



## 5.3 TRAFFIC AND CIRCULATION

This Section is based on Chapter 5 (Circulation Element) of the *North Coast Area Plan Cambria and San Simeon Acres Portions Updated* (November 6, 2007) and Section 4.13 (Traffic and Circulation) of the *Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Draft EIR* (May 18, 2005). This evaluation considers Project impacts to local roadways, intersections, and regional facilities. Mitigation measures are recommended, as necessary, to avoid or reduce impacts to less than significant levels.

### EXISTING CONDITIONS

#### REGULATORY SETTING

The study area is under the jurisdiction of San Luis Obispo County and Caltrans. Historical traffic counts conducted by Caltrans and the County Public Works Department reveal yearly increases in traffic volumes on roadways in the North Coast Area.

#### San Luis Obispo County General Plan

The Circulation Element of the *San Luis Obispo County General Plan* and the Framework for Planning contain goals to improve the relationship between land use and transportation, including the following relevant goals:

- ◆ Providing for a land use pattern and rate of population growth that will not exceed the financial ability of the County and its residents to expand and maintain the circulation system.
- ◆ Planning transportation system improvements to provide for, but not exceed, the demand of visitors and permanent residents.
- ◆ Coordinating the transportation systems between different modes of travel.

#### San Luis Obispo County Code

Following are the County Codes relevant to traffic, circulation, and access.

- ◆ Code Section 13.08.070 (Safety Requirements). It shall be the duty of any person making any excavation or installation in any County highway to place and maintain adequate warning signs and devices and follow the procedures set forth in the Manual of Traffic Control published by the state of California Department of Transportation, and to continually maintain any such signs or devices as may be necessary and proper for the safety of persons using such county highways.
- ◆ Code Section 15.610.020 (Notice to Public of Temporary Restriction of Use of or Temporary Closing of Highway). To notify the public that a County highway is temporarily closed or its use temporarily restricted pursuant to Streets and Highways Code Section 942.5 and 942.6, the County road commissioner shall do one or more of the following:



- (a) Erect suitable barriers or obstructions upon such highway;
- (b) Post warnings and notices of the condition of any such highway;
- (c) Post sign for the direction of traffic upon it, or upon any other highway or detour open to public travel;
- (d) Place warning devices on such highway;
- (e) Assign a flagman to warn, detour, or direct traffic;
- (f) Through the county sheriff, have a deputy sheriff assigned to warn, detour or direct traffic on such highway.

### **North Coast Circulation Study (NCCS)**

The County conducted the NCCS in 1992 to identify future transportation needs in the North Coast Area. Concerns over the ability of the existing and planned roadway system to accommodate increased traffic levels, in light of recent development and *General Plan* buildout, were a key impetus for the study.

### **STUDY METHODOLOGY**

#### **Level of Service Standards**

Level of Service (LOS) “A,” “B,” and “C” are generally considered acceptable. The Caltrans and County LOS standard is LOS “D,” which applies to both intersections and street segments. LOS “E” represents unstable conditions with significant delays and volumes very close to capacity. LOS “F” operations on side street approaches in Cambria indicate that improvements may be warranted.

For signalized intersections and all-way stop controlled intersections, average control delay per vehicle is used to define the intersection LOS. For one and two-way stop controlled intersections, the overall LOS and the LOS for vehicle movements that must yield to through movements are calculated.

Intersections. Intersection operations for signalized, all-way stop, one-way and two-way stops were evaluated using technical procedures documented in the 2000 Highway Capacity Manual (HCM). Average control delay per vehicle is utilized to define intersection LOS. Delay is dependent on a number of factors including the signal cycle length, the roadway capacity (number of travel lanes) provided on each intersection approach and the traffic demand. Table 5.3-1 (LOS Control Delay Relationship for Intersections) shows the relationship between LOS and delay.

**Table 5.3-1  
LOS Control Delay Relationship for Intersections**

| Level of Service | Control Delay (seconds/vehicle) |  |
|------------------|---------------------------------|--|
|                  | Signalized Intersections        | Two-Way and All-Way Controlled Intersections |
| A                | < 10                            | 0 – 10                                       |
| B                | > 10 – 20                       | > 10 – 15                                    |
| C                | > 20 – 35                       | > 15 – 25                                    |
| D                | > 35 – 55                       | > 25 – 35                                    |
| E                | > 55 – 80                       | > 35 – 50                                    |
| F                | > 80                            | > 50   |

Source: Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Draft EIR, May 18, 2005.



**Roadways.** Levels of service (LOS) are determined for each roadway by comparing the traffic volume carried on the roadway to its capacity. LOS values range from Level 'A' (best) to 'F' (worst). Levels of service 'A', 'B', and 'C' are generally considered acceptable. LOS 'D' is considered marginally acceptable, and indicates need for improvement. LOS 'F' represents unacceptable conditions; refer to Table 5.3-2 (Level of Service Definitions for Roadways).

**Table 5.3-2  
Level of Service Definitions for Roadways**

| Level | Description  |
|-------|--|
| A     | Low volume, primarily free flow. Drivers can freely maneuver and maintain their desired speeds with little or no delay.                    |
| B     | Stable flow, some speed restrictions due to traffic. Maneuvering is only slightly restricted.  |
| C     | Stable flow, but ability to maneuver is more restricted. Relatively satisfactory operation speeds. Longer queues can cause delays.         |
| D     | Small increases in traffic could cause substantial delays. Maneuverability and speed selection are restricted for most drivers.            |
| E     | Unstable flow. Potential for brief stoppages. Average travel speeds are one-half to one-third the free flow speed.                         |
| F     | Forced flow, frequent approach delays at critical signalized intersections. Speed reduced. Lengthy stoppages due to downstream congestion. |

## **EXISTING TRAFFIC AND CIRCULATION CONDITIONS**

### **Existing Street Network**

Cambria is served by Highway 1 and a network of principal arterial, arterial, collector, and local streets. The following text provides a brief description of the primary roadway segments within the Cambria area.

- ◆ *Highway 1 (Cabrillo Highway).* Highway 1 is a two-lane State Highway, which provides both regional and local access to the community of Cambria, and is classified as a Principal Arterial. This highway is the main route through the study area, serving area residents, the agricultural community, and tourists driving the scenic coast route between San Luis Obispo and the Monterey Peninsula. A concern for the future is the increasing volume of traffic along Highway 1. Highway 1 is, however, required by statute to remain a two-lane, scenic road in rural areas of the coastal zone. In the North Coast, this is all of the planning area outside of the urban services lines of Cambria and San Simeon Acres. In addition, Highway 1 should be realigned landward in order to maintain the road as a scenic highway, provide continuing access to and along the North Coast of the County, and limit the amount of shoreline protection devices that may otherwise be needed to prevent damage to the highway from bluff erosion. In order to maintain the scenic quality of the highway, and to protect the State scenic highway status, only minor safety improvements are proposed in the NCAP, such as adding signals and channelizing traffic.

Within Cambria, Highway 1 circulation concerns include safer access and crossings of the Highway. Highway 1 bisects Cambria, with intersections located at Main Street/



Ardath Drive, Burton Drive, Cambria Drive, Main Street/Windsor Boulevard/Moonstone Beach Drive, Weymouth Street, and North Moonstone Beach Drive. Currently, there are signals at Windsor Boulevard, Ardath Drive, Main Street and Burton Drive. Because the highway also carries a substantial amount of local traffic in the urban area, the installation of passing lanes, where possible, is recommended in the *North Coast Circulation Plan*.

- ◆ Main Street. Main Street, which has two travel lanes and serves as the primary access route to the central business district (CBD) and nearby commercial and public uses, is classified as an Arterial Road. This portion of Main Street has on-street parking and direct access for numerous residential and commercial driveways. Throughout the CBD, Main Street is partially improved with curb, gutter, and sidewalks, with a center median turn lane provided east and west of Cambria Drive. Limited operational improvements, such as signs, turn pockets, and bike and pedestrian ways, are necessary to accommodate traffic. Except for the pending connection to the Cambria Drive widening project, the recently completed Main Street Enhancement Plan has provided most of these improvements.
- ◆ Ardath Drive. Ardath Drive is classified as a Collector Road. This roadway provides access to the residences west of Highway 1 in the southern area of Cambria.
- ◆ Burton Drive. This drive is a two-lane Collector Road that extends south from Main Street to a point south of Ardath Drive. This Collector currently provides a circuitous alternative north south access route to the CBD for the residences located east and west of Highway 1. Between Main Street and Santa Rosa Creek, Burton Drive has on-street parking and serves adjacent commercial land uses. Operational improvements are necessary to keep the LOS from deteriorating further as Lodge Hill develops with more homes.
- ◆ Cambria Drive. Cambria Drive is a two-lane Collector Road that extends between Main Street and Highway 1. Cambria Drive is stop sign controlled at both the Main Street and Highway 1 intersections. The County will be widening Cambria Drive as part of its recently awarded Cambria Flood Control project. This project will include a new center lane to stack left turn traffic from Cambria Drive onto northbound Main Street, as well as new signal lights where Cambria Drive intersects Highway 1 and Main Street.
- ◆ Windsor Boulevard. Windsor Boulevard is a two-lane roadway, which extends west of Main Street, and is signalized at its intersection with Highway 1. Between Main Street and Highway 1, Windsor Boulevard is a Collector Road providing access to Highway 1 for the residential and commercial uses located to the east and west. This Collector continues south of Moonstone Beach Drive and provides access to the existing residences located west of Highway 1. Windsor Boulevard also provides access to Shamel County Park. The Windsor Boulevard extension is limited to pedestrians, bicycles, and emergency vehicles and serves as an emergency/fire access road linking Lodge Hill and Park Hill.
- ◆ Santa Rosa Creek Road. This road has two travel lanes and provides access to the Coast Union High School. In addition, this Collector Road provides access to the residences located east of Main Street.



- ◆ Moonstone Beach Drive. Moonstone Beach Drive is a two-lane Collector Road that runs north-south west of Windsor Boulevard, providing access to the residential and commercial uses located along the coast between Highway 1 on the west and Windsor Boulevard on the east.

Many of the streets within the Cambria URL are unpaved, too narrow, poorly maintained, and lack proper drainage facilities. Numerous local public streets do not have vertical and horizontal clearances required by current Fire Code standards. These conditions need to be corrected or improved through continuing street improvement programs, such as the cooperative road improvement programs, and use of development impact fees.

### **Existing Traffic Data**

To establish existing traffic flow conditions, PM peak hour traffic counts were conducted in Cambria in November 2003 for the study intersections and segments, as shown in Figure 4.13-1 (Study Segments and Intersections) of the 2005 Draft EIR.

Traffic count data were also obtained from the County and Caltrans. Daily and PM peak hour traffic count data were adjusted to address seasonal changes in the traffic demand, since traffic volumes change significantly throughout the year. The segments along Highway 1 between signals were analyzed using Highway Capacity Software (HCS) segment analysis methodology. The remaining study segments were qualitatively analyzed making use of planning LOS analysis.

### **Seasonal Traffic Demand**

Cambria experiences high seasonal traffic flow fluctuations. Caltrans traffic volume data indicates that the daily traffic volumes for July are 127 percent of the annual average daily volumes and 77.8 percent for January.

Traffic counts were conducted using the seasonal adjustment factor for October (89 percent) to calculate average traffic volumes. October is used because this is the closest month for which an adjustment factor is available. Thus, the daily and peak hour turning volumes were increased by the seasonal adjustment factor to present an average traffic flow analysis at the intersections and segments. Furthermore, the July seasonal impact was also calculated at the study intersections and segments for existing conditions assuming that the seasonal increase on Highway 1 also occurs during the PM peak hour within Cambria. The following discussion provides an evaluation of operating conditions for the study intersections and segments under existing traffic conditions.

### **Intersection Operations**

Average Conditions. The intersection LOS for Existing Average Conditions for the adjusted PM peak hours are summarized in Table 5.3-3 (Existing Intersection LOS Comparison). Turning volumes are illustrated on Figure 4.13-2 (Existing Volumes PM Peak Hour) of the 2005 Draft EIR. The analysis indicates that all of the study intersections operate at acceptable levels of service for existing average traffic conditions.

Summer Conditions. The intersection LOS for Existing Summer Conditions for the adjusted PM peak hours are also summarized in Table 5.3-3 (Existing Intersection LOS Comparison).



**Table 5.3-3  
Existing Intersection LOS Comparison**

| N-S Street / E-W Street <sup>1</sup>           | Existing Lane Configuration                                  | Existing Intersection Control                          | Existing (Average) Conditions |                | Existing (Summer/July) Conditions |                     |
|--|--|--|-------------------------------|----------------|-----------------------------------|---------------------|
|  |  |  | PM Peak Hour                  |                | PM Peak Hour                      |                     |
|  |  |  | Delay (sec)                   | LOS V/C        | Delay (sec)                       | LOS V/C             |
| Highway 1 / Highway 46                         | NB 1-L, 1-TR<br>SB 1-L, 1-TR<br>EB 1-LTR<br>WB 1-L, 1-TR     | Two-way Stop   | 4.4<br>16.7                   | A<br>C         | 5.2<br>20.3                       | A<br>C              |
| Highway 1 / Main Street – Ardath Drive         | NB 1-L, 1-T, 1-R<br>SB 1-L, 1-TR<br>EB 1-LTR<br>WB 1-LTR     | Signal <sup>2</sup>                                    | 20.5                          | C              | 22.3                              | C                   |
| Highway 1 / Burton Drive                       | NB 1-L, 1-TR<br>SB 1-L, 1-TR<br>EB 1-TL, 1-R<br>WB 1-TL, 1-R | Signal <sup>2</sup>                                    | 27.7                          | C              | 34.6                              | C                   |
| Highway 1 / Cambria Road                       | NB 1-T, 1-R<br>SB 1-L, 1-T<br>WB 1-LR                        | One-way Stop<br>Worst Approach<br><br><i>Mitigated</i> | 8.4<br>29.6                   | A<br>D<br>(WB) | 14.2<br>54.2<br>16.7              | B<br>F<br>(WB)<br>B |
| Highway 1 / Windsor Boulevard                  | NB 1-L, 1-TR<br>SB 1-L, 1-TR<br>EB 1-TL, 1-R<br>WB 1-L, 1-TR | Signal <sup>2</sup>                                    | 23.7                          | C              | 24.1                              | C                   |
| Highway 1 / Weymouth Street                    | NB 1-TL, 1-R<br>SB 1-TL, 1-R<br>EB 1-LTR<br>WB 1-LTR         | Two-way Stop   | 0.8<br>11.9                   | A<br>B<br>(WB) | 0.8<br>12.6                       | A<br>B<br>(WB)      |
| Main Street / Burton Drive                     | NB 1-L, 1-R<br>SB 1-T, 1-R<br>WB 1-TL                        | All way Stop   | 11.1                          | B              | 12.2                              | B                   |
| Main Street / Pine Knolls Drive                | SB 1-LTR<br>EB 1-L, 1-TR<br>WB 1-LTR                         | One-Way Stop   | 0.6<br>13.5                   | A<br>B<br>(WB) | 0.6<br>14.7                       | A<br>B<br>(WB)      |
| Main Street / Cambria Road                     | NB 1-L, 1-T<br>SB 1-TWL, 1-TR<br>EB 1-LTR                    | All way Stop   | 14.1                          | B              | 17.3                              | C                   |
| Main Street – Charing Lane / Windsor Boulevard | NB 1-L, 1-T<br>SB 1-TR<br>EB 1-L, 1-R                        | Two-way Stop   | 4.3<br>10.3                   | A<br>B<br>(SB) | 6.5<br>10.6                       | A<br>B<br>(NB)      |

L, T, R = Left, Through, Right    TWL = Two-Way Left Turn    NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

Notes:

- 1 2000 HCM analysis utilized.
- 2 Signal timing based on TRAFFIX default.

Source: Design, Community & Environment, *Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Draft EIR*, Table 4.13-4 (Existing LOS Comparison), May 18, 2005.



Turning volumes are illustrated on Figure 4.13-2 of the 2005 Draft EIR. The analysis indicates that all of the study intersections operate at acceptable levels of service during the summer season, except for the following:

- ◆ Highway 1/Cambria Road.

Signalization of the intersection of Highway 1/Cambria Road is planned. With implementation of the recommended improvement (i.e., signalization), the intersection would operate at an acceptable LOS during the summer season.

### Roadway Segment Operations

Average Conditions. HCS analysis was used to evaluate the segments on Highway 1, Windsor Boulevard to Ardath Drive. Planning level analysis was performed to determine the LOS for the remainder of the study segments. This level of analysis uses the *2000 Highway Capacity Manual* volume thresholds to determine the levels of service on segments. The results are indicative of operating conditions and slightly conservative. Table 5.3-4 (Existing Average Daily Segment Analysis) indicates the results of the segment analysis. The analysis of the existing segments indicates acceptable LOS for all the study segments.

**Table 5.3-4  
Existing Average Daily Segment Analysis**

| Roadway Segment   | Existing Average |                        |
|---|------------------|------------------------|
|   | Daily Volume     | LOS (Overall or NB/SB) |
| Ardath Drive  |                  |                        |
| - west of Highway 1   | 4,146            | A                      |
| Highway 46  |                  |                        |
| - east of Highway 1   | 4,399            | A                      |
| Highway 1   |                  |                        |
| - south of Highway 46   | 8,034            | A                      |
| - Highway 46 to Ardath Drive  | 7,588            | A                      |
| - Burton Drive to Ardath Drive  | 13,360           | C/c                    |
| - Main Street to Burton Drive   | 10,213           | A/a                    |
| - north of Cambria  | 7,100            | A                      |
| Main Street   |                  |                        |
| - Cambria Road to Burton Drive  | 9,075            | A                      |
| - Burton Drive to Highway 1   | 3,069            | A                      |
| - Highway 1 to Cambria Road   | 10,003           | A                      |
| - south of Monterey County Line   | 2,600            | A                      |
| Note: Highway 1 HCS analysis was performed between the signalized intersections and NB and SB LOS are indicated. At the remote locations and along Main Street, volume threshold analysis was performed.    |                  |                        |
| Source: Design, Community & Environment, <i>Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Draft EIR</i> , Table 4.13-3 (Existing Average Daily Segment Analysis), May 18, 2005. |                  |                        |

Summer Conditions. Increase in visitor traffic in the summer results in an increase in vehicle delays, and worsens the operational conditions. However, roadway segments would operate at acceptable levels of service. Table 5.3-5 (Summer Season Daily Traffic Volumes for Existing Conditions) indicates the existing summer (July) daily traffic volumes in the study area. The



LOS results indicate that with a 27 percent increase in traffic for the summer season, segments operate at acceptable conditions.

**Table 5.3-5  
Summer Season Daily Traffic Volumes for Existing Conditions**

| Roadway Segment   | Existing July |            |
|---|---------------|------------|
|   | Daily         | Volume LOS |
| Highway 1   |               |            |
| - south of Highway 46   | 10,210        | A          |
| - Highway 46 to Ardath Drive  | 9,644         | A          |
| - north of Cambria  | 9,024         | A          |
| - south of Monterey County Line   | 3,132         | A          |
| Highway 46  |               |            |
| - east of Highway 1   |               |            |
| Source: Design, Community & Environment, <i>Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Draft EIR</i> , Table 4.13-2 (Summer Season Daily Traffic Volumes for Existing Conditions), May 18, 2005. |               |            |

## PEDESTRIAN AND BICYCLE CIRCULATION

The North Coast Area is an attractive area for bicyclists, both for regional cyclists traveling through the area and for local bicyclists. Many regional cyclists travel through the area along Highway 1. Local bicycle use is limited due to the hilly terrain and difficult climbs. However, some areas, like Cambria's Main Street, Moonstone Beach Drive, and Windsor Boulevard, are more suitable for biking, due mainly to the flatter topography.

Rural roads designated for bikeways in the North Coast Area are Highway 1, Highway 46, and the coastal valley section of Santa Rosa Creek Road. The State Legislature designated Highway 1 as a Coastal Bike Route in 1990.

Bikeways have been proposed for the North Coast Area in a number of past planning efforts. A series of needed Class II and III bikeways for the North Coast have been identified in the County Bikeways Plan (CBP). Class II is a Bike Lane and Class III is a Bike Route. The CBP recommends that the following bikeways be improved to Class II standard:

- ◆ Highway 1. San Simeon Acres to the Monterey County line;
- ◆ Main Street, Cambria. Highway 1 to Bridge Street (completed except for Cambria Drive);
- ◆ Windsor Boulevard, Cambria. Main Street to Huntington Road (a portion is completed from Highway 1 to Shamel Park); and
- ◆ Burton Drive, Eton Road. Highway 1 to Main Street.

Following completion of the Cambria Drive widening, which was recently awarded as part of the Cambria Flood Control project, the Cambria Cross-Town Trail will provide several pedestrian connections throughout the community. Overall, Cambria needs safer and more established and convenient pedestrian links within the communities.





## PUBLIC TRANSPORTATION

Four types of public transit currently serve the North Coast Area. The Central Coast Area Transit (CCAT) provides an inter-community transit service between San Simeon Acres, Cambria, and San Luis Obispo. There is also a tourist shuttle in Cambria, a local service in Cambria for seniors, and a Regional Handicapped System (the Runabout) offering door-to-door service throughout the County.

- ◆ Central Coast Area Transit (CCAT). CCAT buses are scheduled for four round trips each weekday between San Simeon Acres and San Luis Obispo, with intermediate stops in Cambria, Cayucos, and Morro Bay. On Saturdays, the CCAT bus makes three round trips from San Simeon Acres to San Luis Obispo.
- ◆ Cambria "Otter Trolley". The Otter Trolley is a tourist shuttle that runs through Cambria and provides free service on Fridays, Saturdays, Sundays and Mondays.
- ◆ Cambria Community Bus. The Cambria Community Bus, a senior van service, serves the town of Cambria. Approximately one-half of its trips are within the community, and the rest are generally trips to San Luis Obispo, often for medical or shopping purposes. It operates five days a week and averages 190 passengers per month (approximately nine passengers per day).
- ◆ Regional Handicapped System (the Roundabout). This transit service is primarily provided to increase the mobility of the handicapped through the use of vans/buses, which can accommodate wheel chairs. This system offers door-to-door service throughout the county.

## SIGNIFICANCE CRITERIA

Environmental impact thresholds as indicated in Appendix G of the *CEQA Guidelines* (Initial Study Checklist Form) were also used as significance thresholds in this analysis. As such, a project would create a significant impact if it would:

- ◆ Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).
- ◆ Exceed, either individually or cumulatively, an LOS standard established by the County CMP agency for designated roads or highways.
- ◆ Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; refer to Section 7.0 (Effects Found Not To Be Significant).
- ◆ Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); refer to Section 7.0 (Effects Found Not To Be Significant).



- ◆ Result in inadequate emergency access; refer to Section 7.0 (Effects Found Not To Be Significant) and Section 5.12 (Public Services and Utilities).
- ◆ Result in inadequate parking capacity; refer to Section 7.0 (Effects Found Not To Be Significant).
- ◆ Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks); refer to Section 7.0 (Effects Found Not To Be Significant).

## **IMPACTS AND MITIGATION MEASURES**

### **SHORT-TERM (CONSTRUCTION-RELATED)**

- ❖ **SHORT-TERM CONSTRUCTION-RELATED ACTIVITIES ASSOCIATED WITH THE WATER MASTER PLAN IMPROVEMENTS WOULD NOT CAUSE A TRAFFIC INCREASE THAT WOULD BE SUBSTANTIAL IN RELATION TO THE EXISTING CAPACITY OF THE STREET SYSTEM. CONSTRUCTION-RELATED TRAFFIC WOULD NOT CAUSE AN EXCEEDANCE OF AN ESTABLISHED LEVEL OF SERVICE STANDARD. ACCESS AND CIRCULATION AT THE CONSTRUCTION SITES WOULD BE TEMPORARILY DISRUPTED. ANALYSIS HAS CONCLUDED THAT A LESS THAN SIGNIFICANT IMPACT WOULD OCCUR FOLLOWING COMPLIANCE WITH THE ESTABLISHED SAN LUIS OBISPO COUNTY AND STATE REGULATORY FRAMEWORK.**

### **Impact Analysis:**

#### **Potable and Recycled Water Distribution Systems**

Short-term construction-related activities would cause a slight increase in daily vehicle trips from haul trucks, equipment and materials transport, and construction workers. The anticipated increase in traffic would not be significant, when compared to the existing traffic capacity of the street system. The proposed construction sites are dispersed throughout the community and not all Project components would be implemented concurrently. Also, traffic from haul trucks and equipment transport would occur throughout the workday, during peak and off-peak hours. Therefore, traffic associated with short-term construction-related activities would not exceed an established LOS standard and a less than significant impact would occur in this regard.

Implementation of the proposed potable and recycled water system components at existing water facilities (e.g., the Wastewater Treatment Plant (WWWTP), reservoir sites, pump stations, etc.) would not significantly impact access or circulation, since construction activities would be contained within the existing sites. However, vehicular, pedestrian, and cyclist access and circulation at construction sites within public rights of way (ROW) and common areas would be temporarily disrupted with implementation of the proposed Project components. Short-term alterations to present circulation patterns would occur along the proposed pipeline alignments due to temporary lane closures or detours, which would occur during the construction phase. Installation of the distribution pipelines would temporarily constrict access to bicycle lanes, commercial, residential, recreational, and other uses. The typical "window" of construction-related disruption adjacent to a particular fixed location would be between one and three months, although, longer construction periods may be necessary depending on the length of the



pipeline segment, diameter of the pipeline, and special engineering treatments that may be required for utility rerouting and crossing major intersections. Overall access and circulation impacts from the various pipeline alignments would be similar to those described above for the potable and recycled water system components. The ultimate pipeline alignments would be selected based on a variety of engineering factors, as well as consideration for minimizing disruptions to adjacent land uses.

It is noted that specific access and circulation impacts would be dependent upon the final improvement plans for WMP facilities. Through the County's development review process, future WMP improvements would be evaluated to determine the appropriate permits for authorizing their use and the conditions for their establishment and operation. Encroachment permits would be required from the County for work within County road right-of-way (ROW) and from Caltrans for work within Highway 1. Also, future WMP improvements would be subject to compliance with County Code Section 13.08.070 (Safety Requirements) and Code Section 15.610.020 (Notice to Public of Temporary Restriction of Use of or Temporary Closing of Highway). With the County's discretionary review of future WMP improvements through the established procedures, and compliance with County and State regulatory policies and requirements, construction-related short-term impacts to access and circulation would be considered less than significant.

### **Water Demand Management**

This Project component involves improvements to the current conservation program and regulations, which would not generate construction-related vehicle trips or temporarily disrupt access and circulation. No impact would occur in this regard.

### **Seawater Desalination**

The short-term construction-related activities associated with the seawater desalination component would be similar to those described above for the Potable and Recycled Water Distribution Systems. A slight increase in daily vehicle trips from haul trucks, equipment and materials transport, and construction workers would occur in the vicinity of the construction site. However, short-term construction-related traffic is not anticipated to cause an increase in traffic that would be substantial in relation to the existing traffic load or capacity of the street system, or exceed an established LOS standard.

Construction of pipelines may require temporary lane closures or detours at Highway 1 and San Simeon Creek Road and could temporarily constrict access to the San Simeon Creek State Park campsites. These construction-related short-term activities would be subject to County and State codes; refer to the Potable and Recycled Water Distribution Systems discussion above.

According to County Code Section 23.04.420 (Coastal Access Required), development within the coastal zone between the first public road and the tidelands is required to protect and/or provide coastal access. During the construction phase of the subterranean intake and seawater concentrate return systems, access around construction equipment (e.g., drilling equipment and jacking pits typically associated with trenchless construction), beach access around the construction sites could be temporarily restricted in the interest of public safety. However, this temporary obstruction of access during the construction phase is not considered a significant impact, because certain activities are exempt from the requirement to provide access.



According to Code Section 23.04.420(3)(A) (When New Access is Required), projects are exempt from the requirement to provide access where “access would be inconsistent with public safety, ...”. A future project-specific EIR/EIS would need to further discuss potential construction-related traffic impacts after more details become known regarding the desalination facility. Additionally, the EIR/EIS would analyze alternative desalination facility sites.

### **Mitigation Measures:**

TC-1 The CCSD shall comply with San Luis Obispo County and State regulatory policies and requirements. Compliance with County Code Section 13.08.070 (Safety Requirements) and Section 15.610.020 (Notice to Public of Temporary Restriction of Use of or Temporary Closing of Highway) shall be required.

**Level of Significance:** Less Than Significant With Mitigation Incorporated.

### **LONG-TERM (OPERATIONAL)**

❖ THE PROPOSED WATER MASTER PLAN IMPROVEMENTS WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE EXISTING CAPACITY OF THE STREET SYSTEM AND WOULD NOT CAUSE AN EXCEEDANCE OF AN ESTABLISHED LEVEL OF SERVICE STANDARD. ANALYSIS HAS CONCLUDED THAT A LESS THAN SIGNIFICANT IMPACT WOULD OCCUR IN THIS REGARD.

### **Impact Analysis:**

#### **Potable and Recycled Water Distribution Systems**

Most of the facilities associated with the potable and recycled water distribution systems (i.e., distribution pipelines, reservoirs, pump stations, hydrants, valves, etc.) would be “unmanned,” generating only infrequent vehicle trips by maintenance employees. Also, the proposed modifications to the existing WWTP would generate only a nominal increase in vehicle trips to the WWTP from new employees. The negligible trip generation associated with new WWTP employees would not cause a significant increase in traffic when compared to the existing traffic capacity of the street system or cause the LOS at the nearest study intersection (Highway 1 and Windsor Boulevard) to exceed an established LOS standard. Therefore, a less than significant impact would occur in this regard.<sup>1</sup>

#### **Water Demand Management**

This Project component involves improvements to the current conservation program and regulations; no new vehicle trips would be generated and no maintenance vehicle trips would be necessary. No impact would occur in this regard.

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<sup>1</sup> According to Table 4.13-6 (Existing and Plan Buildout LOS Comparison) of the 2005 Draft EIR, the Highway 1 and Windsor Boulevard intersection is projected to operate at LOS C during the PM peak hour at NCAP Buildout.



## Seawater Desalination

Section 4.13 (Traffic and Circulation) of the County's 2005 Draft EIR did not evaluate intersections located in the vicinity of the proposed seawater desalination plant (i.e., Highway 1/San Simeon Creek Road and Van Gordon Creek Road/San Simeon Creek Road). Because the location is in a rural setting, traffic levels in the area are considered minor and adequate capacity exists at the nearby intersections. Therefore, the trip generation associated with new desalination plant employees is not anticipated to cause a significant increase in traffic when compared to the existing traffic capacity of the street system or exceed an established LOS standard at nearby intersections. A future project-specific EIR/EIS would need to further discuss potential long-term traffic and circulation impacts after more details become known regarding the desalination facility.

**Mitigation Measures:** No mitigation measures are recommended, beyond compliance with the established regulatory requirements.

**Level of Significance:** Less Than Significant Impact.

## CUMULATIVE IMPACTS

❖ **THE PROPOSED WATER MASTER PLAN IMPROVEMENTS WOULD GENERATE A NEGLIGIBLE VOLUME OF TRAFFIC, THEREFORE, WOULD NOT CAUSE A CUMULATIVELY SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE EXISTING CAPACITY OF THE STREET SYSTEM, AND WOULD NOT EXCEED AN ESTABLISHED LEVEL OF SERVICE STANDARD. ANALYSIS HAS CONCLUDED THAT A LESS THAN SIGNIFICANT IMPACT WOULD OCCUR IN THIS REGARD.**

## Impact Analysis:

### Study Methodology

To evaluate potential impacts to traffic and circulation at buildout of the North Coast Area, the Institute of Transportation Engineers Traffic Generation Manual, 7<sup>th</sup> Edition was used to calculate the trip generation according to land uses that would be developed at NCAP Buildout. Quantitative traffic data was analyzed for Cambria and potential impacts discussed.

Table 4.13-5 (NCAP Buildout Trip Generation PM Peak Hour) of the 2005 Draft EIR indicates the net change from existing for trips that would be generated for daily and PM peak hour conditions. NCAP Buildout vehicle trips calculated between the County land use model and the traffic model were assigned to growth and tourism.

### Intersection Operations

NCAP Buildout Conditions. Turning volumes for NCAP Buildout Conditions are illustrated on Figure 4.13-4 (Plan Buildout Volumes PM Peak Hour) of the 2005 Draft EIR. The intersection LOS for NCAP Buildout Conditions for the summer PM peak hours are summarized in Table 5.3-6 (Existing and NCAP Buildout Intersection LOS Comparison). The analysis indicates that all of the study intersections would operate at acceptable levels of service for NCAP Buildout traffic conditions, except the following:



**Table 5.3-6  
Existing and NCAP Buildout Intersection LOS Comparison**

| N-S Street /<br>E-W Street <sup>1</sup>                         | Existing Lane<br>Configuration                               | Existing<br>Intersection<br>Control   | General Plan<br>Mitigated Lane<br>Configuration                          | Mitigated<br>Intersection<br>Control        | Existing<br>(Average)<br>Conditions |                | NCAP Buildout<br>Conditions |                |
|---|--|---------------------------------------|--|---|-------------------------------------|----------------|-----------------------------|----------------|
|   |  |                                       |  |   | PM Peak Hour                        |                | PM Peak Hour                |                |
|   |  |                                       |  |   | Delay<br>(sec)                      | LOS<br>V/C     | Delay<br>(sec)              | LOS<br>V/C     |
| Highway 1 /<br>Highway 46                                       | NB 1-L, 1-TR<br>SB 1-L, 1-TR<br>EB 1-LTR<br>WB 1-L, 1-TR     | Two-way Stop                          | Same as existing   | Signal <sup>2</sup><br><br><i>Mitigated</i> | 4.4<br>16.7                         | A<br>C         | 18.2<br>76.7<br>35.0        | C<br>F<br>C    |
| Highway 1 /<br>Main Street – Ardath Drive                       | NB 1-L, 1-T, 1-R<br>SB 1-L, 1-TR<br>EB 1-LTR<br>WB 1-LTR     | Signal <sup>2</sup>                   |  | Signal                                      | 20.5                                | C              | 43.3                        | D              |
| Highway 1 /<br>Burton Drive                                     | NB 1-L, 1-TR<br>SB 1-L, 1-TR<br>EB 1-TL, 1-R<br>WB 1-TL, 1-R | Signal <sup>2</sup>                   | NB 1-L, 1-T, 1-R<br>SB 1-L, 1-T, 1-R<br>EB 1-L, 1-T, 1-R<br>WB 1-L, 1-TR | Signal<br><br><i>Mitigated</i>              | 27.7                                | C              | 106.4<br>33.3               | F<br>C         |
| Highway 1 /<br>Cambria Road                                     | NB 1-T, 1-R<br>SB 1-L, 1-T<br>WB 1-LR                        | One-way Stop<br><i>Worst Approach</i> | Same as existing   | Signal <sup>2,3</sup>                       | 8.4<br>29.6                         | A<br>D<br>(WB) | 19.4                        | B              |
| Highway 1 /<br>Windsor Boulevard – Main Street                  | NB 1-L, 1-TR<br>SB 1-L, 1-TR<br>EB 1-TL, 1-R<br>WB 1-L, 1-TR | Signal <sup>2</sup>                   |  |   | 23.7                                | C              | 27.1                        | C              |
| Highway 1 /<br>Weymouth Street                                  | NB 1-TL, 1-R<br>SB 1-TL, 1-R<br>EB 1-LTR<br>WB 1-LTR         | Two-way Stop                          |  |   | 0.8<br>11.9                         | A<br>B<br>(WB) | 2.0<br>15.8                 | A<br>C<br>(WB) |
| Main Street /<br>Burton Drive                                   | NB 1-TL<br>SB 1-T, 1-R<br>EB 1-L, 1-R                        | All way Stop                          |  |   | 11.1                                | B              | 15.3                        | C              |
| Main Street /<br>Pine Knolls Drive                              | NB 1-LTR<br>SB 1-L, 1-TR<br>WB 1-LTR                         | One-way Stop                          |  |   | 0.6<br>13.5                         | A<br>B<br>(WB) | 0.6<br>16.5                 | A<br>C<br>(WB) |
| Main Street /<br>Cambria Road                                   | NB 1-L, 1-T<br>SB 1-TWL, 1-TR<br>EB 1-LTR                    | All way Stop                          |  | All way Stop                                | 14.1                                | B              | 25.1                        | D              |
| Main Street – Charing Lane /<br>Windsor Boulevard – Main Street | NB 1-L, 1-T<br>SB 1-TR<br>EB 1-L, 1-R                        | Two-way Stop                          |  |   | 4.3<br>10.3                         | A<br>B<br>(SB) | 6.6<br>10.7                 | A<br>B<br>(NB) |

L, T, R = Left, Through, Right      TWL = Two-Way Left Turn      NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

1 2000 HCM analysis utilized.

2 Signal timing based on TRAFFIX default.

3 Traffic signal installation is expected for the intersection of Highway 1 and Cambria Road in the near future and would be in place by 2025 (General Plan Condition).

Source: Design, Community & Environment, Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Draft EIR, Table 4.13-6 (Existing and Plan Buildout LOS Comparison), May 18, 2005.



- ◆ Highway 1/Highway 46; and
- ◆ Highway 1/Burton.

Signalization of the intersection of Highway 1/Cambria Road is planned, as discussed previously. With implementation of the recommended improvements (i.e., signalization and modifications), the intersections of Highway 1/Highway 46 and Highway 1/Burton would operate at an acceptable LOS during the NCAP Buildout conditions; refer to Table 5.3-6.

### Roadway Segment Operations

NCAP Buildout Conditions. Highway Capacity Software (HCS) analysis was used for the segments between Main Street and Highway 46, along Highway 1. The HCS analysis was performed with the mitigated intersection signal control data and lane configurations. Planning level analysis was performed to determine the LOS for the remainder of the study segments. This level of analysis uses the 2000 Highway Capacity Manual volume thresholds to determine the levels of service on segments.

Table 5.3-7 (NCAP Buildout Segment Analysis) indicates the results of the segment analysis. The analysis of the segments at NCAP Buildout indicates acceptable LOS for all the study segments. No improvements would be required based on the average daily traffic analysis for the study roadway segments at NCAP Buildout conditions.

**Table 5.3-7  
NCAP Buildout Segment Analysis**

| Roadway Segment  | NCAP Buildout |                           |
|--|---------------|---------------------------|
|  | Daily Volume  | LOS<br>(Overall or NB/SB) |
| Highway 1, north of Cambria  | 10,995        | A                         |
| Highway 1, south of Monterey County Line   | 10,287        | A                         |
| Highway 1, south of Highway 46   | 11,641        | B                         |
| Highway 1, between Main Street and Cambria Road  | 3,767         | A / A                     |
| Highway 1, between Cambria Road and Burton Drive   | 17,485        | C / C                     |
| Highway 1, between Burton Drive and Ardath Drive   | 19,357        | C / C                     |
| Highway 46, east of Highway 1  | 6,287         | A                         |
| Main Street, between Highway 1 and Cambria Road (Class 3)  | 14,494        | C                         |
| Main Street, Cambria Road and Burton Drive (Class 3)   | 13,149        | C                         |
| Main Street, Burton Drive and Highway 1 (Class 2)  | 4,446         | A                         |
| Ardath Drive, west of Highway 1 (Class 2)  | 6,007         | B                         |
| Note: HCS analysis was performed between the signalized intersections on Highway 1 and NB and SB LOS are indicated. At the remaining segment locations, volume threshold analysis was performed. |               |                           |
| Source: Design, Community & Environment, Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Draft EIR, Table 4.13-8 (Plan Buildout Segment Analysis), May 18, 2005.       |               |                           |

Overall, buildout of the North Coast Planning Area would result in less than significant impacts to study roadway segments and intersection (after mitigation); refer to Table 5.3-6 and 5.3-7. As discussed above, the traffic level increases from the proposed WMP components (i.e., the WWTP and SDP) would be negligible. Therefore, project implementation would not cause a cumulatively significant increase in traffic when compared to the existing capacity of the street



system and would not exceed an established LOS standard. A less than significant impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are recommended, beyond compliance with the established regulatory requirements on a project-by-project basis.

**Level of Significance:** Less Than Significant Impact.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Following compliance with San Luis Obispo County and State regulatory requirements, traffic, circulation, and access impacts would be reduced to a less than significant level.