

4.10 TRANSPORTATION AND CIRCULATION

This section analyzes the potential traffic and circulation impacts associated with the proposed Agricultural Cluster Subdivision Program. The purpose of the analysis is to evaluate potential traffic impacts, using published roadway traffic volumes based on recent traffic studies, and comparing these to anticipated traffic generated by future development accommodated under the proposed ordinances.

4.10.1 Setting

a. Level of Service (LOS) Methodology. The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined, from LOS A with the best operating conditions to LOS F with the worst operating conditions (Table 4.10-1). Agricultural cluster subdivisions would primarily affect rural roadways operations, but could also increase vehicle trips on arterial roadways in urban areas of the county. The County of San Luis Obispo has adopted LOS C or better as the minimum standard for rural roadway operations and LOS D or better on roadways in urban areas. Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities, including the eight highways discussed in Section 4.10.1(b).

Table 4.10-1: Level of Service Definitions for Roadways

LOS	Definition
A	Free flow: Unlimited freedom to maneuver and select desired speed.
B	Stable flow: Slight decline in freedom to maneuver.
C	Stable flow: Speed and maneuverability somewhat restricted.
D	Stable flow: Speed and maneuverability restricted. Small increases in volume cause operational problems.
E	Unstable flow: Speeds are low; freedom to maneuver is extremely difficult. Driver frustration is high during peak traffic periods.
F	Forced flow: Stoppages for long periods. Driver frustration is high at peak traffic periods.

Source: Highway Capacity Model, 2000



Table 4.10-2: Level of Service Definitions for Intersections

LOS	Delay (Seconds per Vehicle)	Definition
A	< 10.0	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	10.1 – 20.0	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	21.1 – 35.0	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	35.1 – 55.0	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	55.1 – 80.0	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 80.0	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

b. Major Highways. The following text provides a brief discussion of the major system components.

U.S. Highway 101 is a regional roadway that traverses through San Luis Obispo County, continuing north towards San Francisco and south to Los Angeles. In the County, it provides a direct link to six of the seven incorporated cities and multiple unincorporated communities. U.S. 101 crosses the Santa Lucia mountain range at the Cuesta Grade, which has a gradient in excess of seven percent. Prior to completion of the Cuesta Grade widening project in October 2003, this section of the highway was considered the second worst bottleneck on Highway 101 between Los Angeles and San Jose (behind the Prunedale segment north of Salinas).

State Route (SR) 1 is a major north-south highway that traverses San Luis Obispo County predominately along the coast. In the southern portion of the County, SR 1 is a two lane highway that extends 17 miles between the Santa Barbara County line and U.S. 101 in the City of Pismo Beach. From this point, SR 1 runs contiguous with U.S. 101 to San Luis Obispo. North of San Luis Obispo, SR 1 is a two to four lane rural roadway running for approximately 58 miles between San Luis Obispo and the Monterey County line. Portions of the route were recently designated as a State Scenic Highway.

SR 1 primarily serves interregional traffic, much of it tourist in nature. However, commuter traffic is predominant between the cities of San Luis Obispo to Morro Bay.

State Route (SR) 41 East and *SR 41 West* provides east-west access within and through San Luis Obispo County and the City of Atascadero. East of U.S 101, SR 41 East provides a connection between the City of Atascadero and the Kern County line. West of U.S. 101, SR 41 West provides access to the Coast and SR 1 in Morro Bay. In this area, SR 41 West primarily



serves local commuter traffic, although it also serves a substantial amount of recreational traffic during the summer months.

State Route (SR) 46 East and SR 46 West are important regional and inter-regional travel corridors that provides east-west access within and through San Luis Obispo County and the City of Paso Robles. East of U.S. 101, SR 46 East is an important regional connection to Interstate 5 and farther east to Bakersfield and Fresno (via SR 41). West of US 101, SR 46 West provides access to the coast and SR 1 south of Cambria.

State Route (SR) 58 is an east-west, two lane highway that connects U.S. 101 to I-5 and SR 99 in Kern County. The following roadways are designated as SR 58: El Camino Real (from U.S. 101 to Estrada Avenue), Estrada Avenue (from El Camino Real to West Pozo Road), West Pozo Road (from Estrada Avenue to Calf Canyon Highway), and Calf Canyon Highway (East of West Pozo Road).

State Route (SR) 166 is an east-west, rural two lane highway extending from Highway 101 two miles south of Nipomo to the Kern County line.

State Route (SR) 227 is a north-south, two to four lane highway extending eleven miles between U.S. 101 in Arroyo Grande to the City of San Luis Obispo. The primary purpose of the route is to serve local and commuter traffic between San Luis Obispo and the Five Cities area. Price Canyon Road, Oak Park Road and Corbett Canyon Road contribute traffic to SR 227.

State Route (SR) 229 is a north-south, rural two-lane highway extending nine miles from SR 58 near Santa Margarita to SR 41 near Creston. Traffic is almost entirely local in nature. The alignment passes through mountainous terrain and contains many switchbacks. The existing facility has six to eight foot lanes with no shoulders.

c. Major County Roadways. The County maintains an extensive roadway system that ranges from heavily used principal arterials near urban centers to rural roads with lighter traffic volumes. As the County's population increases, so does the daily commuter traffic, business traffic, and traffic associated with the movement of goods and services. For the purposes of the countywide evaluation, discussion has been limited to road segments that are either currently on or anticipated to be included in the Resource Management System (RMS) severity criteria.

For roadways under County jurisdiction, the County RMS level of severity criteria is based on projected Levels of Service (LOS), as described in Section 4.10.1(a) above. Levels of severity for County maintained roads are defined as follows:

- **Level of Severity I:** *When traffic projections indicate that roadway LOS D will occur within five years.*
- **Level of Severity II:** *When traffic projections indicate that roadway LOS D will occur within two years.*
- **Level of Severity III:** *When calculation of existing traffic flows indicates a roadway LOS D.*

Table 4.10-3, below, outlines County roadways which meet the criteria for RMS levels of severity I, II, or III.



Table 4.10-3: Recommended Levels of Severity for County Roadways

Level of Severity	Roadway
I	Las Tablas Road, west of Duncan Road
II	Los Osos Valley Road, west of Foothill Blvd
III	Halcyon Road, south of Arroyo Grande Creek South Bay Blvd, south of State Park Road Tank Farm Road, SR 227 to Higuera Street

Source: *San Luis Obispo County Resource Management System, 2009/2010 Annual Resources Summary Report*

d. Road Network by Planning Area. Following is a general description of the road networks in those planning areas where agricultural cluster subdivisions could potentially occur based on the proposed locational criteria. Under the proposed amendments, cluster subdivisions would not occur in the Nacimiento, Las Pilitas, Los Padres, Shandon-Carrizo, San Luis Bay Coastal, or South County Coastal planning areas.

Adelaida Planning Area. The Adelaida area circulation system is a network of rural roads and highways. In the planning area, SR 46 West connects U.S. 101 and the communities in the Salinas River Valley to the communities of the north coast on SR 1. Travel on SR 46 is characterized by high seasonal peaks due to tourist related traffic. Identified problems occur due to recreational traffic passing through the area to Lake Nacimiento. Nacimiento Lake Drive (County Highway G14) frequently becomes dangerously congested during peak-use summer holiday weekends.

El Pomar/Estrella Planning Area. SR 46 and SR 41 (east of Shandon) are the major transportation links between San Luis Obispo County and the San Joaquin Valley in the El Pomar/Estrella Planning Area. Seasonal tourist traffic in the summer contributes significantly to the volume on the two-lane corridor. Traffic volumes exceed the desired level of service for rural highways, and major improvements, called the Highway 46 Corridor Improvement Project, are in process to widen SR 46 to four lanes from the intersection of SR 41 and SR 46 near Cholame to Paso Robles.

Estero Planning Area. SR 1 is the main north-south route in the planning area. SR 41 intersects SR 1 in central Morro Bay. The community of Cayucos is located in the northern portion of the planning area. The streets within the Cayucos area serve mostly residential land uses. Roadway capacities on all major streets in Cayucos currently operate at acceptable levels of service (San Luis Obispo County, 2008).

South Bay Boulevard and Los Osos Valley Road provide regional access to the Los Osos community. The streets within the system are rural in nature with narrow pavement widths, unpaved shoulders, and on-street parking. South Bay Boulevard is a north-south road that extends north from Los Osos Valley Road towards the City of Morro Bay. Los Osos Valley Road connects the community of Los Osos to the City of San Luis Obispo and U.S. 101. South Bay Boulevard and Los Osos Valley Road (between Los Osos and San Luis Obispo) are currently at RMS level of severity criteria III.



Huasna-Lopez Planning Area. SR 166 is the major route between the southern San Joaquin Valley, southern San Luis Obispo County and northern Santa Barbara County. The highway provides access to large ranches and local rural roads in the southern portions of the planning area. Lopez Drive provides major access to the Lopez Lake Recreation Area and Huasna Road provides access to the Huasna Valley area. Both routes connect these areas to the Arroyo Grande Valley.

North Coast Planning Area. SR 1 runs north-south through the length of planning area and serves the primary transportation corridor to the communities of Cambria and San Simeon. Although the community of Cambria is expected to have relatively slow growth into the future, recreational and tourist traffic volumes on SR 1 are anticipated to steadily increase, which may lead to additional level of service problems at many intersections in the community.

Salinas River Planning Area. U.S. 101 bisects this planning area in a north-south direction between Cuesta Grade and the Monterey County line, with SR 41 and SR 46 crossing Highway 101 in an east-west direction. The communities of Garden Farms and Santa Margarita are approximately three and five miles south of the City of Atascadero, respectively.

The community of Templeton's primary north-south arterial (aside from U.S. 101) is Main Street, which intersects with Ramada and Theater Drives to the north to provide off-highway access to Paso Robles. Traffic impacts due to the expansion of the local wine industry, continued residential development in the area west of U.S. 101 and commercial development north of town along Ramada and Theater Drives will increasingly impact local streets and the freeway interchanges serving the community. While Vineyard Drive was identified with a level of severity III, recent improvements to the Highway 101 overpass will likely improve capacity.

San Luis Bay Planning Area (Inland). U.S. 101, SR 1 and SR 227 are major road segments providing access to and through the planning area. As residential growth and development occurs in the urban areas, these roads are expected to be impacted with additional traffic. Much of the development proposed in the cities of Pismo Beach and Arroyo Grande will have direct and substantial impacts on U.S. 101 and SR 227, since these highways are the main link to the employment centers. Halcyon Road, a principal arterial outside of the City of Arroyo Grande, is currently at RMS level of severity III. See Canyon Road is a narrow country road that climbs the Irish Hills to the north. It connects with Perfumo Canyon Road into San Luis Obispo.

San Luis Obispo Planning Area. U.S. 101, SR 1 and SR 227 handle the bulk of trucking and passenger vehicle traffic throughout the planning area, although Los Osos Valley Road carries substantial traffic loads in the morning and evening commuter peak periods. The state highways carry local traffic but are also impacted heavily by traffic originating outside the planning area and the County. Future development in the planning area and increased through-traffic from tourists and commerce will add to traffic impacts. Tank Farm and Price Canyon Road are currently at an RMS level of severity III.

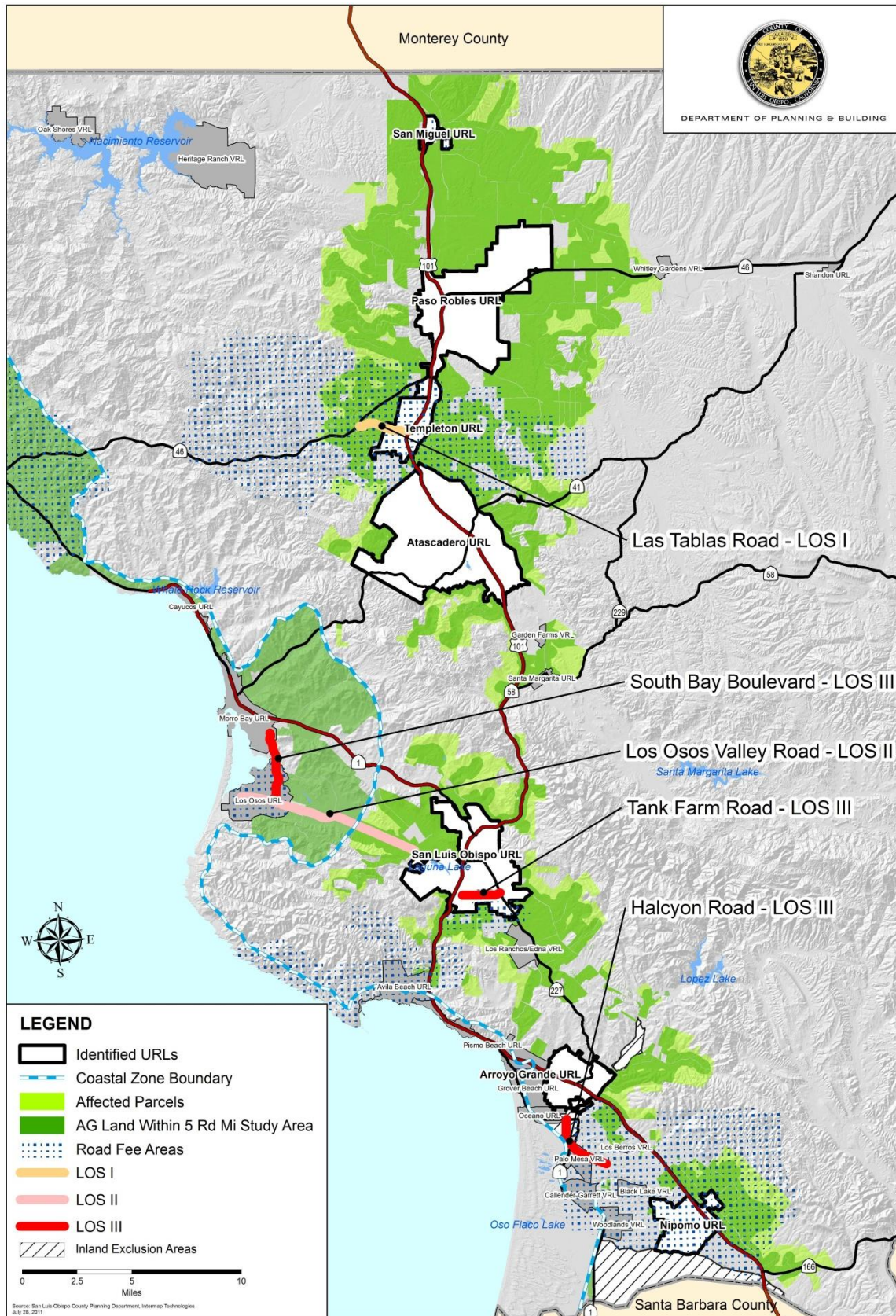
South County Planning Area. The regional circulation system serving the South County planning area is primarily composed of U.S. 101, SR 1 and SR 166.



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Figure 4.10-1: Recommended LOS for County Roadways



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e. County Airports. There are currently two commercial airports and one private airport in the County. The San Luis Obispo County airport is located on roughly 320 acres of land approximately 3.5 miles southeast of the center of the City of San Luis Obispo, adjacent to SR 227. This airport currently provides the only regularly scheduled airline service in the County. Paso Robles Municipal Airport is located on 1,300 acres of land approximately 4.5 miles northeast of the center of the City of Paso Robles, and 3 miles east of U.S. 101 on the north side of SR 46. The Paso Robles Municipal Airport can presently accommodate larger aircraft than the San Luis Obispo Airport. A small airport provides private facilities in the community of Oceano. No public services are offered at this facility.

f. County Rail Services. San Luis Obispo is the busiest rail station in the County with the greatest number of options for intercity rail travel. Amtrak's premier national train, the Coast Starlight, serves San Luis Obispo. The Coast Starlight provides transportation from Los Angeles to Seattle, and is the busiest long distance train in the nation. The Coast Starlight provides a total of four stops per day within the County: two in the City of San Luis Obispo and two in the City of Paso Robles. The Pacific Surfliner provides one southbound and one northbound train from San Luis Obispo. This service provides a convenient morning departure from San Luis Obispo to Santa Barbara, Los Angeles and San Diego, with an evening return.

g. Pedestrian and Bicycle Facilities. Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals at signalized intersections. Pedestrian activity is visible in the urban portions of the County, where development densities are high. The County's existing bikeways are a system of Class I bike paths, Class II bike lanes on major streets and sporadic signage of Class III bike routes. Bicycle activity within the County is oriented primarily to and from major activity centers that include schools, parks, recreation facilities, employment centers and shopping centers. Bike classes are based on the following definitions:

- **Class I** – Separated bike paths that are used most frequently in high traffic volume and high-speed areas, and other locations as required based on technical considerations.
- **Class II** – Bike lanes to include a striped division between traffic and stenciled bicycle symbol on pavement throughout the system.
- **Class III** – Bike route signified by signs in areas where Class I and II are not deemed feasible.

h. Transit Service. Currently there are eleven public transit services operating in San Luis Obispo County. These include six fixed route services: Regional Transit Authority (RTA), South County Area Transit (SCAT), San Luis Obispo Transit (SLO Transit), Paso Robles Community Area Transit (PRCATS), Cambria's fixed route system (The Otter), and routes provided by the City of Atascadero. In addition, there are five demand-responsive services including Atascadero Dial-A-Ride (DAR), Paso Robles DAR, Morro Bay DAR, South Bay DAR and Runabout.

All major communities within San Luis Obispo County have some form of transit services. Deficiencies occur in communities identified as not currently being served by fixed route transit or local dial-a-rides have low populations or population densities, are geographically isolated, and/or have few demographic groups likely to use public transit. These communities are served by limited Ride-On services. Another measure of deficiency is whether minimum lifeline transit services exists (i.e. At least one round-trip fixed route transit service per day). Those communities



that currently do not have this minimum lifeline services are the more isolated and small communities such as Creston and Shandon. Limited fixed route services have begun in Avila Beach.

i. Road Fee Areas. Currently there are six road impact fee areas. These include North Coast Fee Area, Templeton Fee Area, South Bay (Los Osos) Fee Area, San Luis Obispo Fringe Fee Area, Avila Fee Area, and South County Fee Area. The California Government Code (Sections 66001-66025) grants authority to local agencies to establish, increase, or impose fees as a condition of approval for a development project within their jurisdictional boundaries. Road Improvement Fees in these areas were established to fund the portion of road improvements attributable to new development within the study area, consistent with the General Plan. The County's road fee areas are shown in Figure 4.10-1.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds. The focus of this analysis is to determine the potential for the proposed Agricultural Cluster Subdivision Program to affect existing and future County roadway levels of service and assess short-term traffic safety impacts on public roadways and related traffic facilities (e.g., intersection signals). Methodology consisted of review of existing County roadway levels of service and potential impacts associated with increased traffic to County roadways, transit facilities, and pedestrian circulation/bikeways that would result from future development occurring under the proposed amendments.

In accordance with Appendix G of the State CEQA Guidelines, impacts would be significant if development in accordance with the proposed Agricultural Cluster Subdivision Program would result in any of the following:

- *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Refer to Impact T-4, below.*
- *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Refer to Impact T-1, below.*
- *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Refer to Section 4.13: Effects Found Not to be Significant.*
- *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Refer to Impact T-2, below.*
- *Result in inadequate emergency access. Refer to Impact T-3, below.*
- *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Refer to Impact T-4, below.*



San Luis Obispo County. For County roadway segments, degradation in the level of service from an acceptable level (LOS C or better for rural areas and LOS D or better for urban areas) to an unacceptable level (LOS D in rural areas / LOS E or F in urban areas) is a significant impact. For segments already operating at LOS D, E, or F without the project, the addition of any project traffic to that location is a significant impact.

Caltrans. For Caltrans' facilities (intersections, roadway segment, freeway segments, and freeway ramp junctions), a degradation in the level of service from an acceptable level (LOS C/D threshold or better) to an unacceptable level (LOS D, E, or F) is a significant impact.

Pedestrian and Bicycle Impacts. An impact to pedestrians and bicyclists would be considered significant if implementation of the proposed project would conflict with existing or planned bicycle facilities or would generate pedestrian and bicycle demand without providing adequate and appropriate facilities for safe non-motorized mobility.

Transit Impacts. Impacts to transit would be considered significant if future development in accordance with the proposed Agricultural Cluster Subdivision Program would conflict with existing or planned transit facilities or would generate potential transit trips and would not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

b. Project Impacts and Mitigation Measures.

Impact T-1 Development resulting from the proposed Agricultural Cluster Subdivision Program may impact County roadways and intersections. Compared to the existing ordinance, the program would reduce demand on County roadways and intersections. Impacts compared to the existing ordinance would therefore be Class III, *less than significant*. Compared to existing conditions, the program would increase demand on County roadways and intersections. However, these impacts would be addressed during the review of individual projects. Impacts compared to existing conditions would therefore be Class II, *significant but mitigable*.

Compared to Development Potential under the Existing Ordinance

When compared to development potential under the existing ordinance, the proposed amendments would reduce the number of single family residences that could be constructed as the result of agricultural cluster subdivisions from 4,582 to 418, a 91 percent reduction. The program would also introduce the Agricultural Cluster Subdivision Program into the Coastal Zone; however, the coastal version of the program would only authorize the reconfiguration of existing underlying lots into residential cluster lots, essentially replacing current lot line adjustment procedures with more restrictive agricultural clustering standards.

As shown in Table 4.10-4, the revised program would reduce average daily trips (ADT) by 90.9 percent when compared to development potential under the existing program. The program would therefore result in fewer impacts on County roadways and intersections. Impacts would be Class III, *less than significant*.



Table 4.10-4: Estimated Reduction in Average Daily Trips (ADT)

Existing (ADT)			Proposed (ADT)			Reduction (ADT)		
Total	AM Peak	PM Peak	Total	AM Peak	PM Peak	Total	AM Peak	PM Peak
45,820	3,666	4,582	4,180	334	418	41,640 (90.9%)	3,331 (90.9%)	4,164 (90.9%)

Source: Estimates by County Department of Planning and Building based on ITE trip generation rates

Compared to Existing Conditions

Compared to existing conditions, the proposed Agricultural Cluster Subdivision Program would allow for the development of up to 418 new single family residences in agricultural areas within five miles of the URLs of Arroyo Grande, Atascadero, San Luis Obispo, San Miguel, Nipomo, Templeton, and Paso Robles. The program would also allow for the reconfiguration of legally established underlying lots in eligible areas of the Coastal Zone (rural North Coast and Estero planning areas, excluding Hearst Ranch) to accommodate residential development. To date, 320 legal underlying lots have been identified in these areas. However, since many of these lots could already be developed in their current configuration with fewer restrictions than would be required under the proposed amendments, only a small percentage of the eligible lots would be likely to participate in the program. Nonetheless, any future reconfiguration would result in the construction of new single family residences in the Coastal Zone.

Assuming that each residence would result in an average of 10 additional vehicle trips per day, the proposed amendments would result in 4,180 ADT on County roadways and intersections, including 334 a.m. and 418 p.m. peak hour trips. Vehicle trips resulting from the Agricultural Cluster Subdivision Program could lead to potential impacts if they require the use of impacted roadways or intersections, particularly in areas with existing traffic congestion concerns, such as areas where additional traffic would cause levels of service (LOS) to degrade below an acceptable level (LOS C in rural areas/LOS D in urban areas). Most likely segments or intersections for problems are located near Los Osos, Templeton, Nipomo, and San Luis Obispo. Development projects within these areas would be subject to the payment of circulation fees to offset their incremental contribution to potentially significant impacts on these roadways.

The proposed program could lead to additional residential development on agricultural land located along Los Osos Valley Road west of Foothill Boulevard (refer to Figure 4.10-1). According to the County's 2010 RMS Annual Summary Report, this road segment is anticipated to reach its LOS D peak hour volume of 1,475 trips by 2011. However, based on recent traffic counts, the peak hour volume on this road segment is currently below the LOS D threshold. In addition, over recent years, there has been a downward trend in traffic volumes on Los Osos Valley Road. Between 2006 and 2010, peak hour traffic volumes on this segment decreased from 1,717 to 1,437 trips. Therefore, when assuming the continuation on this historic trend, traffic volumes on Los Osos Valley Road are likely to remain unchanged or to slightly decline during build-out of the proposed program.

Since Los Osos Valley Road west of Foothill Boulevard is not located within an established road fee area, cluster development in this location would not have the option of paying road fees to



offset their traffic impacts. Therefore, these projects would instead be required to offset their impacts by constructing new roadway improvements. Given the relatively small number of new residences that could be developed in this area under the proposed program and the current and projected traffic volumes on this road segment, individual projects cluster projects are not anticipated to trigger the need for roadway capacity improvements (e.g. road widening) on Los Osos Valley Road. However, projects may be required to construct other off-site improvements, such as left turn or deceleration lanes.

Impacts could also rise to a level of significance on a non-impacted roadway if short-term construction traffic from a project necessitates a large number of trips on the same roadway during a concentrated time, such as a.m. or p.m. peak hours. Impacts would be addressed during the review of individual projects, with potential mitigations including payment of road impact fees and/or construction of road improvements. Impacts compared to existing conditions would therefore be Class II, *significant but mitigable*.

Agricultural cluster subdivisions within five miles of Nipomo and Templeton would likely be located within the South County and Templeton Road Fee areas, respectively, and would be required to pay road impact fees as a condition of approval. Through the payment of road impact fees, these projects would offset their incremental contribution to cumulative impacts on affected roadways. Refer to discussion on cumulative traffic impacts at the end of this chapter.

Mitigation Measures. Although the proposed Agricultural Cluster Subdivision Program would result in fewer impacts compared to potential build-out under the existing agricultural cluster subdivision ordinance, CEQA requires that potential impacts be compared to the existing baseline physical conditions. As noted above, the proposed program would increase traffic demand by 4,180 ADT, potentially degrading LOS below acceptable levels.

The following mitigation measures are required to reduce impacts on County roadways and intersections:

- T-1(a) Traffic Study and Facility Improvements.** In certain cases, projects with the potential to significantly affect the County's roadway system may need to provide a traffic study prepared by a qualified consultant. Projects will be referred to the Department of Public Works for consideration, and the Director of Public Works, or their designee, shall have the authority to request such reports. Once reviewed and approved, the recommended measures identified in the traffic study shall be incorporated into the project design. Appropriate measures incorporated through a traffic study or through individual review of the project may include, but are not limited to the following:
- Payment of a County road impact fee
 - Payment of a road impact fee for a nearby city
 - Contributing funds towards a regional intersection or interchange improvement
 - Constructing additional road improvements, such as widening, channelization, adding a turn lane, etc.



Residual Impacts. When compared to development potential under the existing ordinance, impacts would be Class III, *less than significant*. When compared to existing conditions, impacts would be Class II, *significant but mitigable*.

Impact T-2 The proposed Agricultural Cluster Subdivision Program would lead to residential development in rural/agricultural areas of the county. Such development may affect sight distance on public and private roads. Compared to the existing ordinance, the program would reduce the potential for sight distance hazards. Impacts compared to the existing ordinance would therefore be Class III, *less than significant*. Compared to existing conditions, the program would increase the potential for sight distance hazards. However, these impacts would be addressed during the review of individual projects. Impacts compared to existing conditions would therefore be Class II, *significant but mitigable*.

Compared to Development Potential under the Existing Ordinance

As described in Impact T-1, several proposed ordinance revisions would reduce overall development potential in agricultural areas of the county. As a result of these revisions, the area of the county eligible for agricultural cluster subdivision would be reduced from 1,221,249 to 223,656 acres, and the number of residences that could be developed through an agricultural cluster subdivision would be reduced from 4,582 to 418. The program would also introduce the Agricultural Cluster Subdivision Program into the Coastal Zone; however, the coastal version of the program would only authorize the reconfiguration of existing underlying lots into residential cluster lots, essentially replacing current lot line adjustment procedures with more restrictive agricultural clustering standards. The proposed amendments would therefore result in a commensurate reduction in the potential for new residences to be constructed in areas where traffic would be exposed to sight distance hazards. Impacts would be Class III, *less than significant*.

Compared to Existing Conditions

As described in Impact T-1, the proposed Agricultural Cluster Subdivision Program could lead to the construction of up to 418 new residences in the Inland area of the county and would facilitate residential development that otherwise wouldn't occur in the Coastal Zone. Such development would result in additional vehicle trips on major highways and County roadways (e.g. Highway 101, State Route 227, Los Osos Valley Road) as well as private roads serving individual cluster parcels.

The additional vehicle trips resulting from the Agricultural Cluster Subdivision Program could lead to potential impacts if they require the use of roadways and intersections with steeper slopes and multiple curves where sight distance hazards are a potential issue. The program could redirect development on to steeper slopes since it would include a standard to prevent residential development in areas containing prime soils. Potential sight distance hazards would be identified and mitigated during the review of individual projects. Impacts would therefore be Class II, *significant but mitigable*.



Mitigation Measures. Although the proposed Agricultural Cluster Subdivision Program would result in fewer impacts compared to potential build-out under the existing agricultural cluster subdivision ordinance, CEQA requires that potential impacts be compared to the existing baseline physical conditions. As noted above, the proposed program would result in potential sight distance hazards.

The following mitigation measures are required to reduce potential sight distance hazards:

- T-2(a) Roadway Safety Analysis.** Projects shall be referred to the Department of Public Works and/or Cal Trans for review. If either agency identifies concerns with respect to safety, the project applicant will be required to provide a roadway safety analysis prepared by a qualified traffic engineer. The engineer shall provide recommendations in accordance with County Policy (Reso 2008-152), which would be required to be reviewed by the Department of Public Works and/or Cal Trans and incorporated into the project. Such recommendations could include road improvements such as widening, signage, landscape design, and acceleration/deceleration lanes.

Residual Impacts. When compared to development potential under the existing ordinance, impacts would be Class III, *less than significant*. When compared to existing conditions, impacts would be Class II, *significant but mitigable*.

- Impact T-3** The proposed Agricultural Cluster Subdivision Program would lead to residential development in rural/agricultural areas of the county. Such development could affect conditions for secondary emergency access, such as topography, road width, and dead-end road width. Compared to the existing ordinance, the program would reduce the potential for adverse secondary emergency access conditions to occur. Compared to existing conditions, the program could result in adverse conditions for secondary emergency access. Impacts compared to both the existing ordinance and existing conditions would be Class III, *less than significant*.

Compared to Development Potential under the Existing Ordinance

The existing ordinance does not require agricultural cluster projects to be located within a specified distance of existing communities. As a result, under the existing ordinance, agricultural cluster projects could be developed in more remote locations where secondary emergency access is limited due to unconnected roadways. In contrast, under the proposed amendments, cluster projects would be located within five road miles of identified URLs where roadways are more complete, reducing the likelihood for unconnected roadways. Impacts would be Class III, *less than significant*.

Compared to Existing Conditions

The proposed Agricultural Cluster Subdivision Program would modify existing development standards regarding the location, intensity, and design of agricultural cluster subdivisions. As



described earlier in this section, the program would result in up to 418 new residences in the Inland area of the county and would facilitate residential development that otherwise wouldn't occur in the Coastal Zone. Individual projects reviewed under the Agricultural Cluster Subdivision Program may present challenging physical site conditions for secondary emergency access. These projects would be reviewed on an individual basis by Cal Fire for compliance with existing secondary access standards. Therefore, after implementation of existing requirements, impacts would be Class III, *less than significant*.

Mitigation Measures. Projects are required to comply with CalFire/County Fire's Standard for "Access Roads and Driveways" requirement which sets parameters for maximum slope, minimum width, and maximum dead-end road length. No additional mitigation measures are required.

Residual Impacts. With implementation of existing Cal Fire design standards for access roads and driveways, impacts would be Class III, *less than significant*.

Impact T-4 **The proposed Agricultural Cluster Subdivision Program would lead to residential development in rural/agricultural areas of the county. Such development could not be adequately served by alternative transportation means. Compared to the existing ordinance, the program would reduce development potential in rural/agricultural areas. Compared to existing conditions, the program would continue to allow residential development in rural/agricultural areas. Impacts compared to both the existing ordinance and existing conditions would be Class III, less than significant.**

Compared to Development Potential under the Existing Ordinance

The existing ordinance does not require agricultural cluster projects to be located within a specified distance of existing communities. As a result, under the existing ordinance, agricultural cluster projects could be developed in more remote locations where public transit options are virtually nonexistent and alternative modes of transportation, such as walking and bicycle use, are impractical. Two examples include the Edna and Varian Ranch agricultural cluster projects, located along Orcutt Road, midway between San Luis Obispo and Arroyo Grande. Due to their remote locations and low population densities, public transit is not available in these areas. They also lack bicycle/pedestrian paths connecting them to employment centers and commercial services in San Luis Obispo and Arroyo Grande. The automobile is therefore the only practical transportation option for residents of the Edna and Varian Ranch projects.

The proposed amendments would revise the existing distance criteria to require all agricultural cluster projects to be located within five road miles of identified URLs. As a result, residential development resulting from the program would be located closer to existing urban communities when compared to the existing ordinance. While many projects approved under the proposed amendments would not have access to public transit or bicycle/pedestrian paths, the program would reduce the burden to supply alternative transit to more remote parts of the county. Impacts would be Class III, *less than significant*.



Compared to Existing Conditions

As described in Impact T-1, the proposed Agricultural Cluster Subdivision Program could lead to the construction of up to 418 new residences in the Inland area of the county and would facilitate residential development that otherwise wouldn't occur in the Coastal Zone. Some development resulting from the program may be located on the edge of existing URLs where it could have access to public transit or existing bicycle/pedestrian paths. One such example is the proposed Estrella River Vineyard agricultural cluster subdivision which is located immediately adjacent to the Paso Robles URL. There is also the possibility for residents of future agricultural cluster projects to park and ride using existing onsite access roads adjacent to major transportation corridors. Overall, however, the number residents using alternative transportation means will be negligible. Impacts would therefore be Class III, *less than significant*.

Mitigation Measures. Based on the proposed standards, cluster development would occur in rural areas of the county at low residential densities. As a result, the program is not anticipated to increase demands on public transit or to provide opportunities for alternative transportation means. Impacts would be less than significant. Therefore, no mitigation measures are necessary.

Residual Impacts. Impacts compared to both the existing ordinance and existing conditions would be less than significant.

c. Cumulative Impacts. This section describes the cumulative impacts of the proposed Agricultural Cluster Subdivision Program compared to development potential under both the exiting ordinance and existing conditions. The geographic scope for the transportation and circulation cumulative analysis is the unincorporated areas of San Luis Obispo County.

Compared to Development Potential under the Existing Ordinance

As described in Impact T-1, several proposed ordinance revisions would reduce overall development potential in agricultural areas of the county. As a result of these revisions, the area of the county eligible for agricultural cluster subdivision would be reduced from 1,221,249 to 223,656 acres, and the number of residences that could be developed through an agricultural cluster subdivision would be reduced from 4,582 to 418. The proposed amendments would therefore reduce traffic demand by 41,640 ADT on existing roadways.

Development authorized under the proposed program would be located closer to existing communities where roadways are more complete, reducing the likelihood for unconnected roadways with little or no secondary emergency access. Development closer to existing communities also reduces the burden to supply alternative transit to more remote parts of the county. Cumulative impacts would therefore be Class III, *less than significant*, when compared to the existing ordinance.



Compared to Existing Conditions

The addition of vehicle trips resulting from cumulative projects listed in Table 3-1 could lead to potential impacts if they require the use of impacted roadways or intersections, particularly in areas with existing traffic congestion concerns, such as areas where additional traffic would cause existing LOS to degrade below an acceptable level. As one example, the 102 lot Laetitia agricultural cluster subdivision would add traffic to several impacted roadways and intersections. It would degrade LOS D intersections in the South County to LOS E and LOS F, and would exacerbate existing deficient conditions on southbound Highway 101. To mitigate these impacts, the Laetitia project would be required to make several off-site improvements to impacted intersections and road segments. Other smaller projects in the South County may not degrade LOS to the extent that off-site improvements become necessary; however, to address their incremental impacts on existing LOS, they would be required to pay road impact fees.

As described in Impact T-1, the proposed Agricultural Cluster Subdivision Program could lead to the construction of up to 418 new residences in the Inland area of the county and would facilitate residential development that otherwise wouldn't occur in the Coastal Zone. Assuming that each residence would result in an average of 10 additional vehicle trips per day, the proposed amendments would increase traffic demand by 4,180 ADT on County roadways and intersections, including 334 a.m. and 418 p.m. peak hour trips. When considered together with the effects of other current and future projects in the county, the proposed program's incremental impacts on County roadways and intersections would be cumulatively considerable. Individual projects located within a road fee area (refer to Figure 4.10-1) would be required, as a condition of approval, to pay road impact fees to fund their fair share of necessary road improvements. Projects with the potential to significantly impact the County's roadway system would also be required to comply with the mitigation measures identified above in Section 4.10.2(b) to reduce impacts to a less than significant level. The proposed program's incremental contribution to cumulative impacts on County roadways and intersections would therefore be considered Class II, significant but mitigable.

Projects processed under the proposed Agricultural Cluster Subdivision Program could result in additional vehicle traffic in areas with sight distance hazards or the development of new residences in areas lacking secondary emergency access. When considered together with the effects of other projects in the area, the program's incremental impacts related to such hazards would be cumulatively considerable. However, with the incorporation of the mitigation measures identified above, impacts related to sight distance hazards would be reduced to less than significant levels. Cumulative impacts related to sight distance hazards and secondary emergency access would therefore be considered Class II, *significant but mitigable*, when compared to existing baseline conditions.

Development authorized under the proposed amendments would be located in rural areas of the county where public transit options are virtually nonexistent and alternative modes of transportation, such as walking and bicycle use, are impractical. Cumulative impacts related to alternative transportation means would therefore be Class III, *less than significant*.

