



# Modified 600 Tank Farm Road Project

Addendum to the Environmental Impact Report

SCH#2020110426

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# 1 Introduction

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This document has been prepared to serve as an addendum to the previously approved Final Environmental Impact Report (Final EIR) (State Clearinghouse [SCH] #2020110426) for the 600 Tank Farm Road Project. This addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The City of San Luis Obispo was the lead agency for the adopted 2022 Final EIR and is the lead agency for the environmental review in this addendum.

This addendum addresses the environmental effects of proposed modifications to the original project. Section 15164 of the CEQA Guidelines requires an addendum under the following circumstances:

- If some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164[a])
- If only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred (Section 15164[b])

A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162, supported by substantial evidence, should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record (Section 15164[e]).

## 1.1 Background and Purpose of the EIR Addendum

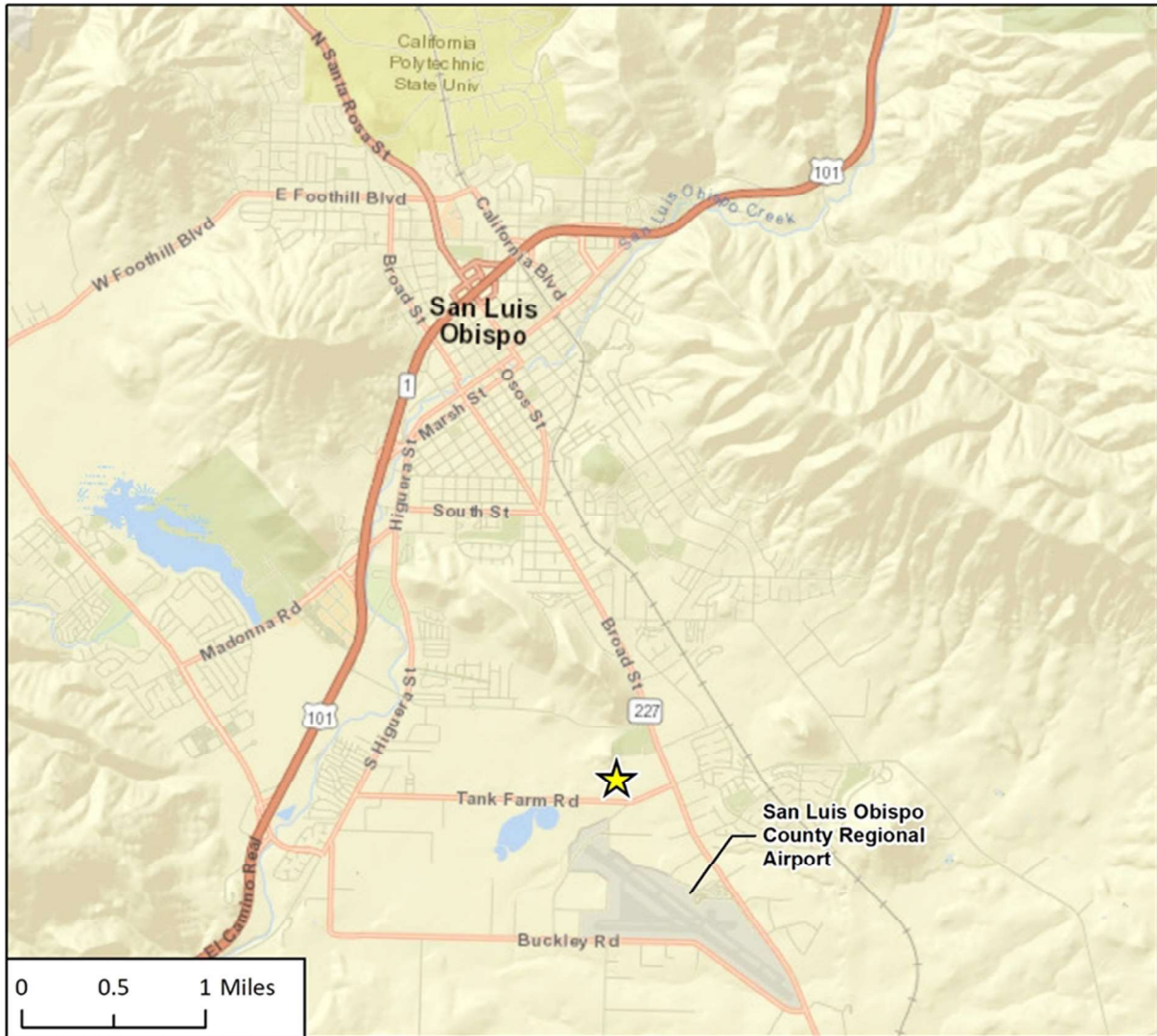
In February 2022, the San Luis Obispo City Council approved a mixed-use development project on an 11.1-acre site at 600 Tank Farm Road (City Council Resolution No. 11304) and certified the 600 Tank Farm Road Project Final EIR (SCH #2020110426). The regional location of the project is shown on Figure 1. The Final EIR is further supported by an accompanying Mitigation Monitoring and Reporting Program (MMRP). Information and technical analyses from the Final EIR are referenced throughout this addendum.

The project involved zoning-level entitlements: General Plan Map Amendment, rezone, Specific Plan Amendment to the Airport Area Specific Plan (AASP), Vesting Common Interest Tentative Parcel Map, architectural review for a mixed use major development review project, reimbursement agreement, and environmental clearance and permitting for off-site improvements.<sup>1</sup> The entitlements allow for up to 12,500 sf of non-residential space and 280 residential units on the 11.7-acre site. In addition, the project was required to provide transportation improvements to Tank Farm Road and Santa Fe Road, including constructing a roundabout at the intersection of Tank Farm Road and Santa Fe Road, widening Tank Farm Road along the project site frontage and constructing associated improvements, constructing a portion of Santa Fe Road, and preparation of 65 percent level plans for the future shared-use pedestrian/bicycle path on Tank Farm Road between Santa Fe Road and Innovation Way. The project site location, including the study area for transportation improvements used in the Final EIR, is shown on Figure 2.

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<sup>1</sup> The 600 Tank Farm Road Project Final EIR lists the following entitlements: General Plan Map Amendment, rezone, Specific Plan Amendment to the AASP, Minor Use Permit for a mixed-use project, Conceptual Site Plan, and a Development Agreement. The approved Vesting Common Interest Tentative Parcel Map, architectural review, and reimbursement agreement implement the Minor Use Permit, Conceptual Site Plan, and Development Agreement envisioned in the Final EIR.

Figure 1 Regional Location



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★ Project Location

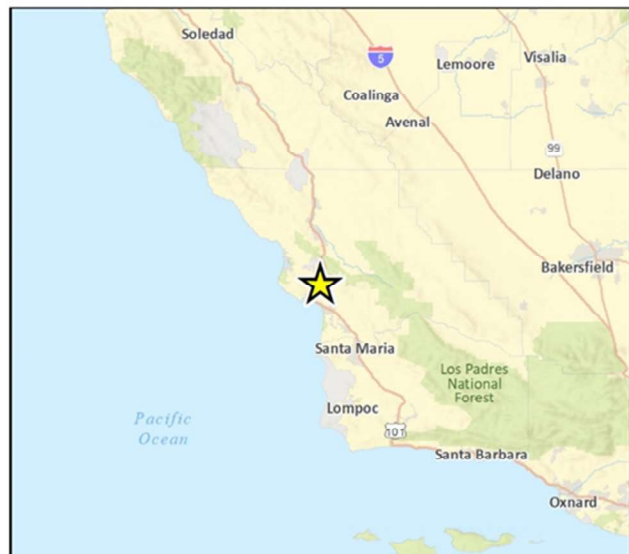
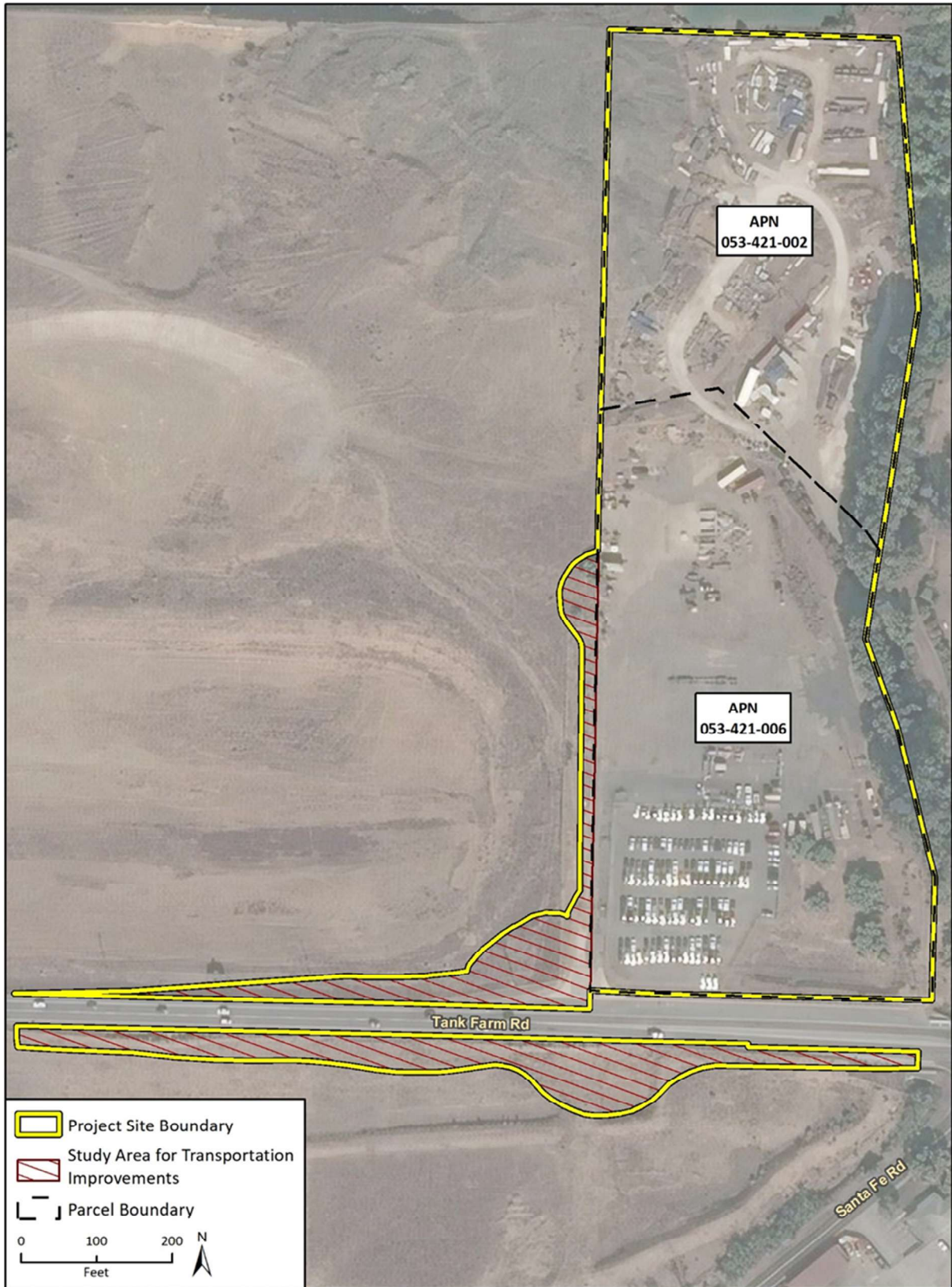


Fig 1 Regional Location

Figure 2 Project Site Location



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Fig 2.2 Project Site Boundary

Under the current approvals, the project applicant, Covelop, Inc. (Covelop), is required to acquire off-site right-of-way for transportation improvements, including those portions on either side of Tank Farm Road currently owned by Union Oil Company of California/Chevron (Union Oil/Chevron). However, since approval of the project, the applicant has been unable to acquire the necessary off-site land from Union Oil/Chevron to build the planned Tank Farm Road/Santa Fe Road roundabout envisioned in the original project evaluated in the Final EIR. Union Oil/Chevron is conducting environmental testing for per- and polyfluoroalkyl substances (PFAS) on the former tank farm property and is not willing to proceed with sale of the full right-of-way needed for the roundabout until that testing is complete, which could take several more years, but the timeline for completing this process is uncertain.

The City has confirmed all reasonable efforts to acquire the land have been made and considers the roundabout infeasible at this time. As a result, the applicant has requested a modification to the project approvals, removing the roundabout as a requirement. The land use plan for the 600 Tank Farm Road Project remains unchanged, and the applicant has proposed interim transportation improvements for City review, detailed below.

This document is an addendum to the previously adopted Final EIR and has been prepared by the City of San Luis Obispo to evaluate the potential environmental impacts of the modified project relative to the original project. A detailed description of the modified project is provided in Section 2, *Modified Project Description*.

## 1.2 Basis for the Addendum

When a Final EIR has been adopted and a project is modified or otherwise changed after adoption, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162 and 15164 of the CEQA Guidelines.

Section 15162(a) of the CEQA Guidelines provides that a subsequent EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or



- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to Section 15164(b) of the CEQA Guidelines, an addendum to an adopted Final EIR may be prepared by the Lead Agency that prepared the original Final EIR if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 have occurred that require preparation of a subsequent EIR. An addendum should include a brief explanation of the agency's decision not to prepare a subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164[e]). The addendum to an adopted Final EIR need not be circulated for public review but it may be included in or attached to the adopted Final EIR (Section 15164[c]). The decision-making body must consider the addendum with the Final EIR prior to making a decision on the project (Section 15164[d]).

An addendum to the Final EIR is appropriate to address the modified project because the proposed changes to the approved project do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. The applicant's proposed interim transportation improvements at the Tank Farm Road/Santa Fe Road intersection would disturb a smaller area than evaluated in the Final EIR. The City of San Luis Obispo has prepared an Access Evaluation for the Modified 600 Tank Farm Road Project (February 2025) which serves as an addendum to the March 2021 Transportation Impact Study (TIS) prepared for the Final EIR. The Access Evaluation for the Modified 600 Tank Farm Road Project recommends the originally proposed roundabout as a future improvement to accommodate traffic levels when Santa Fe Road is extended to Prado Road, and is included as Appendix A to this addendum.

As discussed in detail in Section 3, Impact Analysis, the modified project would not result in new or more severe impacts related to: 1) substantial changes to the original project which requires major revisions to the Final EIR; 2) substantial changes to the circumstances under which the original project are being undertaken which will require major revisions to the Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The 2022 Final EIR and this addendum serve as informational documents to inform decision-makers and the public of the potential environmental consequences of approving the project. This addendum neither controls nor determines the ultimate decision for approval of the proposed project, described herein in Section 2, *Modified Project Description*. The information presented in this addendum to the Final EIR will be considered by the City of San Luis Obispo alongside the Final EIR prior to making a decision on the modified project through review of revised entitlements.

## 2 Modified Project Description

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### 2.1 Modified Project Characteristics

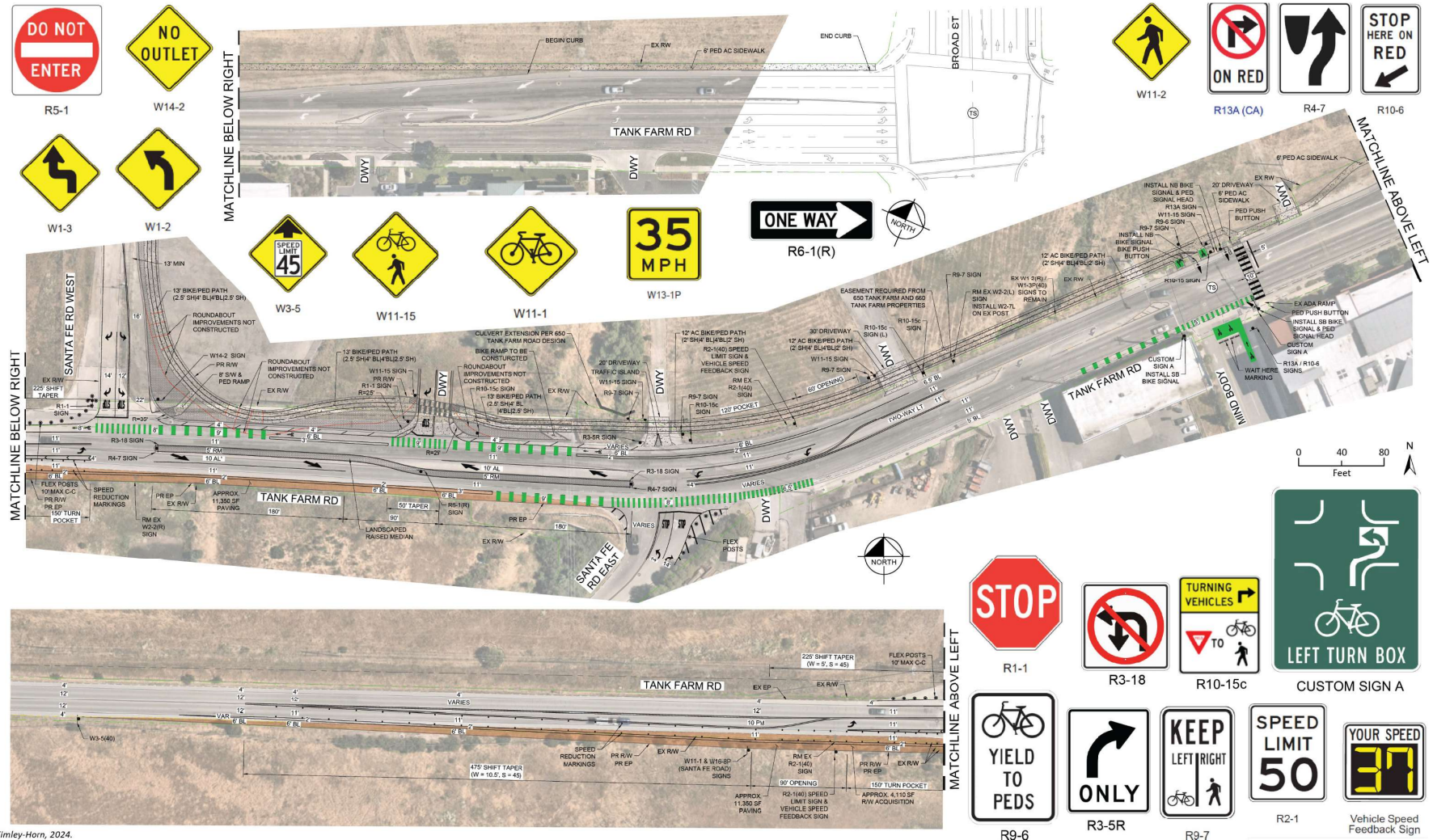
The modified project would eliminate the previously planned roundabout at the intersection of Tank Farm Road and Santa Fe Road, replacing this project component with a modified/interim access design concept that would provide access to the project site without the roundabout until it can be built in the future by the City or other private development. Key features of the interim transportation improvements include:

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

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

The interim transportation improvements design concept is shown in Figure 3.

Figure 3 Interim Transportation Improvements Design Concept



Source: Kimley-Horn, 2024.

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## 2.2 Retained Original Project Characteristics

The interim transportation improvements would be within the project boundary evaluated in the 2022 Final EIR as well as the entitled 650 Tank Farm Road Mixed-Use Project and Northwest Corner Broad and Tank Farm Mixed-Use Commercial/Assisted Living Project. Because the interim transportation improvements would disturb a smaller area than evaluated in the Final EIR, the modified project would be expected to reduce the overall level of construction activity relative to the assumptions established in the Final EIR.

With the exception of the removed Tank Farm Road/Santa Fe Road roundabout, the modified project would include the same land use characteristics and project components as the original project and adjacent entitled projects east of the original project, and would involve similar construction activities and utility improvements as described for the original project in the Final EIR under Section 1.1, Background and Purpose of the EIR Addendum.

The following approvals required from the City of San Luis Obispo were part of the 2022 original project entitlement, are not subject to expiration, and would continue to apply to the project modification: General Plan Map Amendment, rezone, and AASP Amendment. The project modification applies only to the conditions of approval and transportation improvements associated with the Vesting Common Interest Tentative Parcel Map, major architectural development review, and reimbursement agreement. Prior approval of the 2022 entitlements and approval of the current project modification would allow grading permits, improvement plans, and building permits to be handled by the City as ministerial approvals.

Construction of the interim transportation improvements described herein may require coordination with San Luis Obispo County, including encroachment permits or maintenance agreements.

## 3 Impact Analysis

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As described under Section 1.2, Basis for the Addendum, when a Final EIR has been adopted and a project is modified or otherwise changed after adoption, additional CEQA review may be necessary. In accordance with the CEQA Guidelines, the City of San Luis Obispo has determined that an addendum to the 2022 Final EIR is the appropriate form of environmental review for the proposed project modifications. This examination includes an analysis of the provisions of Section 21166 of CEQA and Sections 15162 to 15164 of the CEQA Guidelines and their applicability to the modified project.

As discussed in the impact analysis that follows, the modified project would not introduce new significant environmental impacts beyond those which have already been identified and characterized in the Final EIR. None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred or would occur as a result of the modified project. This addendum will be considered by the Planning Commission and City Council in making a decision on the proposed project modification.

Appendix G of the CEQA Guidelines provides a checklist of 20 environmental issue areas that should be assessed in CEQA analyses. To provide a thorough analysis of potential impacts associated with the modified project, this addendum addresses all environmental issue areas described in the CEQA Guidelines.

The key conclusions of the Final EIR are summarized in Section 3.1. Because the existing environmental conditions in the project site and its surroundings remain substantially similar to the environmental conditions described in the Final EIR, the potential environmental effects of the modified project are similar to the original project for many of the environmental issue areas. Therefore, the modified project's potential environmental effects are discussed at the appropriate level of detail in Section 3.2, to determine whether the potential environmental impacts are consistent with the impact analysis provided in the Final EIR, and whether any additional mitigation would be necessary to minimize or avoid potentially significant environmental impacts.

### 3.1 Final EIR Analysis Summary

The Final EIR identified no substantial evidence that the original project would result in significant impacts to the following issue areas: Aesthetics, Agricultural Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. These environmental topics were all determined to have less than significant impacts.

The Final EIR determined that the original project had the potential to result in environmental impacts to: Air Quality; Biological Resources; Cultural and Tribal Cultural Resources; Geology and Soils; Hazards, Hazardous Materials, and Safety; and Noise, which could be reduced to a less than significant level with implementation of required mitigation. Mitigation Measures required in the Final EIR included:

- **Air Quality.** Mitigation Measures AQ-3(a) and AQ-3(b) require the project developer and contractor(s) to implement valley fever suppression measures during project construction, and comply with the San Luis Obispo Air Pollution Control District's Naturally Occurring Asbestos Air Toxics Control Measure.

- **Biological Resources.** Mitigation Measures BIO-1(a) through BIO-1(k) and BIO-2(a) through BIO-2(e) describe requirements for construction best management practices and worker training, species-specific avoidance and minimization measures, jurisdictional delineation, habitat mitigation and monitoring planning, and associated resource agency coordination.
- **Cultural Resources and Tribal Cultural Resources.** Mitigation Measures CUL-1(a) through (d) and CUL-2(a) outline archaeological monitoring requirements and regulatory standards that would apply in the event of unanticipated discovery of archaeological resources or tribal cultural resources during construction.
- **Geology and Soils.** Mitigation Measures GEO-1(a) through GEO-1(d) describe requirements for paleontological monitoring and regulatory standards that would apply in the event of unanticipated discovery of paleontological resources during construction of the project.
- **Hazards, Hazardous Materials, and Safety.** Mitigation Measures HAZ-1(a) and HAZ-1(b) require contaminated soil assessment and soil management planning if on-site soils exceed environmental screening levels, and regulatory standards that would apply in the event of discovery of contaminated soils during construction activity. Mitigation Measure HAZ-3(a) requires interim pedestrian safety signage along Tank Farm Road. Although not a CEQA mitigation measures, there is also a related condition of approval requiring the developer to advance designs and pay fair share fees toward the future shared-use path installation on Tank Farm Road.
- **Noise.** Mitigation Measures N-1(a) and N-1(b) describe required construction-related noise management practices to reduce temporary noise, and neighboring property owner notification requirements.

The Final EIR determined that implementation of these mitigation measures would reduce all but one of the project's potentially significant environmental impacts, including cumulative impacts, to a less than significant level. The Final EIR concluded that the project would contribute to new pedestrian demand along Tank Farm Road west of the project site, which does not have dedicated pedestrian facilities. The potential increase in pedestrian demand would result in a potential hazard to pedestrians (Impact HAZ-3 in Section 4.6, Hazards, Hazardous Materials, and Safety). As noted above, Mitigation Measure HAZ-3(a) requires installation of interim pedestrian safety signage along Tank Farm Road; however, the increase in pedestrian demand would result in a potential hazard to pedestrians that cannot be eliminated through feasible mitigation. As a result, the Final EIR found Impact HAZ-3 to remain significant and unavoidable, and a statement of overriding considerations was adopted in conjunction with approval of the project.

## 3.2 Environmental Impact Analysis of the Modified Project

With the exception of the removed Tank Farm Road/Santa Fe Road roundabout and the related modified/interim access design, the modified project described in Section 2, Modified Project Description, would include the same land use characteristics and project components as the original project and would involve similar construction activities and utility improvements as described for the original project in the Final EIR under Section 1.1, Background and Purpose of the EIR Addendum.

Because the interim transportation improvements would disturb a smaller area than evaluated in the Final EIR and would occur within the project boundary evaluated in the previously adopted and certified environmental documentation, the modified project would not change any of the environmental conclusions from the Final EIR, or otherwise result in any new or more substantial construction, project-level, or cumulative impacts related to the following environmental topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

All required mitigation measures from the Final EIR would continue to apply to the modified project and would continue to ensure potential environmental impacts would be reduced below the applicable thresholds of significance for those environmental topics. There is no new information indicating that the modified project would have new significant impacts or substantially more severe significant impacts with respect to these environmental topics than were identified in the Final EIR, since the interim transportation improvements at the Tank Farm Road/Santa Fe Road intersection would disturb a smaller area than evaluated in the Final EIR.

The interim transportation improvements would result in different traffic and multimodal circulation characteristics than the original project. In addition, Union Oil/Chevron is conducting environmental testing for PFAS on the former tank farm property, which could take several more years. The Final EIR did not specifically discuss PFAS as a distinct hazardous material separate from the Final EIR's consideration of the potential for project construction activity to encounter hazardous materials in on-site soils. As a result of these key project considerations, the following discussion focuses on the potential impacts of the modified project on Construction Effects; Hazards, Hazardous Materials, and Safety; Transportation; and Cumulative Effects.

### **Construction Effects**

The Final EIR evaluated the potential for construction of the project to result in temporary impacts related to: Air Quality; Biological Resources; Cultural and Tribal Cultural Resources; Geology and Soils; Hazards, Hazardous Materials, and Safety; and Noise, and included required Mitigation Measures (listed above in Section 3.2) that would reduce the project's temporary construction impacts below the applicable thresholds of significance. The interim transportation improvements at the Tank Farm Road/Santa Fe Road intersection would disturb a smaller area than the roundabout envisioned in the original project. As a result, the modified project would require less construction activity than assumed in the Final EIR.

Because the modified project would disturb a smaller area than the original project, would result in less construction activity than assumed in the Final EIR, and would continue to implement all required mitigation measures for temporary impacts from the Final EIR, the modified project would



not have new significant impacts or substantially more severe significant impacts with respect to potential construction effects compared to those disclosed in the Final EIR.

### **Hazards, Hazardous Materials, and Safety**

The Final EIR evaluated the potential for project construction activity to encounter hazardous materials in on-site soils. The Final EIR concluded that the project's potential to create a significant hazard to the public or the environment associated with existing on-site hazardous materials was potentially significant and required mitigation. Mitigation Measures HAZ-1(a) and HAZ-1(b) require contaminated soil assessment and soil management planning if on-site soils exceed environmental screening levels, and regulatory standards that would apply in the event of discovery of contaminated soils during construction activity. The Final EIR determined that implementation of these measures would reduce the potential impact related to hazardous materials in on-site soil during construction of the planned roundabout and frontage improvements along Tank Farm Road and the future alignment of Santa Fe Road to a less than significant level.

Union Oil/Chevron is conducting environmental testing for PFAS on the former tank farm property located west and north of the subject property, which could take several more years. The Final EIR did not specifically discuss PFAS as a distinct hazardous material separate from the Final EIR's consideration of the potential for project construction activity to encounter hazardous materials in on-site soils.

The interim transportation improvements at the Tank Farm Road/Santa Fe Road intersection would disturb a smaller area than the roundabout envisioned in the original project. As a result, removal of the roundabout and replacement with the proposed interim improvements at the Tank Farm Road/Santa Fe Road intersection would reduce the risk of encountering hazardous materials in on-site soil during construction of the project, including PFAS. The contaminated soil assessment and soil management planning required by Mitigation Measures HAZ-1(a) and HAZ-1(b), which would apply in the event on-site soils that exceed environmental screening levels are encountered during project construction would continue to apply. Because these required mitigation actions would also minimize the potential impact associated with PFAS, similar to other hazardous materials with the potential to be present in on-site soils. Therefore, the modified project would not result in new significant impacts or substantially more severe significant impacts associated with PFAS, with respect to the project's potential to create a significant hazard to the public or the environment, either during construction or operation of the project, associated with existing on-site hazardous materials than were identified for the original project in the Final EIR.

The Final EIR also evaluated transportation-related safety hazards and determined that the project would increase pedestrian demand along Tank Farm Road west of the project site in a manner that would result in a potential safety hazard to pedestrians. The Final EIR concluded that the pedestrian safety impact due to a geometric design feature was significant, because Tank Farm Road west of the project site does not have dedicated pedestrian facilities. Mitigation Measure HAZ-3(a) requires the developer to implement interim pedestrian safety signage along Tank Farm Road. However, the Final EIR concluded that Mitigation Measure HAZ-3(a) would reduce, but would not eliminate, the project's contribution toward pedestrian operations and safety impacts along this segment of Tank Farm Road. As a result, this impact was found to remain significant and unavoidable.

As also described in the Final EIR, in addition to Mitigation Measure HAZ-3(a), the original project approval included a Condition of Approval requiring the project applicant to provide preliminary planning and engineering support for a future shared-use pedestrian/bicycle path along Tank Farm Road from Santa Fe Road west to Innovation Way (4,700 feet west of Santa Fe Road), as identified in

the City’s Active Transportation Plan. Design work for the shared-use pedestrian/bicycle has not yet been completed, and the path will not be constructed as part of this project—for this reason, evaluation of the potential environmental effects of such an improvement would be speculative and is not included in the Final EIR or this EIR Addendum (CEQA Guidelines Section 15145). The goal of the Condition of Approval would be to advance planning of the shared-use pedestrian/bicycle path to a point where the City or others can take this on as a capital improvement project in the future, with environmental review of the improvement to occur as part of a separate discretionary approval process. This Condition of Approval is intended to remain applicable with the modified project proposal.

The interim transportation improvements would result in different traffic and multimodal circulation characteristics than the original project. However, removal of the roundabout and replacement with the proposed interim improvements at the Tank Farm Road/Santa Fe Road intersection would not increase potential future land use development in a manner that would increase in pedestrian demand beyond the increase anticipated in the Final EIR, or otherwise hinder potential future opportunities for pedestrian and other multimodal circulating improvements that would connect with the Tank Farm Road/Santa Fe Road intersection. Similarly, the modified project would not hinder implementation of mitigation requiring the developer to provide pedestrian safety signage along Tank Farm Road. Therefore, the modified project would not have new significant impacts or substantially more severe significant impacts with respect to the project’s potential to increase hazards due to a geometric design feature than were identified in the Final EIR.

## **Transportation**

As discussed in the Final EIR, the original project’s transportation improvements are consistent with the City’s Circulation Element, and the original project was projected to decrease overall regional vehicle miles traveled (VMT) as well as regional residential VMT, consistent with the City’s adopted VMT threshold and CEQA Guidelines section 15064.3(b). Overall, the Final EIR concluded that the original project’s potential transportation impacts were less than significant.

The interim transportation improvements associated with the proposed project modification have been evaluated by Central Coast Transportation Consulting (CCTC) in a memorandum dated February 2025 that serves as an addendum to the March 2021 Transportation Impact Study (2021 TIS), which supported the Final EIR evaluation of the project’s potential transportation impacts (Appendix A). This memorandum is referred to herein as the “2025 TIS Addendum.”

An assessment of the modified project’s potential transportation impacts pursuant to CEQA is provided as follows:

### **WOULD THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES?**

#### *Vehicular Circulation*

The City of San Luis Obispo General Plan Circulation Element and Airport Area Specific Plan identify installation of roundabout as the ultimate configuration for the Tank Farm Road/Santa Fe Road intersection. The 2021 TIS included preliminary evaluation of potential side-street stop control at this intersection and found that the intersection would operate at a deficient level of service (LOS) per the City’s adopted performance standards under future near-term (5-10 year horizon) and cumulative (20+ year horizon) conditions, and ultimately recommended installation of a roundabout as part of the original project. However, due to practical considerations, the roundabout has been

deemed infeasible at this time, and it will not be constructed as part of the modified project proposal. The modified project proposes a side-street stop-control configuration for the Tank Farm Road/Santa Fe Road (West) intersection with additional operational improvements not previously considered in the 2021 TIS. These refinements include installation of a center median, striping two approach lanes at the Santa Fe (West) approach to Tank Farm Road, and addition of left-turn acceleration lanes to reduce delays for southbound-left turns from Santa Fe (West) and northbound left-turns from Santa Fe (East). With these refinements, the 2025 TIS Addendum concludes that the Tank Farm Road/Santa Fe (West) intersection would operate at acceptable LOS per the City's adopted thresholds with side-street stop-control and without a roundabout for existing, future near-term (5-10 year horizon), and future cumulative (20+ year horizon) conditions with addition of the proposed modifications. Further, addition of the left-turn acceleration lanes would also improve operations at the Tank Farm Road/Santa Fe (East) intersection for existing and future conditions compared to a "no project" scenario.

The 2025 TIS Addendum recommends the originally proposed roundabout as a future improvement to accommodate traffic levels if Santa Fe Road (West) is extended north to Prado Road or Santa Fe Road (East) is realigned to connect opposite Santa Fe (West) – these are planned as future transportation improvements outside of this project, but are not currently funded or in development. The project applicant has already prepared construction plans for the future roundabout, will pay fair share fees towards future construction of the roundabout by others through required payment of Citywide Transportation Impact Fees, and will design the project frontages as to not preclude future construction of the roundabout.

The City's Circulation Element and Airport Area Specific Plan also recommend future roadway widening to accommodate two westbound vehicle lanes on Tank Farm Road within the project vicinity. The modified project frontage improvements include striping a single westbound lane on Tank Farm initially, but have been designed to provide sufficient width to allow for restriping for two westbound lanes on Tank Farm Road in the future, when needed. All other vehicular circulation elements of the modified project remain substantially consistent with the original project proposal, as evaluated in the Final EIR.

#### *Pedestrian and Bicycle Circulation*

Pedestrian and bicycle access plans for the modified project remain substantially consistent with the original project proposal and analysis included in the Final EIR. As with the original project, the modified project includes construction of bicycle and pedestrian facilities along the Santa Fe Road and Tank Farm Road project frontages, and a shared-use path connecting through the project site to the adjacent Damon Garcia Park path system. In addition, the modified project includes construction of temporary bicycle and pedestrian facilities connecting east from the project site to the Tank Farm/Mindbody signalized intersection crossing, and temporary pedestrian facilities further east to Broad Street—these temporary facilities are intended to improve interim east-west access until permanent frontage improvements are completed by the previously approved developments to the east (650 Tank Farm and 660 Tank Farm [Northwest Corner]).

The City's Active Transportation Plan identifies ultimate plans for separate pedestrian sidewalks and one-way protected bike lanes along Tank Farm and Santa Fe Roads in the project vicinity. The modified project proposes to construct combined two-way shared-use pedestrian/bicycle facilities along the Santa Fe frontage and along Tank Farm from Santa Fe (West) east to the Tank Farm/Mindbody signal, with traffic signal upgrades to improve pedestrian and bicycle crossings at the Mindbody intersection. The purpose for providing two-way pedestrian/bicycle facilities with the

modified project is to improve east-west bicycle connectivity in the interim until the planned off-street connections through the neighboring developments at 650 and 660 Tank Farm Road are constructed. The two-way shared pedestrian/bicycle facilities proposed with the modified project can be designed to allow for relatively simple conversion to separate sidewalk and one-way protected bike lanes, consistent with the City's Active Transportation Plan, when the neighboring properties are developed in the future.

Overall, pedestrian and bicycle circulation for the modified project remain substantially consistent with the original project proposal, as evaluated in the Final EIR.

#### *Transit Access*

Transit access to the modified project remains consistent with the original project proposal and previous analysis in the Final EIR.

For the abovementioned reasons, the modified project would not conflict with applicable transportation plans including the City's Circulation Element, and this impact would remain less than significant.

#### **WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B)?**

The 2021 TIS evaluated project-related VMT compared to the City's adopted VMT thresholds and the TIS and Final EIR concluded that the project-generated VMT would be within applicable thresholds. Because, as explained in the 2025 TIS Addendum, the modified project would include the same land use characteristics as the original project and would not increase potential future land use development in a manner that would result in an increase in vehicle trips or characteristics beyond the increase anticipated in the Final EIR, the modified project would not result in a change in estimated VMT, or otherwise conflict with the City's adopted VMT threshold.

#### **WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USES?**

As discussed above, the Final EIR disclosed a significant pedestrian safety impact associated with the project, because the project may add pedestrian demand to Tank Farm Road west of the project site, which does not have dedicated pedestrian facilities. Impact HAZ-3 in the Final EIR describes this impact and Mitigation Measure HAZ-3(a) requires the developer to implement interim pedestrian safety signage along Tank Farm Road. However, the Final EIR concluded that Mitigation Measure HAZ-3(a) would reduce, but would not eliminate, the project's contribution toward pedestrian operations and safety impacts along this segment of Tank Farm Road. As a result, this impact was found to remain significant and unavoidable. This impact would not be exacerbated with the modified project but would remain significant and unavoidable as disclosed in the Final EIR.

#### **WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?**

Emergency access for the modified project would remain substantially consistent with the original project, as evaluated in the Final EIR. The project proposes three driveways: primary access via two full access driveways on Santa Fe Road, and secondary access via a right-in/right-out driveway on Tank Farm Road. An additional emergency vehicle access point would be provided with a new bridge over Acacia Creek connecting the 600 and 650 Tank Farm Road developments, which would allow access for bicycles, pedestrians and emergency vehicles only. This bridge is planned to be

constructed by the 650 Tank Farm Road development. Final plans for construction of the on-site development, and off-site roadway and frontage improvements would be subject to review and approval by the City of San Luis Obispo, and final plans for internal circulation and access would be required to adhere to the policies listed in the City's Engineering Standards, Subdivision Regulations and City Fire Department's Developer's Guide. Internal circulation, including ingress and egress would be required to accommodate emergency vehicles, consistent with applicable Fire Department standards. Since the proposed project would not result in on-site hazards or inadequate emergency access, and final plans for site access and internal circulation would require approval of City staff, including the Fire Department, this impact would remain less than significant with the modified project.

Based on the findings of the 2025 TIS Addendum and above-mentioned information, the modified project would not have new significant impacts or substantially more severe significant impacts with respect to potential transportation impacts compared to those disclosed in the Final EIR.

### **Cumulative Effects**

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (*CEQA Guidelines* Section 15065[a][3]). The Final EIR determined that implementation of required Mitigation Measures (listed above in Section 3.2) would reduce all but one of the project's potentially significant environmental impacts, including cumulative impacts, to a less than significant level. As discussed above, the Final EIR identified a significant and unavoidable pedestrian safety impact associated with the project, Impact HAZ-3, resulting from project-added pedestrian demand to Tank Farm Road west of the project site, which does not have dedicated pedestrian facilities. The Final EIR concludes that the project's significant and unavoidable pedestrian safety impact would be site-specific and would not have corresponding cumulative effects.

Because the modified project would disturb a smaller area than evaluated in the Final EIR, would occur within the project boundary evaluated in the previously adopted and certified environmental documentation, and would continue to implement all required mitigation measures for temporary impacts from the Final EIR, the modified project would not change any of the environmental conclusions from the Final EIR, or otherwise result in any new or substantially more severe cumulative impacts compared to those disclosed in the Final EIR.

## **3.3 Effects and Mitigation Measures**

The modified project is consistent with the environmental analysis and conclusions in the certified Final EIR and would not result in new or substantially more severe impacts beyond those identified in the Final EIR. Mitigation measures identified in the Final EIR remain applicable to the modified project, and no new mitigation measures are required to ensure the project's potential environmental impacts would remain less than significant.

## 4 Conclusion

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As discussed in Section 3, Impact Analysis, there are no new or substantially more severe impacts associated with the modified project than those identified and mitigated for in the 2022 Final EIR. Implementation of mitigation measures required in the Final EIR would continue to be required as part of the modified project. With the implementation of required mitigation, the modified project would not result in a new significant environmental effect, or a substantial increase in the severity of previously identified effects. The modified project does not involve any substantial changes that require major revisions to the Final EIR.

This conclusion is consistent with the environmental analysis and conclusions presented in the Final EIR. Therefore, the project is consistent with the requirements of Sections 15162 and 15164 of the CEQA Guidelines, and a subsequent EIR is not required, because no new impacts or impacts of substantially greater severity than previously described would occur as a result of the modified project. Therefore, the following determinations have been made:

- No further evaluation of environmental impacts is required for the modified project;
- No subsequent EIR is necessary per CEQA Guidelines Section 15162; and
- This addendum is the appropriate level of environmental analysis and documentation for the proposed project in accordance with CEQA Guidelines Section 15164.

Pursuant to CEQA Guidelines Section 15164(c), this addendum will be included in the public record for the Final EIR. Documents related to this addendum will be available on the City of San Luis Obispo's website at <https://www.slocity.org/>.

## 5 List of Preparers

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This addendum was prepared by Rincon Consultants, Inc. under contract to the City of San Luis Obispo. Persons and firms involved in data gathering, analysis, project management, and quality control include:

### **City of San Luis Obispo**

Timothea Tway, Community Development Director

Luke Schwartz, Transportation Manager

Callie Taylor, Senior Planner

### **Rincon Consultants, Inc.**

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Chris Bersbach, MESM, Senior Supervising Environmental Planner

Leslie Slayday, MUP, Environmental Planner

Brooke Emmett, Graphic Designer

Debra Jane Seltzer, Formatting Specialist

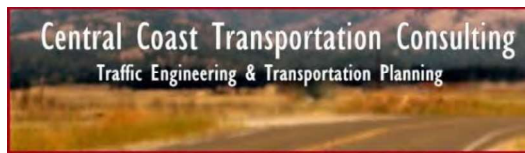
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# Appendix A

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Access Evaluation for the Modified 600 Tank Farm Road Project



## MEMORANDUM

Date: February 4, 2025  
To: Luke Schwartz, Transportation Manager, City of San Luis Obispo  
From: Joe Fernandez and Michelle Matson, CCTC  
**Subject: 600 Tank Farm Road – Access Evaluation**

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CCTC prepared a Transportation Impact Study (TIS) for the 600 Tank Farm Road project in March 2021. The applicant proposes an interim configuration (**Attachment A**) with the following features:

- A new full access side-street-stop controlled intersection is proposed at one of the project driveways (Tank Farm Road/Santa Fe Road West) and an additional right-in, right-out only driveway is proposed on Tank Farm Road between Santa Fe Road West and East.
- A Class I bicycle/pedestrian path is proposed on the north side of Tank Farm Road from Santa Fe Road West to MindBody.
- A temporary sidewalk is proposed on the north side of Tank Farm Road from MindBody to Broad Street.
- The Acacia Creek culvert under Tank Farm Road would be widened and driveway sight distance obstructions removed.
- The Tank Farm Road/MindBody intersection would be modified to provide a crosswalk on the east leg with pedestrian crossing indications and a bike signal and bike box to facilitate crossing Tank Farm Road to connect to the new Class I path.
- Center acceleration lanes serving Santa Fe Road West and East to facilitate outbound left turns by allowing the turns to occur in two stages.
- Speed feedback signs and other advance warning features to improve driver awareness of the new intersection bicycle and pedestrian conflicts.

No on-site land use changes are proposed, and the Santa Fe Road West project frontage would not change from the previous approvals. The proposed interim configuration changes the lane configurations on multiple approaches when compared to the previously proposed roundabout layout. This memorandum evaluates if the proposed changes would substantially change the findings and requirements identified in the prior TIS.

### **SUMMARY AND RECOMMENDATIONS**

The proposed interim side-street-stop control at Tank Farm Road/Santa Fe Road West (#3) would provide acceptable automobile operations under Existing, Near Term, and Cumulative conditions with the addition of project traffic. Side-street-stop control does not support pedestrian and cyclist crossings of Tank Farm Road at this location and is inconsistent with the prior recommendations to construct a roundabout. However, there are no destinations immediately across Tank Farm Road from the project, the roundabout is not needed to accommodate vehicular volumes without the Prado Road extension, and interim access is proposed which provides acceptable vehicular operations and pedestrian and cyclist connectivity to the east.

The proposed intersection control and CCTC's recommendations are shown in **Attachment A**. The roundabout is recommended as a future improvement and will be necessary to accommodate traffic levels when

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Santa Fe Road is extended to Prado Road. We recommend that the project be conditioned to make fair share contributions towards the roundabout and that frontage designs accommodate the facilities planned in the Active Transportation Plan and Circulation Element.

## BACKGROUND

The 2021 TIS identified nine local transportation deficiencies and recommended improvements to address them. Five of these deficiencies, described in **Table 4**, were associated with the project frontage or site design, and would be affected by the currently proposed access changes.

The 2021 TIS identified deficiencies related to automobile, pedestrian, and bike level of service (LOS) associated with side-street-stop control at the project driveway (Santa Fe Road West) which would be addressed by construction of a roundabout. Section 0.2.1 of the 2021 TIS noted that stop control at this intersection would not address pedestrian connectivity deficiencies and was not recommended as an interim measure. This recommendation was due to high levels of side-street vehicular delay due to a single southbound approach lane, and poor bicycle and pedestrian LOS due to an uncontrolled crossing. The revised interim design addresses these concerns by providing median left-turn acceleration lanes, dual southbound approach lanes, and pedestrian and bicycle connections to the east with a protected crossing at the Mindbody signal.

## POLICY CONSISTENCY

Tank Farm Road is classified as a regional route/parkway arterial in the City's Circulation Element, a street type described as *arterial routes with landscaped medians where the number of cross-streets is limited and direct access from fronting properties is discouraged*. Santa Fe Road West is a proposed commercial collector planned to connect to the future Prado Road extension to Broad Street. As currently proposed it would only serve the proposed project until the Santa Fe Road and Prado Road extensions are complete.

Section 3.1.8 of the City's Uniform Design Criteria relates to access management, noting that new driveways should not be allowed within the functional area of adjacent signalized intersections. On 40 mile per hour roadways, the upstream functional area is 420 feet plus 95<sup>th</sup> percentile queues, and the downstream functional area is 300 feet.

Santa Fe Road West is approximately 465 feet from Santa Fe Road East and the proposed eastern project driveway is approximately 170 feet from Santa Fe Road East. Secondary access to the site is recommended and the eastern driveway is proposed as right-in, right out which limits conflict points and potential interaction with nearby intersections.

The City's General Plan, Airport Area Specific Plan, and Active Transportation Plan (ATP) recommend a future roundabout at the Tank Farm Road/Santa Fe Road West intersection. As modified, the project would not advance that improvement. However, the project would not preclude the roundabout as a future improvement and should be conditioned to pay fair share costs toward the future roundabout and ensure that the site design accommodates the planned roundabout footprint.

The City's ATP also calls for future Class IV bikeways on both sides of Santa Fe Road and Tank Farm Road, with Class I paths on both sides of Tank Farm Road west of Santa Fe Road. The project's Santa Fe Road frontage does not preclude these planned facilities. The Tank Farm Road frontage proposes a Class I path on the north side of Tank Farm Road to the MindBody signal, and Class II bike lanes on Tank Farm Road, which differs from the ATP. The proposed two-way Class I path design may require modifications to the one-way Class IV design already prepared for the adjacent 650 Tank Farm Road development frontage improvements. The City could consider amending the ATP to evaluate a two-way Class I path on the north side of Tank Farm

Road between Santa Fe Road and Broad Street as the ultimate design for this location. This would allow eastbound riders destined north on Broad Street to avoid an extra crossing of Tank Farm Road, or riding on the sidewalk or contra-flow in the westbound bike lane.

The City’s Active Transportation Committee recommends, and the project proposes, an interim Class I shared-use path connecting the project to the MindBody signalized intersection to the east. This will convert to a separate sidewalk and one-way Class IV bike lane in the future consistent with the ATP.

## AUTO OPERATIONS ANALYSIS

### *Existing and Existing Plus Project*

The project TIS relied on traffic data collected in 2018 and 2019. Segment-level traffic counts on Tank Farm Road from 2022 are lower than the 2018 data. The 2022 data was used to evaluate conditions at the Santa Fe Road intersections under Existing and Existing Plus Project conditions with side-street-stop control and two-stage gap acceptance as currently proposed. Turning volumes were assumed to remain the same for Santa Fe Road East and Mind Body, through volumes on Tank Farm Road were adjusted to 2022 levels, and no volumes were assumed on the northern intersection legs. The PM peak hour is the critical time period, so the analysis focuses on this time period. **Table 1** shows the auto LOS results under these scenarios. The intersection analysis worksheets are included as **Attachment B**.

**Table 1: Existing and Existing Plus Project Auto LOS**

Existing and Existing Plus Project Intersection Auto Levels of Service						
Intersection	Peak Hour	Approach	Existing		Existing+Project	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
3. Tank Farm Road/Santa Fe Road West	PM	SB	<i>Future Intersection</i>		0.5 (20.0)	- (C)
4. Tank Farm Road/Santa Fe Road East	PM	NB	<b>6.0 (54.6)</b>	<b>- (F)</b>	3.3 (29.6)	- (D)
5. Tank Farm Road/MindBody	PM	All	10.6	B	6.7	A

1. HCM 6th average control delay in seconds per vehicle. For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.  
**Unacceptable operations shown in bold text.**

The analysis assumes all project trips would use Tank Farm Road/Santa Fe Road West (#3) and represents the worst-case operations of LOS C if all project trips used a single driveway. The peak hour signal warrant would not be met if all project trips used a single driveway. Note that without a center acceleration lane that enables two-stage gap acceptance, the southbound approach to Santa Fe Road West (#3) would operate at LOS F.

The table also assumes two approach lanes for the northbound approach of Tank Farm Road/Santa Fe Road East (#4) consistent with **Attachment A**. The results show acceptable LOS D or better operations with the existing intersection lane configurations and a center acceleration lane that enables two-stage gap acceptance. This reduces delay at the Tank Farm Road/Santa Fe Road East (#4) intersection compared to the existing condition. The PM peak hour signal warrant is met at Tank Farm Road/Santa Fe Road East (#4) under Existing conditions with and without the project.

The addition of a bicycle signal phase, an eastern pedestrian crosswalk with leading pedestrian intervals (LPI), and northbound no right turn on red would maintain acceptable operations at Tank Farm Road/Mindbody (#5). The delay improves with the project due to the longer cycle length. However, the 95<sup>th</sup> percentile eastbound and westbound queues on Tank Farm Road would increase to 406 and 692 feet, respectively, under Existing conditions with the project when the bike phase is actuated. These queues would be reduced with a

second westbound through lane on Tank Farm Road, which is expected to occur once the parcels between the project site and Broad Street develop.

### **Near Term and Near Term Plus Project**

Near Term conditions in the 2021 TIS forecast traffic volumes for substantial planned development in the City, a portion of which is now complete. The 2021 TIS Near Term Plus Project scenario assumed the following relevant roadway improvements:

- The Tank Farm Road/Santa Fe Road West (#3) intersection included a second westbound through lane, an eastbound left turn lane, a shared southbound right/left turn lane, and median storage to enable two-stage gap acceptance.
- The Tank Farm Road/Santa Fe Road East (#4) intersection included a second westbound through lane, closure of the north leg, and median storage to enable two-stage gap acceptance.

The 2021 TIS identifies an auto LOS deficiency under Near Term Plus Project PM conditions at Tank Farm Road/Santa Fe Road West (#3) with the above assumptions in place.

The proposed configuration shown in **Attachment A** is different from the prior Near Term lane configurations. **Table 2** shows the auto LOS results under Near Term and Near Term Plus Project conditions. Near Term conditions assume no lane configuration changes from the Existing conditions layout. The intersection analysis worksheets are included as **Attachment B**.

**Table 2: Near Term and Near Term Plus Project Auto LOS**

<b>Near Term and Near Term Plus Project Intersection Auto Levels of Service</b>						
<b>Intersection</b>	<b>Peak Hour</b>	<b>Side Street Approach</b>	<b>Near Term Delay<sup>1</sup></b>	<b>Near Term LOS</b>	<b>Near Term+Project Delay<sup>1</sup></b>	<b>Near Term+Project LOS</b>
3. Tank Farm Road/Santa Fe Road West	PM	SB	<i>Future Intersection</i>		0.5 (26.4)	- (D)
4. Tank Farm Road/Santa Fe Road East	PM	NB	<b>12.5 (138.8)</b>	<b>- (F)</b>	<b>4.2 (45.1)</b>	<b>- (E)</b>
1. HCM 6th average control delay in seconds per vehicle. For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.						
<b>Unacceptable operations shown in bold text.</b>						

The addition of project traffic and the proposed intersection improvements results in acceptable operations at the Tank Farm Road/Santa Fe Road West (#3) intersection with the provision of median storage. The Tank Farm Road/Santa Fe Road East (#4) intersection is forecast to operate unacceptably both with and without the project, but the delay with the project is reduced due to the provision of median storage.

The peak hour signal warrant would not be met at Tank Farm Road/Santa Fe Road West (#3). The peak hour signal warrant would be met at Tank Farm Road/Santa Fe Road East (#4) under Near Term conditions.

### **Cumulative and Cumulative Plus Project**

Cumulative conditions in the 2021 TIS included many planned network and land use changes expected upon buildout of the City's General Plan. In addition to the Near Term improvements, the following key network changes were assumed that would shift travel patterns in the study area:

- Prado Road extension from Higuera Street to Broad Street with a new intersection south of Capitolio Way.
- A full interchange would be constructed at Prado Road and US 101 along with replacement of the Prado Road Creek Bridge.

- Bullock Lane extension from Orcutt Road to Tank Farm Road.
- Victoria Avenue extension from Woodbridge Street to High Street.
- Orcutt Road widening to four-lanes from the railroad tracks to Johnson Avenue.
- Tank Farm Road widening to four lanes west of 250 Tank Farm Road.
- A multilane roundabout at Tank Farm Road/Santa Fe Road West (#3).
- Santa Fe Road south of Tank Farm Road would be realigned to the west with a new bridge and Santa Fe Road would be extended north of Tank Farm Road to the Prado Road extension.
- A multilane roundabout at Edna Road (SR 227)/Buckley Road.

The multilane roundabout at Tank Farm Road/Santa Fe Road West (#3) operated acceptably in the 2021 TIS under Cumulative conditions with the project with the above assumptions in place.

The timing of the Santa Fe Road realignment and connection to the Prado Road Extension is unknown. **Table 3** shows the auto LOS results under Cumulative and Cumulative Plus Project conditions without the Santa Fe Road improvements. Cumulative no project conditions assume no lane configuration changes from the Existing and Near Term conditions, except a right-in, right-out driveway on the north leg of Tank Farm Road/Santa Fe Road East (#4) based on the recommendations shown on **Attachment A**. The intersection analysis worksheets are included as **Attachment B**.

**Table 3: Cumulative and Cumulative Plus Project Auto LOS**

<b>Cumulative and Cumulative Plus Project Intersection Auto Levels of Service</b>						
<b>Intersection</b>	<b>Peak Hour</b>	<b>Side Street Approach</b>	<b>Cumulative Delay<sup>1</sup></b>	<b>Cumulative LOS</b>	<b>Cumulative+Project Delay<sup>1</sup></b>	<b>Cumulative+Project LOS</b>
3. Tank Farm Road/Santa Fe Road West	PM	SB	<i>Future Intersection</i>		0.5 (24.6)	- (C)
4. Tank Farm Road/Santa Fe Road East	PM	NB	<b>83.2 (&gt;200)</b>	<b>- (F)</b>	<b>13.0 (96.8)</b>	<b>- (F)</b>
1. HCM 6th average control delay in seconds per vehicle. For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.						
<b>Unacceptable operations shown in bold text.</b>						

The addition of project traffic and the proposed intersection improvements results in acceptable operations at the Tank Farm Road/Santa Fe Road West (#3) intersection with the provision of median storage.

The Tank Farm Road/Santa Fe Road East (#4) intersection is forecast to operate unacceptably both with and without the project, but the delay with the project is reduced due to the provision of median storage. The 95<sup>th</sup> percentile queues for northbound left and northbound right are 5 and 10 vehicles, respectively, under Cumulative conditions with the project.

The peak hour signal warrant would not be met at Tank Farm Road/Santa Fe Road West (#3). The peak hour signal warrant would be met at Tank Farm Road/Santa Fe Road East (#4) under Cumulative conditions. Note that if Santa Fe Road is extended to Prado Road volumes at this intersection will increase, resulting in unacceptable operations with side-street-stop control. A roundabout or signal would be triggered when Santa Fe Road West is extended to Prado Road and/or when Santa Fe Road East is realigned opposite Santa Fe Road West. The project will be required to pay transportation impact fees which constitute the project's fair share contribution towards the planned roundabout and other area improvements.

## **PEDESTRIAN AND BICYCLE ANALYSIS**

The 2021 TIS reports multiple pedestrian and bicycle deficiencies and recommends improvements to address them. The improvements included a new roundabout at the Tank Farm Road/Santa Fe Road West (#3) to

provide a controlled crossing location as well as connections to the east to enable non-auto access to shopping, jobs, transit, and other residences. However, the roundabout is infeasible at this time.

**Table 4** summarizes the local transportation deficiencies that were associated with the project frontage or site design and would be affected by the currently proposed access changes.

**Table 4: 2021 TIS Relevant Deficiencies**

Selected Local Impacts and Deficiencies				
#	Mode	TIS Deficiencies	TIS Recommended Improvements	2024 Findings
1	Auto Intersection LOS	Tank Farm Rd/Santa Fe Rd West (#3): With side St stop control, the southbound approach operates unacceptably during the PM peak hour under Near Term Plus Project conditions.	Install a roundabout at Tank Farm Rd/Santa Fe Rd West (#3).	Intersection operates at acceptable auto LOS with proposed layout. Roundabout recommended as future improvement.
3	Pedestrian Intersection LOS	Pedestrian intersection LOS deficiencies were reported for Tank Farm Rd at Santa Fe Rd (#3-4) and MindBody (#5).	Install pedestrian signal and crosswalk to cross Tank Farm Rd at the existing Tank Farm Rd/MindBody (#5) signalized intersection (if not yet completed by 650 or 660 Tank Farm Rd developments) and install a roundabout at Tank Farm Rd/Santa Fe Rd West (#3).	Prior deficiencies and recommendations still applicable. Pedestrian and bicycle access is proposed from site to Broad Street with crossing at Tank Farm Rd/MindBody (#5) traffic signal.
4	Pedestrian Segment LOS	Pedestrian segment LOS deficiencies were reported for Tank Farm Rd from project east to Broad St and Tank Farm Rd from new Santa Fe Rd west 4,700' to new collector St.	Provide continuous pedestrian connection between project and Broad St (if frontage improvements not yet completed by 650 and 660 Tank Farm Rd developments). Construct Class I Path west of Santa Fe Rd (if feasible).	Prior deficiencies and recommendations still applicable. Pedestrian and bicycle access is proposed from site to Broad Street with crossing at Tank Farm Rd/MindBody (#5) traffic signal.
5	Bike LTS	The segment of Santa Fe Rd north of Tank Farm Rd would operate at deficient Bicycle LTS 4 if no controlled crossing is provided at the intersection of Tank Farm Rd/Santa Fe Rd West (#3).	Install a roundabout at Tank Farm Rd/Santa Fe Rd West (#3).	Prior deficiencies and recommendations still applicable. Pedestrian and bicycle access is proposed from site to Broad Street with crossing at Tank Farm Rd/MindBody (#5) traffic signal.
7	Auto/Ped/Bike Access	Frontage improvements require adequate geometric transitions.	Construct geometric transitions per Caltrans and/or AASHTO standards.	Prior recommendations still applicable.

The applicant proposes a pedestrian and bicycle connection from the project site to Broad Street on the north side of Tank Farm Road with a signalized crossing at Tank Farm Rd/MindBody (#5) which will address some of the deficiencies. Pedestrian access will be provided to nearby destinations via the Class I path and signalized crossing. While the proposed interim configuration does not provide a protected pedestrian crossing of Tank Farm Road at the project site there are no destinations immediately across from the project, and pedestrian access is provided to other nearby destinations.

Westbound bicycle access would be provided via the Class I path, while eastbound cyclists preferring a controlled crossing (riders could use the left turn lane into the site) would pass the project site, cross at the MindBody signal, and return the project. This additional travel for eastbound cyclists (roughly 2,000 feet) is

contextually insignificant since these riders would have already traveled at least double this distance to reach the site from the nearest destination from the west.

The preferred alternative for intersection control and recommendations are shown in **Attachment A**.

## **ATTACHMENTS**

Attachment A: Preferred Alternative and Recommendations

Attachment B: LOS Worksheets

## **REFERENCES**

City of San Luis Obispo. 2005. Airport Area Specific Plan.

\_\_\_\_\_. 2017. Circulation Element of the General Plan.

\_\_\_\_\_. 2020. Engineering Standards and Specifications.

\_\_\_\_\_. 2020. Transportation Impact Study Guidelines.

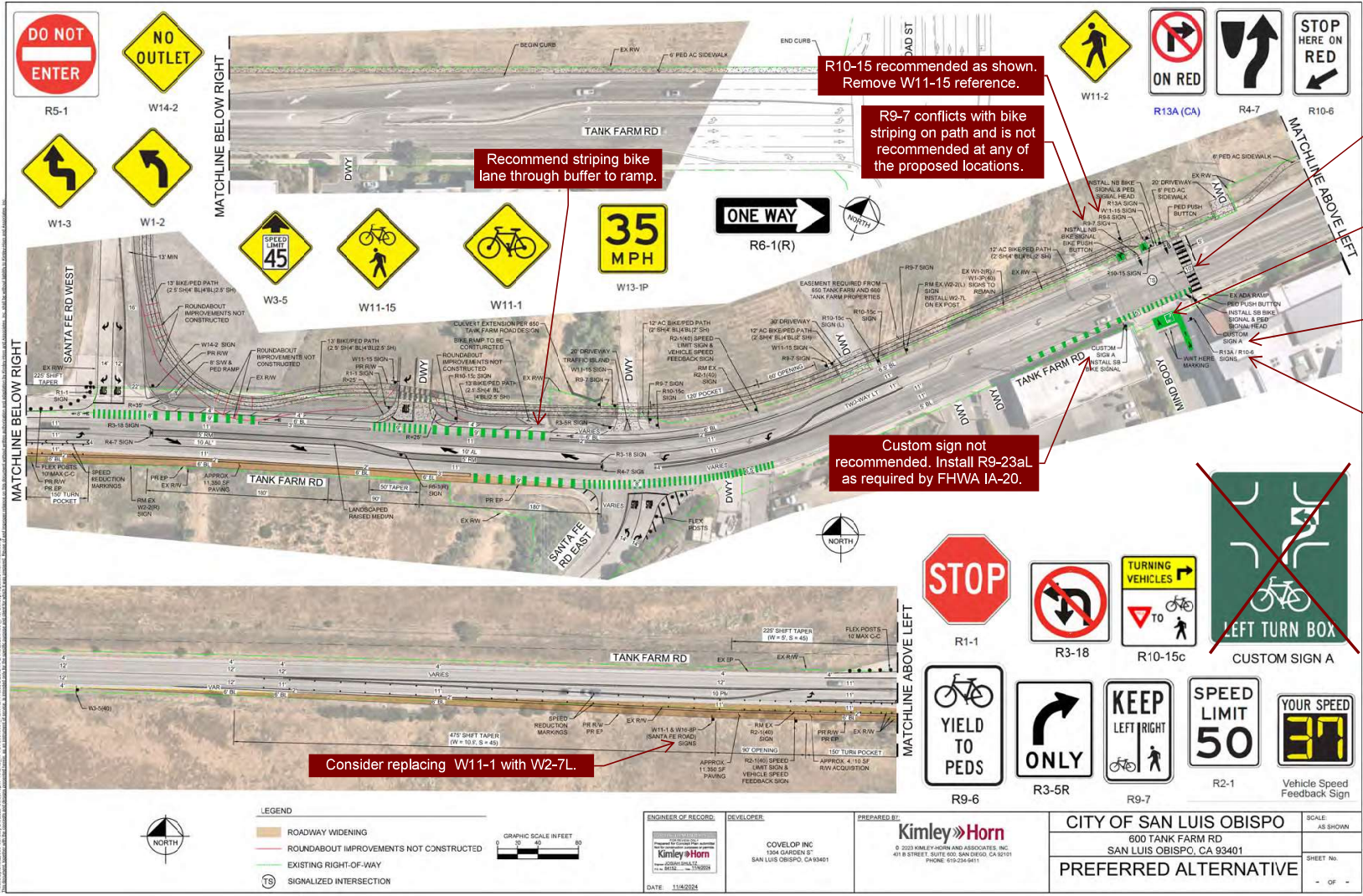
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Federal Highway Administration. 2024. Crash Modification Factors Clearinghouse.

\_\_\_\_\_. 2020. Access Management in the Vicinity of Intersections.



# Preferred Alternative and Recommendations



R10-15 recommended as shown. Remove W11-15 reference.

R9-7 conflicts with bike striping on path and is not recommended at any of the proposed locations.

Recommend striping bike lane through buffer to ramp.

Custom sign not recommended. Install R9-23aL as required by FHWA IA-20.

Consider replacing W11-1 with W2-7L.

Replace existing mast arm sign with R3-18.

Replace symbol in front of right turn lane with a two-stage turn box as required by FHWA IA-20.

Custom sign not recommended. Remove.

Add R3-7bP sign below R10-6 sign and move R13A (CA) closer to intersection consistent with FHWA IA-18.

