

Q.5.8 - Traffic and Circulation

The following impact evaluation is based on the environmental setting, regulatory setting, and thresholds of significance discussions provided for the proposed projects in Draft EIR Section 5.8, Traffic and Circulation, and in Appendix J-1, Expanded Traffic and Circulation Analysis. These previous discussions are not repeated in the following evaluation. The evaluation is a comparative analysis between the Preferred Project and Proposed Project 4.

Traffic Increase and Level of Service Standards

Q5.8-A:	The project could cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system or either individually or cumulatively exceed a level of service standard established by the county congestion management agency for designated roads or highways.
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Project Specific Impact Analysis

Short-term Construction Impacts

Similar to Proposed Project 4, construction of the collection system, facilities at the treatment plant site and disposal site facilities under the Preferred Project would generate additional traffic on the roadways and intersections within the community of Los Osos. As shown in Table Q.5-1, the Preferred Project includes the addition of pump stations and pipelines, modifications to pipelines, alteration of the treatment process to oxidation ditch or Biolac®, and the addition of spray area for disposal at Tonini compared to Proposed Project 4. These additions and modifications would not alter the construction periods for the collection system, treatment plant, or disposal facilities that are estimated under Proposed Project 4. Under the Preferred Project, the modifications to the pipelines would result in some nominal increases and decreases in construction trips. The addition of pump stations and pipelines would nominally increase the total construction trips associated with the collection system. The modification of treatment process to Oxidation Ditch or Biolac® would substantially reduce excavation volumes and would nominally reduce construction traffic on public roads because excavated material would be balanced onsite. Furthermore, a nominal increase in construction traffic would occur with the additional spray area that requires additional preparation. Based on a review of the additions and modifications under the Preferred Project, construction traffic would nominally change compared to the construction traffic associated with Proposed Project 4. Trips generated by the construction activities would still include employees traveling to and from the construction sites and material/equipment deliveries. Similar to Proposed Project 4, the construction material and equipment deliveries associated with the Preferred Project would result in temporary lane closures and limited access to residences and businesses that may cause short-term significant impacts on the existing capacity of the roadways and intersections.

Long-term Operational Impacts

Similar to Proposed Project 4, operational activities associated with the collection system, facilities at the treatment plant site, and disposal site facilities under the Preferred Project would generate additional traffic on the roadways and intersections within the community of Los Osos. The addition of pump stations and pipelines as well as the additional spray area may result in a nominal increase in

traffic, but this increase would be for periodic maintenance and would not require a daily maintenance trip. The revision of the treatment process to Oxidation Ditch/Biolac® would require an additional 0.5 full time employee; however, trips associated with a 0.5 full time employee is nominal. Lastly, this revised treatment process would decrease the annual maintenance needs; however, this decrease would be periodic and would be less than one daily trip per day. Overall, the additions and modifications under the Preferred Project would nominally change operational traffic compared to Proposed Project 4. Since traffic associated with Proposed Project 4 would result in less than significant impacts on study area intersections based on County standards and traffic associated with the Preferred Project would nominally change long-term daily traffic, the Preferred Project would result in a similar less than significant impact finding as Proposed Project 4.

Cumulative Impact Analysis

Similar to Proposed Project 4, the Preferred Project may result in short-term significant impacts on the existing capacity of the roadways and intersections within Los Osos. Since there are no related projects that would contribute to cumulative impacts, the Preferred Project would not contribute to short-term cumulative construction traffic impacts. Under Proposed Project 4, traffic growth rates in the vicinity of the Los Osos Community were evaluated to assess potential long-term traffic impacts. These growth rates may reflect increases in population without new development. Based on a review of the growth rates, a one percent annual growth factor was used to forecast future traffic volumes for the Los Osos area in order to account for potential growth in the surrounding areas. The growth factor was developed based on historical traffic growth in the Los Osos area and applied for a period of 10 years to represent cumulative conditions.

Based on the findings above that the proposed additions and modifications under the Preferred Project would nominally change traffic volumes and the findings under Proposed Project 4 that less than significant cumulative impacts to roadways and intersections would occur, the Preferred Project would result in similar finding of less than significant compared to Proposed Project 4.

Mitigation Measures

Project-Specific

5.8-A1 Prior to construction, a traffic management plan shall be prepared for review and approval by the County of San Luis Obispo Transportation Division. The traffic management plan shall be based on the type of roadway, traffic conditions, duration of construction, physical constraints, nearness of the work zone to traffic and other facilities (bicycle, pedestrian, driveway access, etc.). The traffic management plan shall include:

- a) Advertisement. An advertisement campaign informing the public of the proposed construction activities should be developed. Advertisements

should occur prior to beginning work and periodically during the course of project construction.

- b) Property Access. Access to parcels along the construction area shall be maintained to the greatest extent feasible. Affected property owners shall receive advance notice of work adjacent to their property access and when driveways would be potentially closed.
- c) Schools. Any construction adjacent to schools shall ensure that access is maintained for vehicles, pedestrians, and bicyclists, particularly at the beginning and end of the school day.
- d) Buses, Bicycles and Pedestrians. The work zone shall provide for passage by buses, bicyclists and pedestrians, particularly in the vicinity of schools.
- e) Intersections. Traffic control (i.e. use of flag men) shall be used at intersections that are determined to be unacceptably congested due to construction traffic.

Cumulative

No mitigation measures are required.

Level of Significance After Mitigation

Project-Specific

Less than significant.

Cumulative

Less than significant.

Air Traffic Patterns

Q5.8-B: **The project would not 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.**

Project Specific Impact Analysis

Similar to Proposed Project 4, the nearest airport to the Preferred Project is the San Luis Obispo County Airport located approximately 14 miles to the east. The Preferred Project would not 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 similar to Proposed Project 4.

Cumulative Impact Analysis

Similar to Proposed Project 4, the Preferred Project would not result in a change in air traffic patterns, including either an increase in traffic levels or change in locations that result in substantial safety risks. Since the Preferred Project would not contribute to impacts on air traffic patterns, the Preferred Project would not contribute to any cumulative impact on air traffic patterns.

Mitigation Measures

Project-Specific

No mitigation measures are required.

Cumulative

No mitigation measures are required.

Level of Significance After Mitigation

Project-Specific

No impact.

Cumulative

No impact.

Traffic Hazards

Q5.8-C: The project may substantially increase traffic hazards.

Project Specific Impact Analysis

As described in Table Q.5-1, the Preferred Project includes additional and modified facilities compared to Proposed Project 4. The proposed facilities do not include any hazardous features and implementation of the Preferred Project would not affect public safety or increase hazards due to a design feature or incompatible uses. However, similar to Proposed Project 4, the construction of pipelines along roadways under the Preferred Project may generate short-term hazards to motorists and cyclists due to temporary lane closures, limited access to residences and businesses, and increase project truck traffic. It is noted that construction of the pipeline would affect limited areas for relatively short time periods (i.e. construction would not affect the entire street system within the community for the entire 2-year period). Therefore, similar to Proposed Project 4, short-term significant traffic impacts could occur during relatively short time periods at any one location during construction activities.

Cumulative Impact Analysis

Similar to Proposed Project 4, the Preferred Project would not contribute to cumulative traffic hazard impacts because there are no related projects that would contribute to cumulative construction traffic hazard impacts.

Mitigation Measures

Project-Specific

Implementation of Mitigation Measure 5.8-A1 is required.

Cumulative

No mitigation measures are required.

Level of Significance After Mitigation

Project-Specific

Less than significant.

Cumulative

No impact.

Emergency Access

Q5.8-D: The project would result in adequate emergency access.

Project Specific Impact Analysis

Similar to Proposed Project 4, long-term operational activities associated with the facilities under the Preferred Project would not result in inadequate emergency access. However, the construction of pipelines along roadways may limit emergency access, due to temporary lane closures and limited access to residences and businesses. It is noted that construction of the pipeline would affect limited areas for relatively short time periods (i.e. construction would not affect the entire street system within the community for the entire 2-year period). Therefore, similar to Proposed Project 4, potential impacts to emergency access during construction activities would be considered less than significant.

Cumulative Impact Analysis

Similar to Proposed Project 4, the Preferred Project would not result in inadequate emergency access. Since the Preferred Project would not contribute to impacts on emergency access, the Preferred Project would not contribute to cumulative impacts on emergency access.

Mitigation Measures

Project-Specific

No mitigation measures are required.

Cumulative

No mitigation measures are required.

Level of Significance After Mitigation

Project-Specific

Less than significant.

Cumulative

No impact.

Parking Capacity

Q5.8-E: The project would result in adequate parking capacity.

Project Specific Impact Analysis

Similar to Proposed Project 4, the proposed treatment plant facilities under the Preferred Project include treatment facilities, appurtenant structures and storage facilities located on the Tonini parcel. As described in Table Q.5-1, the Preferred Project will include an Oxidation Ditch or Biolac® facility. Similar to Proposed Project 4, nominal parking facilities would be required at the proposed treatment facilities, and the design of these facilities would include adequate parking for the Preferred Project. Detailed plans for the proposed facilities would include parking that will comply with the San Luis Obispo Municipal Code. Therefore, the Preferred Project would result in no impacts on future parking facilities.

Cumulative Impact Analysis

Similar to Proposed Project 4, since there are no related projects that would contribute to cumulative impacts, implementation of the Preferred Project would provide adequate parking facilities and would not contribute to potential cumulative impacts on parking.

Mitigation Measures

Project-Specific

No mitigation measures are required.

Cumulative

No mitigation measures are required.

Level of Significance After Mitigation

Project-Specific

No impact.

Cumulative

No impact.

Conflict with Alternative Transportation

Q5.8-F: The project may conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).

Project Specific Impact Analysis

Similar to Proposed Project 4, the construction of pipelines along roadways under the Preferred Project may conflict with the Route 12 bus route, due to temporary lane closures and short-term closures or displacement of bus stops. It has been noted that construction of the pipeline would affect limited areas for relatively short time periods (i.e. construction would not affect the entire street

system within the community for the entire 2-year period). These impacts on existing bus stops along Route 12 would be temporary; however, they are considered potentially significant.

Cumulative Impact Analysis

Since there are no related projects that would contribute to cumulative impacts, implementation of the Preferred Project would not contribute to cumulative impacts on alternative transportation systems such as the bus system similar to Proposed Project 4. Therefore, the Preferred Project would result in no cumulative impacts on alternative transportation systems.

Mitigation Measures

Project-Specific

Implementation of Mitigation Measures 5.8-A1 is required.

Cumulative

No mitigation measures are required.

Level of Significance After Mitigation

Project-Specific

Less than significant.

Cumulative

No impact.

Conflict with Local Goals and Policies

Q5.8-G:	The project may conflict with local goals and policies relating to traffic and transportation.
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Project Specific Impact Analysis

As described in Table Q.5-1, the Preferred Project includes additional facilities as well as modifications to facilities compared to Proposed Project 4. Based on a review of the County of San Luis Obispo goals and policies related to traffic and transportation, the Preferred Project may not be consistent with the applicable goals and policies without mitigation, due to impacts associated with construction activities. This finding is similar to the finding for Proposed Project 4.

Cumulative Impact Analysis

Since there are no related projects that would contribute to cumulative impacts on transportation and traffic goals and policies, implementation of the Preferred Project would not contribute to cumulative impacts on transportation and traffic goals and policies similar to Proposed Project 4.

Mitigation Measures

Project-Specific

Implementation of Mitigation Measures 5.8-A1 is required.

Cumulative

No mitigation measures are required.

Level of Significance After Mitigation

Project-Specific

Less than significant.

Cumulative

No impact.