Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

☒ County Clerk
County of: San Luis Obispo
Address: 1055 Monterey St., San Luis Obispo, CA 93408

From:
Lead Agency: City of San Luis Obispo
Address: 919 Palm Street, San Luis Obispo, CA 93401

Contact: Callie Taylor, Senior Planner
Phone: (805)781-7016
email: CLTaylor@slocity.org
Lead Agency (Name of Document Signee):
City of San Luis Obispo
Address: 919 Palm Street, San Luis Obispo, CA 93401

Contact: Tyler Corey, Deputy Director Com. Dev.
Phone: 805-781-7169

Email: tcorey@slocity.org

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): Addendum #3 to 2015081034
Project Title: Avila Ranch Development Project
Project Applicant: Avila Ranch, ~~WCP Developers, LLC~~, Truemark, 750 Tank Farm Suite 100, San Luis Obispo, CA 93401

Applicant Email: dang@wcpdev.com Applicant Phone: (805)595-5440

Project Location (include county): 175 Venture Drive, City of San Luis Obispo, San Luis Obispo County

Project Description:
The Avila Ranch Development Plan was approved by the San Luis Obispo City Council on September 19, 2017. Project entitlements included certification of the Final EIR. The previously approved project includes 740 residential units, 15,000 square feet of neighborhood commercial, open space, and parks on a 150-acre area which is to be developed within six (6) phases of development with a phased final map. This FEIR Addendum #3 evaluates a modification to the phasing plan for project build out in order to construct Phase 5 ahead of Phase 4. The purpose of this Addendum is to document the revised phasing buildout and to clarify the timing of on- and off-site improvements that are tied to each phase. There are no increases to project density, unit count, nor added areas of development proposed with this Addendum #3.

This is to advise that the City of San Luis Obispo has approved an
(☒ Lead Agency or ☐ Responsible Agency)
FEIR Addendum to the above described project on 9/16/2025 and has made the following determinations regarding the above described project. (date)

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
FEIR Addendum #2 available at 919 Palm Street, San Luis Obispo, CA

Signature (Public Agency): Title: Tyler Corey, Deputy Director Community Development

Date: 9/17/2025 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2016

CITY OF SAN LUIS OBISPO

Third Addendum to the Final Environmental Impact Report for the Avila Ranch Development Plan June, 2025

1. Project Title:

Avila Ranch Development Plan

2. Lead Agency Name and Address:

City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401

3. Contact Person and Phone Number:

Callie Taylor, Senior Planner
805-781-7016

4. Project Location:

175 Venture Drive
San Luis Obispo, CA 93401

5. Project Applicant and Representative Name and address:

Avila Ranch
Trumark Homes
Dan Garson, Director of Land Development
735 Tank Farm Rd Suite 100, San Luis Obispo, CA 93401

6. General Plan Designation:

Special Focus Area SP-4. Per Avila Ranch Development Plan: Low-Density Residential, Medium-Density Residential, Medium-High Density Residential, High-Density Residential, Neighborhood Commercial, Open Space, Park

7. Zoning:

Per Avila Ranch Development Plan: R-1 Low-Density Residential, R-2 Medium-Density Residential, R-3 Medium-High Density Residential, R-4 High-Density Residential, C-N Neighborhood Commercial, Conservation/Open Space C/OS, PF Public Facility, Airport Area Specific Plan

8. Description of the Project:

The Avila Ranch Development Plan was approved by the San Luis Obispo City Council on September 19, 2017. Project entitlements included certification of the Final EIR, approval of the Avila Ranch Development Plan, Airport Area Specific Plan Amendment, General Plan Amendment, Phased Vesting Tentative Tract Map, Zone Change, Development Agreement, and establishment of a Community Facilities District. The project includes 740 residential units, 15,000 square feet of neighborhood commercial, open space, and parks on a 150-acre area which is to be developed within six (6) phases of development with a phased final map.

9. Project Entitlements Requested:

Previously approved by the City Council on September 19, 2017. Project implementation, Final Map recordation, permits, and construction are in process.

10. Previous Environmental Review:

The Avila Ranch Development Plan (ARDP) and associated Final Environmental Impact Report (FEIR) were approved and certified by the City Council on September 19, 2017, pursuant to Resolution No. 10832 (2017 Series). The significance of each impact resulting from implementation of the Project was determined based on impact significance criteria and applicable CEQA Guidelines for each impact topic. The EIR found that the Project would result in significant and unavoidable construction-related and long-term impacts to air quality, construction-related noise, and long-term transportation and traffic impacts. Mitigation measures were adopted to reduce the potential impacts where feasible, and the City Council adopted CEQA findings and a Statement of Overriding Conditions to address the identified significant and unavoidable impacts described in the Final EIR.

An Addendum to the Final EIR ("First Addendum") was prepared in January 2024 to address a change in timing of the implementation of Mitigation Measure TRANS-11, which established an obligation for the project to install two separated bicycle bridges on each side of Buckley Road at Tank Farm Creek to improve access to safe bicycle routing along Buckley Road. The timing of the southern bicycle bridge was modified to coincide with the Buckley Road frontage improvements required with Phase 4 in order to minimize construction impacts on properties to the south where a construction easement and right-of-way acquisition is needed. The northern bicycle bridge remains a requirement with Phase 2. The City Council approved the FEIR First Addendum on January 23, 2024.

A Second Addendum to the Final EIR was prepared in February 2024 to document an affordable housing density bonus to increase the density of the R-4 project component from 125 to 145 units. The transportation analysis for the density bonus found that the addition of 20 affordable housing units would not result in new impacts to Vehicle Miles Traveled (VMT) and would not result in additional transportation impacts. The mitigation measures incorporated with the original 2017 FEIR and the 2024 FEIR First Addendum

are sufficient to mitigate the impacts of the project. The Planning Commission approved the FEIR Second Addendum on February 14, 2024.

Buildout of the project is currently underway. Phase 1 and 2 residential units are currently under construction. On- and off-site improvements have been constructed as part of Phase 1 and 2, including transportation improvements to mitigate for the increase in traffic generated by the Tract 3089 development.

11. Purpose of the Addendum:

Section 15164 of the State *CEQA Guidelines* allows a lead agency to prepare an addendum to a Final EIR when only "minor technical changes or additions" are necessary to address the effects of a minor change to the approved project since the Final EIR was certified. In addition, the lead agency is required to explain its decision not to prepare a subsequent EIR pursuant to State CEQA Guidelines Section 15162, which requires subsequent EIRs when proposed changes would require major revisions to the previous EIR "due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects."

Subsequent to certification of the ARDP Final EIR, additional information has been identified regarding the preferred timing for buildout of the six (6) phases of the Vesting Tentative Tract Map. The sequencing of the phased buildout evaluated in the ARDP Final EIR is now proposed to be modified with Phase 5 being constructed ahead of Phase 4. In addition, Phase 6, which originally included the commercial and agricultural parcels, is proposed to be mapped in Phases 4 and 5, eliminating the need for a Phase 6. Modified phasing construction was contemplated by Article 6 of the Avila Ranch Development Agreement, which states that the phasing plan and phased installation of project infrastructure may be amended by an agreement between the Developer and the City to take advantage of new technologies, to respond to changes in the underlying land use assumptions upon which the plan is based, or for such other reasons as the parties may agree. A DA Memorandum of Agreement has been prepared, as required by Article 6 of the DA, to reflect the modified phasing plan and approve this change to the sequencing for project buildout. Once signed by both the City and the Developer, the DA Memorandum of Agreement, in conjunction with this EIR Addendum, would allow for the alternative project phasing as currently proposed.

The purpose of this Addendum is to document the revised phasing buildout, to clarify the timing of on- and off-site improvements that are tied to each phase, and to discuss the potential effects associated with this change. The analysis herein concludes that this phasing change would not result in any new or more severe significant environmental effects not previously analyzed in the Final EIR, nor any new or modified mitigation measures. The evaluation below discusses the issue areas that are relevant to this Addendum and covered by the previously approved Final EIR.

12. Addendum Requirements:

Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when a lead agency has adopted an EIR for a project, a subsequent EIR does not need to be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

1. Substantial project changes are proposed that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR 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 that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR; or

    b. Significant effects previously examined will be substantially more severe than identified in the previous EIR; or

    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 proponent declines to adopt the mitigation measures or alternatives; or

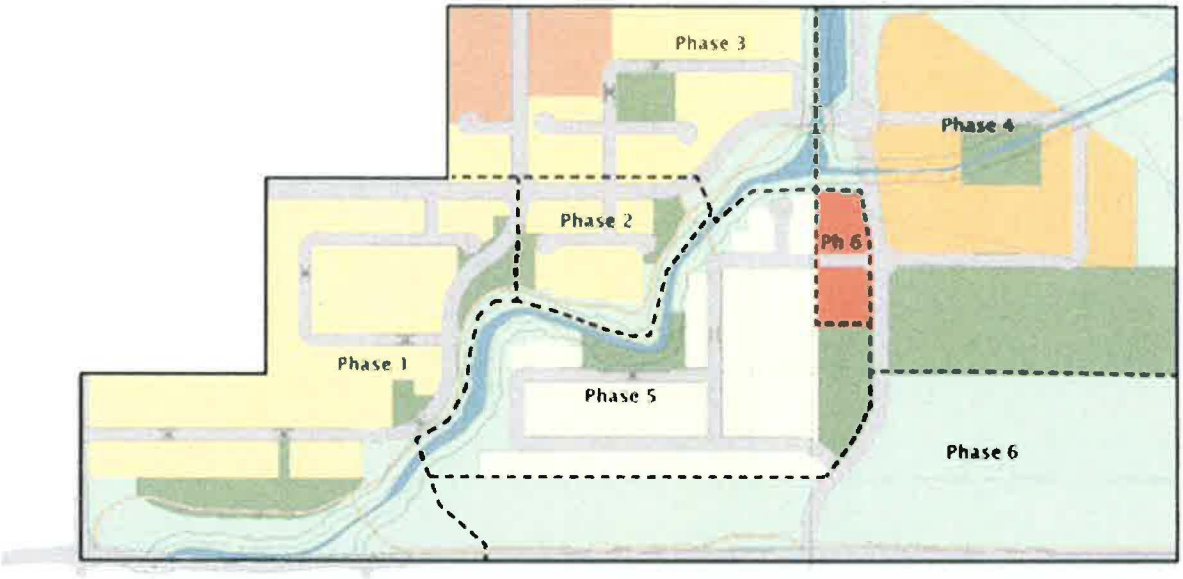
    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Preparation of an Addendum to an EIR is appropriate when none of the conditions specified in Section 15162 (above) are present and some minor technical changes to the previously certified EIR are necessary to address minor changes to an approved project. Because the new information would not result in any new or more severe significant impacts, an Addendum is the appropriate CEQA document.

NEW INFORMATION AND UPDATED PROJECT ELEMENTS

NEW INFORMATION NOT CONSIDERED IN THE FINAL EIR

The Avila Ranch Development Plan (ARDP) and the Phased Vesting Tentative Tract Map (Tract 3089), approved by the San Luis Obispo City Council on September 19, 2017, included a phasing plan which identified six (6) phases for development of the 150-acre plan area.



Avila Ranch Development Plan: Figure 9 Phasing Plan

As identified in the ARDP, the original project phasing was primarily determined by the required location of sewer and circulation facilities, existing road improvements, and site topography. Phase descriptions are as follows:

Phase 1: 179 R-2 units (detached single family homes)
Phase 2: 29 R-2 units (detached single family homes)
Phase 3: 89 R-2 units (detached single family homes) and 145 R-4 units (for-rent apartments)
Phase 4: 197 R-3 units (duplex units and townhomes)
Phase 5: 101 R-1 units (detached single family homes with ADUs)
Phase 6: 15,000 sq. ft. of neighborhood commercial

The sequencing of the phased buildout evaluated in the ARDP Final EIR is now proposed to be modified with Phase 5 being constructed ahead of Phase 4. Phase 5 includes construction of 101 R-1 zoned single family units, which will now be constructed ahead of the 197 R-3 multifamily townhome units in Phase 4. In addition, Phase 6 has been merged into Phases 4 and 5, therefore no maps will be recorded with a Phase 6 designation. The two (2) commercial parcels in Phase 6 have been incorporated into Phase 5. The Phase 6 agricultural/open space parcels (totaling approximately 30 acres) have been incorporated into both Phases 4 and 5. Modified phasing is allowed by the Avila Ranch Development Agreement, provided that both the Developer and the City agree in writing. The modified phasing buildout is the subject of this Addendum.

CHANGED BASELINE CONDITIONS AND UPDATED PROJECT ELEMENTS

This Addendum considers the potential effects of constructing Phase 5, including 101 R-1 zoned single family units, ahead of the 197 R-3 zoned multifamily townhomes in Phase 4. The total number of units and areas of development remain consistent with previous project approvals and 2017 Final EIR, including the First and Second Addendum. Other project elements, including roadways, backbone infrastructure, utilities, and other public improvements identified in the ARDP will be constructed as previously required. The modified phasing order would not alter any portion of the ARDP that was intended to be left in open space or agriculture under the original 2017 approval.

MINOR TECHNICAL CHANGES TO THE FINAL EIR

The project phasing revisions noted above would result in minor changes to the approved project and Final EIR and are therefore evaluated in this Addendum in the analysis that follows.

Environmental Issues for Consideration

The proposed change to the project phasing does not anticipate any new development or ground disturbance in any area within the ARDP that was not already evaluated in the Final EIR. Total project buildout remains the same, with only the order of phases proposed for modification. For that reason, impacts associated with issues related to ground disturbance and/or total buildout will not change from what was described in the FEIR, including agricultural resources, air quality and greenhouse gas emissions, biological resources, cultural resources, hazards, hydrology/water quality, and noise. These issues will not be analyzed further in this Addendum.

Other impacts that are linked to the phasing plan and/or timing of improvements are discussed in the paragraphs that follow. These include the issues of population and housing, public services, transportation and traffic, and utilities.

Analysis

For all issues, there were no new significant impacts, no increase in the severity of a previously identified significant impact, nor any new mitigation measures required. Modifications and clarifications to the timing of some transportation mitigation measures have been incorporated in order to respond to the modified phasing buildout. The following analysis of each issue discusses this in more detail and provides support for this conclusion.

Population and Housing. The FEIR did not identify any significant impacts related to this issue. Its conclusion that development will occur within the City's adopted growth rate (Impact PH-1) is still true for the proposed project phasing modification, because development would still be subject to the City's policies related to growth, and subject to market constraints, as it is part of a long-term phased buildout of the ARDP. As a project that provides housing, other impacts related to improving jobs-housing balance and the provision of affordable housing were found to be beneficial. Increased housing opportunities would reinforce these conclusions.

Public Services. The FEIR did not identify any significant impacts related to this issue. Increased demand for police and fire services (Impacts PS-1 and PS-2) were found to be significant but mitigable with the payment of required fees to offset potential impacts, and in the case of impacts to law enforcement, the creation of a Security Plan for the ARDP. The modified phasing would still be subject to the same mitigation requirements. No increase in severity of impacts or new mitigation measures would be required. An interim fire station will be constructed within the Avila Ranch project by the occupancy of the 361st residential unit (50% buildout), consistent with the original 2017 FEIR project description. Phasing does not impact the timing of the interim fire station construction.

Impacts related to schools and public parks (Impacts PS-3 and PS-4) were found to be less than significant. Neighborhood parks are included in each phase of the development and will be built in conjunction with housing in each phase. Impacts would remain less than significant.

Transportation and Traffic. The FEIR identified the following significant transportation impacts that could be affected by an increase in population or housing:

- TRANS-1. Short-term construction traffic.
- TRANS-2. Transportation deficiencies.
- TRANS-3. Turning movement conflicts and intersections and driveways.
- TRANS-4. Transportation volume threshold exceedances on certain roads.
- TRANS-5. Buckley/227 Operation.
- TRANS-6. South Street/Higuera impacts.
- TRANS-7. S. Higuera intersections impacts.
- TRANS-8. LOVR intersections.
- TRANS-10. Pedestrian level of service.
- TRANS-11. Bicycle facility demand.
- TRANS-12. Transit demand.
- TRANS-13. Near-term Buckley/227 Operation.
- TRANS-14. Near-term bike and pedestrian facility demand.
- TRANS-15. Cumulative impacts to intersections.

Some of these impacts were found to be significant and unavoidable, including those related to the operation of the intersection of Buckley Road/SR 227 (Impacts TRANS-5 and TRANS-13). All other impacts were all found to be significant but mitigable, either through the payment of appropriate fees toward future improvements, or by making some of those roadway improvements directly as requirements of project approval. These improvements are programmed into the approved Development Agreement for the project. The impact to operations on US 101 (Impact TRANS-9) was found to be less than significant.

A Phase 4/5 Transportation Analysis, dated May 9, 2025, prepared by Central Coast Transportation Consulting (CCTC) and reviewed by City staff, shows that the modified development phasing plan would not change any of the conclusions or required mitigation measures described in the FEIR at project buildout. That memorandum concludes that no new transportation impacts would occur, nor would any new or modified mitigation measures be

required. The CCTC Transportation Analysis evaluates vehicle trips for Phases 4 and 5 in order to determine timing of on- and off-site improvement mitigation measures related to each phase. The original project approvals included several transportation infrastructure improvements that were required to be constructed prior to or in conjunction with Phase 4 of the development. With approval of the Phase 5 Final Map and proposal to advance Phase 5 construction ahead of Phase 4, the following modifications and clarifications to required timing of transportation improvements are incorporated with this Addendum and with the DA Memorandum of Agreement:

1. *Timing of Mitigation Measure TRANS-4 and Condition of Approval #106: Horizon Lane Improvements (Suburban Road to Avila Ranch Project Boundary)*

    - Previous Approval: Per Mitigation Measure TRANS-4 and Condition of Approval #106, the Developer is required to construct/improve Horizon Road between Suburban Lane and the project boundary to City Engineering Standards for a commercial collector street, with designs completed prior to Phase 4 Final Map recordation, construction initiation prior to issuance of Phase 4 building permits, and construction completion prior to issuance of occupancy permits for the 100th residential unit of Phase 4 development.

    - Timing Clarification: No modifications proposed. Advancing Phase 5 ahead of Phase 4 does not trigger the need for the Horizon Lane improvements between Suburban Road and the project boundary prior to Phase 4. A Transportation Analysis Memorandum has been prepared by Central Coast Transportation Consulting, which confirms that no transportation impacts are anticipated by advancing Phase 5 prior to Phase 4 without the Horizon Lane improvements in place. Phase 5 is located on the south side of the development, adjacent to Buckley Road, and it is expected that Phase 5 traffic would predominantly use Buckley Road since this route provides a shorter path than a route northward through the rest of the development via slower speed roads. No increase in severity of impacts or new mitigation measures would be required. Impacts would remain less than significant with existing mitigation and modified phasing.

2. *Timing of Mitigation Measure TRANS-4 and Condition of Approval #102: Suburban Road Improvements (Earthwood to Horizon/Jespersen)*

    - Previous Approval: Per Mitigation Measure TRANS-4 and Condition of Approval #102, the Developer is required to improve Suburban Road between Earthwood Lane and Horizon/Jespersen Road to City Engineering Standards for a commercial collector street, with design and construction initiation prior to issuance of 1st building permits for Phase 4, and construction completion prior to issuance of occupancy permits for the 100th residential unit of Phase 4 development and prior to the connection of Horizon Lane with the project site.

    - Timing Clarification: No modifications proposed. Advancing Phase 5 ahead of Phase 4 does not trigger the need for the Suburban Road improvements east of Earthwood

prior to Phase 4, as development is not anticipated to add traffic to this segment of Suburban until Phase 4 development and extension of Horizon Lane between Suburban and Avila Ranch. A Transportation Analysis Memorandum has been prepared by Central Coast Transportation Consulting, which confirms that no transportation impacts are anticipated by advancing Phase 5 prior to Phase 4 without the Horizon Lane improvements in place. No increase in severity of impacts or new mitigation measures would be required. Impacts would remain less than significant with existing mitigation and modified phasing.

3. *Timing of Condition of Approval #107: Buckley Road Frontage Improvements*

   - Previous Approval: Per the 2017 FEIR project description and Condition of Approval #107, the Developer is required to construct frontage improvements along Buckley Road from the Tank Farm Creek Bridge to the eastern site boundary, including addition of on-street Class II bike lanes/shoulders on both sides of the street, and an off-street Class I shared-use path on the north side of Buckley Road. As required by Condition of Approval #107, improvements are required to be designed prior to issuance of building permits for Phase 4 and construction completed prior to issuance of occupancy permits for the 50th residential unit of Phase 4.

   - Timing Modification: Design of Buckley Road frontage improvements shall be required prior to issuance of any building permits for Phase 4 or Phase 5, whichever comes first. Construction shall be completed prior to issuance of occupancy permits for the 50th cumulative residential unit with Phase 4 or Phase 5. No changes are needed to the FEIR project description for implementation. This timing modification is reflected in the Avila Ranch Development Agreement Memorandum of Agreement and the Transportation Improvement Phasing Plan. No increase in severity of impacts or new mitigation measures would be required. Impacts would remain less than significant with modified phasing.

4. *Timing of Mitigation Measure TRANS-11 and Condition of Approval #109: Buckley Road Bicycle Bridges*

   - Previous Approval: Per project Mitigation Measure TRANS-11 and Condition of Approval #109, the Developer is required to construct two bicycle bridges over Tank Farm Creek located north and south of Buckley Road. Construction of both bridges was originally required prior to Phase 2. With previous Council approval of the Phase 2-3 Final Map (Resolution No. 11472), the required timing for construction of the bicycle bridge south of Buckley Road was modified to coincide with the Buckley Road frontage improvements with Phase 4 in order to minimize construction impacts on properties to the south where a construction easement and right-of-way acquisition is needed. The northern bicycle bridge remains a requirement with Phase 2. The First FEIR Addendum was prepared with the Phase 2-3 Final Map approval, which can be reviewed along with additional discussion on the modified timing of Mitigation Measure TRANS-11 in the January 23, 2024, City Council Agenda Report packet.

- Timing Modification: Construction of the bicycle bridge over Tank Farm Creek south of Buckley Road shall be required prior to issuance of occupancy permits for for the 50th occupancy permit for Phase 4 or Phase 5, whichever occurs first. As noted above, traffic from Phase 5 is expected to utilize Buckley Road to access the site, and therefore will increase traffic on Buckley. This timing modification to tie Buckley improvements to either Phase 4 or Phase 5, whichever comes first, is intended to ensure that the timing of construction of the south bicycle bridge remains consistent with previous City Council approvals, even if Phase 5 is advanced ahead of Phase 4. No increase in severity of impacts or new mitigation measures would be required. Impacts would remain less than significant with existing mitigation and modified phasing.

5. *Timing of Condition of Approval #110: Jespersen/Venture and Jespersen/Wright Brothers Roundabouts*

    - Previous Approval: The 2017 FEIR project description identifies single lane roundabouts at the Jespersen/Venture and Jespersen/Wright Brothers intersections to provide internal circulation connecting the east and west sides of the project across Tank Farm Creek and providing secondary project access to Buckley Road. Per Condition of Approval #110, design of Jespersen/Venture and Jespersen/Wright Brothers roundabouts is required to be substantially complete prior to recordation of the Phase 4 Final Map and construction shall be complete prior to issuance of building permits for Phase 4.

    - Timing Modification: Design of the roundabouts shall be substantially complete prior to recordation of Phase 4 or Phase 5 Final Map, whichever comes first, and construction shall be completed prior to issuance of any building permits for Phase 4 or Phase 5 residential units. This timing modification is reflected in the Development Agreement Memorandum of Agreement and the Transportation Improvement Phasing Plan. No increase in severity of impacts or new mitigation measures would be required. Impacts would remain less than significant with modified phasing.

Therefore, with this Addendum, Mitigation Measure TRANS-11 (Buckley Road South Bicycle Bridge) is modified from Phase 4 to Phase 4 or 5 (whichever comes sooner), and the Horizon Lane and Suburban Road Improvements remain required with Phase 4 per Mitigation Measure TRANS-4 and are not triggered/warranted if Phase 5 is advanced ahead of Phase 4. A Memorandum of Agreement has been prepared to reflect these timing clarifications. As required by Mitigation Measure TRANS-2, a Transportation Improvement Phasing Plan has been prepared to graphically reflect the timing of major on- and off-site transportation improvements by phase as currently proposed for construction. No increase in severity of impacts or new mitigation measures would be required. Impacts would remain less than significant with existing mitigation and modified phasing.

Utilities. The FEIR did not identify any significant impacts related to this issue. Impacts related wastewater collection (Impact UT-1) were found to be less than significant. Increased demand for utility infrastructure (Impact UT-2) was found to be significant but mitigable with a variety of mitigation measures to offset potential impacts, including city review and approval of

infrastructure plans. The modified phasing plan would still be subject to the same mitigation requirements as each phase develops. Fair share mitigation and development impact fees are paid by the project Developer as each phase is constructed. All backbone utility infrastructure, including main sewer lines, water lines, and the sewer lift station, have already been installed. Reimbursement agreements are in place for oversized infrastructure. No increase in severity of impacts or new mitigation measures would be required.

DETERMINATION

In accordance with Section 15164 of the State CEQA Guidelines, the City of San Luis Obispo has determined that this Addendum to the certified Final EIR is necessary to document changes or additions that have occurred since the Final EIR was originally certified. The changes proposed would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Additionally, no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous Final EIR was adopted has been identified.

The preparation of a subsequent environmental document is not necessary because:

1. None of the circumstances included in Section 15162 of the CEQA Guidelines have occurred which require a subsequent environmental document:

    a. The project changes do not result in new or substantially more severe environmental impacts.
    b. The circumstances under which the project is undertaken will not require major changes to the IS/MND.
    c. The modified project does not require any substantive changes to previously approved mitigation measures.

2. The changes are consistent with City General Plan goals and polices that promote provision of additional housing within the City.

The City has reviewed and considered the information contained in this Addendum and finds that the preparation of subsequent CEQA analysis that would require public circulation is not necessary. This Addendum does not require circulation because it does not provide significant new information that changes the adopted Final EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. The City shall consider this Addendum with the certified Final EIR as part of the basis for potential approval of on- and off-site subdivision improvements for the Avila Ranch Project.

Attachment 1: Avila Ranch Phase 4/5 Transportation Analysis, July 16, 2025
Attachment 2: Avila Ranch Transportation Improvement Phasing Plan & Off-Site Construction Requirements Phases 3 to 6, May 8, 2025

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

MEMORANDUM

Date: July 16, 2025

To: Dan Garson, WCP Developers

From: Joe Fernandez and Michelle Matson, CCTC

Subject: Avila Ranch Phase 4/5/6 Analysis

Avila Ranch seeks to advance Phases 5 and 6 of the development prior to Phase 4. The project's Transportation Impact Study (TIS, CCTC, 2016) recommended roadway connections so volumes would remain within the Circulation Element's daily volume thresholds. This memorandum evaluates the proposed phasing change as it relates to these thresholds and other identified project impacts.

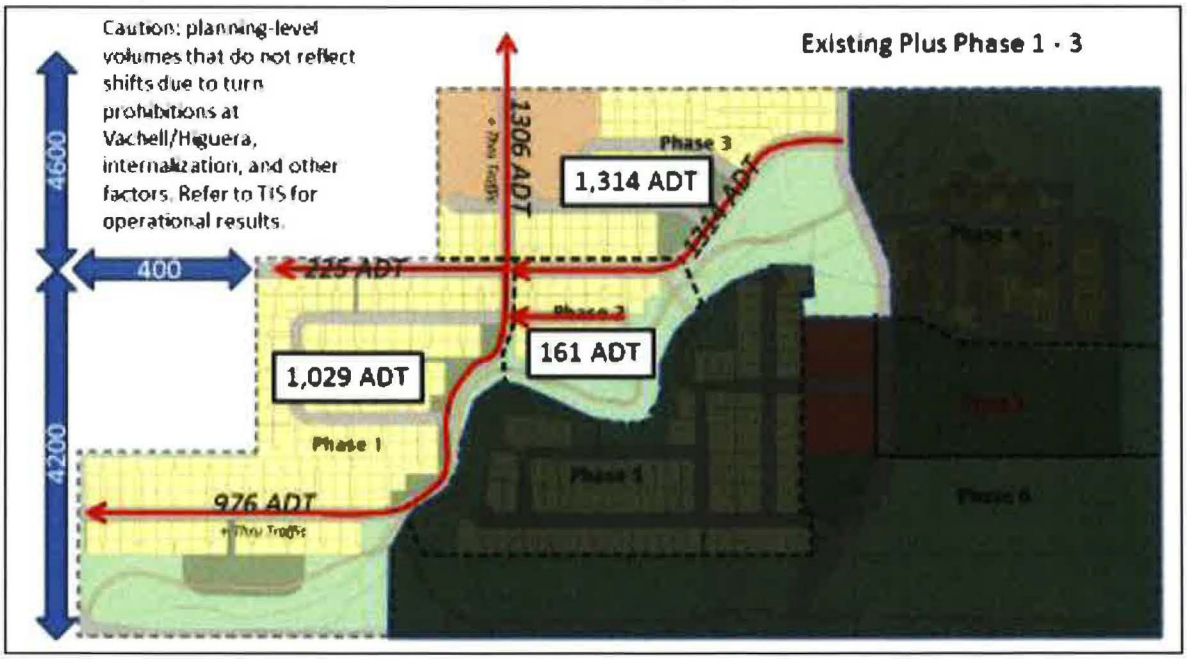
BACKGROUND

Venture Drive and Earthwood Lane near the project are evaluated in the TIS as residential collectors, with a daily volume threshold of 3,000 daily vehicles in the Circulation Element. The TIS (page 39) notes that Venture Drive and Earthwood Lane could exceed these daily volume thresholds upon occupancy of Phase 4. The TIS recommends that the project complete the Horizon Lane/Jesperson Road connection to the north prior to Phase 4 to spread traffic so that volumes remain below the thresholds.

The project proposes to construct Horizon Lane/Jesperson Road from Venture Drive to Buckley Road for Phases 5 and 6 access. The Horizon Lane/Jesperson Road connection to Suburban Road and improvements to Suburban Road east of Earthwood Lane are proposed following Phases 5 and 6, prior to Phase 4 conditions for design (tied to building permits) and construction (tied to occupancy of the 100th unit).

ANALYSIS

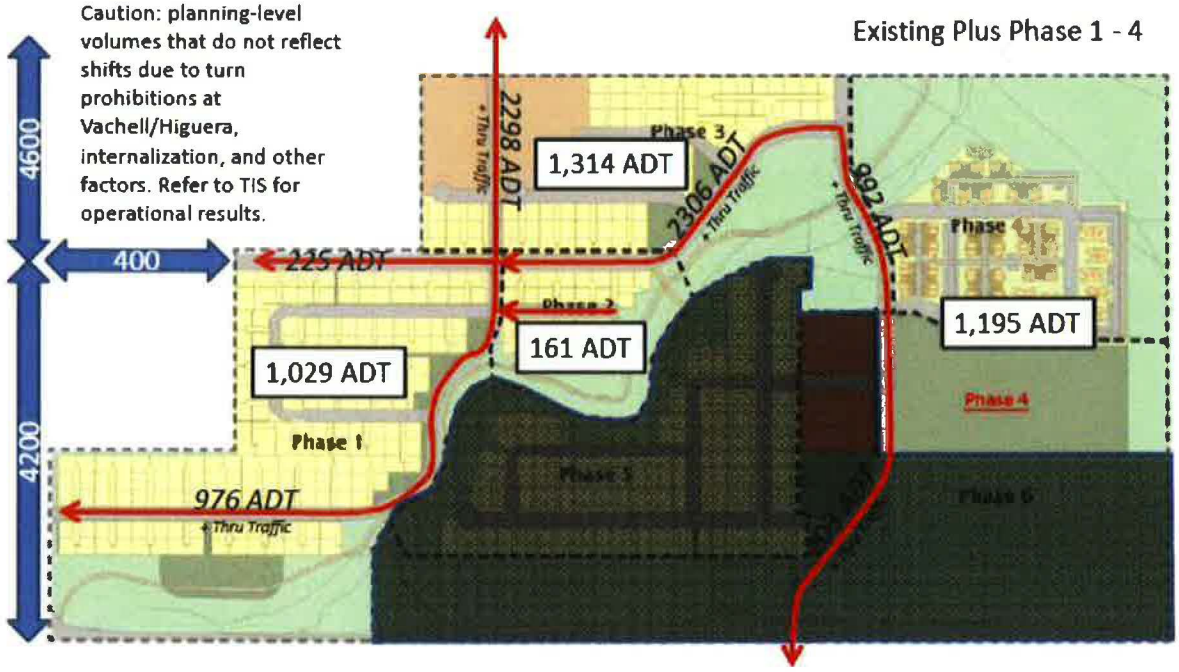
Combined, Phases 1, 2, and 3 would generate approximately 2,500 daily trips which would be distributed to the local roadways as shown in the image below from the TIS (page 44).



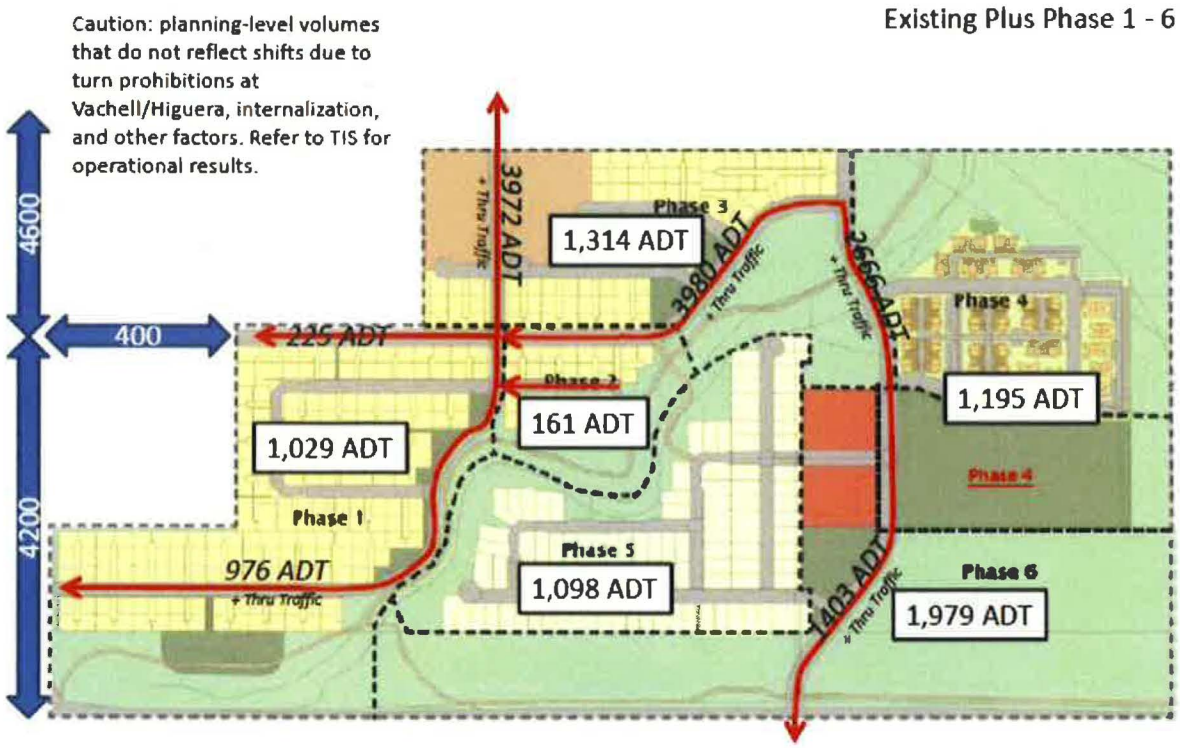
(805) 316-0101
895 Napa Avenue, Suite A-6, Morro Bay, CA 93442

With Phases 1, 2, and 3, Earthwood Lane is forecast to carry 1,306 daily vehicles from the project, while Venture Drive is forecast to carry a maximum of 1,314 daily vehicles from the project. Through traffic would increase these volumes, but these flows are expected to be negligible now that the Buckley Road extension is complete. Accordingly, more than 1,500 additional daily trips would be needed to trigger the Circulation Element thresholds on these roadways.

Phase 4 would generate 1,195 daily vehicle trips, with 992 daily trips assigned to Venture Drive as shown on the image below (Appendix G of the TIS).



Phase 5 would generate 1,098 daily vehicle trips and Phase 6 would generate 1,979 daily vehicle trips. The image below (Appendix G of the TIS) shows the daily traffic volumes with Phases 1-6. The highest volume is on Venture Drive west of Horizon Road/Jesperson Road, where 3,980 daily vehicles are forecast with Phases 1-6. Without Phase 4 this would be reduced by 992 vehicles for a total 2,988 daily vehicles, below the Circulation Element threshold.



Phase 4 is located near the north end of the Avila Ranch development, so the shortest path for those trips to and from destinations to the north would be via Earthwood Lane and Venture Drive. Phases 5 and 6 are located on the south side of the development, adjacent to Buckley Road. Phases 5 and 6 traffic would predominantly use Buckley Road since this route provides a shorter path than a route through the rest of the development via slower speed roads.

Similarly, Phases 5 and 6 traffic would not use the segment of Suburban Road east of Earthwood Lane, so the improvements this segment of Suburban Road are not required as a part of Phases 5 and 6.

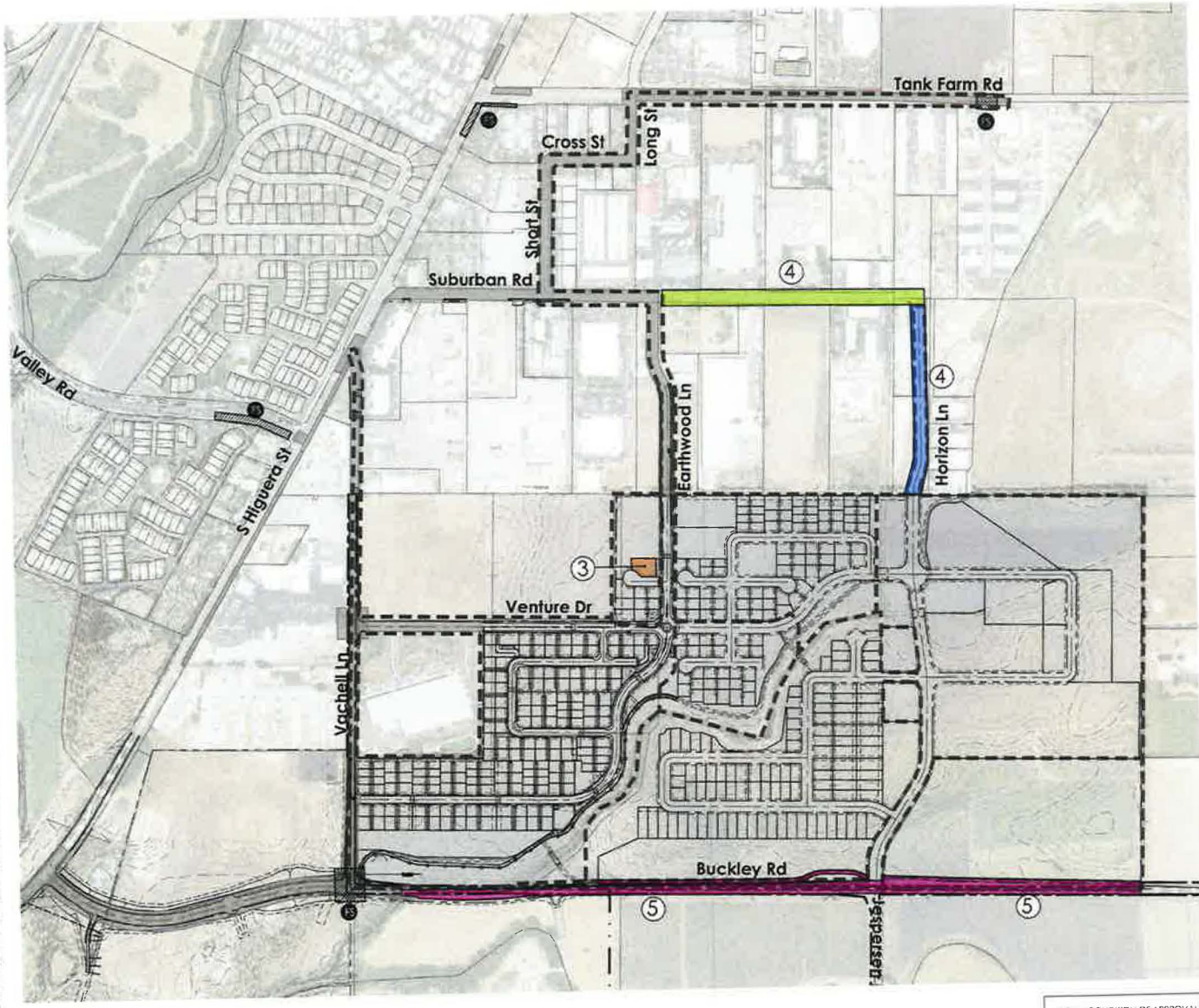
The addition of Phases 5 and 6 traffic to Phases 1, 2, and 3, would not exceed the Circulation Element thresholds.

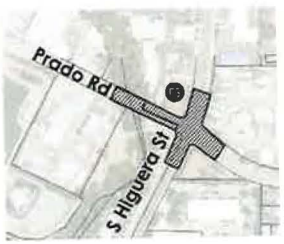
CONCLUSIONS

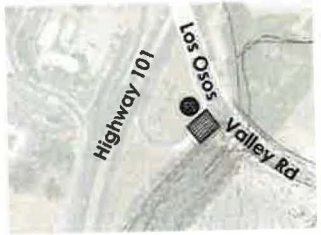
Advancing Phases 5 and 6 so that they are built prior to Phase 4 would not trigger the extension of Horizon Lane/Jesperson Road to Suburban Road since Phase 5 and 6 traffic will primarily use Buckley Road instead of Earthwood Lane and Venture Drive and volumes would remain below Circulation Element thresholds. Similarly, Phases 5 and 6 would not trigger improvements to Suburban Road east of Earthwood Lane.

This change to the project phasing would not trigger any new improvements since the Buckley Road extension and Vachel Lane turn restrictions are in place, and the supporting bicycle and pedestrian infrastructure is complete or underway.

Please let us know if you have any questions.







DEVELOPER CONSTRUCTION ITEMS

PHASE 1 AND 2 CONSTRUCTION (REFER TO CT-1)

(3) PHASE 3 CONSTRUCTION

INTERIM FIRE STATION

DA Section 7.10

(Constructed by build out of 361st dwelling unit of the project)

(4) PHASE 4 CONSTRUCTION

SUBURBAN ROAD IMPROVEMENTS

COA 102

(Construction shall be initiated prior to issuance of PH4 building permits, construction shall be completed prior to issuance of the 100th occupancy permit of PH4)

COA 62

(No timing listed)

MM Trans-4

(Construction shall be completed prior to issuance of the 100th occupancy permit of PH4)

HORIZON LANE IMPROVEMENTS

COA 106

(Construction of Horizon from Suburban Road to the project site shall be completed prior to issuance of the 100th occupancy permit of PH4)

COA 62

(No timing listed)

MM Trans-4

(Construction of Horizon from Suburban Road to the project site shall be completed prior to issuance of the 100th occupancy permit of PH4)

PHASE 5 CONSTRUCTION

(5) **BUCKLEY ROAD IMPROVEMENTS & BIKE PATH**

COA 48 & 49

(Constructed per Phasing Plan)

COA 62

(No timing listed)

COA 107

(Design and Construction shall be initiated prior to the issuance of PH5 building permits; improvements shall be completed prior to the 50th occupancy permit of PH5 (modified because PH5 is proceeding in advance of PH4))

FAIR SHARE FEES

FS Note: See conditions for timing stipulations

FAIR SHARE FEES (MAPPED)

COA 113 (No timing listed)

COA 116b&d&e&f&g (Prior to issuance of building permits each phase)

FAIR SHARE FEES (NOT MAPPED)

COA 115, 116a&c (Prior to issuance of building permits each phase)

COA 126 - Construction shall begin within 60 days of Caltrans issuing an encroachment permit for the work (modified)

COA = CONDITION OF APPROVAL
MM= MITIGATION MEASURE
DA= DEVELOPMENT AGREEMENT

NOTE:
THIS MAP IS INTENDED TO DEPICT OFF-SITE CIRCULATION AND INFRASTRUCTURE CONSTRUCTION TIMING IMPROVEMENTS ONLY.

rrm design group

0 250 500 750 feet
1"=250'

OFF-SITE CONSTRUCTION REQUIREMENTS - PHASES 3 TO 6

ORIGINAL DOCUMENT DATED FEBRUARY 1, 2019, REVISED MAY 08, 2025

AVILA RANCH

CT-2