

PLANNING COMMISSION AGENDA REPORT

SUBJECT: REVIEW OF PROPOSED CIRCULATION MODIFICATIONS TO THE PREVIOUSLY APPROVED 600 TANK FARM ROAD PROJECT, AND ASSOCIATED ADDENDUM TO THE CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT ADDRESS: 600 Tank Farm Road **BY:** John Rickenbach, Contract Planner
 Phone Number: 805-610-1109
FILE NUMBERS: MOD-0753-2024 Email: JFRickenbach@aol.com

APPLICANT: Covelop, Inc.

FROM: Tyler Corey, Deputy Director

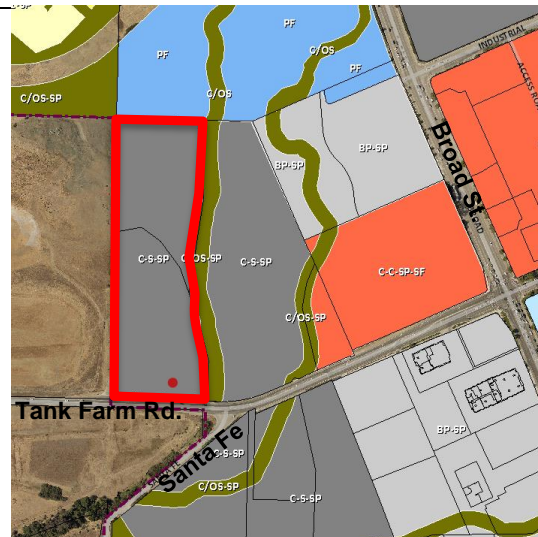
RECOMMENDATION

Adopt the Draft PC Resolution (Attachment A) recommending the City Council:

1. Approve a modification to conditions of approval related to revised offsite public circulation improvements for the previously approved 600 Tank Farm Road project; and
2. Approve an Addendum to the previously certified Final Environmental Impact Report (FEIR) for the 600 Tank Farm Road project, pursuant to the California Environmental Quality Act (CEQA).

SITE DATA

Applicant	Covelop, Inc.
Representative	Damien Mavis
General Plan	Services & Manufacturing
Zoning	Service Commercial (C-S) with Airport Area Specific Plan overlay (C-S-SP)
Site Area	~11.7 acres; current action only affects offsite improvements
Environmental Status	A Final EIR was certified when the 600 Tank Farm Road project was approved in 2022. An Addendum to that document has been prepared.



BACKGROUND AND SUMMARY

The 600 Tank Farm Road mixed-use development project was approved by the City Council on [February 1, 2022](#). The approved project included 280 residential units and 12,500 square feet of commercial space on an 11.7-acre parcel near the intersection of Tank Farm and Santa Fe Roads. The approved site plan is included as Attachment B of

this report. As part of the approval, the project was required to construct several transportation improvements, including:

- Extending Santa Fe Road (West) north as a new collector street for primary access to the site.
- Widening Tank Farm Road to add width for two westbound lanes along the project frontage.
- Adding curb/gutter, landscaped parkways, elevated one-way protected bike lanes, sidewalks, street trees, and lighting along the Tank Farm and Santa Fe (West) project frontages.
- Designing and constructing the north, east and west legs of a roundabout at the Tank Farm/Santa Fe (West) intersection.
- Creating a shared-use path through the site and along Acacia Creek to connect to Damon Garcia Sports Complex.
- Connecting to a pedestrian, bike, and emergency vehicle bridge to link the site with the 650 Tank Farm development (bridge to be built by 650 Tank Farm).
- Conducting preliminary design and environmental studies for a future shared-use path along Tank Farm Road between Santa Fe (West) and Innovation Way.

Since the project was approved in 2022, the project applicant, Covelop, Inc., has worked on designing the required on-site and off-site improvements. However, they have been unable to acquire the necessary off-site land from Chevron/Union Oil to build the planned Tank Farm/Santa Fe roundabout. Chevron/Union Oil is conducting environmental testing for polyfluoroalkyl substances (PFAS) substances on the former tank farm property and is not ready to proceed with sale of the full right-of-way needed for the roundabout until that testing is complete, which could take several more years, or longer.

After several years of coordination between the applicant, City Attorney's Office, and City Transportation staff, the City has confirmed that all reasonable efforts to acquire the land have been made. Since the roundabout is currently considered infeasible, the applicant has requested a modification to this aspect of the approved project, removing the roundabout as a requirement for the 600 Tank Farm project.

To address circulation at this location, the applicant has proposed a modified/interim access design concept for City review, detailed later in this report and in Attachment C and Attachment D. This circulation change would not affect the land use plan, buildout potential, or other required circulation improvements associated with project approval. The reimbursement agreement for 600 Tank Farm, previously approved in 2022 for the roundabout construction, would need to be updated if the roundabout is not constructed, which is reflected in updated conditions of approval #113, #114, #116, #117, #118, and #119. The applicant is still required to contribute to Transportation Impact Fees (TIF) for future construction of the roundabout by others, as reflected in updated conditions of approval #113 and #116.

In addition to modifications to the Tank Farm Road transportation improvements, the developer is requesting modification to the conditions of approval related to undergrounding of utilities. There are eight (8) PG&E poles and overhead lines combined on the project site and along the project frontage which are required to be undergrounded with development. The developer is requesting to modify conditions of approval to allow one (1) PG&E pole at the southeast corner of the project site to remain overhead due to field conditions, lack of existing easements, and inability to obtain required new easements from neighboring property owners that prevent the undergrounding of the one PG&E pole without significant increases in undergrounding costs across several neighboring property frontages. Seven (7) poles and attached lines are proposed to be undergrounded including all poles and lines along the project frontage. In addition, the developer would construct a conduit crossing the creek to the east of the project site to facilitate future undergrounding of the pole and power line that is proposed to remain in place. The pole that would remain in place would not conflict with the proposed interim public improvements or future roundabout construction.

1.0 COMMISSION'S PURVIEW

The Planning Commission's (PC's) role is to 1) review and make recommendations to the City Council regarding the proposed project modifications' consistency with the previous project approval, which was found to be consistent with the General Plan¹, Airport Area Specific Plan (AASP)², Zoning Regulations³, Active Transportation Plan⁴, and other applicable City development standards, and 2) review and make a recommendation to the City Council regarding the associated Addendum to the Final Environmental Impact Report (EIR).

2.0 PREVIOUS REVIEW

The original [City Council February 1, 2022](#) project approval was based on previous review from various advisory bodies from July 2020 through November 2021, including the Active Transportation Committee (ATC), Tree Committee (TC), Architectural Review Commission (ARC), and Planning Commission. The project was also reviewed by the Airport Land Use Commission (ALUC) and found to be consistent with the San Luis Obispo County Airport Land Use Plan. One of the required offsite improvements of the City Council approved project was a roundabout at the intersection of Tank Farm Road and Santa Fe Road (West).

On [January 16, 2025, the Active Transportation Committee \(ATC\)](#) reviewed the proposed modified/interim circulation improvements for consistency with the Active Transportation Plan (ATP). The ATC recommended approval of the proposed interim transportation improvements, subject to additional modifications which have since been incorporated

¹ General Plan: [Land Use Element](#) Chapter 2 (Conservation and Development of Residential Neighborhoods), [Housing Element](#) Chapter 3 (Goals, Policies and Programs), [Circulation Element](#) Chapter 6 (Multi-Modal Circulation) and Chapter 9 (Street Network Changes)

² [AASP](#): Chapter 4.0 (Land Use); Chapter 5.0 (Community Design)

³ [Zoning Regulations](#) Article 3 (Regulations and Standards Applicable to All Zones) and Article 8 (Housing-Related Regulations)

⁴ [Active Transportation Plan](#) Chapter 5 (Recommended Bicycle & Pedestrian Projects), Chapter 6 (Bicycle & Pedestrian Programs), and Chapter 7 (Implementation)

into the proposal by the applicant as further detailed and analyzed in Section 4.3 of this report below.

3.0 PROPOSED CHANGES TO THE PREVIOUSLY APPROVED PROJECT

As currently proposed by the developer, the modified project would eliminate the previously planned roundabout at the intersection of Tank Farm Road and Santa Fe Road (West), replacing this project component with a modified/interim access design concept that would provide access to the project site without the roundabout until it can be built in the future by the City or other private development when the required right-of-way is available. Key features of the interim transportation improvements include:

- Tank Farm Road/Santa Fe Road (West) Intersection: Unsignalized, with stop control on the Santa Fe Road (West) approach.
- Minor Road Widening on Tank Farm Road: Widening to add an eastbound left-turn lane into Santa Fe Road (West) and buffered on-street bike lanes along Tank Farm Road.
- Frontage Improvements:
 - Santa Fe Road (West): Landscaped parkway, lighting, street trees, and an elevated (sidewalk-level) two-way shared-use pedestrian/bicycle path on the east side of street only. The shared-use path is to be constructed with permanent materials (concrete) and designed with flexibility to convert to a separate pedestrian sidewalk and one-way northbound protected bike lane in the future by others, which is the ultimate configuration recommended per the ATP.
 - Tank Farm Road: Landscaped parkway, lighting, street trees, and a two-way shared-use path between Santa Fe (West) and the Mindbody traffic signal. Shared-use path constructed in permanent materials (concrete) along 600 Tank Farm Road frontage, and with temporary (asphalt) east of frontage to Mindbody signal. The shared-use path is to be designed with flexibility to convert to a separate sidewalk and one-way westbound protected bike lane in the future by others, consistent with the ATP. Tank Farm Road improvements also include widening of the existing culvert at Acacia Creek.
- Temporary Sidewalk: Asphalt sidewalk on street-level along the north side of Tank Farm Road from the Mindbody signal to Broad Street with a protective curb separating pedestrians from vehicle traffic. This provides pedestrian connectivity between the development and Tank Farm Road/Broad Street intersection until permanent sidewalks are constructed by neighboring properties in the future.
- Traffic Safety Features: Landscaped center median along Tank Farm Road frontage to prevent illegal left turns, acceleration lanes to improve left-turn access to Tank Farm Road from southbound Santa Fe (West) and northbound Santa Fe (East), radar speed feedback signs, striping and warning signage to encourage safer speeds.

- Signal Modifications: Updates to the Tank Farm Road/Mindbody intersection to add pedestrian and bicycle signals phases and bicycle left turn box to improve Tank Farm Road crossings.

The improvements on Tank Farm Road east of the project site (in the direction of the Tank Farm Road/Mindbody intersection and Broad Street) would occur on two adjacent properties with approved projects: the 650 Tank Farm Road Mixed-Use Project (Mitigated Negative Declaration SCH #2018111054) and the 660 Tank Farm Northwest Corner Broad and Tank Farm Mixed-Use Commercial/Assisted Living Project (Mitigated Negative Declaration SCH #2019049030). The modified project transportation improvements are substantially consistent with the existing entitlements on these properties in the context of their footprints and area of potential disturbance.

The interim transportation improvement design concept proposed by the applicant is shown in Figure 1 below and included as Attachment C of this report, and the applicant's narrative of the proposed transportation modifications is included as Attachment D.

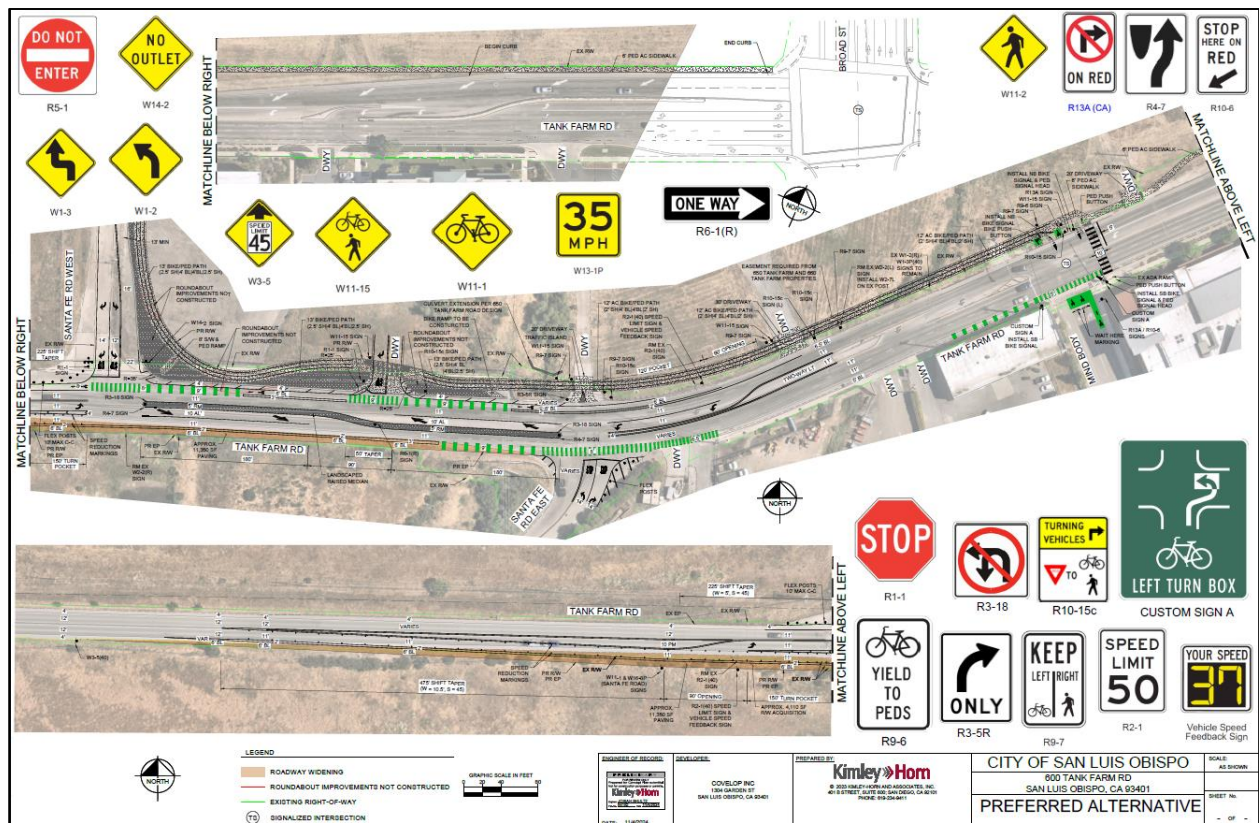


Figure 1: Proposed Interim Transportation Improvements Design Concept: Tank Farm Road

In addition to the proposed interim transportation improvements, the applicant is proposing a modification to conditions of approval regarding undergrounding of overhead utility lines. There are eight (8) PG&E poles and overhead lines combined on the project site and along the project frontage which are required to be undergrounded with development. The developer is requesting to modify conditions of approval to allow one (1) PG&E pole at the southeast corner of the project site to remain overhead. The applicant's written request regarding undergrounding is included as Attachment E.

Coordination with PG&E over the past year has provided cost estimates for undergrounding. Due to site conditions, lack of existing easements, and the inability to obtain new easements for electrical facilities needed to underground the pole at the southeast corner of the project site, the additional offsite undergrounding that would be required to comply with the current undergrounding condition would exceed \$1.3 million in addition to the costs for undergrounding on the project site and along the project frontage. The applicant is requesting the project's conditions of approval be modified to allow the pole at the southeast corner to be left in place or moved slightly as required to underground the rest of the project frontage to allow for undergrounding by a neighboring property at a later date. In addition, the developer proposes to construct a conduit crossing the creek to the east of the project site to facilitate future undergrounding of the pole and power line that is proposed to remain in place. The pole that would remain in place would not conflict with the proposed interim public improvements or future roundabout construction.

4.0 PROJECT ANALYSIS

The 600 Tank Farm project as approved in 2022 was found to be in conformance with the General Plan, AASP, and applicable aspects of the Zoning Regulations, as well as applicable Engineering Standards. The currently proposed modification to offsite transportation features and undergrounding of utilities must also conform with applicable policies and standards. Staff has evaluated the proposed project modifications and identified discussion items for the Planning Commission to consider, including recommendations provided by the ATC. These are discussed Section 4.1 below.

No other aspect of the approved project's development potential or any related onsite improvements are proposed to change as a result of this action and remain in conformance with applicable provisions of the City's regulatory framework.

4.1 Consistency with the General Plan

The previously approved project was found to be consistent with all aspects of the General Plan. The discussion below is limited to the proposed circulation modifications and undergrounding of utilities as they relate to the relevant aspects of the General Plan.

Land Use Element (LUE): The approved project has components that support circulation-oriented policies in the LUE. 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 proposed circulation modification is consistent with that policy, as it still provides multi-modal access between the project site and nearby non-residential destinations.

Circulation Element (CE): The CE describes how transportation will be provided in the community. The project includes features that support multi-modal transportation, consistent with the following policies. CE Policy 4.1.1 (Bicycle Use) states that the City shall expand the bicycle network and provide end of trip facilities to encourage bicycle use and to make bicycling safe, convenient and enjoyable. CE Policy 5.1.2 (Sidewalks and Paths) states that the City should complete a continuous pedestrian network

connecting residential areas with major activity centers as well as trails leading into city and county open spaces.

Project Features that Support General Plan Policies

Project components that support Circulation-related policies include improvements to transit, bicyclist facilities, and pedestrian facilities. Bicycle facilities in the study area consist of Class II bike lanes, which provide a striped lane for one-way on-street bicycle travel. Broad Street and Tank Farm Road both have Class II bike lanes on both sides of the road throughout the study segments. The modified project would still provide improvements to pedestrian circulation facilities along Tank Farm Road and Santa Fe Road. The proposed project would provide for improved pedestrian facilities and connectivity by connecting and improving existing sidewalks, crosswalks, and pedestrian signals at signalized intersections. The reconfigured intersection of Tank Farm Road and Santa Fe Road without a roundabout would still provide multi-modal access to nearby offsite non-residential destinations, traffic operations consistent with the City's adopted performance thresholds, and remain consistent with Circulation Element policies.

Table 5 of the Circulation Element provides direction for the design of improvements to Tank Farm Road, as follows:

“Widen Tank Farm Road as a Parkway Arterial with 2 lanes in each direction, a center turn lane/landscaped median, Class II bike lanes, sidewalks and Class I bike lanes (where feasible) from Higuera to Broad. (see AASP)”

Based on this, the project remains consistent with the General Plan, since it does not specify whether or not a roundabout is required at the intersection of Tank Farm and Santa Fe Road. However, the table also refers to the AASP, which provides more direction on the nature of this improvement. As discussed in the following section on the AASP, that document *does* specify a roundabout at the intersection of Tank Farm and Santa Fe Road. The project's consistency with that document is discussed in the following section of this report.

In relation to undergrounding of utilities, the General Plan does not include specific requirements for undergrounding. General Plan Policy 8.1.2 refers to specific plans, which include development standards that would apply to the Airport Area, as discussed in detail in the following section of this report.

4.2 Consistency with the Airport Area Specific Plan

The project area is within the Airport Area Specific Plan (AASP) boundaries, and thus subject to its goals and policies. The AASP effectively establishes a link between implementing policies of the General Plan and the individual development proposals within the AASP boundaries.

Circulation Modifications

Chapter 6 of the AASP includes goals and policies related to circulation. The AASP defines the roadway classifications for roads traversing the area. Tank Farm Road is defined as a “Parkway Arterial”, while Santa Fe Road is a “Commercial Collector.” As part of the 2022 project approval, required improvements to those roadways were consistent with those classifications.

Figure 6-1 of the AASP shows a roundabout at the intersection of Tank Farm Road and Santa Fe Road. The approved project included a roundabout and was consistent with this aspect of the AASP. The proposed modification to this intersection does not include the roundabout. However, the project applicant is constrained by the inability to acquire the land needed for the roundabout for reasons beyond the applicant’s control.

Section 6.2.1 of the AASP acknowledges the potential tradeoffs in designing the street system within the plan area, and states the following:

“A unique challenge is to design the AASP arterial and collector street system to meet the access, mobility, safety and vehicle classification needs of the area without over-designing the facilities.”

The intent of this statement is the overall circulation goal of the AASP is to ensure access, mobility and safety in the design of the arterial and collector streets. The plan is open to different design approaches to meeting goals related to safety, access, and mobility.

Based on the City Engineer’s review of the updated circulation concept, the modified design meets the goals of the AASP. Notably, while constructing a more standard intersection configuration than the previously planned roundabout, the applicant shall also prepare designs, dedicate on-site right-of-way, and pay fair share fees towards the future roundabout to be constructed by others, as required by conditions of approval #113 through #117. The modified conditions of approval not only reflect elimination of the obligation to construct the Tank Farm/Santa Fe Roundabout, but also include the following considerations to facilitate future construction of the roundabout at a later date:

- In addition to payment of TIF fees, the applicant is required to pay additional fair share fee for the portion of the Tank Farm/Santa Fe Roundabout costs that exceed the amount currently programmed in the Citywide TIF program under which the project will remain vested. Through the preliminary designs developed over the past several years, the roundabout has been identified to cost significantly more than the current TIF identifies. If the applicant receives approval to defer construction of the roundabout to others, the project is still required to pay their fair share percentage of that delta, as noted in condition #113.
- Updated condition #113 requires the applicant to pay a deposit for the costs needed to remove/reconstruct their interim frontage improvements when the future roundabout is constructed by others. The proposed condition requires the applicant to provide an engineer’s estimate for this cost and escalate the amount out 10 years into the future using California Construction Cost index. The intent is that these funds would be used in the future by whomever is constructing the roundabout, so that the City (or other developer) is not paying any direct costs for reconstruction of 600 Tank Farm’s interim frontage improvements.

The proposed project modification is considered consistent with the intent of the circulation aspects of the AASP because the interim improvements will provide the transportation improvements required to serve the 600 Tank Farm project and will also provide right-of-way, design work, and fair share funding to facilitate the Tank Farm roundabout build out in the future once land acquisitions are available. Please also refer to the discussion in Section 4.3, which analyzes the project's consistency with the City's Active Transportation Plan (ATP).

Utility Undergrounding

Utility undergrounding requirements are also identified in the AASP. Section 7.7 states "All new development shall be responsible for undergrounding of existing overhead utility lines along that development's frontage or constructing underground utility lines along new roadways concurrent with the construction of new roadways." The project conditions of approval #75 and #76 were included to reflect this requirement.

AASP section 7.8 acknowledges that interim utility solutions may be needed if the permanent systems cannot be made available at the time of development. Due to the interconnection of the southeasterly pole to other power poles located offsite from the 600 Tank Farm project frontage, and the high cost associated with undergrounding the pole at the southeastern corner of the project site, which would require continuing the undergrounding beyond the southeast corner of the project site along several adjacent property frontages, the applicant's proposal to underground 7 of the 8 poles on the property and along the project frontage and construction of the conduit crossing the creek east of the project site to facilitate future undergrounding of the one remaining pole can be considered an interim improvement, consistent with the long term plan for undergrounding to be completed at a later date by other adjacent property owners. Therefore, the applicant's current proposal for modification to undergrounding requirements is consistent with the AASP. Condition #76 has been modified in the attached resolution to reflect the applicant's request for one pole (and powerlines to the east of that pole) to remain and require the installation of the conduit to the east across Acacia Creek to facilitate future undergrounding of the lines/pole.

4.3 Consistency with the Active Transportation Plan

The project was reviewed by the Active Transportation Committee (ATC) on January 16, 2025. In that meeting, the ATC provided recommendations to address key design issues related to the revised circulation concept, in order to ensure consistency with both the Circulation Element and the Active Transportation Plan (ATP). These included the following:

1. Support the proposed two-way shared-use path on Tank Farm as an interim design, with a recommendation to design this so it could be converted to a separate one-way protected bike lane and sidewalk (per the original project design and ultimate plans per the ATP) in the future, if needed; and
2. Recommend designing the portion of the Santa Fe (west) bikeway similar to Tank Farm. This would be as a two-way shared-use path instead of separate sidewalk and one-way protected bike lane, designed so that it could be converted back to a separate sidewalk and bike lane in the future consistent with the ATP, if desired; and

3. Direction to staff to monitor use of the Broad/Tank Farm intersection once the project is occupied to see if right-turn on red restrictions or other features are warranted if there are conflicts with new eastbound cyclists at this intersection.

The ATC recommendations (1 and 2 above) have been incorporated into the updated improvement design by the applicant, as shown in Figure 1 above and in Attachment C. In addition to deferring the Tank Farm/Santa Fe Roundabout, there are a few other components of the modified/interim access design that differ from the long-term bicycle and pedestrian facilities proposed on Tank Farm Road per the City's currently adopted Active Transportation Plan (ATP). Table 1, included as Attachment H of this report, summarizes the consistency of the modified project to relevant city transportation plans/policies and compares that to the originally approved project. Visual representations of the bicycle and pedestrian circulation from both the approved 2022 designs and the proposed 2025 design are included in the [January 16, 2025 ATC agenda report](#).

The most noteworthy difference of the modified project is the elimination of the Tank Farm/Santa Fe (West) roundabout as a project requirement, which has been deemed infeasible at this time. Without the roundabout, it will be less convenient for autos, bikes, and pedestrians to cross Tank Farm Road directly at this intersection. The Transportation Impact Study prepared for the modified/interim project design (Attachment F) indicates that Tank Farm/Santa Fe (West) intersection will operate within the City's adopted delay/congestion targets for autos until future planned modifications to Santa Fe are constructed—if Santa Fe (West) is extended north to Prado Road or Santa Fe (East) is realigned to the Santa Fe (West) as a single intersection, as planned per the Circulation Element and AASP, installation of a roundabout or a traffic signal will be required. It should also be noted that the modified project improves operations at the existing Tank Farm/Santa Fe (East) intersection compared to current conditions through the addition of a left-turn acceleration lane, which allows drivers to make the northbound left-turn onto Tank Farm Road in two stages, which reduces delays and congestion.

Per the modified project proposal, pedestrians and bicyclists are encouraged to cross Tank Farm Road at the nearby Mindbody signal. Under the modified project, the applicant would construct improvements to this signal to better facilitate bike/pedestrian crossings and construct a two-way shared-use path along the north side of Tank Farm between Santa Fe and Mindbody to improve access to this crossing for eastbound cyclists. As noted in Table 1 (Attachment H), this differs from the ATP, which calls for a westbound one-way protected bike lane for this segment. The project applicant explored the possibility of extending this two-way shared-use path all the way east to Broad Street; however, the existing right-of-way east of Mindbody is not wide enough and the current property owner(s) are not interested in negotiating additional right-of-way at this time. For this reason, the project proposes a narrow temporary sidewalk only on the north side between Mindbody and Broad Street for pedestrians, while eastbound cyclists would need to cross the street at the Mindbody signal to continue easterly.

While the proposal to provide a two-way shared-use path on the north side of Tank Farm along the project frontage is a logical interim design, it is not consistent with the ATP, which calls for one-way protected bike lanes and separate sidewalks on each side of Tank

Farm Road east of Santa Fe. However, the interim design does not preclude converting the two-way path to separate one-way westbound bike lane and sidewalk at a future date to ensure ATP consistency when other adjacent developments move forward. As identified in modified condition of approval #126, the applicant shall demonstrate a good faith effort to acquire the off-site right-of-way needed to extend this shared-use pedestrian/bicycle path all the way east to the Tank Farm/Broad Street intersection, and if right-of-way cannot be obtained, the interim pedestrian sidewalk shall be constructed by the applicant within the available right-of-way.

At the January 2025 meeting, the ATC approved a motion supporting the design as two-way shared-use ped/bike paths (Class I bikeway per Caltrans naming convention), but did not want to formally amend the ATP. The direction was to provide two-way shared-use paths for added connectivity in the interim, but to design in a way that could reasonably be converted to separate sidewalk and one-way protected bike lanes (Class IV bikeway per Caltrans naming) as called for in the ATP at a future date. For example, the previously-approved developments at neighboring 650 Tank Farm and 660 Tank Farm include plans for internal bicycle and pedestrian connectivity to Broad Street parallel to Tank Farm Road; however, it is currently uncertain when these properties will develop. The modified project design provides efficient two-way, east-west connectivity in the interim until this off-street parallel route is available. If the neighboring properties at 650 and 660 Tank Farm develop in the future, there would be potential to then modify striping/signage on the Tank Farm and Santa Fe shared-use paths to designate separate sidewalk and one-way bike lanes, consistent with the ATP. The interim design proposed by the applicant and recommended by ATC does not preclude the ultimate plans per the ATP (which calls for one-way Class IV bikeways and separate sidewalks).

4.4 Consistency with the Zoning Regulations

The proposed circulation modifications and revised utility undergrounding do not affect any aspect of the approved development related to zoning, including mixed-use provisions, building design, square footage, the number of units, or other development standards addressed in the zoning regulations. Therefore, the project as modified remains consistent with the zoning regulations, as described in the February 2022 City Council agenda report in support of the project's original approval.

4.5 Consistency with the Subdivision Regulations

The proposed circulation modifications and revised utility undergrounding do not affect any aspect of the approved development related to the approved common interest phased subdivision. Therefore, the project as modified remains consistent with the subdivision regulations, as described in the February 2022 City Council agenda report in support of the project's original approval.

4.6 Consistency with the Airport Land Use Plan

The San Luis Obispo County Airport Land Use Commission (ALUC) oversees development subject to the ALUP to ensure safety related to airport operations, while the City has ultimate jurisdiction over potential land use decisions and future development. The ALUC reviewed the project on August 18, 2021 and determined that development facilitated under the proposed AASP Amendment and rezone would be consistent with the ALUP subject to conditions that are now required as part the project approval. The

proposed circulation modifications do not affect any aspect of the project's consistency with the ALUP. In December 2024, ALUC staff confirmed that no ALUP conformity review would be required for the modified project.

5.0 ENVIRONMENTAL REVIEW

A Draft Environmental Impact Report (EIR) was prepared for the originally approved project under the California Environmental Quality Act (CEQA), and circulated for a 50-day public review period that began on June 15, 2021 and ended on August 3, 2021. In addition, a public meeting was held on Wednesday July 14, 2021 at a Planning Commission meeting to receive public comments on the Draft EIR. The Final EIR, which addressed public comments received during the public review period, was certified at the time the project was approved in February 2022. The [Final EIR](#), including responses to comments on the Draft EIR, maybe be found on the City website in its entirety.

An Addendum to the Final EIR has been prepared to address changes to the approved project, and is included as Attachment G. Pursuant to Section 15164(b) of the CEQA Guidelines, an addendum to an adopted Final EIR may be prepared by the Lead Agency that prepared the original Final EIR if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 have occurred that require preparation of a subsequent EIR.

An Addendum is appropriate to address the modified project because the proposed changes to the approved project do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR.

6.0 OTHER DEPARTMENT COMMENTS

The project has been reviewed by various City departments and divisions including Planning, Engineering, Transportation, Building, Utilities, and Fire. Any conditions of approval or informational notes from these departments and divisions have been incorporated into the Draft Resolution (Attachment A) for recommendation of project approval.

7.0 ALTERNATIVES

1. Continue the item. An action to continue the hearing should include a detailed list of additional information or analysis required.
2. Deny the project. An action recommending that the City Council deny the project should include findings that cite the basis for denial and should reference inconsistency with the General Plan, Community Design Guidelines, AASP, Zoning Regulations or other policy documents. Should the PC want to pursue this alternative, Staff recommends that the specific findings under Government Code § 65915(d)(1)(B) and (d)(3) are adequately addressed.

8.0 ATTACHMENTS

- A – Draft PC Resolution Recommending City Council Approve the Modification
- B – Previously Approved Site Plan and Roundabout (February 2022)
- C – Proposed Project Modification: Tank Farm Road Transportation Improvements
- D – Applicant Narrative: Proposed Project Modification
- E – Applicant Proposal for Utilities Undergrounding Modification
- F – Transportation Impact Study (Access Evaluation for Proposed Design)
- G – Addendum to the 600 Tank Farm Final EIR
- H – Policy Consistency of Proposed Active Transportation Facilities (Table 1)