G. TRANSPORTATION AND CIRCULATION

This section of the EIR documents the transportation-related impacts associated with implementation of the proposed *Public Access and Management Plan and Community Park Master Plan.* This section was prepared based on the *Traffic and Circulation Study* (ATE, 2006) conducted for the EIR. Based on the concentration of uses associated with the proposed community park, the traffic study focused on impacts associated with the *Community Park Master Plan.* A copy of the traffic report is located in Appendix B of this EIR. Additional traffic data was obtained from the *Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Final Environmental Impact Report* (certified 2006), and is incorporated by reference.

1. REGULATORY SETTING

Transportation system requirements for the County are subject to the policies and plans of the County of San Luis Obispo. The County outlines policies and standards regarding use of public roads in the *North Coast Plan Circulation and Land Use Element* and *Cambria-San Simeon Community Plans*. The policies and standards provide guidance in defining whether proposed projects are consistent with established roadway capacity levels and intersection levels of service. The County is responsible for review and approval of proposed projects and traffic study reports. All new developments are required to meet the parking space and access improvement standards specified by the County of San Luis Obispo.

2. EXISTING CONDITIONS

a. LOCAL ROAD NETWORK

The project is located within the community of Cambria, on the FRP. Regional access to the FRP is provided by Highway 1. Local access to the FRP is provided via Main Street, Burton Drive, Cambria Drive, and several local roads within the Park Hill and West Lodge Hill neighborhoods. Traffic signals are located on Highway 1 at Windsor Boulevard, Burton Drive, and Main Street/Ardath Drive.

b. LOCAL PEDESTRIAN AND BICYCLE FACILITIES

Existing pedestrian facilities within the community of Cambria are comprised of sidewalks in some locations within residential communities and the commercial areas along Main Street. Bicycle access is provided on local streets and Highway 1. In addition, the Cross-town Trail provides pedestrian bridge and bicycle access across Santa Rosa Creek between the East FRP and Main Street commercial area. The existing formal and informal trail system on the FRP provides pedestrian and bicycle access between the Park Hill and Lodge Hill neighborhoods.

c. LOCAL TRANSIT FACILITIES

Transit within the community of Cambria includes the Regional Transportation Authority (RTA). Route 12 serves the Cambria area. Stops are located at Main Street, Burton Drive, and Ardath Drive.

The Cambria Trolley also serves the community. The trolley system was initiated in 1996, and is operated under contract by a joint venture between Ride-On Transportation and Southland Transit, Inc. and is administered by RTA and the CCSD. The trolley route includes 24 stops located between Moonstone Drive and Ardath Drive. The trolley stops at several locations in both the West and East Villages including the FRP, Veteran's Memorial Building, Cambria Pines Lodge, Cambria Community Healthcare District, and East Village parking lot. The trolley operates throughout the year from 9:00 a.m. to 6:00 p.m. June 1 through September 4 (Thursday through Monday) and September 5 through May 31 (Friday through Monday).

d. WEST FRP – EXISTING CONDITIONS

The West FRP is primarily accessed from the local street network within the Park Hill and West Lodge Hill neighborhoods, including Windsor Boulevard (South and North), Marlborough Street, Huntington Drive, Orlando Drive, Victoria Lane, Tipton Street, Trenton Avenue, and Wallbridge Drive and Highway 1.

For the purposes of this EIR, a qualitative analysis of potential impacts to LOS is provided for potential impacts resulting from the use of open space recreational amenities (trails) on the West FRP. Traffic data was obtained from the *Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Final Environmental Impact Report* (certified 2006), and is incorporated by reference.

Highway 1 is a two-lane State Highway with asphalt shoulders within the Cambria area. The highway provides north-south regional access to the West FRP via connections to Ardath Drive, Burton Drive, and Windsor Boulevard (north). These intersections with Highway 1 are controlled by traffic control lights.

Ardath Drive is a local collector that provides access to residences west of Highway 1, south of the West FRP.

Burton Drive is a two-lane collector that provides access to residences west of Highway 1, south of the West FRP.

Windsor Boulevard is a two-lane collector that provides access to the Cambria CSD Wastewater Treatment Facility, Shamel Park, Moonstone Beach Drive visitor serving facilities, residences west of Highway 1, and the West FRP.

1) West FRP – Baseline Conditions

Based on the Final EIR for the *Cambria and San Simeon Acres Community Plans*, the Highway 1/Main Street/Ardath Drive intersection, Highway 1/Burton Drive intersection, and Highway 1/Windsor Boulevard intersection operate at acceptable levels of service (LOS C). During the P.M. peak hour, roadway level of service on Highway 1 operates at LOS D (Main Street to Burton Drive) and LOS E (Burton Drive to Ardath Drive).

e. EAST FRP – EXISTING CONDITIONS

The East FRP is directly accessed from Rodeo Grounds Road, which branches off Burton Drive. For the purposes of this EIR, the traffic study focused on areas affected by greater concentrations of traffic resulting from implementation of the proposed Community Park (refer to Appendix B). The impacts of the proposed project to the transportation system were evaluated during the weekday daily and P.M. peak hour, and summer weekend daily and P.M. peak hour for the following locations, which would be most affected by concentrated traffic trips during operation of the community park:

Intersections

- Main Street/Cambria Drive
- Main Street/Burton Drive
- Rodeo Grounds Road/Burton Drive

Roadway Segments

- Main Street
- Burton Drive

Highway 1 is a two-lane State Highway with asphalt shoulders within the Cambria area. The highway provides north-south regional access to the site via connections to Main Street.

Main Street, located to the north of the site, is an approximately 30-foot wide roadway. Main Street is a minor arterial that extends from Highway 1 easterly through Cambria's downtown commercial area. On-street parking is provided in portions of the downtown area. The Main Street/Cambria Drive intersection is a T-configuration and is controlled by stop signs (all-way stop). The Main Street/Burton Drive intersection is also a T-configuration and controlled by stop signs (all-way stop).

Burton Drive is a north-south two-lane collector with curb, gutter, and sidewalk improvements adjacent to the commercial uses between Rodeo Grounds Road and Main Street. On-street parking is provided in this area. Burton Drive is a two-lane collector roadway with dirt shoulders south of Rodeo Grounds Road. The Burton Drive/Rodeo Grounds Road intersection is a T-configuration and is stop-controlled on the Rodeo Grounds Road approach.

Rodeo Grounds Road is an unpaved local road that extends west of Burton Drive into the area of the proposed park.

1) East FRP - Baseline Conditions

Baseline conditions reflect the sum of existing volumes of traffic. Existing (baseline) traffic volumes for the identified study roadways and intersections are presented below. Intersection traffic operations are evaluated based on level of service (LOS), which represents the operating conditions of a roadway or intersection, and indicates the degree of traffic delay and congestion (refer to Table V-9).

2) East FRP - Existing Traffic Volumes and Intersection Configurations

Existing weekday and summer weekend traffic volumes on three roadway segments and three intersections were obtained during traffic counts conducted in May and June 2006 (refer to Appendix B). Weekday peak hour counts were conducted from 4:00 to 6:00 P.M., and summer weekend counts were conducted from 11:00 A.M. to 1:00 P.M. at each study intersection. The existing turn movement volumes at each of the study intersections under weekday and summer weekend scenarios are presented in Appendix B.

3) East FRP - Existing Levels of Service

The operation of intersections and roadway segments is measured in terms of Level of Service (LOS). LOS is a qualitative measure of traffic conditions ranging from LOS A (representing free flowing conditions with little or no delay) to LOS F (representing congested conditions with long delays and lengthy vehicle queues). The County maintains LOS D as the minimum acceptable level of service for intersections within urban areas (i.e., LOS E and F are considered unacceptable operations). Although Caltrans strives to maintain LOS C operations on state-operated facilities, LOS D is considered acceptable in urban areas such as Cambria. Operational analysis of the study intersections is based on the methods and procedures described in the 2000 *Highway Capacity Manual (HCM)* published by the Transportation Research Board.

4) East FRP - Existing Intersection Operations

All study area intersections are unsignalized, and controlled by stop signs. Unsignalized intersections were analyzed using the methodology described in the HCM. Table V-9 presents the ranges of control delay and corresponding levels of service for unsignalized intersections.

TABLE V-9
Unsignalized Intersection Service Level Criteria

Level of Service	Description	Average Total Delay Per Vehicle (Seconds)
A	Little or no delay	$\leq$ 10
B	Short delays	> 10 and $\leq$ 15
C	Average delays	> 15 and $\leq$ 25
D	Moderate delays	> 25 and $\leq$ 35
E	Lengthy delays	> 35 and $\leq$ 50
F	Intolerable delays	> 50

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.

The existing peak hour volumes and lane configurations were input to the Highway Capacity Software (HCS+ Version 5.2) program to calculate the level of service at each of the unsignalized study locations. Table V-10 summarizes the existing intersection PM peak hour LOS for both weekdays and summer weekend periods. The level of service calculations are

contained in Appendix B. The unsignalized intersections are operating at acceptable levels of service, LOS A and B.

TABLE V-10
Existing Intersection Levels of Service
East FRP

Intersection	Traffic Control	Weekday		Summer Weekend	
		Delay	LOS	Delay	LOS
Main Street/ Cambria Drive	All-way stop	9.9 sec	A	11.9 sec	B
Main Street/ Burton Drive	All-way stop	9.9 sec	A	13.9 sec	B
Rodeo Grounds Road/Burton Drive					
Northbound left turn	One-way stop	7.7 sec	A	7.5 sec	A
Eastbound left and right turn		10.3 sec	B	10.9 sec	B
Overall		9.1 sec	A	10.0 sec	A

Source: ATE; 2006

5) East FRP - Existing Roadway Segment Operations

The operations of roadway segments are generally evaluated by comparing the measured (counted) volume to the capacity (threshold) volumes. Table V-11 presents standard engineering roadway design capacities based on the roadway facility type and number of lanes, for various types of roadways. These threshold volumes are approximate in nature and serve primarily as a general guide as to whether the roadway is over or under capacity.

TABLE V-11
Level of Service Threshold Volumes for Various Urban Roadway Types

Roadway Type	LOS A		LOS B		LOS C		LOS D		LOS E	
	Low	High	Low	High	Low	High	Low	High	Low	High
2-lane arterial	8,100	12,000	9,400	14,000	10,800	16,000	12,100	18,000	13,500	20,000
4-lane arterial	16,100	23,900	18,900	27,900	21,600	31,900	24,300	35,900	27,000	39,900
2-lane major	6,500	9,600	7,500	11,200	8,600	12,800	9,700	14,400	10,800	16,000
4-lane major	12,900	19,200	15,100	22,300	17,200	25,500	19,400	28,700	21,600	31,900
2-lane collector	4,600	7,100	5,400	8,200	6,200	9,400	6,900	10,600	7,700	11,800

Source: ATE; 2006

Table V-12 presents the existing roadway segment levels of service for the study segments. Based on the volume thresholds from identified in Table V-11 above, each roadway segment is operating at LOS A.

TABLE V-12
Existing Street Roadway Segment Daily Traffic Conditions
East FRP

Roadway Segment	Roadway Type	Weekday		Summer Weekend	
		Volume (ADT)	LOS	Volume (ADT)	LOS
Main Street west of Burton Drive	2-lane arterial	6,300	A	8,200	A
Burton Drive north of Rodeo Grounds Road	2-lane collector	4,700	A	4,200	A
Burton Drive south of Rodeo Grounds Road	2-lane collector	4,600	A	4,100	A

Source: ATE; 2006

3. THRESHOLDS OF SIGNIFICANCE

The determinations of significance of project impacts are based on applicable policies, regulations, goals, and guidelines defined by the California Environmental Quality Act (CEQA) and the County of San Luis Obispo.

a. CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

The significance of potential transportation and circulation impacts are based on thresholds identified within Appendix G of the CEQA *Guidelines*. According to the *Guidelines*, transportation impacts are considered significant if the proposed project will:

- Cause an increase in traffic which 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, a level of service (LOS) standard established by the County Public Works Department for designated roads or highways (i.e., LOS D for urban County roads and LOS C for State Highways) ;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses;
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or,
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts or bicycle racks).

b. COUNTY OF SAN LUIS OBISPO GUIDELINES

In addition to the CEQA *Guidelines* considerations, any adverse transportation and circulation impacts are considered to be significant if they would result in an inconsistency with the thresholds identified in the *County of San Luis Obispo General Plan*. County thresholds are described below.

1) Intersection and Roadway Segment Impacts

San Luis Obispo County has established LOS D as a goal for urban roadways. Transportation impacts at unsignalized intersections are considered significant when:

- The addition of project traffic to an unsignalized intersection increases the level of service to an unacceptable level and satisfies the peak-hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD).
- The project's access to a major street causes a potentially unsafe situation or requires a new traffic signal.

2) Neighborhood Impacts

Impacts to residential neighborhoods would be considered significant if the addition of traffic from the proposed project would cause the maximum desired LOS for local residential and residential collector streets to be exceeded, or if the project were designed in such a way as to potentially add substantial cut-through traffic to an existing neighborhood. Additionally, the project would significantly impact a neighborhood if it creates substantial delay elsewhere causing diversion of traffic through a neighborhood.

3) Pedestrian and Bicycle Impacts

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

4) Transit Impacts

Impacts to transit would be considered significant if the proposed project will conflict with existing or planned transit facilities or will generate potential transit trips and will not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

4. IMPACT ASSESSMENT AND METHODOLOGY

a. WEST FRP

The West FRP is currently used by residents and visitors to the Cambria area. The West FRP is accessed from a variety of locations, and does not generate concentrated traffic flow. Proposed improvements would likely increase automobile, bicycle, and pedestrian trips to the West FRP, primarily affecting adjacent local streets and property owners. The EIR includes a qualitative analysis based on existing traffic and parking data, and anticipated increased use of the West FRP.

b. EAST FRP

Traffic impacts were assessed by conducting traffic counts at certain project intersections in the project study area. Intersection and roadway study areas were selected based on consultation with the County Public Works Department, and an assessment of areas most likely to be substantially affected by the proposed project. Level of Service calculations were performed by ATE based on technical procedures documented in the *2000 Highway Capacity Manual*. The Highway Capacity Software Program was utilized to calculate levels of service estimates for the unsignalized intersections.

Neighborhood, pedestrian, bicycle, and transit impacts were assessed by determining the existing and estimated trip generation for the open space trail system, identifying neighborhood areas and facilities currently affected by visitor use, and determining the potential need for additional facilities or services.

The Clean Air Plan includes a description of ground transportation concepts with regard to promoting accessibility in the transportation system, promoting walking and biking, managing parking and transportation demand management. These goals are applicable to transportation and circulation and are incorporated by reference. Please refer to the Air Quality section discussion of Impact Assessment and Methodology.

The EIR impact analysis evaluates the impacts of the proposed project to traffic operations on the local road network. Project traffic volumes are added to existing and cumulative traffic volumes to determine project-specific impacts and the need for traffic controls (e.g., stop signs, traffic lights, turn lanes, etc.) The cumulative development scenario was determined based on pending projects within the community.

5. WEST FRP - IMPACTS AND MITIGATION MEASURES

a. WEST FRP - OPEN-SPACE TRAFFIC TRIPS

No off-site road improvements on the West FRP are proposed in association with the *Public Access and Management Plan*. The West FRP is accessed by individuals on foot, bicycle, automobiles, the Cambria trolley, and limited equestrian access. Approximately 400 visitors per day utilize the formal and informal FRP trail system during the summer season (Ben Boer, CCSD FRP Manager, 2006). A majority of visitors (200-300 per day) utilize the recently constructed Bluff Trail on the West FRP. As the FRP trail system is improved over time, it can be expected that traffic generated by visitors would increase. Open space uses generate approximately two Average Daily Trips (ADT) per acre (San Diego Association of Governments (SANDAG), 2004). Public open space acreage on the West FRP totals approximately 364 acres, and has the potential to generate up to 728 ADT when all trail amenities are completed. Based on the location of the FRP and current observation of user groups, these trips would include pedestrian, bicyclist, trolley, and automobile trips.

Implementation of the *Public Access and Management Plan* would increase the number of automobile trips generated within surrounding neighborhoods by approximately 328 ADT. The increased trips would not significantly reduce the level of service of these local roads below County standards or substantially increase delays at intersections; however, residents would

likely notice the increased level of traffic. Local streets likely affected by the increase in visitor traffic include Windsor Boulevard and Huntington Road to the north, and Ardath Drive, Marlborough Lane, Orlando Drive, Victoria Way, Warren Road, Tipton Street, and Trenton Avenue to the south.

TC Impact 1 **Implementation of the proposed *Public Access and Management Plan* would result in an increase in visitors to the FRP, and vehicle trips within adjacent neighborhoods, resulting in a potentially significant impact.**

TC/mm-1 Upon application for land use and construction permits from the County, and prior to site disturbance for trail improvements, the Master Plan shall include the installation of bike racks at selected trailheads at the boundary of the West FFRP to encourage alternative transportation methods. Selected trailheads shall include, but not be limited to, the Bluff Trail, Ridge Trail, Wallbridge Trail, and Santa Rosa Creek Trail.

TC/mm-2 The CCSD or FRP Manager shall continue to coordinate with the Cambria Trolley service to determine appropriate days of service and trolley stop locations on and in the immediate vicinity of the West FRP.

TC/mm-3 Upon preparation of informational publications regarding the West FRP, the CCSD shall include a description of and encourage alternative transportation methods to access the FRP, including trolley stops, bicycle routes, and pedestrian walkways.

Residual Impact With implementation of mitigation, this impact would be considered *less than significant with mitigation, Class II*.

b. WEST FRP - SITE ACCESS

The West FRP is currently accessed by local neighborhood streets within the Park Hill and West Lodge Hill neighborhoods, including Windsor Boulevard (north), Wallbridge Drive, and Huntington Road to the north, and Windsor Boulevard (south), Marlborough Street, Orlando Drive, Victoria Way, Warren Road, Tipton Street, and Trenton Avenue to the south. These local roads would continue to provide access to the FRP as the trail system is improved. The trips generated by the open space uses would be dispersed within adjacent neighborhoods, and site access is adequate for the existing and proposed use. No significant impacts regarding site access would occur.

c. WEST FRP - INTERNAL CIRCULATION

Internal circulation within the West FRP is, and would continue to be limited to non-motorized vehicle use, with the exception of two emergency access roads, and emergency transport and maintenance vehicles. No significant impacts regarding internal circulation would occur.

d. WEST FRP - PARKING DEMAND

The adopted *Public Access and Management Plan* includes parking areas on the West FRP at the southern terminus of the Bluff Trail (Windsor Boulevard South), northern terminus of the Marine Terrace Trail (Windsor Boulevard North), and the northern terminus of the Ridge Trail (off Huntington Drive). Site planning for parking on the FRP is limited due to sensitive biological, hydrological, and cultural resources.

The *Public Access and Management Plan and Conservation Easement* adopted by the CCSD states that "motorized vehicles operated by the public will be allowed only at designated access and parking areas"; however, the plan also states that "vehicles allowed on the FRP proper are limited to emergency vehicles and authorized FRP vehicles only".

Two ADA parking spaces are located on the West FRP, at the northern terminus of the Marine Terrace Trail. All other parking areas are currently limited to street parking and road turn-outs. The CCSD conducted a parking survey in August and September 2006 (field log from Ben Boer, available at CCSD). Based on data obtained from the CCSD, during the weekday three to five cars are parked at the south end of the Bluff Trail; and five to seven cars are parked during weekends (Ben Boer, personal communications, 2006). At the north end of the Bluff Trail and Marine Terrace Trail, typically three to four cars are parked during weekdays; and three to six cars are parked during the weekend. Visitor traffic is generated throughout the day, with a steady quantity of parked cars at each end of the trails. Visitors to other informal trails on the FRP generally consist of neighborhood pedestrian and bicycle traffic, although visitors from outside of the neighborhood park on the side of the streets near the trailheads.

In addition, upon completion of the Bluff Trail in 2006, neighborhood complaints documented by the CCSD (Ben Boer, 2006) and County Public Works Department (Dave Flynn, 2006) regarding illegal and nuisance parking have increased in the immediate area. Implementation of the proposed trail improvements have increased the demand for parking near trailhead locations. Aside from two ADA parking spaces at the northern terminus of the Marine Terrace Trail, no other permitted, formal designated parking locations are currently provided.

The County Ordinance does not state specific parking requirements for open space and trail uses, and the County Parks Division does not utilize a standard formula to quantify need (Jan Di Leo, 2006). The existing and anticipated parking demand was qualitatively assessed by determining the current need based on the number of cars parked at each trailhead during weekday and weekend conditions, the location and number of neighborhood resident complaints, the intended use for each trail (i.e., pedestrian, ADA, bicycles, and/or emergency access), and the user-type (resident and/or visitor) for each trail. Based on current and projected demand, existing parking facilities are not adequate to serve the proposed trail system for the West FRP.

TC Impact 2 **Implementation of the proposed *Public Access and Management Plan* would result in an increased demand for parking within adjacent neighborhoods, resulting in a potentially significant impact.**

Implement TC/mm-1 through TC/mm-3.

TC/mm-4 Upon application for land use and construction permits from the County, and prior to site disturbance for trail improvements, the Master Plan shall include the development of onsite parking on the West FRP, located at the northern termini of the Marine Terrace Trail and Ridge Trail, and the southern terminus of the Bluff Trail. The design of parking areas shall be consistent with the following guidelines:

a. Parking areas shall be located to avoid all wetlands, drainages, special-status plant species, and culturally sensitive areas.
b. Parking areas shall be unpaved, and consist of compacted soil and/or gravel.
c. Parking areas shall be kept clear of vegetation to avoid increased fire hazard.
d. Rural-style fencing, similar to the existing fence shall be installed around the perimeter of the parking areas.
e. Straw wattles, hay bales, a berm, or similar best management practice material shall be installed and perpetually maintained along the perimeter of each parking area.
f. Disturbed areas along the boundary of the parking area shall be revegetated immediately following ground disturbance with native grass and plant species.

TC/mm-5 Upon application for land use and construction permits from the County, and prior to site disturbance for trail improvements, the Master Plan shall include a parking signage program in consultation with the County Public Works Department. The signage program shall guide visitors regarding appropriate parking.

Secondary Impacts

Biological Resources

Development of parking areas on the West FRP would potentially affect sensitive biological resources, cultural resources, resulting in potentially significant impacts to these resources. Mitigation measures are recommended for protection of these resources, in association with proposed trail improvements and parking areas identified in the adopted *Public Access and Management Plan*.

Policy Consistency

The *Public Access and Management Plan and Conservation Easement* adopted by the CCSD states that "motorized vehicles operated by the public will be allowed only at designated access and parking areas"; however, the plan also states that "vehicles allowed on the FRP proper are limited to emergency vehicles and authorized FRP vehicles only."

Residual Impact With implementation of mitigation, this project-specific and secondary impact would be considered *less than significant with mitigation, Class II*.

e. WEST FRP - PEDESTRIAN AND BICYCLE IMPACTS

Implementation of the proposed *Public Access and Management Plan and Conservation Easement* would result in a beneficial impact to pedestrian and bicycle circulation in the community. As trails are improved, pedestrians and bicyclists would continue to utilize the FRP trail system for recreation and commuting purposes.

f. WEST FRP - TRANSIT IMPACTS

Cambria Trolley stops that would serve the FRP include Windsor Boulevard (North), Bryan Place, Shamel Park, Cambria Drive, Burton Drive/Ardath Drive, and a stop near the Cross-town Trail Bridge over Santa Rosa Creek. Use of the trolley system would facilitate alternative transportation within the community of Cambria, including the FRP trail system. As the FRP amenities are improved and advertised via coastal signage, community tourism promotions, and word of mouth, more visitors and residents may utilize the trolley system. As discussed above, the CCSD shall continue to coordinate with RTA regarding appropriate trolley stops and increases in demand.

6. EAST FRP – IMPACTS AND MITIGATION MEASURES

As part of the proposed project, the CCSD would extend and improve Rodeo Grounds Road within the park. An emergency access road would extend from the park to Piney Way. Parking areas would be established within the park.

a. EAST FRP - SITE ACCESS

The East FRP, and specifically the proposed Community Park, would be accessed by Rodeo Grounds Road. The eastbound approach at the intersection of Rodeo Grounds Road and Burton Drive is controlled by a stop sign on Rodeo Grounds Road. The minimum sight distance required for these road types is 200 feet. The sight distance to the north towards Main Street is approximately 800 feet, and the sight distance to the south is 245 feet (Associated Transportation Engineers (ATE), 2006). The primary access location is adequate to serve the project.

The *Community Park Master Plan* proposes an emergency access road to extend from the East FRP and connect with Piney Way. The 16-foot wide emergency access road would be gated to prevent visitors from using the road during non-emergency situations. Additional emergency access is provided by the Cross-town Trail pedestrian bridge over Santa Rosa Creek.

b. EAST FRP - INTERNAL CIRCULATION

Internal circulation within the East FRP would be limited to Rodeo Grounds Road, an internal road and parking area, and the emergency access road connection to Piney Way. The proposed plan is adequate to serve internal circulation needs for the proposed use.

c. EAST FRP - INTERSECTION AND ROADWAY IMPACTS

1) East FRP- Project Trip Generation, Distribution, and Assignment

Traffic generated by the proposed community park was estimated using data regarding public parks published in *Trip Generators* by the San Diego Association of Governments (SANDAG)

(2004), and "Soccer Fields" and "City Park" trip rates from *Trip Generation* (7th Edition) published by the Institute of Transportation Engineers (ITE).

The weekday trip generation rates assume use of the entire park during weekdays, and the summer weekend trip rates assume full use of the sports fields in addition to the remainder of the park. Tables V-13 and V-14 below summarize the estimated trip generation for the proposed community park. Operation of the community park would generate a total of 700 daily trips and 63 peak hour trips during the week, and 973 daily trips and 150 peak hour trips during the weekend. This appears to be a significant number of trips generated when compared to the minimal residential growth resulting from policies in the most recent urban land use plan; however, it is likely that many of the trips generated by the proposed project will not be new, but rather are the same trips that used to be distributed to other recreational facilities at local schools and parks, and those in neighboring communities.

TABLE V-13
Weekday Trip Generation Rates and Estimates
East FRP

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
City (Community) Park	14 acres	50 trips/acre	700	4.5 trips/acre	63

Source: Trip rates obtained from Traffic Generators (San Diego Association of Governments, 2004)

TABLE V-14
Summer Weekend Trip Generation Rates and Estimates
East FRP

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
City (Community) Park	5.8 acres	66.47 trips/acre	386	1.18 trips/acre	6.8
Soccer Field	5 fields	117.43 trips/field	587	28.73 trips/field	143.6
Total			973		150.4

Source: Trip rates obtained from Traffic Generators (San Diego Association of Governments, 2004)
Trip rates obtained from Trip Generation (ITE, 7th Edition, 2003)

The estimated distribution patterns for the community park based on the existing roadway network are illustrated in Appendix B. The distribution pattern is based on existing travel patterns in the area. The project-generated trips were assigned to the roadway system based on the distribution pattern discussed above. These trips were added to the volumes under Existing Conditions to represent Existing Plus Project Conditions. The traffic study in Appendix B

presents the trip assignment at each studied roadway and street intersection during both weekday and summer weekend conditions.

2) East FRP - Existing with Project Intersection Operations

Tables V-15 and V-16 present the intersection levels of service under Existing and Existing Plus Project Conditions for both weekday and summer weekend conditions. The data shows that the intersections are forecast to operate at LOS B or better during weekday conditions, and LOS C or better during summer weekend conditions. Traffic added by the project would not significantly impact the study-area intersections based on the County of San Luis Obispo LOS D threshold, and would not result in significant LOS impacts.

TABLE V-15
Weekday Intersection Levels of Service
Existing and Existing Plus Project
East FRP

Intersection	Traffic Control	Existing		Existing Plus Project	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Main Street/Cambria Drive	Four-way stop	9.9	A	10.1	B
Main Street/Burton Drive	Four-way stop	9.9	A	10.1	B
Rodeo Grounds Road					
NB Left Turn	One-way stop	7.7	A	7.7	A
EB Left and Right Turn		10.3	B	10.9	B
Overall		9.1	A	9.7	A

Source: ATE, 2006.

TABLE V-16
Summer Weekend Intersection Levels of Service
Existing and Existing Plus Project
East FRP

Intersection	Traffic Control	Existing		Existing Plus Project	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Main Street/Cambria Drive	Four-way stop	11.9	B	12.7	B
Main Street/Burton Drive	Four-way stop	13.9	B	18.0	C
Rodeo Grounds Road					
NB Left Turn	One-way stop	7.5	A	7.7	A
EB Left and Right Turn		10.9	B	13.1	B
Overall		10.0	A	11.4	B

Source: ATE, 2006.

3) East FRP - Existing with Project Roadway Segment Operations

Tables V-17 and V-18 present the roadway segment levels of service for the study segments under Existing and Existing Plus Project Conditions during both weekday and summer weekend conditions. The existing LOS for each studied roadway operates at LOS A, and implementation of the proposed project would not reduce level of service or result in any significant impacts to affected roadways.

TABLE V-17
Weekday Daily Traffic Conditions
Existing and Existing Plus Project Roadway Segment
East FRP

Roadway Segment	Location	Type	Existing		Existing Plus Project		
			Daily Volume	LOS	Project Daily Trips	Total Daily Volume	LOS
Main Street	West of Burton Drive	Arterial	6,300	A	350	6,650	A
Burton Drive	North of Rodeo Grounds Road	Collector	4,700	A	438	5,138	A
Burton Drive	South of Rodeo Grounds Road	Collector	4,600	A	438	5,038	A

Source: ATE; 2006

TABLE V-18
Summer Weekend Daily Traffic Conditions
Existing and Existing Plus Project Roadway Segment
East FRP

Roadway Segment	Location	Type	Existing		Existing Plus Project		
			Daily Volume	LOS	Project Daily Trips	Total Daily Volume	LOS
Main Street	West of Burton Drive	Arterial	8,200	A	662	8,862	A
Burton Drive	North of Rodeo Grounds Road	Collector	4,200	A	828	5,028	A
Burton Drive	South of Rodeo Grounds Road	Collector	4,100	A	828	4,928	A

Source: ATE; 2006

d. EAST FRP - PARKING DEMAND

The proposed *Community Park Master Plan* includes 146 parking spaces within the park. The parking demand for "City Park" land use is 5.1 vehicles per developed acre (ITE, 2003). The total developed area for the community park would be 14 acres, resulting in a parking demand of 72 spaces for general use of the park. The parking demand during sports field events is higher. Based on the traffic study completed by ATE (2006) for the EIR, peak parking demand forecasts were calculated based on rates from parking studies completed for similar projects. The analysis was based on the following assumptions: five fields in use; two teams per field; one referee per field; thirteen players and two coaches per team; and, four spectators per team in addition to those arriving with players. During the peak use scenario, the parking demand would be 105 spaces for the sports fields alone (or approximately 21 parking spaces per field when a field is in use). Based on these calculations, demand for parking may exceed the proposed supply during peak periods of use, and when all fields are in use.

TC Impact 3 **Implementation of the proposed Community Park Master Plan would result in a parking demand exceeding proposed supply, resulting in a potentially significant impact.**

TC/mm-6 Upon application for land use and construction permits from the County, and prior to site disturbance to implement the *Community Park Master Plan*, the CCSD or its designee shall show the installation of bike racks within the Community Park on construction plans. The bike racks shall be installed upon the first phase of development.

TC/mm-7 During operation of the sports fields, the CCSD shall implement a field rotation program. The program shall ensure that during organized sporting events, no more than four sports fields are in operation at one time.

Implement PSU/mm-7 and PSU/mm-8.

Residual Impact With implementation of mitigation, this impact would be considered *less than significant with mitigation, Class II*.

e. EAST FRP - PEDESTRIAN AND BICYCLE IMPACTS

Implementation of the proposed project would result in a beneficial impact to pedestrian and bicycle circulation in the community. As trails are improved, pedestrians and bicyclists would continue to utilize the FRP trail system for recreation and commuting purposes.

f. EAST FRP - TRANSIT IMPACTS

Cambria Trolley stops that would serve the East FRP Cambria Drive and a stop near the Cross-town Trail Bridge over Santa Rosa Creek. Use of the trolley system would facilitate alternative transportation within the community of Cambria, including the FRP trail system. As the FRP amenities are improved and advertised via coastal signage, community tourism promotions, and word of mouth, more visitors and residents may utilize the trolley system. As discussed above, the CCSD shall continue to coordinate with RTA regarding appropriate trolley stops and increases in demand.

7. CUMULATIVE IMPACTS

a. CUMULATIVE CIRCULATION IMPROVEMENTS – CAMBRIA URBAN AREA

According to the *North Coast Circulation Study Update Report* (2006), two projects would be completed with fees from the North Coast Area Road Improvement Fee program: Main Street Improvement project and Cambria Widening and Highway 1 Signal project. The Main Street Improvement project is near completion, and consisted of road improvements to Main Street between Burton Drive and Cambria Drive. The Cambria Drive Widening and Highway 1 Signal project is scheduled for the summer of 2007. The project consists of road widening on Cambria Drive from two lanes to four lanes and installation of a traffic signal on Highway 1. This project would be funded by Road Improvement Fees, and a cooperative agreement with the California Department of Transportation and urban State Highway Account funds for Cambria.

b. CUMULATIVE INTERSECTION AND ROADWAY IMPACTS

1) Cumulative Traffic Volumes

The cumulative traffic analysis is based on a list of projects currently under review or recently approved, as obtained from the County of San Luis Obispo Planning and Building Department. Due to the current building moratorium, the project contributing to the cumulative development scenario for trip generation is redevelopment of the Rod and Reel Mobilehome and RV Park, which would generate approximately 541 ADT, including 21 a.m. peak hour trips and 51 p.m. peak hour trips.

Cumulative traffic volumes and distribution patterns are shown in the traffic study (Appendix B), for weekday and summer weekend scenarios. Cumulative Plus Project volumes and patterns are shown in the traffic study (Appendix B).

The FRP is located within Area C, as defined by the *North Coast Circulation Study Update Report* (2006), and the proposed project is considered "Other" development. Based on the current adopted fee structure, the CCSD is required to contribute $403.00 per peak hour trip to the fee program. The community park would generate 63 week day peak hour trips, resulting in a total fee contribution of up to $25,389. Actual fees would be determined by the County upon issuance of construction permits for community park elements, and would be based on the most current Road Fee Program at the time.

TC Impact 4 **Implementation of the proposed Community Park Master Plan would result in the generation of peak hour trips, and would contribute to the cumulative generation of traffic in the area, resulting in a potentially significant impact.**

TC/mm-8 Upon application for land use and construction permits from the County, the CCSD shall contribute to the North Coast Road Improvement Fund.

Residual Impact With implementation of mitigation, this impact would be considered *less than significant with mitigation, Class II*.

(a) Cumulative Intersection Operations

Tables V-19 and V-20 present the intersection levels of service under Cumulative and Cumulative Plus Project Conditions. The traffic study in Appendix B shows Cumulative Plus Project traffic volumes. Under cumulative conditions, study intersections are projected to operate at acceptable levels of service, LOS B or better during weekdays, and LOS C or better during summer weekends. The addition of project traffic would not reduce levels of service below LOS C, and would not result in a potentially significant cumulative impact.

TABLE V-19
Weekday Intersection Levels of Service
Cumulative and Cumulative Plus Project

Intersection	Traffic Control	Cumulative		Cumulative Plus Project	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Main Street/Cambria Drive	Four-way stop	10.0	A	10.1	B
Main Street/Burton Drive	Four-way stop	10.1	B	10.3	B
Rodeo Grounds Road					
NB Left Turn	One-way stop	7.7	A	7.8	A
EB Left and Right Turn		10.4	B	10.9	B
Overall		9.1	A	9.8	A

Source: ATE; 2006

TABLE V-20
Summer Weekend Intersection Levels of Service
Cumulative and Cumulative Plus Project

Intersection	Traffic Control	Cumulative		Cumulative Plus Project	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Main Street/Cambria Drive	Four-way stop	12.0	B	13.0	B
Main Street/Burton Drive	Four-way stop	14.2	B	19.4	C
Rodeo Grounds Road					
NB Left Turn	One-way stop	7.7	A	7.7	A
EB Left and Right Turn		10.9	B	13.1	B
Overall		10.0	A	11.4	B

Source: ATE; 2006

(b) Cumulative Roadway Segment Operations

Tables V-21 and V-22 presents the roadway segment levels of service for the study segments under cumulative and cumulative plus project conditions. Roadways would operate at LOS A during both weekday and summer weekend conditions, with the exception of Main Street west of Burton Drive, which would operate at LOS A-B during summer weekends. Implementation of the proposed project would not result in significant cumulative impacts to affected roadways.

TABLE V-21
Weekday Daily Traffic Conditions
Cumulative and Cumulative Plus Project Roadway Segment

Roadway Segment	Location	Type	Cumulative		Cumulative Plus Project		
			Daily Volume	LOS	Project Daily Trips	Total Daily Volume	LOS
Main Street	West of Burton Drive	Arterial	6,800	A	350	7,150	A
Burton Drive	North of Rodeo Grounds Road	Collector	4,800	A	438	5,238	A
Burton Drive	South of Rodeo Grounds Road	Collector	4,700	A	438	5,138	A

Source: ATE; 2006

TABLE V-22
Summer Weekend Daily Traffic Conditions
Cumulative and Cumulative Plus Project Roadway Segment

Roadway Segment	Location	Type	Cumulative		Cumulative Plus Project		
			Daily Volume	LOS	Project Daily Trips	Total Daily Volume	LOS
Main Street	West of Burton Drive	Arterial	8,700	A	662	9,362	A-B
Burton Drive	North of Rodeo Grounds Road	Collector	4,300	A	828	5,128	A
Burton Drive	South of Rodeo Grounds Road	Collector	4,200	A	828	5,028	A

Source: ATE; 2006

c. PEDESTRIAN AND BICYCLE IMPACTS

Implementation of the proposed project would have a beneficial effect on the pedestrian and bicycle circulation system in the community of Cambria. The proposed project would improve alternative transportation methods, and would contribute to a reduction in localized traffic trips in the immediate area.

d. TRANSIT IMPACTS

Implementation of the proposed project would contribute to the cumulative demand for transit services in the community, particularly the Cambria Trolley. The increased demand would not be cumulatively considerable; however, as previously discussed, the CCSD shall continue to consult with RTA regarding appropriate trolley stops and operation.

LIST OF ABBREVIATED TERMS

Abbreviation	Term
ADA	American Disabilities Act
ADT	Average Daily Trips
ATE	Associated Transportation Engineers
CCSD	Cambria Community Services District
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
MUTCD	Manual on Uniform Traffic Control Devices
RTA	Regional Transportation Authority

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