and project entries should be highlighted through the introduction of specimen trees, intensified planting schemes, special paving and other landscape enhancements.*
- D. *Native and naturalized plant species (plants that can easily survive local climatic and soil conditions) are favored over exotic species that require more water, higher maintenance, and are less compatible with the natural landscape.*

- E. *The use of native trees and those associated with the agricultural landscape are encouraged throughout the area. For example, Oak trees are a recognized resource in the area. The use of oak species, including Quercus agrifolia (coast live oak) and Quercus lobata (valley oak), in focal areas and landmark locations is encouraged. California sycamore is another appropriate species, particularly in areas adjacent to riparian corridors and wet-land areas.*
- F. *The character of planted areas near riparian corridors should respect and respond to the natural landscape character of these areas. A gradual transition should be created between zones of purely native vegetation and predominantly ornamental planting areas.*
- G. *The use of specimen trees and ornamental species is appropriate to highlight the importance of building entries and distinguish them from the rest of the site landscape.*
- H. Development in the Avila Ranch area shall be designed so the projected annual water consumption is 35 percent less than the average annual community water consumption. To meet this goal, the following performance standards shall be used:
1. Turf shall not be permitted for individual yard landscaping. Landscape plans shall be developed which require lower water usage and lower maintenance. Landscape plans shall reflect the local climate zones and local plant material.
  2. Turf may be used where it is associated with a common open space, parkways, sports field or other common area. Where feasible, these areas will be irrigated with recycled water.
  3. Landscape and irrigation plans should use drip irrigation systems to the extent feasible. General broadcast irrigation is discouraged.
  4. EPA Watersense fixtures shall be used.

**Goal 5.17: A consistent, high quality system of signs that allows for creativity in design and commercial identification, while avoiding extremes of size, number, color, height, and shape.**

***Guidelines***

- A. *Signs should be visually integrated with the contours, forms, colors and detailing of the landscape design. Low-profile monument signs are generally preferred.*

- B. The colors and materials of signs should reflect the visual attributes of the buildings to which they refer. Harsh or garish colors for background or lettering are discouraged.*
- C. The total square-footage of on-site signage is governed by the City's Sign Regulations.*

***Response: See sheets A35, A36, A40 and A41 for the overall landscape plan, plant materials, and site details that show compliance with these guidelines.***

### **Standards**

Goal 5.17.1: Building identity signs shall be limited to major site entries from public roadways. Corporate and business identity signs can be placed on the buildings themselves, if they are located near the building entrance and are for identification within the site (i.e., not from public roadways).

Goal 5.17.2: Signs on poles or other raised structures are not allowed in the planning area.

Goal 5.17.3: All signs shall be located on private property.

Goal 5.17.4: Entry signs shall be externally illuminated. The light source shall be fully shielded from view from roadways and pedestrian walkways. Lighting levels shall be as low as possible while providing adequate illumination for signs to be seen by motorists.

***Response: Commercial building signage and entry signs will be covered under a separate permit. Sheet A37 shows the proposed signage concepts.***

**Goal 5.18: A low level of ambient lighting that protects the rural ambience, while being consistent with public safety needs.**

### **Guidelines**

- A. When illuminated, pedestrian pathways and plazas within development parcels should use light standards that limit the splay of light. Fixtures mounted no higher than 42 inches above the ground are preferred, but light standards up to 12 feet tall are acceptable.*
- B. On-site lighting to complement and enhance architecture, building identity and site design should be restrained in its application. Fixtures should be concealed to avoid glare and light intrusion into adjacent properties and streets.*
- C. Service area lighting should be contained within the service area boundaries and enclosure walls. Light "spill over" outside service areas should be minimized.*

### **Standards**

5.18.1 Provide minimum levels of lighting consistent with public safety standards along public roadways.

5.18.2 At a minimum, streetlights shall be required at intersections, marked pedestrian crossings, and directional/warning signs. Where used, street lighting shall emphasize the creation of “pools” of light around areas of concern, rather than providing a constant, even lighting across the entire area.

5.18.3 Luminaire height shall not exceed 30 feet on arterials and major collectors such as Broad Street, Prado Road, and Tank Farm Road.

5.18.4 To maintain a pedestrian scale and reduce ambient light levels, streetlights shall not exceed 20 feet on all other streets.

5.18.5 Provide adequate illumination for safe use of parking lots after dark.

5.18.6 Color-balanced lights that do not cast a tinted light are preferred.

5.18.7 Light fixtures shall be cut-off type fixtures that focus light downward and shield the light source from surrounding areas not intended to be illuminated.

5.18.8 Luminaire height should be uniform over the parking lot and not exceed 20 feet.

5.18.9 Parking area lighting should be designed to minimize shadow/light interference by siting light standards between trees and below mature canopy tree height.

***Response: Lighting will be permitted under a separate permit. The project will demonstrate compliance under that permit.***

**Goal 5.20: Drainage systems that employ Best Management Practices, consistent with City-wide drainage standards, and are designed to be an integral part of the natural landscape.**

***Guidelines***

- A. Use of surface stormwater collection systems, including swales, detention ponds, and energy dissipaters, is encouraged to slow stormwater runoff and improve stormwater quality. Features such as sediment basins, filter strips, and infiltration beds can be included to further enhance the removal of pollutants from runoff.*
- B. Where soils and water tables permit, developers are encouraged to use techniques for increasing stormwater infiltration. Such techniques could include infiltration basins, infiltration trenches, swales with check dams, and/or permeable pavements.*



- C. *Use of permeable pavements, such as porous asphalt, porous concrete, and open-celled pavers, is encouraged for pedestrian walkways, courtyards, parking areas and low-volume roads.*
- D. *Use of parking lot planter strips as "bioswales" or infiltration beds that capture runoff from the parking area in the planter areas is preferable to raised planter areas that drain off onto the paved areas. The City can give up to a five percent reduction in required parking in exchange for effective use of surface stormwater collection techniques that increase infiltration.*
- E. *Catchment and diversion of stormwater runoff from rooftops into surface collection/detention/infiltration facilities is encouraged.*

***Response: The project will use an interconnected system of bioswales to manage stormwater consistent with Regional Board and Drainage Management Plan guidelines. See sheet A5.***

### **Community Design Guidelines**

#### **Residential Project Design**

- A. Develop neighborhoods. Each new residential project should be designed to integrate with the surrounding neighborhood to ensure that it maintains the established character. Subdivisions in City expansion areas should be designed so that individual, separately developed projects work together to create distinct neighborhoods, instead of disjointed or isolated enclaves.

***Response: The project integrates to the employment areas, shopping, service areas, and nearby recreation areas. It is integrated with the adjacent residential project with ped and bike accessways.***

- B. Integrate open space. New subdivisions adjacent to planned or existing parks or other public open spaces (e.g., creeks, riparian areas), or the landscaped grounds of schools or other public facilities should maximize visibility and pedestrian access to these areas. Where these facilities are not already planned, the subdivision should be designed to provide usable public open spaces in the form of parks, linear bicycle and pedestrian trails, squares, and greens, as appropriate.

***Response: Acacia Creek and the Flow Mound are used as site amenities. Buildings and view areas are oriented to these areas. Buildings are used to define local open spaces and yards.***

- C. Edges. "Gated communities," and other residential developments designed to appear as continuous walled-off areas, disconnected and isolated from the rest of the community, are strongly discouraged. While walls and fences may be useful for security, sound attenuation and privacy, these objectives can often be met by creative

design that controls the height and length of walls, develops breaks and variations in relief, and uses landscaping, along with natural topographical changes, for screening.

**Response: There are no exterior walls. Buildings are used to line the public streets, per AASP requirements.**

- D. Scale. New residential subdivisions, and groups of subdivisions that, in effect, collectively create a new neighborhood, should be designed to provide a "walkable" scale, that places all homes within 1/4 mile of neighborhood shopping opportunities, a neighborhood park, or a public facility that can serve as a "center" for the neighborhood. Ideally, each neighborhood should have a center that includes all three facilities.

**Response: The project is within walking distance of the shopping, services and jobs. The clubhouse and recreation center (see Sheets A13, A28 and A32) services as the meeting area and focal point for the project.**

- E. Site planning. Residential subdivision and multi-family project site planning should emphasize the needs of pedestrians and cyclists rather than cars

- 1. Street layout. New public streets and sidewalks should be aligned with, and be connected to those of adjacent developments to interconnect the community.
  - a. Pedestrian orientation. Subdivision design should emphasize pedestrian connectivity within each project, to adjacent neighborhoods, nearby schools and parks, and to transit stops within 1/4-mile of planned residential areas. All streets and walkways should be designed to provide safe and pleasant conditions for pedestrians, including the disabled, and cyclists.

**Response: The project is connected to services and jobs with on-site and offsite bike paths and sidewalks. The Tank Farm/Broad transit stop is located within one-quarter mile.**

- b. Block length. The length of block faces between intersecting streets should be as short as possible, ideally no more than 400 feet, to provide pedestrian connectivity.

**Response: N/A. There are no internal public streets.**

- c. Street width and design speed. Streets within neighborhoods should be no wider than needed to accommodate parking and two low-speed travel lanes. Streets in new subdivisions should be designed to accommodate

traffic speeds of 25 miles per hour or less, with most streets in a subdivision designed for lower speeds.

***Response: Street widths and design speeds are defined by the City's improvements standards, and the AASP.***

- d. Parkway/planting strips. Sidewalks should be separated from curbs by parkway strips of at least five feet in width. The parkways should be planted with canopy trees at an interval appropriate to the species of the selected street tree that will produce a continuously shaded sidewalk. The parkways should also be planted with ground covers and other plant materials that will withstand pedestrian traffic.

***Response: Parkway strips on Santa Fe and Tank Farm Road comply with City standards in the Circulation Element and the AASP.***

- e. Access to open areas. Single-loaded streets (those with residential development on one side and open space on the other) should be used to provide public access to, and visibility of natural open spaces, public parks, and neighborhood schools, as well as a means for buffering homes from parks and schools. Where single-loaded streets are not feasible or desirable, other methods that provide similar access and visibility may be used, including private streets, bike and pedestrian paths, or the placement of private common open space or recreation facilities adjacent to the public open space.

***Response: There are no public street defined adjacent to Acacia Creek. Drainage basins and bioswales adjacent provide open vistas to the Acacia Creek corridor.***

- f. Cul-de-sac streets. The use of cul-de-sac streets should be avoided wherever possible. If cul-de-sacs are necessary, the end of each cul-de-sac should provide a pedestrian walkway and bikeway between private parcels to link with an adjacent cul-de-sac, street, and/or park, school, or open space area.

***Response: Santa Fe is an interim cul-de-sac/turnaround. Ped and bike access are provided to and through the cul-de-sac.***

- g. Alleys. Alleys may be provided for garage access, otherwise individual lots should be wide enough to accommodate a side yard driveway to a detached garage at the rear of the lot, so that appearance of the street frontage is not dominated by garages and pavement.

***Response: There are no alleys.***

2. Open space and natural features. Providing open space and integrating natural features into a residential project can significantly increase the appreciation of residents in their neighborhoods, provide safe places for children and families to play, and maintain a strong sense of connection with the surrounding natural environment in the city as a whole.
  - a. Natural amenities (such as views, mature trees, creeks, riparian corridors, rock outcrops, and similar features) should be preserved and incorporated into proposed development to the greatest extent feasible. Reduced density and the clustering of units in hillside areas is encouraged as a means of achieving this goal.
  - b. Development adjacent to parks or other public open spaces should be designed to provide maximum visibility of these areas.
  - c. Development on hillsides should generally follow the natural terrain contour. Stepped building pads, larger lot sizes, and setbacks should be used to preserve the general shape of natural land forms and to minimize grade differentials with adjacent streets and with adjoining properties.
  - d. Public access and visibility to creeks, and the separation of residences and other uses from creeks should be provided through the use of single-loaded frontage roads in combination with multi-use trails. Pedestrian access to and along creeks and riparian corridors may need to be restricted to flatter areas (e.g. beyond top of bank, natural benches) where grading needs and erosion potential are minimal, and where sensitive environmental resources require protection.

***Response: Acacia Creek, the Flower Mound, and Damon-Garcia Sports Park are integrated to the project through orientation of buildings, sidewalks, a Class I bike path along Acacia Creek. The Class I bike path along Acacia Creek is according to the Circulation Element and the Active Transportation Plan.***

- E. Exterior finish materials. Exterior finish materials should be durable and require low maintenance. The use of combined materials (such as stucco and wood siding) can provide visual interest and texture; however, all sides of each single-family dwelling or multi-family structure should employ the same materials, design details, and window treatment. No residential structure should have a carefully designed and detailed facade facing the street, and use bland, featureless stucco or other simple materials on the other exterior building walls. Each residential structure should look like the same building from all sides.

***Response: Response: Sheets A16, A18, A20, A25 and A28 show how the buildings comply with this guideline.***

- F. Windows. Where one or more windows are proposed 10 feet or less from a side lot line, or within 10 feet of another dwelling, the windows should be located and/or screened to provide privacy for the residents of both structures. In some cases, glass block or translucent glass may be appropriate to provide light, but also provide privacy between buildings.

***Response: All residential building are typically separated from others by at least 15 feet.***

- H. Garages and carports. Accommodating vehicle storage in both single-family dwellings and multi-family projects should avoid the common problem of creating streets that appear garage- and driveway-dominated.
1. In the limited instances where an exception is granted for a setback to a garage of less than 20 feet from a property line or internal driveway, the garage shall be equipped with a roll-up door. This requirement is intended to discourage vehicles from parking in front of garages and blocking the adjacent driveway or sidewalk.
  2. Where carports are provided, they may be bordered by patio walls, or used to define public and private open space, but should not be located adjacent to perimeter streets. Each carport end should be screened by a low wall, berm, and/or landscaping.
  3. Where multiple garages are located together, landscaped tree wells should be placed between every two garage doors. Each tree well should be a minimum of 10 square feet.
  4. Carports and detached garages should be designed as an integral part of a project. Their materials, color, and details should be the same as the principal structures. Carports may have flat roofs but should not project above the exterior walls of any buildings adjacent to streets. Prefabricated metal or canvas tent-like carports should not be used. Where garages are utilized, doors should appear set into walls rather than flush with the exterior wall.
  5. The use of quality materials, windows, and features with horizontal and vertical relief are encouraged to add interest and character to the design of garage doors and to coordinate their design with the architecture of the primary residence.

***Response: There are no residential garages or carports that front onto, or have direct access from public streets. Parking spaces are located at driveway entrances, but these areas comprise less than 15 percent of any public street frontage. See Sheets A3, A11 and A14.***

#### 5.4 - Multi-Family and Clustered Housing Design



- A. Site planning. Site planning for a multi-family or clustered housing project should create a pleasant, comfortable, safe, and distinct place for residents, without the project "turning its back" on the surrounding neighborhood

1. The placement of new units should consider the existing character of the surrounding residential area. New development should respect the privacy of adjacent residential uses through appropriate building orientation and structure height, so that windows do not overlook and impair the privacy of the indoor or outdoor living space of adjacent units.

***Response: The project is screened and buffered to the project to the east (650 Tank Farm Creek) by Acacia Creek.***

2. Multi-family units should be clustered. A project of more than 10 units outside the Downtown should separate the units into structures of six or fewer units. See Figure 5-1.

***Response: The guideline is feasible for projects at densities of 15 units per the acre or less. It is not feasible for projects of greater density, or for smaller unit sizes as proposed for this project. In order to comply with this requirement, the units would have to be 75% larger which conflicts with the City and project objectives for the development of the site.***

3. Multi-family structures should be set back from adjacent public streets consistent with the prevailing setback pattern of the immediate neighborhood.

***Response: There is no prevailing setback pattern. The project setbacks are consistent with those established in the AASP.***

4. Lower density multi-family projects should be comprised of "walk-up" rather than "stacked" units, with each unit adjacent to a street having its primary pedestrian entrance from the street sidewalk. Higher density projects should be designed either with ground floor units having individual sidewalk entrances, or as courtyard projects with at least one significant pedestrian entrance from the street sidewalk. Where individual units have access to the street sidewalk, private "front yard" outdoor space may be differentiated from the public right-of-way by a porch, or small yard enclosed by a low fence. See Figures 5-1 and 5-2.

***Response: The project is a higher-density multi-family project. N/A.***

5. Residential units and activity areas not adjacent to a street should be accessible via pedestrian walkway and driveways.

***Response: See Sheet A10 for site circulation.***

- B. Parking and driveways. Individual closeable garages are the preferred method for providing parking for residents in multi-family projects. If garages within the residential structures are not provided, dispersed parking courts are acceptable.
1. Long, monotonous parking drives and large, undivided parking lots are discouraged.
  2. The main vehicle access into a multi-family site should be through an attractive entry drive. Colored and textured paving treatment is encouraged outside of the public street right-of-way, and within the project.
  3. Parking areas should be visible from the residential units to the extent possible.
  4. Safe and protected bicycle parking should be located convenient to each dwelling unit.
  5. Parking courts, with or without carports, should not consist of more than two double-loaded parking aisles (bays) adjacent to each other. The length of a parking court should not exceed the width of eight adjoining stalls.
  6. Parking courts should be separated from each other by buildings within the project or by landscape or natural open space areas at least 30 feet wide.
  7. Large scale multi-family projects (i.e., more than 20 units) with internal streets should have the streets designed as if they were pleasant public streets, with comprehensive streetscapes including sidewalks, and planting strips between curb and sidewalk with canopy trees.

***Response: A quarter of the residential parking is provided in garages that are tucked under residential structures. There are approximately 200 residential parking spaces that are provided in 10 separate parking lots. Bike parking is provided per City building codes and Active Transportation Plan regulations.***

- C. Multi-family project architecture. The exterior design of multi-family projects should be derived from architectural styles in the surrounding neighborhood. Often, these types of projects are adjacent to single family neighborhoods, and care in design should ensure that the height and bulk of the higher density projects do not impact adjacent lower density residential areas.
1. Facade and roof articulation. A structure with three or more attached units should incorporate significant wall and roof articulation to reduce apparent scale. Changes in wall planes and roof heights, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables can avoid the barracks-like quality of long flat walls and roofs. Secondary hipped or gabled roofs

covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the structure's edge. Structures (including garages and carports) exceeding 150 feet in length are discouraged. See Figures 5-2 and 5-4.

2. Scale. Because multi-family projects are usually taller than one story, their bulk can impose on surrounding uses. The larger scale of these projects should be considered within the context of their surroundings. Structures with greater height may require additional setbacks at the ground floor level and/or upper levels (stepped-down) along the street frontage so they do not shade adjacent properties or visually dominate the neighborhood. Large projects should be broken up into groups of structures, and large single structures should be avoided. See Figure 5-4.
3. Balconies, porches, and patios. The use of balconies, porches, and patios as part of multi-family structures is encouraged for both practical and aesthetic value. These elements should be used to break up large wall masses, offset floor setbacks, and add human scale to structures. Multi-family units with individual access to the street sidewalk should have individual covered porches. See Figure 5-4.
4. Dwelling unit access. The use of balconies and corridors to provide access to five or more units should be avoided. Access points to units should instead be clustered in groups of four or less. To the extent possible, main entrances to individual units should be from adjoining streets. Distinctive architectural elements and materials should be used to highlight primary entrances.
5. Exterior stairways. Stairways providing access to the upper levels of multi-family structures should be located mostly within the buildings themselves. Where exterior stairways are necessary, they should provide residents and visitors protection from weather, and should be of stucco, plaster or wood, with accent trim to match the main structure. Thin-looking, open metal, prefabricated stairs that are not integrated with the design of the structure are discouraged.
6. Accessory structures. Accessory structures should be designed as an integral part of a project. Their materials, color, and details should be the same as the principal structures on the site.

***Response: See Sheets A12, A14, A16, A18, A20, A22, A25 and A26 for building elevations and details which comply with these guidelines. The longest residential structure is less than 165 feet long.***

## Miscellaneous Design Details

- A. Energy and resource conservation. Site planning and building design should take advantage of all reasonable opportunities to reduce energy and other resource consumption, in compliance with the Energy Conservation Element of the General Plan. The City also encourages all proposed development to comply with the standards for Leadership in Energy and Environmental Design (LEED) developed by the Green Building Council ([www.usgbc.org](http://www.usgbc.org)).
1. The placement of a building on a site and the building itself should be designed to maximize opportunities for the optimal operation of passive systems for heating, cooling and lighting. Sunlight should be used for direct heating and illumination whenever possible. Natural ventilation and shading should be used to cool a building.
  2. The use of exterior shading devices, skylights, daylighting controls, high performance glazing that allows the transmission of light with minimal heat gain, and high thermal mass building components is encouraged.
  3. An application for proposed building construction shall include a solid waste recycling plan for recycling discarded building materials, such as concrete, sheet-rock, wood, and metals from the construction site. The plan must be submitted for approval by the Community Development Director, prior to building permit issuance.

***Response: The project complies with the most recent version of the CalGreen Code, city building codes, Climate Action Plan, and the City's Clean Energy Choice Program.***

- B. Fences and walls. Fences and walls can effectively provide safety, security, screening, and privacy, but can also be unsightly site elements because of their length and visibility, unless thoughtfully designed.
1. The design and placement of fences, retaining walls, gates, arbors, footbridges and other site features should relate well to building architecture and site topography. These elements should be of the same quality in design and materials as the buildings.
  2. The color of fence and wall materials should complement the other structures on the site. The use of chain-link fencing and "crib" retaining wall designs are discouraged. Tall retaining walls (five feet and higher) should be divided up into two or more shorter walls (depending on height), with the upper portion of the wall set back from the lower wall at least two feet, with the slope between the

walls not exceeding 4:1. Landscaping (with an irrigation system) should be installed in the space between walls.

3. Long, monotonous fences or walls should be avoided. Fences and walls should be offset at least every 10 feet. Landscaping should be installed in offset areas where appropriate. Landscaping along fences and walls should be coordinated with the street tree planting scheme.

***Response: The project uses stained-wood with contrasting black hog wire patio and balcony fences for private patio areas (see Sheet A30). See Sheet A38 for site walls and fencing. Otherwise, buildings are used to define and contain interior spaces.***

- C. Lighting. Exterior lighting should be designed to be compatible with the architectural and landscape design of the project while preserving the night sky, and not create a nuisance for adjacent and nearby properties. See also the Night Sky Preservation standards in Chapter 17.23 of the Zoning Regulations.
  1. Outdoor lighting fixtures, including lighting for outdoor recreational facilities, shall be cutoff fixtures designed and installed so that no emitted light will break a horizontal plane passing through the lowest point of the fixture (See Figure 6-1).
  2. Outdoor lighting shall be fully shielded, recessed, directed downward and not spill onto adjacent properties and public rights-of-way (See Figure 6-1).
  3. An appropriate hierarchy of lighting fixtures/structures and intensity should be considered when designing the lighting for the various elements of a project (i.e., building and site entrances, walkways, parking areas, or other areas of the site).
  4. To achieve the desired lighting level for parking and pedestrian areas, it is preferred to have more, smaller scale lights instead of fewer, overly tall and large lights. Parking lot lights shall be as low in height as possible, and shall not exceed a height of 21 feet from the approved finished grade to the bottom of the fixture.
  5. The design of outdoor light fixtures should be in keeping with the architectural style of adjacent structures. Outdoor wall-mounted fixtures should not exceed a height of 15 feet from grade or the height of the building, whichever is less.
  6. The maximum light intensity on residential and nonresidential sites shall not exceed a maintained value of 10 footcandles at grade. Exceptions are allowed for sports lighting.



7. No lighting on private property shall produce an illumination level greater than two maintained horizontal footcandles at grade on any property within a residential zoning district except on the site of the light source.
8. The use of exterior lighting to accent building architecture is encouraged. When neon tubing is used to illuminate portions of a building it should be concealed from view by parapets, cornices or ledges. Small portions of exposed neon tubing may be used to add special emphasis to an architectural feature, but this must be well thought out and integrated into the overall design.
9. No permanently installed lighting shall blink, flash, rotate or be of unusually high intensity or brightness.
10. Exterior lighting should enhance building design and landscaping, as well as provide for safety and security, but should not create glare for residents or neighbors. Cut sheets or details of lighting fixtures shall be submitted with plans to confirm that lighting will be cast downward, rather than spreading glare onto adjacent properties.
11. Lighting fixtures should be durable, and of a design that complements building design and landscaping.
12. The Architectural Review Commission can approve an exception to these standards based on specific extenuating circumstances.

***Response: Lighting will be permitted under a separate permit. The project will demonstrate compliance with these guidelines and the City's Dark Sky regulations under that permit.***

- D. Mechanical equipment. The attractive appearance of an otherwise appropriate building design can be ruined by the placement of mechanical equipment (for example, heating, ventilation, and air conditioning) in visible locations on the roof, or on the ground adjacent to the structure. Equipment that is not effectively integrated into the building design should be screened as follows.
1. All mechanical equipment (e.g., compressors, air conditioners, pumps, heating and ventilating equipment, generators, solar collectors, satellite dishes, communications equipment, etc.) and any other type of mechanical equipment should be concealed from view of public streets, and neighboring properties, and should be insulated as necessary to prevent noise generated by the equipment from being audible off the property.
  2. Roof-mounted mechanical equipment should be screened by a building parapet or other effective roof design. If equipment will be visible above the parapet,

some other type of screen shall be proposed. Plans must clearly call out the height of equipment and demonstrate how equipment will be adequately screened. A line of site diagram may be needed to confirm that proposed screening will be adequate. Ground or interior-mounted mechanical equipment (with appropriate screening) is encouraged as an alternative to roof-mounting.

3. Roof penetrations (such as plumbing and exhaust vents, air conditioner units, and transformer boxes) should be grouped together where feasible to minimize their visual impact. The roof design should help to screen or camouflage rooftop protrusions.
4. Solar heating equipment should be as unobtrusive as possible and complement the building design.
5. Standpipes for fire sprinkler systems should be shown on plans early in the review process so that their visual impact will be understood. They should preferably be placed within the building.

***Response: See Sheets A12, A14, A16, A18, A20, A22, A25 and A26 for building elevations, details and mechanical equipment screening which comply with these guidelines.***

- F. Outdoor storage. Outdoor storage areas shall be screened with a solid fence, wall or mature hedge or other screen planting at least six feet high (per Zoning Regulations Section 17.6.090).

***Response: There are no outdoor storage areas.***

- F. Trash/recycling enclosures & service areas. Refuse containers, service areas, loading docks, and similar facilities should be located out of view from the general public, and so that their use does not interfere with on-site parking or circulation areas, and adjacent uses, especially residential uses.
  1. Trash/recycling enclosures and service and loading docks should be conveniently located and large enough to accommodate the uses on the site, but must not interfere with other circulation or parking on the site.
  2. Trash containers should be located away from public streets and primary building entrances, and should be completely screened with materials that are consistent with those on adjacent building exteriors.
  3. If space constraints or excessive site slope mandate that a trash/recycling enclosure be installed in a street yard, then it should be located so its gates do not face the street; finished with high quality materials to match the architecture of the project buildings; and utilize surrounding landscaping to further screen and

enhance its appearance. Screening techniques such as trailing vines on walls, berming alongside and rear walls, and overhead trellises are all encouraged.

4. Trash storage areas that are visible from the upper stories of adjacent structures should be screened with a trellis or other horizontal cover to mitigate unsightly views. The covering structure should be consistent with the architectural style of adjacent buildings.
5. Enclosures should be designed for long-term use and made of durable materials built on a concrete pad, in compliance with the standards for trash enclosure design in Appendix B, "City of San Luis Obispo Development Standards for Solid Waste Services."
6. Pedestrian access through a separate gate to trash/recycling enclosures is required for developments with multiple businesses, and multi-family residential projects, such as condominiums and planned developments, consistent with Section D of Exhibit 4. of the Bin Enclosure Standards available at [www.slocity.org/utilities/recycling.asp](http://www.slocity.org/utilities/recycling.asp).

***Response: See Sheet A6 for the location of trash enclosures. See Sheet A36 for waste receptacles to be used on the site, and Sheet A39 for trash enclosure details that meet these guidelines.***

- G. Utilities. The location of meters and electrical transformers, control boxes, utility poles and lines, fire safety apparatus and any other utility equipment needs to be conceptually shown on plans submitted for architectural review pending final utility company approval. Equipment and fixtures must be accessible for their intended purposes, but also located and otherwise designed to be as unobtrusive as possible.
1. Utility service equipment (for example, electric and gas meters, electrical panels, and junction boxes) should be located in a utility room within the structure, or enclosed utility cabinets at the rear of the structure that are consistent with building architecture and, where feasible, integral to the building. Locations of meter boxes and other similar equipment should be clearly shown on elevations.

***Response: See Sheets A12, A14, A16, A18, A20, A22, A25 and A26 for building elevations, details and utility location and screening which comply with these guidelines.***

2. Transformers must be placed so that they are not visible from streets adjacent to the site. When transformers are unavoidable in a front setback, they should be placed below grade. If below grade placement is not possible, they should be completely screened by walls and/or thick landscaping, and should be located to not obstruct views of tenant spaces, monument signs, windows, and/or

driveways. Underground placement and screening is also necessary when transformers must be located in side setbacks that are visible from the street.

***Response: Transformers, switchgear and other utility structures will be located in accordance with the design requirements of the relevant utility. Where feasible and permissible, they are located underground. However, transformers and switchgear must be accessible from a public road or utility easement without obstruction.***

3. The location of any required backflow prevention devices shall be shown on all site plans, including the landscaping plan, as part of an application for architectural review. When buildings are located within 20 feet of the front right-of-way line, the backflow preventer may be installed just inside this front part of the building in direct alignment with the fire service lateral from the water main in the street. Exterior backflow prevention devices shall be painted to blend in with the landscaping or other background material. In addition, the backflow prevention device shall be screened using a combination of slopes, landscaping, or other site improvements such as garden walls. Specific screening proposals shall allow access to the device for required annual testing, and shall be subject to review and approval by the Community Development Director, or for projects requiring their approval, the Architectural Review Commission.

***Response: These details will be included in the Construction Plans.***

## 6.2 – Landscaping

- A. Goals for landscaping. The landscape design goals for the City include landscape that:
  1. Enhances building architecture.
  2. Reflects local climate and is water conserving
  3. Emphasizes native species while providing botanical and visual diversity
  4. Helps to preserve and create views
  5. Is low maintenance, while in keeping with the City's high standards for the best of design
  6. Provides aesthetic links and transitions between centers of activity
  7. Uses plantings as examples of design, creative combinations of shapes, textures, and colors
  8. Provides shade, either seasonal or year round
  9. Provides seasonal variety

10. Preserves and utilizes historic plantings
  11. Preserves and establishes landmark trees
  12. Provides imaginative combinations of plantings and hardscape
- B. Landscape design guidelines. The following guidelines are intended to assist in achieving the above goals.
1. Overall landscaping guidelines. Planting areas should be integrated with the building design, enhance the appearance and enjoyment of the project and soften the visual impact of buildings and paving. Landscaping should use a combination of trees, shrubs, and ground cover. Project plantings should blend with vegetation on nearby property if the neighboring greenery is healthy and appropriate. The City encourages innovation in planting design and choice of landscape materials.
  2. Vegetation and natural features. Healthy existing vegetation and natural rock formations should be kept and incorporated into site and planting plans if they improve site appearance or enhance its proposed use.
  3. Extent of landscaping. A site should be adequately planted on all sides, and within its interior. Trees must be planted along streets in compliance with the City's Tree Regulations, and should be selected from the City's "street tree" list. Trees not on the list may be used if approved by the City's Arborist. Trees may also be required at other locations on a site for screening.
  4. Plant selection. The purpose of planting for shade, screening, erosion control or appearance should inform the selection of plant types. Thickness, height, color, seasonal characteristics and ultimate growth should be considered. Where planting is intended to perform a function such as screening or shading, its initial size and spacing should be selected to achieve its purpose within two years, or it should be supplemented by temporary architectural features such as screen fencing or an arbor.
  5. Water conservation. The conservation and efficient use of water are important City goals. To that end, the City Council adopted Ordinance 1547 (2010 series) that promotes the use of native and drought tolerant materials and sets water efficient landscape standards consistent with State law. The purpose of the standards are to provide landscape designers and project applicants with the tools they will need to design a landscape that is consistent with the Community Design Guidelines goals and meet the more stringent requirements for water conservation. The landscape standards apply to the following types of development:



- ☐ New construction and rehabilitated landscapes for institutional, commercial and multi-family development projects with a landscape area equal to or greater than 2,500 square feet which are otherwise subject to a building permit or development review.
- ☐ Developer-installed single-family residential landscapes and common areas of a project with a landscape area equal to or greater than 2,500 square feet which are otherwise subject to a building permit or development review. Where model homes are included, the developer shall install at least two model homes with landscapes that comply with the City Engineering Standards requirements and include signs and printed materials explaining design strategies and plant materials for water conservation.
- ☐ New construction landscapes which are homeowner-provided and/or homeowner-hired in single-family projects with a total project landscape area equal to or greater than 5,000 square feet requiring a building permit or development review.

***Response: See sheets A35, A36, A40 and A41 for the overall landscape plan, plant materials, and site details that show compliance with these guidelines.***

### 6.3 - Parking Facilities

- A. General design principles. Parking areas should be designed to serve pedestrian needs as effectively as vehicle parking needs.
  - 1. The City strongly encourages shared parking arrangements. Parking areas on adjoining parcels should be connected to allow continuous vehicle, bicycle, and pedestrian access. Pedestrian linkages between parcels should be located separately from vehicle connections where possible and, in all cases, clearly differentiated from vehicle ways.
  - 2. Pedestrian ways should connect parking areas to streets.
  - 3. Pedestrian ways should be incorporated in parking lots, where practical, using such elements as accented paving, trellises, and lighting.

***Response: Parking is provided adjacent to the mixed use building, in dedicated residential garages, and in distributed parking lots. A quarter of the residential parking is provided in garages that are tucked under residential structures. There are approximately 200 residential parking spaces that are provided in 10 separate parking lots. Bike parking is provided per City building codes and Active Transportation Plan regulations. See Sheet A10 for site circulation***

***and pedestrian connections to parking, and special pedestrian connections through parking lots.***

- B. Siting and screening. Parking lots should not dominate street views of projects. Whenever possible, parking lots should be placed behind buildings.
1. Motorcycle and bicycle parking spaces and accessible parking spaces should be located for convenience and safety.
  2. When parking lots are proposed along street frontages, they shall be screened by a three-foot (minimum) high wall, fence, hedge consisting of five gallon or larger plants, or landscaped berm. The area between such screen and the street shall be landscaped. (per Parking and Driveway Standards).
  3. A parking lot on a non-residential site adjacent to a residential use shall be screened by a solid six-foot high wall, fence or an existing mature hedge.
  4. Structured parking is encouraged to minimize “vast seas of parking” in large commercial projects.
  5. The number of driveway entries to a site should be minimized, and located as far away as feasible from adjacent street intersections. Opportunities for common driveways and shared parking areas through reciprocal easements should be pursued.
  6. Where there is adequate space to do so, planters should be created along the edge of driveways leading to parking lots, rather than up to the property line.

***Response: There are no residential garages or carports that front onto, or have direct access from public streets. Parking spaces are located at driveway entrances, but these areas comprise less than 15 percent of any public street frontage. See Sheets A3, A11 and A14. Access points on Santa Fe and Tank Farm Road are separated from the intersection by at least 250 lineal feet, and the number of entries is limited to that required for adequate fire access and per the AASP.***

- C. Landscaping in parking areas. The City encourages landscaping in parking lots to provide visual interest, buffers between land uses and shading for cars and people.
1. A minimum of five percent of the total area of a parking lot shall be devoted to landscaping, in compliance with the City's Parking and Driveway Standards.
  2. To provide for trees in parking lots, planters shall be placed after each six parking spaces in any row, and at the ends of each row of parking spaces, in compliance with Parking and Driveway Standards Section I.1.

3. Trees in parking lots should be selected to provide adequate visual interest and shading when they mature. Trees with messy fruit and excessive litter should be avoided.
4. Landscape areas shall have a minimum dimension of four feet exclusive of any car overhang area, and eight feet where intended to accommodate trees. Landscape areas shall be defined by concrete curbing at least six inches wide, designed to minimize damage to pavement caused by irrigation of landscaping.
5. Landscaping in parking lots should be located and maintained so as to not block a driver's view.
6. Planter areas should be provided between buildings and adjacent parking lots to visually break up the hard surfaces.

***Response: See sheets A35, A36, A40 and A41 for the overall landscape plan, plant materials, and site details that show compliance with these guidelines. Parking is provided in conformance with the Improvement Plans and Standards. Statistically, the commercial parking lot contains 6.5% of total area as landscape. The project complies with dimension minimums specified above.***

- D. Pedestrian access. Parking lots should be designed to help direct pedestrians comfortably and safely to building entrances.
1. Walkways should be clearly delineated by changes in the color or texture of paving materials.
  2. Parking lot aisles should generally be oriented to run perpendicular to the building's entry to allow pedestrians to walk parallel to moving cars. This strategy also minimizes the need for the pedestrian to cross parking aisles and landscaped areas.
  3. The design of pedestrian access within a site should also consider pedestrian access to adjacent sites and uses.

***Response: See Sheet A10 for overall pedestrian and bicycle access to and through the site. See Sheet A33 for usage of materials and identifying pedestrian facilities***

- D. Alternative paving materials. The City supports the use of innovative paving materials such as colored and/or stamped concrete, brick or grasscrete to help define an entry or walkway, to minimize the visual expansiveness of large paved areas, or to help save a specimen tree. However, care should be taken that walkways connecting disabled-accessible parking stalls or public sidewalks and transit stops to proposed uses are constructed with smooth surface materials that can be comfortably.

**Response: See Sheets A5 and A33 for the areas where pervious paving materials are proposed.**

- F. Bicycle parking. Adequate on-site facilities for bicycle parking throughout the City will encourage more widespread bicycle use.
1. Each new multi-family, office, commercial, or industrial project that requires 10 or more automobile parking spaces must provide both short-term (racks) and long-term (lockers or interior space) bicycle parking. The number of spaces required is based on the percentages included in Section 17.16.060, Table 6.5 of the Zoning Regulations. Section 17.16.060 E. of the City's Zoning Regulations allows a project that provides more bicycle and/or motorcycle spaces than required, to reduce its vehicle parking requirement at the rate of one vehicle space for each additional five motorcycle or bicycle spaces, up to a 10 percent reduction.
  2. Each bicycle rack should:
    - a. Stand a minimum of 30 inches from ground level and support each bike in a stable position by providing at least two vertical contact points for a bicycle frame. The rack should be coated with, or constructed of a durable material that prevents rust and corrosion. Inverted "U" racks or "Peak Racks" bike racks have been identified as complying with the City's standards, illustrated in Figure 6-4. Other similar designs may be allowed upon approval by the Public Works Director.
    - b. Allow the frame and both wheels (one wheel removed from the frame) to be locked to the rack using a common locking device such as a standard-sized "U"-lock.
    - c. Be installed with mounting brackets on a concrete surface with access provided in accordance with the manufacturer's specifications for placement and clearance from obstructions as shown in Figure 6-5.
    - d. Be installed at highly visible locations that are as close to the main entrance of the destination as possible and be located at least as conveniently as the most convenient automobile parking space available to the general public.
    - e. Be distributed to serve all tenants/visitors on sites that contain more than one structure or building entry.
    - f. Be visible from the interior of the destination.
    - g. Be placed where they will not be damaged by vehicles or vandals.

- h. Be located where clear and safe pedestrian circulation is ensured.
- i. Be illuminated at night to the extent that the destination supports nighttime activity.
- j. Be sheltered, when shelter can be attractively integrated with project architecture.

***Response: See Sheet A1 for bicycle parking calculations. See Sheet A6 for location of bicycle parking.***

### 7.1 - Creekside Development

- A. Streambed analysis. The project permit application shall include a site-specific streambed analysis prepared by a hydrologist, civil engineer, or other qualified professional to determine the precise boundary/top of bank of the waterway. The Director may waive this requirement if it is determined that the project, because of its size, location, or design will not have an impact on the waterway, or that sufficient information already exists, and further analysis is not necessary. A required streambed analysis shall include all information and materials required by the Department.
- B. Creek setback development guidelines. Each proposed structure shall comply with the following guidelines.
  - 1. A building setback line along the waterway shall be measured from the existing top of bank or from the edge of the predominant pattern of riparian vegetation, whichever is farther from the creek flow line. Applicants should review the City Creek Setback Standards (Municipal Code Section 17.16.025), for additional information and exceptions for creek setback measurements and requirements.
  - 2. A path or trail may be located within a creekside setback where biological and habitat value will not be compromised; however, no other structure, road, parking access, parking space, paved area, or swimming pool should be constructed within a creek or creekside setback area. The surfacing of a path or trail may most appropriately be permeable; the type of surface will be based on the need to protect riparian resources and minimize runoff to the creek channel.
  - 3. No grading or filling, planting of exotic/non-native or non-riparian plant species, or removal of native vegetation shall occur within a creek or creekside setback area.
  - 4. Where drainage improvements are required within a creek or creek setback area, they shall be placed in the least visible locations and naturalized through



the use of river rock, earthtone concrete, and landscaping with native plant materials.

5. Proposed development should incorporate permeable surfaces in hardscape areas (for example, wood decks, sand-joined bricks, and stone walkways) where feasible, to minimize off-site flows and facilitate the absorption of water into the ground.
6. Development or land use changes that increase impervious surfaces or sedimentation may result in channel erosion. This may require measures to stabilize creek banks.
  - a. Creek rehabilitation is the preferred method of stabilization, with the objective of maintaining the natural character and quality of the creek and riparian area. Rehabilitation may include enlarging the channel at points of obstruction, clearing obstructions at points of constriction, limiting uses in areas of excessive erosion, and restoring riparian vegetation.
  - b. Concrete channels and other mechanical stabilization measures are not appropriate, and should be considered for use on a case-by-case basis and only unless no other alternative exists.
  - c. If bank stabilization requires other rehabilitation or vegetative methods, hand-placed stone or rock rip-rap are the preferred methods.
7. Public access and visibility to creeks should be provided through the use of single-loaded frontage roads adjacent to creeks, but outside of the creek setback. Structures, or lots that back-on to creeks are discouraged. However, certain areas along the creek may not be appropriate for public access due to on-going conservation plans and programs. These areas are determined by the City's Natural Resource Manager.

***Response: Building setbacks have been provided in conformance with Zoning Regulation requirements based on the average setback across the eastern property boundary. The setbacks vary, and areas within the statutory setbacks were determined to not have a significant affect on wildlife or plant life. The modified setbacks have been reviewed by the Natural Resources Manager.***



## ARCHITECTURAL REVIEW COMMISSION AGENDA REPORT

**SUBJECT:** REVIEW OF A 1,813-SF WAREHOUSE ADDITION AND ADDITION OF AN AMMONIA DIFFUSION TANK, RECEIVER TANK, AND COOLING TOWER TO THE EXISTING 3,743-SF GLACIER ICE WAREHOUSE FACILITY

**PROJECT ADDRESS:** 130 High Street    **BY:** Kyle Van Leeuwen, Associate Planner  
Phone Number: (805 781-7091)  
Email: [Kvanleeu@slocity.org](mailto:Kvanleeu@slocity.org)

**FILE NUMBER:** ARCH-0535-2021

**FROM:** Shawna Scott, Senior Planner

### RECOMMENDATION

Review the proposed project in terms of consistency with the Community Design Guidelines (CDG) and applicable City Standards and provide comments and recommendations to the Community Development Director.

### 1.0 PROJECT DESCRIPTION AND SETTING

The proposed project includes a 1,813-square foot warehouse addition, and addition of an ammonia diffusion tank, receiver tank, and cooling tower to the existing 3,743-square foot Glacier Ice warehouse facility. The addition would facilitate the production of ice on site. The proposed addition would have a maximum height of 31 feet, with other sections of the addition being 18 and 19.5 feet in height. The existing Glacier Ice warehouse is a legal non-conforming structure, which has no setback along the Pismo Street frontage where a ten-foot setback is currently required. The existing structure has a maximum height of 19 feet. The project proposes to remove and replace two existing street trees along the High Street frontage.

**General Location:** The 21,494-square foot project site is triangle shaped and bordered on all sides by public streets: High Street, Pismo Street, and Walker Street. The subject property contains the warehouse and office structure, and parking and truck loading areas. The site has driveways for property access along all three street frontages

**Zoning:** Service Commercial, Mixed-Use Overlay (C-S-MU)

**General Plan:** Service and Manufacturing



Figure 1: Subject Property

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**Surrounding Uses:**

East: Bakery &amp; Single-Family Residential

Northwest: Warehousing

South: Retail, Restaurant, Personal Service

**2.0 PROPOSED DESIGN**Architecture: Contemporary designDesign details: Industrial, flat rooflines, widows or spandrel panels, walls and landscaping for screeningMaterials: Raised concrete foundations, vertical and horizontal metal wall panelsColors: Tahoe Blue and Old Town Grey**3.0 FOCUS OF REVIEW**

The ARC's role is to 1) review the proposed project in terms of consistency with the Community Design Guidelines (CDG) and applicable City Standards and 2) provide comments and recommendations to the Community Development Director.

**Community Design Guidelines:** <https://www.slocity.org/home/showdocument?id=2104>



*Figure 2: Elevation of project design and current site as seen from High Street (south).*

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**4.0 COMMUNITY DESIGN GUIDELINES/DISCUSSION ITEMS**

The proposed remodel must be consistent with the requirements of the General Plan, Zoning Regulations, and CDG. Staff has identified the discussion items below related to consistency with CDG Chapters 2 (General Design Principles) and 3 (Commercial and Industrial Project Design).

Highlighted Sections	Discussion Items
Chapter 2 – General Design Principles	
§2.2.C & D– Attention to detail & material selection	The project proposes vertical and horizontal articulation through wall offsets and use of material and material orientation. The ARC should review and discuss if the project achieves vertical and horizontal articulation and if the external treatments provide durability and authenticity, as well as beauty.
Chapter 3.1 – Commercial Project Design Guidelines	
§3.1.A. Overall design objectives for commercial projects	The project includes primarily rectilinear forms. The ARC should review and discuss if the project avoids appearing “boxy” by articulating the building form and creating building shapes with shade and shadow (2).

**5.0 PROJECT STATISTICS**

Site Details	Proposed	Allowed/Required*
Front Setbacks		
High Street (19.5-foot wall height)	10 feet	10 feet
High Street (31-foot wall height)	15 feet	15 feet
Pismo Street	No Setback**	10 feet
Walker Street	10 feet (Trash Structure)	10 feet
Maximum Height of Structures	31 feet	35 feet
Max Lot Coverage	26%	75%
<b>Environmental Status</b>	Categorically exempt from environmental review under CEQA Guidelines Section 15301 (Existing Facilities).	

\*2019 Zoning Regulations

\*\*Existing Legal-Nonconforming Structure, Conforming Additions Allowed (§17.92.020 (E))



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## **6.0 ACTION ALTERNATIVES**

- 6.1** Recommend approval of the project. An action recommending approval of the application will be forwarded to the Community Development Director for final action. This action may include recommendations for modifications and/or conditions to address consistency with the Community Design Guidelines.
- 6.2** Continue the project hearing. An action continuing the project hearing to a date certain, or uncertain, should include direction to the applicant and staff on pertinent issues.
- 6.3** Recommend denial the project. An action recommending denial of the application should include findings that cite the basis for denial and should reference inconsistency with the General Plan, CDG, Zoning Regulations or other policy documents.

## **7.0 ATTACHMENTS**

A – Project Plans ARCH-0535-2021

B – Materials Board ARCH-0535-2021

# GLACIER ICE COMPANY WAREHOUSE ADDITION

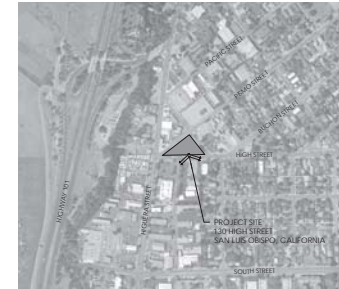
130 HIGH STREET, SAN LUIS OBISPO, CALIFORNIA 93401



CONCEPTUAL PERSPECTIVE

- NEW 1,813 SQUARE FOOT ADDITION TO EXISTING ICE DISTRIBUTION FACILITY (GLACIER ICE COMPANY) TO HOUSE NEW ICE MAKING EQUIPMENT.
- NEW ACCESSIBLE LIFT UP TO FINISH FLOOR ELEVATION (+/- 4" ABOVE FINISH GRADE).
- NEW EXTERIOR COOLING TOWER AND RECEIVER TANK FOR AMMONIA REFRIGERANT COOLED ICE MAKING EQUIPMENT.
- NEW 18" 0" HIGH MECHANICAL SCREEN WALL ALONG HIGH STREET.
- NEW CMU TRASH ENCLOSURE.
- PLANNING STATEMENT: NO EXCEPTIONS OR VARIANCES ARE FROM THE PROPERTY DEVELOPMENT STANDARDS ARE PROPOSED WITH THIS PROJECT.
- SHEET INDEX:
  - PD1.0 COVER SHEET AND CONCEPTUAL SITE PLAN
  - PD2.0 CONCEPTUAL FLOOR PLAN
  - PD3.0 CONCEPTUAL ELEVATIONS
  - C11.0 PRELIMINARY GRADING AND DRAINAGE PLAN
  - L1.0 CONCEPTUAL LANDSCAPE PLAN

## PROJECT DESCRIPTION



## VICINITY MAP

SCALE: NOT TO SCALE

PROJECT:

GLACIER ICE COMPANY  
ADDITION  
130 HIGH STREET  
SAN LUIS OBISPO, CALIFORNIA

OWNER:

TONY HORZEN  
130 HIGH STREET  
SAN LUIS OBISPO, CALIFORNIA

## PROPERTY INFORMATION

ADDRESS: 130 HIGH STREET  
SAN LUIS OBISPO, CALIFORNIA  
ASSESSORS PARCEL NUMBER: 002 000 001  
PARCEL SIZE: 21.494 SQUARE FEET (+/- 0.50 ACRES)  
ZONING (CITY OF SAN LUIS OBISPO): C-18 SERVICE COMMERCIAL  
MAVES USE  
CIB CANNABIS BUSINESS ZONE

## USE INFORMATION

MAXIMUM LOT BUILDING COVERAGE: 75%  
MAXIMUM FLOOR AREA RATIO: 1.5  
MAXIMUM BUILDING HEIGHT: 35 FEET  
MINIMUM SETBACKS:  
FRONT: 15 FEET (BUILDING TALLER THAN 20 FEET HIGH)  
10 FEET (BUILDING LOWER THAN 20 FEET HIGH)  
INTERIOR AND SIDE: 0 FEET  
CORNER LOT (STREET SIDE): 15 FEET (BUILDING TALLER THAN 20 FEET HIGH)  
PARKING LOTS AND SIGNS: 5 FEET (EXCEPT AT INTERIOR AND SIDE)

## BUILDING INFORMATION

EXISTING OFFICE: 603.3 SQUARE FEET  
EXISTING COOLER WAREHOUSE: 3140.7 SQUARE FEET  
PROPOSED WAREHOUSE ADDITION: 1813.0 SQUARE FEET  
TOTAL BUILDING AREA: 5557.0 SQUARE FEET

## PARKING REQUIREMENTS

(CITY OF SAN LUIS OBISPO ZONING, TITLE 17)  
1 SPACE PER 1,000 SQUARE FEET  
OFFICE: 1 SPACE PER 300 SQUARE FEET  
LOADING SPACE: +10,000 SQUARE FEET - NOT REQUIRED

## PARKING CALCULATIONS

EXISTING OFFICE: 603.3 SQUARE FEET / 300 = 2.0 PARKING SPACES  
EXISTING MANUFACTURING: 3140.7 SQUARE FEET / 1,000 = 3.1 PARKING SPACES  
PROPOSED ADDITION: 1813.0 SQUARE FEET / 1,000 = 1.8 PARKING SPACES  
REQUIRED PARKING SPACES: 7 PARKING SPACES  
PROVIDED PARKING SPACES: 7 PARKING SPACES (1 VAN ACCESSIBLE SPACE)

## SITE AREAS

SITE AREA: 21.494 SQUARE FEET  
BUILDING COVERAGE:  
EXISTING BUILDING TO REMAIN: 3744 SQUARE FEET  
PROPOSED BUILDING ADDITION: 1813 SQUARE FEET (25.4%)  
TOTAL BUILDING COVERAGE: 5557 SQUARE FEET  
EXISTING IMPERVIOUS TO REMAIN: 15,394 SQUARE FEET (72%)  
EXISTING LANDSCAPE AREA TO REMAIN: 3,321 SQUARE FEET (15.5%)  
LANDSCAPE AREA REMOVED: 474.5 SQUARE FEET (2%)  
IMPERVIOUS AREA REPLACED: 2,302.5 SQUARE FEET (10.5%)

## PLUMBING CALCULATIONS (2019 UPC TABLE 422.1)

OFFICES (B): 603.3 SQUARE FEET / 200 = 3.0 OCCUPANTS  
MANUFACTURING (F-1): 4,970.7 SQUARE FEET / 2,000 = 2.5 OCCUPANTS  
TOTAL OCCUPANTS = 5.5 OCCUPANTS (3 MEN, 3 WOMEN)

REQUIRED FIXTURES BASED ON MAIN BUILDING OCCUPANCY GROUP (F)  
SECTION 422.1.1 WATER CLOSET (WC) (B) OCCUPANCIES WITH A TOTAL OCCUPANT LOAD OF 16 OR MORE INCLUDING CUSTOMERS AND EMPLOYEES, ONE TOILET FACILITY, DESIGNED FOR USE BY NO MORE THAN ONE PERSON AT A TIME, SHALL BE PROVIDED FOR USE BY BOTH SEXES.

UNSEX FIXTURES REQUIRED:  
1 WATER CLOSET  
0 UNIS  
1 LAVATORY  
1 LAVATORY  
SHOWERS REQUIRED:  
DRINKING FOUNTAIN: 1  
SERVICE SINK REQUIRED: 1  
PROVIDED FIXTURES BASED ON MAIN BUILDING OCCUPANCY GROUP (F)  
UNSEX FIXTURES PROVIDED:  
1 WATER CLOSET  
1 LAVATORY  
1 LAVATORY  
DRINKING FOUNTAIN: 1  
SERVICE SINK: 1

## PROJECT DATA

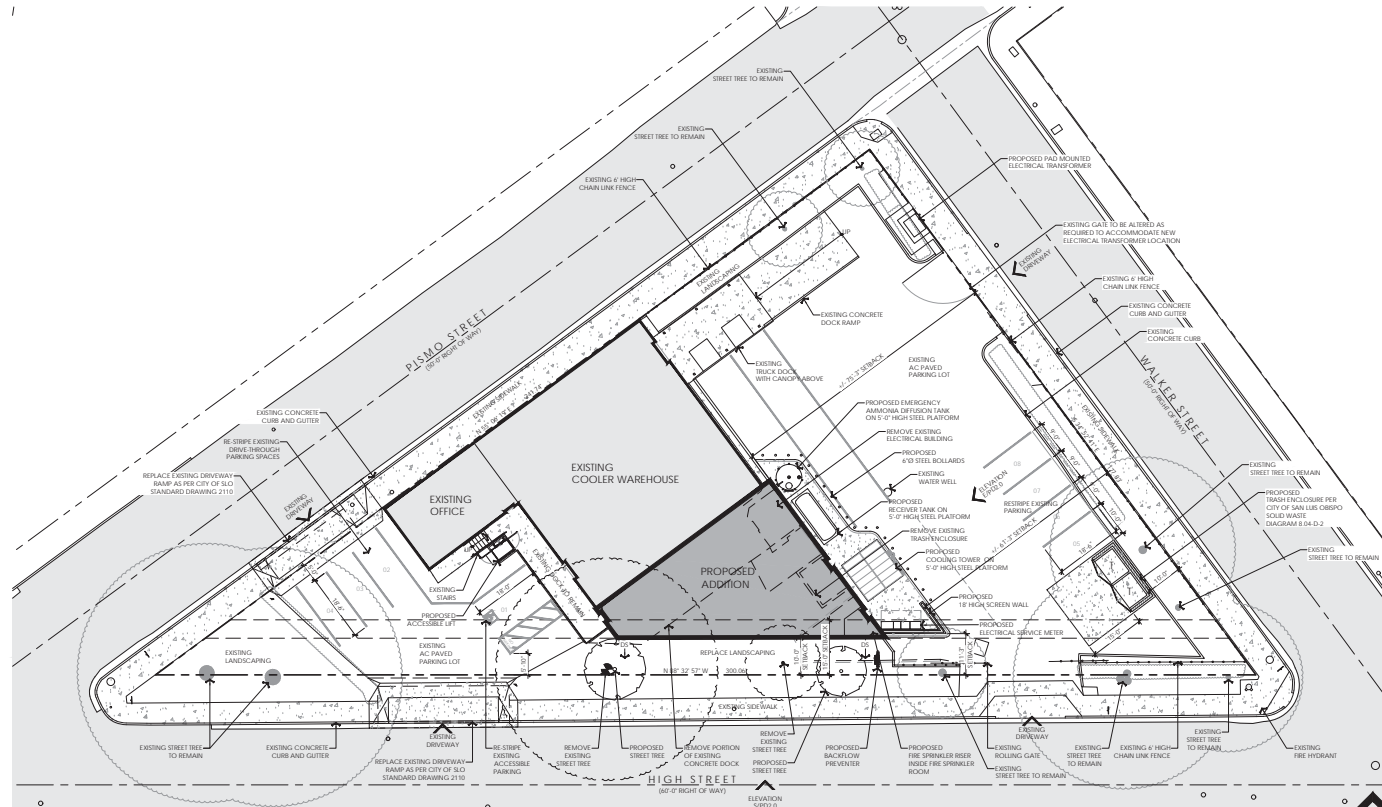
SHEET NUMBER:

PROJECT NUMBER: 1261-01  
DATE: SEPTEMBER 14, 2021

SHEET TITLE:

COVER SHEET AND  
CONCEPTUAL  
SITE PLAN

SHEET NUMBER:

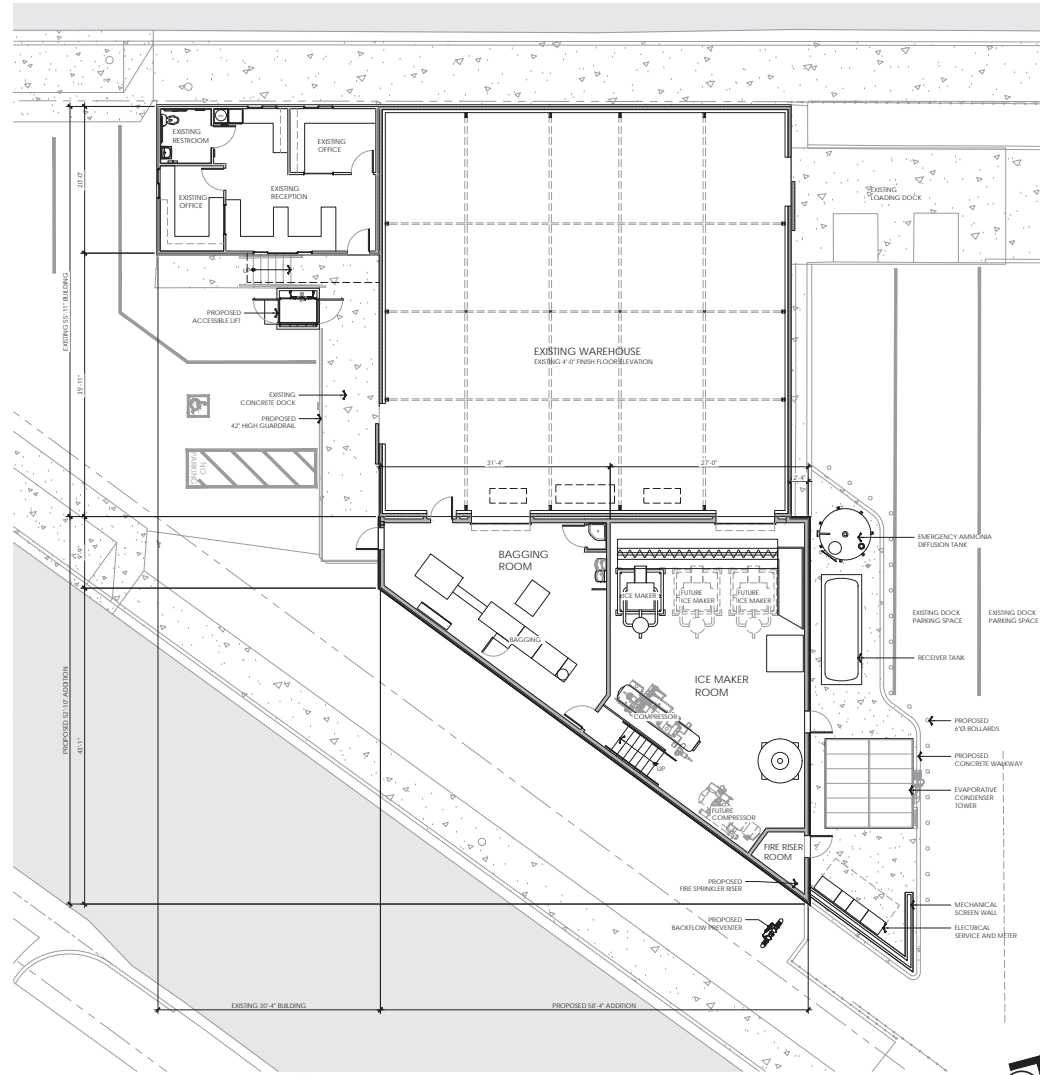


## CONCEPTUAL SITE PLAN

SCALE: 1/16" = 1'-0"

PROJECT:  
**GLACIER ICE  
COMPANY  
ADDITION**  
130 HIGH STREET  
SAN LUIS OBISPO, CALIFORNIA

OWNER:  
**TONY HORZEN**  
130 HIGH STREET  
SAN LUIS OBISPO, CALIFORNIA



**PROPOSED FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

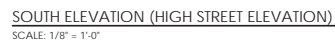
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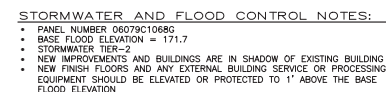
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PROJECT NUMBER: 1261-01  
DATE: SEPTEMBER 14, 2021  
**SHEET TITLE**  
**PROPOSED  
FLOOR PLAN**

SHEET NUMBER:

**PD2.0**





LEGEND	
AC	= ASPHALTIC CONCRETE
EP	= EDGE OF PAVEMENT
FL	= FLOWLINE
FS	= FINISHED SURFACE
GD	= GROUND ELEVATION
TC	= TOP OF CURB
AGL	= ABOVE GRADE LEVEL
AMSL	= ABOVE MEAN SEA LEVEL
(100.1)	= EXISTING GRADE
100.00	= PROPOSED GRADE

- THE PROPOSED UTILITY INFRASTRUCTURE SHALL COMPLY WITH THE LATEST ENGINEERING DESIGN STANDARDS EFFECTIVE AT THE TIME THE BUILDING PERMIT IS OBTAINED AND SHALL HAVE REASONABLE ALIGNMENTS NEEDED FOR MAINTENANCE OF PUBLIC INFRASTRUCTURE.



- |    |                                   |    |                                  |    |  |    |   |
|----|-----------------------------------|----|----------------------------------|----|--|----|---|
| 1  | EXISTING PROPERTY LINE            | 14 | EXISTING STORM DRAIN MANHOLE     | 29 | EXISTING ELECTRIC LINE   | 43 | NEW COOLING TOWER ON 5' HIGH STEEL PLATFORM                 |
| 2  | EXISTING BUILDING                 | 15 | EXISTING SANITARY SEWER MANHOLE  | 30 | EXISTING WATER LINE  | 44 | NEW RECEIVER TANK ON 5' HIGH STEEL PLATFORM                 |
| 3  | EXISTING CONCRETE CURB AND GUTTER | 16 | EXISTING SANITARY SEWER CLEANOUT | 32 | EXISTING SANITARY SEWER LINE   | 45 | NEW CONCRETE  |
| 4  | EXISTING DRIVEWAY                 | 17 | EXISTING MONITORING WELL         | 33 | NEW BUILDING ADDITION  | 46 | NEW DOWNSPOUT TO LANDSCAPE AREA                             |
| 5  | EXISTING SIDEWALK                 | 18 | EXISTING SIGN                    | 34 | NEW DRIVEWAY PER CITY OF SAN LUIS OBISPO STANDARD DRAWING 2110               | 47 | NEW UNDERGROUND ELECTRICAL SERVICE AS PER PG&E STANDARDS    |
| 6  | EXISTING UTILITY POLE             | 19 | EXISTING WATER WELL AND MANHOLE  | 36 | NEW ELECTRICAL SERVICE METER   | 48 | NEW WATER LINE FOR FIRE SPRINKLERS                          |
| 7  | EXISTING GUY WIRE                 | 20 | EXISTING VAULT                   | 38 | NEW TRASH ENCLOSURE PER CITY OF SAN LUIS OBISPO SOLID WASTE DIAGRAM 8.04-D-2 | 49 | NEW FIRE RISER  |
| 8  | EXISTING WATER METER              | 24 | EXISTING TREE                    | 37 | NEW BOLLARD  | 50 | NEW SANITARY SEWER LINE SERVICE                             |
| 9  | EXISTING WATER VAULT              | 25 | EXISTING BUSH                    | 38 | NEW GUARDRAIL  | 51 | NEW SCREEN WALL   |
| 10 | EXISTING FIRE HYDRANT             | 26 | EXISTING FENCE                   | 39 | NEW TREE   | 52 | NEW FIRE LINE BACKFLOW PREVENTER                            |
| 11 | EXISTING CATV VAULT               | 27 | EXISTING ROLLING GATE            | 40 | NEW ACCESS LIFT  | 53 | NEW EMERGENCY AMMONIA DIFFUSION TANK ON 5' HIGH STEEL STAND |
| 12 | EXISTING GAS VAULT                | 28 | EXISTING DOCK RAMP               | 41 | RE-STRIPED PARKING   |    |   |
| 13 | EXISTING ELECTRIC VAULT           | 29 | EXISTING DOCK WITH CANOPY        | 42 | NEW ELECTRICAL TRANSFORMER AS PER PG&E REQUIREMENTS                          |    |   |

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PROJECT NUMBER: 1261-01

DATE: SEPTEMBER 14, 2021

SHEET TITLE:

# PRELIMINARY GRADING AND DRAINAGE PLAN

SHEET NUMBER:

14 C1.0



## Water Efficient Landscape Ordinance (WELO) Worksheet

## Statement of Water Conserving Irrigation Design

The following principles of irrigation design are utilized to conserve water and improve the efficiency of the irrigation system:

- All irrigation shall be drip or dripline emitters. Tree irrigation shall be root zone watering bubblers. No overhead spray heads will be used.
- Irrigation hydrozone application shall be adjusted according to water needs and weather.
- Irrigation system master valve shall be used.
- Irrigation system "Smart controller" with water budgeting feature shall be used.
- Irrigation system flow sensor shall be used.
- Irrigation system of rain shut-off device connected to irrigation controller shall be used.

To maintain the irrigation efficiency intended in the design, the irrigation system shall be tested and maintained on a monthly basis by maintenance staff.

## Water Conservation Notes

The following water conservation techniques shall be employed in this Project:

- Planting and irrigation design shall conform to the "Model Water Efficient Landscape Ordinance" (MWELO).
- Water conserving plants, defined as "Low" in the "Water Use Classification of Landscape Species" (WUCOLS IV, University of California Cooperative Extension), shall be utilized in 95% of the total planting area.
- Irrigation system shall be separated into distinct hydrozones based on plant material types, exposure and orientation.
- Soil amendments and mulch shall be utilized to improve water holding capacity of soil.
- Automatic irrigation system shall utilize "Smart Controller" technology with water budgeting feature to adjust water application based on soil moisture and/or local weather data.
- Recommendations shall be given for annual irrigation schedule at project completion.
- Lawn is not used.

## City of San Luis Obispo Design Notes

The project's proposed landscape and irrigation plans shall comply with the City's Water Efficient Landscape Standards (Municipal Code Chapter 17.87) and the City's Engineering Standards.

Street tree plantings will be coordinated with the City Arborist. Trees may be planted in planters on private property or may be planted in tree wells within the 8' public sidewalk areas per City Engineering Standards.

## Proposed Plan Materials



## Plant List - San Luis Obispo, CA (Sunset Zone 15)

ABBREV	SIZE	BOTANICAL NAME / COMMON NAME	WUCOLS RATING
<b>STREET TREES</b>			
Per City of San Luis Obispo "Street Trees Master List" (Standard Tree: 8'10")			
One species will be selected from the following list:			
ARB 10'	24/8	ARJUNUS MARINA / MARINA ARJUNUS	L
CAS 10'	24/8	CASSIA LEPTOPHYLLA / GOLDEN MEDALLION TREE	L
LAC 10'	24/8	LAGERSTROEMIA NACHIEZ / CHERRY WHITE (WHITE)	L
UAM 10'	24/8	ULMUS PARVIFOLIUS / TRUE GREEN / EVERGREEN ELM	L
<b>ACCENT SHRUBS</b>			
AR 10'	50	ARCTOSTAPHYLOS DENSIFLORA / HONOLULU MOUNTAIN / MANZANITA	VS
CA 10'	50	CHOROPHILA CALIFORNICA / EYE CANE / COFFEE BERRY	L
CO 10'	50	CORYLUS AUSTRALIS / WEDDING WEDDING NEW ZEALAND CABBAGE TREE	L
FO 10'	50	FRAXINUS TEXAS / YELLOW BIRCH / DWARF NEW ZEALAND FLAX	L
<b>MEDIUM HEIGHT SHRUBS</b>			
CA 10'	50	CASSIA LEPTOPHYLLA / GOLDEN MEDALLION TREE	L
CA 10'	50	CHOROPHILA CALIFORNICA / EYE CANE / COFFEE BERRY	L
CA 10'	50	CHOROPHILA CALIFORNICA / EYE CANE / COFFEE BERRY	L
CA 10'	50	CHOROPHILA CALIFORNICA / EYE CANE / COFFEE BERRY	L
<b>GROUND COVERS</b>			
CA 10'	50	CASSIA LEPTOPHYLLA / GOLDEN MEDALLION TREE	L
CA 10'	50	CHOROPHILA CALIFORNICA / EYE CANE / COFFEE BERRY	L
CA 10'	50	CHOROPHILA CALIFORNICA / EYE CANE / COFFEE BERRY	L
CA 10'	50	CHOROPHILA CALIFORNICA / EYE CANE / COFFEE BERRY	L
<b>LEGEND</b>			
L	1	VERY LOW WATER USE	
M	2	LOW WATER USE	
H	3	MEDIUM WATER USE	
H	4	HIGH WATER USE	
G	5	GRASS	
B	6	BARK	
OC	7	ONE-CENTIMETER SPACING	
DB	8	DEEP ROOT BARRIER, AS REQUIRED PER PLANTING DETAIL SHEET	
<b>WATER USE EVALUATION OF PLANT MATERIALS</b>			
WUCOLS USE OR PROPOSED PLANT HAVE BEEN EVALUATED USING THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS IV, UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION)			
<b>PROPOSED TREES - Design Notes</b>			
ARJUNUS MARINA	Height: 40-60'; Spread: 30-40'; Wind or something canopy. Good tree for windy areas. Moderate growth rate (1-2 per year). Branch strength: strong. Drought tolerant. Good parking lot tree (plant in pot). Branches not too dense. Evergreen. Flowers: yellow (pink when mature). Bark not brown, exfoliating or smooth. Biogenic Volatile Organic Compound emissions: BVOCs: Low.	MARINA MADRONE	L
CASSIA LEPTOPHYLLA	Height: 20-30'; Spread: 30'; Wind or something canopy. Good tree for windy areas. Moderate growth rate (1-2 per year). Branch strength: medium. Drought tolerant. Good parking lot tree (plant in pot). Branches not too dense. Evergreen. Flowers: yellow (pink when mature). Bark not brown, exfoliating or smooth. Biogenic Volatile Organic Compound emissions: BVOCs: Low.	GOLDEN MEDALLION TREE	L
LAGERSTROEMIA NACHIEZ	Height: 20-30'; Spread: 15-20'; Wind or something canopy. Good tree for windy areas. Moderate growth rate (1-2 per year). Branch strength: strong. Drought tolerant. Good parking lot tree (plant in pot). Branches not too dense. Evergreen. Flowers: yellow (pink when mature). Bark not brown, exfoliating or smooth. Biogenic Volatile Organic Compound emissions: BVOCs: Low.	NACHIEZ HYBRID CHERRY WHITE	L
ULMUS PARVIFOLIUS	Height: 40-60'; Spread: 30-40'; Wind or something canopy. Good tree for windy areas. Moderate growth rate (1-2 per year). Branch strength: strong. Drought tolerant. Good parking lot tree (plant in pot). Branches not too dense. Evergreen. Flowers: yellow (pink when mature). Bark not brown, exfoliating or smooth. Biogenic Volatile Organic Compound emissions: BVOCs: Low.	TRUE GREEN EVERGREEN ELM	L
<b>WATER USE EVALUATION OF PLANT MATERIALS</b>			
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References: <a href="https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf">https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf</a> <a href="https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf">https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf</a> <a href="https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf">https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf</a> <a href="https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf">https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf</a>			

**omni**  
design group  
ARCHITECTURE  
INTERIOR DESIGN  
LANDSCAPE ARCHITECTURE  
1310 TANKER PARKWAY, SUITE 100  
SAN LUIS OBISPO, CA 93401  
(805) 439-3208  
www.omnidesigngroup.com

PROJECT:  
**GLACIER ICE COMPANY ADDITION**  
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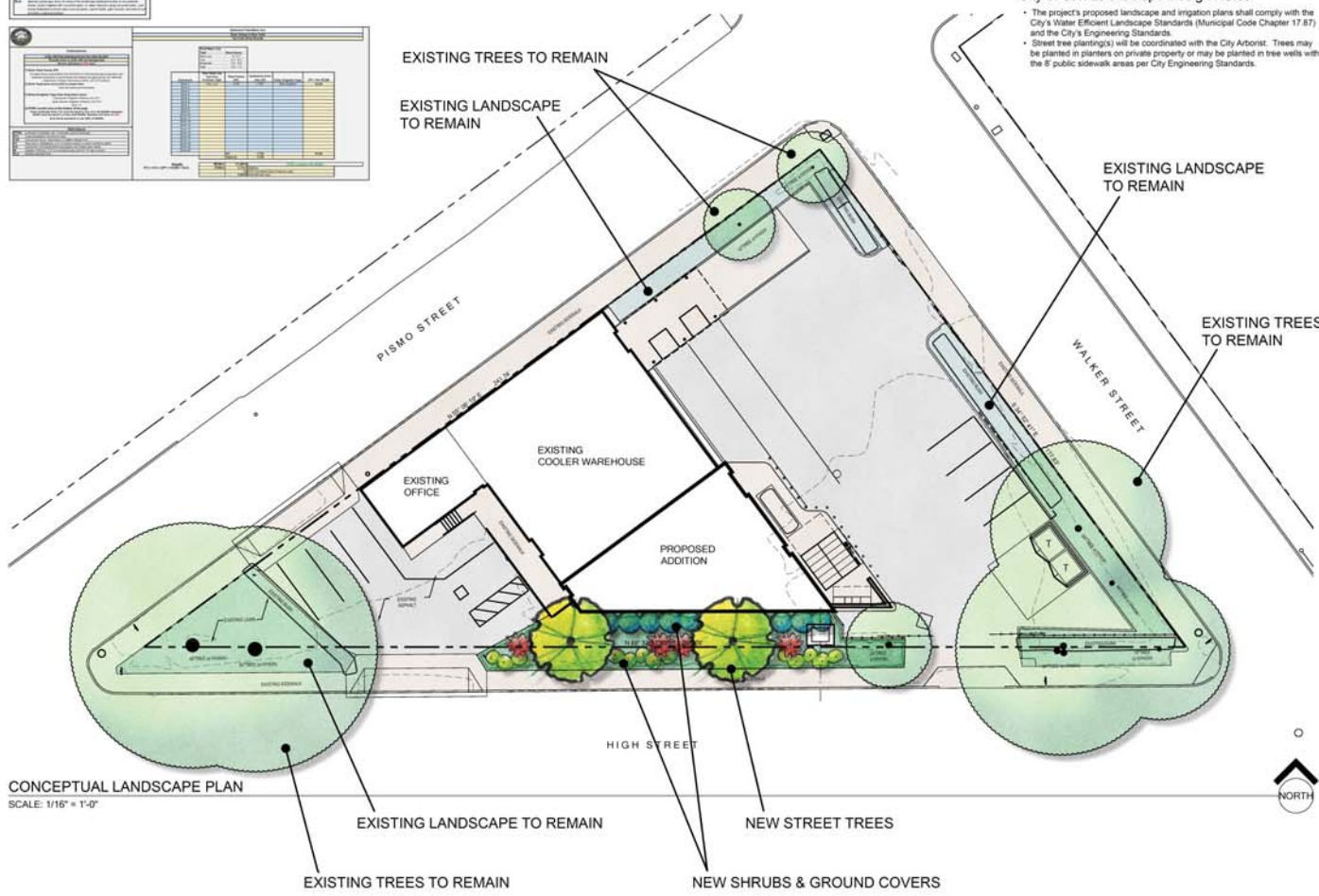
**Jim Burrows**  
Landscape Architecture  
619 OGDEN STREET, SUITE 100  
SAN LUIS OBISPO, CALIFORNIA  
(805) 439-3208

**SCHEMATIC DESIGN**

No.	Revision	Date	By

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DATE: JULY 23, 2021  
SHEET TITLE:  
CONCEPTUAL LANDSCAPE PLAN  
SHEET NUMBER:



CONCEPTUAL LANDSCAPE PLAN  
SCALE: 1/16" = 1'-0"

## Proposed Trees - Design Notes

**ARJUNUS MARINA**  
Height: 40-60'; Spread: 30-40'; Wind or something canopy. Good tree for windy areas. Moderate growth rate (1-2 per year). Branch strength: strong. Drought tolerant. Good parking lot tree (plant in pot). Branches not too dense. Evergreen. Flowers: yellow (pink when mature). Bark not brown, exfoliating or smooth. Biogenic Volatile Organic Compound emissions: BVOCs: Low.

**MARINA MADRONE**  
Height: 40-60'; Spread: 30-40'; Wind or something canopy. Good tree for windy areas. Moderate growth rate (1-2 per year). Branch strength: strong. Drought tolerant. Good parking lot tree (plant in pot). Branches not too dense. Evergreen. Flowers: yellow (pink when mature). Bark not brown, exfoliating or smooth. Biogenic Volatile Organic Compound emissions: BVOCs: Low.

**CASSIA LEPTOPHYLLA**  
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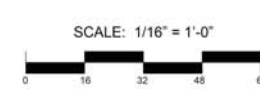
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**TRUE GREEN EVERGREEN ELM**  
Height: 40-60'; Spread: 30-40'; Wind or something canopy. Good tree for windy areas. Moderate growth rate (1-2 per year). Branch strength: strong. Drought tolerant. Good parking lot tree (plant in pot). Branches not too dense. Evergreen. Flowers: yellow (pink when mature). Bark not brown, exfoliating or smooth. Biogenic Volatile Organic Compound emissions: BVOCs: Low.

**WATER USE EVALUATION OF PLANT MATERIALS**  
WUCOLS USE OR PROPOSED PLANT HAVE BEEN EVALUATED USING THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS IV, UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION)

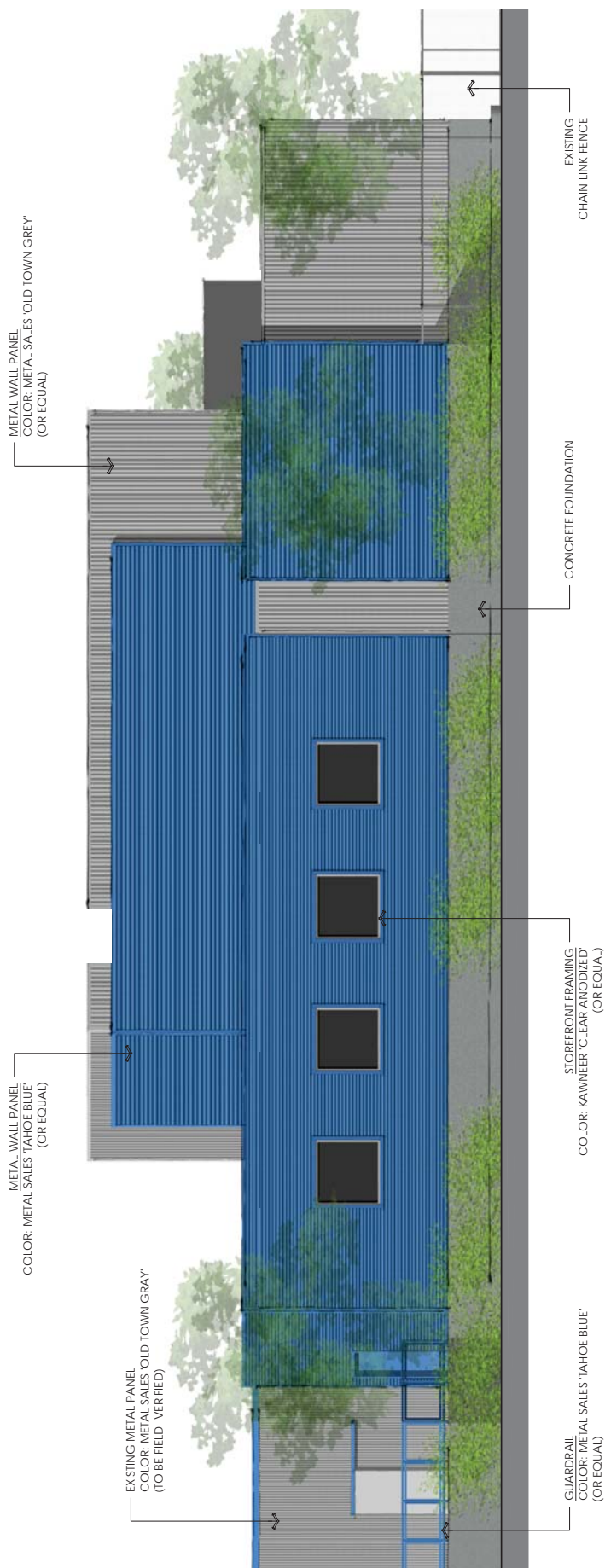
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References: <https://www.arb.ca.gov/basfdocs/CarbBasin/docs/bvocs.pdf>  
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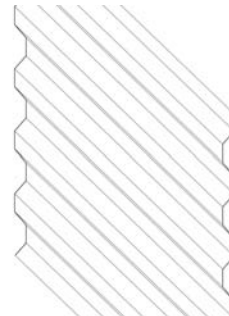




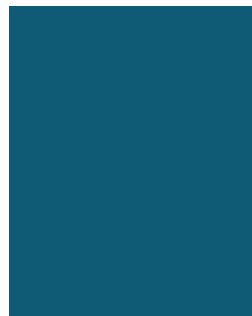




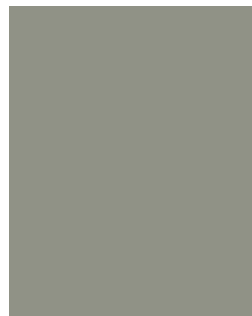
STOREFRONT  
KAWNEER TRIFAB 451' (OR SIMILAR)



METAL WALL PANEL, TYPICAL  
METAL SALES 'IC-72' (OR SIMILAR)



HORIZONTAL METAL WALL PANEL  
COLOR: METAL SALES 'TAHOE BLUE'  
(OR EQUAL)



VERTICAL METAL WALL PANEL  
COLOR: METAL SALES "OLD TOWN GREY"  
(OR EQUAL)

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PROJECT NUMBER: 1261-01  
DATE: SEPTEMBER 21, 2021

**SHEET TITLE:**  
**MATERIALS BOARD**

SHEET NUMBER:

MB