

## 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.

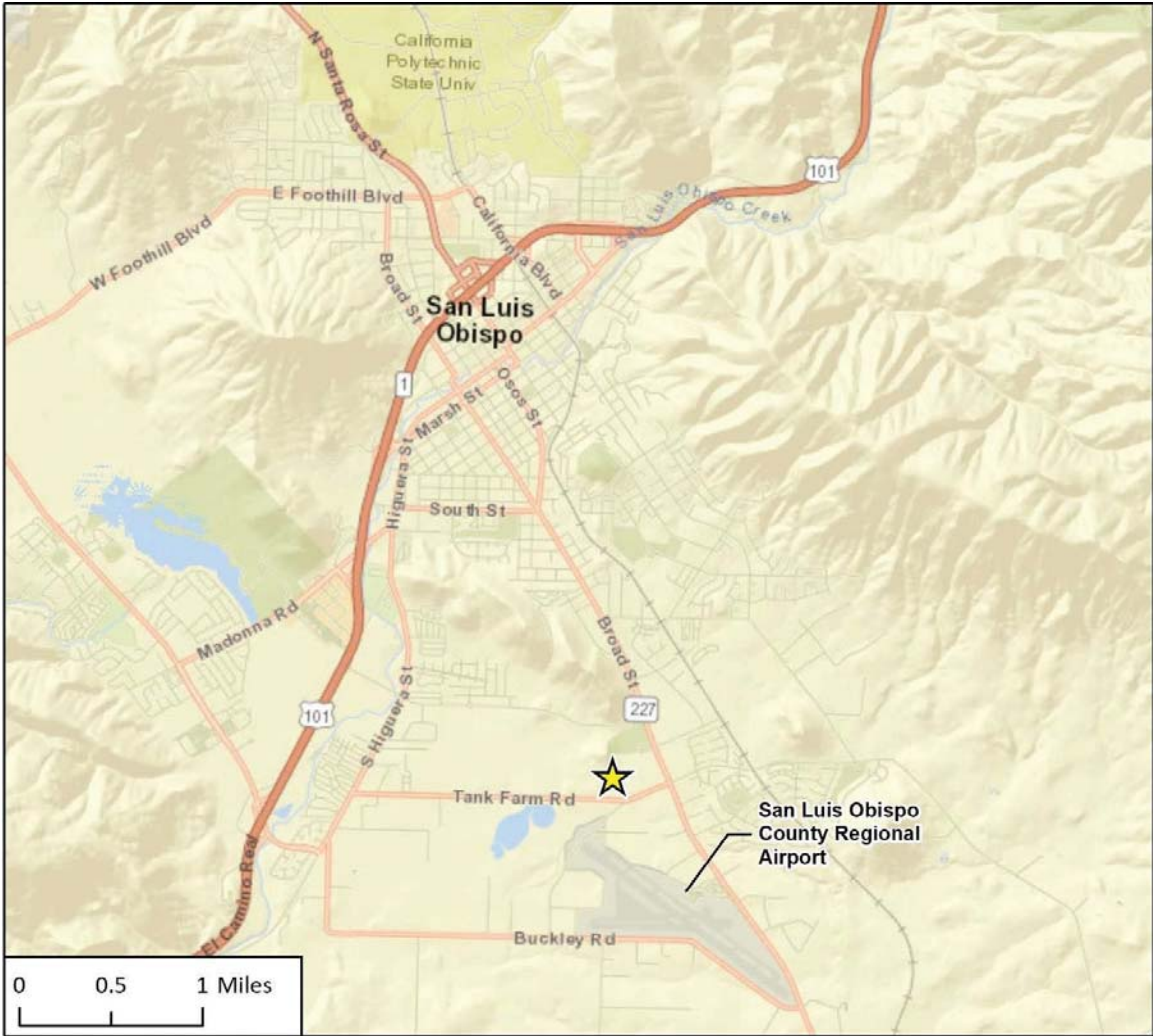
### **Surrounding Land Uses**

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

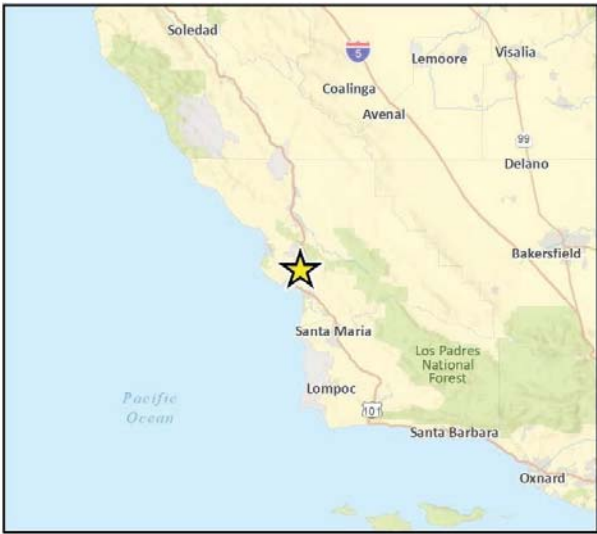


Fig 1 Regional Project Location

Figure 2 Project Site Boundary

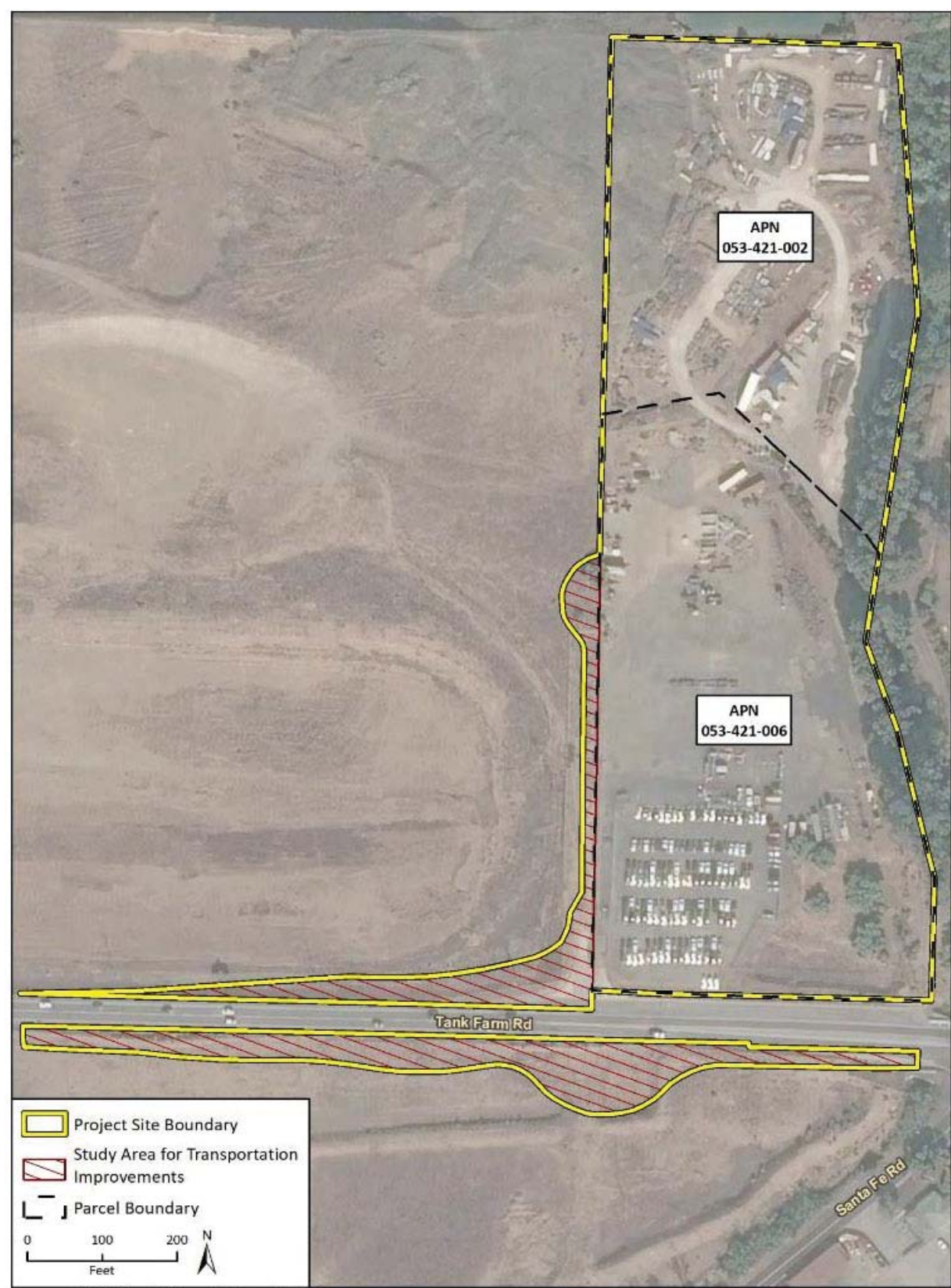






Figure 3 Surrounding Land Uses



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.

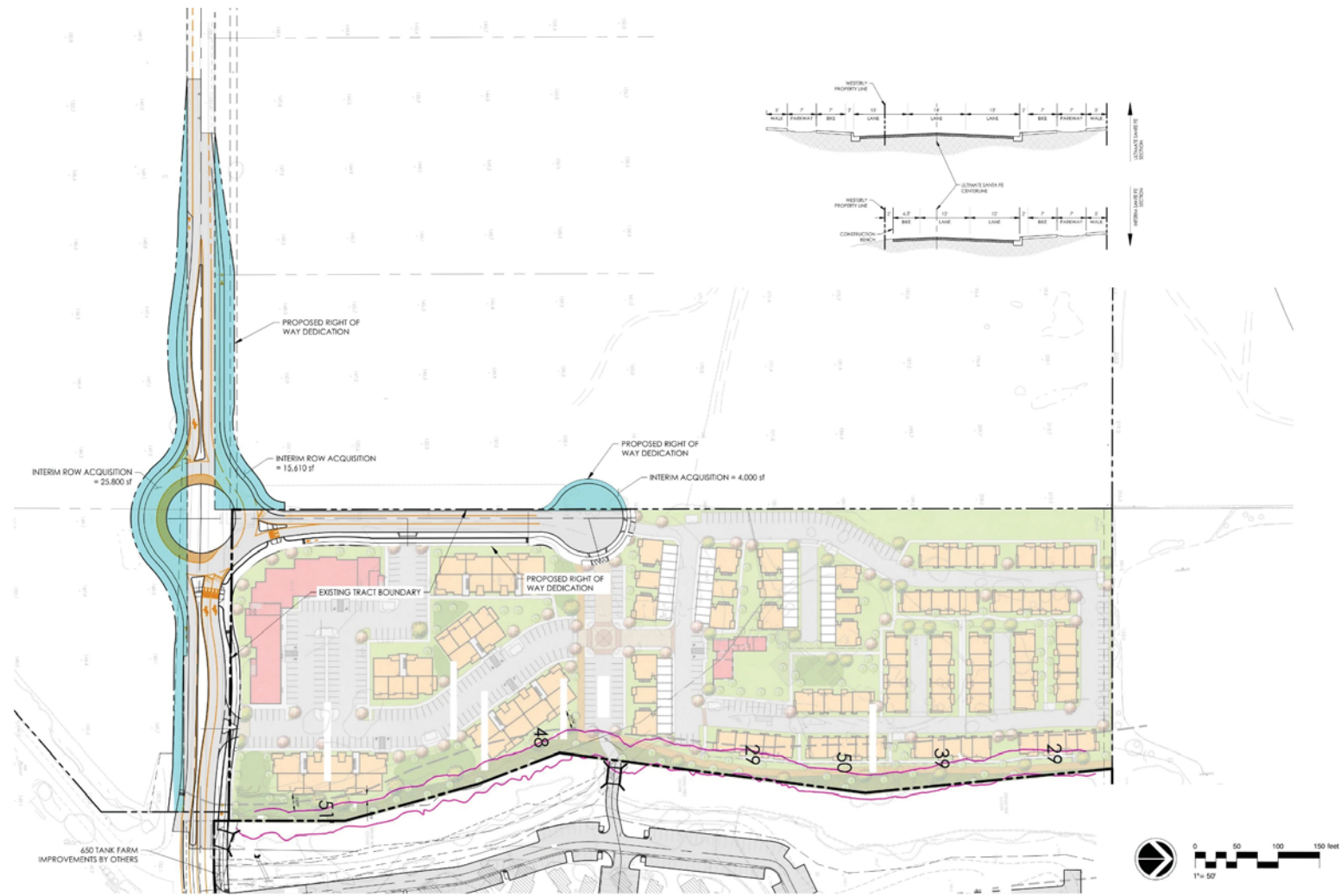
## Grading/Drainage

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





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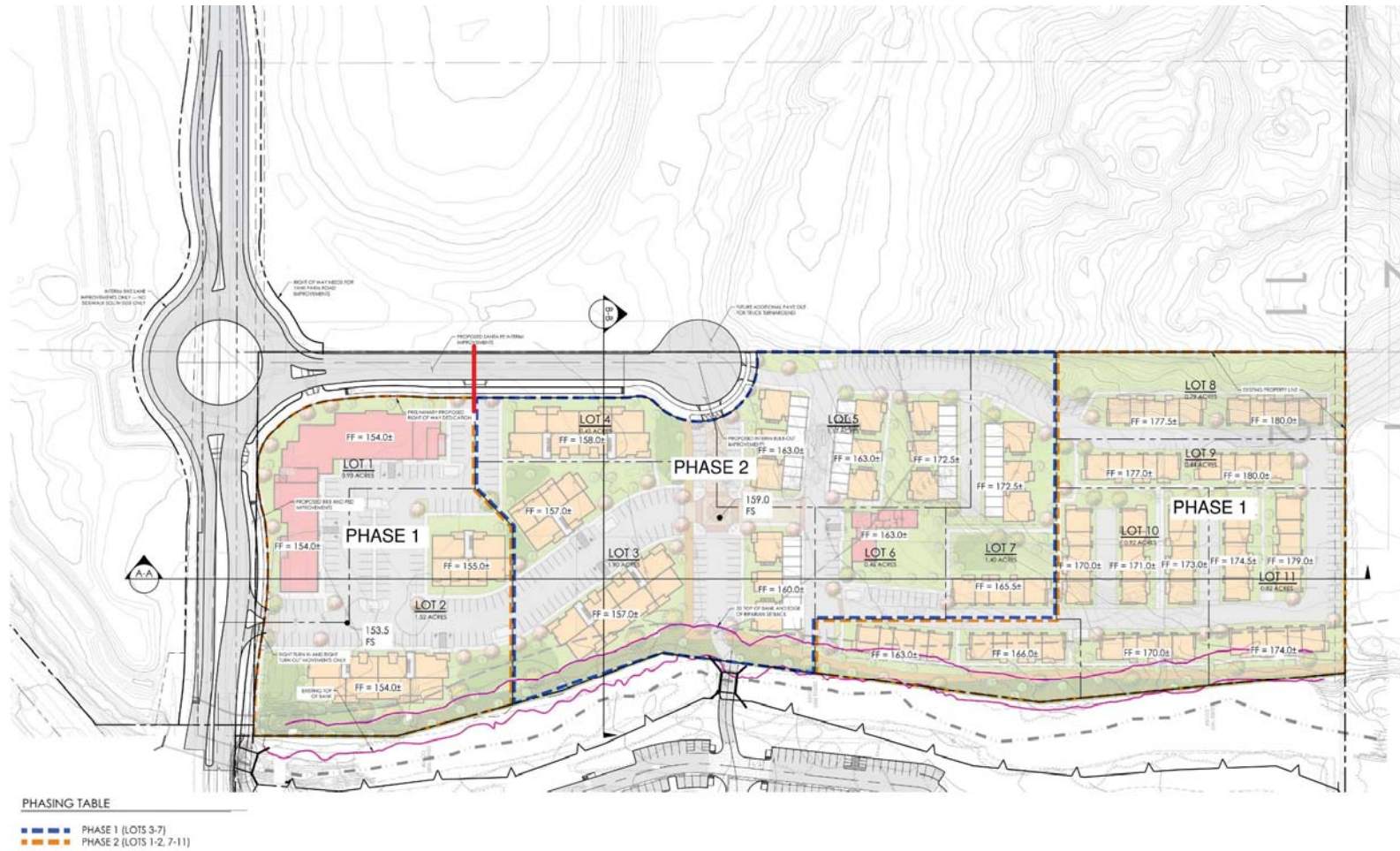
Figure 6b Conceptual Site Grading – Sections/Benches



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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.)***