



**AGENDA SUMMARY
TRAFFIC COMMISSION SPECIAL MEETING
MONDAY, JULY 25, 2016
6:00 P.M.
ARROYO GRANDE CITY COUNCIL CHAMBERS
215 E. BRANCH STREET, ARROYO GRANDE**

1. CALL TO ORDER

2. ROLL CALL

3. FLAG SALUTE

4. COMMUNITY COMMENTS AND SUGGESTIONS

This public comment period is an invitation to members of the community to present issues, thoughts, or suggestions on matters not scheduled on this agenda. Comments should be limited to those matters that are within the jurisdiction of the Parks and Recreation Commission. The Brown Act restricts the Commission from taking formal action on matters not published on the agenda.

5. CONSENT AGENDA

6. BUSINESS ITEMS

6.a. CONSIDERATION OF THE EAST CHERRY AVENUE SPECIFIC PLAN PROJECT

Recommended Action: It is recommended that the Traffic Commission (TC) review the proposed East Cherry Avenue Specific Plan and provide comments for the purpose of advising the Planning Commission and City Council. In particular, the TC is asked to provide input on issues related to circulation design within Subarea 2, which includes the residential portion of the Specific Plan, as well as access provisions for Subarea 1, which envisions a hotel and restaurant.

Documents:

[TC 06.a. E. Cherry Ave. Specific Plan.pdf](#)

7. DISCUSSION ITEMS

7.a. Select Commission Member For Halcyon Road Complete Street Project Stakeholders Group

8. COMMISSION COMMUNICATIONS

Correspondence/Comments as presented by the Commission.

9. ADJOURNMENT

All staff reports or other written documentation, including any supplemental material distributed to a majority of the Traffic Commission within 72 hours of a regular meeting, relating to each item of business on the agenda are available for public inspection during regular business hours in the Community Development Department, 300 East Branch Street, Arroyo Grande. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act. To make a request for disability-related modification or accommodation, contact the Legislative and Information Services Department at 805-473-5414 as soon as possible and at least 48 hours prior to the meeting date.

This agenda was prepared and posted pursuant to Government Code Section 54954.2. The

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MEMORANDUM

TO: TRAFFIC COMMISSION

FROM: TERESA MCCLISH, COMMUNITY DEVELOPMENT DIRECTOR

BY: JOHN RICKENBACH, CONSULTING PLANNER

SUBJECT: CONSIDERATION OF THE E. CHERRY AVENUE SPECIFIC PLAN PROJECT

DATE: JULY 25, 2016

RECOMMENDATION:

It is recommended that the Traffic Commission (TC) review the proposed East Cherry Avenue Specific Plan and provide comments for the purpose of advising the Planning Commission and City Council. In particular, the TC is asked to provide input on issues related to circulation design within Subarea 2, which includes the residential portion of the Specific Plan, as well as access provisions for Subarea 1, which envisions a hotel and restaurant.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

No direct costs are anticipated with this review. Continued staff resources are required to process this development application to City Council.

BACKGROUND:

Location



Figure 1. Project Location

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Project Description

The Specific Plan area encompasses 15.29 acres of undeveloped, vacant, and agricultural land at the southern commercial gateway of the City of Arroyo Grande (Figure 1). The plan area consists of five parcels (street addresses of 490 and 112 East Cherry Avenue, and 501 Traffic Way) under three separate ownerships. For the purpose of the Specific Plan, these are organized into three subareas as shown in Table 1.

Table 1. East Cherry Avenue Specific Plan Properties

Subarea	Current Ownership	APN	Existing Zoning/ Land Use	Acreage
1	Harshad and Vina Panchal, et al.	076-621-076, -077, -078	Traffic Way Mixed-Use (TMU D-2.11)/ Mixed-use	2.16
2	NKT Development, LLC	076-621-079	Agriculture/ Agriculture	11.62
3	Arroyo Grande Valley Japanese Welfare Association (JWA)	076-210-001	Agriculture/ Agriculture	1.51
Total Acres				15.29

Notes: TMU D-2.11 - Traffic Way Mixed-Use with D-2.11 Design Overlay.
Source: City of Arroyo Grande 2015a.

The Specific Plan area is situated north of the Vagabond Mobile Home Park, single-family residences, and the Saint Barnabas' Episcopal Church; east of Traffic Way and its interchange with U.S. Highway 101; south of East Cherry Avenue; and west of Luana Lane and Los Olivos Lane.

ANALYSIS OF ISSUES:

The Specific Plan is intended to provide a regulatory framework for the circulation system that would serve the three subareas and integrate into the City's existing circulation system. It also addresses parking requirements for all development, as well as proposed access to private developments in Subarea 1 and 3. Each of these issues is described below.

Specific Plan Circulation

The overall proposed circulation system within the Specific Plan area is illustrated in Figure 2. Circulation components within each subarea follow, with the bulk of new roadways centered in Subarea 2, as shown in Figure 3:



Figure 2. Overall Specific Plan Circulation System Concept

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EAST CHERRY AVENUE | TRACT 3081 - VESTING TENTATIVE MAP

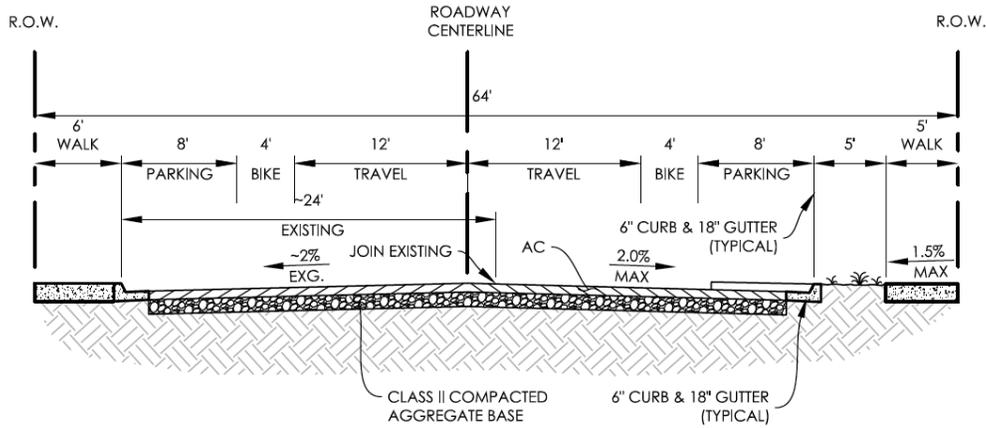


Figure 3. Proposed Subarea 2 Circulation System

The key roadway improvements within this area include the following, cross-sections of which are shown in the Figures 4 through 7 that follow:

- **E. Cherry Avenue.** The existing road would be widened within a 64-foot wide right-of-way to accommodate two 12-foot travel lanes, 4-foot bike lanes on both sides, and 8-foot wide parking on either side. The north side would have a 6-foot wide sidewalk with no landscaped parkway between it and the road. The south side would have a 5-foot sidewalk separated by a 5-foot landscaped parkway.

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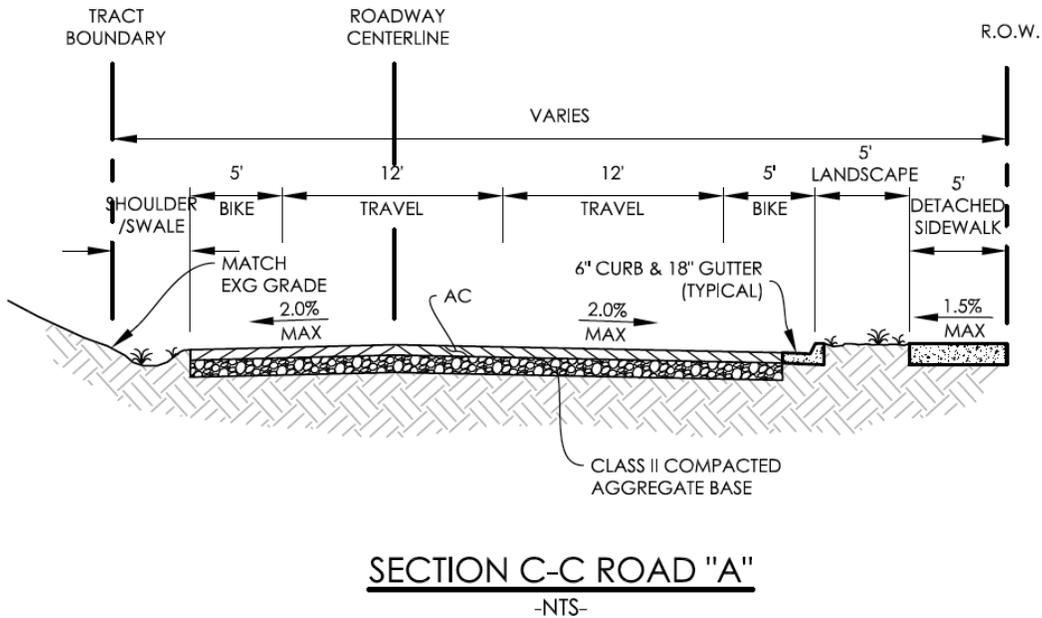
SECTION E-E EAST CHERRY

-NTS-

SECTION NOTE:
FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.

Figure 4. Proposed E. Cherry Avenue Cross Section

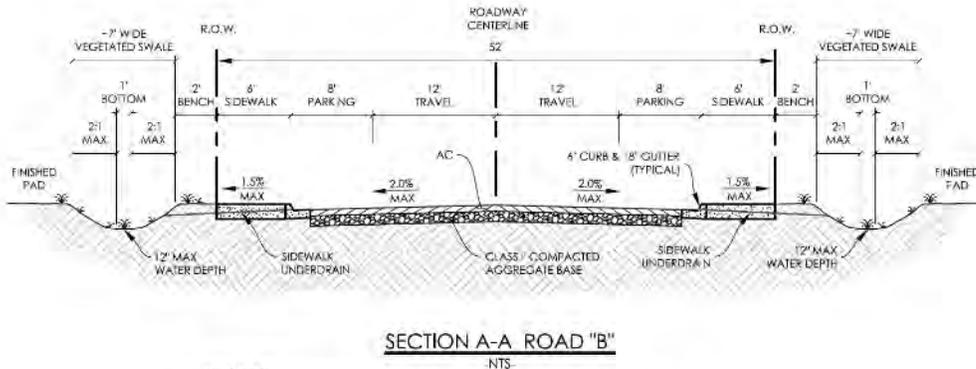
- New Roads to serve Subarea 2 development:
 - **Road "A"**. This is a new collector that would provide primary access to the residential development in Subarea 2, and would ultimately serve future development to the south that may be allowed under the General Plan. It is being contemplated in the proposed Circulation Element update. It has a variable right-of-way width, and would accommodate two 12-foot travel lanes, 5-foot bike lanes on both sides, and 8-foot wide parking on either side. The west side would have no sidewalk. The east side would have a 5-foot detached sidewalk separated by a 5-foot landscaped parkway.



SECTION NOTE:
 FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.

Figure 5. Proposed Road "A" Cross Section

- **Road "B"**. This is the main local road that serves the residential development, and loops through the site. Within its 52-foot right-of-way, it would accommodate two 12-foot travel lanes and 8-foot wide parking on either side. Each side would have a 6-foot wide sidewalk adjacent to the road, without a landscaped parkway.



SECTION NOTE:
 FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.

Figure 6. Proposed Road "B" Cross Section

- **Alley “A”**. This is a private 20-foot wide alley that provides access to rear facing garages for homes to the north and south that front on E. Cherry Avenue and Road “B”. It has two 10-foot travel lanes.

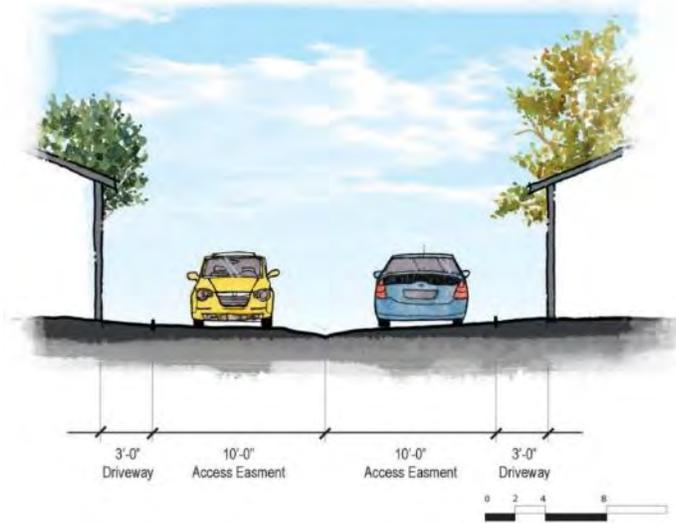
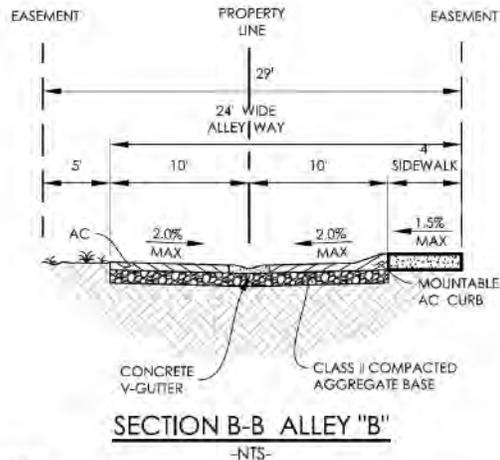


Figure 7. Proposed Alley “A” Cross Section

- **Alley “B”**. This 24-foot wide alley (within a 29-foot easement) provides secondary access for residential development to E. Cherry Avenue. It has two 10-foot travel lanes and an attached 4-foot wide sidewalk on the east side. The west side has a 5-foot wide setback from adjacent residential units proposed on lots 1 and 24.



SECTION NOTE:
 FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.

Figure 8. Proposed Alley “B” Cross Section

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Parking and Access

Access and parking issues associated with the three subareas are described below.

Table 2. Proposed Parking Requirements by Subarea

Development Standard	Traffic Way Mixed-Use (TMU) Requirement
Subarea 1	See Design Guidelines and Standards D-2.11 Exhibit A (Figure 8 below) for offsite parking locations that could be used in part by this development, but shared by other uses along Traffic Way. See Also Section 16.56.020. Exceptions allowed by Section 16.16.120.
Subarea 2	2 spaces/ residential unit within an enclosed garage
Subarea 3 ^{1, 2}	See below. [See Section 16.56.020(C)].
<i>Senior housing – independent living</i>	Studio - 1 space /unit 1+ Bedrooms – 1 space/unit
<i>Public and semi-public buildings</i>	1 space/5 fixed seats or 1 space/50 square feet of floor area designed for public assembly
<i>General retail</i>	1 space/300 square feet of gross floor area accessible to the public, excluding restrooms
<i>Hotels & motels, includes B&B</i>	1 parking space/unit, and 2 parking spaces for the manager's office, as applicable
<i>Outdoor sales</i>	1 space/2,000 sf open area for the first 10,000 sf, then 1 space/5,000 sf greater than 10,000 sf
Site Coverage and Floor Area Ratio (FAR)	Maximum coverage of site is 75 percent. Maximum floor area ratio is 0.75.
Site Design and Signs	See Design Guidelines and Standards D-2.11. Additional sign standards also in Chapter 16.60
Off-Street Parking and Loading	See Design Guidelines and Standards D-2.11 Exhibit A for shared parking locations. See Also Section 16.56.020. Exceptions allowed by Section 16.16.120

¹ Parking required for residential use in mixed-use projects does not need to be covered. See Municipal Code Section 16.56.060 Item 1.

² Required parking may be reduced pursuant to Municipal Code Section 16.56.050.

Figure 9 shows three potential shared parking locations (in green) that could be used by development in Subarea 1, as included in the City's adopted Design Guidelines and Standards for Design Overlay District (D-2.11):

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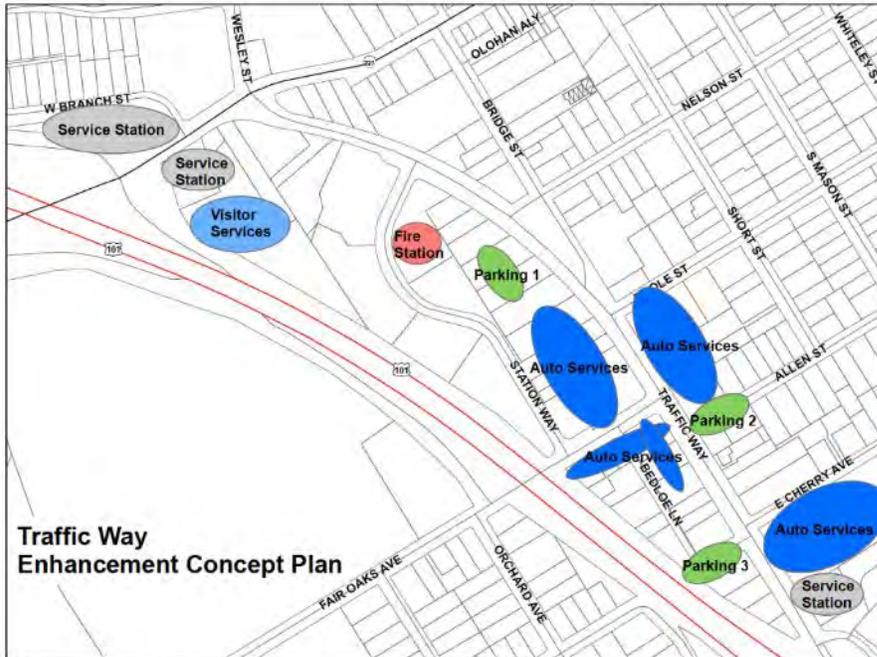


Figure 9. Potential Shared Parking Locations for Subarea 1, per Design Overlay District D-2.11.

Site Access

Each subarea has unique access considerations, which are described below:

- Subarea 1. Primary project access is proposed to be from Traffic Way, as shown on Figure 10. An EIR mitigation measure and proposed condition of approval would require that as part of review of permits for development of the proposed hotel/restaurant, a circulation study would guide driveway location, design, and ingress/egress access. Prior to approval of the CUP, the Applicant shall submit a circulation study prepared by a qualified Traffic Engineer.
- Subarea 2. Primary project access would be from Road A, a new north-south collector on the west side of the site. Secondary access would be via proposed Alley B. As a proposed condition of approval, access would be denied to East Cherry Avenue from lots 1-12 and Subarea 1, excluding Road A and Alley "B". The access denial shall be offered by the property owner and recorded on the map or other document as is acceptable to the City.
- Subarea 3. Access to the area would be directly from E. Cherry Avenue, into a parking lot along that roadway. The specific location of this access is to be

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determined. There would be no direct road access between Subarea 3 and Subarea 2.

Figures 10 and 11 show conceptual plans for Subarea 1 and 3, illustrating proposed onsite parking and access concepts for those areas:



Figure 10. Subarea 1 Access and Parking Concept



Figure 11. Subarea 3 Access and Parking Concept

Proposed EIR Mitigation Measures

Based on a traffic study prepared by Omni-Means, the following transportation-related measures are included as mitigation measures in the Draft Environmental Impact Report for the project, prepared by Amec-Foster-Wheeler under contract to the City. These would also be incorporated as conditions of approval, subject to modification by this commission or City Council.

1. *MM TRANS-1a. Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:*

- *Prevent traffic impacts on the surrounding roadway network*
- *Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable*
- *Ensure safety for both those constructing the project and the surrounding community*
- *Prevent substantial truck traffic through residential neighborhoods*

The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following throughout the Duration of Construction:

- *A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.*
- *Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the*

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- issuance of an after-hours construction permit.*
- *Streets and equipment shall be cleaned in accordance with established Public Works requirements.*
- *Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.*
- *Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.*
- *Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.*
- *Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.*

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:

- *The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).*
 - *A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-ofway shall be obtained.*
 - *Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.*
 - *Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.*
 - *Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.*
2. *SUBAREA 2 ONLY. MM TRANS-2a. Fair Oaks Avenue/Traffic Way: A new traffic signal shall be installed at the intersection of Traffic Way and Fair Oaks Avenue. Prior to issuance of a development permit for construction, including*

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grading, the Applicant shall 1) submit a funding agreement between the owners of the three subareas for the Traffic Signal Improvements to the City for review and approval; and 2) submit Traffic Signal Improvement Plans to the City for review and approval. Prior to issuance of a building permit, the Applicant shall complete construction of the traffic signal improvements. The City shall review and approve the funding agreement between the owners of the three subareas for the traffic signal design and construction prior to the issuance of any development permit for construction, including grading. The City shall ensure the traffic signal is installed and operational prior to the issuance building permits.

3. *MM TRANS-3a. East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to design and install the necessary improvements including widening, restriping, and curb reconstruction of westbound West Branch Street/ northbound West Branch Street to create an exclusive right turn lane. The Applicants shall submit plans for the restriping of West Branch Street including any modifications necessary to the northeast curb return and sidewalk to provide for design vehicle turning movements to the City for review and approval from the City Engineer, prior to the issuance of any development permit for construction, including grading. Road improvements shall be inspected and approved by the City.*
4. *MM TRANS-3b. East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs for transportation improvements that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies.*

Applicants shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of east Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.

The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of grading and/or building permits. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.). The City shall establish a separate East Grand Avenue/West Branch Street traffic mitigation fund to accept the Applicant's payment(s).

5. *SUBAREA 1 ONLY. MM TRANS-5a. As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, the circulation study to guide driveway location, design, and ingress/egress access. Prior to*

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approval of the CUP, the Applicant shall submit a circulation study prepared by a Traffic Engineer.

PUBLIC NOTICE AND COMMENT:

The Agenda for this meeting was posted in front of City Hall on Thursday July 21, 2016. The Agenda and this staff report were posted on the City's website on Friday July 22, 2016.

Attachment:

1. E. Cherry Avenue Specific Plan EIR Executive Summary and Transportation and Traffic Section

June 2016

Administrative Final

Environmental Impact Report for the East Cherry Avenue Specific Plan

SCH # 2015101067



Prepared for:

City of Arroyo Grande, Community Development Department
300 East Branch Street
Arroyo Grande, California 93420

Prepared by:

Amec Foster Wheeler Environment & Infrastructure, Inc.
104 West Anapamu Street, Suite 204A
Santa Barbara, California 93101



STATE CLEARINGHOUSE No. 2015101067

**ADMINISTRATIVE FINAL
ENVIRONMENTAL IMPACT REPORT
FOR THE
EAST CHERRY AVENUE SPECIFIC PLAN**

PREPARED FOR:

City of Arroyo Grande
Community Development Department
300 East Branch Street
Arroyo Grande, CA 93420

PREPARED BY:

Amec Foster Wheeler
Environment & Infrastructure, Inc.
104 West Anapamu Street, Suite 204-A
Santa Barbara, CA 93101
Contact: Rita Bright
805.962.0992

June 2016



AMEC FOSTER WHEELER ENVIRONMENT & INFRASTRUCTURE, INC.
2016.

East Cherry Avenue Specific Plan
Administrative Final Environmental Impact Report. June.
Prepared for the City of Arroyo Grande, Arroyo Grande, CA.

EXECUTIVE SUMMARY

ES-1 INTRODUCTION

The purpose of the Executive Summary and impact summary table is to provide the reader with a brief overview of the East Cherry Avenue Specific Plan (Project), the anticipated environmental effects, and the potential mitigation measures that could reduce the severity of the impacts associated with the Project. The City of Arroyo Grande (City), acting as the Lead Agency, has prepared this Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) to address the potential environmental impacts of the Project.

This EIR is an informational document that is being used by the general public and governmental agencies to review and evaluate the Project. The reader should not rely exclusively on the Executive Summary as the sole basis for judgment of the Project and its alternatives. The complete EIR should be consulted for specific information about the environmental effects and the implementation of related mitigation measures.

ES-2 PROJECT OVERVIEW

The Project site consists of three adjacent parcels under separate ownerships referred to as Subarea 1 – a 2.16-acre plot owned by SRK Hotels; Subarea 2 – a 11.62-acre plot owned by Mangano Homes, Inc.; and Subarea 3 – a 1.51-acre plot owned by the Arroyo Grande Valley Japanese Welfare Association (JWA). In total, the Project includes 15.29 acres at the southeast corner of Traffic Way and East Cherry Avenue. Subarea 1 is currently zoned as Traffic Way Mixed-Use (TMU) for the use of automobile sale and services. Subarea 2 remains undeveloped and has historically been zoned for agricultural production. Subarea 3, however, has a deep rooted history dating back to its original purchase in the 1920s by the JWA and until 2011, has been host to a variety of uses.

The Project is a Specific Plan, General Plan Amendment, Development Code Amendment and Vesting Tentative Tract Map. The intent of the Project is to develop a specific plan with mixed use and residential uses along the frontage of East Cherry Avenue and Traffic Way, with the inclusion of a circulation network consisting of collector streets and residential alleys. Subarea 1 of the Project site would be developed with a 90- to 100-room hotel and restaurant use under a Conditional Use Permit (CUP). The Project envisions the development of Subarea 2 for residential use as a 60-lot subdivision with 58 single-family

residential lots along with a 0.35-acre neighborhood park that also acts as a drainage basin. The proposed development of Subarea 3 would provide for a mix of retail, residential and visitor serving uses that expresses the ideologies of the JWA and is both compatible with and supports the local community.

ES-3 ENVIRONMENTAL IMPACT REPORT SCOPE

This EIR discusses the environmental impacts of implementing the proposed Project and identifies mitigation measures for impacts found to be potentially significant. Consistent with CEQA Guidelines, the Initial Study as well as agency and public input received during the Notice of Preparation (NOP) comment period was used to determine the scope of the analysis for this EIR.

For each impact identified in this EIR, a statement of the level of significance of the impact is provided. Impacts are categorized in one of the following categories:

- A *beneficial* impact would result when the proposed project would have a positive effect on the natural or human environment and no mitigation would be required.
- *No impact* would result when no adverse change in the environment is expected; no mitigation would be required.
- A *less than significant* impact would not cause a substantial change in the environment, although an adverse change in the environment may occur; only compliance with standard regulatory conditions would be required.
- A *less than significant with mitigation* impact could have a substantial adverse impact on the environment but would be reduced to a less-than-significant level through successful implementation of identified mitigation measures.
- A *significant and unavoidable* impact would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level, even after all feasible mitigation measures have been implemented to reduce the impact to the extent possible.

Determinations of significance levels in the EIR are made based on impact significance criteria and CEQA Guidelines for each environmental resource.

The EIR also presents alternatives to the Project, which include the No Project Alternative, and the Reduced Development Alternative, and a project-level assessment of the impacts

that would be associated with the implementation of each. Finally, cumulative impacts associated with a particular resource are assessed in Sections 3.1 through 3.11 of this EIR.

ES-4 NOTICE OF PREPARATION

The contents of this EIR were established based on the findings in the NOP and attached materials, as well as public and agency input during the scoping period. A copy of the NOP and comments received during the NOP review period are included in Appendix B. In accordance with Section 15082 of the State CEQA Guidelines, the NOP was prepared and distributed to responsible and affected agencies and other interested parties for a 30-day public review. The public review period for the NOP began on October 20, 2015, and ended on November 18, 2015. The NOP was sent to the State Clearinghouse at the Governor's Office of Planning and Research to solicit statewide agency participation in determining the scope of the EIR.

ES-5 SUMMARY OF PROJECT IMPACTS

The significance of each impact resulting from implementation of the Project has been determined according to CEQA thresholds. Table ES-1 presents a summary of the impacts, mitigation measures, and residual significance of those impacts from implementation of the Project. In summary, the Project would result in significant and unavoidable Project-level and cumulative impacts to City intersections related to transportation and traffic.

ES-6 SUMMARY OF CUMULATIVE IMPACTS

In order to assess cumulative impacts, this EIR uses a combination of the list method and General Plan projection method approaches that includes programs included in the City's General Plan as well as specific past, present, and probable future projects that are reasonably foreseeable that could produce related or cumulative impacts, including, if necessary, those projects outside the control of the Lead Agency (CEQA Guidelines Section 15130). Cumulative impacts for more complex resource sections such as Air Quality and Greenhouse Gases, Transportation and Traffic, and Hydrology and Water Quality, have been assessed in regards to General Plan build-out projections for the City. Cumulative impacts associated with a particular resource are assessed in Sections 3.1 through 3.11 of this EIR.

ES-7 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines state that an “EIR shall describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project, and evaluate the comparative merits of the alternatives” (Section 15126.6). This EIR discusses alternatives to the proposed Project, including the No Project Alternative, Reduced Development Alternative, and alternatives that were considered and discarded. Each of these considers the ability of a particular alternative to substantially reduce or eliminate the Project’s significant environmental impacts, while still meeting basic Project objectives. The alternatives analyzed in the EIR include:

CEQA “No Project” Alternative

Under the No Project Alternative, the Project would not be approved. This alternative could result in two possible outcomes. Under one possible outcome, the No Project Alternative would be a continuation of the existing setting. The Project site would remain vacant for the foreseeable future and no development would occur. A second possible outcome of the No Project Alternative would be development of the Project site in accordance with the City’s existing zoning and General Plan/Land Use Map. Overall, neither outcome of the No Project Alternative would achieve the stated Project objectives. The No Project Alternative would reduce the magnitude of impacts to traffic and agricultural resources; however, these impacts could still potentially be significant under the No Project Alternative.

Reduced Development Alternative

The Reduced Development Alternative is designed to meet the central objectives of the proposed East Cherry Avenue Specific Plan, namely, to provide for historical, recreational, and residential opportunities that both complement and augment the existing uses in the City. However, this alternative would reduce the scale and intensity of proposed development, and associated trip generation and intersection congestion, air pollutants, and GHG emissions generated by new source of automobile trips.

Overall, this alternative would reduce impacts to transportation, air quality and GHG emissions. However, LOS impacts at the East Grand Avenue/West Branch Street would continue to be significant and unavoidable, as they are under the proposed Project.

ES-8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 5-1 in Section 5.0, *Alternatives*, summarizes the environmental impacts associated with the proposed Project and the analyzed alternatives. CEQA Guidelines Section 15126.6 states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Table ES-2 summarizes the environmental impacts associated with the proposed Project and the analyzed alternatives. Of the alternatives considered, the No Project Alternative would result in the fewest impacts as no development would occur within Subareas 2 and 3; therefore, it is environmentally superior. Of the development alternatives, the *Reduced Development Alternative* is considered to be the environmentally superior development alternative since impacts would be reduced to a less than significant level, except for anticipated significant and unavoidable long-term impacts to traffic and transportation at the East Grand Avenue/West Branch Street intersection. With implementation of this alternative, impacts to the East Grand Avenue/West Branch Street intersection would be reduced, although impacts to this intersection would not be fully reduced to a less than significant level. As this alternative would reduce all but one impact to a less than significant level with required mitigation, the Reduced Development Alternative is considered to be the environmentally superior alternative.

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts

Impacts	Mitigation Measures	Residual Significance
3.1 Aesthetics and Visual Resources		
Impact VIS-1. Implementation of the Project would result in adverse effects to the existing scenic resources present at the site and surrounding areas.	MM VIS-1a	Less than Significant with Mitigation
Impact VIS-2. The proposed Project would result in a significant change in the existing visual characteristics of the site.	None required	Less than Significant
Impact VIS-3. Construction of the Project would create short-term disruption of scenic resources for the residents and travelers along East Cherry Avenue and Traffic Way.	None required	Less than Significant
Impact VIS-4. The proposed Project would introduce new sources of nighttime light, impacting the quality of the nighttime sky and increasing ambient light.	MM VIS-4a	Less than Significant with Mitigation
3.2 Agricultural Resources		
Impact AG-1. The proposed Project would result in the direct conversion of a site that includes agricultural capabilities, including prime soils and historic agricultural production. However, because of the limited size of the site, and its context amidst adjacent non-agricultural land uses, conversion of the site to non-agricultural uses is considered less than significant based on the LESA methodology.	None required	Less than Significant
Impact AG-2. The proposed Project would result in the conversion of agricultural land uses within the Project site, creating potentially significant impacts with respect to consistency with City Goal Ag1 and related policies in the Agriculture, Conservation, and Open Space Element, which seek protection of prime farmland.	MM AG-2a	Less than Significant with Mitigation
3.3 Air Quality - GHG		
Impact AQ-1. The proposed Project would result in potentially significant short-term construction-related air quality impacts from dust and air pollutant emissions generated by grading and construction equipment operation.	MM AQ-1a MM AQ-1b MM AQ-1c MM AQ-1d	Less than Significant with Mitigation
Impact AQ-2. The proposed Project would result in potentially significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions.	MM AQ-2a MM AQ-2b	Significant and Unavoidable
Impact AQ-3. Release of toxic diesel emissions during initial construction and long-term operation of the proposed Project could expose nearby sensitive receptors to such emissions.	MM AQ-3a MM AQ-3b	Less than Significant with Mitigation

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts
(Continued)**

Impacts	Mitigation Measures	Residual Significance
Impact AQ-4. Construction and operation of the proposed Project would result in less than significant impacts to global climate change from the emissions of greenhouse gases if the Project is consistent with the City's Climate Action Plan.	MM AQ-2b	Less than Significant
Impact AQ-5. The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.	MM AQ-2b MM AQ-5a	Significant and Unavoidable
3.4 Biological Resources		
Impact BIO-1. Project construction and major alteration of the Project site would result in a loss of low-value agricultural and disturbed ruderal habitats and potential indirect impacts to the adjacent oak woodland habitat.	MM BIO-1a	Less than Significant with Mitigation
Impact BIO-2. Project construction and operation has the potential to create significant impacts to the movement of native resident or migratory wildlife on the Project site.	MM BIO-2a	Less than Significant with Mitigation
Impact BIO-3. The Project has the potential to conflict with local policies or ordinances protecting biological resources.	None required	Less than Significant
3.5 Hazards and Hazardous Materials		
Impact HAZ-1. Implementation of the proposed Project would include the use of small quantities of hazardous materials during construction and operation, but would not could create a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials.	None required	Less than Significant
Impact HAZ-2. Implementation of the proposed Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	MM HAZ-2a MM HAZ-2b MM HAZ-2c	Less than Significant with Mitigation
Impact HAZ-3. The proposed Project would have a low potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	None required	Less than Significant
Impact HAZ-4. Implementation of the proposed Project could expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	MM HAZ-4a MM HAZ-4b MM HAZ-4c MM HAZ-4d MM HAZ-4e	Less than Significant with Mitigation

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts
(Continued)**

Impacts	Mitigation Measures	Residual Significance
3.6 Hydrology and Water Quality		
Impact HYD-1. Construction of the proposed Project has the potential to significantly impact surface water quality from increased erosion, sedimentation and polluted runoff.	MM HYD-1a MM HYD-1b MM HYD-1c MM HYD-1d	Less Than Significant with Mitigation
Impact HYD-2. Irrigation of the proposed cultural gardens on Subarea 3 would draw water from the Santa Maria Groundwater Basin, resulting in incremental impacts to groundwater resources	None Required	Less Than Significant
Impact HYD-3. The proposed Project would alter existing onsite drainage systems, resulting in potential impacts to erosion, siltation, and flooding on and off the site.	MM HYD-3a MM HYD-3b MM HYD-3c	Less Than Significant with Mitigation
Impact HYD-4. The proposed Project is located outside a 100-year flood hazard area and presents less than significant issues regarding onsite flood hazards.	None required	Less Than Significant
Impact HYD-5. The proposed Project site is located at the base of an adjacent natural hillside that has the potential to result in a mudflow which would directly inundate the Project development.	None required	Less than Significant
3.7 Land Use and Planning Policies		
Impact LU-1. The proposed Project would not result in the physical divide of an established community.	None required	Less than Significant
Impact LU-2. The proposed Project would not conflict with any habitat conservation plans or natural community conservation plans as none exist within the Project vicinity.	None required	No Impact
Impact LU-3. The site design of the proposed Project is potentially inconsistent with adopted City policies designed to protect public views, recreational resources, and reduce the threat to new developments from fire.	MM VIS-1a MM VIS-4a MM AG-1a MM HAZ-4a-e MM REC-1a	Less than Significant with Mitigation
3.8 Noise		
Impact NOI-1. Short-term construction activities would temporarily generate adverse noise and vibration levels that would exceed thresholds established in the City's General Plan Noise Element.	MM TRANS-1a MM NOI-1a MM NOI-1b	Less than Significant with Mitigation
Impact NOI-2. Long-term noise impacts from vehicle traffic associated with the Project would result in increased noise levels to sensitive receptors of up to 1.4 CNEL; however, this increase would be indiscernible to the human ear and not exceed federal, state, or City noise criteria.	None required	Less than Significant

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts
(Continued)**

Impacts	Mitigation Measures	Residual Significance
Impact NOI-3. Long-term operational noise impacts associated with the Project from the operation of stationary equipment and site maintenance activities could result in the exceedance of thresholds in the City's General Plan Noise Element.	MM NOI-3a MM NOI-3b	Less than Significant with Mitigation
3.9 Recreation		
Impact REC-1. The proposed Project would increase the use of and need for recreational facilities, resulting in potential increase physical deterioration of existing recreational facilities.	MM REC-1a	Less Than Significant with Mitigation
Impact REC-2. The proposed Project includes the construction of recreational facilities which may have an adverse effect on the physical environment.	None required	Less than Significant
3.10 Transportation and Traffic		
Impact TRANS-1. Project construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking.	MM TRANS-1a	Less than Significant with Mitigation
Impact TRANS-2. Project generated traffic would potentially cause the LOS at the Fair Oaks Avenue/Traffic Way intersection to deteriorate from acceptable to unacceptable LOS in both the AM and PM peak hours, causing a significant impact. With installation of a traffic signal, intersection LOS would be maintained at acceptable LOS.	MM TRANS-2a	Less than Significant with Mitigation
Impact TRANS-3. Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D.	MM TRANS-3a MM TRANS-3b	Significant and Unavoidable
Impact TRANS-4. Project generated traffic would potentially cause incremental increases in delays at the Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection which operates at unacceptable LOS E during AM peak hour. However, increased delays would not exceed City standards.	None required	Less than Significant

**Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts
(Continued)**

Impacts	Mitigation Measures	Residual Significance
Impact TRANS-5. The proposed Project would potentially create conflicts with turning movements at driveways and intersections on the Project site.	MM TRANS-5a (Recommended)	Less than Significant
Impact TRANS-6. The proposed Project would potentially generate and attract trips to and from U.S. Highway 101, incrementally increasing congestion of the region's main highway.	None required	Less than Significant
Impact TRANS-7. The proposed Project would potentially increase demand for transit services in an underserved area, presenting a barrier to both transit dependent and non-transit dependent households for using transit.	MM AQ-5a	Less than Significant
3.11 Utilities and Services		
Impact UT-1. Implementation of the proposed Project would not exceed the wastewater capacity of the SSLOCSW Wastewater Treatment Plant.	None required	Less Than Significant
Impact UT-2. The proposed Project would require the expansion of existing utility infrastructure including water, sewer, gas and electricity into the site; the construction of which would cause less than significant environmental effects.	MM AQ-1a MM AQ-1b MM AQ-1c MM AQ-1d MM BIO-1a MM NOI-1a MM NOI-1b	Less Than Significant with Mitigation
Impact UT-3. Implementation of the Project would result in an overall decrease in water demand compared to historic water demand and would not significantly impact the City's water supply or water infrastructure.	None required	Less Than Significant
Impact UT-4. The proposed Project would generate additional solid waste needing disposal at the Cold Canyon Landfill; however, impacts would be less than significant.	None required	Less Than Significant
Impact UT-5. The proposed Project would increase demand for fire protection, police protection, and public school services.	None required	Less Than Significant

Table ES-2. Impact Comparison of Alternatives to the Proposed Project

Resource	Proposed Project Residual Impact	No Project	Reduced Development
Aesthetics and Visual Resources	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Agricultural Resources	Less than Significant with Mitigation	Less (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Air Quality & GHG Emissions	Less than Significant with Mitigation	Less (Less than Significant)	Less (Less than Significant with Mitigation)
Biological Resources	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Hazards & Hazardous Materials	Less than Significant with Mitigation	Similar (Less than Significant)	Similar (Less than Significant with Mitigation)
Hydrology & Water Quality	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Land Use	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Noise	Less than Significant with Mitigation	Less (Less than Significant)	Slightly Less (Less than Significant with Mitigation)
Recreation	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)
Transportation & Traffic	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)
Utilities & Public Services	Less than Significant with Mitigation	Less (Less than Significant)	Slightly Less (Less than Significant with Mitigation)
Project Objectives Met?	Yes	No	Yes

3.10 TRANSPORTATION AND TRAFFIC

This section was prepared based on the Transportation Impact Analysis (TIA) prepared by Omni Means for the proposed East Cherry Avenue Specific Plan (Project) (see Appendix K; Omni-Means 2015). The TIA contains detailed analyses of local traffic circulation issues, with particular attention to potential increases in congestion at major intersections along the area's limited arterial system. The adequacy of



Traffic Way is a two -to three-lane arterial roadway located immediately west of the Project site.

pedestrian, bicycle, and public transit facilities are also discussed as well as anticipated impacts associated with construction and operation of the proposed Project.

The scope of the TIA was developed in consultation with City staff and conforms to standards for such analysis set forth in the *City of Arroyo Grande General Plan Circulation Element*. In particular, careful consideration was given to which intersections could be substantially affected by Project-generated traffic and the likely outer boundary of such impacted facilities.

3.10.1 Environmental Setting

3.10.1.1 Area Roadway Network

Regional access to the City is provided via the U.S. Highway 101, and access in the Project vicinity is available via northbound and southbound ramps at Traffic Way, as well as a full interchange at East Grand Avenue. These two interchanges provide access to a limited arterial system which funnels traffic generated in this automobile-dependent area to a few key intersections. For orientation purposes, East Grand Avenue is considered an east-west arterial roadway, while U.S. Highway 101 and Traffic Way are considered north-south roadways (see Figure 3.10-1). Local access to the site is provided via Traffic Way and East Cherry Avenue. Key streets and highways which provide access to the Project site and vicinity are described below, while pedestrian, bicycle and transit facilities along these roadways are described in Section 3.10.1.3, *Alternative Transportation*.

3.10 TRANSPORTATION AND TRAFFIC



- *U.S. Highway 101*, located west of the Project site, is a multi-lane interstate highway which extends through the City, south to Los Angeles, and north to San Francisco and beyond. Within the Project area, U.S. Highway 101 contains four lanes with a center median of 35 to 50 feet in width. Primary highway access to and from the site would be provided via on- and off-ramps at Traffic Way and the full interchange with an overpass at East Grand Avenue.
- *Traffic Way*, located along the western boundary of the Project site, is a two- to three-lane roadway with a generally north-south alignment running parallel to U.S. Highway 101 from the southeastern City limit in the southeast region of the City, north to West Branch Street. Traffic Way would serve as the primary entrance road for the proposed restaurant and hotel on Subarea 1. Traffic Way serves as an arterial roadway. Traffic Way is a partial interchange at U.S. Highway 101, providing Highway 101 with both the southbound on-ramp and northbound off-ramp at an uncontrolled intersection 450 feet south of East Cherry Avenue; Traffic Way does not support an overpass linking areas of the City east and west of U.S. Highway 101.
- *East Cherry Avenue*, located along the northern site boundary, runs east-west and perpendicular to Traffic Way. It is a two-lane road in the Project vicinity, with sidewalks developed only on the north side of the street opposite the Project site. East Cherry Avenue provides access to the residential communities located to the

north and east of the Project site and would serve as the primary entrance road for the proposed residential development on Subarea 2. The intersection of East Cherry Avenue with Traffic Way is stop sign controlled only on Cherry Avenue, with uncontrolled traffic on Traffic Way. Cherry Avenue supports a southbound left turn lane onto Traffic Way.

- *South Traffic Way*, the southern-most extent of Traffic Way, starts at the Traffic Way/U.S. Highway 101 on- and off-ramp. The four-lane South Traffic Way provides access to Vagabond Mobil Home Park, local churches, and the rural residential areas of southern Arroyo Grande.
- *Fair Oaks Avenue*, a four-lane traveling east to west, begins just west of the Project site at Traffic Way and winds west through the City. Fair Oaks Avenue provides the quickest access to the Arroyo Grande Community Hospital, Harloe Elementary School, and City parks from the Project site.
- *Bridge Street*, a short two-lane side street, is north-/south-oriented and connects Traffic Way with the downtown area along West Branch Street. Bridge Street provides vehicular and pedestrian access to the two streets via a 140 foot long bridge over Arroyo Grande Creek.
- *East Branch Street*, located 0.42 miles north of the Project site, is a two- to four-lane arterial that runs east to west. East Branch Street services the village center, providing traffic flow through the village core and shops, businesses, and residences located along Arroyo Grande Creek. High volumes of traffic along this road conflict with the community's desire for a pedestrian-friendly downtown.
- *West Branch Street*, a two-lane collector road running parallel to U.S. Highway 101, is located 0.60 miles north of the Project site. This road runs east/west from East Branch Street, to Oak Park Boulevard. It serves as a frontage road to local schools, residential streets, public facilities, and commercial retail.
- *East Grand Avenue*, a four- to five-lane arterial, starts at the intersection of East Branch Street and West Branch Street, immediately east of U.S. Highway 101. The primary roadway west of U.S. Highway 101, East Grand Avenue continues west, through the Cities of Arroyo Grande and Grover Beach before ending at the historic California State Route 1 (Pacific Coast Highway), adjacent to the beachfront. East Grand Avenue runs through the majority of industrial and commercial retail districts of Arroyo Grande and Grover Beach, connecting many communities and residential neighborhoods throughout the two cities.

Circulation and traffic flow in the Project vicinity is constrained due to the limited number of north-south arterials parallel to U.S. Highway 101, which funnels traffic onto a limited number of major streets, and the non-standard design and spacing of some intersections. Intersection operation and congestion is discussed below.

3.10 TRANSPORTATION AND TRAFFIC

3.10.1.2 Traffic Operations at Intersections

The following eight study intersections within the Project vicinity were evaluated for potential Project specific and cumulative impacts associated with potential increases in traffic congestion. In order to determine existing operational characteristics and levels of congestion, traffic counts were collected at each of these intersections (Appendix K):

1. Traffic Way/East Cherry Avenue
2. Traffic Way/ South Traffic Way
3. Traffic Way/Fair Oaks Avenue
4. Traffic Way/Bridge Street
5. Traffic Way/West Branch Street
6. East Grand Avenue/West Branch Street
7. East Grand Avenue/U.S. Highway 101 northbound ramps
8. Fair Oaks Avenue/U.S. Highway 101 southbound ramp

Because traffic flow on arterials is most constrained at intersections, detailed traffic flow analyses focus on operating conditions of critical intersections during peak travel periods, which are typically the AM and PM peak hours. The quality of service offered by any roadway can be described by measuring its Level of Service (LOS), a qualitative method for describing operational conditions within a traffic stream or at an intersection, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. In rating intersection operations, LOS A through LOS F are used, where LOS A indicates free-flow operations and LOS F indicates congested operations (see Table 3.10-1). The Transportation Research Board (TRB) 2010 Highway Capacity Manual (HCM) is the standard used for evaluating all types of LOS (e.g., signalized, unsignalized, freeway intersections). The City considers LOS C as the minimum acceptable operating standard for intersections. Where deficiencies exist, mitigate to an LOS D at a minimum and plan improvement to achieve LOS C (City of Arroyo Grande 2001).

Table 3.10-1. LOS Criteria for Signalized and Unsignalized Intersections

LOS	Description	Control Delay Per Vehicle (seconds)	
		Signalized	Unsignalized
A	Uncongested operations; all vehicles clear in a single cycle.	≤ 10	≤ 10
B	Uncongested operations; all vehicles clear in a single cycle.	10.1 – 20	10.1 – 15
C	Light congestion; occasional backups on critical approaches.	20.1 – 35	15.1 – 25
D	Congestion on critical approaches, but intersection functional. Vehicles wait through more than one cycle during short peaks. No long-standing lines formed.	35.1 – 55	25.1 – 35
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	55.1 – 80	35.1 – 50
F	Total breakdown with stop-and-go operations.	> 80	> 50

Source: TRB 2010.

The LOS criteria for stop-sign-controlled intersections have different threshold values than those for signalized intersections primarily because drivers expect different levels of performance from different types of transportation facilities. A signalized intersection is designed to carry higher traffic volumes than a stop-sign-controlled intersection. Thus, a higher level of control-related delay is acceptable at a signalized intersection for the same LOS.

LOS was calculated for the area intersections using the SYNCHRO 8 LOS analysis software program, which implements the HCM methodology. The methodology accounts for geometry, traffic controls, signal timing, and the mix of traffic using the facility, including autos, trucks, buses, bicycles, and pedestrians. Existing traffic signal timing information was retrieved from the City and California Department of Transportation (Caltrans) and was then input into a model to accurately represent the existing conditions at the signalized intersections (see Table 3.10-2).

Table 3.10-2. Existing Peak Hour Intersection LOS

Intersection Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds per vehicle)	LOS	Delay (seconds per vehicle)	LOS
1	S. Traffic Way/Traffic Way/U.S. 101 Ramps	TWSC	11.9	B	10.8	B
2	E. Cherry Avenue/Traffic Way/	TWSC	14.6	B	19.7	C
3	Fair Oaks Avenue/Traffic Way/	AWSC	34.6	D	26.9	D
4	Bridge Street/Traffic Way/	TWSC	19.3	C	15.1	C
5	W. Branch Street/Traffic Way/	Signal	29.2	C	25.4	C
6	E. Grand Avenue/W. Branch Street	TWSC	56.1	F	116.6	F
7	E. Grand Avenue/U.S. 101 NB Ramps	Signal	18.9	B	10.1	B
8	Fair Oaks Avenue/U.S. 101 SB Offramp/Orchard Avenue	AWSC	38.4	E	17.8	C

Note: TWSC = Two-Way Stop-Control; AWSC = All-Way Stop-Control
 Intersections in **bold** operate at an unacceptable LOS.
 Source: Omni-Means 2015 (see Appendix K).

Based upon this analysis, a majority of existing signalized intersections in the Project area operate at acceptable free flowing conditions of LOS C or better. Three of the study intersections currently operate at unacceptable LOS during the AM and/or PM peak hour periods. Those intersections operating at unacceptable LOS include Fair Oaks Avenue/Traffic Way, East Grand Avenue/West Branch Street, Fair Oaks Avenue/U.S. 101 southbound off-ramp/Orchard Avenue.

3.10.1.3 Alternative Transportation

Transit Services

San Luis Obispo Regional Transit Authority (SLORTA) operates bus service within the City of Arroyo Grande and throughout San Luis Obispo County. The South County Transit (SCT) provides bus services throughout the Five Cities region, servicing the City. SCT Routes 23 and 24 are fixed routes that service the City, with a bus stop approximately 0.29 miles away from the Project site, slightly further than the accepted ideal maximum walking distance of 0.25 miles for transit stops. SLORTA operates intercity bus service within San

Luis Obispo County and to Santa Maria in Santa Barbara County. SLORTA also operates Runabout, the County-wide Americans with Disabilities Act (ADA) transportation service, and Dial-A-Ride, an affordable curb-to-curb transportation service.

Hours and operation and service frequencies for SCT and SLORTA routes in the Project vicinity are described in Table 3.10-3. SCT routes 23 and 24 provide service throughout the Five Cities area and stop in several locations around the Historic Village of the City. There is no direct transit service to the Project site, but the nearest transit stop is located approximately 0.30 miles north at Hart-Collett Memorial Park. This location provides transit stops for SCT Routes 23, 24, and 25. No SLORTA service stops are readily accessible to the Project site for pedestrian access.

Although one transit stop that services several routes exists within approximately 0.30 miles of the site, transit service frequency (also known as headway) in the Project vicinity is infrequent, with the two key routes in the Project vicinity (Routes 23 and 24), operating at 60-minute headways (see Table 3.10-3). This low headway can lead to delays for transit-dependent individuals and may not make public transportation an attractive option for non-transit-dependent individuals. Ideal headways to make transit most useful to transit dependent households and attractive to non-transit dependent individuals are generally from 10 to 15 minutes during peak hours with transit stops within 0.25 miles. However, the auto-oriented, low-density nature of area land uses and the large-block, arterial-based street system present a challenge to improving transit service to the area.

SLORTA Route 10 is the only regional transit route that stops in the general Project vicinity. SLORTA Route 10 travels north-south along the U.S. Highway 101 from the City of San Luis Obispo in San Luis Obispo County to the City of Santa Maria in Santa Barbara County. The bus makes minimal stops each way, and offers only one stop in the City on El Camino Real at Halcyon Road, approximately 1.0 mile from the Project site, well outside of the typically accepted ideal maximum walking distance of 0.25 miles.

In addition to inner-city transit, Amtrak provides intercity rail and bus service at the station located at the Grover Beach Amtrak Station, approximately 3.0 miles west of the Project site. The station can be reached using local transit SCT Route 21, which has a bus stop at East Grand Avenue and West Branch Street, approximately 0.5 miles northwest of the Project site. The Pacific Surfliner line operates two trains daily from the station to destinations south of San Luis Obispo.

3.10 TRANSPORTATION AND TRAFFIC

Table 3.10-3. Existing Transit Services

Route	Service to Project Site	Day of Week	Service Span	Headway (minutes)
SCT				
21	Pismo Beach Premium Outlets – Arroyo Grande – Grover Beach – Pismo Beach – Shell Beach – Pismo Beach Premium Outlets	Mon – Fri	6:29 AM – 7:24 PM	60
		Sat	7:29 PM – 7:24 PM	60
		Sun	7:29 AM – 6:24 PM	60
23	Grover Beach – Oceano – Arroyo Grande – Grover Beach – Oceano – Grover Beach	Mon – Fri	6:00 AM* – 10:40 PM	60
		Sat	8:10 AM* – 6:05 PM	60
		Sun	7:55 AM* – 6:21 PM	60
24	Pismo Beach Premium Outlets – Grover Beach – Arroyo Grande – Pismo Beach Premium Outlets	Mon – Fri	6:29 AM – 7:25 PM	60
		Sat	7:29 AM – 7:25 PM	60
		Sun	7:29 AM – 6:25 PM	60
25^{AM}	Romona Garden – 13 th at Menton – Hwy 1 at Pershing – Wilmar at 19 th – Arroyo Grande High	Mon	8:45 AM – 9:15 AM	-
		Tues - Fri	7:03 AM – 7:30 AM	-
25^{PM}	Arroyo Grande High – Halcyon Park and Ride – Oceano Lagoon – Ramona Garden Park	Mon - Fri	3:03 PM – 3:40 PM	-
SLORTA				
10	San Luis Obispo – Pismo Beach – Arroyo Grande – Nipomo – Santa Maria	Mon – Fri	5:45 AM – 9:43 PM	60
		Sat	7:14 AM – 8:43 PM	180
		Sun	8:14 AM – 6:43 PM	240

Notes: * On the first trip of the day, SCT 23 service starts at Oak Park Blvd at Longbranch Ave at 5:55 AM. All other SCT 23 trips depart Romano Garden Park at :29 past each hour.

^{AM} Service route for morning hours only. Only one route time each day.

^{PM} Service route for evening hours only. Only one route time each day.

Source: SLORTA 2015; South County Transit 2015.

Bicycle Facilities

The City developed and adopted the *City of Arroyo Grande Bicycle & Trails Master Plan* in 2012. This plan identifies the existing network of bicycle paths and trails, and sets standards for the expansion of that network. Within the City, current bicycle and trail networks consist of bicycle lanes (Class II bicycle lanes) and bicycle routes (Class III



Bicycle lanes and concrete sidewalks are provided on both sides of Traffic Way providing pedestrian access to the Project site and the surrounding

bicycle lanes). Within the Project vicinity, existing Class II bicycle lanes run in both directions along Traffic Way from South Traffic Way to East Branch Street, adjacent to the Project site. The Historic Village area provides bicycle racks, and bicycle friendly facilities. Other major roadways such as East Branch Street, East Grand Avenue and Fair Oaks Avenue lack designated bicycle lanes, presenting a challenge to cyclists using these relatively high speed facilities.

Pedestrian Facilities

Pedestrian facilities comprise sidewalks, crosswalks, and off-street paths that are intended to provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Pedestrian facilities are incomplete and lacking in some areas in the southwest corner of the City, with discontinuous sidewalks along some roadways such as Traffic Way, and lack pedestrian connectivity between neighborhoods due to topography, existing roadway layout and few developed pedestrian trails. The Project site is located at the southeast corner of Traffic Way and East Cherry Avenue. East Cherry Avenue provides paved sidewalks on only one side for pedestrian travel. The west side of Traffic Way supports a paved sidewalk for pedestrian use, while the east side of the roadway fronting the project site is an unpaved gravel foot path, with a paved sidewalk resuming north of East Cherry Avenue. Along the northern side of East Cherry Avenue a paved cement sidewalk is developed adjacent to existing homes while the south side supports an informal dirt pedestrian path. Dirt roads and informal pedestrian paths on hillsides south and east of the site appear to receive light pedestrian use.

None of the intersections within the Project vicinity support marked or protected crosswalks. For example, the nearest marked crosswalk to the Project site that provides safe access across to the west side of Traffic Way in the Project vicinity is located more than 500 feet to the north, limiting pedestrian access to commercial uses (e.g., Log Cabin Market) west of Traffic Way. A Pedestrian Safety Review of the City was conducted by ITS Berkeley in 2010 which found that improvement could be made to the street system to increase pedestrian safety, especially at large street crossings.

3.10 TRANSPORTATION AND TRAFFIC

3.10.2 Regulatory Setting

3.10.2.1 Federal

Americans with Disabilities Act (1990)

Title III of the Americans with Disabilities Act (ADA) (codified in Title 42 of the United States Code [USC]), prohibits discrimination on the basis of disability in places of public accommodation (i.e., businesses and non-profit agencies that serve the public) and commercial facilities (i.e., other businesses). This regulation includes Appendix A to Part 36, Standards for Accessible Design, which establishes minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warning for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

3.10.2.2 State

California Department of Transportation (Caltrans)

Caltrans manages the operation of State Highways, including the U.S. Highway 101, which passes through the Arroyo Grande area.

Senate Bill (SB) 743

To further the state's commitment to the goals of SB 375, AB 32 and AB 1358, SB 743 adds Chapter 2.7, *Modernization of Transportation Analysis for Transit-Oriented Infill Projects*, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for urban infill projects and eliminating the measurement of automobile delay, including LOS, as a metric that can be used for measuring traffic impacts in transit priority areas. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses.

Pursuant to SB 743, the Office of Planning Research (OPR) released a *Draft of Updates to the CEQA Guidelines* in August 2014. OPR's *Draft of Updates* proposes vehicle miles traveled (VMT) as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Draft of Updates* suggest criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment. For instance,

a project that results in VMTs greater than the regional average for the land use type (e.g. residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 mile of an existing major transit stop, or results in a net decrease in VMTs compared to existing conditions.

3.10.2.1 Local

City of Arroyo Grande General Plan

The City General Plan sets objectives and policies for all city resources. Those associated with the standards of streets and highways incorporated within the City are managed through the *Circulation Element* of the General Plan.

General Plan, Circulation Element

Goal CT2 – Attain and maintain LOS C or better on all streets and controlled intersections.

Policy CT2-1 – Where deficiencies exist, mitigate to an LOS ‘D’ at a minimum and plan improvement to achieve LOS C (LOS E or F unacceptable = significant adverse impact unless Statement of Overriding Considerations or CEQA Findings approved). The design and funding for such planned improvements shall be sufficiently definite to enable construction within a reasonable period of time.

Policy CT2-3 – Require that General Plan Amendments, Rezoning Applications or development projects involving 20 or more estimated peak hour trip additions provide traffic studies according to City LOS policy, including subsequent amendments and refinements.

Goal CT3 – Maintain and improve existing “multi-modal” circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction.

Policy CT3-3 – Promote non-motorized bike and pedestrian circulation facilities to serve all areas of the City and linking regional systems, with priority coordination with school, park, transit and major public facilities.

Goal CT4 – Ensure compatibility and complementary relationships between the circulation/transportation system and existing and planned land uses, promoting environmental objectives such as safe and un-congested neighborhoods, energy conservation, reduction of air and noise pollution, transit, bike and pedestrian friendly characteristics.

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General Plan, Parks and Recreation Element

Goal PR4 – A network of trail, bicycle lanes and bikeways should be established for use by local residents and visitors to the Arroyo Grande valley.

Implementation PR4-1.3 – Proposed trails, especially bicycle lanes which serve as connections to schools and recreation facilities, shall be given high priority in implementation.

City of Arroyo Grande Bicycle & Trail Master Plan (2012)

The *Bicycle & Trail Master Plan* was prepared and adopted by the City in 2012 to improve and encourage bicycle and pedestrian transportation within the City. This plan works to establish a comprehensive system of bikeways and trail facilities in compliance with State, County, and City regulations and policies.

3.10.3 Environmental Impact Analysis

3.10.3.1 Thresholds of Significance

In accordance with Appendix G of the 2016 CEQA Guidelines, the proposed Project would result in a significant effect under CEQA if it were to:

- a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- b) Conflict with an applicable congestion management program (CMP), including but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- d) Result in inadequate emergency access; and/or,
- e) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Relationship of SB 743 to Project Analysis

As previously stated, a key provision of SB 743, passed in September 2013, is the elimination of vehicle delay and LOS as a CEQA significance criterion in urban areas.

However, since the proposed Project is not within a transit priority area, and OPR has not yet adopted new CEQA Guidelines for replacement criteria to LOS thresholds, this section continues to evaluate the project using the City's adopted significance criteria of automobile delay (LOS), and impact analysis will not include a complete VMT analysis.

3.10.3.2 Impact Assessment Methodology

The transportation and traffic impact analysis addresses the impacts associated with implementation of the proposed Project. Project access would be provided by the construction of a new, two-lane collector street between Subarea 1 and Subarea 2 (refer to Section 2.0, *Project Description* for a complete description of Project subareas). The Project additionally proposes the improvement of East Cherry Avenue to include upgrades to the right-of-way in the form of pedestrian sidewalks, parkways, parking, and bicycle lanes. "Residential interior streets" would be designed to provide access throughout the single family residential neighborhood. An alley way will provide access to the rear side of the housing units that would be facing East Cherry Avenue, as well as those facing inward toward the proposed neighborhood.

The TIA for the proposed Project analyzed the following scenarios (see Appendix K for further detail):

- Existing Conditions;
- Existing plus Approved/Pending (A/P) Projects Conditions;
- Existing plus A/P Projects plus Project Conditions;
- Cumulative "No Project" Conditions; and,
- Cumulative plus Project Conditions.

Based on the Goal CT2 of the City's *Circulation Element*, attain and maintain LOS C or better on all streets and controlled intersections, the TIA utilized a LOS C standard for all scenarios in terms of identifying acceptable conditions. In addition, seconds of delay were considered. Significance thresholds for signalized and unsignalized intersections were evaluated. In accordance with the City's Draft TIA Guidelines for signalized intersections, if LOS D or E conditions exist under the "No-Project" scenario, any additional delay introduced by the project of more than 7.5 seconds for signalized intersections is considered a significant impact. Likewise, if LOS F conditions exist under the No-Project scenario, any additional delay introduced by the project of 5.0 seconds or more for signalized intersections is considered a significant impact. For unsignalized intersections, the Project is considered to have a significant impact if it would go from acceptable to

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unacceptable LOS conditions, or if it would increase the delay by more than 5.0 seconds at an intersection that is already operating at an unacceptable condition under the No-Project scenario.

Existing and proposed Project conditions were evaluated during the weekday PM peak hour period, which is expected to be the worst-case scenario for Project trip generation.¹ The estimated Project trip generation during the AM peak hour is not expected to result in impacts beyond those identified in the PM peak period; therefore, per City direction, no quantitative analysis was conducted during the AM peak period or on weekends. Cumulative traffic volumes were developed using forecasts from the traffic models developed by the City and the San Luis Obispo Citywide Traffic Model (SLOCTM). The roadways and intersections included in the TIA were identified jointly by the traffic consultant and City staff based on the magnitude and specific location of Project-generated traffic and the potential for newly generated trips to impact streets and roadways in the Project area.

Project Trip Generation

The amount of traffic added to the surrounding roadway system by the proposed Project was estimated by applying the applicable trip generation rates to the development proposal. Project trip generation estimates were calculated based on data presented in the Institute of Transportation Engineers (ITE) Trip Generation Report (9th Edition) and other sources. The trip generation also accounts for pass-by trips (i.e., trips to the site made by vehicles already traveling by the site on the adjacent street, vehicles that would make an interim stop between their primary origin and destination) and internal capture rate (i.e., trips that are internal within a mixed use development and will complement each other, such as a restaurant and hotel next to each other) reductions. Pass-by trips are not considered “new” trips added to the street system by the Project, per se, but are included in the analysis of traffic that enters and exits the site. The Quality Restaurant (Land Use Code #931) rate of 40 percent was used to calculate the trip generation estimates for the proposed Project, and so a conservative 40 percent pass-by trip reduction was applied to the Project. After considering trip generation and reductions, the Project as a whole is anticipated to generate 1,646 average daily trips (ADT), including 132 AM peak hour trips and 157 PM peak hour trips.

¹ The PM peak hour typically represents the worst-case for intersection operations unless affected facilities are near a school or other generators with a high AM peak hour. Outside of major tourist or recreation destinations, weekend roadway conditions do not typically exhibit peak hour traffic in excess of PM periods.

Project Trip Distribution and Assignment

The Project-generated traffic volumes were distributed and assigned onto the adjacent street network based on use of the *City of Arroyo Grande Travel Demand Model*, existing traffic flow patterns in the area, geographic location of the Project site, and the relative locations of complementary land uses in the community. The Project trips were distributed throughout the study area as follows:

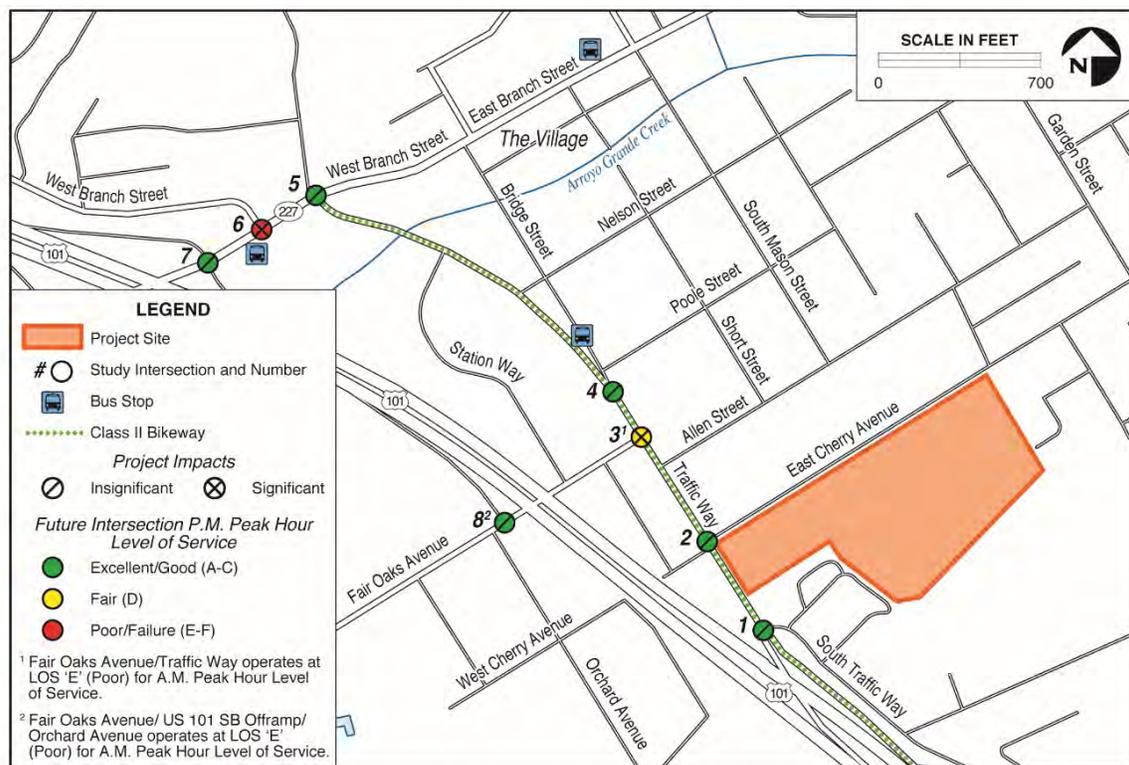
- 30 percent to/from northbound U.S. Highway 101 via East Grand Avenue/Traffic Way north of East Cherry Avenue;
- 5 percent to/from West Branch Street north of East Branch Street;
- 35 percent to/from southbound U.S. 101 via Traffic Way south of East Cherry Avenue;
- 12 percent to/from East Grand Avenue west of U.S. 101/Traffic Way and north of East Cherry Avenue;
- 8 percent to/from Fair Oaks Avenue via Traffic Way north of Cherry Avenue
- 7 percent to/from East Branch Street via Bridge Street/Traffic Way north of East Cherry Avenue; and
- 3 percent to/from East Cherry Avenue east of the Project (becoming Branch Mill Road connecting to Huasna Road & Orcutt Road).

Intersection LOS

The majority of existing signalized intersections in the Project area currently operate at acceptable free flowing conditions of LOS C or better. Three of the study intersections currently operate at unacceptable LOS, including Fair Oaks Avenue/Traffic Way (LOS D, AM and PM peak hours), East Grand Avenue/West Branch Street (LOS F AM and PM peak hours), and Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue (LOS E, AM peak hour only). Tables 3.10-2 and 3.10-4 compare the LOS of intersections studied with and without the proposed Project. Existing LOS of the study intersections are shown in Figure 3.10-1.

As shown in Figure 3.10-2 below and Table 3.10-4 and Table 3.10-5, with implementation of the proposed Project, significant impacts are anticipated to occur at the Fair Oaks Avenue/Traffic Way and East Grand Avenue/West Branch Street intersections at both AM and PM peak hours. These impacts are further described in Section 3.10.4, *Project Impacts and Mitigation Measures*.

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Existing + Approved/ Pending Projects + Project Transportation Conditions

FIGURE 3.10-2

Table 3.10-4. AM Peak Hour + Short-term + Project Delay Impact Summary

Intersection Number	Intersection	Existing + Approved/ Pending		Existing + A/P + Project		Change in Delay due to Project (Seconds)	Significant Impact?
		Delay ¹	LOS	Delay ¹	LOS		
1	S. Traffic Way/Traffic Way/ U.S. 101 Ramps	12.0	B	12.4	B	0.4	No
2	E. Cherry Avenue/Traffic Way	14.6	C	16.5	C	1.9	No
3	Fair Oaks Avenue/Traffic Way	36.1	E	43.2	E	7.1	Yes
4	Bridge Street/Traffic Way	19.9	C	21.5	C	1.6	No
5	W. Branch Street/Traffic Way ²	25.0	C	32.2	C	7.2	No
6	E. Grand Avenue/ W. Branch Street	71.9	F	101.9	F	30.0	Yes
7	E. Grand Avenue/U.S. 101 NB Ramps ²	19.7	B	20.6	C	0.9	No
8	Fair Oaks Avenue/ U.S. 101 SB Offramp /Orchard Avenue	38.9	E	39.5	E	0.6	No

Notes: Intersections in **bold** operate at an unacceptable LOS.

¹ Delay expressed in average seconds per vehicle. LOS is based on delay.

² Signalized intersection.

Source: Omni Means 2015 (see Appendix K).

Table 3.10-5. PM Peak Hour Short-term + Project Delay Impact Summary

Intersection Number	Intersection	Existing + Approved/Pending		Existing + A/P + Project		Change in Delay due to Project (Seconds)	Significant Impact?
		Delay ¹	LOS	Delay ¹	LOS		
1	S. Traffic Way/Traffic Way/ U.S. 101 Ramps	10.8	B	11.1	B	0.3	No
2	E. Cherry Avenue/ Traffic Way	20.4	C	24.9	C	4.5	No
3	Fair Oaks Avenue/Traffic Way	28.0	D	34.7	D	6.7	Yes
4	Bridge Street/ Traffic Way	15.4	C	16.3	C	0.9	No
5	W. Branch Street/ Traffic Way ²	23.2	C	26.7	C	3.5	No
6	E. Grand Avenue/ W. Branch Street	166.6	F	233.0	F	66.4	Yes
7	E. Grand Avenue/U.S. 101 NB Ramps ²	10.2	B	10.3	B	0.1	No
8	Fair Oaks Avenue/U.S. 101 SB Off-ramp/Orchard Avenue	18.3	C	19.2	C	0.9	No

Notes: Intersections in **bold** operate at an unacceptable LOS.

¹ Delay expressed in average seconds per vehicle. LOS is based on delay.

² Signalized intersection.

Source: Omni Means 2015 (see Appendix K).

3.10.4 Project Impacts and Mitigation Measures

The impacts of the proposed Project related to traffic were evaluated using trip generation, trip distribution, and trip assignment. Trip generation estimates the amount of added traffic to the roadway network. Trip distribution estimates the direction of travel to and from the project site. Trip assignment allocates trips to specific street segments and intersection turning movements. The results of these three components, as well as the intersection LOS calculations, are considered traffic data under Project conditions and are compared to traffic data for existing conditions under Section 3.10.1, *Environmental Setting* (refer to Table 3.10-2), to determine impacts on traffic in the Project area. The transportation related impacts associated with the proposed Project are described below.

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Table 3.10-6. Summary of Project Impacts

Transportation and Traffic Impacts	Mitigation Measures	Residual Significance
Impact TRANS-1. Project construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking.	MM TRANS-1a	Less than Significant with Mitigation
Impact TRANS-2. Project generated traffic would potentially cause the LOS at the Fair Oaks Avenue/Traffic Way intersection to deteriorate from acceptable to unacceptable LOS in both the AM and PM peak hours, causing a significant impact. With installation of a traffic signal, intersection LOS would be maintained at acceptable LOS.	MM TRANS-2a	Less than Significant with Mitigation
Impact TRANS-3. Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D.	MM TRANS-3a MM TRANS-3b	Significant and Unavoidable
Impact TRANS-4. Project generated traffic would potentially cause incremental increases in delays at the Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection which operates at unacceptable LOS E during AM peak hour. However, increased delays would not exceed City standards.	None required	Less than Significant
Impact TRANS-5. The proposed Project would potentially create conflicts with turning movements at driveways and intersections on the Project site.	MM TRANS-5a (Recommended)	Less than Significant
Impact TRANS-6. The proposed Project would potentially generate and attract trips to and from U.S. Highway 101, incrementally increasing congestion of the region's main highway.	None required	Less than Significant
Impact TRANS-7. The proposed Project would potentially increase demand for transit services in an underserved area, presenting a barrier to both transit dependent and non-transit dependent households for using transit.	MM AQ-5a	Less than Significant

Impact

TRANS-1 Project construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking (Less than Significant with Mitigation).

Construction related increases in traffic would be short-term in nature and would incrementally contribute to road or intersection congestion over the planning horizon. Increased construction traffic, particularly large haul trucks and other heavy equipment (e.g., earthmovers), may disrupt local traffic flows, congest limited turn lane capacities, and generally slow traffic movement. A grading plan for the entire site has not been prepared, making it difficult to forecast haul truck trips for import or export of fill during site grading. However, the grading plan for Subarea 2 gives 17,000 cubic yards (cy) of cut and 11,000 cy of fill, which implies an export of 6,000 cy. Assuming a typical haul truck holds 10 cy, there would be approximately 600 haul truck trips associated with Subarea 2. Cut and fill amounts for Subarea 1 and 3 are unknown at this time, but would contribute substantially to the total number of haul truck trips. However, this estimate does not account for the compaction of soil, which has the potential to reduce the number of trips.

Construction activity during early site preparation typically also includes use of haul trucks for fill import or export, cement trucks, material and equipment delivery trucks and worker vehicles. These vehicles would likely use U.S. Highway 101 to travel to and from the site. Other potential construction-related impacts include idling, parked, or queued heavy trucks that could potentially obstruct visibility, traffic flows and interfere with pedestrian and bicycle flows. Further, construction activities would require parking for construction workers. Construction may also require the temporary or extended closure of traffic lanes, sidewalks and bicycle lanes on surrounding streets (e.g., Class II bicycle lane on Traffic Way) to accommodate parked vehicles, operation of construction equipment, installation of Project improvements, etc. Depending on final construction plan details, such lane and sidewalk closures could extend from a single day to several weeks.

Construction parking demand combined with temporary removal of on-street parking resulting from development under the Project would potentially affect onstreet parking availability on East Cherry Avenue. Project construction activities could create potentially significant short-term impacts along major access routes in the vicinity of the Project site. However, implementation of mitigation measure MM TRANS-1a would require preparation of a Construction Impact Mitigation Plan, which would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking. This Construction Impact Mitigation Plan would address individual phases of development including demolition, site preparation, and on-going construction activities. Implementation of mitigation measure MM TRANS-1 would reduce construction-related traffic impacts to *less than significant with mitigation*.

Mitigation Measure for All Subareas

MM TRANS-1a Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:

- *Prevent traffic impacts on the surrounding roadway network*
- *Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable*
- *Ensure safety for both those constructing the project and the surrounding community*
- *Prevent substantial truck traffic through residential neighborhoods*

The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:

Ongoing Requirements throughout the Duration of Construction:

- *A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.*
- *Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.*
- *Streets and equipment shall be cleaned in accordance with established Public Works requirements.*

- *Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.*
- *Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.*
- *Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.*
- *Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.*

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:

- *The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).*
- *A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained.*
- *Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.*
- *Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.*
- *Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.*

Plan Requirements and Timing. The Applicants shall submit the Construction Transportation Mitigation Plan to the City for review and approval prior to issuance of grading and building permits. The Applicants shall conduct necessary construction employee training prior

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to the commencement of construction. The City Public Works Department, Police Department, and Fire Department, and nearby residences shall be notified of the construction schedule prior to construction.

Monitoring. The City shall ensure compliance with the Construction Transportation Mitigation Plan with periodic inspections of the Project site during construction. Complaints related to construction traffic at the site shall be directed to the City Public Works Department.

Residual Impact

Residual impacts under TRANS-1 would be less than significant.

The City's municipal code establishes development impact fees for traffic signalization and transportation facilities, which are imposed as a condition of approval upon all development projects for which a building permit is issued. These impact fees are established in order to pay for the capital costs of public facilities reasonably related to the needs of new development in the City.

Impact

TRANS-2 Project generated traffic would potentially cause the LOS at the Fair Oaks Avenue/Traffic Way intersection to deteriorate from acceptable to unacceptable LOS in both the AM and PM peak hours, causing a significant impact. With installation of a traffic signal, intersection LOS would be maintained at acceptable LOS (Less than Significant with Mitigation).

The unsignalized Fair Oaks Avenue/Traffic Way intersection currently operates at an unacceptable LOS D in both the AM and PM peak hours (refer to Table 3.10-4 and Table 3.10-5), and meets warrants for installation of a traffic signal. Omni Means (2015) calculated that the Project would add more than 5.0 seconds of delay to the Existing plus Approved/Pending Projects Scenario (i.e., +7.1 seconds in the AM peak hour and +6.7 seconds in the PM peak hour) which exceeds the significance threshold established by the City for unsignalized intersections, thereby creating a Project-specific significant impact at this intersection. The 2014 Regional Transportation Plan identifies the need for intersection improvements at Fair Oaks Avenue/Traffic Way; these improvements are planned and discretionary funding to the City for preliminary phases may be available (SLOCOG

2014a)_[PJ1]_Implementation of the mitigation measure of installing a traffic signal as discussed below would reduce this impact to *less than significant with mitigation*.

Mitigation Measure for Subarea 2

MM TRANS-2a Fair Oaks Avenue/Traffic Way: A new traffic signal shall be installed at the intersection of Traffic Way and Fair Oaks Avenue.

Plan Requirements and Timing. Prior to issuance of a development permit for construction, including grading, the Applicant shall 1) submit a funding agreement between the owners of the three subareas for the Traffic Signal Improvements to the City for review and approval; and 2) submit Traffic Signal Improvement Plans to the City for review and approval. Prior to issuance of a building permit, the Applicant shall complete construction of the traffic signal improvements.

Monitoring. The City shall review and approve the funding agreement between the owners of the three subareas for the traffic signal design and construction prior to the issuance of any development permit for construction, including grading. The City shall ensure the traffic signal is installed and operational prior to the issuance building permits.

Residual Impact

Residual impacts under TRANS-2 would be less than significant with the mitigation for installation of a traffic signal.

Impact

TRANS-3 Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D (Significant and Unavoidable).

Under all analyzed scenarios, the East Grand Avenue/West Branch Street intersection currently operates at a LOS F. Under the Existing plus Approved/Pending Projects plus Project conditions, Project-generated traffic would contribute to the projected AM and PM

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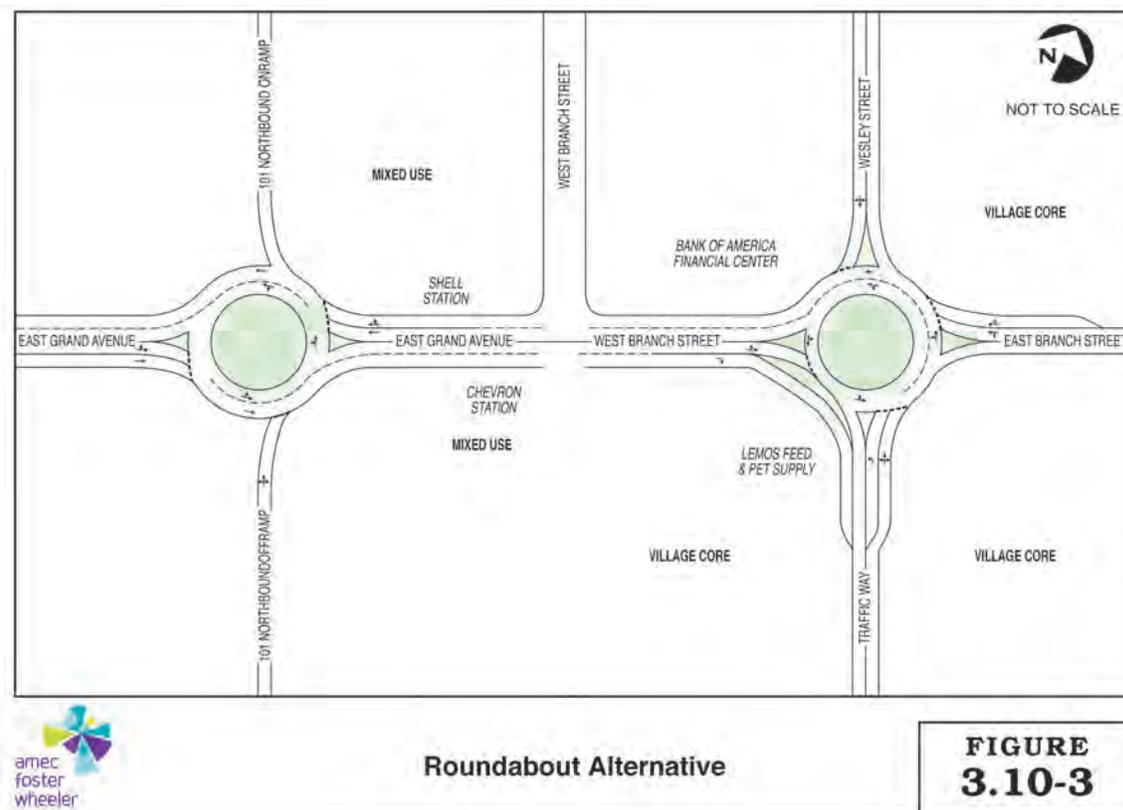
peak hour operation at LOS F at the intersection and would increase the delay by more than 5 seconds in each peak hour, thus creating a Project specific significant impact at this intersection (refer to Table 3.10-4 and Table 3.10-5).

Signalization of the East Grand Avenue/West Branch Street intersection is not recommended, as it is projected to cause queuing that exceeds available storage between the closely-spaced East Grand Avenue/West Branch Street and East Branch Street/Traffic Way intersections, which would create significant secondary impacts that would cause the existing signal at East Branch Street/Traffic Way to decrease from LOS 'C' to LOS 'D' in the AM peak hour. Modifying the lane geometry of the intersection to add a free right turn lane from westbound East Branch Street onto northbound West Branch Street as depicted on Figure 13 of Appendix K would reduce Project-created delays, but would result in the continuation of unacceptable LOS F in both the Existing Short Term plus Project and Cumulative plus Project scenarios. Although this alternative would appear to mitigate the Project's created increase in delay impact at this location to a less than significant level (reducing delay overall), it would be inconsistent with the requirements of City General Plan Policy CT2-1:

"Where deficiencies exist, mitigate to an LOS 'D' at a minimum and plan improvement to achieve LOS 'C' (LOS 'E' or 'F' unacceptable = significant adverse impact unless Statement of Overriding Considerations or CEQA Findings approved). The design and funding for such planned improvements shall be sufficiently definite to enable construction within a reasonable period of time."

Because these measures would leave the Project inconsistent with adopted City General Plan policy, this impact would remain significant, requiring adoption of a statement of overriding considerations per City General Plan Policy CT2-1.

An alternative mitigation measure at this intersection would be to construct two modern roundabouts: one at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps, and one at the intersection of East Branch Street/Traffic Way, as shown in Figure 3.10-3 below. However, the cost to design and construct these two roundabouts may not be roughly proportional to Project impacts as the intersection already operates at LOS F, leaving this measure infeasible for the proposed Project alone to implement. Because this mitigation is unscheduled and unfunded and no other feasible mitigation measures are available, Project short-term impacts would be considered ***significant and unavoidable***. However, if the mitigation measure below is implemented, the long-term impact could be reduced to less than significant.



Mitigation Measures for All Subareas

MM TRANS-3a East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to design and install the necessary improvements including widening, restriping, and curb reconstruction of westbound West Branch Street/ northbound West Branch Street to create an exclusive right turn lane.

Plan Requirements and Timing. The Applicants shall submit plans for the restriping of West Branch Street including any modifications necessary to the northeast curb return and sidewalk to provide for design vehicle turning movements to the City for review and approval from the City Engineer, prior to the issuance of any development permit for construction, including grading.

Monitoring. Road improvements shall be inspected and approved by the City.

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MM TRANS-3b East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs ~~for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way, or an alternative transportation improvements that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies. Applicants shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.~~

Requirements and Timing. The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of ~~land use and/or CUPs~~ grading and/or building permits.

Monitoring. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.). The City shall establish a separate East Grand Avenue/ West Branch Street traffic mitigation fund to accept the Applicants' payment.^[PJ2]

Residual Impact

Residual impacts under TRANS-3 would remain unavoidable and significant as there are no feasible mitigation measures that could both eliminate Project related increases in delay at this intersection and which are consistent with the City's adopted General Plan. MM TRANS-3a is feasible for the Project to implement but would leave the Project inconsistent with City General Plan Policy CT2-1. MM TRANS-3b would fully mitigate Project impacts in manner that appears to be physically feasible and consistent with the City's General Plan mitigation, but is unfunded and unscheduled and therefore it cannot be stated with certainty when or if the improvements will be completed. Based upon the TIA prepared by Omni Means Engineering Solutions, the Applicants' fair share contribution to these improvements may constitute a limited portion of overall roundabout costs, which

have not yet been identified, leaving the timing of and potential for full mitigation uncertain.

Impact

TRANS-4 Project generated traffic would potentially cause incremental increases in delays at the Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection which operates at unacceptable LOS E during AM peak hour. However, increased delays would not exceed City standards (Less than Significant).

The Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection is currently operating at unacceptable LOS E during the AM peak hour. The Project is calculated to add less than 1.0 second of delay for each peak hour over both the Existing plus Approved/Pending Project Scenario (refer to Table 3.10-4 and Table 3.10-5). Therefore the Project would only incrementally increase delay at this intersection. In addition, the City has obtained federal funding to design and construct a roundabout to address existing deficiencies at this intersection. Although the timing of the improvement is unknown, a roundabout at this location was evaluated using SIDRA modeling software, and a modern roundabout is projected to operate at LOS A in both the AM and PM peak hours. Therefore, Project-related impacts to LOS at this intersection would be *less than significant*.

Mitigation Measures

None required.

Impact

TRANS-5 The proposed Project would potentially create conflicts with turning movements at driveways and intersections on the Project site (Less than Significant).

The implementation of the Project would potentially create conflicts with Project driveways and access point near intersections, especially at the intersection of East Cherry Avenue and Project access points, and the intersection of Traffic Way and the driveway to the proposed hotel. Project access to East Cherry Avenue would need to be stop sign controlled, while the rest of East Cherry Avenue would remain uncontrolled. Project access for Subarea 1 would be Traffic Way and the new collector road installed by Subarea 2. Project access from Traffic Way would be limited. Access to East Cherry Avenue would

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create conflicts with the intersection of Traffic way and East Cherry Avenue and the intersection of East Cherry Avenue and the new collector road. Relatively low traffic volumes and speeds, and excellent line of sight on East Cherry Avenue would ensure that this new intersection would operate at acceptable LOS with minimal turning movement conflicts. Project access to Traffic Way would potentially create turning movement conflicts due to the relatively high speed of traffic coming from the U.S. Highway 101 northbound off-ramp onto Traffic Way, which is not controlled by a stop sign. This impact is considered adverse but *less than significant*. A recommended condition of approval is detailed below in order to further reduce potential impacts associated with Subarea 1.

Recommended Condition of Approval for Subarea 1

MM TRANS-5a As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, the circulation study to guide driveway location, design, and ingress/egress access.

Requirements and Timing. Prior to approval of the CUP, the Applicant shall submit a circulation study prepared by a Traffic Engineer.

Monitoring. The City require the submission of circulation study prior to CUP review and approval.

Residual Impact

Residual impacts under TRANS-5 would be less than significant.

Impact

TRANS-6 The proposed Project would potentially generate and attract trips to and from U.S. Highway 101, incrementally increasing congestion of the region's main highway (Less than Significant).

Approximately 30 to 35 percent of Project-generated traffic is anticipated to use U.S. Highway 101, adding approximately 576 ADT and 55 PM peak hour trips to this roadway (Omni Means 2015). Traffic on the U.S. Highway 101 through Arroyo Grande was estimated at 50,575 ADT in 2012 and was operating at near capacity during peaks (SLOCOG 2014a). Project-generated traffic would contribute to a less than 1.5 percent increase in volumes along U.S. Highway 101 in this segment.

The *U.S. Highway 101 Corridor Mobility Management Plan* confirmed that San Luis Obispo County's mature transportation system is beginning to experience increasing and recurrent congestion. U.S. Highway 101 will eventually need to be widened for additional capacity. Based on future funding projections, this is beyond the ability of the region to address (SLOCOG 2014b). The 2014 Regional Transportation Plan includes new interchange construction at South Traffic Way/Fair Oaks, which would extend the U.S. Highway 101 ramps at South Traffic Way (SLOCOG 2014a); while this would improve operating conditions within this segment of U.S. Highway 101, this improvement is currently not funded. [PJ3] Although the Project would contribute incrementally to these congestion issues along the U.S. Highway 101 in the long term, the increase of less than 1.5 percent is considered *less than significant*.

Mitigation Measures

None required.

Impact

TRANS-7 The proposed Project would potentially increase demand for transit services in an underserved area, presenting a barrier to both transit dependent and non-transit dependent households for using transit (Less than Significant).

It is expected that the proposed Project would increase transit demand that may not be easily served by the existing transit services. As described in Section 3.10.1, *Environmental Setting*, existing transit headways (i.e., time between buses) in the Project vicinity are infrequent, and there is no direct transit service to the Project site, with the nearest transit stop located approximately 0.30 miles away from the site. The nearest Amtrak station is accessible by a local bus route that stops approximately 0.50 miles northwest of the Project site. The very infrequent headways and distance to the nearest transit stop would inhibit future residents and employees from using transit and not facilitate City policies to encourage transit use. Because of the long headway in this portion of the City, it is assumed that individuals that have the choice to drive or take public transit would not choose public transit. Therefore, although area transit routes may have sufficient capacity to serve the demand created by the Project, increased demand for relatively convenient transit service would remain unmet. This impact is considered adverse but *less than significant*.

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Mitigation Measures

MM AQ-5a would apply.

Residual Impact

Implementation of mitigation measure MM AQ-5a would further ensure that residual impacts under TRANS-7 would be less than significant. While transit capacity would appear to remain adequate, due to location of the site and design and operation of the existing transit systems, future residents and employees would be largely reliant upon the automobile.

3.10.5 Cumulative Impacts

The Project would continue the trend of urban development in the City and would contribute incrementally to the need for improved transportation facilities in the area. The Project contributes to cumulative traffic impacts at two of the eight study intersections. At the East Grand Avenue/West Branch Street intersection, the proposed Project would contribute to a significant and unavoidable impact that cannot be readily mitigated in a known timeframe because of lack of funding and programming. Under cumulative conditions, significant LOS impacts would continue to occur at the intersection of East Grand Avenue/West Branch Street; however, all other study intersections are anticipated to operate at an acceptable LOS (LOS C or above) after the implementation of Project mitigation (see Table 3.10-7). Overall, the Project contribution to cumulative impacts to transportation is considered *significant and unavoidable*.

Table 3.10-7. Cumulative + Project (Mitigated) Conditions: Intersection LOS

Intersection Number	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	S. Traffic Way/Traffic Way/ U.S. 101 Ramps	TWSC	12.4	B	No	11.1	B	No
2	E. Cherry Avenue/ Traffic Way	TWSC	16.5	C	No	24.9	C	No
3	Fair Oaks Avenue/Traffic Way	Signal	17.3	B	--	25.5	C	--
4	Bridge Street/ Traffic Way	TWSC	21.5	C	No	16.3	C	No
5	W. Branch Street/ Traffic Way	Signal	36.2	D	--	24.5	C	--
6	E. Grand Avenue/ W. Branch Street	Signal	8.8	A	--	13.3	A	--
7	E. Grand Avenue/U.S. 101 NB Ramps	Signal	18.6	B	--	12.4	B	--
8	Fair Oaks Avenue/U.S. 101 SB Off-ramp/Orchard Avenue	RNDBT	9.1	A	--	9.1	A	--

Legend: TWSC: Two-Way Stop-Control; AWSC: All-Way Stop-Control; RNDBT = Roundabout
 LOS based on delay of worst minor street approach for TWSC intersections; average of all approaches for AWSC,
 Signal, and RNDBT.

Warrant: CA MUTCD Peak-Hour Warrant-3.