

RESOLUTION NO. PC-XXXX-25

A RESOLUTION OF THE SAN LUIS OBISPO PLANNING COMMISSION RECOMMENDING THE CITY COUNCIL APPROVE THE PROPOSED CIRCULATION AND CONDITION MODIFICATIONS FOR THE PREVIOUSLY APPROVED 600 TANK FARM ROAD PROJECT AND APPROVE THE ASSOCIATED ADDENDUM TO THE CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT AS REPRESENTED IN THE PLANNING COMMISSION AGENDA REPORT AND ATTACHMENTS DATED FEBRUARY 26, 2025 (MOD-0753-2024)

WHEREAS, the City Council of the City of San Luis Obispo conducted a web based teleconference hearing on February 1, 2022, pursuant to a proceeding instituted under ARCH-0406-2021, SBDV-0407-2021, GENP-0814-2019, SPEC-0407-2020, and EID-0608-2020, Covelop Inc., applicant, and adopted Resolution 11304 (2022 Series) approving the 600 Tank Farm Road project and certifying the Final EIR for that project; and

WHEREAS, as part of project development, the applicant has worked with City staff to implement required mitigation measures and project conditions, one of which would require a new roundabout at the intersection of Tank Farm Road and Santa Fe Road; and

WHEREAS, the City has determined that all reasonable efforts have been made by the applicant to acquire the land needed for the roundabout, but that the land is unavailable for acquisition at this time; and

WHEREAS, the applicant has requested a modification to the roundabout requirement and conditions of approval, proposing an alternate transportation design that does not require as much land from the adjacent property owner; and

WHEREAS, an Addendum to the certified Final Environmental Impact Report (EIR) (SCH #2020110426) was prepared to address changes to the previously-approved project, pursuant to Section 15164(b) of the CEQA Guidelines, since only minor technical changes or additions are necessary to the certified Final EIR and none of the conditions described in Section 15162 of the CEQA Guidelines have occurred that require preparation of a subsequent EIR; and

WHEREAS, the Active Transportation Committee of the City of San Luis Obispo conducted a hearing on January 16, 2025, and provided recommended direction on the modified circulation design; and

WHEREAS, the Planning Commission of the City of San Luis Obispo conducted a hearing on February 26, 2025, pursuant to a proceeding instituted under MOD-0753-2024, Covelop Inc., applicant, to consider the modified project and recommendations from the Active Transportation Committee; and

WHEREAS, notices of said public hearings were made at the time and in the manner required by law; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of San Luis Obispo to recommend that the City Council approve the Addendum to the certified Final EIR and approve the modified circulation design and conditions of approval for the previously-approved 600 Tank Farm Mixed Use Project. This resolution is based on the following findings, California Environmental Quality Act (CEQA) findings, and conditions:

SECTION 1. Findings. The Planning Commission does hereby recommend approval of the modified 600 Tank Farm Road project, based on the following findings:

1. The originally approved project (Resolution 11304 – 2022 Series) as conditioned was found to be consistent with the General Plan and Airport Area Specific Plan (AASP). As conditioned, the proposed project modification, together with the provisions for design and improvement, is consistent with the General Plan, including compatibility with objectives, policies, general land uses, and programs specified in the General Plan and the AASP because Housing Element Program 6.13 specifically identifies the project site as appropriate for zoning to provide for higher-density or mixed-use housing as compatible with other projects in the vicinity.
2. As conditioned, the County of San Luis Obispo Airport Land Use Commission, on August 18, 2021, found the originally approved project to be consistent with the Airport Land Use Plan.
3. The modified project as conditioned is consistent with the land use and circulation requirements of the General Plan, Airport Area Specific Plan, and Active Transportation Plan, based on the analysis included in the Planning Commission Agenda Report of February 26, 2025.
4. The originally approved project (Resolution 11304 – 2022 Series) as conditioned was found to be conformance with development review requirements related to project scale, size, character, or other considerations related to public health, safety and welfare.
5. The modified project will not be detrimental to the health, safety, and welfare of persons living or working at the project site or in the vicinity because the proposed circulation modification will not introduce design issues detrimental to public health, since the subdivision will occur on a previously developed site within an urbanized area and, approval of this subdivision modification does not include variances or exceptions from applicable design standards set forth in the Subdivision Regulations, and the project modification has been found in conformance with development standards and the Airport Area Specific Plan, and the project will be compatible with site constraints, the scale/character of the site and the surrounding neighborhood. As a Common Interest Subdivision, the project is subject to architectural review and enforcement of relevant building and safety codes.

6. The project is consistent with Housing Element Policies 6.1 and 7.4 because the project supports the development of more housing in accordance with the assigned Regional Housing Needs Allocation and establishes a new neighborhood, with pedestrian and bicycle linkages that provide direct, convenient and safe access to adjacent neighborhoods consistent with the AASP.
7. As conditioned, the applicant has agreed to an indemnification clause to defend, indemnify and hold harmless the City and/or its agents, officers and employees from any claim, action or proceeding against the City and/or its agents, officers or employees to attack, set aside, void or annul, the approval by the City of this project, and all actions relating thereto, including but not limited to environmental review and deferral of construction of the Tank Farm/Santa Fe Roundabout (“Indemnified Claims”). Upon request of the City, applicant shall execute an indemnification agreement in a form provided by the City prior to building permit issuance. The site is physically suited for the type and density allowed in the Service Commercial zone (C-S-SP) within the Specific Plan overlay, because the adjacent property at 650 Tank Farm is also zoned C-S-SP and provides for a similar mixed-use development project.
8. Due to property acquisition, environmental, and permitting constraints, and the costs and timeframes associated with those constraints, current construction of the Tank Farm/Santa Fe Roundabout project as originally contemplated is infeasible at this time. As conditioned, the alternative interim transportation improvements identified with this project modification are suitable for the density of the development proposed and will not preclude the construction of future facilities consistent with the ultimate long-term improvements consistent with the City’s Active Transportation Plan and the Airport Area Specific Plan.
9. Due to property acquisition, environmental, and permitting constraints, and the costs associated with those constraints, undergrounding of one single identified utility pole has been determined to be infeasible at this time. As conditioned, the utility undergrounding identified with this project modification, including the single power pole that would remain in place or be moved slightly offsite, would not conflict with the proposed interim public improvements or future roundabout construction, with final location to be reviewed and approved by the City Engineer to ensure compatibility, as required by conditions of approval.

SECTION 2. California Environmental Quality Act (CEQA) Findings. Based upon all the evidence, the Planning Commission recommends that the City Council approve the Addendum to the certified Final Environmental Impact Report (FEIR) (State Clearing House #2020110426), subject to the following CEQA findings in support of the modified circulation improvements as conditioned and as related to the 600 Tank Farm Mixed Use project:

1. The 600 Tank Farm Mixed Use Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, adequately addressing impacts associated with the project.

2. The previously approved project was found to be consistent with the requirements of the 600 Tank Farm Mixed Use FEIR as proposed based on the CEQA Findings and Statement of Overriding Considerations, and prepared consistent with CEQA Guidelines Sections 15091 and 15093, and this approval incorporates those FEIR mitigation measures as applicable to the project, as described more fully in the CEQA Findings of Fact and Statement of Overriding Considerations (Resolution No.11304, Exhibit A) and Mitigation, Monitoring, and Reporting Program (Resolution No.11304, Exhibit B).
3. All potentially significant effects were analyzed adequately in the referenced FEIR, and reduced to the extent feasible, provided identified mitigation measures are incorporated into the project and the mitigation monitoring program (refer to Resolution No.11304, Exhibit B, Mitigation Monitoring and Reporting Program).
4. The proposed circulation modifications would not introduce any new impact nor increase the severity of any previously-identified impact described in the certified FEIR, nor would it modify or eliminate any previously-required mitigation measures, as described in the Addendum to the FEIR prepared pursuant to CEQA Guidelines Sections 15162 and 15164.
5. An addendum to the FEIR is the appropriate level of environmental review for the modified project because neither the proposed project nor the circumstances under which it is undertaken will result in substantial changes to the original project which will require major revisions to the FEIR due to new or increased significant environmental effects, and no new information of substantial importance shows significant environmental effects not previously examined or newly-feasible mitigation measures.

SECTION 3. Recommendation. The Planning Commission does hereby recommend the City Council approve the proposed project modification with incorporation of the following conditions, which were all part of the original 2022 project approval (Resolution 11304), except modified as noted in strikethrough and underline to reflect current 2025 modifications:

The project conditions of approval do not include mandatory code requirements. Code compliance will be verified during the plan check process, which may include additional requirements applicable to the project.

Planning Division

1. Final project design and construction drawings submitted for a building permit shall be in substantial compliance with the project plans approved by the Planning Commission (ARCH-0406-2021). A separate, full-size sheet shall be included in working drawings submitted for a building permit that lists all conditions and code requirements of project approval listed as sheet number 2. Reference shall be made in the margin of listed items as to where in plans requirements are

addressed. Any change to approved design, colors, materials, landscaping, or other conditions of approval must be approved by the Director or Architectural Review Commission, as deemed appropriate.

2. Plans submitted for a building permit shall incorporate the design considerations as described at the ARC hearing on October 4, 2021, the final designs of the proposed project shall be modified to incorporate the following items, subject to the satisfaction of the Community Development Director:
 - a. Provide one more color scheme for Building A types.
 - b. Incorporate balcony railings that provide more privacy; 66%-75% solid panels to screen views.
 - c. On the Building B rear elevation provide white garage doors rather than gray to blend in more.
 - d. Provide more planting or other visual indicators for pedestrians and traffic calming (referencing the red arrow shown on sheet A10 descending from Santa Fe Road)
 - e. Use landscaping to reduce massing of Building E.
 - f. Provide well thought out pedestrian-scale elements.
3. Plans submitted for a building permit shall call out the colors and materials of all proposed building surfaces and other improvements. Colors and materials shall be consistent with the color and material board submitted with Major Development (Architectural) Review application. The project shall avoid repetition of design color schemes, such that adjacent townhomes or buildings of a similar layout use different color schemes. The applicant shall also note the use of smooth finish stucco on the building plans to the satisfaction of the Community Development Director.
4. Plans submitted for a building permit shall include recessed window details or equivalent shadow variation, and all other details including but not limited to awnings and railings. Plans shall indicate the type of materials for the window frames and mullions, their dimensions, and colors. Plans shall include the materials and dimensions of all lintels, sills, surrounds recesses and other related window features. Plans shall demonstrate the use of high-quality materials for all design features that reflect the architectural style of the project and are compatible with the neighborhood character, to the approval of the Community Development Director.
5. Plans submitted for a building permit shall include a revised railing system for the balconies that provides a design that visually obscures views of storage on the balconies and provides additional privacy between existing and new residential units, subject to the satisfaction of the Community Development Director.
6. The property owner shall be responsible for maintaining and updating the current parking calculation for the commercial component of the project upon the submittal of Planning and Building permits for tenant changes or improvements, and/or each business license, to ensure the site does not become under-parked.

7. All surface parking spaces must be available for common use and not exclusively assigned to any individual use, required residential parking may be reserved, but commercial parking must be made available for guests or overflow from residences.
8. Plans submitted for a building permit shall clearly depict the location of all required short and long-term bicycle parking for all intended uses, plans submitted for construction permits shall include bicycle lockers or interior space within each residential unit or parking area for the storage of at least two bicycle per residential unit. Short-term bicycle racks such as “Peak Racks” shall be installed in close proximity to, and visible from, the main entry into the buildings (inverted “U” rack designs shall not be permitted). Sufficient detail shall be provided about the placement and design of bike racks and lockers to demonstrate compliance with relevant Engineering Standards and Community Design Guidelines, to the satisfaction of the Public Works and Community Development Directors.
9. Plans submitted for building permit shall include a photometric plan, demonstrating compliance with maximum light intensity standards not to exceed a maintained value of 10 foot-candles. The locations of all lighting, including bollard style landscaping or path lighting, shall be included in plans submitted for a building permit. All wall-mounted lighting fixtures shall be clearly called out on building elevations included as part of working drawings. All wall-mounted lighting shall complement building architecture. The lighting schedule for the building shall include a graphic representation of the proposed lighting fixtures and cut-sheets on the submitted building plans. The selected fixture(s) shall be shielded to ensure that light is directed downward consistent with the requirements of the City’s Night Sky Preservation standards contained in Chapter §17.70.100 of the Zoning Regulations.
10. Mechanical and electrical equipment shall be located internally to the buildings. With submittal of working drawings, the applicant shall include sectional views of the buildings, which clearly show the sizes of any proposed condensers and other mechanical equipment. If any condensers, transformers, or other mechanical equipment are to be ground mounted or placed on the roof, plans submitted for a building permit shall confirm that these features will be adequately screened. A line-of-sight diagram may be required to confirm that proposed screening will be adequate. This condition applies to initial construction and later improvements.
11. The storage area for trash and recycling cans shall be screened from the public right-of-way consistent with §17.70.200 of the Zoning Regulations. The subject property shall be maintained in a clean and orderly manner at all times; free of excessive leaves, branches, and other landscape material. The applicant shall be responsible for the clean-up of any landscape material in the public right-of-way.
12. A final landscaping plan, including irrigation details and plans, shall be submitted to the Community Development Department along with working drawings. The legend for the landscaping plan shall include the sizes and species of all

- groundcovers, shrubs, and trees with corresponding symbols for each plant material showing their specific locations on plans. Landscaping plans shall include the following information, at a minimum:
- a. The species, diameter at breast height, location, and condition of all existing trees;
 - b. Identification of trees that will be retained, removed, or relocated;
 - c. Location and size of plant and tree species proposed to be planted;
 - d. The location of proposed utilities, driveways, street tree locations, and the size and species of proposed street trees; and
 - e. A reclaimed water irrigation plan.
13. Plans submitted for construction permits shall include elevation and detail drawings of all walls and fences. Fences, walls, and hedges will comply with the development standards described in the Zoning Regulations (§17.70.070 – Fences, Walls, and Hedges), except those identified in the Wall Height Exception attached to the staff report dated November 17, 2021. Walls and fences should remain as low as possible, long expanses of fence or wall surfaces shall be offset and architecturally designed to prevent monotony. Evergreen ivy shall be planted along the downslope side of all retaining walls that exceed 6-feet in height, planting of ivy shall be spaced out at a minimum of every 15 feet along the retaining walls, to the satisfaction of the Community Development Director.
 14. The location of any required backflow preventer and double-check assembly shall be shown on all site plans submitted for a building permit, including the landscaping plan. Construction plans shall also include a scaled diagram of the equipment proposed. Where possible, as determined by the Utilities Director, equipment shall be located inside the building within 20 feet of the front property line. Where this is not possible, as determined by the Utilities Director, the backflow preventer and double-check assembly shall be located in the street yard and screened using a combination of paint color, landscaping and, if deemed appropriate by the Community Development Director, a low wall. The size and configuration of such equipment shall be subject to review and approval by the Utilities and Community Development Directors.
 15. Prior to building permit issuance, the applicant shall submit an application and receive approval for the installation of public art as part of the project or pay the in-lieu fee (Municipal Code §17.32.030.E.5.b.(ii).(g)). Public art shall be installed prior to occupancy of the project, to the satisfaction of the Community Development Director.
 16. The design of proposed structures will incorporate noise attenuating construction techniques that reduces noise exposure to acceptable levels. Exposure in outdoor activity areas must not exceed 60 dB and indoor exposure must not exceed 45 dB consistent with the City's Noise Ordinance. Plans submitted for construction permits must clearly indicate and describe noise attenuation measures, techniques, and materials, and demonstrates their compliance with noise levels limits.

17. Prior to building occupancy, the owner of the property shall provide a Residential Noise Notice in writing for residential occupants stating that the property is located within a commercial zone in an urban-type environment and that noise levels may be higher than a strictly residential area.
18. Plans submitted for a building permit shall ensure consistency with the Airport Land Use Commission's (ALUC) conditions from the August 18, 2021 hearing. Any increase in the number of dwelling units or commercial square footage shall be referred to the ALUC for determination of consistency with the Airport Land Use Plan (ALUP). The project is subject to the following ALUC conditions;
 - a. The average density/intensity for the site shall not exceed 75 persons per acre.
 - b. The densest portion of the site (southwest 1 acre containing the two mixed-use buildings) shall have an intensity not to exceed 150 persons per acre.
 - c. The maximum height limit of structures on the Project site shall not exceed 36 feet for any occupied structures, and 46 feet for any non-occupied architectural features. The construction plans for the proposed dwelling shall be submitted via FAA Form 7460-1 to the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County at least 45 days before proposed construction or application for a building permit, to determine compliance with the provisions of FAR Part 77.
 - d. The Project shall comply with all noise policies as required by the ALUP.
 - e. No structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
 - f. Any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
 - Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
 - Lighting which is difficult to distinguish from airport lighting;
 - Glare in the eyes of pilots using the airport;
 - Uses which attract birds and create bird strike hazards;
 - Uses which produce visually significant quantities of smoke; and
 - Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).
 - g. Avigation easements shall be recorded for each property developed within the Project site prior to the issuance of any building permit or land use permit.
 - h. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with Airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the Airport area.

19. Any new proposed signage in addition to the monument sign shall be reviewed by the Planning Division to ensure appropriateness for the site and compliance with the Sign Regulations. Signage shall coordinate with building architecture and the type of land use. The Director may refer additional signage to the ARC if it seems excessive or out of character with the project.

Housing Programs – Community Development Department

20. Prior to the issuance of construction permits, the city and the project owners shall enter into an Affordable Housing Agreement, to be recorded in the office of the county recorder. The agreement shall specify mechanisms or procedures to assure the continued affordability and availability of 11 units (three studios, six 1-bedrooms, and two 2-bedroom units) to moderate income households that is of the same size, appearance and basic quality as the market-rate units, to the satisfaction of the Community Development Director.

Engineering Division – Public Works/Community Development

21. The development project plans shall be in accordance with the approved tentative map and any mitigation measures or conditions of approval related to Vesting Common Interest Tentative Parcel Map SLO 21-0015 (SBDV-0407-2021) [and as reflected in the 2025 project modification](#), and the certified Final EIR and approved Mitigation Monitoring and Reporting Program.
22. The public and subdivision improvements related to this development shall be approved or substantially approved to the satisfaction of the Public Works and Community Development Departments prior to building permit issuance for the development project.
23. Construction and/or improvement phasing, if proposed, shall be approved to the satisfaction of the directors of Community Development, Public Works, and Utility Departments.
24. Final roadway alignment shall be substantially in conformance with the AASP, Active Transportation Plan, and City Engineering Standards except where the applicant has requested and been granted a formal design exception by the Public Works Director or designee.
25. A separate public improvement/subdivision improvement plan application, review fee, and inspection fee will be required in accordance with the Engineering fee schedule in effect at the time of plan submittal. The plans and supporting documents shall be in accordance with the codes and standards in effect at the time of application.
26. A separate demolition permit will be required for the removal of any existing non-exempt structures, if applicable.

27. The improvement plans and building plan submittals shall include a complete topographic survey and/or existing site development plans showing all existing structures, site improvements, utilities, water wells, private waste disposal systems, tanks, and trees, if applicable. The plan shall clarify the limits of the demolitions and improvements to remain.
28. The plans shall include a complete tree summary show the diameter and species of all trees. The plans shall clarify the trees to remain and the trees to be removed. Trees to remain may require a tree preservation plan per City Engineering Standards.
29. Invasive plant species, if discovered along the Acacia Creek corridor or on site shall be removed or eradicated to the satisfaction of the Planning Division and Natural Resources Manager.
30. Agency permits required for any work within the creek corridor shall be secured prior to commencing with any demolitions, grading, and construction within the jurisdictional areas. Any jurisdictional permits and/or authorizations and/or authorizations from the Army Corps of Engineers, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or Regional Water Quality Control Board required for the drainage, site improvements, street and road improvements shall be issued prior to plan approval and/or commencing with work within the respective waterways. Permit conditions shall be reflected on the approved plans and/or development submittal supporting documents.
31. A SWPPP and Waste Discharger Identification Number (WDID) shall be issued and referenced on the grading, erosion control, and stormwater control plan sheets prior to plan approval and permit issuance.
32. The site development plan and grading plan shall show and honor the entitled design for the pedestrian and emergency vehicle access across Acacia Creek to 650 Tank Farm Road.
33. A reciprocal access agreement with 650 Tank Farm Road shall be recorded to provide continuity for the pedestrian/bikeway accessways. The agreement shall be recorded in junction with the parcel map recordation and/or prior to building permit issuance for the development project.
34. Unless an alternate design is approved by the Planning Division and the Public Works/Transportation Division, the proposed bike and pedestrian walks and pathways shall be designed and constructed of Portland Cement Concrete per City Engineering Standards.
35. The final site and stairway designs shall verify that required handrail extensions will not project into walkways and the bikeway or required 2' shoulder areas.

36. The limits of demolitions, culvert removal, rubble removal, and creek cleaning/restoration in the area of the existing Acacia Creek crossing and access easement shall be approved to the satisfaction of the City Biologist and Natural Resources Manager.
37. Depending upon project timing through this corridor of Tank Farm Road, off-site improvements currently proposed with the mixed-use development located at 650 Tank Farm Road may be required to accommodate motor vehicle, bike, and pedestrian circulation improvements and their transitions to the existing improvements.
38. The applicant/developer may request that the City support a private reimbursement agreement for certain off-site improvements or infrastructure oversizing that are considered to be in excess of those required to support the proposed development.
39. If applicable for any off-site improvements, the limits of improvements within the creek corridors required for the Tank Farm Road widening shall be approved by the Public Works Director in collaboration with the City Biologist and Natural Resources Manager. Additional silt and debris removal may be required within the culverts and at their downstream outlets.
40. The development plans, building plans, grading/drainage plans, and public improvement plans shall show and note compliance with the City's Drainage Design Manual, Floodplain Management Regulations, and Post Construction Stormwater Regulations (PCRs).
41. The project plans and reports shall show that the new structures will be located outside of the Special Flood Hazard Area (SFHA) and shall be constructed with finish floors at least 1' above any established Base Flood Elevation(s). A Conditional Letter of Map Revision (CLOMR) shall be processed and approved prior to grading or placement of fill within the SFHA. The final Letter of Map Revision (LOMR) shall be processed within 6 months after the completion of grading and shall be finally approved prior to building permit issuance for any structures located within the existing and unamended SFHA.
42. The grading and drainage plan and associate reports shall evaluate the run-on from the adjoining "flower mound". The plan and analysis shall evaluate how any run-on will be collected and conveyed to a non-erosive outlet.
43. The grading and drainage plan shall evaluate the run-off from the development improvements, including any run-off from the partial/interim development of Santa Fe, and improvements to Tank Farm Road, ~~and the round-a-bout~~. The analysis shall include both water quantity and water quality treatment.

44. This project site shall include the private and public improvements related to this common plan for evaluation of the PCRs. All off-site altered or replaced impervious surfaces related to the development of the Santa Fe extension, ~~round-a-bout improvements~~, and Tank Farm Road improvements shall be included as Drainage Management Areas (DMAs) with appropriate water quality treatment and retention strategies. Temporary basins or Storm Water Control Measures (SCMs) may be proposed.
45. Any off-site easements or easement agreements required for the proposed improvements and SCM's shall be recorded prior to plan approvals. A separate grading permit and encroachment permits may be required from the County of San Luis Obispo for work or construction staging that occurs outside the city limits or within the County public right-of-way.
46. An Operation and Maintenance Manual will be required with the improvement and building permit application submittals. A separate Private Stormwater Conveyance Agreement shall be recorded prior to approvals.
47. Unless specifically approved by the Public Works Department all stormwater control measures (SCMs) shall be located on private property and shall be maintained by the property owner, a Property Owner Association, or Homeowner Association.
48. Any SCMs approved for location within an existing or future public right-of-way may require an encroachment and maintenance agreement with the city and/or County unless the City or County agree to any maintenance.
49. Walls, fences, and wall-fence combinations shall meet the wall height requirements in the zoning code and community design guidelines to the satisfaction of the Planning Division, unless a Fence Height Exception is approved pursuant to the City Zoning Regulations. Tiered walls and/or off-site grading may be required to eliminate walls or reduce the wall height in the area of the "flower mound" along the tract boundary at lots 5 and 7.
50. All site retaining walls shall be evaluated for areas needing fall protection fencing/guardrails or privacy fencing that would increase the height of the wall-fence combination.
51. Access controls for the proposed new bridge across Acacia Creek shall be approved to the satisfaction of the Fire Department and shall be in accordance with City Engineering Standards. An offsite easement or license agreement may be required from the property owner at 650 Tank Farm to construct or improve any required emergency access or proposed construction access across the adjoining parcel.

52. Unless a phased construction plan is approved by the Community Development Department, all access roads, required secondary access, fire department access, and any required fire hydrant installations shall be completed prior to commencing with combustible construction.
53. Any required or proposed secondary access road(s) shall comply with City Standards and guidelines, ADA standards, and the California Fire and Building codes.
54. The developer shall exhaust reasonable efforts to complete the final design and construction of the off-site improvements to the ultimate plan to limit the amount of throw away improvements. Phased, partial, or temporary improvements may be considered and shall be approved to the satisfaction of the Public Works and Community Development Departments. Temporary improvements may include water quality treatment BMPs.
55. An offsite easement or license agreement may be required from Chevron to construct the proposed Tank Farm and Santa Fe improvements.
56. Offers of dedication will be required for any Tank Farm Road and Santa Fe Road improvements widening, round-a-bout construction, Santa Fe Road construction, cul-de-sac improvements, including grading, drainage, and slope easements. Offers of dedication of on-site property shall include the right-of-way needed for construction of the interim street improvements and ultimate right-of-way needed to construct the future Tank Farm/Santa Fe Roundabout.
57. The Tank Farm Road improvements shall conform to any existing endorsed and entitled designs and/or built-out improvements or shall provide for a reasonable transition to the existing unimproved sections to the satisfaction of the Public Works Department.
58. Except as set forth herein, all public improvements, including any off-site improvements, shall be designed, and completed to the satisfaction of the Public Works Department, Utilities Department and Fire Department. Public Improvements shall be in substantial conformance with the Airport Area Specific Plan (AASP), Active Transportation Plan, and City Standard Specifications and Engineering Standards, except where the project applicant and/or the City have requested and been granted a formal design exception. Where conflicts occur between the AASP and other adopted City Standards, plans or policies, final determination shall be provided by the City Engineer.
59. Unless stated otherwise in these conditions, the public improvements related to this development shall be approved or substantially approved to the satisfaction of the Public Works and Community Development Departments prior to issuance of any building permits and improvements shall be completed prior to issuance of first occupancy permits. Prior to approval of any deferrals, the project applicant shall demonstrate that the construction of the required improvements is impractical to the satisfaction of the Community Development and Public Works Directors.

60. Plans submitted for a building permit should include a phased improvement plan with alternate designs and transitions, subject to the satisfaction of the Public Works and Community Development Directors.
61. The project applicant shall be responsible for acquiring any off-site dedication/acquisition of property for public right-of-way purposes necessary to facilitate orderly development of the public improvements required to be constructed by the applicant as described herein. The project applicant shall work with the City and the landowner(s) to acquire the necessary rights-of-way. In the event the applicant is unable to acquire said rights-of-way, the City Council may consider lending the applicant its powers of condemnation to acquire the off-site right-of-way dedication, including any necessary slope and drainage easements. If condemnation is required, the applicant shall agree to pay all costs associated with the off-site right-of-way acquisition (including attorney fees and court costs). It should be noted that some right-of-way acquisition may require coordination with and approval by the County of San Luis Obispo.
62. With respect to any off-site improvements, prior to the approval of the development improvement plans or the filing of the Parcel Map, the developer/subdivider shall either:
 - a. Clearly demonstrate their right to construct the improvements by showing access to, title or interest in the property in a form acceptable to the City Engineer; or,
 - b. Demonstrate, in writing, that the subdivider has exhausted all reasonable efforts to acquire interest to the subject property and request that the City assist in acquiring the property required for the construction of such improvements and exercise its power of eminent domain in accordance with Government Code Section 66462 .5 to do so, if necessary. Subdivider shall also enter into an agreement with the City to pay all costs of such acquisition including, but not limited to, all costs associated with condemnation. Said agreement shall be in a form acceptable to the City Engineer and the City Attorney. If condemnation proceedings are required, the subdivider shall submit, in a form acceptable to the City Engineer, the following documents regarding the property to be acquired:
 - i. Property legal description and sketch stamped and signed by a Licensed Land Surveyor or Civil Engineer authorized to practice land surveying in the State of California.
 - ii. Preliminary title report including chain of title and litigation guarantee;
 - iii. Appraisal of the property by a City approved appraiser. In the course of obtaining such appraisal, the property owner(s) must be given an opportunity to accompany the appraiser during any inspection of the property or acknowledge in writing that they knowingly waived the right to do so;
 - iv. Copies of all written correspondence with off-site property owners including purchase summary of formal offers and counter offers to purchase at the appraised price.

- v. Prior to submittal of the aforementioned documents for City Engineer approval, the Subdivider shall deposit with the City all or a portion of the anticipated costs, as determined by the City Attorney, of the condemnation proceedings. The City does not and cannot guarantee that the necessary property rights can be acquired or will, in fact, be acquired. All necessary procedures of law would apply and would have to be followed.
63. All public utilities including water, recycled water, sewer, and public storm drain systems shall comply with City Engineering Standards. The final line and grade for all public utilities shall be approved to the satisfaction of the Public Works and Utilities departments.
64. The improvement plans shall show the water, fire, and recycled water service connections, meters, and backflow prevention devices designed per City Engineering Standards. The services shall remain perpendicular to the main/street rights-of-way until they reach their respective meters or backflow prevention device. Changes in direction to serve the private on-sight system shall occur on private property and not within the respective public rights-of-way.
65. The improvement plan submittal shall include a sewer system analysis to establish the sizing, line, and grade for the public sewer main extension in Santa Fe [and Tank Farm Road, inclusive of associated infrastructure including but not limited to manhole\(s\)](#), to the satisfaction of the Public Works and Utilities departments. The analysis shall consider the proposed sewer depth needed to provide adequate gravity service to adjoining parcels in accordance with any Specific Plan, Sewer Master Plan, and previously submitted area tentative map designs as required for orderly development. The depth design ~~should~~ shall also consider construction and future maintenance costs by limiting the depth to what is needed to serve a defined sewer basin.
66. Street naming of the private streets and site addressing shall be established through the building permit and subdivision mapping and improvement plan review processes in accordance with City guidelines.
67. The parking and site development shall show and note compliance with the City's Parking and Driveway Standards, Community Design Guidelines, and the AASP.
68. Unless otherwise waived by the City, the use of pavers or alternate paving materials as visual cues for pedestrians should be expanded to include some of the more extensive parking areas serving the commercial lease spaces, common area/Club House, the central pedestrian crossroads area, and the northerly shared parking area on Lots 9 and 11 and the central area.
69. The final property line locations, site development, and building plans shall show and note compliance with the California Building Code for building setbacks, exterior wall protection, eave projections, openings, and access/egress. The final

development for the club house building Type F/#10 on Lot 6 shall be evaluated for the proposed 2'-8" property line setback to the satisfaction of the Fire Marshal/Building Official.

70. The existing access easements shall be abandoned or quit-claimed, where necessary, prior to parcel map recordation or approval of the site development plans.
71. Mailbox unit (MBUs) shall be provided on-site to the satisfaction of the Postal Service and the City Planning Division. The number and location shall consider access, convenience, and circulation requirements.
72. Private site lighting shall be provided per City Engineering Standards.
73. The development/improvement plan submittal shall include a complete construction phasing plan in accordance with the conditions of approval, City codes, and standards. A truck circulation plan and construction management and staging plan shall be included with the improvement plan submittal. General truck routes shall be submitted for review and acceptance by the City. The engineer of record shall provide a summary of the extent of cut and fill with estimates on the yards of import and export material. The summary shall include rough grading, utility trench construction, road construction, AC paving, concrete delivery, and vertical construction loading estimates on the existing public roadways. The developer shall either; 1) complete roadway deflection testing before and after construction to the satisfaction of the City Engineer and shall complete repairs to the pre-construction condition, or 2) shall pay a roadway maintenance fee in accordance with City Engineering Standards and guidelines, or 3) shall propose a pavement repair/replacement program to the satisfaction of the City Engineer.
74. Separate utilities, including water, sewer, gas, electricity, telephone, and cable TV shall be served to each proposed lot to the satisfaction of the Public Works Department and serving utility companies. All public and private sewer mains shall be shown on the development/improvement plans and shall be constructed per the City's adopted codes and City Engineering Standards unless a waiver or alternate standard is otherwise approved by the City. The plans shall clearly delineate and distinguish the difference between public and private improvements.
75. All new wire utilities shall be placed underground. The underground placement shall be completed without a net increase in utility poles located within the public right-of-way unless specifically approved to the satisfaction of the Public Works and Community Development Departments.
76. The existing overhead wire services and service poles that are located on [the northern portion of](#) this parcel and along the Tank Farm Road frontage shall be removed [with the exception of one existing pole at the southeast corner of the property. Overhead powerlines from this pole that cross Tank Farm Road to the south/east may remain as a result. If deemed necessary by the utility purveyor, the](#)

pole may be replaced in the same (or similar) location to ensure it can support any overhead lines that terminate at its location. A new conduit shall be installed to the east of the project site crossing Acacia Creek to facilitate future undergrounding of the one pole that will remain on the property and all overhead lines that connect to that pole. ~~or services placed underground within the limits and standards of the supplying utility companies.~~

77. City recycled water or another non-potable water source, shall be used for construction water (dust control, soil compaction, etc.). An annual Construction Water Permit is available from the City's Utilities Department for the use of recycled water. Recycled water is readily available near the intersection of Tank Farm Road and Orcutt Road.
78. The proposed tree removals are supported with the compensatory tree plantings shown on the plans provided with the Planning Commission Agenda Report on November 17, 2021, and as reviewed by the Tree Committee. The final tree species, mix, and specimen size for all street trees and on-site trees shall be approved by the Planning Division and City Arborist. All street trees shall be planted per City Engineering Standards. Street trees, including parkway trees and landscaping shall be irrigated and maintained by the developer, property owner(s), or HOA.

Engineering Division – Vesting Common Interest Parcel Map Conditions

79. The subdivision, required improvements, conditions, and mitigation measures shall be in general conformance with the approved development project per ARCH-0406-2021.
80. Unless otherwise approved for deferral or partial deferral by the City, park land and park improvement fees shall be paid prior to map recordation or building permit issuance, whichever occurs first.
81. Any easements including but not limited to provisions for all public and private utilities, access, grading, drainage, open space, slope banks, construction, public and private streets, pedestrian and bicycle facilities, common driveways, and maintenance of the same shall be shown on the parcel map and/or shall be recorded separately prior map recordation. Said easements may be provided for in part or in total as blanket easements.
82. The parcel map and improvement plans shall show the extent of all existing and proposed on-site and off-site offers of dedication. Subdivision improvement plans and or preliminary designs may be required for any deferred improvements so that dedication limits can be established. These improvements may include but are not limited to road construction and widening, grading and drainage improvements, utility easements, utility undergrounding, bridges/culverts, bike bridges, transit stops, bikeways, pedestrian paths, and intersection improvements.

83. The parcel map and improvement plans shall show and label the separate access easements to and through the property to the east known as 650 Tank Farm.
84. The subdivider shall dedicate a 10' wide street tree easement and 15' wide public utility easement (P.U.E.) across the Tank Farm Road frontage of each parcel. Said easements shall be adjacent to and contiguous with all public right-of-way lines bordering each parcel. Additional site-specific utility easements may be required by PG&E or other wire utilities related to the required undergrounding and service requirements for the development.
85. The preliminary PG&E memo shall be reviewed and endorsed by the City and the engineer of record prior to final designs. Unless otherwise approved for deferral, the final PG&E handout package(s) for all undergrounding along the southerly and northerly map boundaries along with the development specific service requirements shall be reviewed and approved by both the engineer of record and the City.
86. Access rights shall be dedicated to the City along the Tank Farm Road and Santa Fe Road frontages except at approved driveway locations. Said dedications shall be shown and labeled on the parcel map.
87. The developer shall include any other out-of-tract offers of dedication related to the need for public utility extensions related to orderly development of the AASP that are not otherwise located within a public street.
88. All private improvements shall be owned and maintained by the individual property owners, Homeowners Association, and/or a Property Owner's Association as applicable. A common area maintenance agreement or other guiding agreement shall be provided in conjunction with the parcel map submittal. Private improvements include but are not limited to streets, drive aisles, parking lot improvements, sidewalks, private pedestrian/bike paths, private sewer mains/laterals, water services, fire services, reclaimed water services, drainage systems, detention basin(s), site lighting, landscape, landscape irrigation, and common areas.
89. A separate easement-agreement shall be processed in a format approved by the Utilities Department for any future access and maintenance of on-site public water meters that are served off of a private mainline system
90. A notice of requirements or other agreement acceptable to the City may need to be recorded in conjunction with the parcel map to clarify development restrictions, fee payments, conditions of development, and references to any pertinent conditions of approval related to this map and/or off-site requirements.
91. Off-site improvements, easements and/or dedications may be required to facilitate through street construction and transitions to the existing roadway, access, cul-de-sac, ~~round-a-bout~~, and public water, recycled water and sewer main extensions beyond the map boundary and in accordance with the AASP.

92. Unless specifically approved by the City, all public and private subdivision improvements shall be approved prior to map recordation and/or building permit issuance, whichever occurs first. Subdivision sureties and a subdivision agreement shall be provided for all subdivision improvements if the map will record prior to completion of the improvements.
93. Unless phased or interim improvements are approved by the City, all pertinent public and private subdivision improvements shall be completed prior to building permit and building permit final inspection approvals/occupancy, respectively.
94. With respect to any off-site improvements, prior to filing of the Parcel Map, the subdivider shall either:
 - a. Clearly demonstrate their right to construct the improvements by showing access to, title or interest in the property in a form acceptable to the City Engineer; or,
 - b. Demonstrate, in writing, that the subdivider has exhausted all reasonable efforts to acquire interest to the subject property and request that the City assist in acquiring the property required for the construction of such improvements and exercise its power of eminent domain in accordance with Government Code Section 66462.5 to do so, if necessary. Subdivider shall also enter into an agreement with the City to pay all costs of such acquisition including, but not limited to, all costs associated with condemnation. Said agreement shall be in a form acceptable to the City Engineer and the City Attorney. If condemnation proceedings are required, the subdivider shall submit, in a form acceptable to the City Engineer, the following documents regarding the property to be acquired:
 - i. Property legal description and sketch stamped and signed by a Licensed Land Surveyor or Civil Engineer authorized to practice land surveying in the State of California;
 - ii. Preliminary title report including chain of title and litigation guarantee;
 - iii. Appraisal of the property by a City approved appraiser. In the course of obtaining such appraisal, the property owner(s) must be given an opportunity to accompany the appraiser during any inspection of the property or acknowledge in writing that they knowingly waived the right to do so;
 - iv. Copies of all written correspondence with off-site property owners including purchase summary of formal offers and counter offers to purchase at the appraised price.
 - v. Prior to submittal of the aforementioned documents for City Engineer approval, the Subdivider shall deposit with the City all or a portion of the anticipated costs, as determined by the City Attorney, of the condemnation proceedings. The City does not and cannot guarantee that the necessary property rights can be acquired or will, in fact, be acquired. All necessary procedures of law would apply and would have to be followed.

95. All public streets shall conform to City Engineering Standards and AASP including curb, gutter, and sidewalk, driveway approaches, and curb ramps as approved by the City Engineer. Where conflicts occur between the City Engineering Standards and concepts identified in the AASP and/or this project approval, a final determination on design shall be provided by the City Engineer.
96. Final roadway alignment shall be consistent with the AASP, [Active Transportation Plan](#), ~~Bike Plan~~, and City Engineering Standards except where the applicant has requested and been granted a formal design exception.
97. The on-site drive aisles and parking areas shall comply with the Parking and Driveway Standards and soils engineer recommendations.
98. The improvement plans shall include all final line-of-sight analysis at applicable intersections to the satisfaction of the Public Works Department. Fence heights and plantings in the areas of control shall be reviewed in conjunction with the analysis. A separate recorded declaration, covenant, agreement or Notice of Requirements for private property owner maintenance of sight lines may be required.
99. Any jurisdictional permits and/or authorizations from the Army Corps of Engineers, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or Regional Water Quality Control Board required for the drainage, site improvements, street and road improvements shall be issued prior to plan approval and/or commencing with work within the respective waterways.
100. The map submittal shall clarify the limits and extent of the private access rights shown and referenced on the tentative map and preliminary report. The easements shall be terminated, quit-claimed, or otherwise adjusted prior to map recordation.
101. The subdivider shall install public street lighting and all associated facilities including but not limited to conduits, sidewalk vaults, fusing, wiring and luminaires along all public streets and intersections per City Engineering Standards.
102. Private site lighting shall be provided per City Engineering Standards. Unless otherwise waived by the City or an alternate method of pathway lighting is approved, the creek walk/bikeway from the northerly tract boundary to/through the campus to the adjoining public street(s) shall include pathway lighting per City Engineering Standards and the City's Bike Plan.
103. Improvement plans for the entire subdivision, including any off-site improvements shall be approved or substantially approved to the satisfaction of the Public Works Department, Utilities Department, and Fire Department prior to map recordation and prior to building permit issuance.

104. The improvement plans shall clearly show all existing structures, site improvements, utilities, water wells, septic tanks, leach fields, gas and wire services, etc. The plan shall include the proposed disposition of the improvements and any proposed phasing of the removal and demolition. Any above grade or buried structures and utilities affected by the proposed lot lines shall be removed and receive final inspection approvals prior to map recordation.
105. A separate demolition permit is required from the building division for building demolitions, if applicable. A separate permit is required from SLO County Environmental Health and a plumbing permit from the City of SLO for the abandonment of any water wells, if applicable.
106. The improvement plan submittal shall include a complete construction phasing plan in accordance with the conditions of approval, City codes, and standards. A truck circulation plan and construction management and staging plan shall be included with the improvement plan submittal. General truck routes shall be submitted for review and acceptance by the City. The engineer of record shall provide a summary of the extent of cut and fill with estimates on the yards of import and export material. The summary shall include rough grading, utility trench construction, road construction, AC paving, concrete delivery, and vertical construction loading estimates on the existing public roadways. The developer shall either; 1) complete roadway deflection testing before and after construction to the satisfaction of the City Engineer and shall complete repairs to the pre-construction condition, or 2) shall pay a roadway maintenance fee in accordance with City Engineering Standards and guidelines, or 3) shall propose a pavement repair/replacement program to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.
107. Separate utilities, including water, sewer, gas, electricity, telephone, and cable TV shall be served to each lot to the satisfaction of the Public Works Department and serving utility companies. All public and private sewer mains shall be shown on the public improvement plans and shall be constructed per City Engineering Standards unless a waiver or alternate standard is otherwise approved by the City. The plans shall clearly delineate and distinguish the difference between public and private improvements. Gas service is not required as a condition of the subdivision if the applicant has documented the limits or absence of buildings proposing mixed-fuel options.
108. City recycled water or another non-potable water source, shall be used for construction water (dust control, soil compaction, etc.). An annual Construction Water Permit is available from the City's Utilities Department. Recycled water is readily available near the intersection of Tank Farm Road and Orcutt Road.
109. Final grades and alignments of all public and/or private water, sewer and storm drains shall be approved to the satisfaction of the Public Works Director and Utilities Department. The final location, configuration, and sizing of service laterals and meters shall be approved in conjunction with the review of the building plans, fire sprinkler plans, and/or public improvement plans.

110. The improvement plans shall show the location of all domestic and landscape water meters. The plan shall include service lateral sizes and meter sizes. Sizing calculations may be required to justify service and meter sizing. Water impact fees related to the irrigation water meter(s) for any public or private irrigation meter shall be paid prior to approval of the subdivision improvement plans and commencement with construction for each construction phase.
111. The final pathway design, location, access controls, and construction shall be approved by the Planning Division, Public Works Department, and Parks and Recreation Department. A separate use or license agreement may be required if not otherwise covered within the property maintenance documentation or CCRs.
112. The public and private improvements are all considered part of the project site and are subject to the Post Construction Stormwater Regulations as a common plan. Stormwater Control Measures (SCMs) shall be located on private property unless specifically allowed within the public rights-of-way by the Public Works Department. If allowed, they shall be privately maintained under an encroachment agreement unless certain and limited SCMs are approved for maintenance by the City or County of San Luis Obispo.

Transportation Division – Public Works

113. Transportation Impact Fees. Prior to issuance of building permits, the project applicant shall pay all required transportation impact fees, including participation in the Citywide Transportation Impact Fee Program and the County's Highway 227 Impact Fee Program. Payment of Citywide Transportation Impact Fees may be deferred to issuance of first occupancy permits and total fees due may be reduced to reflect approved fee credits pursuant to the terms of an approved [and revised Credit and Reimbursement Agreement, based on the 2025 revised transportation improvements.](#)

[The project applicant shall pay additional fair share mitigation fees towards future implementation of the Tank Farm/Santa Fe Roundabout project for the portion of estimated roundabout project costs that exceed the amount programmed in the current Citywide Transportation Impact Fee Program. To inform the calculation of this fair share fee, the applicant shall provide an updated engineer's estimate of probable cost for the ultimate roundabout \(ultimate buildout of the planned four-leg, two-lane roundabout\), prepared by a qualified civil engineering professional and approved to the satisfaction of the Public Works Department.](#)

[Unless otherwise approved by the Public Works Department, the project applicant shall also pay a fair share mitigation fee for the future removal and reconstruction of the portion of the development's interim frontage improvements that do not conform with construction of the ultimate Tank Farm/Santa Fe Roundabout improvements. The project applicant shall provide cost estimates for future removal and reconstruction of these interim "throwaway improvements", with costs escalated to a year of construction 10 years into the future using the latest available](#)

five-year average California Construction Cost Index, published by the California Department of General Services, to the satisfaction of the Public Works Director.

114. Reimbursement for Public Improvements. Project applicant may be eligible for reimbursement for costs related to planning, design and construction of eligible public improvements. A new Public Credit/Reimbursement Agreement must be obtained to reflect the modified project prior to building permit issuance to maintain eligibility for financial reimbursement and shall be subject to approval by the City Council. Interim or “throwaway” public improvements will not be eligible for public reimbursement. A reimbursement agreement application shall be submitted by the project applicant prior to the City processing the new reimbursement agreement.
115. Tank Farm Road Frontage Improvements. Project applicant shall reconstruct the Tank Farm Road project frontage to current City Engineering Standards. Unless otherwise approved by the Public Works Director, plans submitted for Public Improvement Plans shall include widening the northern side of Tank Farm to a cross section that substantially conforms with the Airport Area Specific Plan and Active Transportation Plan, which includes the following typical cross section elements, listed from north to south side of the street: 13’ shared-use bicycle and pedestrian path / 7’ parkway (width may vary) / curb and gutter / 13’ on-street westbound buffered bicycle lane and striped shoulder (width for future second westbound auto lane) / 11’ westbound auto lane / 5’ raised center median with landscaping / 10’ center left turn acceleration lane / 11’ eastbound auto lane / 8’ eastbound buffered bicycle lane. The shared-use bicycle/pedestrian path shall be constructed in concrete in substantial conformance with City Engineering Standard 7040 (Option 2) and designed to allow flexibility for future conversion to a separate sidewalk and one-way westbound protected bike lane using strategies that do not require reconstruction of the path to accomplish this future conversion. ~~on the north half of the street: 5’ sidewalk / 7’ protected bike lane / 9’ parkway / curb and gutter / two westbound 12’-13’ auto lanes / raised median / one existing eastbound auto lane / existing eastbound bike lane.~~

Frontage improvements shall be designed to minimize the amount of interim “throwaway” improvements that do not conform with future roundabout construction to the maximum extent practicable. Designs shall be developed in coordination with the frontage improvements currently in development for the adjacent 650 Tank Farm Road development to ensure that appropriate geometric transitions are provided. Improvements shall be approved or substantially approved to the satisfaction of the Public Works and Community Development Departments prior to issuance of any building permits and improvements shall be completed prior to issuance of first occupancy permits.

116. Tank Farm/Santa Fe Road (West) Intersection ~~Roundabout.~~

Interim Intersection Configuration – Side-Street Stop Control:

Project applicant shall be responsible for constructing a side-street stop-controlled intersection at Tank Farm Road/Santa Fe (west) to serve as an interim configuration until construction of a future roundabout by others. Unless otherwise approved by the Public Works Department, the interim intersection design shall include two southbound approach lanes, an eastbound left-turn lane and through lane, a shared through/right lane, and a center left-turn acceleration lane to allow two-stage left turns from southbound Santa Fe to eastbound Tank Farm Road. Improvements related to this interim intersection configuration, including any off-site right-of-way acquisition needed for the widening of Tank Farm Road, shall be the sole responsibility of the project applicant and are ineligible for public reimbursement.

Ultimate Intersection Configuration – Multilane Roundabout:

Project applicant shall be responsible for ~~constructing a~~ preparing designs for a future roundabout at the intersection of Tank Farm Road & Santa Fe Road (west). Unless otherwise approved by the Public Works Director, plans ~~submitted for Public Improvement Plans~~ shall ~~include both the near-term and ultimate layout for the roundabout, with the near-term configuration reflecting improvements to be constructed by the project applicant and the ultimate configuration to reflect remaining improvements to be constructed at a future date by the City or others.~~ Near-term roundabout improvements shall include the following geometrics:

- a. Landscaped center island with mountable truck apron.
- b. Two continuous auto lanes approaching and continuing through the roundabout in the westbound direction, tapering back down to a single lane on Tank Farm Road west of the intersection.
- c. One continuous lane approaching and continuing through the roundabout in the eastbound direction.
- d. ~~One~~ Two approach lanes and one departure lane at the north leg of the roundabout.
- e. No south leg of the roundabout.
- f. Concrete curb/gutter and separated bicycle and pedestrian facilities to be constructed as permanent improvements along the northwest and northeast quadrants of the roundabout, including the north leg within the functional area of the roundabout.
- g. Temporary improvements along the southern extent of the roundabout, which may include an asphalt berm and asphalt shoulder/bike lane. All ADA curb ramps at the roundabout shall be constructed in concrete.
- h. Consistent with design guidance per the City's Active Transportation Plan, installation of Rapid Rectangular Flashing Beacons (RRFBs) shall be considered at ~~the crosswalks on the east and west~~ all legs of the intersection.

~~Ultimate improvements, which shall be included in roundabout design drawings, but are not required to be constructed by the project applicant include:~~

- ~~a. Widening to provide two continuous auto lanes approaching and continuing through the roundabout in the eastbound direction.~~
- ~~b. Permanent construction of separated bicycle and pedestrian facilities on the southwest and southeast quadrants of the roundabout.~~
- ~~c. Construction of the south leg of the roundabout.~~

Roundabout designs shall be developed in coordination with the frontage improvements currently in development for the adjacent 650 Tank Farm Road development to ensure that appropriate geometric transitions are provided approaching/departing the roundabout. ~~Improvements~~ Roundabout plans shall be approved or substantially approved to the satisfaction of the Public Works and Community Development Departments prior to issuance of any building permits ~~and improvements shall be completed prior to issuance of first occupancy permits.~~

Applicable costs incurred by the applicant in designing ~~and constructing this public improvement~~ the future roundabout shall be eligible for reimbursement pursuant to the terms of an approved Public Credit/Reimbursement Agreement.

117. Santa Fe Road Extension. Project applicant shall be responsible for constructing a portion of the Santa Fe Road Extension north of Tank Farm Road, extending approximately 570 feet north of Tank Farm Road. Unless otherwise approved by the Public Works Director, plans submitted for Public Improvement Plans shall include the following typical cross section elements listed from east to west: ~~5' sidewalk / 7' protected bike lane~~ 13' shared-use bicycle and pedestrian path / 9' 7' parkway (width may vary) / curb and gutter / two 12' auto lanes / shared lane "sharrow" bikeway markings in southbound auto lane ~~6.5' bike lane / 2' shoulder.~~ The shared-use bicycle/pedestrian path shall be constructed in concrete in substantial conformance with City Engineering Standard 7040 (Option 2) and designed to allow flexibility for future conversion to a separate sidewalk and one-way northbound protected bike lane using strategies that do not require reconstruction of the path to accomplish this future conversion.

The northern terminus of the proposed Santa Fe Road Extension may be constructed as a City Standard street end with barricade. ~~an interim cul-de-sac or in the ultimate configuration, a single-lane roundabout.~~ ~~If constructed as an interim cul-de-sac, the project applicant shall provide preliminary design concepts for a future single-lane roundabout. Cul-de-sac plans should be designed to minimize potential throw-away work to a reasonable extent, and final project property boundaries and right-of-way dedications shall honor the anticipated footprint required to accommodate the future roundabout to the satisfaction of the Public Works Director.~~ Frontage improvements shall be designed to minimize the amount of interim "throwaway" improvements that do not conform with future roundabout construction to the maximum extent practicable. Improvements shall be approved or substantially approved to the satisfaction of the Public Works, Fire, Utilities, and Community Development Departments prior to issuance of any building permits

and improvements shall be completed prior to issuance of first occupancy permits.

Applicable costs incurred by the applicant in designing and constructing this public improvement shall be eligible for reimbursement pursuant to the terms of an approved Public Credit/Reimbursement Agreement.

118. Tank Farm Road Shared-Use Path. The project applicant shall provide planning and preliminary engineering support for a proposed shared-use bicycle/pedestrian path along Tank Farm Road, as identified in the City's Active Transportation Plan, extending from the new Tank Farm/Santa Fe Road (west) intersection Roundabout west to ~~either~~ Innovation Way ~~or Old Windmill Lane~~, with detailed path alignment and extents to be confirmed in coordination with the City Public Works Department. Planning and design for the Tank Farm Shared-Use Path are to be developed at a sufficient level of detail to provide for an accurate determination of construction quantities, necessary rights-of-way acquisition, and grading to a level sufficient to conduct a project-level environmental assessment. Such level of detail is described as a "65% level of detail" and is equivalent to Caltrans specifications and requirements for a Plans, Specifications and Estimates ("PS&E") and as contained and described in Chapter 2, Section 2-1 through Section 2-2, of Caltrans' Plans Preparation Manual, and in accordance with the City's Improvement Standards and Standard Specifications.

The project applicant shall provide environmental documentation that summarizes relevant environmental analysis/concerns provided in previous environmental reviews conducted to date (including the Project EIR and the Chevron EIR), describe level of CEQA review anticipated to be required, and provide applicable technical studies to support the City's subsequent preparation of a formal CEQA document.

The engineering design shall provide horizontal and vertical alignments, identify utility conflicts, drainage strategy, grading needs, storm drainage solutions, demonstrate compliance with Regional Board and Drainage Design Manual Post Construction Storm Water regulations, and the approach to creek/stream crossings. There shall be a rights of way analysis which shall define the right-of-way needed to construct the path, provide ROW exhibits and legal descriptions to help guide future negotiations between the City and property owner(s). This level of design requires a physical survey of the property, environmental studies such as biology, soils, wetlands, cultural resources, and other, and a detailed set of plans with accurate vertical and horizontal design elements, structural calcs, and accurate survey data. Finally, the work shall include an engineer's Opinion of Probable Cost (OPIC).

Unless otherwise approved by the Public Works Director, notable deliverables include the following:

- a. Up to tThree alternative alignments and approaches for consideration and review by the City. The City shall participate in the selection of these three alternatives. These alternatives will be at a “schematic” level of detail with general horizontal and vertical locations. After City comments (which may include City Advisory body involvement to be managed by the City), the three alternatives shall be refined and resubmitted to the City for selection of one alternative. The relevant technical studies shall be submitted to the City at this stage to inform City review, and for their comment and approval by the City.
- b. A refined alignment shall be presented to the City which reflects the further development of the selected alternative. The level of detail shall be sufficient to estimate construction quantities, structural design elements, rights of way for the improvement, construction elements, earthwork calculations and balance, and utility locations. An OPIC shall be prepared. This plan set shall be submitted for City review and comment. City shall provide plan check comments in a consistent, non-contradictory format for all relevant departments and reviewers (Planning, Utilities, Engineering, Natural Resources, etc.).
- c. An environmental assessment and initial study shall be prepared based on the selected alignment. The assessment shall include relevant technical studies, evaluation of each environmental subject area contained in the most current version of Appendix G of the CEQA Guidelines, analysis of the compliance with the City’s VMT regulations for transportation construction projects, and compliance with city development policies and regulations that have been adopted for the purpose of environmental impact regulation and mitigation.
- d. A final set of plans shall be prepared with the form and content in Section 1.1 of Division 1010 of the Engineering Standards. A final OPIC shall be prepared. No plan check or final permit is anticipated.

Unless otherwise approved by the Public Works Director, all work required by the project applicant under this condition shall be completed prior to issuance of 1st occupancy permits. Applicable costs incurred by the applicant in preparing this work shall be eligible for reimbursement pursuant to the terms of an approved Public Credit/Reimbursement Agreement.

119. Acacia Creek Shared-Use Path. The project applicant shall construct the Acacia Creek Shared-use Path, as identified in the City’s Active Transportation Plan, with an alignment generally following the west bank of Acacia Creek connecting Santa Fe Road northeast to the Damon-Garcia Sports Park internal path network, approximately 200 feet north of the project’s northern property line. Unless otherwise approved by the Public Works Director, improvement plans shall include a 12-foot-wide concrete path section per City Engineering Standard 7040 (Option 2), 2-foot clear shoulders, applicable path signage, striping, high-visibility markings at driveway crossings, path lighting, and installation of a security gate on City property at the boundary between the project site and the Damon Garcia Sports

Fields. Details for the security gate shall be approved to the satisfaction of the City Public Works and Parks and Recreation Departments.

The Acacia Creek shared-use path shall be privately maintained by the HOA, private property owner(s), or property association. The pathway shall remain open and usable as a site amenity and for potential circulation to the Damon Garcia Sports Fields. The City shall reserve the right to control hours accessing the Damon Garcia Sports Fields via this path. Temporary closures of the path by the HOA or others shall be approved at the discretion of the City. The path shall be included in the maintenance documents related to the proposed subdivision or in conjunction with the approval of the development permits. A private easement/agreement or blanket easement will be required to allow for the shared use.

Path improvements shall be approved or substantially approved to the satisfaction of the Public Works and Community Development Departments prior to issuance of any building permits and improvements shall be completed prior to issuance of first occupancy permits. Applicable costs incurred by the applicant in designing and constructing this public improvement shall be eligible for reimbursement pursuant to the terms of an approved Public Credit/Reimbursement Agreement.

120. Street Lighting. Unless otherwise approved by the Public Works Director, improvement plans shall include the installation of public street lighting and all associated facilities including but not limited to conduits, sidewalk vaults, fusing, wiring and luminaires along the north side of Tank Farm Road and east side of Santa Fe Road (along the project frontages) and within the Tank Farm/Santa Fe Roundabout consistent with City Engineering Standards and best practice design guidance for roundabout lighting design. Existing street lighting shall be shown on the improvement plans for reference and will be considered in establishing the required spacing, location, number, and type of fixtures.
121. Shared-Use Path Lighting. Unless otherwise approved by the Public Works Director, improvement plans shall include the installation of shared-use path lighting along the extent of the Acacia Creek path and at the interface between project site and pedestrian/bicycle/emergency vehicle only connection to the adjacent 650 Tank Farm site. Path lighting design shall utilize City Standard path lighting per Standard Plan 7905 (or City-approved equivalent solar product) and all associated facilities including but not limited to conduits, sidewalk vaults, fusing, and wiring. Path lighting shall be oriented in a manner that minimizes potential light spillover into the Acacia Creek riparian area and may require backlight shields.
122. Access to 650 Tank Farm Property. Unless otherwise approved by the Public Works Director, improvement plans shall include adequate access control measures, such as removable bollards, signage, pavement markings and lighting per City Engineering Standards at the interface between the project site and the planned pedestrian/bicycle/emergency access only connection to the adjacent 650

Tank Farm site. Access control measures shall be approved to the satisfaction of the City Public Works and Fire Departments.

123. On-Site Bicycle Parking. Short-term bicycle parking shall consist of Peak “high-low staggered style” racks or City-approved equivalent. Short-term and long-term bicycle parking shall comply with applicable design policies per the City’s Active Transportation Plan. Short-term bike racks shall be located as close as practical to the commercial business entry doors, club house entry, and the outdoor recreation areas.
124. On-Site Auto Parking.
 - a. Plans submitted for building permit shall demonstrate that all on-site auto parking stalls conform with City Engineering Standards 2210-2260, including addition of wheel stops where parking stalls front pedestrian walkways to avoid vehicle encroachment into sidewalk space.
 - b. On-site improvement plans shall demonstrate that all on-site auto parking located along the site access driveways from Tank Farm Road and Santa Fe Road are set back a minimum of 36 feet from the adjacent street, measured from the face of curb, unless otherwise approved by the Public Works Director.
125. Intersection/Driveway Sight Distance. Improvement plans shall demonstrate that all landscaping, entry signage/monuments or other vertical features exceeding 36 inches in height are located clear of applicable sight distance triangles at site access driveways/intersections per City Engineering Standards. A separate recorded declaration, covenant, agreement, or Notice of Requirements for private property owner or HOA maintenance of sight lines may be required.
126. Pedestrian and Bicycle Connectivity East of the Project Site. Unless otherwise approved by the Public Works Director, the project applicant shall be responsible for constructing the following pedestrian and bicycle access improvements prior to issuance of first occupancy permits, unless equivalent improvements are completed sooner by others (i.e., 650 Tank Farm and/or Northwest Corner developments):
 - ~~a. Install pedestrian signal and crosswalk at the east leg of the Tank Farm/Mindbody signalized intersection.~~
 - ~~b. Provide a continuous pedestrian connection along Tank Farm Road between the 600 Tank Farm site and the intersection of Tank Farm/Broad. If frontage improvements required by the adjacent 650 Tank Farm Road development and 660 Tank Farm Road Development (Northwest Corner) have not yet been constructed, a temporary pedestrian path of travel using asphalt concrete may be accepted to the satisfaction of the City Engineer.~~
 - a) Install a 12’ minimum width shared-use pedestrian/bicycle path on the north side of Tank Farm Road from the 600 Tank Farm property boundary east to the Tank Farm/Mindbody signalized intersection. The path may be constructed in asphalt east of the Acacia Creek Culvert in substantial

conformance with City Engineering Standard 7040 (Option 1), unless otherwise approved by the Public Works Department.

- i. The project 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. If right-of-way acquisition can be achieved, the path shall be constructed all the way east to Broad Street. If right-of-way acquisition is unsuccessful and applicant has, to the satisfaction of the City, demonstrated a good faith effort, the obligation to extend this path east of the Tank Farm/Mindbody intersection can be waived by the Community Development Director.
- b) Install ADA-compliant curb ramp, pedestrian signal and push buttons, and high-visibility crosswalk markings to provide a new pedestrian crossing at the east leg of the Tank Farm/Mindbody signalized intersection.
- c) Install bicycle signal head, dedicated bicycle signal phase, and bicycle left turn boxes to the satisfaction of the Public Works Department to facilitate bicycle crossings to/from the shared-use path at the Tank Farm/Mindbody intersection.
- d) If a shared-use bicycle/pedestrian path cannot be constructed along the north side of Tank Farm Road east to Broad Street, the project applicant shall provide a continuous pedestrian sidewalk along the north side of Tank Farm Road between the Tank Farm/Mindbody intersection and the existing sidewalk at the northwest corner of the Tank Farm/Broad Street intersection. If permanent frontage improvements required by the adjacent 650 Tank Farm Road development and 660 Tank Farm Road development (Northwest Corner) have not yet been constructed, a temporary pedestrian sidewalk using asphalt surface and asphalt protective berm/curb may be accepted to the satisfaction of the Public Works Department.

127. Transit Stop. Prior to issuance of first building permits, Project applicant shall provide payment of \$25,000 to the City for installation of a future transit stop by other property owners within the vicinity of the 600 Tank Farm development. The ultimate location of this transit stop shall be confirmed by SLO Transit and the City Public Works Department and based on guidance in the City's Active Transportation Plan and Short-Range Transit Plan.

Fire Department

128. All access roads less than 26 feet in width, unobstructed, shall be posted as Fire lane-No Parking”.
129. Buildings containing 2 or less dwelling units shall have NFPA 13D fire sprinkler systems.
130. Buildings containing 3 or more dwelling units shall have NFPA 13 fire sprinkler systems and standpipes in the stairwells. Floor control valves shall be collocated

in a fire sprinkler riser room with exterior door access.

Utilities Department – Vesting Common Interest Parcel Map Conditions

131. 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 along public roads. The applicant shall submit revised Public Improvement Plans inclusive of sewer, recycled water, water mains and fire service, and associated infrastructure, to the satisfaction of the City's Utility Director, to accommodate the 2025 Tank Farm Road project transportation modifications and avoid conflicts between utilities, landscaping, and transportation improvements.

Unless otherwise approved by the Utilities Director, the project applicant shall also pay 100% for the future removal and reconstruction of the portion of the development's public utility improvements that do not conform with construction of the ultimate Tank Farm/Santa Fe Roundabout improvements (as applicable, and as determined by the Utilities Director). The project applicant shall provide cost estimates for the design and construction of future removal and reconstruction of these interim improvements, with costs escalated to a year of construction 10 years into the future using the latest available five-year average California Construction Cost Index, published by the California Department of General Services, to the satisfaction of the Public Works and Utilities Directors.

132. Due to shallow groundwater in this area heat fused HDPE sewer lateral(s) shall be installed per the engineering design standards and connected into the existing sewer main.
133. If commercial uses in the project include food preparation, provisions for grease interceptors and FOG (fats, oils, and grease) storage within solid waste enclosure(s) shall be provided with the design. These types of facilities shall also provide an area to wash floor mats, equipment, and trash cans. The wash area shall be drained to the sanitary sewer, and an environmental compliance permit shall be filed prior to issuance of occupancy permit.
134. The project's commercial and residential uses shall be metered separately. All residential units are to be individually metered with a private meter after the City's master public service meter per MC 16.20.020. Privately owned sub-meters may be provided for residential apartments upon approval of the Utilities Director. The CC&R's for the property/homeowner association shall require that the sub-meters be read by the association (or P/HOA contracted service) and each billed according to water use.
135. Building permit submittal shall clarify size of existing and proposed water services and water meters for the project.
136. The project shall install an 8" HDPE sewer main and manholes within Santa Fe

Road approximately 760 feet near the western boundary of the project's frontage improvements, consistent with Utilities Department-approved revised Public Improvement Plans, to the satisfaction of the Utilities Director.

137. Any ~~e~~Existing well(s) shall be destroyed per County Health Requirements and the California Department of Water Resources Standard Bulletin 74-81 and 74-90.
138. Water service meter(s) shall be adequately sized to serve the project's proposed units. Residential units shall be separately metered from the non-residential/commercial units, and service lines shall not cross parcel boundaries per MC 13.04.120
139. The project shall extend the existing 12" public water main within Tank Farm Road approximately 750 feet near the southern part of the project's frontage improvements, consistent with Utilities Department-approved revised Public Improvement Plans, to the satisfaction of the Utilities Director.
140. The project shall install an 8" public water main within Santa Fe Road approximately 760 feet near the western boundary of the project's frontage improvements, consistent with Utilities Department-approved revised Public Improvement Plans, to the satisfaction of the Utilities Director.
141. The project shall install an 8" recycled water main within Tank Farm Road approximately 750 feet near the southern part of the project's frontage improvements, consistent with Utilities Department-approved revised Public Improvement Plans, to the satisfaction of the Utilities Director.
142. The project shall install an 8" recycled water main within Santa Fe Road approximately 760 feet near the western boundary of the project's frontage improvements, consistent with Utilities Department-approved revised Public Improvement Plans, to the satisfaction of the Utilities Director.
143. The subdivision map must include a common interest parcel to include all the landscape areas under one parcel if the private irrigation currently crosses parcel boundaries. The blanket easement statement must comply with MC 16.01.010 and 16.10.020.
144. Recycled water shall be used for major construction activities, such as grading and dust control as required under Prohibited Water Uses; Chapter 17.07.070.C of the City's Municipal Code. Recycled water is available through the City's Construction Water Permit program.
145. Projects having landscape areas greater than 500 square feet shall provide a Maximum Applied Water Allowance calculation as required by the Water Efficient Landscape Standards; Chapter 17.87 of the City's Municipal Code.

146. Projects generating more than two cubic yards of total waste shall comply with AB 1826, and local waste management ordinance to reduce greenhouse gas emissions.
147. Commercial and residential refuse services shall be separate unless a letter of agreement between the tenants and a Conditional Exception Application from the City's Development Standards for Solid Waste Services are provided to the City with the building permit submittal.
148. The project will be required to provide a plan for the disposal, storage, and collection of solid waste material for both the residential and commercial components of the project. The development of the plan shall be coordinated with San Luis Garbage Company. The plan must be submitted for approval by the City's Solid Waste Coordinator.
149. Trash enclosure(s) shall conform the requirements by the San Luis Garbage Company and refuse bins shall be sized to provide a reasonable level of service. Separate refuse bins shall be accommodated within the site for the three (3) waste streams, trash, recycling, and organics.
150. Driveways and access routes to all refuse receptacles shall be designed to accommodate the size and weight of the garbage trucks; a written confirmation from the San Luis Garbage Company shall be included in the building permit plans for the proposed project.

Indemnification

151. The applicant shall with counsel selected by the City, defend, indemnify and hold harmless the City and/or its agents, officers and employees from any claim, action or proceeding against the City and/or its agents, officers or employees to attack, set aside, void or annul, the approval by the City of this project, and all actions relating thereto, including but not limited to environmental review, ~~("Indemnified Claims")~~ as well as any and all claims arising from or related to the deferral of construction of the Tank Farm/Santa Fe Roundabout or any alleged dangerous condition alleged to have been caused by the approval of this interim alternative project ("Indemnified Claims"). Upon request of the City, applicant shall execute an indemnification agreement in a form provided by the City prior to building permit issuance. The City shall promptly notify the applicant of any Indemnified Claim upon being presented with the Indemnified Claim and the City shall fully cooperate in the defense against an Indemnified Claim.

Notice of Opportunity to Protest

152. Applicant acknowledges and agrees that the project conditions of approval stated herein provide adequate and proper notice pursuant to Government Code 66020 of applicant's right to protest any requirements for fees, dedications, reservations, and other exactions, and that any protest in compliance with Section 66020 must be made within ninety (90) days of the date that notice was given.

On motion by Commissioner _____, seconded by Commissioner _____, and on the following roll call vote:

AYES:

NOES:

REFRAIN:

ABSENT:

The foregoing resolution was passed and adopted this 26th day of February, 2025.

Tyler Corey, Secretary
Planning Commission