



Council Agenda Report

Item 6b

Department: Community Development
Cost Center: 4003
For Agenda of: 1/11/2022
Placement: Public Hearing
Estimated Time: 60 minutes

FROM: Michael Codron, Community Development Director
Prepared By: John Rickenbach, Contract Planner & Rachel Cohen, Associate Planner

SUBJECT: REVIEW OF A 192-UNIT MIXED-USE DEVELOPMENT PROJECT INCLUDING 7 LIVE/WORK UNITS, A 585 SQUARE FOOT COMMERCIAL UNIT, ON-SITE PARKING, AND OTHER RESIDENTIAL COMMUNITY AMENITIES ON A 10.93-ACRE SITE LOCATED WITHIN THE 231-ACRE ORCUTT AREA SPECIFIC PLAN (3580/3584 BULLOCK LANE)

RECOMMENDATION

Adopt the Draft Resolution entitled, "A Resolution of the City Council of the City of San Luis Obispo, California, approving a Common Interest Vesting Tentative Tract Map (VTTM 3136), a 192-unit Mixed-Use Development, including 7 Live/Work Units, a 585 square foot Commercial Unit, on-site parking, and other residential community amenities on a 10.93-acre site located within the 231-Acre Orcutt Area Specific Plan (OASP), a request to allow Live/Work Units on the ground floor within the first 50 feet of floor area measured from the building face adjacent to a street, a Sign Program, the summary abandonment of 30 feet offer of dedication for public street and utility purposes, and adopt a Mitigated Negative Declaration of Environmental Review as represented in the City Council Agenda Report and attachments dated January 11, 2022 (3580/3584 Bullock Lane File #ARCH-0489-2019, SBDV-0490-2019, EID-0345-2020)" which will:

1. Approve the development plan based on findings and subject to conditions of approval; and
2. Approve the Vesting Tentative Tract Map (VTTM 3136) based on findings and subject to conditions of approval; and
3. Adopt a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA).

REPORT-IN-BRIEF

The applicant, Bullock Ranch, LLC, has proposed a Vesting Tentative Tract Map (VTTM 3136) that would facilitate mixed residential, live/work, and commercial development within a 10.93-acre portion of the 231-acre Orcutt Area Specific Plan (OASP). The project site is designated as Medium-High Density Residential and Community Commercial (CC) under both the OASP and the General Plan, and zoned R-3-SP and Community Commercial/Mixed Use (CC-MU). The project would include 192 residential units, consisting of 8 townhouses in the southeast corner of the project site along Ranch House Road, 88 bungalows/carriages on the east side of the project site, and 96 townhouse apartments on the west side of the project site along Bullock Lane.

- All residential development would be on airspace condominium lots. Seven of the 8 townhouses would be designed as “live/work” units. The ground floor of the remaining townhouse would be designed as a separate 585 square-foot commercial unit.
- The project design includes San Luis Obispo Mission, Adobe Ranch, and Farmhouse architectural styles. Architectural features include gable end roof forms, rafter tails, bungalow style fenestration and porches, tile roofs, smooth stucco facades, and mission styled arched openings.
- The project includes construction of several residential community amenities including a 1,766-square foot community center that would include a fitness center, lease office, a 766 square-foot pool building that would include bathrooms, showers, resident mailboxes, a bicycle maintenance room, and an outdoor pool area.



Figure 1. Project Site Location

The Tree Committee (October 2020) and the Architectural Review Commission (December 2020) reviewed the proposed project and recommended the Planning Commission find the project consistent with the Orcutt Area Specific Plan (OASP), Community Design Guidelines, and other applicable City standards. On October 27, 2021, the Planning Commission reviewed the project and the draft initial study/mitigated negative declaration (IS/MND) prepared for the project and has recommended approval of the proposed project to the City Council based on the findings and conditions in PC Resolution No. PC-1049-2021 (Attachment B), including the applicant's requests that the live/work units be located within the first 50 feet of floor area as measured from the building face adjacent to Round House Road and the summary abandonment of 30 feet offer of dedication for public street and utility purposes.

In addition, the Planning Commission provided direction that staff was to work with the developer to add a family “tot lot” in an appropriate area and explore the feasibility of deepening the 4-foot-deep balconies within the townhouse apartments. The Planning Commission also provided feedback that Bullock Lane could potentially be designed to have slightly narrower vehicle lanes that still comply with City standards and allow for a 12-foot-wide bike path instead of the proposed 10-foot-wide bike path. The applicant has provided revised plans and drawings (see Attachments H and J) that address the Planning Commission’s direction and feedback.

Based on the analysis set forth below and the revisions made by the applicant in response to Planning Commission direction, staff is recommending the City Council adopt the Final IS/MND, approve the project, and approve the Vesting Tentative Tract Map (VTTM 3136).

DISCUSSION

Background & Project Details

Proposed residential development would consist of three housing product types: 8 townhouses in the southeast corner of the project site along Ranch House Road, 88 bungalows/carriages on the east side of the project site, and 96 townhouse apartments on the west side of the project site along Bullock Lane (see Attachment F). All residential development would be on airspace condominium lots. The bungalows/carriages and the conventional townhouses would be in San Luis Obispo Mission and Adobe Ranch architectural styles and the live/work units in the Farmhouse architectural style. The proposed

bungalows/carriages would be semi-detached housing organized in clusters of two bungalows and one carriage house. Each of the bungalows would be two levels and would include small back yards and a detached two-car garage. Each of the carriage houses would be a single-level unit on top of its two-car garage and the garages for the two bungalows in the cluster.



Figure 2. Bungalow / Carriage Cluster Rendering



Figure 3. Live/Work Units Rendering

The eight townhouse apartments (seven of which are live/work units) would be located within the Mixed Use / Community Commercial zoned area. Each townhouse would have three levels, three bedrooms, would range in size between 2,050 and 2,350 square feet, and would have direct access to a car garage

in its rear. The ground floor of each live/work unit is designed for commercial or office use. The eighth townhouse apartment would be separated from a ground floor commercial space with a separate entrance. The bungalows would each have 4 bedrooms and range in size between 1,600 square feet and 1,901 square feet. The carriage houses with one bedroom would be 749 square feet and those with three bedrooms 1,412 square feet. The traditional townhouse apartments would range in size between 733 square feet for one-bedroom units up to 1,839 square feet for three-bedroom units. These townhouses would be in three level buildings of either 6 units or 12 units. Each townhouse would have direct access to a garage.

The project also includes construction of several residential community amenities, including a 1,766-square foot community center that would include a fitness center and lease office, a 766 square-foot pool building that would include bathrooms, showers, resident mailboxes, a bicycle maintenance room, and an outdoor pool area. Several landscaped seating areas would be provided throughout the residential community areas, including an open area with a shade structure, and an outdoor kitchen for neighborhood gatherings and various “seating nodes” (Attachment F, Project Plans, Sheet L5).



Figure 4. Townhouse Apartments Rendering

At the recommendation of the Planning Commission, a tot lot is now proposed in the eastern portion of the project, north of Sponza Lane, between Court 7 and Court 9, adjacent to the proposed Neighborhood Gathering Space (see discussion below in Table 1).

The project will be constructed in two phases. Phase 1 will be to the east of the proposed central recreation area and will include the 88 bungalow and carriage units, 7 live/work townhouses, and 1 additional unit within the live/work building but with a separate entrance from a downstairs 585 SF commercial space. Phase 2 will include the central recreation area and the 96 townhouses. Required infrastructure improvements will be built concurrently with each phase.

Infrastructure Focus

The project would improve Bullock Lane between the project site's north property line and south property line. Additionally, the project is conditioned to extend an existing regional bike path along the west side of Bullock Lane from the project's south property line to the southwest corner of the intersection of Orcutt Road and Bullock Lane (Condition No. 83). The project includes connection to existing City services, including water and wastewater infrastructure. A related aspect of the project includes the summary abandonment of a previous street and utility offer with respect to Bullock Lane in order to facilitate the proposed improvements as described above.

The applicant has also provided a sign program in accordance with City sign regulations (Municipal Code Section 15.40), which is included as Attachment G.

Previous Council or Advisory Body Action

The City Council approved the Orcutt Area Specific Plan in 2009, which formed the basis for various subsequent applications within the Specific Plan area, including the one currently proposed.

[Tree Committee - October 26, 2020](#): Reviewed the proposed tree removal and replacement plantings associated with the project, and recommended approval (Attachment C, Meeting Minutes).

[Architectural Review Commission \(ARC\) - December 7, 2020](#): Reviewed the project for consistency with the OASP and Community Design Guidelines (CDG). The ARC recommended that the project was consistent with applicable design guidelines (Attachment D, Meeting Minutes).

[Planning Commission - October 27, 2021](#): Reviewed the project and recommended approval of the proposed project to the City Council based on the findings and conditions in PC Resolution No. PC-1049-2021 (Attachment B), and provided the following direction:

- Direct staff to work with the developer to add a family “tot lot” in an appropriate area; and
- Direct staff to work with the developer to explore the feasibility of deepening the 4-foot-deep balconies within the townhouse apartments.

The Planning Commission also provided feedback that Bullock Lane could potentially be designed to have slightly narrower vehicle lanes that still comply with City standards and allow for a 12-foot-wide bike path instead of the proposed 10-foot-wide bike path.

Response to Planning Commission Recommendations

In response to Planning Commission direction and feedback, the project applicant has proposed minor modifications to the project. These are included in Attachments H and J and summarized in Table 1 below.

Table 1. Response to Planning Commission Direction

Planning Commission Direction	Applicant/Staff Response
Add a family “tot lot” in an appropriate area.	<p>The applicant has identified a location for a tot lot in the eastern portion of the development on a small site that had previously been programmed to be passive open space with synthetic turf adjacent to the proposed Neighborhood Gathering Space (see Figure 5). The applicant has not proposed a specific design for the tot lot and is proposing that the builder of the Bungalows would design and build that facility.</p> <p><u>Staff Analysis:</u> Staff supports the proposed location of the tot lot, as it is adjacent to the Neighborhood Gathering Space that includes an outdoor kitchen, seating, and shade structure. The tot lot area is easily accessible and adjacent to a pedestrian walkway along Sponza Place. The size of the lot would be a minimum of 650 square feet, which is large enough to be functional and include small play equipment, especially in the context of being adjacent to the Neighborhood Gathering Space described above. As noted above, the applicant is not proposing to design this facility, nor identify any specific play equipment at this time. For that reason, staff is recommending Condition of Approval #34 be included in the Resolution to establish design parameters when this facility is built: <i>“Building plans for the project shall include a tot lot located adjacent and east of the Neighborhood Gathering Space identified on Sheet L1 of the project plans that is a minimum of 650 square feet in size and includes play equipment</i></p>

Table 1. Response to Planning Commission Direction

Planning Commission Direction	Applicant/Staff Response
	<i>(e.g. slides, climbing apparatus, grassy areas, etc.), and appropriate safety features (e.g. fencing, playground mulch, etc.) to the satisfaction of the Community Development Director.”</i>
Explore the feasibility of deepening the 4-foot-deep balconies within the townhouse apartments.	<p>The Commission’s concern was to improve the functionality of the balconies, which were thought to be too narrow. The applicant has proposed to enlarge balconies on plan 1 and plan 2 units within the three-story townhomes, increasing their average size from 38 SF to 51 SF. See Figure 6 for details (see also Attachment F, Project Plans, Sheets AC 5.0 – 5.3).</p> <p><u>Staff Analysis:</u> Staff supports the proposed balcony redesign because it would increase the overall area by approximately 34%. The depth of the balcony, which was the Commission’s primary concern, would increase from 50 inches to 63 inches, which would improve the functionality of the balcony, including the ability to allow for chairs and a small table with some room to maneuver. The balcony width would also increase slightly (by 8 inches), to 9’10”.</p>
Consider narrowing the lanes of Bullock Lane in compliance with City standards to allow for a 12-foot-wide bike path instead of the proposed 10-foot-wide bike path.	<p>Based on this feedback from the Planning Commission, the applicant has decided to modify the proposed design of Bullock Lane to allow for a 12-foot-wide bike path and narrower vehicle lanes. The revised plans have been submitted as an update to the project plans and are included as Attachment H.</p> <p><u>Staff Analysis:</u> Staff is supportive of the revisions as shown on the preliminary plans. Detailed plans will be required as part of the building and public improvement plans submittal.</p>



Figure 5. Proposed Tot Lot Location

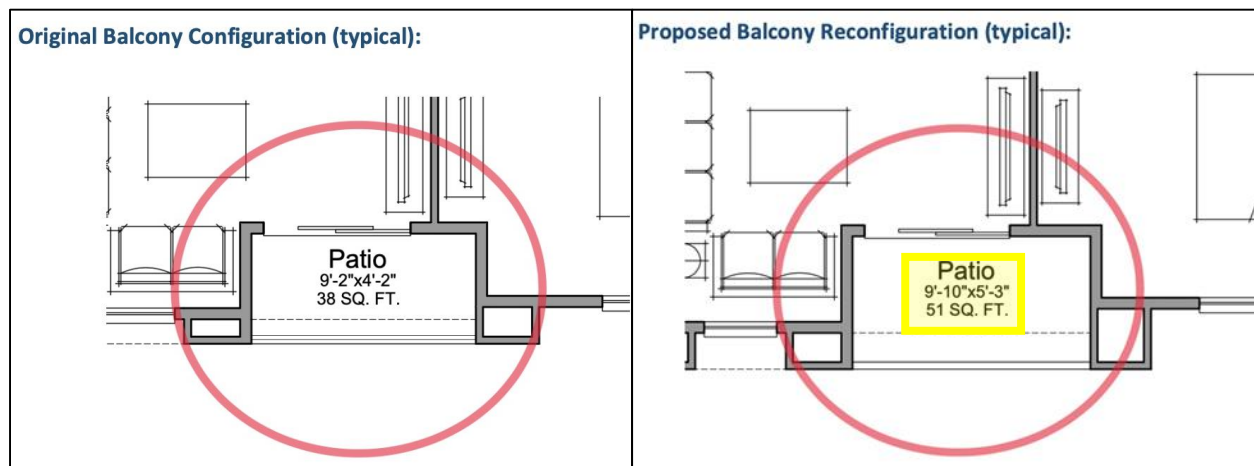


Figure 6. Proposed Balcony Redesign

Policy Context

The proposed project must conform to the standards and limitations of the General Plan, OASP, and any applicable aspects of the Zoning Regulations, and Engineering Standards that are not otherwise addressed in the OASP which apply to the overall development plan approval including the subdivision component. The Planning Commission found the project to be consistent with all applicable City policies, programs, and standards.

Consistency with the Orcutt Area Specific Plan

Consistency with Medium-High Density Residential Designation

Under the OASP, the majority of the project site is designated as R-3, Medium-High Density Residential. The project complies with policies 3.2.11, 3.2.13 -3.2.16, and 3.2.18¹ of the OASP as they relate to the R-3 zone, as it includes an appropriate mix of unit types, with access to common and public open space, as well as community amenities consistent with OASP policies.

The ARC and the Planning Commission found the design of the project to be consistent with the design guidelines of the OASP and the City's Community Design Guidelines. The proposed San Luis Obispo Mission, Adobe Ranch, and Farmhouse architectural styles of the residential and commercial structures are consistent with the California Mission and California Bungalow styles described in the OASP because the designs include architectural features such as gable end roof forms, rafter tails, fenestration and porch styles of the bungalow style and tile roofs, smooth stucco facades, end roof forms and arched openings of the mission style.

The project also includes the extension of an existing regional bike path along the west side of Bullock Lane from the project's south property line to the southwest corner of the intersection of Orcutt Road and Bullock Lane, providing direct connectivity to the rest of the City's bicycle circulation network (see Attachment H).

¹ Policy 3.2.11. The majority of medium-high development (R-3) should be comprised of multiplexes and multi-family apartments or condominiums.

Policy 3.2.13. Multiplex dwelling units may consist of attached units with a maximum of eight units per building. Units either could be available to renters or owned as condominiums.

Policy 3.2.14. Multiplex and multi-family apartment units shall have access to common greens or interior parkways. Ground floor units shall be designed with private, compact outdoor areas.

Policy 3.2.15. All common outdoor areas within multiplexes, manufactured housing parks and multi-family apartment projects shall be privately maintained by a homeowners' association or other method acceptable to the Community Development Department.

Policy 3.2.16. Multifamily developments shall provide connections to pedestrian/bicycle paths in the Specific Plan Area for access to the mixed-use area, the neighborhood park, and linear park.

Policy 3.2.18. Sites within the medium-high and high density residential zones will be made available to the Housing Authority or private developers to develop units of affordable housing for low income households. Adequate areas of medium-high density (R-3) and medium density (R-2) will be provided for additional units of affordable housing for low and moderate-income households see Affordable Housing below for further discussion).

Consistency with Mixed Use/Community Commercial Designation

OASP policies 3.2.20 and 3.2.21 encourage the inclusion of offices and live/work space as part of multi-family portion of community commercial land use designation. The project would include seven, three-story attached live/work units within the Mixed Use/Community Commercial zoned portion of the site. The ground floor is designed to be used as commercial or office space, while the upper stories would be utilized areas as living space. Each of these units would have direct access to the ground floor commercial space. An eighth residential unit will be located on the second story above a separate 585 SF commercial unit on the first floor.

The live/work units and commercial space would be located along Ranch House Road. The units front the roadway, providing good visibility for the ground floor commercial component of the project. Although no commercial or office uses have been prescribed, the design of the structures and small floor area would encourage uses that would be consistent and compatible with adjacent residential development.

Consistency with Parking Requirements

The project would include both garages and on onsite parking to serve proposed development. Table 4 summarizes the parking requirements for the site, and how the proposed project meets those requirements.

Consistency with Affordable Housing Requirements

The project is required to provide affordable inclusionary housing based on the City's Housing Element and Municipal Code. The project requires 27.6 inclusionary units, per Table 2 of the Housing Element. However, per Table 2A, that requirement is adjusted downward to be 0.25 times the nominal requirement based on the average unit size and net density (1,347 SF and 16.25 density units/acre), or 6.9 inclusionary units, rounded up to 7. The applicant proposes to meet this requirement by spreading the inclusionary units throughout the project site and among the various product types, with 2 affordable units in Phase 1, and 5 units in Phase 2 (see Table 2). The number and type of inclusionary units are consistent with the requirements of Housing Element policy 4.1, Municipal Code Section 17.138.040 and policies 3.3.1 through 3.3.7 of the Orcutt Area Specific Plan (OASP). Notably, OASP Policy 3.3.5 exempts the Community Commercial Mixed-Use portions of any project from Inclusionary Housing requirements.

Table 2. Inclusionary Housing Proposal

Housing Type	Phase	No. of Bedrooms	No. of Affordable
Bungalow	P1	1	1 Low
Bungalow	P2	3	1 Moderate
Townhouse	P1	1	1 Moderate
Townhouse	P2	1	1 Low, 2 Moderate
Townhouse	P3	2	1 Moderate

Consistency with the Zoning Regulations

The OASP includes standards and requirements that in many cases supersede those in the Zoning Regulations. In other cases, the OASP defers to the Zoning Regulations or Municipal Code for regulations regarding setbacks, lot coverage, lot configuration, parking, lighting, and signs. Table 4 summarizes the project's characteristics and consistency with the applicable code requirements.

Consistency with the Mixed-Use Standards

The project is consistent with the Zoning Regulations for Mixed-Use Projects (Section 17.70.130), since the proposed building design complies with design and performance standards for mixed-use development and is consistent with all property development standards including height, coverage, access, and setbacks for the Community Commercial (C-C) zone.

The live/work units would be located along Ranch House Road, an interior collector roadway serving the entire Specific Plan area. The units would appropriately front on that roadway, providing good visibility for the ground floor commercial component of the project. The applicant has requested a design exception to allow these structures to be located within 50 feet of the roadway. The Planning Commission supported this request since it would improve street visibility for the commercial components of the live/work units, particularly the one stand-alone commercial unit along this roadway frontage.

Lighting

The applicant has proposed a conceptual lighting plan (Attachment I), which shows the general types of lighting and their location within the project site. These include street and parking lot lighting (pole lights), decorative pedestrian path lighting, signage lighting and bollard lighting. No details on lighting type have been provided except at the conceptual level. However, this is sufficient to understand the applicant's intent to provide for public safety and visibility at night. Condition of Approval No. 5 (Attachment A) requires a detailed lighting program to demonstrate compliance with the Municipal Code requirements.

Signage

The project includes a sign program (Attachment G) as required by Section 15.40.485 of the Municipal Code. The purpose of sign program is to provide for project specific designs and sign accommodations that consider compatible and appropriate signage which can be reviewed concurrently with the review of building designs and site layout. The sign program includes: 9 wall signs, a residential monument sign, and an apartment community sign (Table 4). The overall scale and form of these signs is consistent with the project design, as well as other monument and community signs of other subdivisions in the City.

Table 3. Proposed Sign Program

Sign Type	Quantity	Maximum Size and dimensions
Awning Sign	3	18 inches x 6 feet (9 square feet)
Wall Sign	4	18 inches x 6 feet (9 square feet)
Awning Sign	1	18 inches x 8 feet (12 square feet)
Awning Sign	1	18 inches x 12 feet (18 square feet)
Residential Monument Sign	1	Approx. 4 feet x 12 feet (30 square feet)
Apartment Community Sign	1	18 inches x 24 feet (36 square feet)
Total No. of Signs	11	

Consistency with the Subdivision Regulations

The subdivision component of the project (Vesting Tentative Tract Map – VTTM 3136) requires final approval by the City Council. The applicant is requesting a common interest phased subdivision that includes easements for shared driveways and parking spaces. Per section 16.17.030 of the Municipal Code, common interest subdivisions within the R-3 zone shall provide a minimum of one hundred (100) square feet of common open space per unit, a total of 19,200 square feet for the overall project. The project site includes 75,320 SF of publicly accessible landscaped open space area, primarily landscaped courtyards and parkways. In addition, the project includes 41,220 SF of hardscape, mostly sidewalks, paseos, and paved gathering areas associated with the community center. This is approximately 606 SF per unit, or 392 SF if just counting the landscaped areas.

In addition to providing common open space, although not required, the project provides a minimum of 37 to 600 SF of private open space per unit, depending on the size of the unit, in the form of balconies and patios. As proposed, the subdivision and phasing are consistent with the subdivision regulations.

Table 4. Project Consistency Summary

Site Details	Proposed	Requirement
Land Use Designation	R-3-SP Medium-High Density Residential and Community Commercial Mixed Use	R-3 policies apply from the OASP Policies 3.2.11 to 3.2.18; R-3 development standards defer to Zoning Code (per Table 3.1 of OASP); OASP policy 3.2.21 encourages live/work units in CC-MU
Density & Dwelling Units	169 Density Units; 192 total units (185 + 7 live/work units)	18 units per net acre. 18 x 10.34 net ac = 186 Density Units
Setbacks	Project setbacks vary and comply with code requirements.	Front – 10 feet; Side and rear – variable depending on building height (5-10 feet), per Table 2-9 of Municipal Code 17.20.020
Maximum Building Height	Bungalow Cluster – 27' 10" Live/Work Units – 35' Townhouse Apartments – 35' Recreation Building – 27' 8" (see <i>Project Plan Sheets AA2.9, AA2.10, AB2.0, AC2.0, AC2.1, AC2.2, AC2.3 and AC2.4</i>)	35' (per Table 2-8 of Municipal Code 17.20.020 and Table 2-16 of Municipal Code 17.28.020)
Maximum Lot Coverage	34.6%	60% in R-3 zone (per Table 2-8 of Municipal Code 17.20.020); 75% in C-C zone (per MC 17.28.020)
Signs	Schematic sign program has been provided by the applicant; will be subject to a condition of approval	Project subject to Municipal Code Section 15.40 (sign regulations). Sign program will be submitted separately.
Public Art	Payment of in-lieu fees	Project subject to Municipal Code 17.70.140, payment of in-lieu fees
Parking Automobile spaces	410 (315 in garages); 40 EV Ready and 200 EV Capable spaces located in garage spaces	399 automobile spaces; 40 EV Ready and 200 EV Capable
Bicycle Parking	384 long-term (2 per unit); 39 short-term for guests	384 long-term (2 per unit); 39 short-term
Motorcycle Parking	20	20 motorcycle spaces

Table 4. Project Consistency Summary

Site Details	Proposed	Requirement
	<i>(see Project Plan Sheet A1.0; modification documented in staff memo to Planning Commission on 10-27-21)</i>	<i>(consistent with Municipal Code 17.72.030 and 17.72.040)</i>
Affordable Housing	7 total (2 for low income; 5 for moderate income households)	7 total <i>(per City inclusionary housing regulations)</i>
Environmental Status	A Mitigated Negative Declaration (MND) has been prepared and has circulated for a 30-day public review. The project site is also addressed in the Orcutt Area Specific Plan Final EIR, which was certified in 2009.	

Public Engagement

As noted under “Previous Council or Advisory Body Action”, the OASP was approved by the City Council in 2009, and the Planning Commission recommended approval of the currently proposed project in October 2021, based on input from the Tree Committee and Architectural Review Commission, which considered the project in October 2020 and December 2020, respectively.

CONCURRENCE

The City’s review of the project involved all City departments in the development review process. Various conditions of approval from these departments were included in the Resolution related to the project approval, based on those conditions set forth in the Planning Commission Resolution related to this action, as modified as a result of Planning Commission recommendations.

ENVIRONMENTAL REVIEW

A Draft Mitigated Negative Declaration (MND) was prepared under the California Environmental Quality Act (CEQA) and circulated for 30 days beginning November 24, 2020 and ending December 24, 2020. The Draft MND, including all its attachments, are available on the City’s website at: <https://www.slocity.org/government/departments-directory/community-development/documents-online/environmental-review-documents/-folder-2123>.

The Draft MND tiered off the OASP Final EIR that was certified in 2009, which is available at: <https://www.slocity.org/government/departments-directory/community-development/documents-online/environmental-review-documents/-folder-717>.

The Draft MND determined that with incorporation of mitigation measures, potential impacts will be less than significant. The following issue areas had associated impacts requiring mitigation measures: aesthetics (minimize lighting), air quality (standard SLOAPCD emissions reductions), biological resources (pre-construction surveys; landscaping review; pet hazards brochure), cultural and tribal cultural resources (construction monitoring), energy (shade trees, telecommuting, ped/bike pathways), geology and soils (grading practices), greenhouse gas emissions (reduction measures), hazards and hazardous materials (past stored materials evaluation and disposal), hydrology and water quality (SWPPP, fair share fee for area drainage improvements), noise (noise reduction measures), and transportation (pedestrian warning signage). Residual impacts from building onsite recreation facilities and utilities are addressed through the mitigation measures described above.

One comment letter was received regarding the MND from the Air Pollution Control District (APCD) of San Luis Obispo County on December 28, 2020. Comments in the letter were reviewed by City staff and the City's environmental review consultant. SLOAPCD raised issues with respect to possible health risks from emissions from nearby passing locomotives, impacts from construction-related emissions, and greenhouse gas emissions associated with the project. Responses to APCD's comments have been prepared and included as Attachment K. No revisions have been made to either the analysis or required mitigation measures. However, some clarification is provided in the response to APCD relative to the project design, so that agency can better understand the project's proximity to the nearby railroad tracks, and how that relates to the air quality analysis. The findings from the Draft MND, as well as the Mitigation Monitoring Reporting Program (MMRP), have been included in the draft Resolution for Planning Commission consideration.

FISCAL IMPACT

Budgeted: No

Budget Year: 2021-22

Funding Identified: No

Fiscal Analysis:

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

There will be no net fiscal impact related to approving the proposed project. The applicant will be required to implement a variety of public and private improvements either directly as a result of the project, various conditions of approval, or through mitigation measures. In some cases, the applicant is eligible for reimbursement for portions of public improvements that are beyond what would otherwise be required to offset the impacts of the proposed project. No previously unanticipated fiscal impacts would occur as a result of this action.

ALTERNATIVES

1. ***Continue project.*** An action to continue the item should include a detailed list of additional information or analysis required.
2. ***Deny the project.*** An action denying the application should include findings that cite the basis for denial and should reference inconsistency with the General Plan, OASP, Zoning Regulations, Subdivision Regulations, or other policy documents.

ATTACHMENTS

- A. Draft Resolution to approve the project and adopt the MND
- B. PC Resolution No. 1049-21
- C. Project Plans & Vesting Tentative Tract Map
- D. Sign Program
- E. Revised Preliminary Off-site Improvement Plans for Bullock Lane and Bike Path Alignment
- F. Lighting Plan
- G. Proposed Modifications Addressing Planning Commission Direction
- H. Response to comment on the MND
- I. Mitigated Negative Declaration of Environmental Review for Bullock Ranch 3580, 3584, and 3590 Bullock Lane, EID-0345-2020 (available online at <https://www.slocity.org/government/departments-directory/community-development/documents-online/environmental-review-documents/-folder-2123>)