

4.17 TRANSPORTATION

This section describes the potential transportation-related impacts associated with the future phased development of the proposed single-family and multi-family residential uses, village commercial uses, flex commercial uses, hotel, educational facility, open space, trails, and public neighborhood park within the Specific Plan Area. See EIR Tables 2-1, *Project Overview*, and 2-11, *Dana Reserve Specific Plan Anticipated Buildout Schedule*, in Chapter 2, *Project Description*, for a detailed description of the proposed land uses and the 7-year phasing schedule for full buildout of the Specific Plan Area.

The impact analysis examines the roadway, transit, bicycle, and pedestrian components of the Specific Plan Area's roadway network and off-site improvements related to transportation, water, and wastewater infrastructure. To provide a context for the impact analysis, this section begins with the environmental setting which is a description of the existing physical and operational conditions for the transportation system. Following the setting is the regulatory framework influencing the transportation system and providing the basis for impact significance thresholds used in the impact analysis. The section concludes with the impact analysis findings and recommended mitigation measures where applicable.

The project applicant retained CCTC to prepare a Transportation Impact Study (TIS or transportation analysis) and a VMT Analysis to evaluate potential transportation-related impacts of buildout of the DRSP in conformance with the requirements of CEQA and the *San Luis Obispo County Transportation Impact Analysis Guidelines* (October 2020). The *Dana Reserve Nipomo Transportation Impact Study* (CCTC 2021a) to evaluate the potential transportation impacts associated with the proposed project. The County retained GHD to independently review the TIS and VMT Analysis. For informational purposes, in October 2021 CCTC prepared a TIS Addendum as a sensitivity analysis focused on the evaluation of a 15% increase in the maximum number of commercial service trips. Detailed information on both CEQA (VMT, policy/policy consistency, safety) and non-CEQA (level of service, access management, etc.) analysis of the DRSP is provided in the tis (CCTC 2021b; EIR Appendix J). The transportation analysis recommendations guide both the CEQA analysis, as well as the County's final determination of transportation-related conditions of approval that would be required to support conformance with policies outside of CEQA. This section is largely based on the information found in the transportation analysis and its peer review.

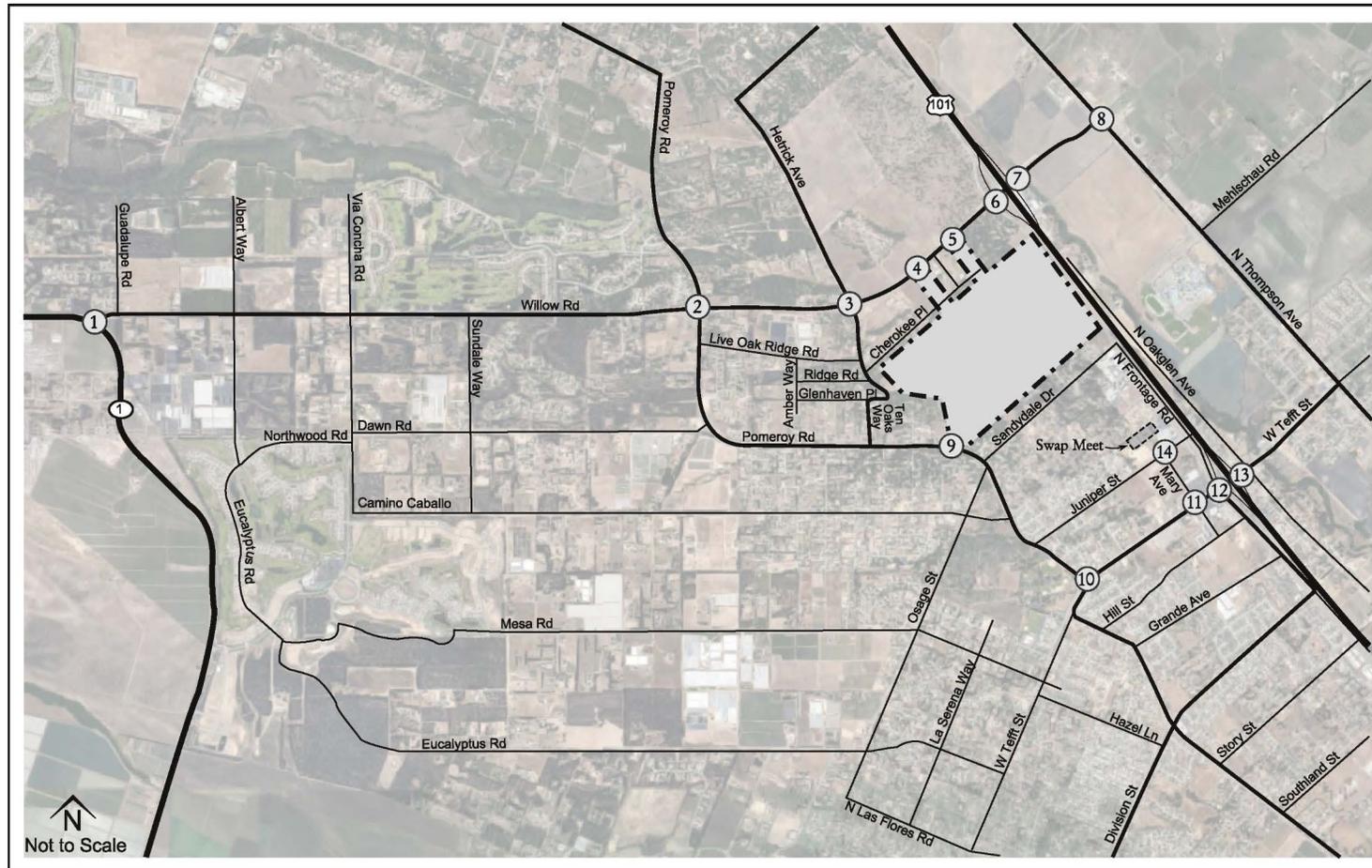
4.17.1 Existing Conditions

This section describes the existing transportation system and operating conditions in the study area. See Figure 4.17-1 for an illustration of the study area and study intersections.

4.17.1.1 Roadway Network

The Specific Plan Area is located within the southwestern portion of unincorporated San Luis Obispo County (see EIR Figure 2-1 in Chapter 2, *Project Description*, for a map showing roadways discussed in this section). The Specific Plan Area consists of three adjoining undeveloped parcels totaling approximately 288 acres (see EIR Figures 2-2 and 2-3 in Chapter 2, *Project Description*). The Specific Plan Area is generally bounded by rural residential uses, Willow Road, and Cherokee Place to the north; existing residential development to the south; existing residential development and Hetrick Avenue to the west; and US 101 to the east. Regional access to the project site is provided by US 101 and SR 1.

Local access is provided from the north via Willow Road and Hetrick Avenue and from the south via West Tefft Street and Pomeroy Road. The following text provides a brief discussion of major components of the study area roadway network.



Legend:

 - Project Site  - Study Intersection



Source: Central Coast Transportation Consulting 2021

Figure 4.17-1. Study area intersections.

US 101 is east of the Specific Plan Area and is a major north–south interstate facility connecting Los Angeles to San Francisco. US 101 has four lanes with full access interchanges at Willow Road and West Tefft Street.

SR 1 is west of the Specific Plan Area and is a north–south state highway facility connecting the South County area to the Five Cities area to the north. SR 1 branches off US 101 in Pismo Beach, running parallel to US 101 throughout South County as a conventional two-lane highway.

Willow Road is north of the Specific Plan Area and is an undivided, two-lane arterial¹ running east–west with a speed limit of 50 to 55 mph connecting SR 1 to US 101 with a full-access interchange.

Cherokee Place is an unimproved, approximately 20-foot-wide, east–west, privately maintained road parallel to and south of Willow Road along the Specific Plan Area’s northern boundary. It begins at Hetrick Avenue to the west and terminates near the northeast corner of the Specific Plan Area.

Hetrick Avenue is west of the Specific Plan Area and is broken into County-maintained and privately maintained segments with a non-vehicular trail between the two segments. The segment along the northwest portion of the Specific Plan Area is a two-lane road (County-maintained portion only) with no posted speed limit. The portion along the southwestern portion of the Specific Plan Area is privately maintained and provides existing connection to Pomeroy Road. Hetrick Avenue does not provide a continuous connection from Pomeroy Road to Willow Road.

North Frontage Road is east of the Specific Plan Area and is a north–south collector² connecting Juniper Street to Sandydale Drive with no posted speed limit. It terminates south of the project site at Sandydale Drive.

North Thompson Avenue is east of the Specific Plan Area and is a two-lane, undivided collector running north–south with posted speed limits ranging from 35 to 55 mph. North Thompson Avenue links the residential areas east of US 101 to commercial services via West Tefft Street, as well as providing regional access via full access interchanges with US 101 at Willow Road and Los Berros Road.

Pomeroy Road is east of the Specific Plan Area and is a two-lane, north–south undivided arterial with a speed limit ranging from 45 to 55 mph.

Sandydale Drive is south of the Specific Plan Area and is an east–west, two-lane undivided collector with a speed limit of 35 mph. Sandydale Drive connects the residential properties to the commercial areas to the south along West Tefft Street via North Frontage Road, or to Pomeroy Road to the west.

Camino Caballo is south of the Specific Plan Area and is an east–west, two-lane undivided road with a speed limit of 35 mph. Camino Caballo does not provide a continuous connection to the commercial areas along North Frontage Road. The privately maintained portion of Camino Caballo does not allow through-traffic.

¹ Arterial facilities serve to connect areas of major activity within the urban area and function primarily to distribute cross-town traffic from freeways/highways to collector streets. Within the Nipomo area, arterial streets are mostly two-lane facilities with maximum operating speeds ranging from 30 to 55 mph. In addition, arterial facilities generally have limited access to adjacent land uses.

² Collectors function as connector routes between local and arterial streets providing access to residential, commercial, and industrial properties. Additionally, the County’s Circulation Element identifies collectors as serving to provide bicycle and equestrian travel away from arterials for safety purposes.

Juniper Street is south of the Specific Plan Area and is an east–west, two-lane undivided collector with a speed limit of 35 mph. Juniper Street connects the residential properties to the commercial areas to the south along West Tefft Street via Mary Avenue, or to Pomeroy Road to the west.

Mary Avenue is south of the Specific Plan Area and is a north–south, two-lane undivided street with a continuous center left-turn lane. Mary Avenue connects the residential areas along Juniper Street to the commercial services along West Tefft Street.

West Tefft Street is south of the Specific Plan Area and is an east–west, four-lane arterial with speed limits ranging from 25 to 45 mph. West Tefft Street connects North Thompson Avenue, Pomeroy Road, Orchard Avenue, and Las Flores Drive to a variety of commercial and retail services, as well as to a full-access interchange with US 101.

4.17.1.1.1 TRANSPORTATION CONDITIONS

See EIR Appendix J for a detailed discussion of (1) existing weekday AM and PM peak hour level of service (LOS) intersection operations and queue lengths, (2) existing Sunday midday LOS intersection operations and queue lengths, and (3) freeway mainline and ramp operations (see TIS pp. 14–22). Because LOS conditions are no longer evaluated under CEQA, a detailed analysis is not provided in this section. (Per the County-Developer Memorandum of Understanding, any non-CEQA impacts or considerations resulting from the LOS analysis will be conditions of approval on the Tract Map and/or included as terms of the Development Agreement.)

4.17.1.2 Pedestrian and Bicycle Facilities

A comprehensive network of pedestrian facilities and bikeways that are safe, convenient, and accessible for both commuter and recreational travel is an essential part of the County’s transportation infrastructure. The County General Plan encourages the use of walking and bicycling and recognizes the following functional classes of pedestrian and bicycle facilities:

- **Pedestrian Path:** A path that is physically separated by distance or barrier from a roadway. Pedestrian paths are different than sidewalks and are typically constructed in conjunction with Class I Bicycle Paths.
- **Sidewalk:** A pedestrian-dedicated paved walkway located adjacent to roadways.
- **Class I – Bicycle Path:** Class I facilities are multi-use facilities that provide a completely separated ROW for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II – Bicycle Lane:** Class II facilities provide a striped and signed lane for one-way bicycle travel within the paved area of a roadway. The minimum width for bike lanes ranges between 4 and 6 feet depending on the edge of roadway conditions (curbs) and speed. Bike lanes are demarcated by a 6-inch white stripe, signage, and pavement legends.
- **Class III – Bicycle Route:** Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure of separation, they have an important function in providing continuity to the bikeway network.
- **Class IV – Cycle Track or Separated Bikeway:** Class IV facilities provide a ROW designated exclusively for bicycle travel adjacent to a roadway that is protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

4.17.1.2.1 PEDESTRIAN FACILITIES

Pedestrian facilities in the study area include sidewalks, crosswalks, and pedestrian signals at signalized and unsignalized intersections as follows:

- Signalized intersections
 - Willow Road and Pomeroy Road: does not have sidewalks but has crosswalks and pedestrian signals, except on the east leg.
 - West Tefft Street and Pomeroy Road: has crosswalks on the north and east legs and the south leg has a sidewalk.
 - West Tefft Street and Mary Avenue: has crosswalks on each leg.
 - West Tefft Street and the US 101: northbound and southbound ramps have crosswalks on each leg except the west and east legs, respectively.
- Unsignalized Intersections
 - All-way stop controlled intersection of Mary Avenue and Juniper Street: has partial sidewalk coverage on the south leg and discontinuous sidewalk coverage on the north leg; this intersection has no marked crosswalks.

All other remaining intersections do not have pedestrian facilities.

4.17.1.2.2 BICYCLE FACILITIES

Bicycle facilities in the study area consist of Class II and III bikeways. There are no Class I or Class IV facilities in the study area. The Class II and III bikeways in the study area are as follows:

- Willow Road: existing Class II bike lanes between SR 1 and North Thompson Avenue
- North Thompson Avenue: existing Class II bike lanes from Knotts Street to Nipomo High School
- Pomeroy Road: existing Class II bike lanes between West Tefft Street and Willow Road
- West Tefft Street: existing Class II bike lanes between Las Flores Drive and the Nipomo Creek Bridge and Class III bike route between Nipomo Creek Bridge and North Thompson Avenue
- Mary Avenue: existing Class II bike lanes between Juniper and Hill Streets
- Juniper Street: existing Class III bike route between Pomeroy and North Frontage Roads
- South Frontage Road: existing Class III bike route south from West Tefft Street to Grande Avenue

4.17.1.3 Transit Service

San Luis Obispo Regional Transit Authority (SLORTA) provides service to San Luis Obispo, Pismo Beach, Arroyo Grande, and Santa Maria 7 days a week with those destinations providing service countywide. The South County region is serviced by South County Transit, a branch of SLORTA. Transit service in Nipomo includes fixed-time transit services, Dial-A-Ride, Runabout Paratransit, Senior Shuttle, Veteran's Express Shuttle, and Ridesharing. San Luis Obispo County Regional Rideshare facilitates programs and incentives encourage reduced VMT and have on-line commuter resources to match carpools, vanpools, school pools, and bike buddies and to track commuter trips. South County Transit serves the community of Nipomo via the Route 10 and Route 10 Express. Within the community of Nipomo, the Route 10 stops are all located outside the study area, specifically along North Thompson Avenue near Nipomo High School and along West Tefft Street east of the US 101 ramps. Nipomo Dial-A-Ride provides curb-to-curb transportation within the local Nipomo area. It operates Monday through

Friday from 7:00 AM to 6:30 PM and can provide connections to Route 10, as well as to the two Old Towne Nipomo bus stops on West Tefft Street.

4.17.2 Regulatory Setting

A variety of federal, state, regional, and local plans, legislation, and policy directives provide guidelines for the safe operation of streets and transportation facilities in the unincorporated community of Nipomo. While the County has primary responsibility for the maintenance and operation of local transportation facilities in its jurisdiction, including Nipomo, County staff work on a continual basis with responsible federal, state, and regional agencies, including SLOCOG, Caltrans, and the FHWA, as well as others, to maintain, improve, and balance the competing transportation needs of the community and the region.

4.17.2.1 Federal

There are no federal regulations related to transportation applicable to the project.

4.17.2.2 State

4.17.2.2.1 CALIFORNIA DEPARTMENT OF TRANSPORTATION

Caltrans manages the operation of state highways, including US 101, which passes through the Nipomo area, and SR 1, from which the project site is visible and can be accessed via the Willow Road or West Tefft Street interchanges. Caltrans maintains annual traffic data on state highways and interchanges within San Luis Obispo County.

Caltrans has eliminated LOS consistent with SB 743 and now relies on VMT and safety to evaluate transportation impacts. Caltrans published a VMT Focused TIS Guide in May 2020, which replaced the prior guide reliant on LOS. The TIS Guide notes that lead agencies have the discretion to choose VMT thresholds and methods, and generally conforms to OPR guidance. Caltrans also issued Traffic Safety Bulletin 20-02-R1 in December 2020 providing guidance for intergovernmental review for potential safety impacts of land use projects and plans affecting the State Highway System. The bulletin describes the procedure for Caltrans staff to review potential safety impacts and develop mitigation measures as appropriate.

4.17.2.2.2 CALIFORNIA SENATE BILL 743

In 2013 SB 743 was signed into law with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions” and required OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3[b]). Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts must be implemented statewide.

SB 743 modifications, which are now in effect, change the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. The change replaces LOS with VMT and provides a review of land use and transportation projects that will help reduce future VMT growth. In October 2020, the County drafted Transportation Impact Analysis Guidelines that focus on VMT; these have yet to be approved.

4.17.2.3 Local

4.17.2.3.1 COUNTY OF SAN LUIS OBISPO GENERAL PLAN

Land Use and Circulation Elements

Framework for Planning (Inland)

The County's Framework for Planning (Inland), Part I of the LUCE, establishes goals and strategies to meet pedestrian circulation needs by providing usable and attractive sidewalks, pathways, and trails to establish maximum access and connectivity between land use designations. The County's Circulation Element sets forth policies and programs to address transportation impacts. The following summarizes the transportation goals from the Circulation Element:

- Goal 1** Provide for a land use pattern and rate of population growth that will not exceed the financial ability of the county and its residents to expand and maintain the circulation system.
- Goal 2** Plan transportation system improvements to provide for, but not exceed, the capacities that are needed to serve the travel demand generated by the year 2010 population, consistent with the land use patterns allowed by the Land Use Element and the cities' general plans, so that growth is not facilitated or induced in inappropriate amounts or locations.
- Goal 3** Integrate land use and transportation planning so that necessary transportation facilities and services can be provided to accommodate urban and rural development.
- Goal 4** Coordinate the transportation system between different modes of travel, sensitive to the needs and desires of citizens in a manner that will provide an optimum benefit for the investment of public funds.
- Goal 5** Recognize public transit and carpooling as very important components of the county's strategy to provide adequate circulation and to reduce dependency on the automobile.
- Goal 6** Develop and coordinate transportation programs that reinforce federal, state, regional and local agency goals.
- Goal 7** Design a transportation system that provides for safe travel within attainable, feasible economic and technical means.
- Goal 8** Design transportation facilities with the intent to preserve important natural resources and features, promote the esthetic quality of the region and minimize environmental changes.
- Goal 9** Develop and enhance a system of scenic roads and highways through areas of scenic beauty without imposing undue restrictions on private property, or unnecessarily restricting the placement of agricultural support facilities in agricultural and rural areas.
- Goal 10** Encourage policies for new development to finance adequate additional circulation and access as a result of increased traffic it will cause.

- Goal 11** Encourage new development to provide public transit access and pedestrian and bicycle pathways from residential areas to shopping areas, businesses, and public facilities.

South County Inland Area Plan

The County's Area Plans are included as Part II of the LUCE. The South County Area Plan refines the general land use policies of the Framework for Planning (Inland) and serves as a guide for future development within the South County Inland Planning Area. The South County Area Plan identifies where land use categories are applied within the planning area and establishes policies and programs for land use, circulation, public facilities, services, and resources that apply areawide, in rural areas, and/or unincorporated urban areas adjacent to cities.

Nipomo Community Plan

The Nipomo Community Plan, included in Part III of the LUCE and adopted in 2014, includes transportation improvements in the Nipomo URL and recommends the following:

- Improve North Frontage Road to urban collector standards from Sandysdale Drive to the proposed interchange at the Willow Road extension.
- Develop Class II bike lanes on all urban collector and arterial streets within the Nipomo urban area

4.17.2.3.2 COUNTY PUBLIC IMPROVEMENT STANDARDS (2019)

The Public Improvement Standards, which are prepared by the County Public Works Department and approved by the Board of Supervisors, ensure that adequate infrastructure exists for access, drainage, stormwater, and water, wastewater, and other utilities, and that the minimum design and construction requirements for infrastructure improvements are met. Roadway and road edge design standards and construction specifications outline minimum requirements to ensure that adequate circulation, parking, and road surfaces exist.

4.17.2.3.3 2015 SOUTH COUNTY CIRCULATION STUDY AND TRAFFIC IMPACT FEE UPDATE FINAL REPORT

The County Public Works Department maintains traffic count data for all County-maintained roadways. In addition, traffic circulation studies have been conducted within several community areas using traffic models to reasonably simulate current traffic flow patterns and forecast future travel demands and traffic flow patterns based on projected growth per the County General Plan. These community traffic circulation studies include the South County, Los Osos, Templeton, San Miguel, Avila, and North Coast Circulation Studies.

The *2015 South County Circulation Study and Traffic Impact Fee Update* analyzed the existing and cumulative capacity of intersections and roadways in the vicinity of the Specific Plan Area based on the existing General Plan land uses (Omni-Means 2016). The study identified the following Fee Area 1³ improvements to the east of the Specific Plan Area (Omni-Means 2016:5; County of San Luis Obispo 2014):

- extension of North Frontage Road from Sandysdale Drive north to Willow Road

³ Area 1 includes the Nipomo urban area and extends north and west as far as the Black Lake Village area.

- installation of a coordinated traffic signal at Willow Road/US 101 southbound (SB) ramps with protective/permissive phasing on the westbound Willow Road approach
- installation of a coordinated traffic signal at Willow Road/US 101 northbound (NB) ramps with protective/permissive phasing on the eastbound Willow Road approach

The Fee Area 1 improvements also include improvements south of the Specific Plan Area (i.e., interchange improvements at West Tefft Street/US 101 and construction of an additional interchange south of West Tefft Street). The following remaining improvements at West Tefft Street/US 101 SB Ramps/South Frontage Road and West Tefft Street/US 101 NB Ramps would be constructed and operational prior to completion of the first phase of development in the Specific Plan Area:

- an additional turn lane on the northbound and southbound off-ramps
- restrictions on northbound left turns on South Frontage Road

4.17.2.3.4 2015/16 SAN LUIS OBISPO COUNTY BIKEWAYS PLAN

The County Public Works Department establishes bicycle paths and lanes in coordination with the RTP, which outlines how the region can establish an extensive bikeway network. The Bikeways Plan prioritizes bikeway facilities in the unincorporated areas of the County. It recognizes a variety of facilities, including bicycle lanes, routes, parking, connections with public transportation, educational programs, and funding. County bikeway facilities are funded by state grants, local general funds, and developer contributions.

4.17.2.3.5 REGIONAL TRANSPORTATION PLAN

SLOCOG holds several key roles in transportation planning within the county. As the Regional Transportation Planning Agency, SLOCOG is responsible for conducting a comprehensive, coordinated transportation program; preparing an RTP; programming state funds for transportation projects; and administering and allocating transportation development act funds required by state statutes. As the Metropolitan Planning Organization, SLOCOG is also responsible for all transportation planning and programming activities required under federal law. This includes development of long-range transportation plans and funding programs, and the approval of transportation projects using federal funds.

The 2019 RTP, adopted June 5, 2019, is a long-term blueprint of San Luis Obispo County's transportation system. The plan identifies and analyzes transportation needs of the region and creates a framework for project priorities. SLOCOG represents and works with the County as well as the cities within the county in facilitating the development of the RTP.

The RTP also establishes goals and recommendations to develop, promote, and invest in the public transit systems, rail systems, air services, harbor improvements, and commodity movements within the county in order to meet the needs of transit-dependent individuals and encourage the increasing use of alternative modes by all travelers that choose public transportation. Local transit systems are presently in operation in the cities of Morro Bay and San Luis Obispo, and South County services are offered to Nipomo, Grover Beach, Arroyo Grande, Pismo Beach, and Oceano. Dial-a-ride systems provide intra-community transit in Nipomo, Morro Bay, Atascadero, and Los Osos. Inter-urban systems operate between the city of San Luis Obispo and South County, Los Osos, and the North Coast.

4.17.2.4 **Applicable State, Regional, and Local Land Use Plans and Policies Relevant to Transportation**

Table 4.17-1 lists applicable state, regional, and local land use policies and regulations pertaining to transportation that were adopted for the purpose of avoiding or mitigating an environmental effect and that are relevant to the proposed project. A general overview of these policy documents is presented in Section 4.17.2, *Regulatory Setting*, and Chapter 3, *Environmental Setting*. Also included in Table 4.17-1 is an analysis of project consistency with identified policies and regulations. Where the analysis concludes the proposed project would potentially conflict with the applicable policy or regulation, the reader is referred to Section 4.17.5, *Project-Specific Impacts and Mitigation Measures*, and Section 4.11, *Land Use and Planning*, for additional discussion.

Table 4.17-1. Preliminary Policy Consistency Evaluation

| Goals, Policies, Plans, Programs and Standards | Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts | Preliminary Consistency Determination |
|--|---|--|
| County of San Luis Obispo General Plan | | |
| Conservation and Open Space Element | | |
| <p>Policy AQ 1.1 Compact Development. Encourage compact land development by concentrating new growth within existing communities and ensuring complete services to meet local needs.</p> | <p>Development of mixed-used communities with locally serving commercial uses will support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The Specific Plan Area would include new development immediately adjacent to the Nipomo URL in an area planned for housing of varying densities and hotel, retail, and educational land uses, which would be supported by the planned extension of transportation, water, and wastewater infrastructure.</p> |
| <p>Policy AQ 1.2 Reduce vehicle miles traveled. Require projects subject to discretionary review to minimize additional vehicle travel.</p> | <p>The intent of this policy is to reduce VMT on a project-by-project basis.</p> | <p>Potentially Inconsistent. Buildout of the DRSP would result in an increase in overall VMT and VMT per employee even with implementation of Mitigation Measure TR/mm-2.</p> |
| <p>Policy AQ 1.3 Convenient alternative transportation. Require new development to provide safe and convenient access to alternative transportation within the project area and safe access to public transportation as feasible.</p> | <p>Improvements to the accessibility of alternative transportation modes will support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the Specific Plan Area would include the development of an interconnected system of pedestrian and bicycle facilities, a Park and Ride transit center, and transit stops along Collector A.</p> |
| <p>Policy AQ 1.4 Alternative transportation improvements. Where new development is required to provide necessary alternative transportation improvements, such improvements should be in place, or otherwise guaranteed, before or concurrent with construction of the new development.</p> | <p>Land developers must ensure improvements to alternative transportation modes are in place concurrent with new development to support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the Specific Plan Area would include the development of an interconnected system of pedestrian and bicycle facilities; a Park and Ride transit center; and transit stops along Collector A. These improvements would generally be installed concurrently with new residential development.</p> |
| <p>Policy AQ 1.5 Transportation efficiency. Improve the operating efficiency of the transportation system by reducing vehicle travel demand and expanding opportunities for multi-modal travel.</p> | <p>The promotion of alternative transportation modes supports regional efforts to maximize the existing transportation network and to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the Specific Plan Area would include the development of an interconnected system of pedestrian and bicycle facilities; a Park and Ride transit center; and transit stops along Collector A. These improvements would generally be installed concurrently with new residential development.</p> |

| Goals, Policies, Plans, Programs and Standards | Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts | Preliminary Consistency Determination |
|---|--|--|
| <p>Policy AQ 1.6 Multi-modal transportation. Coordinate with other local governments and agencies to develop a multi-modal transportation system. This system should enable convenient and efficient use of transportation alternatives. It should also provide multi-modal transfer sites that incorporate auto, bike parking, transit, pedestrian and bicycle paths, as well as park and ride pickup points.</p> | <p>The promotion of alternative transportation modes supports regional efforts to maximize the efficiency of the existing transportation network and to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the Specific Plan Area would include the development of an interconnected system of pedestrian and bicycle facilities; a Park and Ride transit center; and transit stops along Collector A. These improvements would generally be installed concurrently with new residential development.</p> |
| <p>Policy AQ 1.7 Bicycle and pedestrian travel. Encourage bicycle and pedestrian use by supporting the policies found in the Regional Transportation Plan, County Bikeways Plan, Land Use and Circulation Element, and County Parks and Recreation Element. In addition, support public and private efforts to facilitate bicycling and walking for transportation and recreation.</p> | <p>The promotion of walking and bicycling for varied trip purposes supports regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the Specific Plan Area would include the development of an interconnected system of pedestrian and bicycle facilities; a Park and Ride transit center; and transit stops along Collector A. These improvements would generally be installed concurrently with new residential development.</p> |
| <p>Policy AQ 1.8 Support SLO Regional Rideshare. Support San Luis Obispo Regional Rideshare's Transportation Choices Programs that promote transportation alternatives by providing financial or other incentives to employers, employees, and commuters who develop Trip Reduction Plans and implement commute options.</p> | <p>The promotion of carpooling and bicycle use for varied trip purposes (e.g., work, school, household needs) supports regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the Specific Plan Area would support countywide rideshare as part of a suite of transportation demand management (TDM) strategies limiting the number of single-occupancy vehicles for work trips.</p> |
| <p>Framework for Planning (Inland)</p> | | |
| <p>Policy 7. Give highest priority to avoiding significant environmental impacts from development through site and project design. Where such impacts cannot be avoided, minimize them to the maximum extent feasible.</p> | <p>Project location, site design, and project design are components of integrated transportation and land use planning that support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP includes a mix of land uses (residential, parks and open space, commercial/retail, and educational) and multimodal transportation infrastructure. Transportation demand strategies identified under Mitigation Measure TR/mm-2 would minimize impacts associated with VMT per employee and overall VMT to the maximum extent feasible.</p> |
| <p>Policy 3. Plan for most future development to be within existing and strategically planned cities and communities.</p> | <p>Integrated transportation and land use planning that focuses projected growth to infill locations and planned expansions of urbanized areas support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP includes a mix of land uses (residential, parks and open space, commercial/retail, and educational) and multimodal transportation infrastructure. The project site is located directly adjacent to areas within the existing Nipomo URL and the NCSD service area. The Specific Plan Area is also within the NCSD SOI, which is indicative that the Specific Plan Area is an area designated for planned future growth.</p> |
| <p>Policy 4. Create complete communities with appropriate areas for housing, commerce, civic uses, schools, recreation and open spaces.</p> | <p>Integrated transportation and land use planning that focuses projected growth to infill locations and planned expansions of urbanized areas support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP includes a mix of land uses, including residential, parks and open space, commercial/retail, and educational and multimodal transportation infrastructure.</p> |

| Goals, Policies, Plans, Programs and Standards | Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts | Preliminary Consistency Determination |
|---|--|--|
| <p>Policy 5. Create active and vital urban and village environments that are attractive, compact and orderly arrangements of structures and open space, appropriate to the size and scale of each community.</p> | <p>Integrated transportation and land use planning that focuses projected growth to infill locations and planned expansions of urbanized areas support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP includes a mix of land uses (residential, parks and open space, commercial/retail, and educational) and multimodal transportation infrastructure. The DRSP includes a 10-acre public neighborhood park and an approximately 1-acre equestrian trailhead and staging area within the Recreation land use category, as well as between 8.5 to 12 acres of publicly accessible but privately maintained pocket parks within residential neighborhoods. The pocket parks would be positioned along a system of connected trails to enable users to enter the trail system and safely walk to each park within the DRSP.</p> |
| <p>Policy 6. Plan adequate and convenient areas within communities for employment and economic development near transit and residential areas.</p> | <p>Integrated transportation and land use planning that focuses projected growth to infill locations and planned expansions of urbanized areas support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP contains a variety of commercial land uses with varying density ranges. These include Village Commercial (DR-VC) and Flex Commercial (DR-FC). More specifically, anticipated individual commercial land uses include a village center, flex commercial, a neighborhood barn, a hotel, a daycare center, and an educational/training campus. These uses would be located within proximity to proposed residential uses on-site.</p> <p>Public transit stops would be included in the Specific Plan Area to encourage transit use by DRSP residents, employees, and visitors.</p> |
| <p>Policy 7. Phase urban development in a compact manner, first using vacant or underutilized "infill" parcels and lands next to or near existing development.</p> | <p>Integrated transportation and land use planning that focuses projected growth to infill locations and planned expansions of urbanized areas support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The project site is generally surrounded by existing suburban and rural residential development. The project site is located directly adjacent to areas within the existing Nipomo URL and the NCSD service area.</p> |
| <p>Policy 9. Give high priority to funding needed infrastructure improvements in a timely manner within existing and strategically planned urban and village areas.</p> | <p>Land developers must ensure improvements to the transportation network are in place concurrent with new development to support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions for needed transportation improvements.</p> |
| <p>Policy 10. The cost of additional services and facilities will be fairly shared among those who most immediately benefit and the entire community.</p> | <p>Future development must contribute fair-share costs for transportation services and/or infrastructure to support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions for needed transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |

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| Policy 11. Provide adequate community amenities, parks, natural areas and trails in support of new development, which will support a high quality of life and a compact form of community development. | Integrated transportation and land use planning that focuses projected growth to infill locations and planned expansions of urbanized areas support regional efforts to reduce VMT. | Potentially Consistent. The DRSP includes a 10-acre public neighborhood park and an approximately 1-acre equestrian trailhead and staging area within the Recreation land use category, as well as between 8.5 to 12 acres of publicly accessible but privately maintained pocket parks within residential neighborhoods. The pocket parks would be positioned along a system of connected trails to enable users to enter the trail system and safely walk to each park within the DRSP. |
| Principle 4: Create walkable neighborhoods and towns. | The intent of this policy is to encourage walking as an alternate mode of transportation. | Potentially Consistent. The DRSP includes a mix of compatible land uses interconnected by a system of pedestrian, bicycle, and equestrian facilities with links to the Nipomo and county pedestrian and bicycle network. |
| Policy 1. Plan communities with schools, parks, public spaces, transit stops, and commercial districts located as focal points within convenient walking distances of neighborhoods. | The planning and development of mixed-used communities with multimodal transportation infrastructure and locally serving commercial uses supports regional efforts to reduce VMT. | Potentially Consistent. The DRSP includes a mix of compatible land uses interconnected by a system of pedestrian, bicycle, and equestrian facilities with links to the Nipomo and county pedestrian and bicycle network. |
| Policy 2. Plan for maximum connectivity between different land uses through walkways or other means. | The planning and development of an interconnected multimodal transportation system within mixed-used communities with locally serving commercial uses supports regional efforts to reduce VMT. | Potentially Consistent. The DRSP includes a mix of compatible land uses interconnected by a system of pedestrian, bicycle, and equestrian facilities with links to the Nipomo and county pedestrian and bicycle network. |
| Principle 5: Provide a variety of transportation choices. | The intent of this policy is to encourage alternative modes of transportation. | Potentially Consistent. The DRSP includes a mix of compatible land uses interconnected by a system of pedestrian, bicycle, and equestrian facilities with links to the Nipomo and county pedestrian and bicycle network. |
| Policy 1. Design a safe, reliable and effective transportation system that protects natural and scenic resources and minimizes environmental impacts. | The planning and design of a multimodal transportation system supports regional efforts to reduce VMT. | Potentially Consistent. The DRSP would include a backbone roadway infrastructure designed as "Complete Streets" to include pedestrian and bicycle facilities and meet the County's minimum design standards and construction specifications. The DRSP would also include off-street pedestrian paths. |
| Policy 2. Reduce and minimize the generation of air pollutants and greenhouse gases from existing and future development, with emphasis on reducing vehicle miles traveled. | Compact development with a mix of land uses limits single-occupant vehicle trips and supports regional efforts to reduce VMT. | Potentially Consistent. The DRSP includes a mix of land uses (residential, parks and open space, commercial/retail, and educational) and multimodal transportation infrastructure to reduce VMT, consistent with this policy. Transportation demand strategies identified under Mitigation Measure TR/mm-2 would further minimize the project's impacts associated with VMT per employee and overall VMT. Overall, the project has incorporated components and measures to reduce VMT to the greatest extent feasible, short of changing the land use mix, which would not be consistent with project |

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| | | objectives; however, such impacts would remain significant and unavoidable. |
| <p>Policy 3. Coordinate land use and transportation planning to ensure that all transportation demands can be safely and adequately accommodated.</p> | <p>Coordinated land use and transportation planning, including development of effective TDM strategies, support mixed-use developments and regional efforts to reduce VMT.</p> | <p>Potentially Consistent. All DRSP internal and external roadways would be designed as “Complete Streets” consistent with the County’s Public Improvement Standards (2019). Driveways accessing the Village Commercial and all driveways on Collectors A, B, and C will be located no closer than 200 feet to the adjacent intersection(s) consistent with County Standards. In addition, the distance between driveways will not be less than 200 feet. Two roundabouts would be constructed at the intersections of Collector C/Collector A and Collector C/Collector B consistent with County Standards. The two-way, stop-controlled intersections and the roundabouts on Collectors A, B, and C would operate acceptably as proposed and would not include geometric design features that would create new hazards or an incompatible use.</p> |
| <p>Policy 4. Provide public transit, bicycle lanes, multi-use trails and pedestrian walkways that connect destinations within and between communities, to encourage alternative transportation.</p> | <p>Implementation of mixed-use communities with pedestrian and bicycle facilities that connect with transit service support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP would include a backbone roadway infrastructure designed as “Complete Streets” to include pedestrian and bicycle facilities and meet the County’s minimum design standards and construction specifications. The DRSP would also include off-street pedestrian paths.</p> |
| <p>Policy 5. Make communities more bicycle- and pedestrian-friendly with safe and attractive routes.</p> | <p>Implementation of mixed-use communities with pedestrian and bicycle facilities that connect with the existing facilities support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP would include a backbone roadway infrastructure designed as “Complete Streets” to include pedestrian and bicycle facilities and meet the County’s minimum design standards and construction specifications. The DRSP would also include off-street pedestrian paths.</p> |
| <p>Policy 1. Plan for most new housing to be within urban or village areas and close to jobs while protecting residential areas from incompatible uses.</p> | <p>The planned development of housing near employment centers and neighborhood commercial uses supports regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The project site is generally surrounded by existing suburban and rural residential development. The project site is located directly adjacent to areas within the existing Nipomo URL and the NCSD service area.</p> |
| <p>Policy 1. Integrate residential units designed for affordability with non-residential uses in order to bring workplaces, commercial development and homes closer together for workers, senior citizens and others.</p> | <p>Coordinated land use and transportation planning support mixed-use developments and regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP would allow for the construction of a minimum of 75 affordable residential units on-site. These units would be located adjacent to village and flex commercial uses, including a hotel, educational/training facilities, and retail/light industrial uses.</p> |
| <p>Policy 2. Integrate complementary uses within commercial sites, in order to build effective mixed-use neighborhoods.</p> | <p>Coordinated land use and transportation planning support mixed-use developments and regional efforts to reduce VMT.</p> | <p>Potentially Consistent. The DRSP would allow for the future phased development of residential uses, village and flex commercial uses (including a hotel, educational/training facilities, and retail/light industrial uses), open space, trails, and a public neighborhood park within the Specific Plan Area.</p> |

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| South County Inland Area Plan | | |
| <i>Circulation Policies</i> | | |
| a. Transportation should be planned to facilitate the use of all modes to improve traffic service and air quality. Transportation planning should be consistent between the Planning and Public Works Departments. | Increased efficiency of the transportation system through coordinated development and promotion of multimodal transportation supports regional efforts to reduce VMT and limit air pollutant and PM emission. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards to include interconnected pedestrian and bicycle facilities that also connect with public transit. |
| b. Encourage improvements of road conditions and circulation, including two new interchanges at Highway 101. | Improvements to roadway conditions of the local and regional transportation network enhance the efficiency of the transportation network and supports regional efforts to reduce VMT. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards to include interconnected pedestrian and bicycle facilities that also connect with public transit. |
| c. Revise existing County road standards to allow for more flexibility to address various road conditions and neighborhood needs, to be more affordable, to increase safety for pedestrians, equestrians, vehicles and bikes, and to protect, enhance and maintain the rural character of the area. | Coordinated efforts and requests for input between and among governmental agencies, adjacent land uses, the community at large, and potential land developers preserve the area's natural character and support efforts to reduce potential traffic hazards for all users. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards and would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads , such as Class I and Class IV bicycle paths. |
| <i>Circulation Objectives</i> | | |
| a. Utilize transportation system/demand management to develop various means of reducing traffic volume increases and conflicts, and reduce the need for roadway capacity improvements. | Improvements to roadway conditions of the regional and local transportation network enhance the efficiency of the transportation network and supports regional efforts to reduce VMT. | Potentially Consistent. The DRSP proposes an efficient and functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit. Improvements would meet the minimum standards identified in County Public Improvement Standards. Additionally, implementation of Mitigation Measure TR/mm-2 would build on the suite of available TDM strategies on a project-by project basis. |
| b. Monitor roadway capacities and correlate growth within safe traffic levels, utilizing the criteria contained in the resource management system. | This objective is focused on the provision and maintenance of an efficient and highly functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit and supports regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions for needed transportation improvements based on projected travel demand and the traffic context at the time a particular project within the Specific Plan Area is proposed. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |

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| c. Develop funding sources that are linked to new development impacts. | This objective is focused on an equitable approach to ensuring future development contributes fair-share costs for services and infrastructure. | Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer including fair-share contributions for needed transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |
| d. Plan for a mix of fixed-route express and local bus service, dial-a-ride service, and study the long-range feasibility of a regional light-rail system. | This objective is focused on the provision and maintenance of an efficient and highly functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit and supports regional efforts to reduce VMT. | Potentially Consistent. The DRSP proposes the extension of public transit through the site along Collector A where the higher-density residential neighborhoods would be developed along with the Specific Plan Area's employment centers. Collector A would include a Park and Ride lot, and implementation of Mitigation Measure TR/mm-2 would highlight transportation services, such as dial-a-ride and rideshare, available for residents and employees. |
| <i>Road Improvement Objectives</i> | | |
| 1. All projects and subdivisions shall pay for their share of the cost of improvements that will be necessary because of the traffic they will generate. | This objective is focused on an equitable approach to ensuring future development contributes fair-share costs for services and infrastructure. | Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer including fair-share contributions for needed on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |
| 2. Within residential areas, a wider right-of-way should be provided to allow for a landscaped parkway for street trees, between the curb and sidewalk, as illustrated in Figure 5-2. This improvement will provide a canopy of trees on streets and create a more open, suburban character within neighborhoods. Several streets are shown on the Nipomo Circulation map that should have a sufficient width dedicated for a multi-use pathway as well, as shown in Figure 5-3. The dedication requirement is in Article 9 of the Land Use Ordinance, and the improvement design should be selected from existing County Parks and Recreation Element options. As an incentive, the portion of abutting parcels within these dedications should not be deducted from the gross acreage of the parent parcel when calculating the minimum parcel size in Land Use Ordinance Section 22.22. | This objective is focused on maintaining the quality of service on county roadways as growth continues so that increases in congestion and delay are limited and user safety is maintained. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads, such as Class I and Class IV bicycle paths. |

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| <p>3. Streets within downtown and in residential areas should be designed in a modified grid pattern that provides an interconnected network of local streets, which should be curvilinear, as shown in Figure 5-4. Frequent connections will provide alternate routes and minimize traffic concentrating on collector and arterial streets. Cul-de-sac streets should also consider through routes for emergency vehicles and pedestrians when feasible.</p> | <p>This objective is focused on maintaining the quality of service on county roadways as growth continues so that increases in congestion and delay are limited and user safety is maintained.</p> | <p>Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. Residential streets would be internally connected with gateway entrances along Willow, Pomeroy, and North Frontage Roads. Additional emergency access points would be provided from Hetrick Avenue and Cory Way (on the west and south boundaries of the Specific Plan Area, respectively).</p> |
| <p>4. Residential development should occur at moderate densities near major employment areas so that transit can be convenient to more people.</p> | <p>This objective is focused on promoting a jobs and housing balance and use of transit for work trips to support efforts to limit increase in VMT per employee and overall VMT.</p> | <p>Potentially Consistent. The DRSP design guidelines for the residential and nonresidential land uses and supporting infrastructure, including the backbone roadway infrastructure, include interconnected pedestrian and bicycle facilities that also connect with public transit. Improvements would meet the minimum standards identified in County Public Improvement Standards.</p> |
| <p>5. Streets should be the focal orientation of most urban development, as illustrated in Figure 5-5, to promote the efficient use of sidewalks and alternative transportation, by facing and locating buildings at or near the edge of the street yet providing adequate setbacks in residential areas where needed to buffer noise.</p> | <p>This objective is focused on promoting a jobs and housing balance and use of transit for work trips to support efforts to limit increase in VMT per employee and overall VMT.</p> | <p>Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected pedestrian and bicycle facilities that also connect with public transit.</p> |
| <p>6. Multi-use pathways should be established in accordance with the County Parks and Recreation Element. They may also be constructed along roads where there is a desire among local residents for them. The actual design of these multi-use pathways will be dictated by available funding, community needs and adjacent property impacts. The surfaces used for these multi-use pathways should be appropriate for their usage and available funding and take into consideration the existing soil conditions. As an incentive to obtaining these rights-of-way, this dedication should be considered part of the net acreage of the abutting parcels instead of gross acreage when calculating the minimum parcel size in Land Use Ordinance Section 22.22.</p> | <p>This objective is focused on the development of alternative modes of transportation for work and recreation and to support efforts to limit increases in VMT per employee and overall VMT.</p> | <p>Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected pedestrian and bicycle facilities including multi-use pathways.</p> |

Other Means of Transportation-Bikeways

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| <p>1. Regional bikeway system. Create an area-wide bikeway system to provide for efficient and safe transportation for bicycle commuters. Encourage local jurisdictions and major employers to provide bicycle parking facilities at major destination points such as shopping centers, public facilities, transit hubs, and park and ride lots to increase the use of bicycles.</p> | <p>This objective is focused on the development of alternative modes of transportation for work trips to support efforts to limit increases in VMT per employee and overall VMT.</p> | <p>Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected bicycle facilities that connect with the larger Nipomo and countywide network.</p> |
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| <p>2. Safe bikeway improvements. Provide safe travel for school children, the commuter, and the recreational rider.</p> <p>Encourage all new development to include 5' - 8' Class II bikeways along all new collectors and arterials, where terrain permits, as shown in Figure 5-6.</p> <p>Width and class should be determined by factors such as vehicle speed, traffic volumes, terrain and road width.</p> | <p>This objective is focused on the development of alternative modes of transportation for work and recreation and to support efforts to limit increases in VMT per employee and overall VMT.</p> | <p>Potentially Consistent. The DRSP design guidelines for the residential and nonresidential land uses and supporting infrastructure, including the backbone roadway infrastructure, include interconnected pedestrian and bicycle facilities that also connect with public transit. Improvements would meet the minimum standards identified in County Public Improvement Standards.</p> |
| <p>3. Transportation demand management, (TDM). Encourage use of bikes as an alternative transportation mode to reduce single occupancy vehicle (SOV) travel thereby reducing air pollution.</p> <p>Encourage employers with 25 or more employees to reduce SOV travel with an organized program that includes bike use.</p> | <p>This objective is focused on the development of alternative modes of transportation for work and other trip purposes to support efforts to limit increases in VMT per employee and overall VMT.</p> | <p>Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected bicycle facilities that connect with the larger Nipomo and countywide network. Additionally, implementation of Mitigation Measure TR/mm-2 would build on the suite of available TDM strategies on a project-by-project basis.</p> |
| <p>5. Recreation. Develop Class I bikeways with multi-use trails through public recreational areas and along public rights-of-way where deemed appropriate due to scenic and/or recreational resources. Dedicated public easements should be sought, and economic incentives for private land owners should be considered where unique scenic, recreational or historical routes coincide with private property, and where connections are desired between recreational and scenic areas. The protection of natural resources should also be achieved. Prepare a plan for Class I bikeways along appropriate routes through the sub-area, to connect major destinations for different age groups, as part of an areawide pathway planning project.</p> | <p>This objective is focused on the development of alternative modes of transportation for work and other trip purposes to support efforts to limit increases in VMT per employee and overall VMT.</p> | <p>Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities, some with visual or physical separation from roads, such as Class I and Class IV bicycle paths.</p> |
| <i>Other Transportation Improvements-Trails</i> | | |
| <p>1. Safe routes for children on foot and bicycle, especially to schools;</p> | <p>This objective is focused on the development of alternative modes of transportation for work and other trip purposes to support efforts to increase safety for vulnerable populations.</p> | <p>Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected pedestrian and bicycle facilities that connect to schools/daycare centers proposed for the Specific Plan Area and also to existing routes to schools and parks in the larger Nipomo community.</p> |
| <p>2. Safe pedestrian, bicycle and equestrian passage from neighborhoods to frequent destinations, schools, parks, shopping facilities and adjacent neighborhoods;</p> | <p>This objective is focused on the development of alternative modes of transportation for work and other trip purposes to support efforts to increase safety for vulnerable populations.</p> | <p>Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected pedestrian and bicycle facilities that connect to the retail/commercial and education uses on the eastern portion of the proposed Specific Plan Area and the schools/daycare centers and parks in the central portion of</p> |

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| | | the Specific Plan Area. The internal pedestrian and bicycle network would connect with pedestrian and bicycle facilities in the larger Nipomo community and enhance access to other schools and parks. |
| 3. Linking a local multi-use trails system to regional destinations, such as nearby cities and Oso Flaco Lake; | This objective is focused on the development of alternative modes of transportation for work and other trip purposes to support efforts to increase safety for vulnerable populations. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities, some with visual or physical separation from roads, such as Class I and Class IV bicycle paths. |
| <i>Other Transportation Improvements-Public Transit</i> | | |
| 1. Along major transit corridors, urban densities should be achieved in urban village centers that will have a mix of employment and higher density residential zoning to encourage transit, walking and bicycling. Minimum densities as well as maximum densities should be set within these activity centers to provide a population threshold for convenient transit. Automobile oriented uses such as service stations, car sales lots and drive-through retail should not be located within these activity centers so that there will be areas that encourage walking, biking and transit use. Mixed compatible use should be encouraged within the centers, allowing for the development of areas where walking can access homes, offices and stores. | This objective is focused on the development of mixed-use communities with residential areas developed with sufficient density, employment-generating uses, and neighborhood-serving retail to support existing transit or areas planned to be served by public transit and that features an interconnected circulation system for all modes of transportation to reduce use of single-occupancy vehicle (SOV) for work and other trip purposes and to support regional efforts to reduce VMT. | Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected pedestrian and bicycle facilities that connect to each other and to local schools/daycare centers and open spaces in the larger Nipomo community. |
| 2. Parallel routes to Highway 101 should be established on Hetrick Road and Orchard Avenue to facilitate access north and south through the area, for general transportation and for connecting multi-modal transit stops. | This objective is focused on reducing traffic congestion on the US 101 corridor as growth continues so that increases in congestion and delay are limited and transfer locations for transit and other services, such as rideshare or carpooling. | Potentially Consistent. The DRSP proposes the extension of public transit through the site along Collector A where the higher-density residential neighborhoods would be developed along with the Specific Plan Area's employment centers. Collector A would include a Park and Ride lot, and implementation of Mitigation Measure TR/mm-2 would highlight transportation services, such as dial-a-ride and rideshare, available for residents and employees. The County-initiated General Plan Amendment would revise the Circulation Element to identify Collector B as the north-south collector in the project vicinity rather than Hetrick Road; therefore, the above-described improvements would be consistent with this policy. |
| 3. On-site services should be encouraged at urban village centers, including child care, personal services, cafes, pharmacy and convenience stores in residential areas, as well as restaurants, banks, general retail stores in employment centers. | This objective is focused on the development of mixed-use communities with residential areas developed with sufficient density, employment-generating uses, and | Potentially Consistent. The site planning and associated design guidelines for the DRSP backbone roadway infrastructure and the residential, open space, educational, hotel, and retail uses include interconnected pedestrian and bicycle facilities that connect to each other and to local schools/daycare |

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| | <p>neighborhood-serving retail to support existing transit or areas planned to be served by public transit and that features an interconnected circulation system for all modes of transportation to reduce use of SOV for work and other trip purposes and to support regional efforts to reduce VMT.</p> | <p>centers and open spaces in the larger Nipomo community.</p> |
| <p><i>Other Transportation Improvements-Carpooling and Park and Ride</i></p> | | |
| <p>Provide convenient locations for transferring commuters from single-occupancy vehicles into carpools, van pools and public transit. Criteria are needed to standardize the location, amenities and design of lots. A bicycle bus trailer should be included in South County bus service.</p> | <p>This objective is focused on reducing traffic congestion on the US 101 corridor as growth continues so that increases in congestion and delay are limited and transfer locations for transit and other services like rideshare or carpooling are available.</p> | <p>Potentially Consistent. The DRSP proposes the extension of public transit through the site along Collector A where the higher-density residential neighborhoods would be developed along with the Specific Plan Area's employment centers. Collector A would include a Park and Ride lot, and implementation of Mitigation Measure TR/mm-2 would highlight transportation services, such as dial-a-ride and rideshare, available for residents and employees.</p> |
| <p><i>Circulation Programs</i></p> | | |
| <p>7. Areawide Circulation Plan. The Public Works and Planning Departments, in coordination with area group representatives, should refine the circulation plan to include local street circulation and address the location, timing, costs and funding of needed improvements in the Nipomo urban area northward to the southern fringe of the five cities urban area.</p> | <p>This objective is focused on soliciting input for refinements to the local circulation system as part of larger regional efforts to relieve traffic congestion, improve air quality, reduce VMT, and ensure that future development contributes fair-share costs for services and infrastructure.</p> | <p>Potentially Consistent. Buildout of the DRSP would implement a local circulation system designed to County Public Improvement Standards and requirements of LUO Articles 22 and 9, as applicable. Improvements would require the payment of development fees by each prospective developer, including fair-share contributions, for needed off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |
| <p>8. Resolution of Route for the Willow Road Extension and Willow/Highway 101 interchange. The County should conduct and complete an alternative routing study for the extension of Willow Road to Highway 101 and beyond to Thompson Road by November 9, 1994.</p> | <p>This objective is focused on buildout of local circulation system as part of larger regional efforts to relieve traffic congestion, improve air quality, and reduce VMT.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the applicant and/or each prospective future developer to construct and/or provide fair share contributions for needed off-site transportation improvements, including at the US 101/Willow Road interchange. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |

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| <p>9. Transportation Demand Management. The Public Works and Planning Departments, in cooperation with the Area Coordinating Council and Caltrans staff, should conduct special studies to seek ways to reduce peak-hour traffic volumes on the heavily traveled sections of Highways 1 and 101. The studies should be scheduled for completion as input to the Circulation Plan.</p> | <p>This objective is focused on buildout of local circulation system as part of larger regional efforts to relieve traffic congestion, improve air quality, and reduce VMT.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for needed on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |
| <p>10. Funding reimbursement. The Public Works Department should initiate an ordinance amendment providing for the reimbursement of those developers who pay for the road improvements to their projects, by those who subsequently develop along the particular improved street or road.</p> | <p>This objective is focused on an equitable approach to ensuring future development contributes fair-share costs for services and infrastructure.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for needed on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |
| <p>11. Street Landscaping Projects. The County should seek and obtain funding for street landscaping that can be installed with planned street improvements or separately. Street trees, landscaped center medians, special lighting and street furniture should be included.</p> | <p>This objective is focused on an equitable approach to ensuring future development contributes fair-share costs for services and infrastructure.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for needed on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |
| <p>12. Cooperative Roads Program. The County Public Works Department should initiate a cooperative roads program for responding to property owners' requests for upgrading unimproved roads. The program could begin with an inventory with the community identifying which roads most need improving. The cooperative roads program would offer improvements on the basis of loan funding repaid by affected land owners. Bicycle lanes and multi-use paths addressed in this plan should be included in the program.</p> | <p>This objective is focused on an equitable approach to ensuring affected landowners and future development contribute fair-share costs for services and infrastructure improvements.</p> | <p>Potentially Consistent. Buildout of the DRSP would include coordination with adjacent land owners to the north along the privately maintained Cherokee Place that forms long stretches of the northern boundary of the Specific Plan Area. Cooperative agreements requiring payment of fair-share contributions for immediately adjacent transportation improvements could be one of several potential financing mechanisms for the DRSP (see DRSP Chapter 8).</p> |

Nipomo Community Plan

Land Use Programs

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| <p>4. Pathway Plan. Work with the community to prepare a plan for pedestrian circulation through the urban area. The plan should identify locations of walking and riding paths connecting neighborhoods to shopping areas, parks and schools. Linear parkways should be studied as one method of providing alternate pedestrian routes within public parks.</p> | <p>The intent of this program is to support development of an interconnected system of bicycle, pedestrian, and equestrian pathways that connect varied land uses.</p> | <p>Potentially Consistent. Buildout of the DRSP includes a variety of pedestrian, bicycle, and equestrian facilities</p> |
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| <i>Circulation Programs</i> | | |
| <p>1. Tefft Street and Thompson Road Improvements. The Public Works and Planning Departments should develop a landscaping and sidewalk improvement plan for Thompson Road and Tefft Street, including considering landscaped center medians along Tefft Street, using low water-consuming plantings of ground cover, shrubs and street trees. This project should be implemented with any major street improvement or widening and upon the assumption of maintenance responsibility by the County or another association or agency such as the Nipomo Community Services District.</p> | <p>This program is focused on leveraging identified transportation improvements to meet multiple goals, such as an improved pedestrian circulation system and water conservation.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for identified off-site transportation improvements at the Tefft Street/US 101 interchange and North Frontage Road. existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |
| <p>3. Street Improvements. The Public Works Department should work with property owners to establish one or more improvement districts to install adequate street improvements including curbs, gutters and sidewalks, multi-use paths, street lighting and landscaping according to available design options.</p> | <p>The intent of this policy is to establish a funding mechanism to support design and construction of street improvements, including associated pedestrian, bicycle, equestrian systems, and, where appropriate, separated multi-use pathways.</p> | <p>Potentially Consistent. Buildout of the DRSP would require adoption of a Development Agreement stipulating that backbone roadway infrastructure would be part of the first phase of development and that all prospective developers construct and/or provide fair-share contributions for implementation of remaining on- and off-site transportation improvements.</p> |
| SLOCOG 2019 Regional Transportation Plan (RTP) | | |
| Goal 1. Preserve the transportation system | | |
| <p>Policy Objective 1.1. Maintain and maximize efficiency of existing transportation system and operations.</p> | <p>Maintenance of the transportation system improves its efficiency and supports regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for identified on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |
| <p>Policy Objective 1.2. Employ low-cost solutions whenever possible, including transportation demand management principles.</p> | <p>Coordinated land use and transportation planning, including development of effective TDM strategies, supports transit-oriented, mixed-use developments, and regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for needed on- and off-site transportation improvements. It would also include public transit elements in the site design, such as a Park and Ride lots with secure bicycle parking/repair infrastructure, to promote carpooling/rideshare and other countywide circulation options as part of concerted and increasingly integrated efforts to implement effective TDM strategies (see Mitigation Measures TR/mm-2 and GHG/mm-1.1).</p> |

| Goals, Policies, Plans, Programs and Standards | Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts | Preliminary Consistency Determination |
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| Policy Objective 1.3. Preserve the region's transportation system to a state of good repair. | Maintenance of the transportation system improves its efficiency and supports regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for needed transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |
| Goal 2. Improve intermodal mobility and accessibility for all people | | |
| Policy Objective 2.1. Provide reliable, integrated, and flexible travel choices across and between modes. | Development of interconnected pedestrian, bicycle, and transit facilities support regional efforts to reduce VMT, and ultimately GHG, criteria air pollutant, and PM emissions. | Potentially Consistent. Buildout of the DRSP includes a variety of pedestrian, bicycle, and equestrian facilities and connects these systems to public transit stops and the proposed Park and Ride lot along Collector A. |
| Policy Objective 2.2. Improve opportunities for businesses and citizens to easily access goods, jobs, services, and housing. | Mixed-use developments support regional efforts to reduce VMT, and ultimately GHG, criteria air pollutant, and PM emissions, by locating goods, jobs, services, and housing in close proximity to pedestrian, bicycle, and transit-supportive facilities. | Potentially Consistent. Buildout of the DRSP includes a variety of pedestrian, bicycle, and equestrian facilities and connects these systems to public transit stops, the proposed Park and Ride lot along Collector A, and the commercial and employment center on the east portion of Specific Plan Area. |
| Policy Objective 2.3. Integrate new technologies and concepts to make the transportation system more efficient and accessible. | Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP includes development of a parallel route to US 101 (Collector A), which has been identified by the County and Caltrans as a means for relieving traffic congestion. |
| Policy Objective 2.4. Identify and improve major transportation corridors for all users. | Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP includes development of a parallel route to US 101 (Collector A), which has been identified by the County and Caltrans as a means for relieving traffic congestion. |
| Policy Objective 2.5. Support cooperative planning activities that lead to an integrated multimodal transportation system. | Coordinated land use and transportation planning, including development of effective TDM strategies, support mixed-use developments and regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP includes a variety of pedestrian, bicycle, and equestrian facilities and connects these systems to public transit stops, the proposed Park and Ride lot along Collector A, and the commercial and employment center on the east portion of Specific Plan Area. |
| Policy Objective 3.1. Support transportation investments and choices to enhance economic activity, travel, and tourism. | Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP includes development of a parallel route to US 101 (Collector A), which has been identified by the County and Caltrans as a means for relieving traffic congestion. Development of an interconnected system of pedestrian, bicycle, equestrian, and transit-supportive facilities support efforts to enhance the local economy. |

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| Policy Objective 3.2. Improve the freight network and strengthen the region's ability to access national and international trade markets. | Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP includes development of a parallel route to US 101 (Collector A), which has been identified by the County and Caltrans as a means for relieving traffic congestion along this important freight transportation corridor. |
| Goal 4. Improve public safety and security. | | |
| Policy Objective 4.1. Reduce fatalities, serious injuries, and collisions for motorized and non-motorized users. | This policy is focused on user safety for all modes of transportation. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from road, such as Class I and Class IV bicycle paths. |
| Policy Objective 4.2. Reduce congestion and increase safety by improving operations. | This policy is focused on the development of an efficient and highly functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit with an emphasis on user safety. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities, some with visual or physical separation from roads, such as Class I and Class IV bicycle paths. |
| Policy Objective 4.3. Enhance public safety and security in all modes of transportation. | This policy is focused on the development of an efficient and highly functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit with an emphasis on user safety. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities, some with visual or physical separation from roads, such as Class I and Class IV bicycle paths. |
| Goal 5. Foster livable, healthy communities and promote social equity | | |
| Policy Objective 5.1. Reflect community values while integrating land use and transportation planning to connect communities through a variety of transportation choices that promote healthy lifestyles. | This policy is focused on the development of an efficient and highly functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit with an emphasis on user safety. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities, some with visual or physical separation from roads, such as Class I and Class IV bicycle paths. |
| Policy Objective 5.2. Integrate public health and social equity in transportation planning and decision-making. | This policy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting a circulation system that meets the needs of all users for a range of trip purposes, including recreation. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities, some with visual or physical separation from roads, such as Class I and Class IV bicycle paths. |

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| Policy Objective 5.3. Support efforts to increase the supply and variety of housing, jobs, and basic services in locations that reduce trips, travel distances, and congestion on US 101. | This policy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting mixed-use land development. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| Policy Objective 5.4. Make investments and develop programs that support local land use decisions that implement the SCS and other strategies to reduce GHG emissions and make our communities more healthy, livable, sustainable, and mobile. | This policy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting compact mixed-use developments. | Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for identified on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |
| Goal 7. Practice financial stewardship | | |
| Policy Objective 7.1. Invest strategically to optimize transportation system performance for the long-term. | Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for identified on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |
| Policy Objective 7.2. Assure early and continual involvement of all parties affected by major transportation improvement projects and programs. | Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT. | Potentially Consistent. The DRSP has been developed with input from various governmental agencies and includes transportation infrastructure (California Government Code Sections 65450–65457). |
| Policy Objective 7.3. Seek sustainable, flexible, and competitive funding to maintain and improve the transportation system. | Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT. | Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer, including fair-share contributions, for identified on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |
| Sustainable Communities Strategy | | |
| <i>Community Planning and Development Standards</i> | | |
| 1. Coordinate with local jurisdictions in general land use and circulation planning, traffic assessment, impact mitigation, and specific project development, where appropriate. (Ongoing) | This standard is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on | Potentially Consistent. The DRSP has been developed with input from various governmental agencies and has employed smart growth, transit-oriented development principles for site planning and infrastructure. |

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| | development of mixed-use communities. | |
| <p>2. Support the update and modification of zoning and development standards in downtowns and villages to consider or support (Near):</p> <ul style="list-style-type: none"> • Mixed-use, infill, and residential development, • Reduced vehicle parking requirements, • Increased bicycle parking requirements, • Intensification of land use, and • Modification of setbacks, building height, and size limitations. | <p>This standard is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities with transportation demand strategies.</p> | <p>Potentially Consistent. The DRSP has been developed with input from various governmental agencies and has employed smart growth, transit-oriented development principles for site planning and infrastructure.</p> |
| <i>Infill Development and Location Efficiency</i> | | |
| <p>8. Support mixed-use and infill development near existing transit services and activity centers. (Ongoing)</p> | <p>This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies.</p> | <p>Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park.</p> |
| <p>9. Assign a high priority to funding improvements that address existing deficiencies to the roadway system in existing developed areas that are subject to intensification. (Ongoing)</p> | <p>Efforts to increase the efficiency of the transportation network support regional efforts to reduce VMT.</p> | <p>Potentially Consistent. Buildout of the DRSP would require the payment of development fees by each prospective developer including fair-share contributions for identified on- and off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts.</p> |
| <p>11. Support the reduction of parking requirements along existing and emerging transit corridors. (Ongoing)</p> | <p>This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies.</p> | <p>Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park.</p> |

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| <i>Healthy, Livable Communities</i> | | |
| 12. Promote healthy and livable communities and human-scale development that promotes biking and walking. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 13. Coordinate with local jurisdictions to ensure best practices of incorporating healthy community design in land use, circulation, and health elements of agency general plans. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 14. Coordinate with public health staff to share best practices of incorporating healthy community design into policy and planning documents. (Near) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 15. As part of agency review and comment on specific plans and significant development projects, encourage healthy and livable community design concepts, and incorporation of multimodal transportation options. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |

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| <i>Land Use Transportation Connection</i> | | |
| 18. Support local jurisdictions' efforts to direct new and future development to existing downtowns, villages, and commercial corridors. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 19. Support local jurisdictions' efforts to improve connectivity between adjacent land uses. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| <i>Reduce Vehicle Trips and VMT</i> | | |
| 20. Support expanded transit service and increased frequency of transit service within and between communities to reduce vehicle trips and vehicle miles of travel. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 21. Support local jurisdictions' efforts to improve active transportation infrastructure to replace some short vehicle trips with bike and walk trips. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 22. Support the addition of peak-hour express transit trips to reduce vehicle congestion on major highways, and other primary transportation corridors. (Near) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and |

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| | coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| <i>Parking and Parking Demand Management</i> | | |
| 24. Support ordinances that reduce required parking and parking reduction strategies that reduce the quantity of off-street parking in downtown and village areas over time. (Near) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 25. Support local jurisdictions' policies that encourage a "park-once" philosophy in downtown and village areas. (Near) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| 28. Support roadway corridor plans in downtown and village areas that investigate how to best use existing roadway width relative to traffic demands to assess options of reducing travel lanes and providing additional on-street parking and enhanced pedestrian and bicycle facilities, additional public space, and aesthetic streetscape improvements. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area is located adjacent to the URL in an area planned for growth, including expansion of transit service. Collector A would be designed to include transit stops, a Park and Ride lot, commercial uses, and the higher-density residential developments. Proximate land uses include the local high school and elementary school, the Tefft Street commercial corridor, the public library, and Nipomo Regional Park. |
| <i>Complete Streets and Multi-Modal Transportation Options</i> | | |
| 29. Support local jurisdictions' incorporation of complete streets policies as part of periodic circulation element updates. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards to include interconnected pedestrian and bicycle facilities that also connect with public transit. |

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| | systems, coupled with transportation demand strategies. | |
| 30. Encourage local jurisdictions to establish and maintain a mix of transit, bicycle, and pedestrian access choices. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards to include interconnected pedestrian and bicycle facilities that also connect with public transit. |
| 31. Support the incorporation of design features and infrastructure in new projects that support active transportation and transit users. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards to include interconnected pedestrian and bicycle facilities that also connect with public transit. |
| <i>Resource Protection</i> | | |
| 38. Work with federal, state, and local agencies and other stakeholders to identify priority areas for protection; enhancement of sensitive resources; carbon sequestration opportunities; and/or provide mitigation banking opportunities/funds for mitigating adverse impacts to the environment associated with transportation improvements. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards and would avoid identified on-site sensitive resources such as the oak trees as well as any resources at off-site locations for infrastructure improvements. |
| 39. Set aside a percentage of highway funding to establish an environmental/transportation enhancement program. (Near) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. Development of the Specific Plan Area does not preclude use of fees collected as part of the phased development from land use and transportation planning efforts for future local and regional transportation or other capital improvement projects. |

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| <i>Context Sensitivity</i> | | |
| 40. Advocate for Caltrans, local jurisdictions, and transportation designers to develop transportation facilities and amenities that fit within the unique character of the community, providing landscaped medians and walkways along major multi-lane arterial highways, streets, and roadways. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. Development of the Specific Plan Area does not preclude use of fees collected as part of the phased development from land use and transportation planning efforts for future improvements to the US 101 and Willow Road and Tefft Street interchanges, pedestrian and bicycle facility crossings, and the proposed DRSP site frontage for the commercial components of the urban village. |
| <i>Regional Modeling Tools and Analysis</i> | | |
| 43. Support local jurisdictions' use of regional modeling and analysis tools to compare multiple land use and transportation scenarios when updating land use and circulation elements. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area has been identified in previous planning documents and modeled under a variety of land uses and transportation scenarios to future years. The current process defines a buildout scenario for the proposed land uses and infrastructure consistent with requirements under California Government Code Section 65450 through 65457 and does not preclude use of the information for regional land use and transportation modeling efforts as part of future updates to the County's LUCE or the 2023 RTP update. |
| 44. Use regional modeling tools to quantify the return on investment for intensification along existing commercial corridors and emerging transit corridors. (Near) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. The Specific Plan Area has been identified in previous planning documents and modeled under a variety of land uses and transportation scenarios to future years. The current process defines a buildout scenario for the proposed land uses and infrastructure consistent with requirements under California Government Code Section 65450 through 65457 and does not preclude use of the information for land use and transportation planning efforts as part of future local and regional transportation or other capital improvement plans. |
| <i>Funding Mechanisms</i> | | |
| 45. Support modifications in existing mechanisms for financing transportation improvements that will support long-term sustainable land use and transportation development. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. Improvements would require the payment of development fees by each prospective developer, including fair-share contributions, for needed off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |

| Goals, Policies, Plans, Programs and Standards | Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts | Preliminary Consistency Determination |
|---|--|--|
| 46. Prioritize funding toward existing communities to improve the effectiveness of public investments; and support community revitalization through such strategies as encouraging redevelopment and mixed-use development along existing corridors and emerging transit corridors. (Ongoing) | This strategy is focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of mixed-use communities and multimodal transportation systems, coupled with transportation demand strategies. | Potentially Consistent. Improvements would require the payment of development fees by each prospective developer, including fair-share contributions, for needed off-site transportation improvements. Additionally, existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. |
| County of San Luis Obispo Inland Land Use Ordinance (Title 22) | | |
| 22.98.072(H)(a) Road Right of Way: Provide a dedication of land for road right-of-way between 15 and 30 feet for the construction of a separate pathway, as determined to be feasible by the County Public Works Department, utilizing the Circulation Element and the County Parks and Recreation Element. Properties affected by this standard may use gross acreage in calculating the allowable density. | Adherence to this standard promotes development of separated paths of travel in support of improved safety for pedestrians and bicyclists. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards to include interconnected pedestrian and bicycle facilities that also connect with public transit. |
| 22.98.072(H)(b) Curvilinear: Road alignments shall respond to natural land forms, be slightly curvilinear and provide alternate routes of travel. Straight roads are not encouraged. | Adherence to this standard reduces speed of travel in support of improved safety for pedestrians and bicyclists. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards to include interconnected pedestrian and bicycle facilities that also connect with public transit. |
| County Bikeways Plan (2016) | | |
| Goal 1: Accommodate increased bicycle usage for a mode split of 20% by 2035 by removing barriers that discourage bicycling and developing facilities that encourage bicycle use. | This goal and its underlying policies are focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of countywide and local bicycle infrastructure. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads, such as Class I and Class IV bicycle paths. Development in the Specific Plan Area would also contribute to the extension of the Class II bike lane along North Thompson Avenue through payment of Public Facilities Fees. It would be consistent with this goal and applicable implementing policies. |
| Goal 2: Provide a safer bicycling environment toward zero deaths through engineering, education and enforcement programs consistent with the Strategic Highway Safety Plan. | This goal is focused on maintaining improving bicycle safety on county roadways as growth continues. | Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads, such as Class I and Class IV bicycle paths. Development in the Specific Plan Area would also contribute to the extension of the Class II bike lane along North Thompson Avenue through payment of Public Facilities Fees. It |

| Goals, Policies, Plans, Programs and Standards | Intent of the Policy in Relation to Avoiding or Mitigating Significant Environmental Impacts | Preliminary Consistency Determination |
|--|---|---|
| <p>Goal 3: Complete the top 20 projects in the bike plan by 2035 by developing funding strategies to increase the number of bikeways and bicycle facilities.</p> | <p>This goal and its underlying policies are focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of countywide and local bicycle infrastructure.</p> | <p>would be consistent with this goal and applicable implementing policies.</p> <p>Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads, such as Class I and Class IV bicycle paths. Development in the Specific Plan Area would also contribute to the extension of the Class II bike lane along North Thompson Avenue through payment of Public Facilities Fees. It would be consistent with this goal and applicable implementing policies.</p> |
| <p>Goal 4: Collaborate with City and Regional agencies to coordinate the planning and design of County Bikeways to support a regional bicycle network.</p> | <p>This goal and its underlying policies are focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of countywide and local bicycle infrastructure.</p> | <p>Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads, such as Class I and Class IV bicycle paths. Development in the Specific Plan Area would also contribute to the extension of the Class II bike lane along North Thompson Avenue through payment of Public Facilities Fees. It would be consistent with this goal and applicable implementing policies.</p> |
| <p>Goal 5: Recommend a strong presence of multi-modal coordination within and between San Luis Obispo County, SLOCOG, cities, and other providers.</p> | <p>This goal and its underlying policies are focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of countywide and local bicycle infrastructure.</p> | <p>Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads, such as Class I and Class IV bicycle paths. Development in the Specific Plan Area would also contribute to the extension of the Class II bike lane along North Thompson Avenue through payment of Public Facilities Fees. It would be consistent with this goal and applicable implementing policies.</p> |
| <p>Goal 6: Plan for bike facilities as part of all projects within the unincorporated areas of San Luis Obispo County roads and in compliance with Complete Streets requirements and the Bike Plan.</p> | <p>This goal and its underlying policies are focused on reducing VMT, and ultimately GHG, criteria air pollutant, PM, and TAC emissions by promoting coordinated planning efforts that focus on development of countywide and local bicycle infrastructure.</p> | <p>Potentially Consistent. The DRSP backbone roadway infrastructure would be designed and constructed in accordance with County Public Improvement Standards. It would include a mix of interconnected pedestrian, bicycle, and equestrian facilities with visual or physical separation from roads, such as Class I and Class IV bicycle paths. Development in the Specific Plan Area would also contribute to the extension of the Class II bike lane along North Thompson Avenue through payment of Public Facilities Fees. It would be consistent with this goal and applicable implementing policies.</p> |

4.17.3 Thresholds of Significance

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by CEQA and the County. Specifically, a project would be considered to have a significant effect on transportation if the effects exceed the significance criteria described below:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- d. Result in inadequate emergency access.

Each of these thresholds is discussed under Section 4.17.5, *Project-Specific Impacts and Mitigation Measures*, below.

Under County Board of Supervisors-adopted policy, the County still requires evaluation of LOS and site access management to guide local circulation system planning and recommended conditions of approval for development projects. Although not used as a metric to identify a significant impact under CEQA, the LOS analysis is used to determine project consistency with the County's LUCE, which specifies minimum LOS standards for streets and intersections within the County. 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. The County has adopted LOS C as the minimum standard for rural roadway operations and LOS D or better on roadways in urban areas. The LOS analysis is considered outside of the CEQA process and is not used as a metric to determine the significance of an impact.

4.17.4 Impact Assessment and Methodology

For purposes of this section, the project site includes the Specific Plan Area and any off-site areas where project-related transportation improvements would occur. The proposed circulation system and off-site transportation improvements are evaluated to determine whether phased development of the DRSP would conflict with a program, plan, ordinance, or policy related to the circulation system; create or increase hazards due to geometric design or incompatible uses; and/or result in inadequate emergency access.

As discussed in EIR Chapter 2, *Project Description*, approximately 22 acres of the Specific Plan Area would be dedicated to primary roadways. The proposed roadway system is shown in Figures 2-15 and 2-16 in Chapter 2, *Project Description*. The primary roadways are Collectors A, B, and C and Local Road D. Typical cross-sections of primary collector and local neighborhood streets are shown in Figures 2-13 and 2-14 in Chapter 2, *Project Description*. The primary roadways and associated infrastructure would be constructed as "Complete Streets" pursuant to the County's Public Improvements Standards (2019).⁴

⁴ The Specific Plan Area includes site design features intended to create a connected community by establishing a network of pedestrian, bicycle, and equestrian trails. For example, consistent with County Public Improvement Standard A-2d, 5- to 6-foot detached sidewalks would be constructed along with Collectors A, B, and C and Local Road D. Eight-foot-wide Class II bike lanes would also be constructed with Collectors A, B, and C and would connect to the existing Class II bike lanes on Willow and Pomeroy Roads. The proposed multi-use trails—two east-west trails and two north-south trails—would connect to Pomeroy Road, Hetrick Avenue, and Cory Way north of Sandydale Drive. In addition to the sidewalks and multi-use trails, a network of proposed pedestrian trails would provide access within and between neighborhoods and connect to the public recreation facilities. It is important to note, however, that the final design of each road section is subject to change based on the County Public Works Department's review of public improvement plans, which occurs after approval of the tentative tract map.

The primary roadways would connect the local neighborhood roads to existing County roads, such as Willow and Pomeroy Roads, and act as a continuation of County-maintained roadways.

Construction of the backbone road infrastructure would allow for the phased development of the Specific Plan Area's proposed land uses as follows:

- Phase 1 (611 residential units, plus an additional 75 [minimum] affordable housing units)
 - Neighborhoods 1, 2, 3, 5, 10
 - Village and flexible commercial uses (113,000 square feet)
 - Hotel use (60,00 square feet, 110 rooms)
 - Education facility (30,000 square feet)
- Phase 2 (417 more residential units)
 - Neighborhoods 7, 8, and 9
- Phase 3 (186 more residential units)
 - Neighborhoods 4 and 6

There are two project entries (Collectors A and B) planned along Willow Road between Hetrick Avenue and the Willow Road/US 101 ramps, and two project entries from the south (Collectors A and B) planned at North Frontage Road and along Pomeroy Road between Calimex Place and Sandydale Drive. For coordinated buildout of the proposed land uses, public infrastructure, public services, and community amenities the project would include the following off-site transportation-related improvements (see Figure 2-4 in Chapter 2, *Project Description*):

- An extension of North Frontage Road at the southeast corner of the Specific Plan Area from Sandydale Drive to Willow Road. This improvement would be completed as a part of the project, providing site access from two of the four project entries. This improvement must be completed as part of the first phase of development and prior to certificate of occupancy for the residential uses (i.e., Neighborhoods 1, 2, 3, 5, and 10) and the village commercial, flex commercial, hotel, and educational uses. Left-turn lanes would also be provided at intersections along Collector A.
- Widening of Willow Road and signalization at the Willow Road/Collector A intersection within existing ROW areas. This improvement must be completed as part of the first phase of development and prior to certificate of occupancy for the residential uses (i.e., Neighborhoods 1, 2, 3, 5, and 10) and the village commercial, flex commercial, and educational uses.
- Restriping and one-way stop-control at the Willow Road/Collector B intersection within existing ROW areas. This improvement must be completed as part of the second phase of development and prior to certificate of occupancy for the residential uses (i.e., Neighborhoods 7, 8, and 9).
- Improvements/paving at the Cherokee Place/Collectors A and B intersections. These improvements must be completed as part of the first and second phases of development, respectively, and prior to certificate of occupancy for the residential uses (i.e., Neighborhoods 1, 2, 3, 5, and 10 and Neighborhoods 7, 8, and 9, respectively). Although the road will not provide the fastest or most convenient route to most destinations, a small amount of project traffic may use the route to access neighborhoods off Hetrick Avenue. Road maintenance concerns would be addressed through a private road maintenance agreement entered into by owners of the access road easement or adjacent parcel owners. This requirement would be included in the Development Agreement.
- Removal/closure of the privately maintained Hetrick Avenue access from Pomeroy Road and provision of a new access to Hetrick Avenue from Collector B. This improvement must be

completed as part of the second phase of development and prior to certificate of occupancy for the residential uses (i.e., Neighborhoods 7, 8, and 9).

- Restriping and one-way stop control at the Pomeroy Road/Collector B intersection within existing ROW areas. This improvement must be completed as part of the second phase of development and prior to certificate of occupancy for the residential uses (i.e., Neighborhoods 7, 8, and 9).
- Emergency access at Hetrick Avenue and Cory Way.

For additional details, including intersection and roundabout locations and designs, emergency access, and the off-site transportation improvements at Willow, North Frontage, and Pomeroy Roads and Hetrick Avenue, see Chapter 2, *Project Description*.

4.17.5 Project-Specific Impacts and Mitigation Measures

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

Specific Plan Area

TR Impact 1: Phased implementation of the Specific Plan Area could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant (Class III).

PLAN, PROGRAM, AND POLICY CONSISTENCY

Planning documents applicable to the Specific Plan Area, including those with transportation improvements in and around Nipomo, are the 2019 RTP, 2014 US 101 Transportation Concept Report, South County Circulation Study, Nipomo Community Plan, County's LUCE and Parks and Recreation Element, and County's Bikeways Plan. The DRSP does not propose incompatible land uses that would interfere or obviously conflict with applicable plans, programs, or policies related to circulation, transit, roadway, bicycle, or pedestrian systems or facilities. The proposed characteristics of buildout of the Specific Plan Area would be consistent with the County's Framework for Planning (Inland) and with the projected level of growth and development identified in the 2019 RTP.

The 2014 US 101 Transportation Concept Report supports West Tefft Street/US 101 interchange improvements, parallel routes, enhanced transit, transportation demand management (TDM) strategies, and transportation system management (TSM) strategies in the project vicinity. The following planned transportation improvements identified in the South County Circulation Study would be constructed as part of the phased development of the Specific Plan Area:

- extension of North Frontage Road north from Sandydale Drive along the east edge of an off-site parcel adjacent to the southeast corner of the Specific Plan Area to Willow Road;
- installation of a coordinated traffic signal at Willow Road/US 101 SB Ramps with protective/permissive phasing on the westbound Willow Road approach; and
- installation of a coordinated traffic signal at Willow Road/US 101 NB Ramps with protective/permissive phasing on the eastbound Willow Road approach.

Consistent with these traffic reports, the phased development of the Specific Plan Area would provide pedestrian and bicycle facilities, construct a parallel route to US 101 relieving congestion on US 101 and

West Tefft Street (i.e., the North Frontage Road extension to Willow Road), and contribute fair-share impact fees to support future infrastructure improvements. The Specific Plan Area neighborhoods have also been designed to include pedestrian linkages with adjacent residential neighborhoods (e.g., the emergency access points along the west and south at Hetrick Avenue and Cory Way, respectively) and also from the interior to the proposed commercial businesses along the eastern portion of the Specific Plan Area. Consistent with the County’s Public Improvements Standards, the Specific Plan Area’s primary roadways would be developed as “Complete Streets” with associated bicycle and pedestrian facilities connecting to Nipomo Regional Park, Dana Elementary, and Nipomo High School via existing pedestrian and bicycle facilities on Willow and Pomeroy Roads, Juniper and West Tefft Streets, and North Thompson Avenue. See Figure 2-10 in Chapter 2, *Project Description*. Consistent with the County’s Bikeways Plan, the northerly extension of North Frontage Road from Sandydale Drive to Willow Road would include an associated Class IV bicycle facility to connect with the existing Class III bikeway on South Frontage Road south of the Specific Plan Area between West Tefft Street and Grand Avenue. In addition, development in the Specific Plan Area would contribute to the extension of the Class II bike lane along North Thompson Avenue.

Consistent with the US 101 Transportation Concept Report, 2019 RTP, and South Circulation Study, the Specific Plan Area would include a Park and Ride lot and transit stops and facilitate the extension of transit service into the site along with maintenance of the existing bus stop located along North Thompson Avenue.

Cumulative impacts will be addressed through the payment of the adopted South County Traffic Impact Fee based on the latest adopted Fee Area 1 schedule and the number of net new weekday PM peak hour trips as estimated based on the trip generation letter. Applicant payments to the South County Traffic Impact Fee program for Fee Area 1 and compliance with existing public improvements standards, County ordinances, and applicable regulations would ensure that Specific Plan Area buildout would be developed consistent with applicable programs, plans, ordinances, or policies. Therefore, Specific Plan Area impacts related to consistency with a program, ordinance, or policy related to transportation would be *less than significant* and no mitigation measures are necessary.

| TR Impact 1 (Class III) |
|--|
| Phased implementation of the Specific Plan Area could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. |
| <i>Mitigation Measures</i> |
| <i>Mitigation is not necessary.</i> |
| <i>Residual Impacts</i> |
| <i>Residual impacts would be less than significant (Class III).</i> |

Off-Site Improvements

TR Impact 2: Off-site improvements could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant (Class III).

Although not within the Specific Plan Area, the project would require project-related disturbances and/or improvements at additional off-site areas to facilitate the proposed development within the Specific Plan

Area. Off-site project areas include locations where necessary transportation-, water-, and wastewater-related improvements would be necessary to serve the project.

OFF-SITE TRANSPORTATION IMPROVEMENTS

Proposed off-site transportation improvements identified above (see Figure 2-4 in Chapter 2, *Project Description*) would be implemented as part of the DRSP’s phased development. Additionally, other off-site transportation improvements, such as the US 101/Willow Road interchange improvements, would be consistent with the 2019 RTP, 2015 South County Circulation Study, and 2014 US 101 Transportation Concept Report and would be constructed and/or funded by the applicant and/or prospective future developers through payment of fair-share contributions for future implementation.

OFF-SITE NCSD IMPROVEMENT AREAS

The exact location of proposed off-site NCSD water and wastewater system improvements is currently not known; however, proposed water system improvements are anticipated to be located within previously developed roadways and other disturbed areas along North Oakglen Avenue and East Tefft Street and proposed wastewater system improvements are anticipated to occur along North Frontage Road (see Figures 2-5 and 2-6 in Chapter 2, *Project Description*). The off-site water and wastewater infrastructure improvements are necessary for buildout of the Specific Plan Area and would be consistent with the SLOLAFCO procedures for annexation. Furthermore, construction of these off-site infrastructure improvements would comply with minimum design standards and construction specifications identified in the County’s Public Improvement Standards.

In conclusion, the construction and operation of off-site infrastructure necessary for buildout of the Specific Plan Area would be consistent with applicable regional and local programs, ordinances, and policies, and impacts would be *less than significant*. No mitigation measures are necessary.

| TR Impact 2 (Class III) |
|--|
| Off-site improvements could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. |
| Mitigation Measures |
| <i>Mitigation is not necessary.</i> |
| Residual Impacts |
| <i>Residual impacts would be less than significant (Class III).</i> |

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

Specific Plan Area

TR Impact 3: Buildout of the Specific Plan Area would exceed the County VMT thresholds and therefore would not be consistent with State CEQA Guidelines Section 15064.3(b). VMT per employee would be incrementally reduced compared to existing conditions; however, the project-related increase in residential VMT per capita and overall VMT would exceed the County VMT thresholds. Impacts would be significant and unavoidable (Class I).

The County's Transportation Impact Analysis Guidelines (October 2020) provide the following thresholds of significance for VMT impacts:

- Residential Projects: 27.2 VMT per capita
- Work Projects: 25.7 VMT per employee
- Retail and other projects: no net increase in overall VMT

The County designed an estimation tool to calculate potential changes in VMT from a proposed development, based on the SLOCOG Regional Travel Demand Model. The County's SB 743 Thresholds of Significance and Sketch VMT tool for determining potential increases in VMT makes use of the suggested screening thresholds outlined in the OPR Technical Advisory (December 2018). These include screening thresholds for small projects, office and residential projects, projects near transit stations, and affordable residential development projects among others. The OPR Technical Advisory discusses various commercial developments and states that typically retail development "redistributes shopping trips rather than creating new trips," so the best way to analyze the impacts of these types of projects is by estimating the total change in VMT. The technical advisory also states that when proposed retail development decreases VMT, "lead agencies should consider the impact to be less than significant."

The TIS concluded that the project would generate 17,892 net new weekday daily vehicle trips, including 1,156 net new weekday AM peak hour trips, 1,379 net new weekday PM peak hour trips, and 12,930 net new Sunday vehicle trips. Although buildout of the Specific Plan Area would include an affordable housing component, the Specific Plan Area is not in a pre-screened, low VMT area for residential development; Specific Plan Area buildout is estimated to generate more than 110 daily vehicle trips; and the Specific Plan Area is located more than 0.5 mile from SLORTA Routes 10 and 10 Express (the closest stops are located at North Thompson Avenue/East Branch Street, North Thompson Avenue/Titan Way near Nipomo High School, and West Tefft Street/Carillo Street east of the West Tefft Street/US 101 interchange). Buildout of the Specific Plan Area is therefore not able to be screened out as having less-than-significant impacts on VMT. Therefore, using the County's SB 743 Sketch VMT tool, the TIS evaluated VMT impacts of the buildout of the Specific Plan Area against a threshold of 15% below the regional average, consistent with state guidance.

The project's potential impacts to VMT were evaluated under three scenarios (residential only, mixed use as proposed, and no residential). The additional scenarios were evaluated to determine if specific components of the project would have different VMT impacts. The VMT analysis concluded that the project would increase regional VMT under all scenarios. As shown in Table 4.17-2, the existing VMT per employee and residential VMT per capita currently exceed the County's VMT thresholds without the addition of project traffic (4.8% and 8.7% above the VMT thresholds, respectively). The project as proposed would generate 26.9 VMT per employee and 30.0 residential VMT per capita, which are 4.8% and 9.5% above the threshold, respectively. The overall VMT for the project as proposed would increase

by 26,861 miles, which exceeds the threshold for retail project components (i.e., no net increase in overall VMT). The residential-only scenario generates more residential VMT per capita than the project as proposed and results in longer trip lengths. The mix of residential, commercial, and other land uses under the proposed project would incrementally lower the VMT per employee when compared to existing conditions. The addition of the proposed mix of uses would also lower residential VMT per capita and overall VMT when compared to the residential-only scenario.

Table 4.17-2. San Luis Obispo County SB 743 Sketch VMT Tool Summary

| Scenario | Overall VMT | Miles per Trip | VMT per Employee | Residential VMT per Capita |
|----------------------------|-------------|----------------|------------------|----------------------------|
| <i>Threshold</i> | <i>N/A</i> | <i>N/A</i> | 25.7 | 27.2 |
| <i>Current</i> | 9,812,738 | 11.26 | 27.0 | 29.8 |
| Residential Only | | | | 30.1 |
| Mixed Use (as proposed) | 9,839,599 | 11.21 | 26.9 | 30.0 |
| Mixed Use (No Residential) | 9,842,931 | 11.21 | 26.9 | |

Source: CCTC, July 2021 (Table 14); County of SLO Quick Response Tool Version 6.6.

Note: **Bold** indicates higher than threshold.

The VMT analysis concluded that the project’s estimated VMT per Employee and residential VMT per capita are higher than the regional averages and that the project would generate an increase in regional VMT. Thus, buildout of the Specific Plan Area would exceed County VMT Thresholds of Significance and result in a significant impact. Therefore, VMT reduction strategies developed by the California Air Pollution Control Officers Association (CAPCOA) were applied to determine the maximum potential VMT reduction allowed for suburban land uses—11.9% as shown below in Table 4.17-3.

The effectiveness of the plan area’s neighborhood and site design features in reducing VMT to the extent needed is not certain. Each phase of development would therefore generate VMT per employee and residential VMT per capita that would exceed County VMT thresholds (i.e., 15% below regional averages). At buildout, the project would result in an overall increase in regional VMT and would result in a significant and unavoidable impact to VMT. Implementation of additional VMT reduction strategies would be required on a project-by-project basis as the Specific Plan Area is built out.

Table 4.17-3. California Air Pollution Control Officers Association VMT Reductions

| Strategy | VMT Reduction ¹ | Notes |
|--|----------------------------|--|
| Land Use/Location VMT Reduction Strategies | | |
| LUT-4: Increase Destination Accessibility | 1.7% | Reductions for distance to downtown job center |
| LUT-6: Integrate Affordable & Below Market Rate Housing | 0.2% | Reduction for percentage of low-income housing |
| LUT-8: Locate Project near Bike Path/Bike Lane | 0.625% | Reduction for bike path/lane |
| LUT-9: Improve Design of Development | 25.0% | Reduction for intersections per square mile |
| <i>Subtotal (Land Use/Location) Reductions</i> | <i>10.0%²</i> | |
| Neighborhood/Site Design VMT Reduction Strategies | | |
| SDT-1: Provide Pedestrian Network Improvements | 1.0% | Reduction for pedestrian network within urban/suburban project site. |

| Strategy | VMT Reduction ¹ | Notes |
|---|----------------------------|--|
| SDT-5: Incorporate Bike Lane Street Design (on-site) | 0.9% | Reduction for each mile of bikeway per 100,000 residents |
| <i>Subtotal (Neighborhood/Site Design) Reductions</i> | <i>1.9%</i> | |
| TOTAL VMT REDUCTIONS | 11.9% | |

Source: CCTC (2021); Table 15, CAPCOA (2010)

¹ Parking Policy/Pricing, Commute Trip Reduction, and Transit System Improvement Management Strategies not included.

² Max Reduction for Suburban Land Use/Location Strategies (LUT-2)

Mitigation has been identified that requires each future development project to implement additional feasible TDM strategies to reduce project-specific VMT impacts. Potential measures to reduce VMT include, but are not limited to:

- Improve or increase access to transit;
- Increase access to common goods and services;
- Incorporate affordable housing into the project;
- Orient the project towards transit, bicycle, and pedestrian facilities;
- Improve bicycle and/or pedestrian facilities and/or transit services;
- Limit or eliminate parking supply;
- Implement or provide access to commute reduction programs;
- Provide car-, bike-, and ride-sharing programs;
- Provide transit passes; and
- Provide on-site amenities at places of work.

This project site has been identified in County planning documents as an area for allocating future growth in the southern portion of the county because of its adjacency to the unincorporated community of Nipomo (the immediately adjacent urbanized area) and the Nipomo URL. As noted, the first phase of development would include multi-family residential development (Neighborhoods 1, 2, 3, and 5), affordable housing (Neighborhood 10), commercial development (village commercial and flexible commercial), and a hotel and educational facility. Future development phases would include additional single-family residential development, a childcare center, a park, and extensions of the pedestrian and bicycle facilities to the larger network in Nipomo.

The conceptual design for buildout of the Specific Plan Area incorporates many of the land use mix, location, and neighborhood/site design VMT reduction strategies with benefits for internal trip capture quantified through trip credits. That is, the commercial uses would be located within walking distance to nearby residential development, thereby reducing VMT by replacement with walking and bicycle trips. Development of the proposed local-serving retail uses could shorten the average length of vehicle trips and therefore reduce VMT. For example, commercial uses could provide products and services that residents of the Specific Plan Area and Nipomo would have to drive to Santa Maria (9 miles) to the south or Arroyo Grande (7 miles) to the north to obtain.

Additionally, the design of Collectors A and C would accommodate future transit stops within the proposed ROWs in the Village Commercial area along Collector A just west of the roundabout and at the Park and Ride location along Collector A just south of Willow Road. South County Transit is expected to provide service with stops at the designated locations. Because public transit stops would be included in the Specific Plan Area to encourage transit use by future residents, employees, and visitors, the most

effective TDM measures would be those related to reducing the cost of transit through commuter benefit programs (employers) and free or reduced-cost transit passes for new residents as part of the HOAs or other conglomeration. Additionally, a local preference program for housing that gives priority to individuals who live or work in the southern portion of the county would be included as a provision in a Development Agreement to be negotiated by the project applicant and approved by the County. This would also be required per the County’s conditions of approval.

In sum, the effectiveness of transit system improvement management strategies and tailored TDM strategies in reducing VMT to the extent needed to be at 15% below regional averages is not certain. Furthermore, phased buildout would result in an overall increase in regional VMT. Therefore, phased buildout of the Specific Plan Area would result in a significant and unavoidable impacts related to VMT with mitigation.

In addition to the residential, commercial, and open space features the project would construct a new backbone roadway network (e.g., Collectors A, B, and C and Local Road D) and 8-foot-wide Class IV bikeways on Collectors A, B and C, with two connections to Willow Road and one connection to Pomeroy Road. Along Collectors A, B and C and Local Road D, 5- to 5-foot-wide sidewalks would be constructed. The Specific Plan Area would also include a network of pedestrian trails in addition to the sidewalks, bicycle facilities, and equestrian trails. The pedestrian trails and bicycle facilities would provide access within and between neighborhoods and connect to the public recreation facilities, as well as the commercial and job areas of the site, without the need to use an automobile. The County’s TIS Guidelines list a number of transportation projects that can be presumed to have a less-than-significant impact. These include the addition of roadway capacity on local or collector streets, provided a project also substantially improves conditions for pedestrians, cyclists, and transit if applicable. They also include the installation of turn lanes at intersections. Because the project would construct new local and collector roads with extensive facilities for pedestrians and cyclists, the project’s transportation improvement impacts to VMT as it relates to induced demand would be *less than significant*.

| TR Impact 3 (Class I) | |
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| Buildout of the Specific Plan Area would exceed the County VMT thresholds and therefore would not be consistent with State CEQA Guidelines Section 15064.3(b). VMT per employee would be incrementally reduced compared to existing conditions; however, the project-related increase in residential VMT per capita and overall VMT would exceed the County VMT thresholds. | |
| Mitigation Measures | |
| <i>TR/mm-3.1</i> | <p><i>A transportation demand management program or identification of transportation demand management strategies to implement would be required of each applicant. The residential, commercial, education, and/or hotel development applicant in consultation with the County of San Luis Obispo will choose feasible transportation demand management strategies and tailor to the development proposal. Potential measures to reduce vehicle miles traveled include, but are not limited to:</i></p> <ol style="list-style-type: none"> <i>1. Improve or increase access to transit</i> <i>2. Increase access to common goods and services</i> <i>3. Incorporate affordable housing into the project</i> <i>4. Orient the project towards transit, bicycle, and pedestrian facilities</i> <i>5. Improve bicycle and/or pedestrian facilities and/or transit services</i> <i>6. Limit or eliminate parking supply</i> <i>7. Implement or provide access to commute reduction programs</i> <i>8. Provide car-, bike-, and ride-sharing programs</i> <i>9. Provide transit passes</i> <i>10. Provide on-site amenities at places of work</i> |

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| TR Impact 3 (Class I) |
| Residual Impacts |
| <i>With implementation of feasible mitigation measures, including Mitigation Measure TR/mm-3.1, VMT impacts of the phased buildout of the Specific Plan Area would remain significant and unavoidable with mitigation (Class I).</i> |

Off-Site Improvements

TR Impact 4: Off-site improvements would not generate VMT in a manner that would be inconsistent with State CEQA Guidelines Section 15064.3(b). Impacts would be less than significant (Class III).

OFF-SITE TRANSPORTATION IMPROVEMENTS

The proposed project would include off-site transportation improvements (e.g., Frontage Road extension near Sandydale Drive adjacent to the southeast corner of the plan area, widening of Willow Road, new traffic signals at Willow Road intersection with Collector A). In addition, fair-share contributions to other off-site improvements such as the new traffic signals at Willow Road/US 101 northbound and southbound ramps would be required as part of the individual projects within the Specific Plan Area boundaries. As noted above, transportation projects that add roadway capacity on local or collector streets can be presumed to have a less-than-significant impact if a project also substantially improves conditions for pedestrians, cyclists, and transit. Because the project would develop an interconnected system of pedestrian and bicycle facilities that connect with existing pedestrians and bicycle facilities in the community of Nipomo, the project's off-site transportation improvements would have a *less-than-significant impact* to VMT as it relates to induced demand.

OFF-SITE NCSD IMPROVEMENT AREAS

Proposed wastewater and water system infrastructure improvements would occur within previously developed roads along North Frontage Road, on the west side of US 101, and along North Oakglen Avenue and East Tefft Street, respectively. Wastewater and water system infrastructure improvements would result in an incremental increase in VMT per employee as a result of construction worker trips; however, these increases would be temporary and less than significant. After completion of the anticipated work, the roadways would be returned to previous conditions. Long-term operation of the NCSD infrastructure would require routine repair and maintenance activities and generate vehicle trips on an as-needed basis; however, vehicle trips associated with these routine activities would be limited and impacts related to VMT per employee would be *less than significant*.

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| TR Impact 4 (Class III) |
| Off-site improvements would not generate VMT in a manner that would be inconsistent with State CEQA Guidelines Section 15064.3(b). |
| Mitigation Measures |
| <i>Mitigation is not necessary.</i> |
| Residual Impacts |
| <i>Residual impacts would be less than significant (Class III).</i> |

WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Specific Plan Area

TR Impact 5: Phased buildout of the Specific Plan Area would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant (Class III).

The Specific Plan Area’s roadway network (Collector A [between Willow Road and northerly extension of North Frontage Road], Collector B [West/Southwest Project Entry], Collector C [east–west connection from Collector A to B], and Local Road D) and all connections to the existing roadway network (Willow, Pomeroy, and North Frontage Roads) will be designed as “Complete Streets” consistent with the County’s Public Improvement Standards (2019). Driveways accessing the village commercial and all driveways on Collectors A, B, and C will be located no closer than 200 feet to the adjacent intersection(s), consistent with County Standards. In addition, the distance between driveways will not be less than 200 feet. Two roundabouts would be constructed at the intersections of Collector C/Collector A and Collector C/Collector B, consistent with County Standards. The two-way, stop-controlled intersections and the roundabouts on Collectors A, B, and C would operate acceptably as proposed and would not include geometric design features that would create new hazards or an incompatible use. The closure of Hetrick Avenue as it connects to Pomeroy Road would also be constructed per County standards. Therefore, impacts would be *less than significant*. As part of the development of the Specific Plan Area’s infrastructure, improvement plans for the backbone road infrastructure and site plans should include truck turning templates.

| TR Impact 5 (Class III) |
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| Phased buildout of the Specific Plan Area would not substantially increase hazards due to a geometric design feature or incompatible uses. |
| <i>Mitigation Measures</i> |
| <i>Mitigation is not necessary.</i> |
| <i>Residual Impacts</i> |
| <i>Residual impacts would be less than significant (Class III).</i> |

Off-Site Improvements

TR Impact 6: Off-site improvements would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant (Class III).

OFF-SITE TRANSPORTATION IMPROVEMENTS

Proposed off-site transportation improvements, such as the widening of Willow Road and installation of a traffic signal and turn lanes at its intersection with proposed Collector A, would be implemented as part of the DRSP’s phased development. Additionally, other off-site transportation improvements assumed as part of future buildout scenarios for the 2019 RTP and the 2015 South County Circulation Study would also be constructed. These off-site transportation improvements would include the new traffic signals at

Willow Road/US 101 NB and SB ramps, US 101/Tefft Street interchange improvements, and construction of an additional US 101 interchange at Southland Street, south of the US 101/Tefft Street interchange. All off-site transportation improvements would be implemented by the County and/or Caltrans and would be designed and constructed to meet the minimum requirements identified in the County’s Public Improvement Standards and similar set of Caltrans design and construction specification standards. As a result, off-site transportation improvements would not introduce hazardous design features that would affect public safety and impacts would be *less than significant*.

OFF-SITE NCSO IMPROVEMENT AREAS

Proposed wastewater and water system infrastructure improvements would occur within previously developed roads along North Frontage Road, on the west side of US 101, and along North Oakglen Avenue and Tefft Street, respectively. Wastewater and water system infrastructure improvements would not result in changes to emergency access except during construction. During construction, standard construction management plans would ensure that site access to adjacent land uses would be maintained and that effects on pedestrian and bicycle facilities and transit service would be limited. After completion of the anticipated work, the roadways would be returned to previous conditions. Furthermore, the proposed NCSO infrastructure improvements would not introduce new incompatible land uses. As a result, off-site NCSO improvements would not affect public safety, and impacts would be *less than significant*.

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| TR Impact 6 (Class III) |
| Off-site improvements would not substantially increase hazards due to a geometric design feature or incompatible uses. |
| Mitigation Measures |
| <i>Mitigation is not necessary.</i> |
| Residual Impacts |
| <i>Residual impacts would be less than significant (Class III).</i> |

WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

Specific Plan Area

TR Impact 7: Phased buildout of the Specific Plan Area would not result in inadequate emergency access. Impacts would be less than significant (Class III).

The CAL FIRE station in Nipomo is located on North Oakglen Avenue north of West Tefft Street, approximately 2 miles from the project site via West Tefft Street and 3 miles via North Thompson Avenue, which typically does not experience congestion. As the Specific Plan Area neighborhoods develop, CAL FIRE approval will be required for access and other proposed improvements. The existing roadway network adjacent to the project site and the connecting roads in the area are currently able to accommodate emergency vehicles.

Implementation of the DRSP and resultant increases in regional travel passing through the Nipomo area would increase the volume of vehicular traffic in and around the Specific Plan Area. At full buildout, emergency vehicles would be able to access the Specific Plan Area neighborhoods from the north via two project entries along Willow Road at Collectors A and B, from the south via a project entry at North Frontage Road/Sandydale Drive, and from the west via a project entry at Pomeroy Road. All Specific

Plan Area neighborhoods would have two access points to Collectors A, B, C, or Local Road D, except for Neighborhood 3, which would have additional access through Neighborhood 1 and emergency access to Neighborhood 7, as described below. To ensure adequate fire and safety access to the Specific Plan Area neighborhoods, two emergency access points would be provided—Hetrick Avenue on the west through Specific Plan Area Neighborhood 9 and Cory Way on the south through Neighborhood 7 (as a continuation of Cory Way). Hetrick Avenue along the northwestern portion of the Specific Plan Area (where emergency access would be provided) is a two-lane, County-maintained road that runs along a portion of the western boundary of the Specific Plan Area and is not fully improved. Cory Way is an existing off-site public local road that terminates at the southern property line of the Specific Plan Area. All emergency access points would be constructed in compliance with CAL FIRE standards and County Public Improvement Standards. These emergency access points would be designed to be accessible to emergency vehicles only (not passenger vehicles), as well as pedestrian, bicycle, and equestrian users. No public or private vehicular access would be provided at these emergency access points.

The project would have the highest risk of emergencies during construction, which would be temporary. The project would not result in road closures during short-term construction activities or long-term operations. The project would not block or alter egress routes for surrounding residents. Individual access to adjacent properties would be maintained during construction activities and throughout the project area. Project implementation would not affect long-term access through the project area and sufficient alternative access exists to accommodate regional trips. Therefore, impacts related to emergency access would be *less than significant*.

| TR Impact 7 (Class III) |
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| Phased buildout of the Specific Plan Area would not result in inadequate emergency access. |
| <i>Mitigation Measures</i> |
| <i>Mitigation is not necessary.</i> |
| <i>Residual Impacts</i> |
| <i>Residual impacts would be less than significant (Class III).</i> |

Off-Site Improvements

TR Impact 8: Off-site improvements would not result in inadequate emergency access. Impacts would be less than significant (Class III).

OFF-SITE TRANSPORTATION IMPROVEMENTS

Proposed off-site transportation improvements, such as the widening of Willow Road and installation of a traffic signal and turn lanes at its intersection with proposed Collector A, would be implemented as part of the DRSP’s phased development. Additionally, other off-site transportation improvements assumed as part of future buildout scenarios for the 2019 RTP and the 2015 South County Circulation Study would also be constructed. These off-site transportation improvements would not limit emergency vehicle access to the project site except during the construction of such improvements. During construction, standard construction management plans would ensure that vehicular travel along the anticipated work locations and site access routes (Willow Road from the north and Pomeroy and North Frontage Roads from the south and west) is managed to limit effects on police and fire service response. As a result, off-site transportation improvements would not be expected to limit the ability of emergency service providers to

respond to calls for service in the community of Nipomo or the Specific Plan Area, and impacts would be *less than significant*.

OFF-SITE NCSO IMPROVEMENT AREAS

Proposed wastewater and water system infrastructure improvements would occur within previously developed roads along North Frontage Road, on the west side of US 101, and along North Oakglen Avenue and Tefft Street, respectively. Wastewater and water system infrastructure improvements would not result in changes to emergency access except during construction. During construction, standard construction management plans would ensure that travel along the anticipated work locations would be managed to limit effects on the ability of emergency services providers to respond to calls for service. After completion of the anticipated work, the roadways would be returned to previous conditions. Therefore, because the scope of work for the proposed off-site NCSO improvements would be geographically limited, potential impacts on emergency access would be *less than significant*.

| TR Impact 8 (Class III) |
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| Off-site improvements would not result in inadequate emergency access. |
| Mitigation Measures |
| <i>Mitigation is not necessary.</i> |
| Residual Impacts |
| <i>Residual impacts would be less than significant (Class III).</i> |

4.17.6 Cumulative Impacts

TR Impact 9: The project would result in a cumulatively considerable impact to transportation and traffic. Cumulative impacts would be significant and unavoidable (Class I).

As discussed in Chapter 3, *Environmental Setting*, the cumulative impact analysis is based on the County’s cumulative projects list. Cumulative projects would generate residential, industrial, and commercial development within the county. The proposed DRSP is intended to guide cumulative development within the Specific Plan Area, including necessary off-site roadway and transportation improvements. The project-specific analysis evaluated potential impacts under the DRSP. In this case, project-specific impacts are considered the same as cumulative impacts. Specific Plan Area cumulative growth (i.e., the phased development and associated planned and recommended transportation improvements) are discussed above and summarized under TR Impact 1 in terms of consistency with adopted state, regional, and local plans, programs, and policies. As discussed under TR Impact 1, buildout of the DRSP would be consistent with the 2019 RTP, the County’s Circulation Element, the 2015 South County Circulation Study, and other traffic studies, including those prepared by Caltrans for US 101 operations, and impacts would be *less than significant*.

Individual future projects would be subject to separate environmental review to determine individual impacts related to consistency with applicable plans, policies, and programs. When considered with individual projects and planned buildout in the South County as projected in the 2019 RTP and the 2015 South Circulation Study, buildout of the DRSP would be consistent with adopted plans, programs, and policies and would have a *less than cumulatively considerable* and *less than significant* impact.

As discussed under TR Impact 3, buildout of the DRSP would result in significant and unavoidable impacts related to VMT with implementation of Mitigation Measure TR/mm-3.1. Future development under the DRSP would be required to implement TDM strategies to reduce VMT impacts; however, the effectiveness of such measures is not certain and the cumulative VMT impact would be significant and unavoidable. Reasonably foreseeable future projects would likely contribute to VMT within the vicinity of the Specific Plan Area. Individual future projects would be subject to separate environmental review to determine individual impacts related to VMT and implement reduction measures as necessary and feasible. Other reasonably foreseeable future projects are not anticipated to generate population growth or VMT of this scale; however, reasonably foreseeable future projects within the vicinity of the Specific Plan Area still have the potential to contribute VMT and further exceed established thresholds. Since other reasonably foreseeable future projects are anticipated to generate substantially less population growth and VMT, implementation of long-term VMT reduction strategies would likely mitigate impacts to below established VMT thresholds. However, due to project-specific significant impacts, cumulative impacts would be *significant and unavoidable*.

As discussed under TR Impact 5, the design and construction of the roadway backbone infrastructure and the pedestrian, bicycle, and equestrian infrastructure would meet the minimum standards identified in the County's Public Improvement Standards and would not introduce hazardous roadway design features. Thus, cumulative impacts associated with traffic hazards and potential conflicts between traffic and pedestrians, bicycles, and equestrians would also be less than significant. Reasonably foreseeable future projects in the Specific Plan Area could include transportation infrastructure improvements. Individual future projects would be subject to separate environmental review, and changes to the transportation network, if any, would meet the minimum standards identified in the County's Public Improvement Standards and would not introduce hazardous design features. Thus, impacts of the proposed project when considered with reasonably foreseeable future projects would have a *less than cumulatively considerable impact*.

As discussed under TR Impact 7, emergency access impacts would be less than significant because buildout of the DRSP's backbone roadway infrastructure, site access points, and driveway locations for the varied land use (retail, residential, educational, and hotel) would meet the minimum standards identified in the County's Public Improvement Standards. Individual future projects would be subject to separate environmental review, and changes to emergency access, if any, would meet the minimum standards identified in the County's Public Improvement Standards. Thus, impacts of the proposed project when considered with reasonably foreseeable future projects would have a *less than cumulatively considerable impact*. Pursuant to State CEQA Guidelines Section 15183, additional CEQA review is not required for projects that are consistent with the development density established by existing zoning or community or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Conditions under which future development in the Specific Plan Area would require additional CEQA review, pursuant to Section 15183, would include, but not be limited to, the following:

- future project is inconsistent with underlying General Plan and zoning designations;
- future project is inconsistent with DRSP policies;
- future project would result in an impact peculiar to the project or parcel in any issue area. An effect is not considered peculiar if uniformly applied development policies or standards previously adopted by the County would substantially mitigate the environmental effect;
- future project would result in an impact or impacts not analyzed above, including off-site or cumulative effects (for example, if the project included a hazardous design feature); and
- future project would result in an impact or impacts analyzed above, but at a higher level of severity as a result of substantial new information not known at the time the EIR was certified.

| TR Impact 9 (Class I) |
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| The project would result in a cumulatively considerable impact to transportation and traffic. |
| Mitigation Measures |
| Implement Mitigation Measure TR/mm-3.1. |
| Residual Impacts |
| <i>Cumulative impacts related to consistency with applicable plans, hazardous roadways design, and emergency access would be avoided through compliance with identified project-specific mitigation; no additional mitigation is needed to avoid or minimize potential cumulative impacts. However, implementation of Mitigation Measure TR/mm-3.1 would not reduce impacts to a less-than-significant level. Therefore, residual cumulative impacts would be significant and unavoidable (Class I).</i> |

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