April 17, 2023 OEG Ref 20-1101

Mr. Guillaume Fabre
3050 Limestone Way
Paso Robles, CA 93446

Subject: Trip Generation Study, and Roadway Safety Analysis (RSA)– Clos Solene Winery – 2040 Niderer Road, Paso Robles (APN 040-041-008) - UPDATED

Dear Mr. Fabre:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for a Trip Generation, Roadway Safety Analysis (RSA) for the subject project. Based on the project description provided by Kirk Consulting, the project proposes to expand the existing winery operations at 2040 Niderer Road in the Paso Robles area. We are personally familiar with the study area, having driven the entire length of Niderer Road on several past and recent occasions. We are also familiar with the current County's procedures for roadway safety audit (SLO Board of Supervisor Resolutions 2007-153 and 2017-253) and trip generation requirements. This report reflects updated traffic counts provided by the County of San Luis Obispo, RSA updates, and the updated project description.

Current Operations
The existing winery use was approved by the County in 2001 and includes a 336 square foot (SF) tasting room and 1,716 SF of production and non-tasting room areas. The 2001 approval allowed public tasting room operations Thursday through Monday, and legal holidays for up to 6 hours per day (continuous operation) and by appointment only on Tuesdays and Wednesdays. The project approval did not include a dedicated special or temporary event program but did acknowledge and allow participation in industry wide events. The current use permit does not have a case production limit; however, the 2001 staff report noted a case production level of 5,000 cases a year.

Current winery operations include the use of two offsite locations for intermittent and rotational barrel and case good storage for wine that is currently produced (fermented) and finished in the existing winery. Fruit for the wine is currently sourced primarily from on-site grapes; however, off-site grapes are also utilized in the current operations. The current land use permit does not restrict the use of off-site grapes to be transported to the project site.

Proposed Project
The proposed project consists of a new wine cave production area which includes 18,291 SF (17,481 of production and storage area, and 810 SF to be used for a wine library/club member space), an above ground 1,932 SF structure for administration uses, an above ground 853 SF tasting room building, and 332 SF of shared restroom areas between production and tasting room functions. Other exterior patio areas are also included in the project design but are not included in the County trip generation rates for wineries.

A Special Event program, as defined by the County, is not proposed; however, the winery plans to continue to host marketing activities not defined as Special Events in the Land Use Ordinance (i.e., industry wide events, activities less than 50 attendees, non-advertised winemaker dinners not open to the public, etc.).

Access to the project site is planned to remain at the existing access on Niderer Road. The intersection of the site access and Niderer Road will be improved to meet current Cal-Fire standards in addition to providing a new Cal-Fire turnaround at the existing driveway location on Niderer Road. Case production may be increased up to 10,000 cases annually. The existing winery facility areas (336 SF tasting room plus 1,716 SF production areas) will be converted to non-winery (residential and ag) uses. The overall tasting room operations will be by appointment only.

Project Trip Generation

For typical winery trip generation rate assumptions, the County has an adopted trip generation rate of 0.76 peak hour trips (PHT) per 1,000 SF (KSF) of tasting room use and 0.57 PHT/KSF for production/storage/office uses at a winery[1]. Since the project is not proposing any special events, no additional special event traffic is expected as required by County BOS Resolution 2008-152 and 2017-253.

The proposed winery project is expected to increase the tasting room area from 336 SF to 1,829 SF. For the production, storage, and administrative/office uses, the project is expanding from 1,716 SF to 20,389 SF. The exterior work and other porch areas are seasonal and do not specifically generate typical daily or peak hour traffic as defined by the County trip generation rates.

Based on the project description and the County's typical peak hour trip generation rates, the proposed project is expected to create an additional one (1) general public peak hour trip, with 11 non-public peak hour trips. A breakdown of the project trips is provided in Table 1 below.

The "public" trip generation below does not consider the ability of guests to rideshare in small vehicles or SUV's, carrying no more than eight persons per vehicle, per the original conditions of approval for the winery. Further, the standard trip generation rates assume random guest arrivals, and does not take into account the appointment only nature of scheduling guest tasting. In these cases, the actual number of vehicles using Niderer Road could be less, potentially reducing the project's potential circulation impacts.

Table 1
Project Trip Generation Summary

	Size	Peak Hour Trip Rate	Public Peak Hour Trips	Non-Public Peak Hour Trips
Existing Condition				
Winery				
Tasting Room	0.336 KSF	0.76 PHT/ KSF	0	0
Production/Storage/Admin	1.716 KSF	0.57 PHT/ KSF	0	1
Proposed Project (Totals)				
Winery				
Tasting Room	1.829 KSF	0.76 PHT/ KSF	1	
Production/Storage/Admin	20,389 KSF	0.57 PHT/ KSF		12
Project Total (Net Change)		Public Trips	1	-
		Non-Public Trips	-	11

[1] Road-Improvement-Fee-Schedule-with-Trip-Generation-Rates-EFFECTIVE-MARCH-1,-2023, County of San Luis Obispo.

Other Site Trips
The consolidation of the current operations from the three sites (current site and two off-site locations) to this single site will eliminate current production related traffic trips that currently transport empty barrels and wine storage tanks between the sites. These trips are non-peak hour trips. The added production and storage areas proposed in the current project will allow all production activities, equipment, and vessels to remain on the property and, as explained further in the Addendum attached hereto, will overall reduce the number of truck trips using Niderer Road.

ROADWAY SAFETY AUDIT
The County of San Luis Obispo has an adopted policy (BOS Reso 2008-152 and more recently updated in Reso 2017-253) to define the information required to complete a Roadway Safety Audit (RSA) based on the number of peak hour trips generated by a project. The project is not proposing any special or temporary events and will result in one (1) additional general public weekday PM peak hour trip. The County RSA policy notes that for projects with 10 or fewer typical general public peak hour trips or less than 100 special event trips, the RSA requirements include:

Safety Analysis
Standard - Evaluate the collision rate for the primary access roadways within one-half (0.5) mile of the primary site entrance. Recommend improvements to reduce the potential for the collision patterns that are identified.

Analysis – The California Highway Patrol (CHP) has indicated that there have been no collisions within the vicinity (0.5 miles each way of the site access point) over the past three years. The collision history associated with the project access is summarized in Table 2 below.

Table 2
Crash History
Within 0.5 miles of 2040 Niderer Road, Paso Robles Area

Year	Period	Total Crashes
2020	12 months	0
2021	12 months	0
2022	12 months	0

Based on the data provided by the CHP, no significant traffic safety issues or significant patterns were identified at the project access driveways, nor along Niderer Road. No improvements are recommended or required per County Board of Supervisors Resolutions 2008-153 and 2017-253.

Roadway Improvements
Standard – None required if project has 10 or fewer General Public peak hour trips or less than 100 special event trips.

Analysis – As the project is expected to generate one (1) General Public weekday PM PHT with the proposed project, therefore roadway improvements are not required by the RSA policy. The RSA does require that an analysis be conducted to identify any improvements that may be needed to meet the roadway standard.

Based on these factors, the typical roadway section A-1b (less than 400 ADT) was identified as the appropriate rural road standard to evaluate for the RSA. The A-1b roadway standard notes two 10-foot travel lanes and 3-foot graded shoulders. The current roadway section on Niderer Road varies from a minimum of 14 feet in width to 18 feet in width with approximately three feet or more of graded shoulders. Based on the existing condition of Niderer Road within 0.5 miles of the project access, minor road widening would be required to meet the County roadway standard. This section of Niderer Road was recently repaved by the county and was not widened. As the project trip generation does not meet or warrant the improvement requirements and thresholds contained in the adopted Board Policy and no safety problems have been identified per the RSA guidelines, no roadway improvements are required to be constructed by the project.

SUMMARY

The proposed project is estimated to create one (1) additional General Public weekday PM peak hour trip, 11 non-public peak hour trips, and no special event trips. With the addition of production areas on-site, there would be annual traffic reductions (non-peak hour) expected on Niderer Road with the change from off-site storage of barrels and wine storage tanks to on-site areas. Based on this level of traffic volume and County policies, the project is not expected to create any peak hour (weekday or weekend days) traffic or circulation impacts.

A Roadway Safety Audit (RSA) was conducted for Niderer Road in the vicinity of the project site per County BOS Resolution 2008-152 and 2017-253. Based on the criteria outlined in the RSA requirements, the project is not expected to create a need for roadway improvements.

While not required to do so, the project is proposing to construct a Cal-Fire standard turnaround on Niderer Road at the project driveway access. The turnaround proposed at the project access on Niderer Road will improve normal and emergency traffic operations along Niderer Road by providing a place to turnaround. To install the turnaround at the existing project driveway, minor localized road widening would be needed to provide the standard widths for the turnaround. Further, restricting the tasting room to “by appointment only” will further manage general public traffic on Niderer Road. During any non-advertised wine club or industry wide events, the tasting room would be closed with no appointments allowed. The project does not include a special events program in efforts to further reduce potential additional traffic on Niderer Road.

The project site is located within the Templeton Road Improvement Fee Area B and will be subject to payment of the Templeton Road Impact Fees at the time of the issuance of future building permits.

This concludes our updated traffic analysis for the proposed Clos Solene Project. Should you have any questions, or require additional information, feel free to contact us.

Sincerely,

Stephen A Orosz

Stephen A Orosz

Stephen A. Orosz, P.E.
Traffic Engineer
Orosz Engineering Group, Inc.

Enclosures

- County of San Luis Obispo BOS Reso 2008-152 and 2017-253
- Road-Improvement-Fee-Schedule-with-Trip-Generation-Rates-EFFECTIVE MARCH 1, 2023, County of San Luis Obispo.
- Traffic Analysis Addendum – Clos Solene Winery

IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

Tuesday May 6, 2008

PRESENT: Supervisors Harry L. Ovitt, Bruce S. Gibson, Jerry Lenthall, K.H.'Katcho' Achadjian, and Chairperson James R. Patterson

ABSENT: None

RESOLUTION NO. 2008-152

RESOLUTION REVISING POLICIES REGARDING LAND DEVELOPMENT IMPROVEMENTS ON COUNTY MAINTAINED STREETS AND ROADS

The following Resolution is now offered and read:

WHEREAS, on July 2, 1991, the Board of Supervisors adopted Resolution No. 91-367, establishing requirements for subdivision street and road improvements on County-Maintained Roads; and

WHEREAS, since that time there has been increased interest in a type of development known as Agricultural Cluster subdivisions; and

WHEREAS, there have been other types of intensification of land use in rural areas which need to have appropriate levels of road improvements required as conditions of approval in order to provide safe conditions for the public using the County-maintained road system; and

WHEREAS, the rate of vehicle collisions in the rural areas of San Luis Obispo County have had an increasing trend for several years, indicating a need to revise development policies.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

A. Road Improvement Requirements

1. **Improvements required with subdivisions.** County-maintained streets or roads fronting subdivisions shall be improved to current County Public Improvement Standards, including bikeways where designated in the latest adopted edition of the County Bikeways Plan, when the subdivision is within:

   a. Industrial, Commercial Retail, Commercial Service, Office/Professional, Residential Suburban, Residential Single Family or Residential Multi Family land use categories or,

   b. Residential Rural land use category, where that roadway has a projected Average Daily Traffic (ADT) greater than 100.

In cases (a) and (b), the County-maintained street or road shall be improved fronting the property, and continuing to the nearest paved publicly-maintained road which meets or exceeds the standard improvements required. The level of improvement (e.g., A-1 rural, A-1j gravel, A-2 urban or A-3 commercial/industrial) shall be required as defined in the Public Improvement Standards and as further defined by this Resolution.

c. Agriculture or Rural Lands land use categories, where the subdivision is a cluster.

In case (c), the County-maintained road shall be improved to widen to complete the project side of an A-1 (rural) standard according to the criteria in Table 1:

Table 1. Criteria for road improvements for Ag/RL cluster subdivisions

Number of residential lots per entrance*	Improve this length of road**
1-7	300 feet each side of entrance
8-20	1/4 mile, centered on entrance
21-40	½ mile, centered on entrance
41+	1 mile, centered on entrance

* For projects which propose a "loop" configuration, half of the lots along the loop shall be assumed to be served by each entrance.

** Where the subdivision adjoins two or more County-maintained roads, the length shall be measured along the road with the highest traffic volume, measured from the intersection with the road with the second-highest traffic volume, as determined by the Department of Public Works.

2. **Improvements required for developments which attract public traffic.** Land development projects in rural areas which are not subdivisions, and which will attract general public traffic (e.g., wine tasting, ag tourism, events, etc.) on County-maintained roads, shall be approved with a condition to widen to complete the project side of an A-1 (rural) standard according to the criteria in Table 2 below, prior to occupancy of any new structure, or initiation of the use, if no structure is proposed. In addition, all land development projects shall be subject to the requirements of the County Public Improvement Standards for requirements of any driveway connections to the County-maintained road system. This may involve paving, grading or vegetation clearance as necessary to provide proper sight distance and handling of drainage.

Table 2. Criteria for road improvements for non-subdivision developments

Development regular ops. General public peak hour trips	Development event General public peak hour trips	Improve this length of road*
1-10	1-100	RSA** only
11-20	101-200	1/4 mile from entrance toward nearest intersection + RSA**
21-40	201-400	1/2 mile from entrance toward nearest intersection + RSA**
41+	400+	1 mile from entrance toward nearest intersection + RSA**

* Where the development adjoins two or more County-maintained roads, the length shall be measured along the road with the highest traffic volume, measured from the intersection with the road with the second-highest traffic volume, as determined by the Department of Public Works.

** RSA: Roadway Safety Analysis, defined in Section B (below).

3. **Public traffic on privately-maintained roads.** No proposed land development project in rural areas which will attract general public traffic (e.g., wine tasting, ag tourism, events, etc.), shall be permitted on roads which are privately maintained, without submission of a road maintenance agreement, signed by the owners of all property on which the access roads are located and binding upon their heirs and assigns. The agreement shall be required to establish an organized and perpetual mechanism to ensure adequate maintenance of the roads, acceptable to the Department of Public Works. Required improvements for the privately-maintained roads shall be based upon recommendations from the applicable fire protection agency.

4. **Cross-section required.** When subdivisions or other land development projects are required to construct improvements on streets or roads which are, or will become County-maintained, they shall contain the following cross-sectional elements:

   a. Streets or roads which are entirely within a subdivision or development shall be improved to the full width of the appropriate standard section.

   b. When the subdivision or development fronts a part-width street or road previously constructed through the activities of others, whether publicly-maintained or private, the subdivision or development shall be required to widen to complete the project side of the appropriate standard section from the Public Improvement Standards, fronting the property or for length determined by Tables 1 and 2 above.

   c. When the subdivision or development fronts a street or road which is to be newly constructed, the initial part-width improvement shall be to construct the full improvement on the project side plus a full travel lane on the opposite side, according to the appropriate standard section from the Public Improvement Standards, fronting the property or for length determined by Tables 1 and 2 above. Any offsite extension to connect with existing streets or roads shall be constructed to the same standards.

5. **Additional safety improvements.** When a development project is required to perform a Roadway Safety Analysis, as defined in Section B below, the analysis shall consider all the improvements required by Section A to be in place, and then shall determine whether additional improvements are warranted to mitigate potential safety impacts of the traffic generated by the proposed development.

B. Roadway Safety Analysis

1. **When required.** To limit the exposure of increasing the number of collisions on the road, all developments in rural areas which will attract general public traffic (e.g., wine tasting, ag tourism, events, etc.) shall be required to perform a Roadway Safety Analysis (RSA).

2. **Improvements to reduce expected collision rate.** The Department of Public Works shall provide the existing collision rate for the road. In cases where the collision rate is greater than one standard deviation above the average collision rate for rural roads, the RSA shall proceed with an analysis of potential road improvements which would reduce the expected collision rate to acceptable limits. The improvements may include, but are not limited to, the following:

   - Superelevation revisions on existing curves
   - Widening of shoulders at curves to create a roadside recovery area
   - Removal of roadside obstacles
   - Improvement of shoulder width (minimum two feet) for recovery area
   - Reduction of vertical curves to improve sight distance
   - Enhance existing access points to improve safety
   - Turn movement channelization

3. **Limits of analysis.** The RSA shall evaluate the following length of road shown in Table 3:

Table 3. Roadway Safety Analysis requirements

Development regular ops. General public peak hour trips	Development event General public peak hour trips	Study/Improve this length of road
1-10	1-100	½ mile from entrance toward nearest intersection
11-20	101-200	1 mile from entrance toward nearest intersection
21-40	201-400	2 miles from entrance toward nearest intersection
41+	400+	3 miles from entrance toward nearest intersection

4. **Preparation requirements.** The analysis shall be performed by a Registered Civil Engineer or Registered Traffic Engineer, utilizing accident reduction factors as provided in Caltrans Local Programs Guidelines Manual, Chapter 9, "Hazard Elimination Systems," and models from Transportation Research Board Special Report 214 "Designing Safer Roads," which will quantify collision reduction based on curve and shoulder improvements.

5. **Coordination with project environmental determination.** The RSA shall be performed as part of the environmental determination for the proposed development project. Its recommendations shall then be incorporated into the Developer's Statement and conditions of approval for the project.

C. General Provisions

1. The determination of the necessary requirements to provide for the safety of the public using County roads will be based upon the maximum amount of general public traffic which will be generated by the proposed land use project. The Department of Public Works shall use the factors in Table 4 to estimate general public trip generation and determine what level of requirements in Tables 2 and 3 above shall apply.

   For land development projects which include both regular operations and events, the amount of general public traffic generated by each shall be calculated by the Department of Public Works. The amount of traffic for regular operations and for events shall be considered separately. The amount of general public traffic (regular operations or events) which results in the greater improvement requirement in Tables 2 and 3 above shall determine the conditions for the project.

Table 4. General public trip generation factors

Type of land use	Trip generation factor
Single-family residential	Assume no general public trip generation
Farm support quarters	Assume no general public trip generation
Agricultural processing	Assume no general public trip generation
Retail, other visitor-serving areas	2.71 peak hour trips (pht) per 1,000 square feet
Events	0.4 pht per max. permitted attendance

Other land uses not shown in this table shall be estimated by Public Works staff based on information provided by the applicant and the Institute of Transportation Engineers Trip Generation Manual, most recent edition.

2. The requirements established by this Resolution shall apply to all street or road improvements constructed as a requirement of subdivision or land use permit applications which are deemed complete on or after the date of approval of this Resolution.

4. Nothing in this resolution shall be construed to preempt requirements of the California Environmental Quality Act or other applicable rules as adopted by appropriate authorities. Those other rules may require even greater mitigation measures which involve constructing greater levels of improvement.

3. This resolution supersedes and replaces Resolution 91-367.

Upon motion of Supervisor Achadjian, seconded by Supervisor Gibson, and on the following roll call vote, to wit:

AYES: Supervisors Achadjian, Gibson, Ovitt, Lenthall, and Chairperson Patterson

NOES: None

ABSENT: None

ABSTAINING: None

the foregoing Resolution is hereby adopted.

JAMES R. PATTERSON
Chairperson of the Board of Supervisors

ATTEST:

JULIE L. RODEWALD
Clerk of the Board of Supervisors

[SEAL] By: SANDY CURRENS
Deputy Clerk

APPROVED AS TO FORM AND LEGAL EFFECT:

R. WYATT CASH
County Counsel

By: _____
Deputy County Counsel

Dated: April 18, 2008

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STATE OF CALIFORNIA)
COUNTY OF SAN LUIS OBISPO) ss

I, JULIE L. RODEWALD, County Clerk of the above entitled County, and Ex-Officio Clerk of the Board of Supervisors thereof, do hereby certify the foregoing to be a full, true and correct copy of an order entered in the minutes of said Board of Super-visors, and now remaining of record in my office.

Witness, my hand and seal of said Board of Supervisors this May 15, 2008

JULIE L. RODEWALD
County Clerk and Ex-Officio Clerk of the Board of Supervisors

By Sandy Currens Deputy Clerk

IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

Tuesday, October 3, 2017

PRESENT: Supervisors Bruce S. Gibson, Adam Hill, Lynn Compton, Debbie Arnold and Chairperson John Peschong

ABSENT: None

RESOLUTION NO. 2017-253

RESOLUTION MODIFYING THE ROAD IMPROVEMENT FEE FOR ALL DEVELOPMENT WITHIN PORTIONS OF THE TEMPLETON AREA OF THE COUNTY OF SAN LUIS OBISPO, AND ADOPTING THE REQUIRED 2017 TEMPLETON CIRCULATION STUDY AND TRAFFIC MODEL COMPREHENSIVE UPDATE, AND ADOPTING THE REQUIRED MITIGATED NEGATIVE DECLARATION

The following Resolution is hereby offered and read:

WHEREAS, the Board of Supervisors of the County of San Luis Obispo has adopted Ordinance No. 2379 creating and establishing the authority for imposing, charging, and modifying a road improvement fee; and

WHEREAS, on July 2, 1991, the Board of Supervisors did adopt Resolution No. 91-369 imposing a road improvement fee for all developments within portions of the Templeton area of the County of San Luis Obispo (referred herein as the "Templeton Area"); and

WHEREAS, said Resolution No. 91-369 provided for an annual update of said road improvement fee; and

WHEREAS, on December 1, 2009, the Board of Supervisors did adopt Resolution No. 09-396 modifying the road improvement fee for all development within portions of the Templeton Area of the County of San Luis Obispo and adopting the required "2009 comprehensive update of the Templeton Circulation Study;" and

WHEREAS, the "Templeton Traffic Circulation Study of 1991," the "2009 comprehensive update of the Templeton Circulation Study" and the "2017 comprehensive update of the Templeton Circulation Study" describe the impacts of new development on existing road facilities and improvements within certain portions of the Salinas River, El Pomar/Estrella and Adelaida Planning Areas of the Land Use Element of the San Luis Obispo County General Plan (the Templeton Area), and analyzes the need for new road facilities and improvements required by said new

development, and sets forth the relationships among new development, the needed road facilities and improvements, and the estimated costs of those facilities and improvements; and

WHEREAS, the Board of Supervisors has reviewed the 2017 update of the Templeton Circulation Study, a copy of which is attached hereto as Exhibit "A" incorporated by reference herein; and

WHEREAS, on December 6, 2011, the Board of Supervisors did adopt Resolution No. 2011-395 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

WHEREAS, the said "Templeton Traffic Circulation Study of June 1991," the "2009 comprehensive update of the Templeton Circulation Study" and the "2017 comprehensive update of the Templeton Circulation Study" were available for public inspection and review fourteen (15) days prior to the public hearing of this Resolution; and

WHEREAS, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impacts of traffic generated and caused by new development within the Templeton Area.

B. The road improvement fees collected pursuant to this Resolution shall be used to finance only the capital improvements described in the text and/or identified in Exhibit "A," attached hereto and incorporated herein.

C. After considering the "Templeton Traffic Circulation Study of June 1991," the "2009 comprehensive update of the Templeton Circulation Study" and the "2017 comprehensive update of the Templeton Circulation Study," prepared by the County Public Works Department and Omni-Means, Ltd., and after considering the testimony received at the public hearing on this matter, the Board of Supervisors approved said Study and finds that the new development will generate additional traffic within the said Templeton Area and will contribute to the degradation of the level of service of the road system in said Templeton Area.

D. The Board of Supervisors further finds that there is a need in the Templeton Area for road facilities and improvements and said facilities and improvements have been called for in, or are consistent with, the County's General Plan and the Templeton Traffic Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establish that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "4. Amount of Fee." below for which the corresponding fee is charged, and, also there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexus are described in more detail in the San Luis Obispo County General Plan, the

"Templeton Traffic Circulation Study of June 1991," the "2009 comprehensive update of the Templeton Circulation Study" and the "2017 comprehensive update of the Templeton Circulation Study."

F. The Board of Supervisors further finds that the cost estimates set forth in Exhibit "A" are reasonable cost estimates for constructing the said facilities, and the fees expected to be generated by new development within the said Areas of the Templeton Area will not exceed the percentage of these costs attributable to new development.

G. The Board of Supervisors further finds that for the Templeton Area: (1) an account has been established for capital road improvements, that funds have been appropriated, and a proposed construction schedule or plan has been adopted as set forth in Exhibit "A" hereto; and that (2) the County has already expended funds for capital road improvements within said Areas. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit "A").

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. The recitals set forth hereinabove are true, correct, and valid.

2. This Resolution is adopted for the purpose of maintaining those road improvement fees heretofore imposed the Templeton Area by said Resolution No. 91-369 and for the purpose of authorizing the continuing collection of said fees, all under the authority of Ordinance No. 2379, the provisions of which are incorporated herein.

3. The Mitigated Negative Declaration, Exhibit "C," prepared for this program, is hereby adopted and approved as having been prepared in accordance with the provisions of the California Environmental Quality Act and the California Environmental Quality Act Guidelines.

4. Amount of Fee. The amount of the road improvement fee within the Areas of Benefit of the Templeton Traffic Circulation Study shall be as follows:

Road Improvement Fee	Area A	Area B	Area C
Residential	$8,462/pht	$8,462/pht	$8,462/pht
Retail	$8,462/pht	$8,462/pht	$8,462/pht
Other	$8,462/pht	$8,462/pht	$8,462/pht

pht: P.M. peak hour trip as determined by Board of Supervisor's Policy.

For any new development, wherein there are one or more residential uses combined with one or more other land uses, the number of peak hour trips caused or generated by said new development shall be determined as follows:

(1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then,

(2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in subparagraph (1) above for each land use by the appropriate road improvement fee for each land use and then summing the results.

The number of peak hour trips caused or generated by a proposed new development project will be determined by the Director of Public Works in the manner set forth in the "Policy of the Board of Supervisors for Determination of Peak Hour Trips," which is attached hereto as Exhibit "B" and incorporated herein by reference.

The number of peak hour trips for winery tasting rooms shall be designated at 0.76 trips per thousand square feet. The number of peak hour trips for wine production and storage facilities shall be 0.57 trips per thousand square feet. These rates shall be in effect until such time as an empirical study of peak hour trips establishing rates for tasting rooms and production/storage facilities is produced for North County wineries, and is reviewed and approved for use by the Director of Public Works.

5. Time of Imposition of Fee. The amount of said road improvement fee for any new development project with said area shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of approval of said new development project.

6. Time of Payment of Fee. The road improvement fee established by said Ordinance No. 2379 and adjusted by this and subsequent resolutions shall be paid for by new development as follows:

   (a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.

   (b) For new development that is a mobile home park, the fee shall be paid within 90 days after the date of approval of the development plan authorizing establishment of the mobile home park or prior to approval by the State Department of Housing and Community Development of an application for a permit to construct the mobile home park, whichever occurs first.

(c) For new development that is non-residential or that is partly residential and combined with another land use(s) the fee shall be paid prior to issuance of any permit or approval required for the new development and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.

7. Use of Fee. The road improvement fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and improvements were beyond those needed to mitigate the impacts of said prior developer's project or projects in order to mitigate the foreseeable impacts of anticipated new development.

8. Fee Review. Annually, the Director of Public Works shall review the estimated cost of the described road facilities and improvements, the continued need for those road facilities and improvements, and the reasonable relationship between such need and the impacts of the various types of new development pending or anticipated and for which this fee is charged. The Director of Public Works shall report his or her findings to the Board of Supervisors at a noticed public hearing and shall recommend to the Board of Supervisors any adjustment to this fee or any other action as may be needed.

9. Road Improvement Fee Agreements. Prior to the enactment of Ordinance No. 2379 and the adoption of Resolution No. 91-369, certain new developments within the Areas of the Templeton Traffic Circulation Study received approvals or permit which were conditioned upon the execution of a Road Improvement Agreement by the developer. Each Road Improvement Agreement, when executed, required the payment of a specified road improvement fee for the new development, with the fee to be paid either at the date of final inspection or the date the certificate of occupancy is issued. The Road Improvement Agreement was required in order to mitigate the new burdens imposed on the roads within the Areas which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance 2379 and Resolution No. 91-369 and this Resolution is to mitigate the new burdens imposed on the roads and the road system within the said Area, which are reasonably related to new development, the payment of the road improvement fee established by said Ordinance No. 2379 and by this Resolution shall be deemed a credit, on a dollar for dollar basis, for purposes of satisfying a portion or all of any obligation established by any such Road Improvement Agreement for the same new development.

10. Judicial Action to Challenge This Resolution. Any judicial action or proceeding to attack, review, set aside, void, or annul this resolution shall be brought within 120 days of its effective date.

Upon motion of Supervisor Chairperson Peschong, seconded by Supervisor Arnold, and on the following roll call vote, to wit:

AYES: Supervisors Chairperson Peschong, Arnold, Gibson, Hill and Compton

NOES: None

ABSENT: None

ABSTAINING: None

the foregoing resolution is hereby adopted on the 3rd day of October, 2017.

Chairperson of the Board of Supervisors

ATTEST:

Tommy Gong
Clerk of the Board of Supervisors
By: Sandy Currens
Deputy Clerk

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL
County Counsel

By: */s/Benjamin Dore*
Deputy County Counsel

Dated: September 13, 2017

STATE OF CALIFORNIA)
COUNTY OF SAN LUIS OBISPO) ss

I, WADE HORTON, Clerk of the Board of the above entitled County, and Ex-Officio Clerk of the Board of Supervisors thereof, do hereby certify the forgoing to be a full, true and correct copy of an order entered in the minutes of said Board of Supervisors, and now remaining of record in my office.

Witness, my hand and seal of said Board of Supervisors this January 20, 2023

WADE HORTON
County Clerk of the Board and Ex-Officio Clerk of the Board of Supervisors

By: Sandy Currens
Deputy Clerk

STATE OF CALIFORNIA, }
County of San Luis Obispo, } ss.

I, Tommy Gong, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this 6th day of October, 2017.

Tommy Gong
County Clerk and Ex-Officio Clerk of the Board of Supervisors

By
Deputy Clerk

Exhibit "A"

Templeton Community 2017 Travel Demand Model and Circulation Study Update

Prepared for:

County of San Luis Obispo

Prepared by:

omni · means
A GHD company

Templeton Community 2017 Travel Demand Model and Circulation Study Update

Prepared for:
County of San Luis Obispo
County Government Center, Room 206
San Luis Obispo, CA 93408

Prepared by:
Omni-Means, Ltd.
669 Pacific Street, Suite A
San Luis Obispo, CA 93401
916-782-8688

May 2017

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E. Signal Warrants

F. Level of Service Worksheets

Introduction

The County of San Luis Obispo has retained Omni-Means to provide an update to the Templeton Circulation Study and Traffic Impact Fee (TIF). Included with this Circulation Study is also the update to the Templeton Travel Demand Model (TDM). In 2009, Omni-Means updated the Templeton TDM (*Templeton Circulation Study and Comprehensive Update*, October 2009), and previously upgraded the prior model to the *Cube* transportation planning software. The Circulation Study and TIF are updated approximately every five years to fulfill the requirements of Assemble Bill (AB) 1600.

The update of the "2015 Existing Conditions" traffic model has been calibrated and validated based on current land-use information, available transportation facilities, and new traffic count data collected by Omni-Means. The updated existing conditions model formed the basis for the "2035 Buildout Conditions" traffic model that was developed assuming buildout of land uses and construction of planned transportation facilities in the San Luis Obispo General Plan. The buildout conditions model has been developed in order to test alternative land use and/or circulation alternatives that will help assess the need, nature and timing of future circulation improvements within the Templeton Planning Area. The new Templeton traffic model will also be utilized as a planning analysis tool on a variety of traffic impact and circulation studies to assess land development proposals within the County as well as the continued update of the County's Capital Improvement Program (CIP) and Traffic Impact Fees (TIF).

This *Draft Report* is technical documentation in support of the Templeton Planning Area travel forecasts, resulting Circulation Study, CIP and subsequent TIF update. This report presents the methodology behind the development of the *2015 Existing Conditions*, summarizing the background data and technical components used in the development of the model, including the existing conditions calibration process. The development of the *2035 Buildout Conditions* is also summarized, including traffic projections rendered by the Templeton TDM as well as alternative circulation conditions tested in yielding the circulation plan recommendations.

Following the update to the circulation plan recommendations, the transportation impact fees were updated. The transportation impact fees proposed in this report have been calculated pursuant to the Mitigation Fee Act, as set for in Sections 66000 et seq. of the California Government Code (Assembly Bill 1600).

The Mitigation Fee Act was enacted by the California State legislature in 1987 and requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval for a development project:

1. Identify the purpose of the fee;
2. Identify the use to which the fee will be put;
3. Determine that there is a reasonable relationship between the fee's use and the type of development on which the fee is imposed;
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development on which the fee is imposed; and,
5. Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The "reasonable relationship" test was supplemented by a test of "rough proportionality" in the 1994 United State Supreme Court decision *Dolan v. City of Tigard*. In this decision, the Court opined that, when a public agency requires an exaction from new development, the agency cannot rely solely on a general, qualitative relationship between a land use and required facility but must make a finding that the exaction is related to the proportional impact of that land use.

The Court specifically stated in its opinion that "no precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development." This decision effectively added an additional finding that there is a rough proportionality between the amount of the fee and the impact of the development on which the fee is imposed.

As required by Government Code Section 66000 et seq. and subsequent court rulings, this report will show that a reasonable relationship exists between the calculated fee amounts and development land uses on which they are imposed. Additionally, it will be demonstrated that a rough proportionality exists between the impact of a land use on a facility and amount of the fee imposed on it.

This report is organized into the following Chapters:

- Chapter 1 - Introduction
- Chapter 2 - Background Conditions
- Chapter 3 – Base Year Traffic Model Development and Calibration
- Chapter 4 - Buildout Conditions Traffic Model Development
- Chapter 5 – Transportation Improvement Needs and Circulation Plan Recommendations
- Chapter 6 – Alternative Transportation Modes
- Chapter 7 – Cost Estimates and Funding Mechanisms, Including Transportation Impact Fees

Background Conditions

To initiate the update to the Circulations Study, TIF, and Templeton TDM, Omni-Means first needed to ascertain changes to the existing transportation system, land uses, and other background information since the last update was developed in 2009. To this end, Omni-Means reviewed available transportation and land use information useful in obtaining an understanding of existing or "baseline" travel patterns within and through the Templeton Planning Area. The update already had a solid background foundation from the previous model update from which to build the new Templeton TDM. The primary source of input data for this update came from parcel-based land use data and current traffic counts on critical transportation facilities.

Available sources of transportation and land use information pertinent to San Luis Obispo County that were obtained and reviewed included the following:

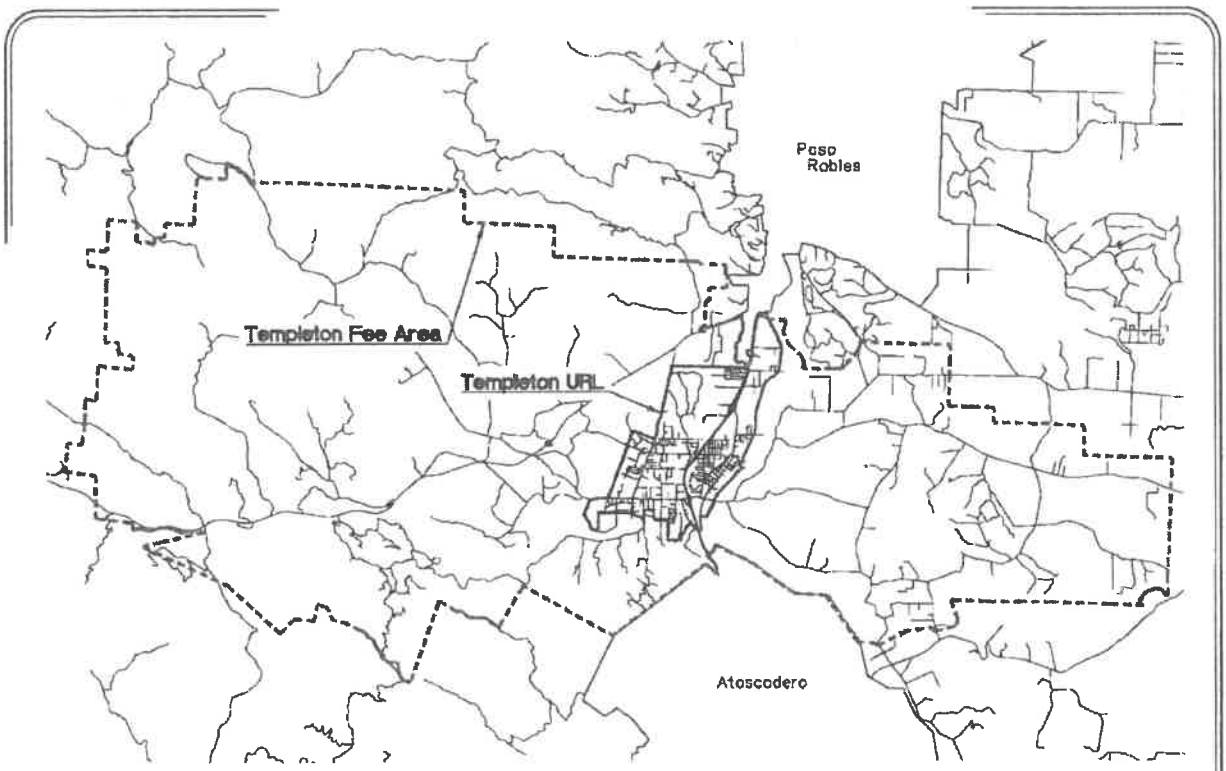
- San Luis Obispo County General Plan Land Use and Circulation Element (LUCE).
- GIS database (in *ArcGIS* format) from the County that contained Assessor's Parcel mapping, General Plan land use designations, current zoning, overlay designations, land use symbols, planning areas and urban limit line information, etc.
- Assessor Parcel Land Use database (in digital format) showing current land development for parcels within the Templeton Planning Area.
- Recent traffic count data obtained from Caltrans data publications, as well as new traffic counts conducted by Omni-Means in May 2015, as well as County data for 2015.
- Field (windshield) survey of roadway, land development and travel conditions along the Templeton street system.
- Most recent aerial photographs of the Templeton Planning Area.
- US Census Bureau, Census 2000 and 2010 data for San Luis Obispo County and within the Templeton Planning Area. Current population is estimated.
- Miscellaneous traffic circulation studies and traffic impact studies recently completed for the County.

Existing Setting

San Luis Obispo County is along the Pacific coastline in Central California, north of Santa Barbara. San Luis Obispo County consists of seven incorporated cities and multiple unincorporated communities. Templeton is an unincorporated community located in northern San Luis Obispo County along US 101, and south of SR 46 West, approximately 5 miles south of the City of Paso Robles and 5 miles north of the City of Atascadero. In addition to U.S. 101 passing through the community, the Salinas River and the Union Pacific Railroad (UP) also traverse in a north-south direction along the east edge of the community. Templeton is a rural community, surrounded by agricultural land, which consists primarily of ranches and vineyards.

U.S. 101 is the primary highway providing regional access. U.S. 101 is an interstate that provides access to Los Angeles, San Jose, and traverses the coastline to Oregon and Washington. Population within the region has seen fluctuations between 2000 and 2010. Population fluctuations change the transportation needs of the surrounding community. Based on the data from the U.S. Census Bureau for 2000 and 2010, San Luis Obispo County population has increased by approximately 23,000 individuals from 246,681 in 2000 to 269,637 in 2010, a .89% compound annual growth rate.

The Templeton area, for the purposes of this TDM update, circulation study and traffic impact fee update has its own boundary established by the Board of Supervisors with a distinct Fee Area within the study area, as shown in Figure 1. Within this Fee Area is the Templeton Community Plan Area (Urban Reserve Line), also as shown in Figure 1. Templeton is approximately 7.7 square miles, the second-largest area within San Luis Obispo County and has a population growth of 2,987 individuals between 2000 and 2010, from 4,687 to 7,674 people. This 63.7 percent increase in growth is believed to be fairly representative of the growth experienced within the Fee Area. These population fluxes cause future transportation needs to vary. These variations will be considered with the Circulation Plan and Traffic Impact Fee update. Figure 1 shows the study area and vicinity map.



2015 Templeton TDM & Circulation Study Update

Figure 1

Study Area Map

Commute Trends

The following section will examine recent trends and current facts regarding commuter mode-choice and travel times within San Luis Obispo County. Data from the United States Census Bureau's 2009-2013 American Community Survey forms the basis of the following demographic analysis. Table 1 presents the various means of transportation reported in the County for 2000, and between 2009 and 2013.

TABLE 1
MEANS OF TRANSPORTATION AND CARPOOLING STATISTICS

Means of Transportation and Carpooling	2000		2009-2013	
	Number	Percent	Number	Percent
Workers 16 and over	2,147	100.0%	3,437	100.0%
Car, Truck, or Van:				
Drove Alone	1,686	78.5%	2,581	75.1%
Carpooled	326	15.2%	599	17.4%
Public Transportation (excludes taxi)	9	0.4%	14	0.4%
Motorcycle or Other Means	25	1.2%	53	1.5%
Walked	31	1.4%	32	0.9%
Worked at home	62	2.9%	158	4.6%

Sources:
1. U.S. Census Bureau; Census 2000 Summary File 3
2. U.S. Census Bureau; 2009-2013 5-Year American Community Survey

As presented in Table 1, the number of workers in the County has increased between 2000 and 2013. This increase in workers is approximately 60%, comparable to Templeton's population growth of 40%. Overall, these statistics indicate a consistent trend of a large percentage of commuters driving alone. Carpooling has increased while walking has decreased. Working at home has also slightly increased, possibly due to advances in technology.

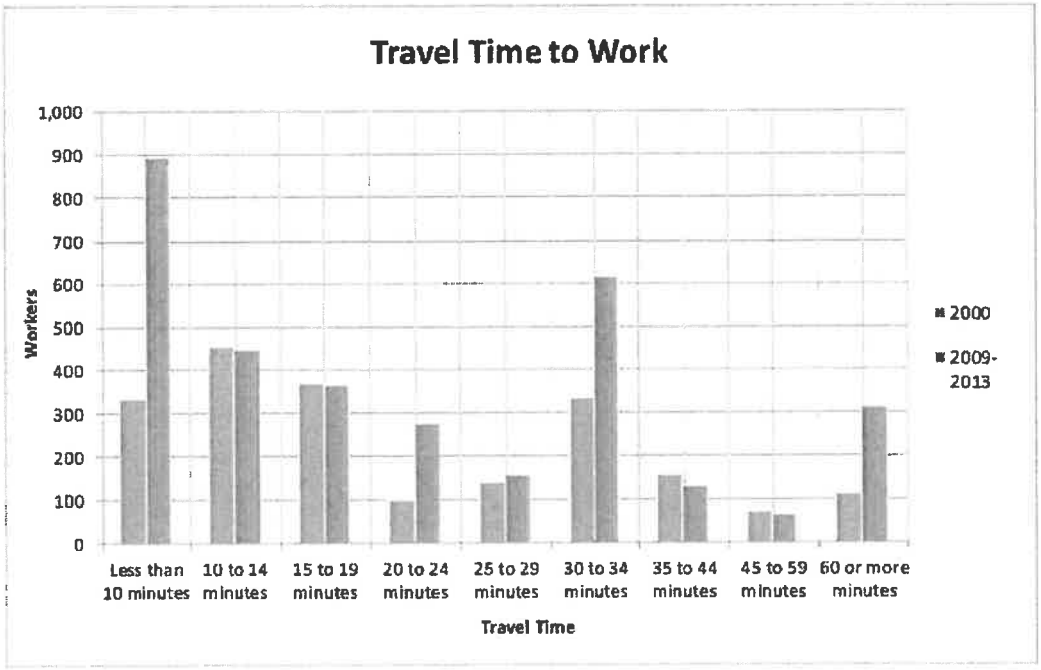
Table 2 and Figure 2 present the reported travel times for commuters in 2000, and between 2009 and 2013. The average travel time to work has relatively been consistent between 19.9 and 20 minutes. More than 60% of commuters spend less than 30 minutes commuting. Also, approximately 41% had a commute less than 15 minutes, indicating relatively low rush hour congestion and a presumably high amount of localized employment.

TABLE 2
TRAVEL TIME TO WORK

Travel Time to Work	2000		2009-2013	
	Number	Percent	Number	Percent
Did not work at home:	2,085	97.1%	3,279	95.4%
Less than 10 minutes	337	16.2%	895	27.3%
10 to 14 minutes	455	21.8%	451	13.8%
15 to 19 minutes	371	17.8%	366	11.2%
20 to 24 minutes	101	4.8%	279	8.5%
25 to 29 minutes	140	6.7%	158	4.8%
30 to 34 minutes	337	16.2%	618	18.8%
35 to 44 minutes	158	7.6%	132	4.0%
45 to 59 minutes	74	3.5%	64	2.0%
60 or more minutes	112	5.4%	316	9.6%
Mean Travel Time (minutes)	20.0		19.9	

Sources:
1. U.S. Census Bureau; Census 2000 Summary File 3
2. U.S. Census Bureau; 2009-2013 5-Year American Community Survey

FIGURE 2 - TRAVEL TIME TO WORK



Existing Roadway Network

The existing physical conditions for the Templeton roadway network are described below. A hierarchy of streets provides access to and from residential, commercial, and industrial uses throughout the County and beyond. A route's design, including its cross-section, is determined by its functional classification and its projected traffic levels to achieve "safe and convenient movement at the development intensity anticipated in the Land Use Element."

State Freeways

Controlled access facilities whose junctions are free of at-grade crossing with other roadways, railways, or pedestrian pathways, and instead are served by interchange facilities are classified as Freeways. Freeways usually have posted speed limits up to 70 mph. The following freeway services the Templeton region:

> ***U.S. Highway 101 (US 101)*** is a major north-south interstate that traverses along coastal California. US 101 serves as the principal inter-regional auto and truck travel route that connects San Luis Obispo County (and other portions of the Central Coast) with the Los Angeles urban basin to the south, the San Francisco Bay Area to the north, and beyond to Oregon and Washington. Within San Luis Obispo County, US 101 provides major connections between and through several cities. Through Templeton, US 101 represents a major commuter travel route and has a four-lane divided cross-section. Within the study area, US 101 forms full access interchanges with State Route 46, Main Street, Las Tablas Road, and Vineyard Drive.

State Highways

Controlled access facilities whose junctions with cross streets are characterized by at-grade intersections rather than interchanges are classified as highways. Highways can either be divided or undivided roadways, with speed limits up to 55 mph. The following highways service the Templeton area:

> ***State Route 46 (SR 46/Green Valley Road)*** is a state highway that runs predominantly in an east-west direction. SR 46 (West) branches off of US 101 north of Templeton and traverses west, terminating at SR 1. SR 46 connects the Templeton area to Cambria and other coastal communities. SR 46 represents a significant recreational and rural travel route that connects to US 101, as well as a commuter route. There is a break in the route between Templeton and Paso Robles along US 101. SR 46 (East) continues east from Paso Robles until SR 99 in Kern County. Through the Templeton area, SR 46 is a conventional two-lane highway. A diamond interchange is located at U.S. 101 while at-grade intersections are provided at Bethel Road and Vineyard Drive.

Arterial Streets

Major arterial facilities serve to connect areas of major activity within the urban area and function primarily to distribute cross-town traffic from freeways/highways to collector streets. Within the Templeton area, arterial streets are mostly two lane facilities. In addition, two lane arterial facilities with two-way left-turn lanes generally have limited access to adjacent land uses. The following arterials service the Templeton area:

> ***Main Street*** is primarily a north-south undivided arterial between U.S. 101 and Templeton High School. Main Street provides access to downtown Templeton, and is a

two-lane arterial through most of its route; north of downtown (Gibson Road) Main Street has a center left turn lane and bike lanes. Main Street provides a full access interchange with US 101.

Collectors and Local Streets

Collectors function as connector routes between local and arterial streets providing access to residential, commercial, and industrial property. Local streets provide direct access to abutting properties and allow for localized movement of traffic. Local streets are characterized by low daily volumes.

Bethel Road is a north-south two-lane collector west of US 101 which runs between SR 46 and continues as Santa Rita Road at Santa Rita Road, south of Vineyard Drive. Bethel Road serves as a major collector for many residential areas.

El Pomar Drive is primarily an east-west two-lane collector. El Pomar Drive runs from Templeton Road and terminates at Cripple Creek Road to the east. El Pomar Drive serves as a major collector for residential and agricultural lands east of Templeton.

Florence Street is primarily a north-south two-lane collector which runs between Las Tablas Road and Old County Road. Florence Street connects to the Downtown Templeton area via 6th Street.

Las Tablas Road is primarily an east-west two-lane collector between Old County Road and Winery Road. However, in between US 101 and Bethel Road, Las Tablas Road is classified as an arterial with two lanes and a center left turn lane. Las Tablas Road provides a full access interchange with US 101. Las Tablas Road serves as a major collector for residential areas, commercial businesses, and the Twin Cities Community Hospital.

Neal Springs Road is primarily an east-west two-lane collector. Neal Springs Road runs from El Pomar Drive and Creston Road to the east. Neal Springs Road serves as a collector for residential and agricultural lands east of Templeton.

Ramada Drive is a north-south two-lane collector. Ramada Drive is the frontage road to the east of US 101 between the Main Street interchange and north of the SR 46 West interchange. North of SR 46 West, Ramada Drive dead-ends at the railroad tracks. Ramada Drive serves the industrial uses between the Main Street and SR 46 West interchanges, and also serves the commercial uses northeast of the SR 46 West interchange.

Rossi Road is a two-lane north-south collector which is located between Bennett Way and US 101, south of Vineyard Drive. Rossi Road connects residential areas and the Trader Joe's shopping center to Vineyard Drive.

S. El Pomar Road is a two-lane north-south collector which runs between Templeton Road to El Pomar Drive, connecting the agricultural lands in between.

Templeton Road is a two-lane collector. Templeton Road primarily runs east-west from Main Street/Vineyard Drive, then northwest-southeast between El Pomar Drive and SR

41. Templeton Road provides access over the Salinas River and Union Pacific Railroad tracks to agricultural/rural areas southeast of Templeton.

Theater Drive is a north-south two-lane collector. Theater Drive is the frontage road to the west of US 101 between the Main Street interchange and SR 46 West. Theater Drive serves the commercial uses southwest of the SR 46 West interchange, as well as the residential and industrial areas.

Vineyard Drive is a major east-west two-lane collector which transitions from Templeton Road at Main Street and continues west terminating at Adelaida Road, in Adelaida. Vineyard Drive provides access to many vineyards/wineries west of Templeton, and serves residential areas in Templeton. Vineyard Drive is designated as an arterial between Main Street and Bennett Way, and provides a full access interchange with US 101.

Existing Traffic Data Collection

Roadway Segments

For the purposes of understanding existing traffic conditions as well as for developing basic inputs to the Templeton traffic model, existing average daily traffic (ADT) counts were collected at critical locations within the County's planning area. Omni-Means received ADT counts collected May 17-23, and May 31- June 6, 2015 (recorded at 60-minute intervals over a continuous 7-day period), from the County for the following 42 key roadway segments:

1. State Route 46 West – East of Bethel Road
2. State Route 46 West – West of Vineyard Drive
3. Bennett Way – South of Vineyard Drive
4. Bennett Way – South of Las Tablas Road
5. Bennett Way – North of Las Tablas Road
6. Bethel Road – South of Vineyard Drive
7. Bethel Road – North of Vineyard Drive
8. Bethel Road – North of Brambles Court
9. El Pomar Drive – North of Templeton Road
10. El Pomar Drive – West of South El Pomar Drive
11. Florence Street – West of Old County Road
12. Las Tablas Road – West of Bethel Road
13. Las Tablas Road – East of Bethel Road
14. Las Tablas Road – West of Duncan Road
15. Las Tablas Road – West of Florence Street
16. Las Tablas Road – West of Old County Road
17. Main Street – North of Vineyard Drive
18. Main Street – South of Vineyard Drive
19. Main Street – North of Sixth Street
20. Main Street – North of Creekside Ranch Road
21. Neal Springs Road – North of El Pomar Drive
22. Old County Road – North of Vineyard Drive
23. Old County Road – North of Florence Street
24. Peterson Ranch Road – East of Bethel Road
25. Ramada Drive – North of Main Street
26. Ramada Drive – South of State Route 46 West

27. River Road – North of Neal Springs Road
28. Rossi Road – South of Vineyard Drive
29. Santa Rita Road – South of Vineyard Drive
30. Santa Rita Road – South of Templeton Hills Road
31. Sixth Street – West of Main Street
32. South El Pomar Road – East of Templeton Road
33. Templeton Road – East of Main Street
34. Templeton Road – South of El Pomar Drive
35. Templeton Hills Road – East of Bethel Road
36. Theater Drive – South of Templeton Cemetery Road
37. Theater Drive – South of State Route 46 West
38. Vineyard Drive – West of State Route 46 West
39. Vineyard Drive – West of Bethel Road
40. Vineyard Drive – East of Bethel Road
41. Vineyard Drive – West of U.S. 101
42. Vineyard Drive – East of U.S. 101

Intersections

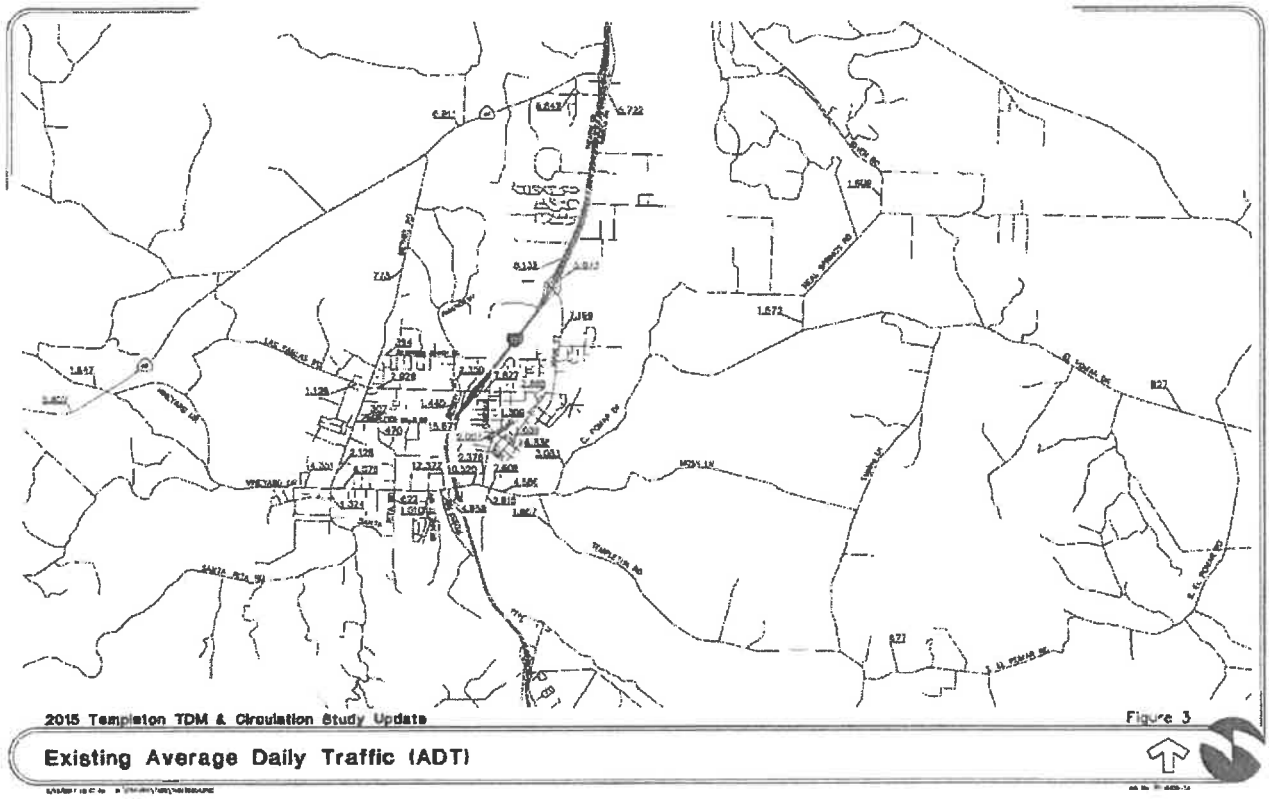
To supplement the average daily traffic counts collected along select roadway segments and to provide background conditions for the study intersections, Omni-Means also received AM and PM peak hour turning movement counts from the County at 27 key intersections, collected May 19-21, 2015. The AM peak hour is defined as the one-hour of peak traffic flow (which is the highest total volume count over four consecutive 15-minute count periods) counted between 7:00 AM and 9:00 AM on a typical weekday. The PM peak hour is defined as the one-hour of peak traffic flow (which is the highest total volume count over four consecutive 15-minute count periods) counted between 4:00 PM and 6:00 PM on a typical weekday, when schools are in session. The following list of critical study intersections were established for this study in coordination with San Luis Obispo County staff, and are analyzed within this study for weekday AM and PM peak hour conditions:

1. Vineyard Drive at Main Street
2. Vineyard Drive at Old County Road
3. Vineyard Drive at U.S. 101 Northbound Ramps
4. Vineyard Drive at U.S. 101 Southbound Ramps
5. Vineyard Drive at Rossi Road
6. Vineyard Drive at Bennett Way
7. Vineyard Drive at Bethel Road
8. Main Street at Theater Drive
9. Main Street at Ramada Drive
10. Main Street at Gibson Road
11. Main Street at 6th Street
12. Main Street at 8th Street
13. Las Tablas Road at Old County Road
14. Las Tablas Road at Florence Street
15. Las Tablas Road at Bennett Way
16. Las Tablas Road at Bethel Road
17. State Route 46 West at Vineyard Drive
18. State Route 46 West at Bethel Road
19. State Route 46 West at U.S. 101 Northbound Ramps
20. State Route 46 West at U.S. 101 Southbound Ramps

21. State Route 46 West at Ramada Drive
22. State Route 46 West at Theater Drive
23. Las Tablas Road at U.S. 101 Northbound Ramps
24. Las Tablas Road at U.S. 101 Southbound Ramps
25. Main Street at U.S. 101 Northbound Ramps
26. Main Street at U.S. 101 Southbound Ramps
27. State Route 46 West at South Vine Street

These counts will provide the baseline conditions for roadway and intersections facilities throughout Templeton. These volumes will help calibrate both existing and future traffic volume forecasts.

Figure 3 presents the Existing Average Daily Traffic (ADT) on the roadways within Templeton. Figure 4 presents the study intersections and their locations. Figure 5 presents the Existing lane geometrics and control at the study intersections. Figure 6 presents the Existing AM and PM peak hour volumes at the study intersections.


2015 Templeton TDM & Circulation Study Update
Figure 3
Existing Average Daily Traffic (ADT)

2015 Templeton TDM & Circulation Study Update

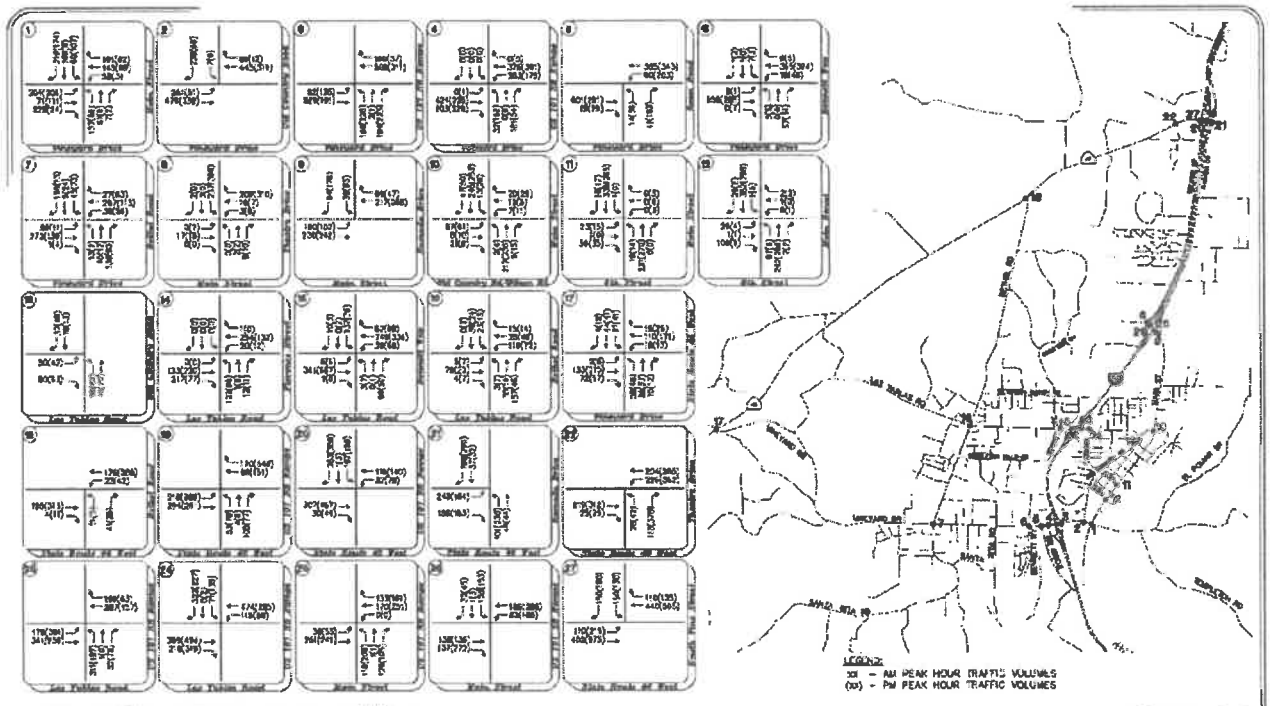
Figure 4

Study Intersection Locations

2015 Templeton TDM & Circulation Study Update

Figure 5

Existing Lane Geometrics and Controls



2015 Templeton TDM & Circulation Study Update

Figure 6

Existing Peak Hour Traffic Volumes

Levels of Service (LOS) Methodology

Existing conditions traffic operations have been quantified through determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions presented on a letter grade scale from "A" to "F", whereby LOS "A" represents free-flow operating conditions and LOS "F" represents over-capacity conditions. The following section outlines the methodology and analysis parameters used to quantify existing conditions.

Roadway Capacity

Roadway segment Level of Service was estimated using average daily traffic (ADT) based LOS thresholds. Table 3 presents the roadway capacities used in calculating the roadway LOS for the study locations.

TABLE 3
DAILY ROADWAY CAPACITIES BY FACILITY TYPE

	Average Daily Traffic (ADT) – Total of Both Directions				
Roadway Type	A	B	C	D	E
Four-Lane Freeway	28,000	43,200	61,600	74,400	80,000
Two-Lane Highway	12,000	14,000	16,000	18,000	20,000
Four-Lane Arterial (w/LTL)	22,000	25,000	29,000	32,500	36,000
Four-Lane Arterial (No LTL)	18,000	21,000	24,000	27,000	30,000
Three-Lane Arterial	16,200	18,900	21,600	24,300	27,000
Two-Lane Arterial (w/LTL)	11,000	12,500	14,500	16,000	18,000
Two-Lane Arterial (No LTL)	9,000	10,500	12,000	13,500	15,000
Two-Lane Roundabout Arterial	14,300	16,250	18,850	20,800	23,400
Four-Lane Collector	12,000	15,000	18,000	21,000	24,000
Two-Lane Collector	6,000	7,500	9,000	10,500	12,000
Two-Lane Local	1,000	2,000	3,000	4,000	5,000

Notes:

1. Based on the *South County Traffic Model Update 2006 Annual Report and Fifth Year Update.*
2. w/LTL indicates arterials with either continuous center left turn lane (LTL) or left turn lanes at major intersections. No LTL indicates arterials withouth left turn lanes (LTL) at most major intersections. Three-Lane Arterials are normally considered for roadways with center turn lanes, in addition this roadway type is considered for Las Tablas Road with one lane westbound and two lanes eastbound.
4. Daily volume to capacity on freeways does not supplant the need to perform peak-hour HCM-based analysis.
5. Roundabout Arterials indicate facilities with roundabouts as an intersection control.

However, County maintained arterials and collectors without two-way left-turn lanes (TWLTL's) with a speed limit greater than or equal to 45 mph and a Buildout ADT greater than 6,000 vpd were also analyzed using the Highway Capacity Manual Two-Lane Highway methodology.

Intersection Level of Service

Intersection Level of Service (LOS) was calculated for all control types using the methods documented in the Transportation Research Board publications *Highway Capacity Manual, Fifth Edition, 2010.* For a signalized or all-way stop-controlled (AWSC) intersection, an LOS determination is based on the calculated averaged delay for all approaches and movements. For a two-way stop controlled (TWSC) intersection, an LOS determination is based upon the calculated average delay for all movements of the worst-performing approach. LOS definitions for different types of intersection controls are presented in Table 4.

TABLE 4
INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle		
				Signalized	Un signalized	All-Way Stop
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	< 10.0	< 10.0	< 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 and < 20.0	>10.0 and < 15.0	>10.0 and < 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20.0 and < 35.0	>15.0 and < 25.0	>15.0 and < 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35.0 and < 55.0	>25.0 and < 35.0	>25.0 and < 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55.0 and < 80.0	>35.0 and < 50.0	>35.0 and < 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0	> 50.0

Level of Service Policy

Caltrans' Guide for the Preparation of Traffic Impact Studies contains the following policy pertaining to the LOS standards within Caltrans jurisdiction:

> *Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.*

Per the County of San Luis Obispo:

> *"The current County policy calls for LOS "D" or better service on roadways in urban areas and LOS "C" on rural roads."*

Consistent with the Caltrans and County policies, this study will consider LOS "C" as the standard acceptable threshold for all study intersections and roadways in the jurisdiction of Caltrans and areas maintained by the State (i.e., ramp intersections, and intersections along State Highways), LOS "C" as the standard acceptable threshold for all study intersections and roadways outside the Urban Reserve Limit line and maintained by Caltrans, and LOS "D" as the standard acceptable threshold for all study intersections and roadways inside the Urban Reserve Limit line maintained by the County of San Luis Obispo.

To determine whether "significance" should be associated with unsignalized intersection operations, a supplemental traffic signal "warrant" analysis has also been completed, and is included in the Appendix. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an otherwise unsignalized intersection. This study has employed the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, as amended by the *MUTCD 2014 California Supplement*, for all study intersections. The signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency of accidents, location of school areas etc. Both the FHWA's MUTCD and the *MUTCD 2014 California Supplement* indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. The ultimate decision to signalize an intersection should be determined after careful analysis of all intersection and area characteristics.

This traffic study will specifically utilize the Peak-Hour-Volume based Warrant 3 as one representative type of traffic signal warrant analysis. Warrant 3 criteria are basically identical for both the FHWA's MUTCD and the *MUTCD 2014 California Supplement*. Since Warrant 3 provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating at above 40 mph), study intersections which use this specialized criteria will be clearly identified.

This traffic study focuses on a "planning level" evaluation of traffic operating conditions, which is considered sufficient for CEQA/NEPA purposes. The planning level evaluation incorporates appropriate heavy vehicle adjustment factors, peak hour factors, and signal lost time factors and reports the resulting intersection delays and LOS as estimated using the HCM 2010 based analysis methodologies. Based on discussions with the County, a Peak Hour Factor (PHF) consistent with existing traffic counts was applied in the analysis of all study intersections under

all scenarios. The *Synchro 8 (*Trafficware) software program was used to implement the HCM 2010 analysis methodologies, except for isolated intersections where the geometry limited the software's capability, i.e. Main Street at Theater Drive, and *SimTraffic* software was used. *Synchro 8* has the capability to produce results using both HCM 2000 and 2010 methodologies, and takes into account intersection signal phasing and queuing constraints when calculating delay, the corresponding delay, and queue lengths. Assessments of "design level" parameters (including queuing on intersection lane groups, stacking length requirements, etc.) have not been included in this study. *SimTraffic* analysis software was also used to determine the 95th percentile queue lengths for the closely spaced intersections at the interchanges.

Existing Traffic Operations

Existing roadway LOS was determined on an average weekday daily basis with counts collected by San Luis Obispo County in May 2015. Existing roadway segment LOS were estimated using LOS thresholds indicated in Table 3. Table 5 presents a summary of the existing LOS for critical study segments within Templeton's planning area.

Existing intersection counts were collected at 26 locations throughout the Templeton area. Intersections were analyzed using Synchro 8 (Trafficware). Existing AM and PM peak hour intersection traffic operations were quantified utilizing the existing intersection lane geometrics and controls (Figure 5) and the existing traffic volumes (Figure 6). Table 6 contains a summary of the existing intersection analysis and LOS conditions.

In addition, queuing analysis is included for the closely spaced intersections at the interchanges with US 101 (Vineyard Drive, Las Tablas Road, Main Street, and SR 46 West), to present any capacity issues which are not evident in the roadway or intersection summary tables. The queuing analysis was completed using the SimTraffic software, and the maximum of AM of PM peak hour 95th percentile queues are presented in Tables 7,8, 9, and 10.

TABLE 5
EXISTING CONDITIONS: ROADWAY LEVEL OF SERVICE

Roadway	Location	Facility Type	Daily Count Year	Daily Count	Target LOS	Estimated Existing LOS
S.R. 46 West	East of Bethel Road	Two-Lane Highway	2015	6,911	C	A
	West of Vineyard Drive	Two-Lane Highway	2015	5,807	C	A
Bennett Way	South of Vineyard Drive	Two-Lane Collector	2015	1,010	D	A
	South of Las Tablas Road	Two-Lane Collector	2015	1,440	D	A
	North of Las Tablas Road	Two-Lane Collector	2015	2,359	D	A
Bethel Road	South of Vineyard Drive	Two-Lane Collector	2015	1,324	D	A
	North of Vineyard Drive	Two-Lane Collector	2015	2,128	D	A
	North of Brambles Court	Two-Lane Collector	2015	773	D	A
El Pomar Drive	North of Templeton Road	Two-Lane Collector	2015	3,083	C	A
	West of South El Pomar Road	Two-Lane Collector	2015	927	C	A
Florence Street	West of Old County Road	Two-Lane Collector	2015	2,007	D	A
Las Tablas Road	West of Bethel Road	Two-Lane Collector	2015	1,126	D	A
	East of Bethel Road	Two-Lane Arterial (w/LTL)	2015	2,929	D	A
	West of Duncan	Three-Lane Arterial	2015	15,671	D	A
	West of Florence Street	Two-Lane Collector	2015	7,827	D	C
	West of Old County Road	Two-Lane Collector	2015	2,888	D	A
Main Street	North of Vineyard Drive	Two-Lane Arterial (No LTL)	2015	7,608	D	A
	South of Vineyard Drive	Two-Lane Arterial (No LTL)	2015	2,815	D	A
	North of Sixth Street	Two-Lane Arterial (No LTL)	2015	6,836	D	A
	North of Creekside Ranch Road*	Two-Lane Arterial (No LTL)	2015	7,199	D	C
Neal Springs Road	North of El Pomar Drive	Two-Lane Collector	2015	1,572	C	A
Old County Road	North of Vineyard Drive	Two-Lane Collector	2015	2,378	D	A
	North of Florence Street	Two-Lane Collector	2015	1,309	D	A
Peterson Ranch Road	East of Bethel Road	Two-Lane Collector	2015	394	D	A
Ramada Drive	North of Main Street*	Two-Lane Collector	2015	5,073	D	C
	South of S.R. 46 West*	Two-Lane Collector	2015	5,722	D	C
River Road	North of Neal Springs	Two-Lane Collector	2015	1,609	C	A
Rossi Road	South of Vineyard Drive	Two-Lane Collector	2015	4,658	D	A
Santa Rita Road	South of Vineyard Drive	Two-Lane Collector	2015	627	D	A
	South of Templeton Hills Road	Two-Lane Collector	2015	470	D	A
Sixth Street	West of Main Street	Two-Lane Collector	2015	1,039	D	A
South El Pomar Road	East of Templeton Road	Two-Lane Collector	2015	677	C	A
Templeton Road	East of Main Street	Two-Lane Collector	2015	4,586	D	A
	South of El Pomar Drive	Two-Lane Collector	2015	1,667	C	A
Templeton Hills Road	East of Bethel Road	Two-Lane Collector	2015	307	D	A
Theatre Drive	South of Templeton Cemetery Road*	Two-Lane Collector	2015	8,132	D	C
Vineyard Drive	West of S.R. 46 West	Two-Lane Collector	2015	1,647	C	A
	West of Bethel Road	Two-Lane Collector	2015	4,351	D	A
	East of Bethel Road*	Two-Lane Collector	2015	6,079	D	D
	West of U.S. 101	Two-Lane Arterial (w/LTL)	2015	12,572	D	C
	East of U.S. 101	Two-Lane Arterial (w/LTL)	2015	10,520	D	A

** LOS for County maintained arterials and collectors with no TWLTL. Buildout ADT > 6,000 vpd and a speed limit greater than or equal to 45 mph were analyzed using the HCM two-lane highway methodology.*

TABLE 6
EXISTING CONDITIONS: INTERSECTION LEVELS OF SERVICE

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour		PM Peak Hour		Signal Warrant Met?
				Delay	LOS	Delay	LOS	
1	Vineyard Dr/ Main St	Signal	D	26.8	C	21.7	C	
2	Vineyard Dr/ Old County Rd	TWSC	D	17.8	C	11.4	B	
3	Vineyard Dr/ US 101 NB Ramps	Signal	C	14.0	B	22.0	C	
4	Vineyard Dr/ US 101 SB Ramps	Signal	C	21.2	C	14.9	B	
5	Vineyard Dr/ Rossi Rd	TWSC	D	17.9	C	14.6	B	
6	Vineyard Dr/ Bennett Way	TWSC	D	23.1	C	14.2	B	
7	Vineyard Dr/ Bethel Rd	AWSC	D	17.1	C	9.8	A	
8	Main St./ Theatre Dr[3,4]	TWSC	D	6.0	A	6.7	A	
9	Main St/ Ramada Dr[4]	TWSC	D	17.1	C	16.5	C	
10	Main St/ Gibson Rd	TWSC	D	15.9	C	16.6	C	
11	Main St/ 6th St	TWSC	D	13.0	B	11.7	B	
12	Main St/ 8th St	TWSC	D	15.5	C	11.7	B	
13	Las Tablas Rd/ Old County Rd	TWSC	D	10.1	B	9.6	A	
14	Las Tablas Rd/ Florence St	TWSC	D	17.6	C	13.5	B	
15	Las Tablas Rd/ Bennett Wy	Signal	D	14.5	B	8.1	A	
16	Las Tablas Rd/ Bethel Rd	AWSC	D	8.7	A	6.9	A	
17	SR 46/ Vineyard Dr	TWSC	C	12.7	B	16.7	C	
18	SR 46/ Bethel Rd	TWSC	C	10.2	B	11.2	B	
19	SR 46/ US 101 NB Ramps[4]	Signal	C	13.2	B	19.0	B	
20	SR 46/ US 101 SB Ramps[4]	Signal	C	20.1	C	22.0	C	
21	SR 46/ Ramada Dr[4]	Signal	C	16.2	B	24.9	C	
22	SR 46/ Theatre Dr	Signal	C	9.4	A	15.1	B	
23	Las Tablas Rd/ US 101 NB Ramps	Signal	C	13.8	B	12.1	B	
24	Las Tablas Rd/ US 101 SB Ramps	Signal	C	16.2	B	18.3	B	
25	**Main St/ US 101 NB Ramps[4]**	**TWSC**	**C**	16.7	C	33.2	D	
26	**Main St/ US 101 SB Ramps[4]**	**TWSC**	**C**	32.4	D	171.5	F	Yes
27	SR 46/Vine Street[4]	Signal	C	14.7	B	24.2	C	

Notes:

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout

2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT

3. Main St/Theatre Dr is a three-way stop-controlled intersection and was analyzed using SimTraffic

4. Intersection experiences significant queuing which cannot be quantified using the Synchro software. These queues may affect upstream intersection operations and could impact the progression between adjacent intersections.

TABLE 7
VINEYARD DRIVE/US 101 INTERCHANGE EXISTING CONDITIONS QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage
3	***Vineyard Drive/US 101 NB Ramps***		–	–
	Eastbound Left	Signal	**108**	80
	Eastbound Thru		102	-
	Westbound Thru		167	-
	Westbound Right		29	200
	Northbound Left/Thru		196	-
	Northbound Right		94	190
4	***Vineyard Drive/US 101 SB Ramps***		–	–
	Eastbound Left	Signal	24	60
	Eastbound Thru		203	-
	Eastbound Right		71	225
	Westbound Left		219	240
	Westbound Thru/Right		80	-
	Northbound Left/Thru		157	-
	Northbound Right		85	170
	Southbound Left/Thru		0	-
	Southbound Right		0	50
5	***Vineyard Drive/Rossi Road***		–	–
	Eastbound Thru/rRght	Signal	24	-
	Westbound Left		69	120
	Westbound Thru		0	-
	Northbound Left		39	-
	Northbound Right		70	105

1. Queue outputs calculated using Sim-Traffic, maximum of AM or PM peak hour.

2. Available storage for thru movements is the distance until the upstream intersection.

TABLE 8
LAS TABLAS ROAD/US 101 INTERCHANGE EXISTING CONDITIONS QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage
15	***Las Tablas Rd/Bennett Wy***		--	--
	Eastbound Left	Signal	19	150
	Eastbound Thru/Right		86	-
	Westbound Left		65	150
	Westbound Thru/Right		233	420
	Northbound Left/Thru/Right		61	-
	Southbound Left		**122**	120
	Southbound Thru		13	-
	Southbound Right		30	115
24	***Las Tablas Rd/US 101 SB Ramps***		--	--
	Eastbound Thru	Signal	169	420
	Eastboun Right		34	420
	Westbound Left		**99**	55
	Westbound Thru		191	225
	Southbound Left		**63**	25
	Southbound Thru/Right		263	-
23	***Las Tablas Rd/US 101 NB Ramps***		--	--
	Eastbound Left	Signal	**116**	50
	Eastbound Thru		158	190
	Westbound Thru		194	230
	Westbound Right		97	100
	Northbound Left/Thru		199	-
	Northbound Right		49	385
14	***Las Tablas Rd/Florence St***		--	--
	Eastbound Left/Thru/Right	Signal	9	-
	Westbound Left/Thru/Right		59	-
	Northbound Left		87	-
	Northbound Thru/Right		33	100
	Southbound Left/Thru/Right		0	-

1. Queue outputs calculated using Sim-Traffic, maximum of AM or PM peak hour.
2. Available storage for thru movements is the distance until the upstream intersection.

TABLE 9
MAIN STREET/US 101 INTERCHANGE EXISTING CONDITIONS QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage[2]
8	***Main St/Theater Dr***			
	Eastbound Left/Thru/Right	TWSC	39	-
	Westbound Left/Thru/Right		10	75
	Northbound Left/Thru/Right		34	-
	Southbound Left/Thru/Right		87	-
26	***Main St/US 101 SB Ramps***			
	Eastbound Thru/Right	TWSC	16	75
	Westbound Left/Thru		135	325
	Southbound Left/Thru/Right		202	750
25	***Main St/US 101 NB Ramps***			
	Eastbound Left/Thru	TWSC	49	325
	Westbound Thru/Right		89	75
	Northbound Left/Thru		161	550
	Northbound Right		61	25
9	***Main St/Ramada Dr***			
	Eastbound Left/Thru	TWSC	79	75
	Westbound Thru/Right		11	-
	Southbound Left		109	-
	Southbound Right		61	50

1. Queue outputs calculated using Sim-Traffic, maximum of AM or PM peak ho
2. Available storage for thru movements is the distance until the upstream inter

TABLE 10
SR 46 WEST/US 101 INTERCHANGE EXISTING CONDITIONS QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage
27	*SR 46W/South Vine Street*			
	Eastbound Left	Signal	**702**	440
	Eastbound Thru		**1213**	870
	Westbound Thru/Right		50	50
	Southbound Left		**76**	165
	Southbound Right		70	-
20	*SR 46W/US 101 SB Ramps*			
	Eastbound Thru/Right	Signal	67	50
	Westbound Left		**128**	75
	Westbound Thru		**173**	220
	Southbound Left/Thru		**189**	400
	Southbound Right		**134**	550
19	*SR 46W/US 101 NB Ramps*			
	Eastbound Left/Thru	Signal	**255**	205
	Westbound Thru		**51**	40
	Westbound Right		**67**	40
	Northbound Left		107	-
	Northbound Thru/Right		89	200
21	*SR 46W/Ramada Drive*			
	Eastbound Left	Signal	**54**	40
	Eastbound Right		**48**	40
	Northbound Left/Thru		326	-
	Southbound Thru		**78**	190
	Southbound Right		**273**	190

hour.
2. Available storage for thru movements is the distance until the upstream

As shown in Table 6, the intersection of Main Street/US 101 Northbound Ramps is currently failing in the PM peak hour. As shown in Table 10, the closely spaced intersections at the SR 46 interchange operate with excessive queues in the AM and PM peak hours. Currently, the queue along SR 46 eastbound spills back from the US 101 Northbound On-Ramp beyond Vine Street. The queues at the Vineyard Drive, Las Tablas Road, Main Street, and SR 46 West interchanges are currently experiencing unacceptable queue lengths on the off-ramps and on the frontage roads; unacceptable queue lengths are shown in bold in Tables 7 through 10. Although the HCM calculates the delay to be an acceptable level of service at these interchanges, the queues are unacceptable and present deficiencies that are not presented in the Synchro analysis. These interchanges experience queuing, which may constrain progression through the corridor and result in unacceptable operations.

Improvements to these interchanges were included in the prior Fee Update and Capital Improvements Program (2013). Improvements to Caltrans facilities are subject to Caltrans Intersection Control Evaluation (ICE) process and approval. Long-term modifications at the SR 46 West Interchange include a reassessment of recommendations for the interchange at the ramps, which is currently in preparation by Omni-Means. Long-term recommendations for the Main Street Interchange are to reconfigure the interchange with installing signals or roundabouts. Ultimate recommendations for the Las Tablas interchange include either installing roundabouts or widening Las Tablas to five lanes, replace the bridge structure, reconfigure the

southbound off ramp, and close the Duncan Road access. Widening projects for the Las Tablas interchange are identified in the CIP; however, the bridge widening project is not included in the road improvement fee program. Signal timings on the Las Tablas corridor can be improved with signal coordination and construction of the Theater Drive and Bennett Way extensions, which will relieve some of the congestion.

Correction of Existing Deficiencies

In compliance with AB 1600 nexus requirements, the cost to correct existing deficiencies cannot be included in development impact fee calculations. As this is a fee program update, existing deficiencies that are ineligible for impact fee funding are defined differently than simply facilities that are operating below acceptable thresholds today.

Facilities that were not determined to be deficient at the time of the original nexus finding, for which an improvement has previously been identified, and for which impact fees are currently being collected, are not considered "existing" deficiencies. Fees can continue being collected for improvements at these locations, even if they are found to be operating deficiently today.

Base Year Traffic Model Development and Calibration

This chapter presents the methodology, processes, and supporting technical documentation for the Templeton Travel Demand Model (TDM) development and update process, and the calibration of the 2015 Existing Conditions TDM. The procedure is outlined below:

1. Collect local parcel data and aggregate areas into Traffic Analysis Zones (TAZs)
2. Model the traffic network
3. Create the four-step modeling process
4. Calibrate the base year model
5. Forecast build-out year travel demand

Data Sources

The travel demand model is based on land use information at parcel level resolution as provided by the County of San Luis Obispo Engineering Department in ESRI Arc View Shapefile format. The parcel, road and county limit shape files were projected into California State Plane, Zone IV, US Foot, coordinate systems using the Lambert Conformal Conic projection.

Data Evaluation

In order to generate an accurate representation of the existing land use patterns within the study area, an evaluation of the parcel land use data was performed. The County assessor uses a numeric code to describe the land use of parcels within the County. The model roadway network was created using existing roadway maps and the parcel shape file. The Traffic Analysis Zones (TAZs) creation process begins by determining which parcels contribute traffic to the model network roads. Each parcel is analyzed to determine how the traffic it generates will logically shed to the model network. A TAZ is composed of all the parcels that shed to common model network roads. Creation of the model network is completed with the addition of centroid connectors from the TAZs.

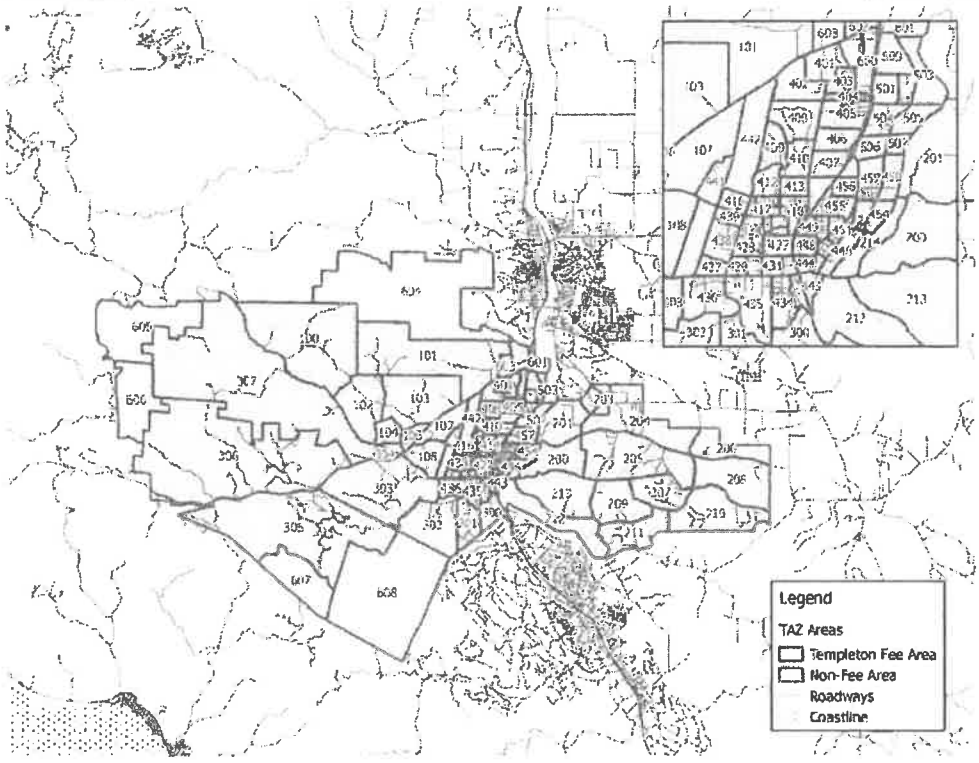
Choice of Modeling Software – Cube

The integrated urban transportation planning software package called *Cube* (*Citilabs*) was the modeling software of choice for the Templeton area traffic model. The *Cube* package represents a powerful and widely known modeling environment that provides a Windows-based implementation of the traditional four-step urban transportation planning methodology. *Cube* essentially combines the next-generation versions of the popular *TP+* (Transportation Planning Plus) planning software package and *Viper* (acronym for Visual Planning Environment) graphical user interface. The 2009 version of the Templeton TDM (*Templeton Circulation Study and Comprehensive Update*, October 2009) also performed all functions within the single *Cube* environment. Omni-Means utilized the latest (as of August 2014) version of *Cube* (Version 6) for the Templeton area traffic model. The following steps describe how the basic components of the model were developed.

Creation of TAZ Map

The first modeling step was the creation of a land use database that can be read by the model. The land use information, as read by the model, is organized into discrete traffic generating

units referred to as "Traffic Analysis Zones" (TAZs). A TAZ is defined as an area that typically comprises of contiguous land use developments (parcels, subdivisions, etc.) aggregated into a "traffic shed" for modeling purposes. Each TAZ would have one or more "connectors" feeding traffic generated from that TAZ on to the adjacent street system at logical but schematic access points. The TAZ definitions were developed using closed boundaries contained within natural geographic barriers like rivers, creeks etc., as well as "man-made" barriers like major streets, railroads etc., and taking into account how traffic generated from localized development would logically "shed" to the adjacent street system. Utilizing the San Luis Obispo County Assessors' parcel database in conjunction with the Templeton's Zoning Map, the Templeton Roadway Improvement Fee Area, the existing TAZs from the San Luis Obispo Council of Governments (SLOCOG) Regional Model, and the existing TAZs from the 2009 model, a "TAZ map" that consists of a system of TAZ's for the Templeton Planning area was developed. Generally, the existing TAZ boundaries were utilized; however, Omni-Means segregated and refined these TAZs. A total of 109 TAZs were defined for the Templeton area. By segregating the existing zones, more realistic "loading" points are established. Figure 7 shows the Templeton Area TAZ Map and the Roadway Improvement Fee Area.



2015 Templeton TDM & Circulation Study Update

Figure 7

Templeton Area TAZ Map

Land Use – TAZ Integration

Land use information is necessary in order to generate vehicular trips that will be loaded onto the network of streets and roadways in the model. Each TAZ has trips that originate in its zone and trips that reach their destination in its zone. Land use data, including housing and square footage information, is included in each TAZ, in order to provide a basis for estimating trip productions and attractions. County staff provided the latest database of Templeton area parcels in Geographic Information Systems (GIS) and database file (DBF) formats, and maps that contained data such as Assessor's Parcel Number (APN), square footage and/or acreage of, assessed values of land and/or improvements on, and specific land use codes for each individual parcel. The County-wide land use codes were provided in the parcel database as "Primary Land Use" codes accompanied by alternative, secondary codes. In some instances, the provided "Primary Land Use" code did not reflect real-world land uses on some parcels. In such cases other methods such as examining aerial photography, corresponding with County staff, and applying first-hand knowledge of the area were used to determine an appropriate land use category for the model.

The next step was to determine which parcels were not vacant, i.e., which parcels had existing developments. The land use information provided by the Assessor's data had a vacancy status, and this information was extracted and parcels identified by their land use code to be vacant were assessed in closer detail to determine actual vacancy. The assessed parcel value was used as the basis for determining whether a parcel was currently built-out, underdeveloped or vacant. The parcel assessment value had two components, the "current land value" and the "current value of improvements". The "current land value" is the monetary value assessed for the geographical land area contained within the parcel, without any reference to whether there is any development on the parcel. The "current value of improvements" refers to the monetary value of physical development (buildings, parking lots, driveways etc.) that "sits" on top of the land contained within a parcel. All parcels that had "current value of improvements" at fifty percent or over the total land value were regarded as "currently developed". All parcels that had "zero" current value of improvements were regarded as "currently vacant". All parcels that had current value of improvements ranging between zero and 50 percent of the total land value were regarded as "underdeveloped".

After determining which of the parcels contained developments, Omni-Means segregated the data based upon residential and non-residential uses for trip-generation purposes. The Land Use Code determined the residential and non-residential uses. Residential uses were separated into Single Family, Multi-Family, and Mobile Home dwelling units. Parcels designated as Single Family uses were counted as one dwelling unit, except for three parcels which were designated as "*SFR with 2nd living unit*" (code 115), and were counted as two dwelling units, for trip generation purposes. Utilizing the ITE Publication *Trip Generation Manual (9th Edition)*, Omni-Means calculated the number of trips based upon land use type. Trip data is available from the ITE Trip Generation Manual per unit for residential uses and per acre or per square foot for non-residential uses such as retail, office, industrial, etc. The number of dwelling units and acreage/square footage was provided in the information from the Assessor's office, and this information was extracted. The trip generation process is further defined under the Trip Generation section of this report.

The TAZ map was created in a GIS "shape file" format and was geographically overlaid with the Assessor's parcel database, a TAZ-based breakdown of existing development was prepared. The integrated TAZ map (in shape file format) and land use data (in DBF format) were merged

for subsequent use with the model. The existing conditions land use summary is presented in Table 11.

TABLE 11
2015 EXISTING CONDITIONS LAND USE SUMMARY

Land Use	Fee Area	Non-Fee Area	Total
Residential (Dwelling Units)			
Single Family	3,011	72	3,083
Multi-Family	255	2	257
Mobile Home	607	5	612
Total	***3,873***	***79***	***3,952***
Education (Students)	2,401	-	2,401
Non-Residential	-		-
Agriculture (KSF)	354,516	223,817	578,333
Retail (KSF)	8,425	3,428	11,853
Government/Public (KSF)	31,321	49,463	80,784
Industrial (KSF)	6,025	825	6,850
Office (KSF)	2,922	-	2,922
Other (KSF)	59,366	170	59,536
Total	***462,575***	***277,702***	***740,278***

Network Creation

The next step was the creation of a street network system that the model would utilize to distribute and assign trips generated by the land uses. The network was largely kept intact from the 2009 model network except for any recent circulation improvements that were implemented per County staff direction. Each network "node" represents an intersection or some other intermediate point on the street system. Each network "link" represents a roadway segment linking two network nodes.

The next step was the creation of traffic generating units into the street network. Using an overlay of the TAZ map on top of the street network, additional nodes that represent "TAZ centroids" and additional links that represent "centroid connectors" were defined. The TAZ centroids are logical points where all land use development contained within that TAZ may be assumed to be concentrated. The centroid connectors are schematic links that carry traffic between the TAZ centroids and the adjacent street system. Special zones known as "gateways" were also coded in order that the terminal links of the model can be connected to "external" sources of traffic generation. The TAZ centroids, centroid connectors, and gateway zones and links were all integrated into the network shape file.

The travel demand model simulates a road's ability to handle travel demand based on facility type (e.g. freeway, highway, arterial, and collector), number of lanes, speed, and alignment. Figure 8 presents the model network map, which reflects the existing Templeton area roadway network. Table 12 presents the road classification categories, the associated operating characteristics of each category, and examples of roads in each category.

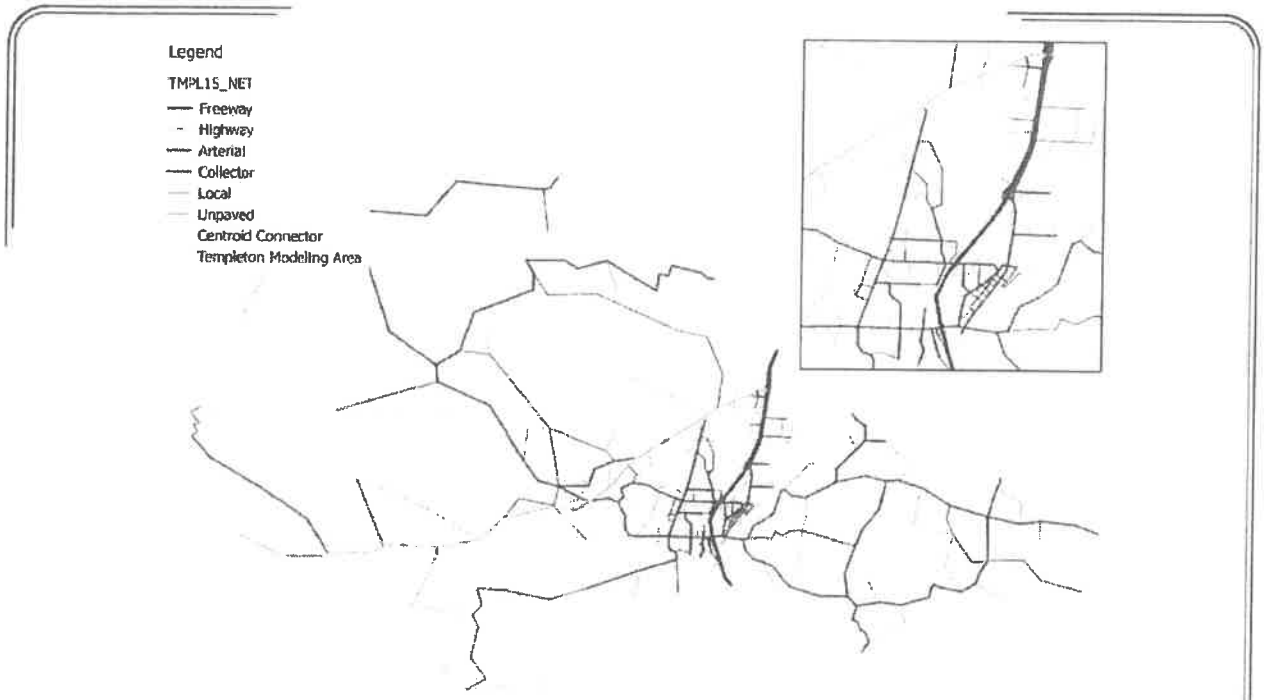


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Figure 8

Model Roadway Network

TABLE 12
ROADWAY CLASSIFICATION

Classification	Capacity (Vehicles per Lane per Hour)	Free-Flow Speed (mph)	Example Roadway
Freeway	2000	65-70	US Highway 101
Highway	1000	45-55	Highway 46
Major Arterial	800	35-45	Vineyard Drive
Minor Arterial	700	35-45	El Pomar Drive
Collector	600	25-35	Theatre Drive
Local	300	25-35	6th Street

Four-Step Modeling Process

The CUBE (Citilabs) software suite was used for the current update to the Templeton Travel Demand Model. The travel demand model follows an industry-standard four-step procedure for modeling travel demand. The steps are as follows:

1. Trip Generation – Estimate the trips generated and attracted by individual Traffic Analysis Zones (TAZs)
2. Trip Distribution – Match trips that are generated and attracted between zones for varying trip purposes.
3. Mode Choice – Select a travel mode for a particular trip.
4. Assignment – Select a path for the chosen travel mode and trip.

Trip Generation

Land uses generate a varying number of trips based on development type and development quantity. Trip producing land use groups include single-family and multi-family residential dwelling units. Trip attracting land use groups include retail, government/public, office, industrial and educational land uses. The land use quantities derived from the parcel database was converted into dwelling unit and non-residential square footage estimates.

Each trip purpose has a different trip generation rate for each land use. As a "pre-processor" to the trip generation module, the land use quantities already summarized by TAZ were first grouped into broader categories for trip generation purposes. These include "trip production" categories that include single-family and multi-family residential dwelling units, and "trip attraction" categories that include retail, office, industrial, recreational, governmental, educational, and other (miscellaneous) types. Within the pre-processor (which can be run using spreadsheet software like Excel), the individual land use quantities were multiplied with trip generation rates and grouped in the above categories in order to obtain an estimate of total daily trip generation by TAZ and by land use type. The trip generation rates were obtained using standard reference sources like Institute of Transportation Engineers (ITE) Publication Trip Generation (9th Edition). Since the Templeton area model was not envisioned to have a separate transit component, generic "vehicle trip generation rates" were used. Land Use trip rates and trips by TAZ are included in the Appendix.

Trip Distribution

The trips generated and attracted between land uses depend on trip purpose and network impedance. Modeled trips were sorted into five trip purpose categories.

1. Home-Based Work (HBW)
2. Home-Based Education (HBE)
3. Home-Based Shop (HBS)
4. Home-Based Other (HBO)
5. Other-Based Other (OBO)

The ability for one land use to satisfy the trip purpose of another land use leads to the creation of an origin-destination pairing (e.g. a trip from a residential area to an area containing retail development). The likelihood of such a pairing also depends on the travel time for such a trip to occur. Long travel times between zones, which are affected by congested roadways, decrease the likelihood of an origin-destination pairing and results in the model seeking another closer trip pairing opportunity.

Mode Choice

The Templeton travel demand model solely simulates automobile travel patterns. Transit service is not a major component of the vehicular traffic within Templeton and was not considered in the travel demand model process.

Trip Assignment

Trips between origin-destination pairs are assigned by the model using an equilibrium process. The multiple possible paths between zones are iteratively loaded until no one path provides an advantage over another. The volumes on each network link are then compared against real-world traffic counts to determine model correctness. The following section outlines the model calibration procedure.

Model Calibration

The previous section described the creation of a complete but "un-validated" base year model, i.e. the model may not accurately reflect real-world travel demand. Calibrating the model so that it reasonably reflects real world travel demand requires matching the model estimate on a set of links against traffic counts. For "calibrating" the model to available field data, several model runs with different parameter adjustments were tested in order that average daily traffic forecasts at critical locations and screen-line analyses yielded satisfactory levels of accuracy. Localized adjustments that included trip generation adjustments for specific zones, refinement of link speeds and capacities, adjustment of congested travel time expressions etc., were tested until realistic and acceptable forecasts were obtained. The calibration process and technical information is included in the Appendix.

Buildout Conditions Traffic Model Development

This section presents the methodology and process involved in the creation of the Templeton 2035 TDM Buildout conditions model scenario, and summarizes preliminary findings based on the Buildout conditions. The Model is used to forecast future travel within the Templeton area and determine the future circulation improvements to support the capacity needs identified. In 2009, Omni-Means updated the Templeton TDM (*Templeton Circulation Study and Comprehensive Update*, October 2009), and previously upgraded the prior model to the Cube transportation planning software.

Creation of Buildout Conditions Land Use Database

The Templeton buildout land use database was created by assuming existing uses on currently developed lands and build-out per the County's General Plan on vacant and/or underdeveloped lands. As part of the Templeton TDM and 2015 Existing conditions model scenario development process, the County has provided Omni-Means with a listing of parcel data within the Templeton area that contained APN as well as "land use code" and vacancy information. Parcels that were considered "vacant" or "underdeveloped" within the Templeton area were identified. Parcels which were coded as "vacant" were verified and parcels which had a "current value of improvements" of less than fifty percent of their total land value were considered "underdeveloped". Vacant and underdeveloped parcels were segregated into residential and non-residential land use categories based on the County General Plan land use maps for trip generation purposes. The buildout land use database, as described above, is summarized in Table 13.

TABLE 13
2035 BUILDOUT CONDITIONS LAND USE SUMMARY

Land Use	Fee Area			Non-Fee Area			Total		
	Existing	Added	Buildout	Existing	Added	Buildout	Existing	Added	Buildout
Residential (Dwelling Units)									
Single Family	3,011	573	3,584	72	113	185	3,083	686	3,769
Multi-Family	255	41	296	2	0	2	257	41	298
Mobile Home	607	0	607	5	0	5	612	0	612
Total	***3,873***	***614***	***4,487***	***79***	***113***	***192***	***3,952***	***727***	***4,679***
Education (Students)	2,401	0	2,401	0	0	0	2,401	0	2,401
Non-Residential	0	0	0						
Agriculture (KSF)	354,516	389,197	743,713	223,817	144,537	368,354	578,333	533,734	1,112,066
Retail (KSF)	8,425	6,414	14,839	3,428	1,382	4,810	11,853	7,796	19,649
Government/Public (KSF)	31,321	561	31,882	49,463	271	49,734	80,784	832	81,616
Industrial (KSF)	6,025	2,727	8,753	825	0	825	6,850	2,727	9,578
Office (KSF)	2,922	1,695	4,617	0	0	0	2,922	1,695	4,617
Other (KSF)	59,366	0	59,366	170	0	170	59,536	0	59,536
Total	***462,575***	***400,594***	***863,170***	***277,702***	***146,189***	***423,892***	***740,278***	***546,784***	***1,287,062***

Note: Buildout of Agricultural land uses includes dry farms and grazing areas.

Year 2035 as the Future Conditions' Model Year

Caltrans and other agencies typically require twenty years or more of design life span for improvements to their transportation facilities. Recognizing these concerns, year 2035 was determined to be the Cumulative or long-term future conditions' traffic model forecast year. Year 2035 is also consistent with the long-range forecast year for the Regional Traffic Model (RTM) developed by San Luis Obispo Council of Governments (SLOCOG). The buildout traffic model assumes full buildout of the current General Plan land uses within the Templeton area, superimposed on top of appropriate background traffic growth on the "through" corridors within the Community and its vicinity (i.e. US 101, SR 46 West) and traffic growth to/from other "gateways" in the area. Consistent with the SLOCOG forecast model, the Templeton TDM assumes a growth rate of approximately 27% over existing conditions in the volumes of external-external background trips on U.S. 101 traversing through the Templeton Community, and approximately 12% for SR 46 West. The updated year 2035 gateway trip production-attraction table and "through" (external or X-X) trip table were incorporated into the buildout traffic model.

Year 2035 Base Traffic Forecast Model Network

The 2035 Buildout conditions "Base" model scenario refers to a hypothetical scenario in which buildout of all Templeton land uses would occur without any new circulation improvements being applied to the existing network. The modeling of this base condition provides a reasonable basis for identifying locations within the Templeton Community that warrant roadway circulation, capacity and/or control improvements through year 2035. In developing the 2035 Buildout conditions model scenario, the parcel-based land use code information for vacant, underdeveloped, and developed parcels in the Templeton area was used with the calibrated 2015 Existing conditions model scenario trip generation rates and street network. Per the calibrated model, a base set of trip generation rates for all the study traffic analysis zones (TAZ's) had been established using trip generation rates documented in the ITE publication *Trip Generation Manual, 9th Ed.*, supplemented with zonal trip generation assumptions as dictated by "point calibration" based on actual ground traffic counts.

2035 Buildout Conditions

Using the existing street network and trip generation rates in conjunction with the year 2035 buildout land use database, 2035 Buildout conditions traffic forecasts were developed. The 2035 Buildout forecasts were developed using the volume growth increment projected in the Templeton TDM. Based on link volumes and roadway characteristics provided by the County, the daily and peak hour traffic conditions were projected, and are discussed in the following section. Figure 9 presents the 2035 Buildout average daily traffic (ADT) forecasts and Figure 10 presents the 2035 Buildout peak hour intersection volumes at the study locations.

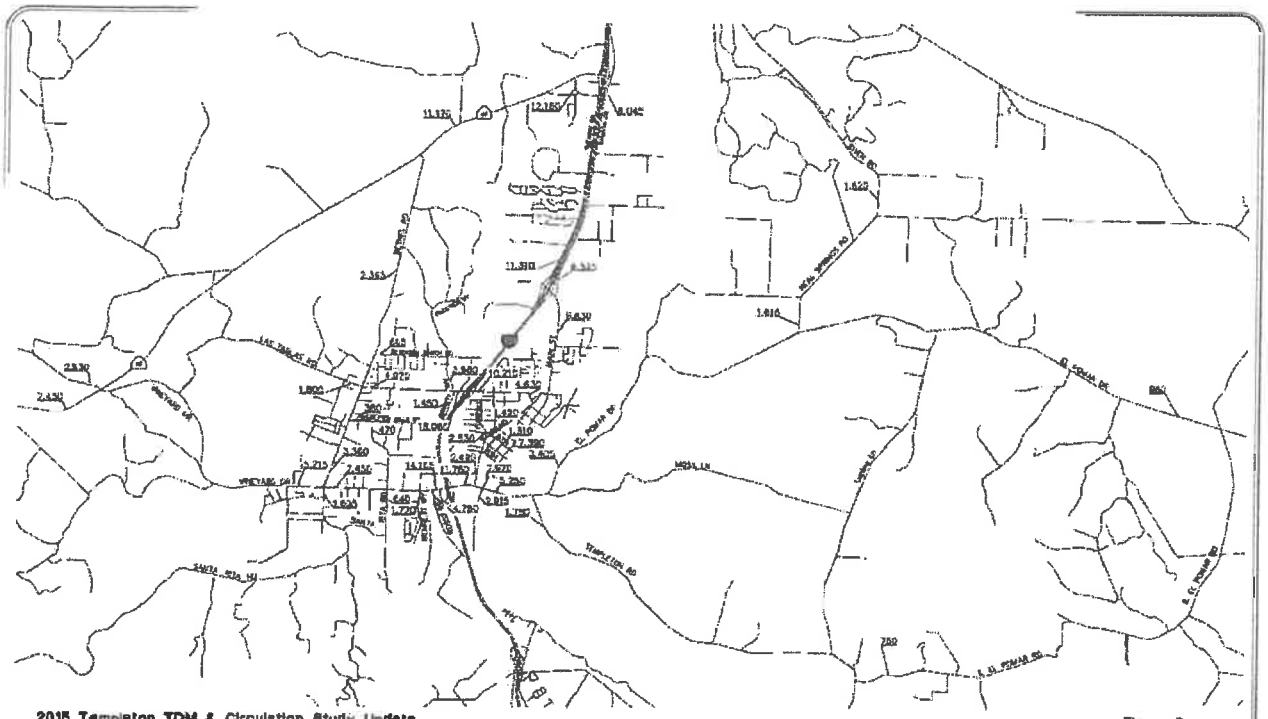

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Figure 9

Year 2035 Buildout Average Daily Traffic (ADT)

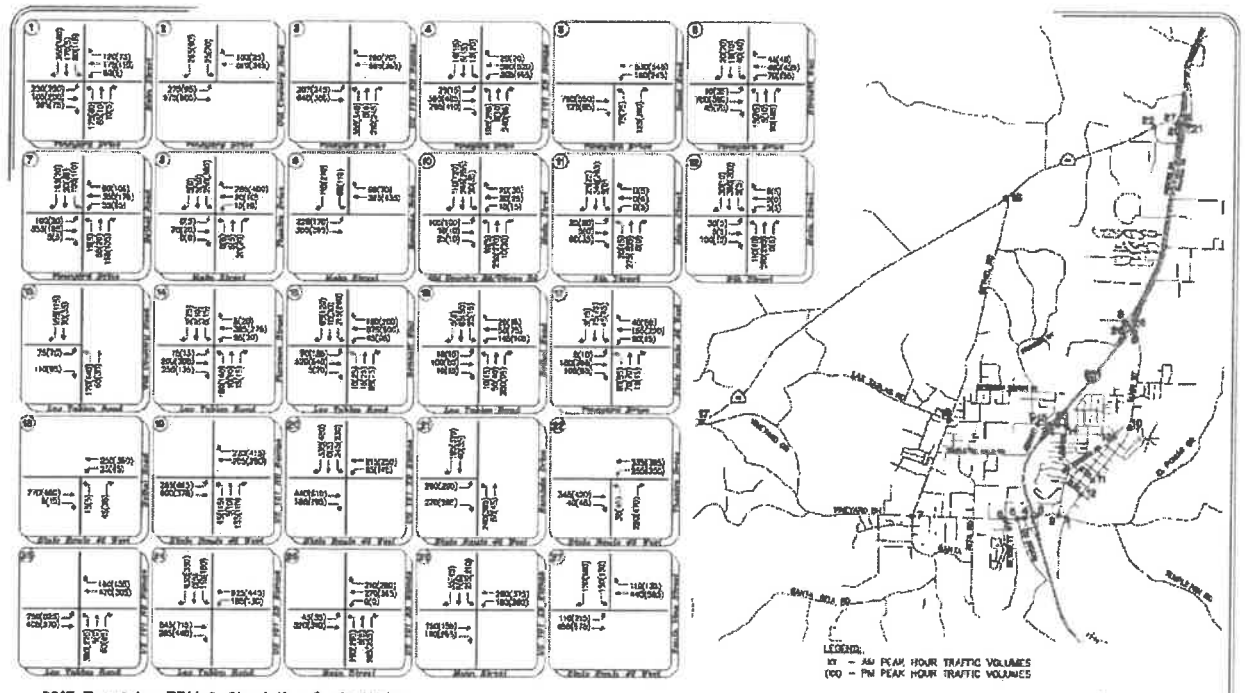

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Figure 10

Year 2035 Buildout Peak Hour Traffic Volumes

2035 Buildout Traffic Operations

Year 2035 roadway segment levels of service were estimated utilizing the LOS thresholds indicated in Table 3. The ADT-based level of service estimates for the 2035 Buildout conditions for critical roadway segments within the Templeton planning area are presented in Table 14. Table 15 presents the 2035 Buildout intersection LOS conditions. In addition, queuing analysis is included for the closely spaced intersections at the interchanges with US 101 (Vineyard Drive, Las Tablas Road, Main Street, and SR 46 West), to present any capacity issues which are not evident in the roadway or intersection summary tables. The queuing analysis was completed using the SimTraffic software, and the maximum of AM of PM peak hour 95th percentile queues are presented in Tables 16, 17, 18 and 19.

The projected Buildout forecasts along Ramada Drive are significantly lower than the forecasts estimated in the previous 2009 Travel Demand Model Update. This is a result of the methodology used in determining the Buildout land use database in the TDM. As discussed previously in this report, the 2035 buildout model land uses are based on the County General Plan land use maps for vacant and underdeveloped parcels. This resulted in vacant land east the railroad to be considered as agricultural or open space land use, which if vacant is not projected to generate additional trips under the buildout conditions. In the previous model update, the buildout land use methodology utilized the parcel's code; in which case this specific area was previously projected to be developed for industrial use. Therefore, the 2009 TDM update resulted in an addition of approximately 3,300 trips (daily) to this area, on Ramada Drive south of SR 46 West. The areas in between Ramada Drive and the railroad tracks, south of SR 46 West, are still projected to continue to develop with industrial, retail, and commercial service uses, in accordance with the County's General Plan.

TABLE 14
2035 BUILDOUT CONDITIONS ROADWAY SEGMENT LEVELS OF SERVICE

Roadway	Location	Facility Type	ADT Projection	Target LOS	Estimated Buildout LOS
S.R. 46 West	East of Bethel Road	Two-Lane Highway	11,170	C	A
	West of Vineyard Drive	Two-Lane Highway	7,430	C	A
Bennett Way	South of Vineyard Drive	Two-Lane Collector	1,770	D	A
	South of Las Tablas Road	Two-Lane Collector	1,450	D	A
	North of Las Tablas Road	Two-Lane Collector	3,960	D	A
Bethel Road	South of Vineyard Drive	Two-Lane Collector	1,605	D	A
	North of Vineyard Drive	Two-Lane Collector	3,360	D	A
	North of Brambles Court	Two-Lane Collector	2,395	D	A
El Pomar Drive	North of Templeton Road	Two-Lane Collector	3,405	C	A
	West of South El Pomar Road	Two-Lane Collector	980	C	A
Florence Street	West of Old County Road	Two-Lane Collector	2,530	D	A
Las Tablas Road	West of Bethel Road	Two-Lane Collector	1,800	D	A
	East of Bethel Road	Two-Lane Arterial (w/LTL)	4,070	D	A
	West of Duncan	Three-Lane Arterial	18,065	D	B
	West of Florence Street	Two-Lane Collector	10,210	D	D
	West of Old County Road	Two-Lane Collector	4,630	D	A
Main Street	North of Vineyard Drive	Two-Lane Arterial (No LTL)	7,970	D	A
	South of Vineyard Drive	Two-Lane Arterial (No LTL)	2,915	D	A
	North of Sixth Street	Two-Lane Arterial (No LTL)	7,390	D	A
	North of Creekside Ranch Road*	**Two-Lane Arterial (No LTL)**	**8,630**	**D**	**E**
Neal Springs Road	North of El Pomar Drive	Two-Lane Collector	1,615	C	A
Old County Road	North of Vineyard Drive	Two-Lane Collector	2,490	D	A
	North of Florence Street	Two-Lane Collector	1,420	D	A
Peterson Ranch Road	East of Bethel Road	Two-Lane Collector	665	D	A
Ramada Drive	**North of Main Street***	**Two-Lane Collector**	**6,525**	**D**	**E**
	South of S.R. 46 West*	**Two-Lane Collector**	**8,045**	**D**	**E**
River Road	North of Neal Springs	Two-Lane Collector	1,620	C	A
Rossi Road	South of Vineyard Drive	Two-Lane Collector	4,760	D	A
Santa Rita Road	South of Vineyard Drive	Two-Lane Collector	640	D	A
	South of Templeton Hills Road	Two-Lane Collector	470	D	A
Sixth Street	West of Main Street	Two-Lane Collector	1,310	D	A
South El Pomar Road	East of Templeton Road	Two-Lane Collector	750	C	A
Templeton Road	East of Main Street	Two-Lane Collector	5,250	D	A
	South of El Pomar Drive	Two-Lane Collector	1,780	C	A
Templeton Hills Road	East of Bethel Road	Two-Lane Collector	380	D	A
Theatre Drive	**South of Templeton Cemetery Road***	**Two-Lane Collector**	**11,310**	**D**	**E**
Vineyard Drive	West of S.R. 46 West	Two-Lane Collector	2,630	C	A
	West of Bethel Road	Two-Lane Collector	5,215	D	A
	East of Bethel Road*	**Two-Lane Collector**	**7,450**	**D**	**E**
	West of U.S. 101	Two-Lane Arterial (w/LTL)	14,165	D	C
	East of U.S. 101	Two-Lane Arterial (w/LTL)	11,760	D	B

** LOS for County maintained arterials and collectors with no TWLTL, Buildout ADT > 6,000 vpd and a speed limit greater than or equal to 45 mph were analyzed using the HCM two-lane highway methodology.*

TABLE 15
2035 BUILDOUT CONDITIONS INTERSECTION LEVELS OF SERVICE

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour		PM Peak Hour		Warrant Met?[5]
				Delay	LOS	Delay	LOS	
1	Vineyard Dr/ Main St	Signal	D	28.6	C	21.8	C	
2	Vineyard Dr/ Old County Rd	TWSC	D	30.0	D	13.4	B	
3	Vineyard Dr/ US 101 NB Ramps	Signal	C	24.1	C	21.8	C	
4	Vineyard Dr/ US 101 SB Ramps	Signal	C	29.1	C	25.5	C	
5	**Vineyard Dr/ Rossi Rd**	**TWSC**	**D**	**118.9**	**F**	**70.8**	**F**	Yes
6	**Vineyard Dr/ Bennett Way**	**TWSC**	**D**	**165.2**	**F**	**83.1**	**F**	Yes
7	**Vineyard Dr/ Bethel Rd**	**AWSC**	**D**	**51.2**	**F**	13.4	B	Yes
8	Main St/ Theatre Dr[3,4]	TWSC	D	6.3	A	7.3	A	
9	**Main St/ Ramada Dr[4]**	**TWSC**	**D**	32.4	D	**39.5**	**E**	Yes
10	Main St/ Gibson Rd	TWSC	D	22.7	C	24.4	C	
11	Main St/ 6th St	TWSC	D	14.0	B	12.8	B	
12	Main St/ 8th St	TWSC	D	20.9	C	12.7	B	
13	Las Tablas Rd/ Old County Rd	TWSC	D	13.4	B	12.1	B	
14	**Las Tablas Rd/ Florence St**	**TWSC**	**D**	**51.7**	**F**	31.3	D	Yes
15	Las Tablas Rd/ Bennett Wy	Signal	D	32.1	C	16.0	B	
16	Las Tablas Rd/ Bethel Rd	AWSC	D	10.1	B	8.7	A	
17	**SR 46/ Vineyard Dr**	**TWSC**	**C**	19.4	C	**44.8**	**E**	Yes
18	SR 46/ Bethel Rd	TWSC	C	11.7	B	12.3	B	
19	SR 46/ US 101 NB Ramps[4]	Signal	C	17.3	B	29.8	C	
20	SR 46/ US 101 SB Ramps[4]	Signal	C	27.4	C	34.2	C	
21	**SR 46/ Ramada Dr[4]**	**Signal**	**C**	**18.6**	**B**	**40.5**	**D**	
22	SR 46/ Theatre Dr	Signal	C	11.4	B	24.4	C	
23	Las Tablas Rd/ US 101 NB Ramps	Signal	C	21.4	C	20.9	C	
24	Las Tablas Rd/ US 101 SB Ramps	Signal	C	21.2	C	30.0	C	
25	**Main St/ US 101 NB Ramps[4]**	**TWSC**	**C**	24.2	C	**88.0**	**F**	Yes
26	**Main St/ US 101 SB Ramps[4]**	**TWSC**	**C**	**110.9**	**F**	**659.7**	**F**	Yes
27	**SR 46/Vine Street[4]**	**Signal**	**C**	24.8	C	**82.9**	**F**	

Notes:

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Main St/Theatre Dr is a three-way stop-controlled intersection and was analyzed using SimTraffic
4. Intersection experiences significant queuing which cannot be quantified using the Synchro software. These queues may affect upstream intersection operations and could impact the progression between adjacent intersections.
5. Warrant = Based on California MUTCD Signal Warrant 3

TABLE 16
VINEYARD DRIVE/US 101 INTERCHANGE BUILDOUT CONDITIONS QUEUING ANALYSIS

Int. #	*2035 No Build/Base Alternative* Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage
3	***Vineyard Drive/US 101 NB Ramps***		**–**	**–**
	Eastbound Left	Signal	**161**	**80**
	Eastbound Thru		363	-
	Westbound Thru		316	-
	Westbound Right		**202**	**200**
	Northbound Left/Thru		234	-
	Northbound Right		131	190
4	***Vineyard Drive/US 101 SB Ramps***		**–**	**–**
	Eastbound Left	Signal	**84**	**60**
	Eastbound Thru		276	-
	Eastbound Right		156	225
	Westbound Left		212	240
	Westbound Thru/Right		218	-
	Northbound Left/Thru		230	-
	Northbound Right		152	170
	Southbound Left/Thru		65	-
	Southbound Right		41	50
5	***Vineyard Drive/Rossi Road***		**–**	**–**
	Eastbound Thru/Right	TWSC	383	-
	Westbound Left		**138**	**120**
	Westbound Thru		77	-
	Northbound Left		**209**	**105**
	Northbound Right		**920**	-

1. Queue outputs calculated using Sim-Traffic, maximum of AM or PM peak hour.
2. Available storage for thru movements is the distance until the upstream intersection.

TABLE 17
LAS TABLAS ROAD/US 101 INTERCHANGE BUILDOUT CONDITIONS QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage
15	***Las Tablas Rd/Bennett Wy***		–	–
	Eastbound Left	Signal	**230**	150
	Eastbound Thru/Right		755	-
	Westbound Left		150	150
	Westbound Thru/Right		**446**	420
	Northbound Left/Thru/Right		124	-
	Southbound Left		**210**	120
	Southbound Thru		881	-
	Southbound Right		**135**	115
24	***Las Tablas Rd/US 101 SB Ramps***		–	–
	Eastbound Thru	Signal	**525**	420
	Eastboun Right		**427**	420
	Westbound Left		**116**	55
	Westbound Thru		206	225
	Southbound Left		**65**	25
	Southbound Thru/Right		620	-
23	***Las Tablas Rd/US 101 NB Ramps***		–	–
	Eastbound Left	Signal	**118**	50
	Eastbound Thru		**240**	190
	Westbound Thru		**279**	230
	Westbound Right		**196**	100
	Northbound Left/Thru		293	-
	Northbound Right		54	385
14	***Las Tablas Rd/Florence St***		–	–
	Eastbound Left/Thru/Right	Signal	62	-
	Westbound Left/Thru/Right		118	-
	Northbound Left		168	-
	Northbound Thru/Right		79	100
	Southbound Left/Thru/Right		55	-

hour.
intersection.

TABLE 18
MAIN STREET/US 101 INTERCHANGE BUILDOUT CONDITIONS QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage[2]
8	***Main St/Theater Dr***			
	Eastbound Left/Thru/Right	TWSC	41	-
	Westbound Left/Thru/Right		3	75
	Northbound Left/Thru/Right		43	-
	Southbound Left/Thru/Right		96	-
26	***Main St/US 101 SB Ramps***			
	Eastbound Thru/Right	TWSC	29	75
	Westbound Left/Thru		189	325
	Southbound Left/Thru/Right		826	750
25	***Main St/US 101 NB Ramps***			
	Eastbound Left/Thru	TWSC	155	325
	Westbound Thru/Right		86	75
	Northbound Left/Thru		603	550
	Northbound Right		56	25
9	***Main St/Ramada Dr***			
	Eastbound Left/Thru	TWSC	53	75
	Westbound Thru/Right		51	-
	Southbound Left		705	-
	Southbound Right		65	50

1. Queue outputs calculated using Sim-Traffic, maximum of AM or PM peak hour.
2. Available storage for thru movements is the distance until the upstream intersection.

TABLE 19
SR 46 WEST/US 101 INTERCHANGE BUILDOUT CONDITIONS QUEUING ANALYSIS

Int. #	Intersection/Approach	Control Type	95th Percentile Queue (ft)[1]	Available Storage
27	***SR 46W/South Vine Street***			
	Eastbound Left	Signal	**746**	440
	Eastbound Thru		**1099**	870
	Westbound Thru/Right		57	50
	Southbound Left		**269**	165
	Southbound Right		299	-
20	***SR 46W/US 101 SB Ramps***			
	Eastbound Thru/Right	Signal	75	50
	Westbound Left		**146**	75
	Westbound Thru		**232**	220
	Southbound Left/Thru		**516**	400
	Southbound Right		**641**	550
19	***SR 46W/US 101 NB Ramps***			
	Eastbound Left/Thru	Signal	**253**	205
	Westbound Thru		**53**	40
	Westbound Right		**78**	40
	Northbound Left		161	-
	Northbound Thru/Right		108	200
21	***SR 46W/Ramada Drive***			
	Eastbound Left	Signal	**52**	40
	Eastbound Right		**54**	40
	Northbound Left/Thru		716	-
	Southbound Thru		**417**	190
	Southbound Right		**620**	190

1. Queue outputs calculated using Sim-Traffic, maximum of AM or PM peak hour.
2. Available storage for thru movements is the distance until the upstream intersection.

As shown in Table 14, Theater Drive south of Templeton Cemetery Road is projected to operate unacceptably as a two-lane collector. As shown in Table 15, the major intersections along Vineyard Drive of Rossi Road, Bennett Way, Bethel Road, and SR 46 West are projected to operate at unacceptable conditions. The intersection of Las Tablas Road at Florence Street is projected to operate at unacceptable conditions. The conditions for the intersections at the Vineyard Drive, Las Tablas Road, Main Street, and at the SR 46 West interchanges are expected to worsen and operate unacceptably. The queues at these interchanges are projected to worsen on the ramps and through the frontage roads. Unacceptable queue lengths are shown in bold in Tables 16 through 19. Although the HCM calculates the delay to be an acceptable level of service at some of these interchanges, the queues are unacceptable and present deficiencies that are not presented in the Synchro analysis. The interchanges of SR 46 West, Main Street, and Las Tablas Road experience queuing which may constrain progression through the corridors and result in unacceptable operations.

Table 20 presents a comparison of the ADT and level of service estimates between Existing and Buildout conditions. Table 21 presents a comparison of the intersection LOS between Existing and Buildout conditions.

TABLE 20
ROADWAY SEGMENT LEVELS OF SERVICE COMPARISON TABLE

			Existing Conditions		Buildout Conditions	
Roadway	**Location**	**Facility Type**	**ADT**	**LOS**	**ADT**	**LOS**
S.R. 46 West	East of Bethel Road	Two-Lane Highway	6,911	A	11,170	A
	West of Vineyard Drive	Two-Lane Highway	5,807	A	7,430	A
Bennett Way	South of Vineyard Drive	Two-Lane Collector	1,010	A	1,770	A
	South of Las Tablas Road	Two-Lane Collector	1,440	A	1,450	A
	North of Las Tablas Road	Two-Lane Collector	2,359	A	3,960	A
Bethel Road	South of Vineyard Drive	Two-Lane Collector	1,324	A	1,605	A
	North of Vineyard Drive	Two-Lane Collector	2,128	A	3,360	A
	North of Brambles Court	Two-Lane Collector	773	A	2,395	A
El Pomar Drive	North of Templeton Road	Two-Lane Collector	3,083	A	3,405	A
	West of South El Pomar Road	Two-Lane Collector	927	A	980	A
Florence Street	West of Old County Road	Two-Lane Collector	2,007	A	2,530	A
Las Tablas Road	West of Bethel Road	Two-Lane Collector	1,126	A	1,800	A
	East of Bethel Road	Two-Lane Arterial (w/LTL)	2,929	A	4,070	A
	West of Duncan	Three-Lane Arterial	15,671	A	18,065	B
	West of Florence Street	Two-Lane Collector	7,827	C	10,210	D
	West of Old County Road	Two-Lane Collector	2,888	A	4,630	A
Main Street	North of Vineyard Drive	Two-Lane Arterial (No LTL)	7,608	A	7,970	A
	South of Vineyard Drive	Two-Lane Arterial (No LTL)	2,815	A	2,915	A
	North of Sixth Street	Two-Lane Arterial (No LTL)	6,836	A	7,390	A
	North of Creekside Ranch Road*	**Two-Lane Arterial (No LT**	7,199	A	**8,630**	**E**
Neal Springs Road	North of El Pomar Drive	Two-Lane Collector	1,572	A	1,615	A
Old County Road	North of Vineyard Drive	Two-Lane Collector	2,378	A	2,490	A
	North of Florence Street	Two-Lane Collector	1,309	A	1,420	A
Peterson Ranch Road	East of Bethel Road	Two-Lane Collector	394	A	665	A
Ramada Drive	**North of Main Street***	**Two-Lane Collector**	5,073	A	**6,525**	**E**
	South of S.R. 46 West*	**Two-Lane Collector**	5,722	A	**8,045**	**E**
River Road	North of Neal Springs	Two-Lane Collector	1,609	A	1,620	A
Rossi Road	South of Vineyard Drive	Two-Lane Collector	4,658	A	4,760	A
Santa Rita Road	South of Vineyard Drive	Two-Lane Collector	627	A	640	A
	South of Templeton Hills Road	Two-Lane Collector	470	A	470	A
Sixth Street	West of Main Street	Two-Lane Collector	1,039	A	1,310	A
South El Pomar Road	East of Templeton Road	Two-Lane Collector	677	A	750	A
Templeton Road	East of Main Street	Two-Lane Collector	4,586	A	5,250	A
	South of El Pomar Drive	Two-Lane Collector	1,667	A	1,780	A
Templeton Hills Road	East of Bethel Road	Two-Lane Collector	307	A	380	A
Theatre Drive	**South of Templeton Cemetery Road***	**Two-Lane Collector**	8,132	C	**11,310**	**E**
Vineyard Drive	West of S.R. 46 West	Two-Lane Collector	1,647	A	2,630	A
	West of Bethel Road	Two-Lane Collector	4,351	A	5,215	A
	East of Bethel Road*	**Two-Lane Collector**	6,079	B	**7,450**	**E**
	West of U.S. 101	Two-Lane Arterial (w/LTL)	12,572	C	14,165	C
	East of U.S. 101	Two-Lane Arterial (w/LTL)	10,520	A	11,760	B

** LOS for County maintained arterials and collectors with no TWLTL, Buildout ADT > 6,000 vpd and a speed limit greater than or equal to 45 mph were analyzed using the HCM two-lane highway methodology.*

TABLE 21
INTERSECTION LEVELS OF SERVICE COMPARISON TABLE

#	Intersection	Control Type[1,2]	Target LOS	Existing Conditions		Buildout Conditions	
				AM Peak Hour LOS	PM Peak Hour LOS	AM Peak Hour LOS	PM Peak Hour LOS
1	Vineyard Dr/ Main St	Signal	D	C	C	C	C
2	Vineyard Dr/ Old County Rd	TWSC	D	C	B	D	B
3	Vineyard Dr/ US 101 NB Ramps	Signal	C	B	C	C	C
4	Vineyard Dr/ US 101 SB Ramps	Signal	C	C	B	C	C
5	**Vineyard Dr/ Rossi Rd**	**TWSC**	D	C	B	F	F
6	**Vineyard Dr/ Bennett Way**	**TWSC**	D	C	B	F	F
7	**Vineyard Dr/ Bethel Rd**	**AWSC**	D	C	A	F	B
8	Main St/ Theatre Dr[3,4]	TWSC	D	A	A	A	A
9	Main St/ Ramada Dr[4]	**TWSC**	D	C	C	D	E
10	Main St/ Gibson Rd	TWSC	D	C	C	C	C
11	Main St/ 6th St	TWSC	D	B	B	B	B
12	Main St/ 8th St	TWSC	D	C	B	C	B
13	Las Tablas Rd/ Old County Rd	TWSC	D	B	A	B	B
14	**Las Tablas Rd/ Florence St**	**TWSC**	D	C	B	F	D
15	Las Tablas Rd/ Bennett Wy	Signal	D	B	A	C	B
16	Las Tablas Rd/ Bethel Rd	AWSC	D	A	A	B	A
17	SR 46/ Vineyard Dr	**TWSC**	C	B	C	C	E
18	SR 46/ Bethel Rd	TWSC	C	B	B	B	B
19	SR 46/ US 101 NB Ramps[4]	Signal	C	B	B	B	C
20	SR 46/ US 101 SB Ramps[4]	Signal	C	C	C	C	C
21	SR 46/ Ramada Dr[4]	**Signal**	C	B	C	B	D
22	SR 46/ Theatre Dr	Signal	C	A	B	B	C
23	Las Tablas Rd/ US 101 NB Ramps	Signal	C	B	B	C	C
24	Las Tablas Rd/ US 101 SB Ramps	Signal	C	B	B	C	C
25	**Main St/ US 101 NB Ramps[4]**	**TWSC**	C	C	D	C	F
26	**Main St/ US 101 SB Ramps[4]**	**TWSC**	C	D	F	F	F
27	SR 46/Mine Street[4]	**Signal**	C	B	C	C	F

Notes:

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Main St/Theatre Dr is a three-way stop-controlled intersection and was analyzed using SimTraffic

Transportation Improvement Needs and Circulation Plan Recommendations

This section presents the traffic network improvements considered for construction. The analyses' of the improvements will be included in a subsequent document with the intent to use the Templeton traffic model to test the potential improvements and determine the overall circulation benefits of the potential improvements. The intent of the Circulation concepts is to identify the possible improvements that will be considered and analyzed using the Templeton TDM.

Base Network

The effectiveness of circulation improvements were evaluated against a Buildout "Base" traffic scenario that had no circulation improvements. The Buildout "Base" scenario for the alternatives evaluation is a model network that superimposed the buildout land uses onto the existing traffic network.

Circulation Plan Recommendations

The following are summaries of circulation issues of concern predicted by the Templeton Traffic Model for Buildout conditions. Utilizing average daily traffic (ADT) predictions produced by the model, the peak hour-based intersection service levels were calculated for all the study locations using HCM methodologies. Consistent with the San Luis Obispo County and Caltrans policies, LOS "C" was taken as the general threshold for acceptable/tolerable operations for rural areas, areas within Caltrans jurisdiction, and LOS "D" was taken as the general threshold for areas within the Templeton URL. Roadway segments with projected LOS worse than identified thresholds were determined "deficient". Implications on community traffic conditions and safety are also described in this section.

County maintained arterials and collectors without two-way left-turn lanes (TWLTL's) with a speed limit greater than or equal to 45 mph, and a Buildout ADT greater than 6,000 vpd were also analyzed using the Highway Capacity Manual Two-Lane Highway methodology. The analysis determined that TWLTL's are required at the following locations:

- Vineyard Drive (Bethel Road to Bennett Way)
- Main Street (Creekside Ranch Road to US 101)
- Ramada Drive (Main Street to SR 46 West)
- Theater Drive (Main Street to Paso Robles City Limits)

SR 46 West/US 101 Interchange

The SR 46 West/US 101 interchange is a significant location for interregional, regional, and local traffic. Operations along this corridor between Theater Drive and Ramada Drive are unacceptable and are projected to worsen causing severe delays along SR 46 eastbound and westbound, on the southbound off ramp, and for both approaches of Ramada Drive. These ramp intersections are closely spaced with the frontage roads. Modifications at this interchange include reassessment of recommendations for the interchange at the ramps, and is currently in preparation by Omni-Means. Improvements to Caltrans facilities are subject to Caltrans

Intersection Control Evaluation (ICE) process and approval. Templeton area's fair share percentage of the interchange cost was reconfirmed during the analysis with the County.

Main Street/US 101 Interchange

The Main St/US 101 interchange also provides a significant access for regional and local traffic for the Templeton Community. Currently, the ramps and frontage roads are operated by stop signs and most of the intersections are projected to operate unacceptably under Buildout conditions. Main Street at the US 101 Ramps is projected to operate at LOS F with significant queuing on the ramps, and Ramada Drive is projected to operate at LOS E in the PM peak hour under Buildout conditions. The volumes are projected to satisfy peak hour warrants for a traffic signal. The ramps are closely spaced with the frontage roads. Recommendations are to reconfigure the interchange with installing signals or roundabouts. Main Street is projected to operate at or near capacity under Buildout conditions north of Creekside Ranch Road. Main Street Interchange improvements should also include widening the roadway cross-section between US 101 and Creekside Ranch Road to provide three lanes that presents capacity more similar to arterials. Improvements to Caltrans facilities are subject to Caltrans Intersection Control Evaluation (ICE) process and approval. Templeton area's fair share percentage of the interchange cost was reconfirmed during the analysis with the County.

Las Tablas Road/US 101 Interchange

The Las Tablas Road/US 101 interchange also provides a significant access for regional and local traffic for the Templeton Community. Currently, the ramps are operated by traffic signals and most of the intersections are projected to operate acceptably under Buildout conditions. However, the queuing analysis results present queuing issues for the US 101 Southbound Off-Ramp and queues are projected to back up through the adjacent intersections. The ramps are closely spaced with the adjacent intersections. Recommendations are to widen the US 101 Southbound Off-Ramp to provide sufficient storage for the turn pocket, and widen Las Tablas Road to provide an additional lane westbound between US 101 Southbound Ramps and west of Bennett Way. The additional westbound lane will facilitate flow through the corridor and alleviate congestion at the interchange. Ultimate recommendations for the Las Tablas interchange include either installing roundabouts or widening Las Tablas to five lanes, replace the bridge structure, and possibly close the Duncan Road access. Widening projects for the Las Tablas interchange are identified in the CIP; however, the bridge widening project is not included in the road improvement fee program. Improvements to Caltrans facilities are subject to Caltrans Intersection Control Evaluation (ICE) process and approval. Templeton area's fair share percentage of the interchange cost was reconfirmed during the analysis with the County.

Las Tablas Road/Florence Street

This intersection currently operates with a stop sign on the Florence Street approach and is projected to operate unacceptably under buildout conditions. The volumes are projected to satisfy peak hour warrants for a traffic signal. This intersection is close (approximately 250 feet) east of the US 101 Northbound Ramps intersection. Recommendations are to install a traffic signal with appropriate turn lanes and coordinate with the US 101 Ramps intersections which are currently signalized.

Theater Drive

This roadway is projected to operate at or near capacity under Buildout conditions. Improvements within Templeton include widening the roadway cross-section between Main Street and Paso Robles City Limits to provide three lanes that presents capacity more similar to arterials. In addition, it is recommended to extend Theater Drive south to Peterson Ranch Road. Completion of the frontage road system will help alleviate congestion at the interchanges.

Bennett Way

This roadway is projected to operate acceptably under Buildout conditions. However, completing the connectivity of Bennett Way to serve as a frontage road is needed to facilitate efficient access throughout the community under buildout conditions. It is recommended to extend Bennett Way north of Vineyard Drive to Peterson Ranch Road. Completion of the frontage road system will help alleviate congestion at the interchanges.

Ramada Drive

This roadway is projected to operate at or near capacity under Buildout conditions. Improvements within Templeton include widening the roadway cross-section at Marquita Avenue and Volpi Ysabel Road to provide three lanes that presents capacity more similar to arterials.

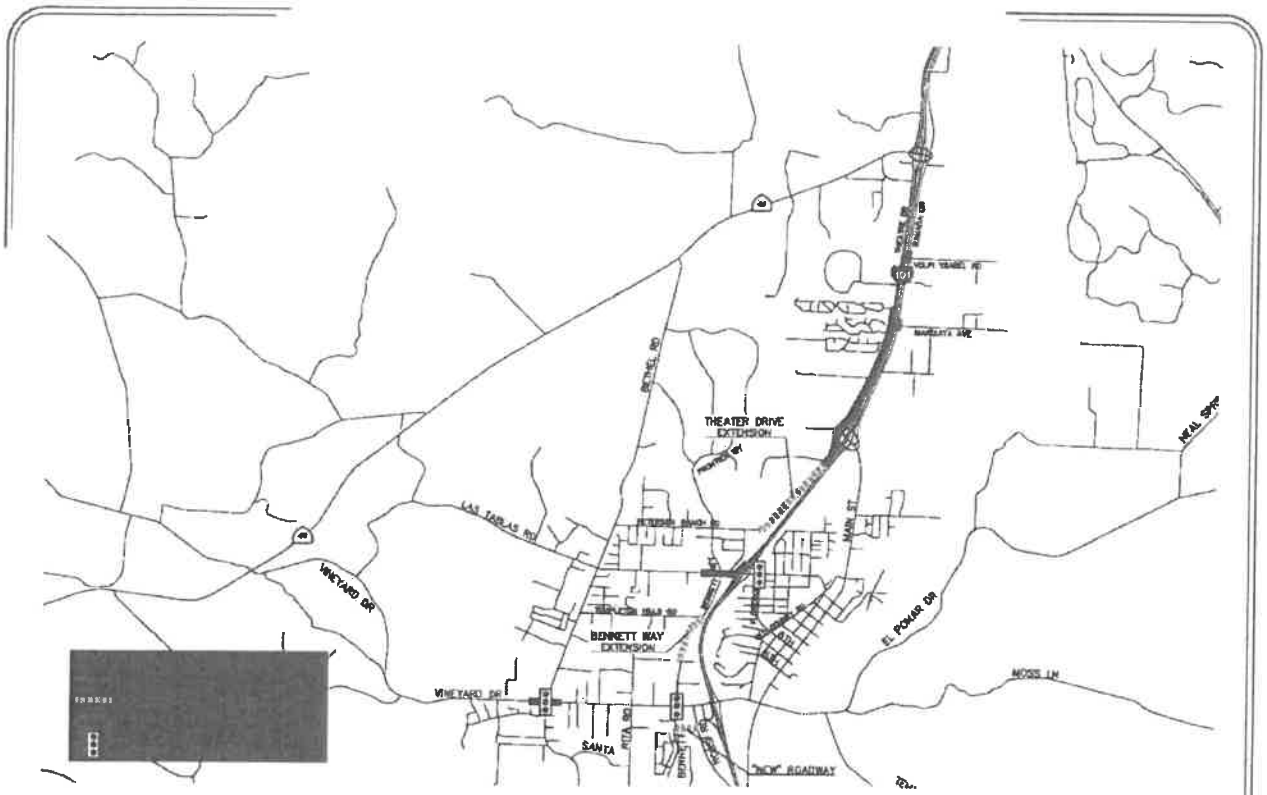
Vineyard Drive

Vineyard Drive between Bethel Road and Bennett Way is projected to operate at or near capacity under Buildout conditions. Improvements within Templeton include widening the roadway cross-section to provide three lanes that presents capacity more similar to arterials. The major intersections which are projected to be deficient along Vineyard Drive are as follows:

- Vineyard Drive/Rossi Road
- Vineyard Drive/Bennett Way
- Vineyard Drive/Bethel Road
- Vineyard Drive/SR 46 West

These intersection volumes are projected to satisfy peak hour warrants for a traffic signal. Recommendations for Vineyard Drive at Bennett Way, Bethel Road, and SR 46 West are to install traffic signals at the locations. Improvements to Caltrans facilities (SR 46 West) are subject to Caltrans Intersection Control Evaluation (ICE) process and approval. However, recommendations for the Vineyard Drive/Rossi Road intersection are to modify or close the intersection and construct a new roadway to provide access between Bennett Way and Rossi Road, essentially re-routing Rossi Road traffic to Bennett Way. The close spacing between Rossi Road and Bennett Way and the US 101 SB ramps does not maintain the level of functional classification which Vineyard Drive provides as an arterial, therefore alternatives should be explored to improve capacity which could include closing Rossi Road or restricting turns to right turn only, and providing access via Bennett Way.

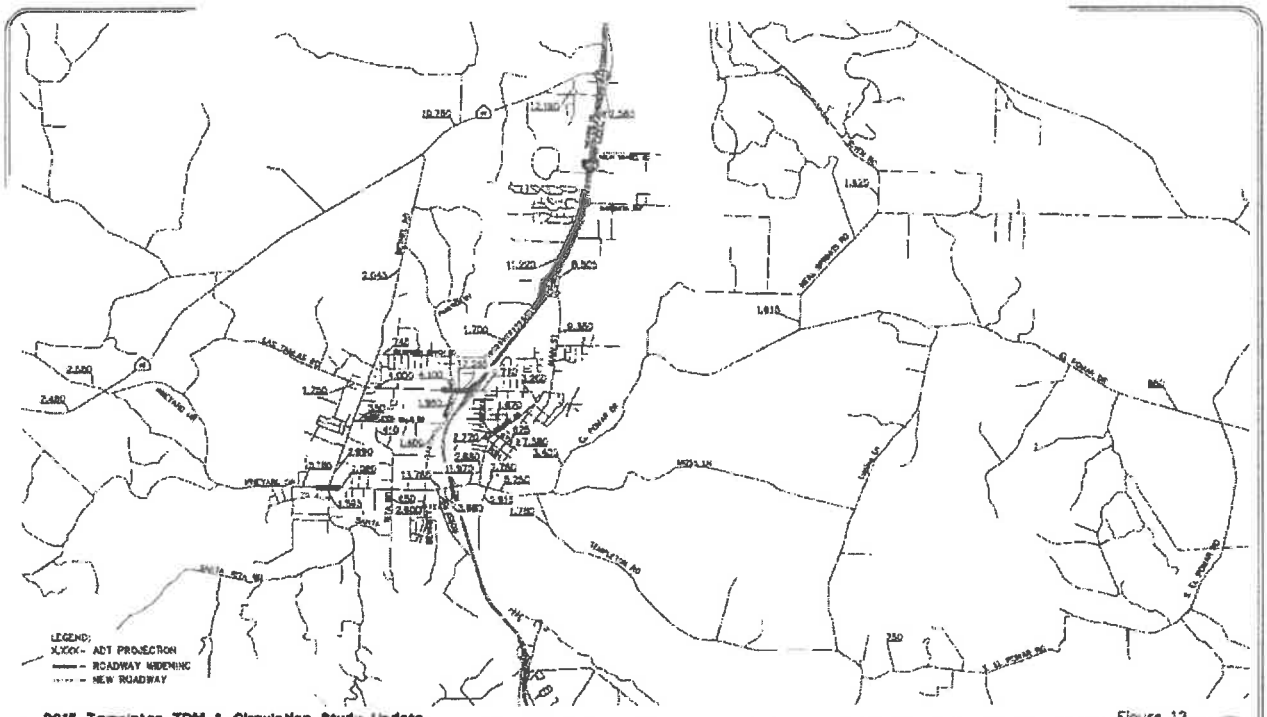
Figure 11 presents the Circulation Improvements (CIP). Figure 12 presents the Year 2035 Average Daily Traffic with the recommended circulation improvements in place. Figure 13 presents the Year 2035 Peak Hour Traffic volumes with the recommended circulation improvements in place.



2015 Templeton TDM & Circulation Study Update

Figure 11

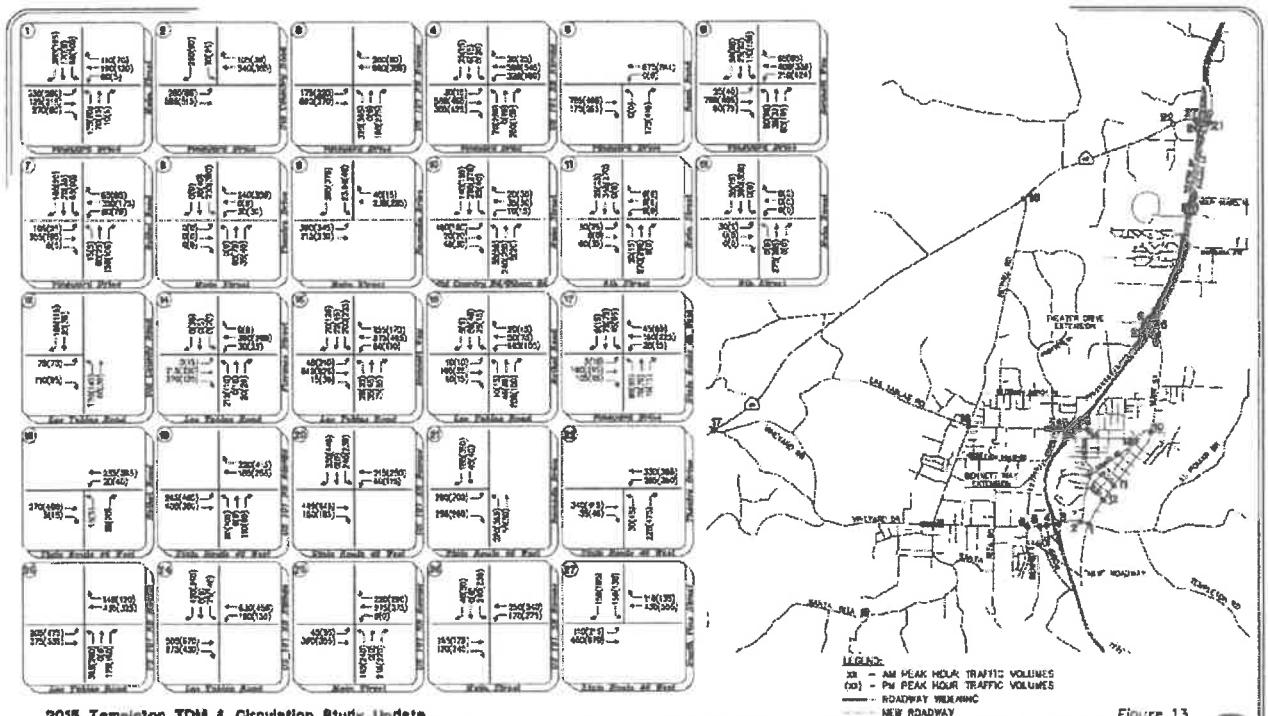
Circulation Improvements for Impact Fees



2015 Templeton TDM & Circulation Study Update

Figure 12

Year 2035 Buildout with CIP Average Daily Traffic (ADT)



2015 Templeton TDM & Circulation Study Update

Figure 13

Year 2035 Buildout with CIP Peak Hour Traffic Volumes

Alternative Transportation Modes

Pedestrian and Bicycle Routes

San Luis Obispo County updated the Bikeways Plan in 2015/16. The plan encourages the use of walking and bicycling and recognizes three classes of bikeways:

Class I Multi Use Path. Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

Class II Bike Lane. Class II facilities provide a striped and signed lane for one-way bicycle travel on each side of a street of highway. The minimum width for bike lanes ranges between four and six feet depending upon the edge of roadway conditions (curbs) and speed. Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III Bike Route. Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure of separation, they have an important function in providing continuity to the bikeway network.

Existing Pedestrian and Bicycle Facilities

The current bicycle and trail network consists of on-street and limited off-street facilities. The Templeton area currently has 15 bike facilities consisting of 1 Class I, 7 Class II, and 7 Class III facilities. The County has a pavement management program and regularly makes repairs as needed. The updated 2015/16 County Bikeways Plan was approved on August 9, 2016 and is available at http://www.slocounty.ca.gov/PW/Bicycles/Bike_Plan.htm. The following is a list of the bicycle facilities within Templeton:

Class I Bike Paths

- Vineyard Trail - Along the south side of Vineyard Drive between Bethel Road and 250' west of Semillon Lane.

Class II Bike Lanes

- Vineyard Drive - Between Vineyard Elementary School and Main Street
- Las Tablas Road - Between Florence Street and Bethel Road
- Florence Street - Between Las Tablas Road and Salinas Avenue
- Main Street - Between Ramada Drive and Gibson Road
- Bennett Way - Between Las Tablas Road and Peterson Ranch Road
- Theatre Drive - Between Nutwood Circle and SR 46, and connects to Vine Street
- South Vine Street - Between SR 46 and First Street in Paso Robles

Class III Bike Routes or Bicycle Friendly Roads

- Crocker Street - Between First Street and Eighth Street

- El Pomar Drive – Between Templeton Road and Neal Spring Road
- Florence Street/6th Street - Between Main Street and Salinas Avenue
- Las Tablas Road - Between Florence Street and Old County Road
- Main Street - Between Gibson Road and Vineyard Drive, and between Ramada Drive and Theater Drive
- Neal Spring Road – Between El Pomar Drive and South River Road
- Templeton Road – Between Main Street and El Pomar Drive
- Theatre Drive - Between Main Street and Nutwood Circle/Paso Robles City Limits (partial Class II features)

Walking

Pedestrian activity is generally aligned with roadways and has facilities very similar to Class I, II or III. Sidewalks exist along urban streets in the Templeton area, particularly in commercial areas and school areas such as downtown Templeton. Crosswalks that are near schools are painted yellow. Sidewalks are also present in some suburban residential neighborhoods. The General Plan contains special planning area standards that address sidewalk construction. Sidewalks tend to contribute toward the success of associated non-auto modes such as public transit service.

Ridesharing

The San Luis Obispo Regional Transit Authority, in cooperation with State and Federal governments, operates the Regional Ridesharing Program. This program provides opportunities for carpool formation through its carpool matching service. The Transit Authority serves as a clearinghouse for information on all other alternative transportation modes. The ridesharing program concentrates on outreach to major employers, as these have the density of employment necessary to assure successful carpool matching. One key action, which facilitates ridesharing, is the provision of Park & Ride lots. A Park & Ride lot currently exists at the intersection of Las Tablas Road and Bennett Way.

Public Transportation

The Templeton area is serviced by San Luis Obispo Regional Transit Authority (SLORTA). Route schedules may vary annually and can be found at www.slorta.org. Route 9 serves a regional connection for Templeton and includes the Cities of San Miguel (Limited), Paso Robles, Atascadero, Santa Margarita, and San Luis Obispo. Route 9 also provides limited service to Cal Poly. Route 19 provides the following stops within the Templeton area:

- Las Tablas Road Park & Ride Lot
- Twin Cities Hospital
- Theatre Drive at Rancho Paso Road
- Theatre Drive at Target Shopping Center
- Theatre Drive at Chili's Restaurant/River Lodge Motel

Truck Routes

Truck routes are intended to carry heavyweight commercial, industrial, and agricultural vehicles through and around the community with minimum disruption to local auto traffic and minimum annoyance to residential areas. The 1982 Surface Transportation Assistance Act set standards for large trucks, known as STAA trucks, and set minimum truck sizes that states must allow on

the National Network including the Interstate System and other defined routes. The US 101 highway through Templeton and statewide is a National Truck Network. SR 46 is a Terminal Truck Access (STAA), splitting off of US 101 north of Templeton.

Rail Operations

No commuter rail transportation (AMTRAK) is currently located in Templeton. The nearest Amtrak is located in the City of Paso Robles. This facility is 6 miles north of Templeton.

Airports

Paso Robles Municipal Airport is the closest airport that is open to the public. The airport is mainly used for recreational activities and is accessible off of Highway 1. Oak Country Ranch Airport is the closest airport to the Templeton area; however it is privately-owned.

The San Luis Obispo County Regional Airport, also known as McChesney Field, is located in the City of San Luis Obispo about 27 miles south of Templeton. It is served by two commercial airlines providing services to Los Angeles, Phoenix, and San Francisco. It is also home to full service general aviation and corporate facilities. McChesney Field is located on the west side of SR 227, about 2 miles east of US 101.

Cost Estimates and Funding Mechanisms, Including Transportation Impact Fees

This chapter presents the update to the Capital Improvement Projects (CIP) and the associated Transportation Impact Fees (TIF) based on the recommended transportation improvements and discusses possible funding mechanisms.

Cost Estimates

A series of planning level cost estimates have been prepared by County Public Work Staff for projects discussed in Chapter 5. The cost estimates are necessary to determine the funding required to implement the transportation improvements. A summary of the recommended projects, cost estimates, recommended funding sources, and expected project completion dates are presented in Table 22 as the Capital Improvement Projects (CIP).

All cost estimates include the cost of construction, right-of-way, design, administration, environmental considerations, and inspection. All costs for construction activity were determined from typical experiences in San Luis Obispo County. Construction costs include clearing and grubbing, paving, drainage, stormwater, lighting, signing, and striping. Roadway edge improvements like curb, gutter, and sidewalk are generally excluded since they are usually constructed at the time of adjacent development.

Funding Mechanisms

Implementation of the elements of the transportation plan for Templeton will require sources of revenue dedicated to infrastructure investment. Local government has traditionally provided for public facilities, with the costs being financed by revenues derived from gasoline tax and state and federal funds. In the recent past, the traditional revenue sources have shrunk to inadequate levels through a combination of growth, aging capital facilities, State realignment of property tax revenues, construction cost inflation, increasing costs of environmental mitigation and competing needs for limited public dollars.

Impact Fees – The California Government Code (Sections 66001-66025) grants authority to local agencies to establish, increase, or impose fees as a condition of approval of a development project within their jurisdictional boundaries. California courts require that such fees be reasonably related to the contributing development's impact on community facilities. Provided that the impact fees are used to finance construction of specific facilities, impact fees are not considered taxes and, therefore, do not require electorate approval. San Luis Obispo County adopted Ordinance No. 2379 in 1988 to provide for the collection of roadway impact fees. A fee program has been established for the study areas of the South County (Nipomo Mesa), San Luis Bay (Avila Valley), Templeton, North Coast (Cambria), Los Osos, and San Miguel. The impact fee is collected at the time of development and held in an account dedicated for road improvements within the area of benefit. Credits toward the fee are provided to landowners who dedicate right-of-way and/or construct facilities listed on the capital improvements table (Table 22).

TABLE 22
TEMPLETON CIRCULATION STUDY 2017 UPDATE CAPITAL IMPROVEMENTS PROJECTS

#	Project Type	Location	From	Improvement	Cost Estimate	Existing Deficiencies	Less Other Sources	Regional COG	Funding From Impact Fees	Expected Completion
Road Improvement Fee Projects										
Circulation Study Updates (previous through 2036)					$500,000				$500,000	-
1	Interchange Improvements	Vineyard Dr	Phase 1 (Bond 5)	Debt Service on 06-27 & Road Func Loan (Bond Repayment w/Interest& fees)	$6,624,000				$6,624,000	2023
2	Interchange Improvements	Main St	Theater Dr to Ramada Dr	Reconfigure interchange (widening signals and/or roundabouts) includes LTL on Main	$12,000,000		$2,000,000	$4,000,000	$6,000,000	2025
3	Interchange Improvements	Highway 46 West	Theater Dr to Ramada Dr	Reconfigure interchange (widening signal improvements and/or roundabouts)	$18,000,000		$7,040,000	$6,184,000	$3,776,000	2035
4	Interchange Improvements	Las Tablas Rd	West of Bennett Way to US 101	Widen US 101 SB off-ramp & add westbound lane	$2,500,000			$1,500,000	$1,000,000	2035
5	Roadway Extension	Theater Dr	South End to Peterson Ranch Rd	Two (2) travel lanes, a left turn lane and bike lanes	$5,500,000		$3,500,000	$1,000,000	$1,000,000	2035
6	Roadway Extension	"New" Road	Bennett Wy to Rossi Rd	Re-route Rossi Road to Bennett Way. Cost for intersection connections to existing roads	$500,000				$500,000	2035
7	Roadway Extension	Bennett Wy	Vineyard Dr to Las Tablas Rd	Two (2) travel lanes, a left turn lane and bike lanes	$4,500,000			$3,500,000	$1,000,000	2035
8	Signal Installation	Vineyard Dr	Bethel Rd	Install traffic signal, ADA ramps and LTL on Vineyard	$750,000			$375,000	$375,000	2035
9	Signal Installation	Vineyard Dr	Bennett Wy	Install traffic signal and ADA ramps	$500,000		$200,000		$300,000	2035
10	Signal Installation	Las Tablas Rd	Florence St	Install traffic signal, ADA ramps, and LTL on Las Tablas	$650,000		$300,000		$350,000	2035
11	Left Turn Lane	Ramada Dr	Main St to Highway 46 West	at Marquita and Volpi Yasbet. 3-12' lanes; 2-5' shoulder. No Parking	$1,000,000	$500,000			$500,000	2035
12	Left Turn Lane	Theater Dr	Main St to PRCL	Two (2) travel lanes, a left turn lane and bike lanes	$1,000,000		$800,000		$200,000	2035
				Road Improvement Fee Projects Total	**$52,224,000**	**$500,000**	**$13,840,000**	**$16,659,000**	**$22,825,000**	-

TABLE 22
TEMPLETON CIRCULATION STUDY 2017 UPDATE CAPITAL IMPROVEMENTS PROJECTS

#	Project Type	Location	From	Improvement	Cost Estimate	Existing Deficiencies	Less Other Sources	Regional COG	Funding From Impact Fees	Expected Completion
Additional Projects										
13	Auxiliary Lanes	US 101	Vineyard Dr to Main St	Construct NB/SB Auxiliary Lanes	$3,500,000		$3,500,000		$0	-
14	Interchange Improvements	Las Tablas Rd	Phase 3	Widening to 6 lanes (Bridge Removal and replacement) or Roundabouts	$15,000,000		$15,000,000		$0	-
15	Roadway Realignment	Las Tablas Rd	Bend to Main St	3 12' lanes and 2-5' shoulders extend Las Tablas Road to Main	$4,000,000		$4,000,000		$0	-
16	Signal Installation	Main St	Gibson Rd	Install traffic signal (previously Area A, meets warrant with Las Tablas Extension)	$500,000		$500,000		$0	-
17	Signal Installation	Highway 46 West	Vineyard Dr	Intersection improvements by Caltrans	$1,000,000		$1,000,000		$0	-
18	Signal Installation	Highway 46 West	Bethel Rd	Install traffic signal and left turn lane	$650,000		$650,000		$0	-
19	Safety Enhancement	Bethel Rd	Vineyard Dr to Las Tablas Rd	Correct existing deficiency	$1,000,000	$1,000,000			$0	-
20	Bicycle Enhancement	Bike Lanes per County Bikeways Plan		Class II Bike Lanes	$5,000,000		$5,000,000		$0	-
21	Pedestrian Enhancement	Walkways per Pedestrian Circulation Plan		Concrete or stabilized paths	TBD		TBD		$0	-
22	Trails	Trails per Parks and Recreation Element		Concrete or stabilized paths	TBD		TBD		$0	-
23	Transit Amenities	Vineyard Dr	Park & Ride Lot	Construction of toil and shelters	$350,000		$350,000		$0	-
24	Park & Ride Amenities	Las Tablas Rd	Park & Ride Lot	Expand existing facility	$250,000		$250,000		$0	-
25	Drainage Facility	Salinas Ave	at Toad Creek	Increase culvert capacity	$400,000	$400,000			$0	-
26	Drainage Facility	Godell St	at East End	Increase storm drain size	$300,000	$300,000			$0	-
27	Drainage Facility	Main St	at Toad Creek	Increase culvert capacity	$400,000	$400,000			$0	-
28	Drainage Facility	Main St	near Gibson Rd	Install storm drain	$850,000	$550,000			$0	-
				Additional Projects Total	**$33,400,000**	**$2,650,000**	**$30,450,000**	**$0**	**$0**	-

TABLE 22
TEMPLETON CIRCULATION STUDY 2017 UPDATE CAPITAL IMPROVEMENTS PROJECTS

#	Project Type	Location	From	Improvement	Cost Estimate	Existing Deficiencies	Less Other Sources	Regional COG	Funding From Impact Fees	Expected Completion
Completed Capital Improvement Projects										
Circulation Study Updates (1991-FY15/16)					$179,024				$179,024	-
	Interchange Structures	Main St	Theuerkauf Dr to Ramada Dr	Cost to date for previous PSR, operational studies and Caltrans PSR	$209,669				$209,669	-
	Interchange Structures	Vineyard Dr	Phase 1 (Alt 5)	Widen 3 lanes (Bennett to Main Street) and install signals at ramps	$9,420,281		$111,414	$1,500,000	$4,773,691	Done
	Roadway Closure	Old County Rd	Main St to Gibson Rd	Close Road	-				$0	Done
	Pedestrian Enhancement	Florence St	Las Tablas Rd to Las Tablas Creek	Low Impact Development	$585,977		$585,977		$0	Done
	Interchange Structures	Las Tablas Rd	Phase 1	Open Abutments and create a TWLTL, install signals at Ramps. PSR costs included	$2,691,853		$24,000	$150,000	$2,467,853	Done
	Roadway Extension	Bennett Wy	Las Tablas Rd to Petersen Ranch Rd	2 -12' lanes, 2 -5' shoulders. TS at Las Tables Rd and Bennett Wy	$1,942,933	$786,000 (developer $)			$1,156,933	Done
	Left Turn Lane	Las Tablas Rd	Hwy 101 to Bethel Rd	Add Center Turn Lane	$312,266				$312,266	Done
	Pedestrian Enhancement	Las Tablas Rd	Pedestrian Crossing	Crosswalk with median refuge island	$20,000		$20,000		$0	Done
	Left Turn Lane	Main St	Gibson Rd to Creekside Ranch Rd	5-12' lanes, 2-5' shoulder; Intermittent Parking.	$170,618				$170,618	Done
	Signal Installation	Main St	Vineyard Dr	Install traffic signal	$105,376				$105,376	Done
	Signal Modification	Main St	Vineyard Dr	Modify Signal	$145,207				$145,207	Done
	Transit Amenities	Las Tablas Rd	Park & Ride Lot	Construction of lot and shelters	$250,000		$250,000		$0	Done
	Bike Lanes	Vineyard Dr	Bethel Rd to Bennett Wy	Written for Class II Bike Lanes with BTA funding	$462,226		$462,226		$0	Done
				Completed Capital Improvement Project Table	**$18,209,717**	**$786,000**	**$1,618,617**	**$1,650,000**	**$9,510,063**	
				GRAND TOTAL	**$101,833,717**	**$4,234,000**	**$46,906,617**	**$17,209,000**	**$31,835,983**	

On July 2, 1991, the San Luis Obispo County Board of Supervisors approved the Templeton Circulation Study and adopted a resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. These impact fees were established to fund the portion of roadway needs that are attributable to new development within the study area. These improvements were explicitly determined for the likely types of development that will occur in this area over the next 50 or more years. The following discussion highlights the considerations involved in establishing an equitable basis for impact fees in the Templeton area.

A. Public/Private Share of Costs – In determining an appropriate level for the impact fees, improvement costs must first be apportioned among the public and private sectors according to the benefits provided to existing and future traffic sources. Existing deficiencies are not eligible for correction with impact fee funding, and such costs must be subtracted from the cost estimates. Existing deficiencies are defined as problems present at the time of initial roadway or intersection construction (i.e. vertical and horizontal curves).

The next step in assigning eligible costs to the impact fee calculation is to estimate the portion of roadway improvement costs attributable to through traffic. These costs are not eligible for funding by impact fees. In Templeton, most through traffic uses Highway 101 or State Route 46 West. "Local" traffic, i.e. traffic generated within Templeton, creates the need for improvements at the freeway interchanges. For this reason, the improvements to the State Route 46 and Main Street interchanges are included in the impact fee calculations.

B. Fee Area – In the previous 2009 Templeton Circulation Study and Fee Update, Templeton had three distinct Fee Areas. However, based on discussions with the County, the Fee Areas were consolidated into a single Fee Area in this update due to the use of the proposed flat fee. The Templeton Study area is characterized by a natural "screenline" (U.S. 101) that spans approximately through the center of the area, thereby forming a natural transportation barrier or "traffic shed". For the most part, the recommended transportation improvements are concentrated in the urban area, adjacent to the screenline. The Fee Area consists of the area containing urbanized areas of Templeton URL, Main Street Interchange, and rural areas as the boundary for the Fee Area.

C. Distribution Among Future Traffic Sources. When the total private share of costs has been established, these costs must be further distributed among the various land uses that contribute to traffic growth. The calculated fee is based on the amount of traffic generated during the weekday afternoon (PM) peak hour for each type of new development. The amount of traffic is determined utilizing the growth in trips between the existing and buildout travel demand models and rates within the Institute of Transportation Engineers (ITE)-published *Trip Generation Manual (9th Edition)*. Since the model's land use input unit is daily trips, ITE rates were utilized to factor the growth in daily trips to determine the growth in PM peak hour trips. The change in land use and corresponding number of equivalent trip units, PM peak hour trips, has been recalculated to reflect growth between existing and buildout conditions.

Impact Fee Calculation

The impact fees calculated in this 2017 TIF update will fund the full cost of the proposed transportation improvements, less costs required to be paid or dedicated by property owners and/or grants obtained from state and federal sources. In order to establish a rough proportionality between the fee amount proposed and new development, PM peak hour trip generation for added land uses has been estimated in Table 23.

TABLE 23
MODEL UPDATE LAND USE GROWTH PEAK HOUR TRIPS

Land Use (PM peak hr trips)	Templeton Fee Area
Single Family	477
Multi-Family	18
Mobile Home	0
Retail	967
Office	631
Industrial	265
Government	15
Education	0
Other	91
Total	**2,463**

As shown in Table 23, 2,463 PM peak hour trips are expected to be generated by new development in Templeton. As shown in the 2017 Capital Improvement Program (Table 22) the entire CIP is not proposed to be funded through the impact fee program (RIF). Table 24 presents a summary of the total funding required from the impact fee program, consistent with the Impact Fee totals in Table 22.

TABLE 24
REMAINING FUNDING REQUIRED FROM IMPACT FEES

Templeton Fee Area Impact Fee Funding	
Total Required Funding From Impact Fees	$22,325,000
Funds Balance (As of 6/30/2016)	$1,479,168
Net Funding Required From Impact Fees	**$20,845,832**

As shown in Table 24, the total required funding from the impact fee program, after accounting for the current fee balance is approximately $20.8 million. It was determined that a flat rate fee for all land use types is adequate to accommodate the build-out traffic volumes and recommended Capitol Improvement Program. Table 25 presents a summary of the flat fee for Templeton Fee Area.

TABLE 25
PROPOSED TEMPLETON 2017 FEE UPDATE

Templeton Flat Fee per Peak Hour Trip (PHT):	**$8,462**

As shown in Table 15, and per discussions with the County, it is recommended that a flat rate fee be carried forward with this 2017 fee update. Pass-by trips will be applied to the rate based on the land use permit. Compared to the 2009 Road Improvement Fees, the proposed flat fee results in a lower residential fee and a higher non-residential fee in the Urban and Rural Areas, and a lower fee overall for the Commercial and Industrial Areas. Buildout of the added future land uses under this proposed fee rate will result in a full-funded fee program.

Appendix

A. Land Use Trip Rates by TAZ

B. Trips by TAZ

C. Model Calibration Report

D. Travel Demand Model User Guide

E. Signal Warrants

F. Level of Service Worksheets

Exhibit "B"
POLICY OF THE BOARD OF SUPERVISORS FOR
DETERMINATION OF THE NUMBER OF PEAK HOUR TRIPS

SECTION ONE: PURPOSE

1.01 This Policy is intended to be used in implementing the Resolution of the Board of Supervisors of the County of San Luis Obispo Imposing a Road Improvement Fee etc., (hereinafter referred to as Resolution) to which this Policy is attached as an exhibit, which Resolution is adopted under the authority of San Luis Obispo County Ordinance No. 2379.

SECTION TWO: DEFINITIONS

2.01. "Collision History." A summary of the amount and type of reported vehicle collisions occurring during the preceding five years within the area of study.

2.02. "Fee Area." The particular area(s) set forth in the Circulation Study, wherein the new development lies.

2.03. "Existing Trips." Trips generated by a current or previous use of the property which use is being replaced by new development. In order to receive credit under Section 3.01(b) of this Policy, said current or previous use must have been in existence at the time the most recent Circulation Study was adopted.

2.04. "Floor Area." The square footage of a building shall have the same meaning as the section entitled Gross Area: as set forth in Chapter 1 of the Institute of Transportation Engineers' Trip Generation Manual, which book is more completely described in Section 3.01(a) of this Policy.

2.05. To "Generate Additional Traffic" shall mean both the production and the attraction of vehicular trips.

2.06. "Level of Service." A qualitative measure describing operational conditions within a traffic system, and their perception by motorists, as defined in the most recent edition of the **Highway Capacity Manual** Transportation Research Board, Washington, D.C. (Highway Capacity Manual).

2.07. "Level of Service C" and "Level of Service D" shall have the meaning as set forth in the Highway Capacity Manual:

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with other in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

Level of Service D is approaching unstable flow. Speeds slightly decrease as traffic volume slightly increases. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease.

2.08. A "Pass-by Trip" is an existing trip that is diverted to a new development from an adjacent street and is not a new trip that is assigned to the adjacent streets due to the new development/ Pass-by trips are excluded in calculating additional trips to be generated by a new development.

2.09. "Peak Hour Trip" shall mean a single or one-directional vehicle movement which either enters or exists the site of a new development during the hour of the day in which the peak hour traffic volume is measured on the road(s) adjacent to the new development.

2.10. "Prevailing Speed." The speed, at or below which eighty-five percent of vehicles are traveling on a roadway.

2.11. A "Road Impact Fee Study." Or RIFS: is a written study that evaluates and comments on all of the following:

A. Evaluate existing conditions on roads which will be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. This evaluation of existing conditions on said roads shall include: (1) levels of service, (2) queue lengths, (3) prevailing speeds, (4) stopping sight distance, and (5) collision history, (6) County Public Improvement Standards and other relevant and necessary items as are required by the Director of Public Works.

B. Estimate build-out conditions with and without the proposed new development on roads which are likely to be affected. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. The study shall include an estimate of trip generation, if any, for each unit of the proposed new development project. The trip generation estimate may be adjusted to reflect pass-by trips and may be used for computing the fees required by Chapter 13.01 of the San Luis Obispo County Ordinance Code.

The existing and build-out conditions shall be compared with the Circulation Study, to determine if additional mitigations to maintain a Level of Service D, or better, for roadways and intersections within an Urban Reserve Line (URL), and a Level of Service C, or better, for all other intersections and roadways (those outside of an Urban Reserve Line) for the affected roads after completion of the proposed new development project.

C. Include such additional inquires, evaluations and comments as the Director of Public Works determines are relevant and reasonably necessary for a comprehensive evaluation of the impacts of the proposed new development project on the said roads.

The RIFS shall be prepared by a qualified engineer licensed as a civil or traffic engineer by the State of California.

The RIFS shall be subject to the review and approval of method and accuracy by the Director of Public Works.

2.12. "Road." A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Road" includes "street," and "highway" and "bridge."

2.13. "Secondary Dwelling." A dwelling unit is determined to be a secondary dwelling if it is consistent with the definitions established in Section 22.30.470 of the San Luis Obispo County Land Use Ordinance, or Section 23.08.169 of the Coastal Zone Land Use Ordinance.

2.14. "Stopping Sight Distance." The length of roadway ahead that is visible to the driver. The minimum sight distance available on a roadway should be sufficient to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

2.15. "Trip Generation." The total number of vehicle trips which will enter or exit a given development project. Trip generation includes trips per weekday, trips per hour for the peak hour, and other cases as determined necessary by the Director of Public Works.

2.16. "Trip." A single or one-direction vehicle movement which either enters or exists the site of a development project.

SECTION THREE: DETERMINATION OF PEAK HOUR TRIPS:

3.01. The number of peak hour trips generated by new development shall be computed using the following formula:

Number of Units in the New Development	X	Trip Generation per New Unit	=	Number of New Peak Hour Trips

A "Unit" is a physical, measureable or predictable variable which quantifies the particular new development (e.g., floor area, employees, acres, dwelling units, etc.). The peak hour trip generation rate shall be based upon the highest trip generation rate possible for the proposed new development. Eligible existing trips shall be deducted from the number of peak hour trips generated by the new development.

3.02 "Trip Generation per New Unit" shall be determined as follows:

A. The trip generation rates, for the peak hour of adjacent streets, shall be based on the most recent edition of the Trip Generation Manual, Institute of Transportation Engineers, 525 School St. SW, Suite 140, Washington, D.C. 20024-2729.

B. If no published rates are available from the source, trip generation rates will be determined by the Director of Public Works.

C. If the Director of Public Works requires it, or if the applicant for the new development so elects, the Trip Generation Rate per New Unit which will be caused or generated by the proposed new development may be determined by the Director of Public Works with a Road Impact Fee Study rather than by the method set forth in Section 3.02(A) or 3.02(B) hereof. If a Road Impact Fee Study is to be used, the Director of Public Works shall require preparation of

a study for this work by engineers licensed as civil or traffic engineers by the State of California, and all costs shall be borne by the applicant for the new development.

D. As allowed under GC 66005.1(b), if a housing development is shown to meet any of the individual requirements of GC 66005.1(a), there shall be a trip generation adjustment of 10%. These adjustments shall be additive up to a maximum 20% adjustment.

E. The trip generation rate for a secondary dwelling, as established by definition under County Code, shall be two-thirds of the single family detached home rate, as determined by 3.02A.

Templeton Circulation Study 2017 Update Project
ED16-069/245R12C124

FINAL MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING AND BUILDING
ENVIRONMENTAL & RESOURCE MANAGEMENT DIVISION

COUNTY DEPARTMENT OF PUBLIC WORKS
TEMPLETON CIRCULATION STUDY 2017 UPDATE PROJECT
COUNTY OF SAN LUIS OBISPO

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

Abstract

A request by the Department of Public Works to update the Templeton Circulation Study. The update includes review of the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. The Templeton Road Fee Area is approximately bound to the west by Santa Rosa Creek Road/Old Creek Road, to the east by Cripple Creek Road, to the north by Creston Road/Peachy Canyon Road and to the south by the Atascadero City Boundary/Hwy 41/Santa Rita Road. The Templeton Road Fee Area includes the community of Templeton, as well as portions of rural surrounding area to the east and west of the community. The Templeton Road Fee Area includes portions of the Salinas River, Adelaida and El Pomar planning areas

No permits from other agencies are required for this update. Subsequent projects described in this report may require permits from local, state, and/or Federal agencies. Comments on this document should be sent to Keith Miller, County Department of Public Works Room 206, County Government Center, San Luis Obispo, CA 93408.

The following persons may be contacted for additional information concerning this document:

Keith Miller, Environmental Programs Division
or
Michelle Matson, Project Manager
County Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408
(805) 788-2830

This proposed Mitigated Negative Declaration has been issued by:

May 5, 2017 — Ellen Carroll
Date — Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

The project proponent, who agrees to implement the mitigation measures for the project, is:

May 5, 2017 — Dave Flynn
Date — Dave Flynn, Deputy Director of Public Works
County of San Luis Obispo

Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

Project Title & No. Templeton Circulation Study 2017 Update ED16-069 (245R12C124)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

☒ Aesthetics	☒ Geology and Soils	☐ Recreation
☒ Agricultural Resources	☒ Hazards/Hazardous Materials	☐ Transportation/Circulation
☒ Air Quality	☒ Noise	☐ Wastewater
☒ Biological Resources	☒ Population/Housing	☒ Water /Hydrology
☒ Cultural Resources	☐ Public Services/Utilities	☐ Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Keith Miller (klmiller@co.slo.ca.us) — Signature — 4/26/17
Prepared by (Print) — Date

Airlin Singewald — Signature — Ellen Carroll, Environmental Coordinator (for) — 4/26/17
Reviewed by (Print) — Date

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: A request by the Department of Public Works to update the Templeton Circulation Study. The update includes review of the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. In accordance with the Mitigation Fee Act (Government Code 66000 et seq.), public agencies may exact fees from development projects to defray all or a portion of the cost of public facilities related to the development project. The Templeton Road Fee Area is approximately bound to the west by Santa Rosa Creek Road/Old Creek Road, to the east by Cripple Creek Road, to the north by Creston Road/Peachy Canyon Road and to the south by the Atascadero City Boundary/Hwy 41/Santa Rita Road. The Templeton Road Fee Area includes the community of Templeton, as well as portions of rural surrounding area to the east and west of the community. The Templeton Road Fee Area includes portions of the Salinas River, Adelaida and El Pomar planning areas.

Background

Traffic circulation studies address the need for capacity related transportation improvements necessary to offset cumulative traffic impacts on community infrastructure that result from new development. Circulation studies identify needed improvements and include the costs and potential funding mechanisms for these improvements, resulting in "road improvement fees" that are assessed against new development.

In accordance with the Mitigation Fee Act (Government Code Section 66000 et seq.), public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to development. The County of San Luis Obispo levies these "road impact fees" in several unincorporated communities. The County adopts capital improvement plans in these communities, which indicate the approximate location, size, time of availability, and cost estimates for all facilities or improvements to be financed with the road impact fees. The capital improvement plans are adopted and annually updated by a resolution of the Board of Supervisors.

The focus of the Circulation Study is to identify and correct capacity deficiencies related to new development, as they are the only projects that road impact fee monies can be applied to (per Government Code Section 66000). Other projects related to safety, bicycle, pedestrian, public transportation facilities and existing roadway geometric deficiencies must be funded by other sources.

These improvements paid for by the fees are intended to mitigate for cumulative areawide development. As road impact fee projects are developed the roadways will be developed to the current standard, incorporating bike paths as well as pedestrian paths where they are required by the governing plans. This environmental document addresses only improvements identified in the Circulation Study to be wholly or

partially funded by "road impact fees," and not those improvements related to safety, bicycle, pedestrian, public transportation facilities, and existing roadway geometric deficiencies.

In 2011, a Mitigated Negative Declaration (MND) was prepared for the Templeton Circulation Study Update. Due to the time lapse between the 2011 MND and the current update, and because during the last update the Bennett Way extension was not considered, the Department of Public Works determined that a new Initial Study should be prepared – although it was expected that much of the information from the 2011 analysis would still be relevant.

This environmental document addresses environmental effects of the identified capital projects for the Templeton area at a level of detail commensurate with the current level of design of these projects. More focused and detailed environmental review of some projects may be required prior to formally deciding to proceed with the project. Project-specific environmental review will be more meaningful when project details are available.

The circulation study does not commit the County to building a specific project identified in the circulation study. At the time sufficient funds are available, the County could determine that a project not listed in the circulation study would be a more appropriate use of road impact fees. In this scenario, an alternate CEQA determination would be required.

The first Templeton Circulation Study was adopted by the Board of Supervisors (BOS) on July 2, 1991. The most recent update was adopted by the BOS on 2011. The 2017 update of the Templeton Circulation Study identifies capital improvement projects which would use road impact fees. Project 6 in Table 1 is the only new project added since the 2011 Update.

Table 1. Summary of Environmental Setting at Capital Improvement Project Sites

Site Map Reference Number	Project	Summary Environmental Setting
1	Main St (Theater Dr to Ramada Dr)	Heavily disturbed from highway construction; grassland with scattered trees; neighboring vineyards and commercial development
2	Highway 46 (Theater Dr to Ramada Dr)	Heavily disturbed from highway construction; grassland with scattered trees; neighboring commercial development
3	Las Tablas Rd (West of Bennett Way to US 101)	Heavily disturbed by road construction; developed parking facilities to the south, and grassland to the north
4	Theater Dr (South End to Petersen Ranch Rd)	Grassland, oak woodland and ephemeral stream; neighboring commercial and residential development
5	"New" Road (Bennett Wy to Rossi Rd)	Grassland, ephemeral stream with riparian woodland; neighboring residential and commercial development
6	Bennett Wy (Vineyard Dr to Las Tablas Rd)	Portions disturbed by the existing roadway; residential uses; small-scale dry-farm agriculture, portions of the alignment undeveloped and contain grassland and oak savannah and Toad Creek

7	Vineyard Dr & Bethel Rd	Heavily disturbed from road construction; grassland; neighboring residential development
8	Vineyard Dr & Bennett Way	Heavily disturbed from road construction; grassland; neighboring residential and institutional development
9	Las Tablas Rd & Florence St	Heavily disturbed from road construction; grassland and some ornamental landscaping; neighboring residential and commercial development
10	Ramada Dr (Main St to Highway 46)	Disturbed from highway and road construction and other development; grassland, vineyards, ornamental landscaping and scattered oak trees; neighboring highway, commercial, and residential development
11	Theater Dr (Main St to Paso Robles City Limit)	Disturbed from highway and road construction and other uses; grassland, vineyards ornamental landscaping and scattered oak trees; neighboring highway, commercial and residential development

ASSESSOR PARCEL NUMBER(S): Multiple

Latitude: Not applicable Longitude: Not applicable **SUPERVISORIAL DISTRICT #** 1

B. EXISTING SETTING

PLAN AREA: North County **SUB**: Salinas River **COMM:** Templeton

LAND USE CATEGORY: Multiple

COMB. DESIGNATION: Energy Extractive Area Flood Hazard

PARCEL SIZE: Not applicable

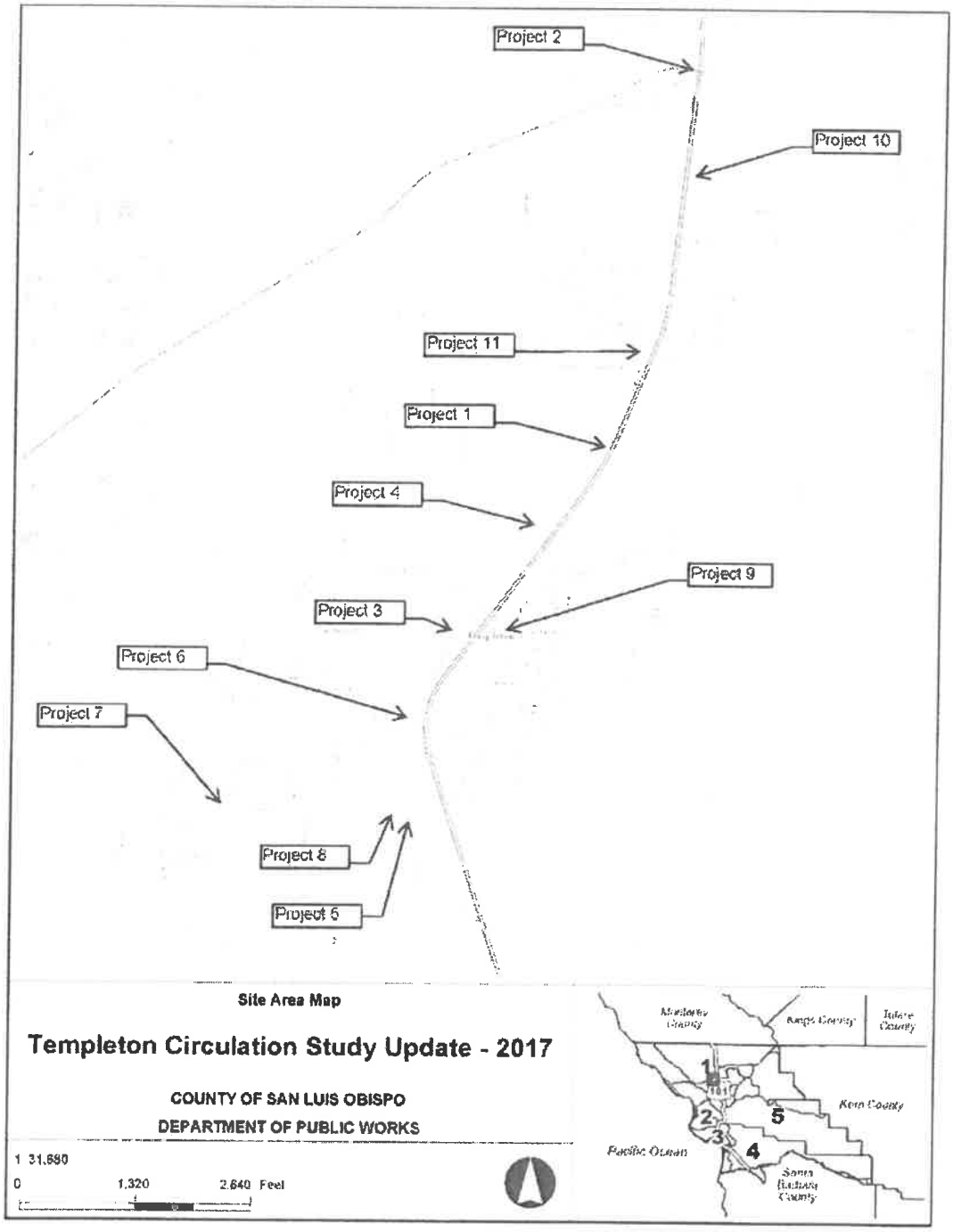
TOPOGRAPHY: Nearly level to steeply sloping

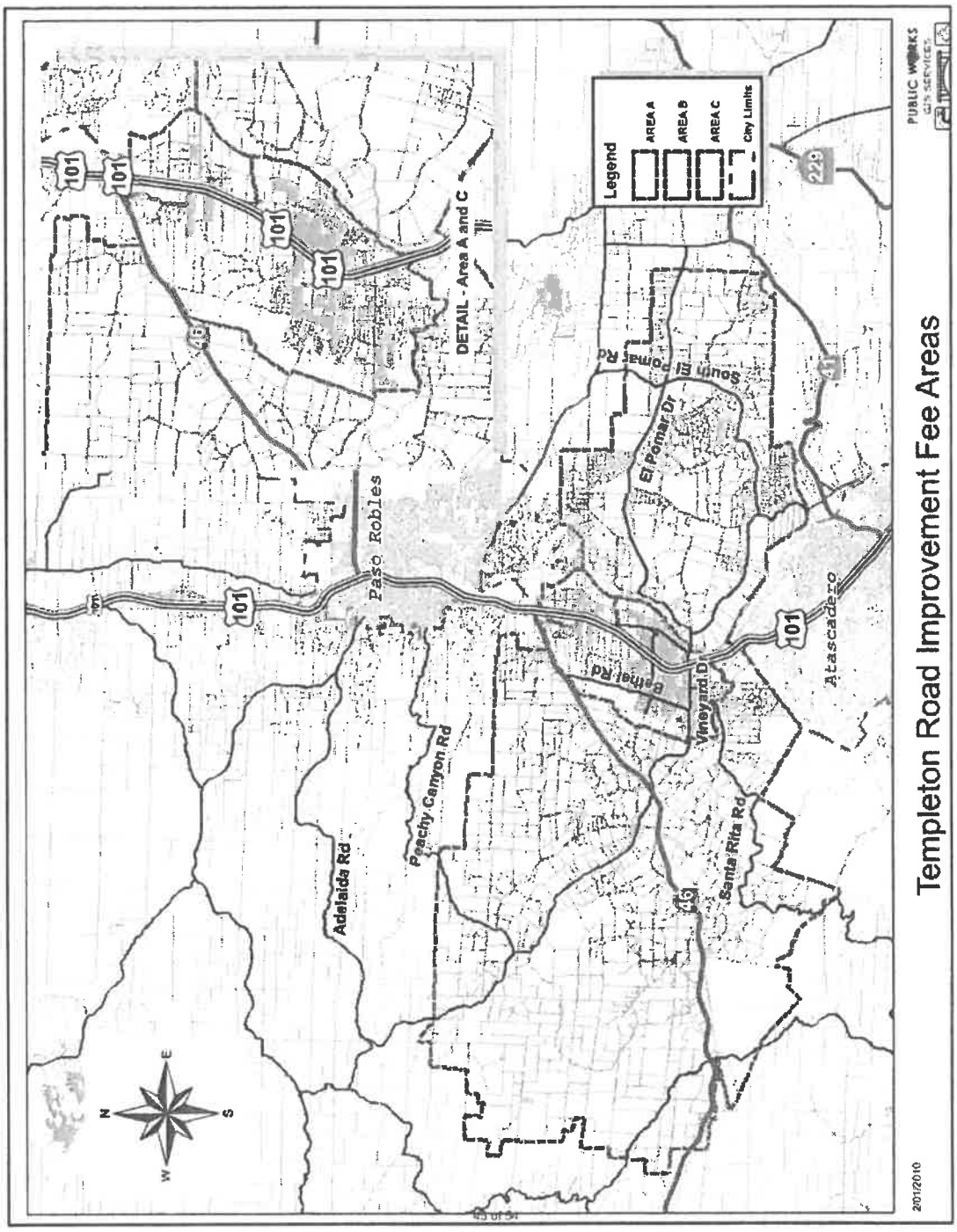
VEGETATION: Varied

EXISTING USES: Varied

SURROUNDING LAND USE CATEGORIES AND USES:

North: Varied	*East:* Varied
South: Varied	*West:* Varied


Project 2
Project 10
Project 11
Project 1
Project 4
Project 9
Project 3
Project 6
Project 7
Project 8
Project 5
Site Area Map
Templeton Circulation Study Update - 2017
COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS
1 31,680
0
1,320
2,640 Feet
Monterey County
Kings County
Tulare County
Kern County
Pacific Ocean
Santa Barbara County
1
2
3
4
5


Templeton Road Improvement Fee Areas
PUBLIC WORKS
GIS SERVICES
Legend
AREA A
AREA B
AREA C
City Limits
DETAIL - Area A and C
Paso Robles
Atascadero
Templeton
101
46
Adelaida Rd
Peachy Canyon Rd
Vineyard Dr
Santa Rita Rd
El Pomar Dr
South El Pomar Rd
2/01/2010

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST

1. AESTHETICS *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Create an aesthetically incompatible site open to public view?	☐	☒	☐	☐
b) Introduce a use within a scenic view open to public view?	☐	☐	☒	☐
c) Change the visual character of an area?	☐	☒	☐	☐
d) Create glare or night lighting, which may affect surrounding areas?	☐	☐	☒	☐
e) Impact unique geological or physical features?	☐	☐	☒	☐
f) Other: _____	☐	☐	☐	☐

Setting. The proposed capital improvement projects are located within the Urban Reserve Line (URL) of the community of Templeton. Templeton appears as a rural, western village whose nucleus remains on Main Street, surrounded by decreasingly intense residential and commercial development as one moves outward, away from the downtown. The projects identified in Table 1 consist of road and intersection improvements as well as associated facilities such as traffic signals and Americans with Disabilities Act (ADA) ramps, all located within the URL of the community of Templeton. The improvements will be on and visible from some major public roadways.

Impact. No significant visual impacts are expected to occur from the smaller scale projects such as the traffic signals. Larger scale improvements such as road extensions will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore, details are insufficient to identify and describe aesthetic impacts. Nonetheless, potentially significant aesthetic impacts may be identified in future analyses.

Important visual resources in the community such as gateways, visual corridors, natural landmarks, and open space viewsheds may be affected by the construction of specific circulation improvements over time. In addition, the rural portions of Templeton include rural areas/landscapes, wineries/vineyards, equestrian properties, and visual resources such as prominent oak trees that could be altered by the introduction of new facilities.

Mitigation/Conclusion. No mitigation measures are needed now; however, future project-specific analysis will identify any aesthetic impacts and describe appropriate mitigation measures if impacts are identified when more project details are available. Mitigation measures typically used to mitigate aesthetic impacts are included in Exhibit B.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication that the projects would result in aesthetic impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

2. AGRICULTURAL RESOURCES *Will the project:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?	☐	☒	☐	☐
b) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☒	☐	☐
c) Impair agricultural use of other property or result in conversion to other uses?	☐	☒	☐	☐
d) Conflict with existing zoning for agricultural use, or Williamson Act program?	☐	☒	☐	☐
e) Other: _____	☐	☐	☐	☒

Setting. Project Elements. The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Various, although projects are primarily in the road right-of way. No projects are located within the Agriculture land use category.

State Classification: Variable although projects are generally within the road rights-of-way.

Historic/Existing Commercial Crops: The area is primarily developed; a vineyard and small dry-farmed properties exist.

In Agricultural Preserve? No

Under Williamson Act contract? No

The soil type(s) and characteristics within the Fee Area are many and varied, although the project sites are primarily on land that is in the County right-of-way or has been previously developed for County infrastructure between the Salinas River and Bethel Road. The most prominent agricultural resource within the project area may be the approximately 100-acre Dusi Vineyard and tasting room. Smaller dry-farmed grain operations exist sporadically within the fee area.

Impact. A referral was sent to the County Agricultural Commissioner addressing an update to all the County Circulation Study Fee Areas. Resulting comments from the County Agricultural Commissioner state that, "subsequent environmental review for specific projects should address potential impacts to agricultural resources." (Auchinachie; February 15, 2017)

Transportation system improvements could lead to conflicts with agricultural use, operations, or agriculture zoning; however, no significant impacts to agricultural resources are expected to occur

from the majority of the projects. These projects are generally within the URL of the community of Templeton and not within or adjacent to any agricultural lands, so no significant agricultural impacts are expected to occur. Two projects, including the Main Street at Highway 101 Interchange (Project 1) and the Theater Drive improvements (Project 11) are located adjacent to an approximately 100-acre vineyard. Proposed improvements could convert portions of that vineyard, although the extent of the potential conversion is not known at this time. Project-specific analysis will include consultation with the County Agriculture Commissioner.

Mitigation/Conclusion. No mitigation measures are needed at this time; however, future project-specific analysis will identify any impacts to agricultural resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Mitigation measures typically used to mitigate impacts to agricultural resources are included in Exhibit B.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to agricultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

3. AIR QUALITY *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?	☐	☒	☐	☐
b) Expose any sensitive receptor to substantial air pollutant concentrations?	☐	☒	☐	☐
c) Create or subject individuals to objectionable odors?	☐	☐	☒	☐
d) Be inconsistent with the District's Clean Air Plan?	☐	☒	☐	☐
e) Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?	☐	☐	☐	☒
GREENHOUSE GASES				
f) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*	☐	☒	☐	☐

3. AIR QUALITY *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐
h) Other: _____	☐	☐	☐	☐

Setting. The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County APCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO2/year (MT CO2e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO2e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to

increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation. A project referral was sent to the SLOAPCD. They have no comments at this time.

Impact. Circulation studies address the need for capacity related transportation improvements and are developed to identify and correct capacity deficiencies related to new development. Improved road circulation reduces vehicle idling time and congestion, theoretically improving air quality; therefore, the Circulation Study Road Improvement Fees should have a positive impact on air quality.

The improvement projects funded by the Road Improvement Fees in the Templeton Circulation Study would involve construction activity that could generate temporary increases in local air pollution. The areas of disturbance would be determined when project designs are prepared. The projects will result in short-term construction equipment exhaust and fugitive dust emissions as well as emissions from construction commutes. During project-specific analysis, recommendations in the CEQA Air Quality Handbook will be used to calculate construction and operational phase emissions. If the project's pollutant generation levels are below specified thresholds in the Handbook, no mitigation is warranted. If the air pollution levels generated by a project exceed Handbook thresholds, mitigation measures will be required.

No significant air quality impacts are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as road widening improvements and interchange improvements will be subject to project-specific environmental analysis. Details of individual projects are insufficient to identify and describe air quality impacts. Nonetheless, potentially significant air quality impacts may be identified in future analyses. It may be necessary to calculate the project's construction impacts without knowing the exact fleet of construction equipment involved in the project. Table 2-2 of the Handbook contains screening construction emission rates based on the volume of soil moved and the area disturbed. This table should only be used when specific project information is not available.

Construction Phase Greenhouse Gas Impacts and Mitigation

A Greenhouse Gas (GHG) impact evaluation and the implementation of feasible mitigation may be required for larger projects. The subsequent project-specific CEQA analysis would evaluate the project's carbon dioxide (CO_2) emissions, as well as other GHG sources converted to carbon dioxide equivalents and would identify feasible mitigation.

Hydrocarbon Contaminated Soil

Hydrocarbon contaminated soil could result in adverse air quality impacts when exposed to the atmosphere. Should hydrocarbon contaminated soil be encountered during construction activities, the APCD will be notified as soon as possible after affected material is discovered to determine if an APCD Permit will be required.

Lead During Demolition

Demolition of structures coated with lead based paint can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in

significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. An APCD permit may be required.

Demolition of Asbestos Containing Materials
Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). If building(s) are removed or renovated, or utility pipelines are scheduled for removal or relocation, requirements include, but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM.

Construction Phase Idling Limitations
Diesel engine idling is regulated by State law: Section 2485 of Title 13 of the California Code of Regulations (for on-road vehicles) and Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation (for off-road equipment).

Truck Routing
Proposed truck routes should be evaluated and selected to ensure routing patterns have the least impact to residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. If the project has significant truck trips where hauling/truck trips are routine activity and operate near sensitive receptors, toxic risk may need to be evaluated.

Mitigation/Conclusion. Exhibit B includes a list of mitigation measures typically used to mitigate impacts to air quality because of road construction projects. These or other comparable mitigation measures would potentially be used for these projects. Application of standard mitigation measures, and in some cases, best available control technologies (BACT) should ensure any air quality impacts are less than significant. However, future project-specific analysis will be conducted at the time more detail is available for any of the proposed improvements. The analysis at that time will identify any air quality impacts and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to air quality that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

4. BIOLOGICAL RESOURCES *Will the project:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Result in a loss of unique or special status species* or their habitats?	☐	☒	☐	☐
b) Reduce the extent, diversity or quality of native or other important vegetation?	☐	☒	☐	☐
c) Impact wetland or riparian habitat?	☐	☒	☐	☐
d) Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?	☐	☒	☐	☐

4. BIOLOGICAL RESOURCES

Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish & Wildlife or U.S. Fish & Wildlife Service?	☐	☒	☐	☐
f) Other: _____	☐	☐	☐	☐

* Species – as defined in Section15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.

Setting. The location of the proposed capital improvement projects listed in Table 1 are located primarily in disturbed and/or urbanized areas within or adjacent to the existing road rights-of-way; however, the following plant cover types can also be found in the project areas: non-native grassland, oak savannah, oak woodland, and riparian. The Salinas River is the most prominent natural feature of the landscape, with Toad Creek and other small tributary streams also occurring within the area. The projects consist of road improvements and associated facilities such as traffic signals and ADA ramps, all located within the Urban Reserve Line of the community of Templeton.

Based on a review of the California Natural Diversity Database and California Native Plant Society records within the USGS Templeton Quad, as well as an assessment of the project areas conducted by the Department of Public Works Environmental Division, the following special-status species potentially exist within the project areas:

Special Status Plant Species with Potential to Occur in the Project Area

Species	Listing Status	Habitat Requirements and Elevation Range	Identification Period
round-leaved filaree (*California macrophylla*)	1B.1	Cismontane woodland, valley and foothill grassland; 15-1200 m	Annual herb; March - May
San Luis Obispo owl's-clover (*Castilleja densiflora* ssp. *obispoensis*)	1B.2	Sometimes serpentinite, meadows and seeps, valley and foothill grassland; 10-400 m	Annual herb; March – May
Lemmon's jewel-flower (*Caulanthus lemmonii*)	1B.2	Pinyon and juniper woodland, valley and foothill grassland; 80-1220 m	Annual herb; March - May
yellow-flowered eriastrum (*Eriastrum luteum*)	1B.2	Broadleaved upland forest, cismotane woodland, chaparral; 360-1000 m	Annual herb; May - June
mesa horkelia (*Horkelia cuneata ssp. puberula*)	1B.1	Chaparral, cismontane woodland, coastal scrub; 70-810 m	Perennial herb; February - September
Kellogg's horkelia (*Horkelia cuneata* ssp. *sericea*)	1B.1	Sandy or gravelly openings; coastal scrub, coastal dunes, closed-cone coniferous forest, chaparral (maritime); 10-200 m	Perennial herb; April – September
Santa Lucia dwarf rush (*Juncus luciensis*)	1B.2	Vernal pools, meadows, lower montane coniferous forest, chaparral, great basin scrub; 300-	Annual herb; April - July

		2040 m	
Jared's pepper-grass (*Lepidium jaredii ssp. jaredii*)		Valley and foothill grassland;	Annual herb; March - May
shining navarretia (*Navarretia nigelliformis* ssp. *radians*)	1B.2	Cismontane woodland, valley and foothill grassland, vernal pools; 76-1000 m	Annual herb; April - July

California Native Plant Society Listing Code
1B Rare, threatened or endangered in California and elsewhere
1B.1 Seriously endangered in California
1B.2 Fairly endangered in California

Habitat Associations and State and Federally Listed Wildlife Species with Potential to Occur in the Project Area

Common Name	Scientific Name	Listing Status	Habitat Association
California red-legged frog	*Rana draytonii*	FT CSC	Ponds and quiet areas of coastal streams
Least Bell's vireo	*Vireo bellii pusillus*	SE, FE	Summer resident of southern California in low riparian areas in the vicinity of water or in dry river bottoms below 2000 feet. Nests placed along margins of bushes or on twigs, projecting into pathways - usually willow, baccharis or mesquite
American badger	*Taxidea taxis*	CSC	Occurs in open stages of shrub, forest, and herbaceous habitats; needs uncultivated ground with friable soils.

California Department of Fish and Game Listing Codes
CSC California Special Concern Species
ST State Threatened
SE State Endangered

Federal Listing Codes
FT Federally Threatened
FE Federally Endangered
FSC Federal Species of Concern

Impact. No significant impacts to biological resources are expected to occur from smaller scale projects such as traffic signals. Larger scale improvements such as road widening, interchange improvements and road extensions have a greater potential to result in significant impacts. Design of larger scale projects has not been initiated; therefore, details are insufficient to identify and describe impacts to biological resources. Nonetheless, potentially significant impacts to biological resources may be identified in future analyses.

Construction may involve the use of heavy equipment for trenching, boring, and backfilling, as well as multiple truck trips to transport equipment, pipe, and import/export of material. Construction activity could result in adverse impacts to native vegetation and special status species. Projects #4 and #6, for example, may require new creek crossings, and therefore have a higher potential to impact riparian or wetland habitats that are regulated by state and/or Federal agencies.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to biological resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Exhibit B includes mitigation measures typically used to mitigate impacts to biological resources. These measures

include such things as conducting pre-construction nesting bird surveys, delineating work areas to protect sensitive biological resources, revegetating disturbed areas, and coordinating with resource agencies to obtain the appropriate permits.

These or other similar mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication now that the projects would result in impacts to biological resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

5. CULTURAL RESOURCES *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Disturb archaeological resources?	☐	☒	☐	☐
b) Disturb historical resources?	☐	☒	☐	☐
c) Disturb paleontological resources?	☐	☒	☐	☐
d) Cause a substantial adverse change to a Tribal Cultural Resource?	☐	☒	☐	☐
e) Other: _____	☐	☐	☐	☐

Setting. The project is located in an area historically occupied by the Obispeno Chumash and Salinan. Historic structures are present and paleontological resources are known to exist in the area. The project sites should be regarded as archaeologically sensitive due to their proximity to several creeks and the Salinas River, which would have provided important food and water resources in prehistoric times.

Two listed Historic Sites (defined as an area of unique historical significance) are located within the Templeton Road Improvement Fee Program Area:

Bethel Lutheran Church– The Bethel Lutheran Church was built by early Swedish settlers in 1887 and is similar to designs in their homeland.

C.H. Philips House– This vernacular Victorian style house was built by Chauncey H. Phillips in 1886-1887. The Phillips house was the first home built in the new town of Templeton and has been kept in very good condition by the various owners since Mr. Phillips sold the house in 1891.

The geology of the fee area is mapped as terrace deposits and Monterey formation; these geologic units both have a high potential for yielding significant paleontological resources. However, most likely only the larger of these projects, Project #1, 2, and 6 for example, may be large enough to result in the exposure of paleontological resources.

Impact. The nature and extent of impacts to archaeological resources are evaluated with respect to potential development. All projects, including the smaller scale projects such as traffic signals, will be evaluated for their potential to affect archaeological resources. Potentially significant impacts to archaeological resources may be identified in future analyses. Proposed projects may result in impacts to archaeological resources due to activities such as excavation, soil compaction or soil filling work over sensitive sites. If a site is discovered during subsequent environmental review and has the potential to be impacted, a "Phase II" survey may be required, which, depending on the results, may in turn require additional intensive field work and assessment.

Whether significant impacts to paleontological resources occur depends on the extent and depth of excavation required for construction. If extensive excavation is required for a particular project, the geologic formation in that area will be identified and evaluated for its potential to contain paleontological resources that could be impacted.

Mitigation/Conclusion. If an archaeological site is located within a proposed project area and it is feasible to avoid the site, this will be done. If avoidance is infeasible, further evaluation and mitigation may be required, such as a Phase I, II, or III survey. In general, a Phase I investigation includes a literature search and a surface survey to determine whether archaeological materials are present. Phase II (subsurface testing) involves determining the horizontal and vertical extent of an archaeological site. Phase III (data recovery) consists of intensive and methodical excavation and study of a pre-determined sample of the archaeological site. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to cultural resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Typical measures to mitigate impacts to cultural resources are included in Exhibit B.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to cultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

In compliance with AB52 requirements, outreach to eight Native American contacts was conducted beginning on March 17, 2017. The yak tityu tityu - Northern Chumash Tribe responded and indicated that they are interested in consulting during the subsequent environmental reviews to be performed. The Northern Chumash Tribal Council responded and requested to be included in the development of mitigation. A copy of the proposed mitigation measures were provided to the NCTC. The Xolon Salinan Tribe responded and recommended that monitoring be performed during ground disturbing activities. These requests are consistent with the typical mitigations included in Exhibit B. Further, additional consultation with local tribal representatives will occur during the preparation of subsequent CEQA documents for individual projects.

6. GEOLOGY AND SOILS ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?	☐	☒	☐	☐
b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?	☐	☐	☐	☒
c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?	☐	☒	☐	☐
d) Include structures located on expansive soils?	☐	☒	☐	☐

6. GEOLOGY AND SOILS *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?	☐	☐	☒	☐
f) Preclude the future extraction of valuable mineral resources?	☐	☒	☐	☐
g) Other: _____	☐	☐	☐	☐

* Per Division of Mines and Geology Special Publication #42

Setting. The following relates to the project's geologic aspects or conditions:

Topography: Nearly level to moderately sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to high

Liquefaction Potential: Low to high

Nearby potentially active faults?: Yes Distance? approximatey 5 mile east of project areas

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: Negligible

Other notable geologic features? None

Geologic units mapped within the project areas include "terrace deposits and Monterey Formation." The topography within the project areas ranges from nearly level to moderately sloping. The elevation ranges from approximately 700 to 1100 feet above sea level. The projects are outside of the Geologic Study Area designation. The project areas are located a minimum of approximately 5 miles west of the Rinconada fault, which is classified as a "Potentially Active Fault." The Air Pollution Control District does not list the fee area, or the project areas as within an area known to contain serpentine or ultramafic rock and/or soils.

DRAINAGE – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? Yes

Closest creek? Toad Creek, Salinas River Distance? Within road fee area

Soil drainage characteristics: Variable, but generally well-drained

The Salinas River occupies the valley floor within the road fee area. Although a portion of the fee area is within the 100-year Flood Hazard designation, most of the projects will be outside of the Flood Hazard Zone. Those projects within the Flood Hazard Zone (Project #1, 2 and 4) should improve drainage conditions or will have no effect on drainage, such as a new traffic signal.

For areas where drainage is identified as a potential issue, a drainage plan to minimize potential drainage impacts shall be prepared. When required, this plan would need to address measures such as constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

SEDIMENTATION AND EROSION – Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in Section 2, Agriculture, under "Setting". As described in the NRCS Soil Survey, the soil erodibility range of the project areas is low to high.

When highly erosive conditions exist, sedimentation and erosion control plans are prepared to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact. Some projects will require grading, and may alter the existing drainage patterns slightly, however no significant impacts to geologic and soil resources are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as road extensions will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore, details are insufficient to identify and describe impacts to geologic and soil resources. Nonetheless, potentially significant impacts to geologic and soil resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to geologic and soil resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Exhibit B includes measures typically used to mitigate impacts to geologic and soil resources.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to geologic or soil resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

7. HAZARDS & HAZARDOUS MATERIALS - *Will the project:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?	☐	☐	☐	☒

7. HAZARDS & HAZARDOUS MATERIALS - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?	☐	☒	☐	☐
e) Impair implementation or physically interfere with an adopted emergency response or evacuation plan?	☐	☒	☐	☐
f) If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?	☐	☐	☒	☐
h) Be within a 'very high' fire hazard severity zone?	☐	☐	☐	☒
i) Be within an area classified as a 'state responsibility' area as defined by CalFire?	☐	☐	☐	☒
j) Other: _____	☐	☐	☐	☐

Based on a review of the state's Envirostor database, no large-scale hazardous materials issues exist within the fee area; however, the project areas may include areas of hazardous material contamination associated with the railroad, auto-related services, gas stations, and the like. The project areas are not within an Airport Review area. The project areas are not within a high severity risk area for fire. Any transportation improvement projects constructed with road fees would coordinate with emergency services providers. If partial or complete road closures would be required during construction, emergency access would be provided to individual businesses and residences. Emergency response time ranges from approximately 5 to 15 minutes. Templeton Elementary, Middle, and High Schools are all located at least 1/4 mile away from the proposed projects, as is Vineyard Elementary School.

Impact. Construction of capital improvement projects may require the use of hazardous materials such as fuels and lubricants, and may pose a fire safety risk. The projects may temporarily affect traffic flow during construction, however are not expected to conflict with any regional evacuation plan. Potential impacts could involve mechanical failure of some equipment resulting in fuel or fluid spills. Improper operation of equipment in proximity to dry vegetation could result in an equipment caused fire.

No significant impacts due to hazards or hazardous materials are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific

environmental analysis. Design of these larger scale projects has not been initiated; therefore, details are insufficient to identify and describe impacts due to hazards or hazardous materials. Nonetheless, potentially significant impacts due to hazards and hazardous materials may be identified in future analyses. It is possible that excavation during project construction will encounter unknown hazardous materials/soil contamination.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts due to hazards and hazardous materials and describe appropriate mitigation measures if impacts are identified when more project details are available. For large-scale projects, the County will typically prepare a project-site specific Environmental Site Assessment during project development. These documents describe historic and current land uses, and identify areas where hazardous materials are or could be present.

The water quality mitigation measures will serve to mitigate any potential impact from equipment fueling or failure by including measures to contain and clean up any spill. Standard contract specifications address hazardous materials. Fire hazard and Naturally Occurring Asbestos (NOA) impacts will be reduced to a level of insignificance with the hazardous materials measures included in Exhibit B.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to hazards and hazardous materials that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

8. NOISE ***Will the project:***	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Expose people to noise levels that exceed the County Noise Element thresholds?	☐	☒	☐	☐
b) Generate permanent increases in the ambient noise levels in the project vicinity?	☐	☒	☐	☐
c) Cause a temporary or periodic increase in ambient noise in the project vicinity?	☐	☒	☐	☐
d) Expose people to severe noise or vibration?	☐	☒	☐	☐
e) If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?	☐	☐	☐	☒
f) Other: _____	☐	☐	☐	☐

Setting. The primary transportation noise sources in proximity to the project areas are the Union Pacific Railroad, Highway 101 and Highway 46. Stationary noise sources include periodic farming operations, concrete/asphalt batch plants, and surface mines – these latter two uses are located east

of Highway 101 adjacent to or within the Salinas Rover corridor. Based on the Noise Element's projected future noise generation from known stationary and vehicle-generated noise sources, the project areas are within an acceptable threshold area.

Impact. Future projects are not expected to generate loud noises beyond typical construction noise, which is exempt under the County's noise ordinance. However, the projects that involve road widening, traffic signals, or interchanges may move transportation noise sources closer to sensitive noise receptors such as residences. These projects may introduce idling noise at an existing intersection, or similar noise impacts.

No significant impacts due to noise are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore, details are insufficient to identify and describe noise impacts. Nonetheless, potentially significant impacts due to noise may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify noise impacts and describe appropriate mitigation measures when project details are available. Exhibit B includes mitigation measures typically used to mitigate noise impacts.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in noise impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

9. POPULATION/HOUSING *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?	☐	☐	☒	☐
b) Displace existing housing or people, requiring construction of replacement housing elsewhere?	☐	☒	☐	☐
c) Create the need for substantial new housing in the area?	☐	☐	☒	☐
d) Other: _____	☐	☐	☐	☐

Setting. The project areas include a mix of housing types on a variety of lot sizes. These projects are proposed to address population growth and the resultant increase in traffic volumes.

Impact. The project will not result in a need for a significant amount of new housing, and will generally not displace existing housing. Large-scale projects, such as Project 1, may result in the loss of individual residences due to road realignments, but it is unlikely given the existing land uses in the area and too early to make such a determination.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to population/housing and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at this time that the projects would result in impacts to population/housing that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

10. PUBLIC SERVICES/UTILITIES *Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Fire protection?	☐	☐	☒	☐
b) Police protection (e.g., Sheriff, CHP)?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Roads?	☐	☐	☒	☐
e) Solid Wastes?	☐	☐	☒	☐
f) Other public facilities?	☐	☐	☒	☐
g) Other: _____	☐	☐	☐	☐

Setting. The project area is served by the following public services/facilities:

Police: County Sheriff Location: Templeton (Main St.)

Fire: Templeton Fire (urban area) Cal Fire (formerly CDF) (rural area) Hazard Severity: Moderate Response Time: 5-10 minutes

Location: Cal Fire (Ramada Dr.), Templeton Fire (5th St.)

School District: Templeton Unified School District

Impact. The projects are primarily limited to the existing roadway and associated work that will improve the safety and efficiency of the road system in Templeton. The community of Templeton is served by the Templeton Fire Department (operated by Templeton Community Services District), while Cal Fire provides fire protection and emergency services in the surrounding rural areas. The County Sheriff's Department provides police services. The Templeton Community Services District provides water and sewer service within the urban area.

No significant project-specific impacts to utilities or public services are expected. Proposed road improvements are expected to provide beneficial impacts by improving response time for police and fire. The projects will not result in an increase in the local population and will not construct any facility that requires ongoing public safety services. Construction will result in minor traffic delays.

No significant impacts to public services/utilities are expected to occur from the capital projects funded through the Road Impact Fee Program, although larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore, details are insufficient to identify and describe impacts to public services/utilities.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to public services/utilities and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at

this time that the projects would result in impacts to public services/utilities that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

11. RECREATION *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Increase the use or demand for parks or other recreation opportunities?	☐	☐	☒	☐
b) Affect the access to trails, parks or other recreation opportunities?	☐	☐	☒	☐
c) Other _____	☐	☐	☐	☐

Setting. The County's Parks and Recreation Element shows one proposed trail, Toad Creek Trail, that goes through the proposed project areas. The capital projects funded by the Road Improvement Fee Program are all within roadways, therefore not in locations that would affect any trail, park, recreational resource, coastal access, and/or Natural Area.

Impact. The proposed projects involve road improvements; therefore, impacts to recreation are not expected. Beneficial impacts include the addition of bike lanes on some projects, as the Road Improvement Fee Program requires any new facilities to be designed to current standards, which in some cases include bike lanes. The proposed projects will not create a significant need for additional park or recreational resources. Nonetheless, larger projects will be analyzed in future CEQA analyses for their potential impacts to recreation.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to recreation and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at this time that the projects would result in impacts to recreational resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

12. TRANSPORTATION/CIRCULATION *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Increase vehicle trips to local or areawide circulation system?	☐	☒	☐	☐
b) Reduce existing "Level of Service" on public roadway(s)?	☐	☐	☒	☐
c) Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?	☐	☐	☒	☐
d) Provide for adequate emergency access?	☐	☐	☒	☐
e) Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?	☐	☐	☒	☐

12. TRANSPORTATION/CIRCULATION *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
f) Conflict with an applicable congestion management program?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐
h) Result in a change in air traffic patterns that may result in substantial safety risks?	☐	☐	☐	☒
i) Other: _____	☐	☐	☐	☐

Setting. The Road Improvement Fee Program was created to identify needs for transportation improvements in the Templeton Area. The fee was established to address and fund these improvements. In general, when the County improves a road, design includes all necessary improvements to accommodate all roadway users. As such, the following are referenced in determining the road's final design:

County General Plan Circulation Element
Area and Specific Plans
County Sidewalk Ordinance
County Bikeways Plan
County Public Improvement Standards
Coordination with San Luis Obispo Regional Transit Authority

Therefore, circulation studies provide for the implementation of other County Plans. A project referral was sent to Caltrans. They have responded that the agency looks forward to reviewing Circulation Study.

Impact. Impacts to transportation will be beneficial. The program was created to impose fees on new development for the purpose of correcting transportation deficiencies created by new development. The capital improvement projects funded by the program will not result in an increase in the local population. Minor delays should be expected during construction of individual projects.

Mitigation/Conclusion. The Road Improvement Fee Program is itself amitigation for all new development in the Program Area. The fee is designed to fund road improvements that are identified as necessary due to new development in the Templeton Area.

13. WASTEWATER *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?	☐	☐	☒	☐

13. WASTEWATER *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?	☐	☐	☐	☒
c) Adversely affect community wastewater service provider?	☐	☐	☐	☒
d) Other: _____	☐	☐	☐	☐

Setting. The Templeton CSD provides wastewater service to the community of Templeton via two locations: the TCSD Meadowbrook Wastewater Treatment Plan and the City of Paso Robles.

Impacts. Road work may require temporary impacts to portions of the wastewater collection system during construction, however no significant impacts to wastewater are expected to occur from capital projects funded by Road Impact Fees. Transportation improvement projects will not introduce new generators of wastewater to the project area. If necessary, a portable chemical toilet will be on site for use by construction crews.

Mitigation. No mitigation measures are needed now; however future project-specific analysis will identify any impacts to wastewater and describe appropriate mitigation measures if impacts are identified when more project details are available. There is no indication at this time that the projects would result in impacts to wastewater that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

14. WATER & HYDROLOGY *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
QUALITY				
a) Violate any water quality standards?	☐	☒	☐	☐
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?	☐	☒	☐	☐
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	☐	☐	☒	☐
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?	☐	☒	☐	☐
e) Change rates of soil absorption, or amount or direction of surface runoff?	☐	☒	☐	☐

14. WATER & HYDROLOGY *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	☐	☒	☐	☐
g) Involve activities within the 100-year flood zone?	☐	☒	☐	☐
QUANTITY				
h) Change the quantity or movement of available surface or ground water?	☐	☐	☐	☒
i) Adversely affect community water service provider?	☐	☐	☒	☐
j) Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure,etc.), or inundation by seiche, tsunami or mudflow?	☐	☐	☐	☒
k) Other: _____	☐	☐	☐	☐

Setting. The topography of the project areas varies from nearly level to moderately sloping. The Salinas River and Toad Creek are the dominant streams in the area, with other smaller tributary streams.

Water Supply
Templeton's water source is from groundwater, Salinas River underflow and reclaimed water. The Templeton Community Services District (TCSD) depends on water from 13 wells that pump water from two groundwater resources: the Atascadero Sub-basin and the Salinas River underflow. The TCSD also has a 240 AFY allocation from the Lake Nacimiento Water Project.

Water Quality
The Salinas River is listed as impaired on the current CWA Section 303(d) List of Water Quality Limited Segment maintained by the Regional Water Quality Control Board due to pH.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County Ordinance requires that temporary sedimentation and erosion control measures be installed during the rainy season.

DRAINAGE – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? Yes – small portions of Project 1 and 4

Closest creek? Toad Creek Distance? Projects 1 and 4 may cross Toad Creek

Soil drainage characteristics: Variable

Impact. Construction of capital improvement projects will involve temporary disturbance, partial or full closure of existing roadways, materials storage, and potentially the development of temporary

contractor staging areas. Exposed and freshly disturbed soils, heavy equipment utilizing diesel fuel and hydraulic fluids, and road surface materials all pose a threat to water quality during the construction period. Soil along existing roadways may be exposed during the construction phase of larger capital improvement projects. Adverse water quality impacts could result from the release of fine sediments into any potential nearby creeks or rivers, and the accidental release of petroleum products from construction equipment. Projects such as road widening will increase the amount of impervious surfaces, and may result in an incremental increase in flood potential, reduction in groundwater recharge and/or direct discharge of pollutants into waterways.

Water may be required during construction for dust control and to achieve compaction specifications. The water requirements for construction will be short term and are expected to be insignificant. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore, details are insufficient to identify and describe impacts to water resources. Nonetheless, potentially significant impacts to water resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to water resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Construction will follow standard drainage, erosion and sedimentation control measures, minimizing impacts to any water resources. Soils exposed during construction will be hydroseeded and planted. In addition to the above-listed Geology and Soils erosion control mitigation measures in Section 6, the "WR" measures in Exhibit B would reduce the potential impacts.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication that the projects would result in impacts to water resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

15. LAND USE *Will the project:*	**Inconsistent**	**Potentially Inconsistent**	**Consistent**	**Not Applicable**
a) Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?	☐	☐	☒	☐
b) Be potentially inconsistent with any habitat or community conservation plan?	☐	☐	☒	☐
c) Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?	☐	☐	☒	☐
d) Be potentially incompatible with surrounding land uses?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

Setting/Impact. Surrounding uses vary depending on the location. Referrals were sent to outside

agencies to review (e.g., Caltrans, the APCD for Clean Air Plan, etc.). The projects were found to be consistent with these documents (refer also to Exhibit A on reference documents used). None of the improvement projects are within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses.

The projects are limited to the road and associated work. The projects will be consistent with the surrounding land uses and will facilitate efficient and safe movement of people through the area.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE ***Will the project:***	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

For further information on CEQA or the County's environmental review process, please visit the County's web site at "www.sloplanning.org" under "Environmental Information", or the California Environmental Resources Evaluation System at: http://resources.ca.gov/ceqa/ for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ☒) and when a response was made, it is either attached or in the application file:

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☐	County Environmental Health Services	**Not Applicable**
☒	County Agricultural Commissioner's Office	In File
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☐	Air Pollution Control District	**Not Applicable**
☐	County Sheriff's Department	**Not Applicable**
☒	Regional Water Quality Control Board	None
☐	CA Coastal Commission	**Not Applicable**
☐	CA Department of Fish and Wildlife	**Not Applicable**
☐	CA Department of Forestry (Cal Fire)	**Not Applicable**
☒	CA Department of Transportation	In File
☐	Community Services District	**Not Applicable**
☒	Other Templeton Area Advisory Group	None
☐	Other _____	**Not Applicable**

*** "No comment" or "No concerns"-type responses are usually not attached*

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

☒ Project File for the Subject Application

County documents

- ☐ Coastal Plan Policies
- ☒ Framework for Planning (Coastal/Inland)
- ☒ General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
  - ☒ Agriculture Element
  - ☒ Conservation & Open Space Element
  - ☐ Economic Element
  - ☒ Housing Element
  - ☒ Noise Element
  - ☐ Parks & Recreation Element/Project List
  - ☒ Safety Element
- ☒ Land Use Ordinance (Inland/Coastal)
- ☐ Building and Construction Ordinance
- ☒ Public Facilities Fee Ordinance
- ☐ Real Property Division Ordinance
- ☒ Affordable Housing Fund
- ☐ Airport Land Use Plan
- ☐ Energy Wise Plan
- ☒ North County Area Plan/Salinas River SA and Update EIR
- ☒ Templeton Design Plan
- ☐ Specific Plan
- ☒ Annual Resource Summary Report
- ☐ Circulation Study

Other documents

- ☒ Clean Air Plan/APCD Handbook
- ☒ Regional Transportation Plan
- ☒ Uniform Fire Code
- ☒ Water Quality Control Plan (Central Coast Basin – Region 3)
- ☒ Archaeological Resources Map
- ☒ Area of Critical Concerns Map
- ☒ Special Biological Importance Map
- ☒ CA Natural Species Diversity Database
- ☒ Fire Hazard Severity Map
- ☒ Flood Hazard Maps
- ☒ Natural Resources Conservation Service Soil Survey for SLO County
- ☒ GIS mapping layers (e.g., habitat, streams, contours, etc.)
- ☐ Other

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

County of San Luis Obispo, Department of Public Works; *Templeton Circulation Study Mitigated Negative Declaration*. 2011.

Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that would reduce potentially significant impacts to less than significant levels. During the subsequent environmental review of each individual project, these, or similar measures would be implemented, as necessary. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these measures.

Agricultural Resources

[AG-1] When construction of new or expanded roadways would result in direct conflicts with agricultural uses or operations (due to division of agricultural land, access, or proximity of roadways to active agricultural uses resulting in potential dust, pollution, security issues, etc.), measures shall be employed to minimize impacts consistent with the County's Right to Farm Ordinance. Such measures may include the use of land use buffers (physical separation between roadways and active operations) and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses.

[AG-2] When new roadway extensions are planned, the County shall consider alternative alignments that reduce or avoid impacts to agricultural lands, such as avoiding alignments that would bisect agricultural lands or result in conflicts with agricultural operations.

[AG-3] Rural roadway alignments shall follow property lines to the extent feasible to minimize impacts to farmlands, lands under agricultural production, and Agriculture-zoned lands. Farmers shall be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as well as costs associated with relocating associated agricultural infrastructure and physical improvements, as a function of the total amount of production on the property.

Aesthetic Resources

[VR-1] Comply with applicable standards contained in the Templeton Community Design Plan.

[VR-2] Revegetate all disturbed areas with landscaping or native-type vegetation, as appropriate.

[VR-3] Where cut and fill slopes exceed heights not commonly seen in the area (say, more than 5 feet) apply landform grading techniques where the toe and top of cut are rounded to resemble natural slopes.

[VR-4] Retaining walls shall be faced with natural appearing rock surfaces when visible to the public.

Air Quality

[AQ-1] Projects with grading areas that are less than 4-acres and that are not within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock-pile areas should be sprayed daily as needed;

- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock pile areas should be sprayed daily as needed;
- Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

[AQ-2] The standard mitigation measures for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

If the estimated ozone precursor emissions from the actual fleet for a given construction phase are expected to exceed the APCD threshold of significance after the standard mitigation measures are factored into the estimation, then BACT needs to be implemented to further reduce these impacts. The BACT measures can include:

- Further reducing emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
- Repowering equipment with the cleanest engines available; and
- Installing California Verified Diesel Emission Control Strategies. These strategies are listed at: http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm

If the estimated construction emissions from the actual fleet are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance after the standard and BACT measures are factored into the estimation, then an APCD approved Construction Activity Management Plan (CAMP) (see Technical Appendix 4.5 for CAMP Guidelines) and offsite mitigation need to be implemented in order to reduce potential air quality impacts to a level of insignificance.

CAMP
The CAMP should be submitted to the APCD for review and approval prior to the start of construction and should include, but not be limited to, the following elements:

- A Dust Control Management Plan that encompasses all, but is not limited to, dust control measures that were listed above in the "dust control measures" section;
- Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation);
- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

Off-Site Mitigation
Examples off-site mitigation strategies include, but are not limited to, the following:

- Fund a program to buy and scrap older heavy-duty diesel vehicles or equipment;
- Replace/repower transit buses;
- Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles);
- Retrofit or repower heavy-duty construction equipment, or on-road vehicles;
- Repower or contribute to funding clean diesel locomotive main or auxiliary engines;
- Purchase VDECs for local school buses, transit buses or construction fleets;
- Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for NG, LPG, conductive and inductive electric vehicle charging, etc.);
- Fund expansion of existing transit services; and,
- Replace/repower marine diesel engines.

[AQ-3] Asbestos / Naturally Occurring Asbestos Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2009 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. If NOA is not present, an exemption request must be filed with the Air District. More information on NOA can be found at http://www.slocleanair.org/business/asbestos.php.

Biological Resources

[BR-1] Construction activities shall be planned to avoid trees and shrubs to the extent practicable. Consideration shall be given to trimming and pruning trees where possible, rather than complete removal. Operation and parking of vehicles and equipment shall not occur within the dripline of trees that will not otherwise be affected.

[BR-2] Prior to project completion, all oak trees removed as a result of the development of the project at a 4:1 ratio, and in addition, shall plant at a 2:1 ratio for each tree impacted (e.g. root or branch pruning) but not removed. Replanting shall be completed as soon as it is feasible (e.g. irrigation water is available, grading done in replant area(s)). Replant areas shall be either in native topsoil or areas where native topsoil has been reapplied. Only designated trees shall be removed. Trees scheduled for removal shall be marked.

These newly planted trees shall be maintained until successfully established. This shall include protection (e.g. tree shelters, caging) from animals (e.g. deer, rodents), regular weeding (minimum of once early Fall and once early Spring) of at least a three foot radius out from the plant and adequate watering (e.g. drip-irrigation system). Watering should be controlled so only enough is used to initially establish the tree, and reducing to zero over a three-year period. If possible, planting during the warmest, driest months (June through September) shall be avoided. In addition, standard planting procedures (e.g. planting tablets, initial deep watering) shall be used.

[BR-3] All trees to remain on-site that are within fifty feet of construction or grading activities shall be marked for protection (e.g. flagging) and their root zone fenced prior to any grading. The outer edge of the tree root zone is 1-1/2 times the distance from the trunk to the drip line of the tree. Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas. Care shall be taken to avoid surface roots within the top 18" of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface.

[BR-4] Servicing and fueling of vehicles shall be accomplished with the use of the following best management practices:

a. Servicing and fueling shall take place as far as practical from waterways. When fueling, tanks shall not be "topped off."
b. A secondary containment, such as a drain pan or drain cloth, shall be used when fueling to catch spills or leaks.
c. Fueling and servicing shall be done only in designated areas.
d. Employees and subcontractors shall be trained in proper fueling, servicing, and clean-up procedures.
e. All fluid spills shall be reported immediately.
f. Storage of hazardous materials shall be as far as practical from waterways.
g. A contingency plan for possible leaks and spills of hazardous materials into waterways shall be developed and implemented as appropriate.

[BR-5] Upon completion of the project, all temporarily disturbed areas shall be returned to original contours.

[BR-6] Persons who are under County or contractor control shall not have firearms or pets; nor shall they engage in hunting or fishing.

[BR-7] The construction zone shall be kept free from litter by providing suitable disposal containers for trash and all construction-generated material wastes. These containers shall be emptied at regular intervals and the contents properly disposed.

[BR-8] The amount of construction-related disturbance shall be limited to the extent practicable. The project limits shall be conspicuously flagged or otherwise marked in the field. Construction activities shall be restricted within the marked areas. Storage, parking, and laydown areas shall be clearly marked. Equipment and vehicles shall be kept out of areas identified as wetlands and waters of the United States.

[BR-9] Prior to construction the County shall conduct a pre-construction survey for special status wildlife.

[BR-10] If construction activities are conducted during the typical nesting bird season (February 15 – September 15) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:

a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;
b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved

independence; and,

c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS and CDFG, documenting project compliance with the MBTA and applicable project mitigation measures.

Cultural Resources

[CR-1] A qualified archaeologist shall monitor initial ground disturbance activities to ensure there is no disturbance of cultural remains in the project impact area. The qualified archaeologist will ensure Environmentally Sensitive Area (ESA) fencing is installed properly at the project's borders.

[CR-2] During earth moving activities, in the event archaeological resources are unearthed or discovered, construction in the vicinity of the find shall stop, and the Public Works project manager and the Environmental Coordinator shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.

[CR-3] In the event archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the County Coroner and Environmental Coordinator are to be notified so proper disposition may be accomplished.

[CR-4] During construction, in the event paleontologic resources are unearthed or discovered, construction activities in the immediate area shall cease and the Public Works Environmental Programs Division shall be notified so that the extent and location of discovered materials may be evaluated by a qualified paleontologist.

[CR-5] Projects located within geologic formations known to yield paleontologic resources, which could disturb areas greater than 1 acre, and/or involve grading deeper than 3 feet will be monitored by a qualified paleontologist.

Geology and Soils

[GS-1] Install appropriate erosion control measures (i.e., silt fences, hay bales) along the base of the proposed work area and at the downstream end of the proposed construction zone and maintain erosion control mechanisms on a daily basis.

[GS-2] Check and maintain erosion control measures on a daily basis throughout the duration of work activities. Erosion control measures should be re-installed appropriately as the proposed work area changes.

[GS-3] Restore all previously vegetated areas that are cleared during project activities through revegetation with appropriate indigenous native species.

Hazardous Materials

[HZ-1] Any staging or equipment/vehicle parking areas shall be free of combustible vegetation and work crews shall have shovels and a fire extinguisher on site during all construction activities.

[HZ-2] Prior to construction, an evaluation of areas of serpentinite outcrops or serpentine-rich soils shall be made by a qualified professional such as a Certified Industrial Hygienist (CIH) as to whether such conditions represent a threat to human health. If so, a safety program shall be initiated and shall include providing personal protective equipment to workers and a worker education program.

All applicable dust control measures outlined in the following document shall be implemented: 17 CCR Section 93105. Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations.
The Naturally Occurring Asbestos (NOA) ATCM requirements may include but are not limited to: 1) an Asbestos Dust Mitigation Plan which must be approved by the APCD before construction begins, and 2) an Asbestos Health and Safety Program will also be required for some projects (*http://www.slocleanair.org/business/asbestos.asp*).

Noise

[N-1] Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that could block views from scenic highway or other view corridors shall be discouraged to the extent feasible. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Whenever feasible, a combination of construction elements should be used, including solid fences, walls, and landscaped berms.

[N-2] Site/project redesign and use of buffers to ensure that future development is compatible with transportation facilities.

[N-3] Changes to transportation facility design. Examples include changes in proposed roadway alignment or construction of roadways so that they are depressed below grade of nearby sensitive land uses to create an effective barrier between the roadway and sensitive receptors.

[N-4] Use of low-noise pavements (e.g., rubberized asphalt).

Water/Hydrology

[WR-1] All project-related spills of hazardous materials shall be cleaned up immediately.

[WR-2] On a daily basis, check and maintain all equipment and vehicles that would be operated within the identified work area to ensure proper operation and avoid potential leaks or spills.

[WR-3] Evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff or increased flood hazards will result from the projects, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated swales and medians, or other techniques designed to delay peak flows) shall be implemented.

[WR-4] Direct runoff into subsurface percolation basins and traps that would allow for the removal of sediment, urban pollutants, fertilizers, pesticides, and other chemicals.

[WR-5] Employ best management practices (BMPs) to control the discharge of materials from the site and into creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, soil stabilizers, and native erosion control grass seed.

[WR-6] Incorporate Low Impact Development (LID) techniques, including best management practices (BMPs) and integrated management practices (IMPs), into the roadway improvements. LID techniques that infiltrate, filter, store, evaporate, and detain runoff shall be encouraged in order to reduce stormwater runoff, improve water quality, and increase recharge of the groundwater basin.

[WR-7] Employ porous pavement materials, where feasible, to allow for groundwater percolation.

[WR-8] Thoroughly evaluate the drainage and groundwater recharge characteristics of the area in which a circulation improvement is proposed prior to the finalization of project design. In those instances where the capacity of the existing or planned stormwater drainage systems may be exceeded, identify appropriate site-specific measures to control surface runoff and to detain surface water runoff on-site, if feasible. Based on the results of the drainage/groundwater recharge evaluation, any proposed improvement project shall be designed to minimize the area of impervious surface and to maintain existing drainage/groundwater recharge patterns to the extent practicable.

Mitigation Monitoring Plan

The purpose of a Mitigation Monitoring Plan is to provide a program to examine, document and record compliance with the environmental plans and specifications pertinent to the proposed project, in order to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). This plan provides the standards and methods necessary to ensure and document the implementation of the environmental mitigation measures which have been included in the project description as well as with the conditions of approval placed on project permits. Responsibility for ensuring successful implementation of the Mitigation Monitoring Plan lies with the County of San Luis Obispo, as the project proponent and Lead Agency for the project under CEQA. If the recommended mitigation measures and monitoring plan are implemented successfully, the potential significant adverse effects stemming from project construction will be reduced to a level of insignificance.

Mitigation monitoring will be carried out by the Environmental Programs Division of the County's Department of Public Works. The Environmental Programs Division provides environmental services to the Department of Public Works, including mitigation compliance and monitoring, with CEQA oversight by the County's Environmental Coordinator.

Upon approval of the subsequent CEQA document for each project identified in this update, and issuance of all required permits, the Environmental Programs Division will assign internal responsibility for compliance with each mitigation measure to one or more members of the project team. Responsible parties include the Environmental Programs Division, the Project Manager (PM), the Resident Engineer (RE), and/or on-site monitors.

Mitigation measures are organized into project design, pre-construction, construction, and post construction tasks. Compliance with mitigation measures is documented in the project file through written reports, accompanied by project photos where necessary. Post construction monitoring of revegetation and other project components is documented by yearly reports, on a schedule typically determined by one or more of the project permits. Depending on the complexity of the post construction mitigation effort, tasks will be carried out by county staff or technical experts under contract to the County. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

Where necessary, construction personnel will be required to attend a crew orientation meeting. The meeting will be conducted by the RE and will be used to acquaint the construction crews with the environmental sensitivities of the project site. The orientation meeting shall place an emphasis on the need for adherence to the mitigation measures and permit conditions as well as the need for cooperation and communication among all parties concerned (i.e., RE, Environmental Programs Division, Environmental Coordinator, construction personnel) in working together to solve problems and arrive at solutions in the field.

ROAD IMPROVEMENT FEE SCHEDULE

EFFECTIVE 3/1/2023

Cost per Peak Hour Trip

AVILA VALLEY	
All Land Uses	$11,425

NORTH COAST					
	A	**B**	**C**	**D**	**E**
Residential	$584	$1,100	$1,405	$649	$312
Retail	$291	$291	$291	$291	$291
Other	$447	$447	$447	$447	$447

LOS OSOS	
All Land Uses	$3,629

SAN MIGUEL	
All Land Uses	$6,704

SOUTH COUNTY		
	Area 1	**Area 2**
Residential	$13,318	$11,141
Retail	$3,699	$5,033
Other	$5,691	$7,743

TEMPLETON	
	All Areas
All Land Uses	$9,383

STATE ROUTE 227 CORRIDOR TRAFFIC MITIGATION PROGRAM

Requires entering into agreement with the Department. Fee determined on a case-by-case basis as determined by the applicant's civil engineer and approved by the Department of Public Works.

FEES BASED ON SUBDIVISION AGREEMENTS

CO 00-086 (Reso. TBD)	$7,733	1	Tract 1990 (Reso. 2004-418)	$3,212	
CO 00-236 (Reso. 2003-183)	$3,753		Tract 2162-1 (Reso. 2003-322)	$3,753	
Tract 1063 (Reso. 86-239)	$4,506	7	Tract 2162-2B (Reso. 2022-256)	$3,753	1
Tract 1094 (Reso. 86-330)	$4,506	7	Tract 2629 (Reso. 2006-310)	$10,554	1
Tract 1516 (Reso. 89-583)	$7,349	7	Tract 2637 (Reso. 2014-126)	$6,258	1,3
Tract 1660 (Reso. 91-506)	$8,187	7	Tract 2637 (Reso. 2014-126)	$3,747	1,4
Tract 1910 (Reso. 2003-207)	$2,926		Tract 2647 (Reso. 2015-348)	$4,941	1
Tract 1933 (Reso. 2000-159)	$5,565	1,2	Tract 2779 (Per Agreement)	$4,947	1

Notes:

1. Subject to annual adjustment based on Caltrans Construction Cost Index (Second Quarter numbers), last updated 5/3/2019
2. Must also pay South County Area 2 RIF
3. Roads
4. Drainage
5. Residential Secondary Unit (or ADU) 750 square feet and greater will be calculated using a flat rate based on proportion of the median ADU and median SFD (per Gov. Code 65852.2).
6. Affordable housing units meeting the definition of extremely low-, very low-, and lower-income, as defined by the County Code Section 22.12.070, are exempt.
7. Subject to annual adjustment based on Engineering News Record per Board of Supervisors Resolution

County Approved Trip Generation Rates

Typical ITE Trip Generation Rates (refer to ITE for other rates and information)					
Code	**Use**	**Project Based Land Use**	**11th Ed**	**Unit**	**Description**
110	Industrial	General Light Industrial	0.65	pht/ksf	Free standing, single use (not manufacturing)
130	Industrial	Industrial Park	0.34	pht/ksf	Manufacturing, service, warehouse, etc.
150	Industrial	Warehousing	0.18	pht/ksf	Storage of material w/ office and maintenance yard
151	Industrial	Mini-warehousing	0.15	pht/ksf	Storage units (self-storage)
210	Residential	Single-Family Residence	0.94	pht/unit	All square footage
220	Residential	Apartment/Multi-Family	0.51	pht/unit	Single building having at least 3 dwelling units
310	Lodging	Hotel	0.59	pht/room	Sleeping, restaurants, conference rooms, lounges, etc.
320	Lodging	Motel	0.36	pht/room	Sleeping, exterior corridors
416	Campsite	Campground Recreational Vehicle Park	0.27	pht/space	Camping including trailers on vineyards
565	Institutional	Day Care Center	0.79	pht/student	
710	Office	General Office Building	1.44	pht/ksf	Office professional- mixture of multiple tenants
715	Office	Single Tenant Office Building	1.76	pht/ksf	Office space, meeting rooms, data processing
720	Office	Medical-Dental Office Building	3.53	pht/ksf	Diagnoses and outpatient care
820	Retail	Shopping Center (>150k sf)	3.40	pht/ksf	Planned and integrated group of commercial establishments (no supermarket)
821	Retail	Shopping Plaza (40k - 150k sf)	5.19	pht/ksf	Planned and integrated group of commercial establishments (no supermarket)
822	Retail	Strip Retail Plaza (<40k sf)	6.59	pht/ksf	Planned and integrated group of commercial establishments (no supermarket)
931	Service	Quality Restaurant	7.80	pht/ksf	High quality, full-service eating establishment
932	Service	High turnover Sit-down restaurant	9.05	pht/ksf	Moderately priced restaurant
933	Service	Fast food Restaurant, no drive thru	33.21	pht/ksf	
934	Service	Fast food Restaurant w/ drive thru	33.03	pht/ksf	
975	Service	Drinking Place	11.36	pht/ksf	Establishment that contains a bar, where alcoholic beverages and food are sold

Other Adopted Trip Generation Rates			
Land Use	**Rate**	**Unit**	**Description**
Accessory Dwelling Unit (ADU) - (all land uses)	0.41	pht/unit	Proportion of median ADU and median SFD (per Gov. Code 65852.2) in relation to ITE 210
Wineries - Wine Production	0.57	pht/unit	10/17/17 BOS Templeton update
Wineries - Wine Tasting Rooms	0.76	pht/unit	10/17/17 BOS Templeton update
Wineries - Wine Storage	0.57	pht/ksf	10/17/17 BOS Templeton update
Cannabis - Outdoor Cultivation	0.20	pht/acre	
Cannabis - Indoor Cultivation/Processing	0.03	pht/ksf	
Cannabis - Processing/Packaging/Delivery	0.65	pht/ksf	Same as ITE 110 (see above)
Special Events	0.40	pht/guest	Based on maximum permitted attendance
Church	0.55	pht/ksf	BOS decision on 06/13/06
Nursery Greenhouses	0.025	pht/ksf	
Marquita Industrial Park (Templeton)	0.56	pht/ksf	
Commercial Horse Boarding	0.20	pht/stall	

Road Impact Fee Categories

"Residential" = RSF, RMF, Hotels, Motels, and Camping facilities

"Retail" = Retail merchandise, restaurants, service stations, post offices, lumber yards and financial institutions

"Other" = All other land uses

Qualifying RIF Adjustments:

As allowed under GC 66005.1(b), if a housing development is shown to meet any of the individual requirements of GC 66005.01(a), there shall be a trip generation adjustment of 10%. These adjustments shall be additive up to a maximum 20% adjustment.

Retail & Other - Avila Beach, San Miguel, & Templeton:

Fees in this area for net new trips and do not include any pass-by assumptions or credits. If in these areas, pass-by or internal capture reductions in net new trips are applicable. See ITE Trip Generation Manual.

Updated June 2022

April 17, 2023

CLOS SOLENE TRAFFIC ANALYSIS ADDENDUM
ADDITIONAL TRAFFIC ANALYSIS NOT REGULARLY REQUIRED BY COUNTY STANDARDS

Due to the nature of the proposed project, additional traffic information is being provided for additional clarification and information since the site is proposing to update the previous site approvals from 2001.

ADDITIONAL DETAIL ON CURRENT WINERY OPERATIONS

The existing winery use was approved by the County in 2001 and includes a 336 square foot (SF) tasting room and 1,716 SF of production and non-tasting room areas. The 2001 approval allowed public tasting room operations Thursday through Monday, and legal holidays for up to six hours per day (continuous operation) and by appointment only on Tuesdays and Wednesdays. The project approval did not include a dedicated special or temporary event program but did acknowledge and allow participation in industry-wide events and non-advertised wine club activities. Based upon information provided by the project applicant, the current operations include a maximum of eight (8) days a year with non-advertised private wine club activities (e.g., wine club pick up parties, wine club seminars) with a maximum attendance of 80 guests at each activity. For four (4) of the eight (8) days, the wine club release days, there are two to three activities on each day with a maximum of 60 guests at each activity. Each activity is scheduled to not overlap with the next activity.

The current use permit does not have a case production limit; however, the 2001 staff report noted a case production level of 5,000 cases a year. Based upon information provided by the project applicant, the current production level of the winery does not exceed 5,000 cases in any year. The current land use permit does not restrict the use of off-site grapes to be transported to the project site.

Current winery operations include the use of two off-site locations for intermittent and rotational barrel and case good storage for wine that is currently produced (fermented) and finished in the existing winery. Fruit for the wine is currently sourced primarily from on-site grapes; however, off-site grapes are also utilized in the current operations. The off-site grapes are typically brought in by a ¾ ton pickup truck, pulling a tandem axle flatbed trailer, and the barrels are transported to and from the off-site facility by ¾ ton pickup truck, pulling a tandem axle flatbed trailer. Under current operations there are 120 trips per year associated with transportation of grapes onto the site, and 392 annual trips transporting barrels and related materials/activities to and from the site and the off-site wine making facility.

ENHANCED PROPOSED PROJECT DESCRIPTION

The existing 336 Square Foot (SF) tasting room and 1,716 SF production and non-tasting room functions will be converted to non-winery uses for use by the property owner. A special event program is not permitted or proposed; however, the winery does host non-advertised wine club activities consistent with the original 2001 permit. The project is proposing to construct 1,829 SF of public tasting room function areas (853 SF of tasting room, plus 810 SF for a members only tasting room, and 166 SF for restroom facilities). An additional 20,389 SF of production and non-tasting room uses are also planned. The applicant is proposing to also add one non-advertised wine club activity on Fridays twice a year to those which have historically occurred on the project site.

With the move from the off-site barrel and bottling activities to on-site operation, the net change would result in an overall reduction in operational trips during all times of the year:

April 17, 2023

Summary of Winery Operation Trips Existing Compared to Proposed

Winery Operations

Function	Existing (one way trips)	Proposed (one way trips)	PM Peak Trips	Deliveries Per Day	Daily Total Trip Change	Net Change Trips	Duration
Grape Deliveries	120	160	0	1.0	1	40	Occurs over 45 day Harvest in August to October
Equipment Movement for Offsite uses	20	0	0	0	-0.05	-20	Trips Annually
Bottling	0	14	0	0	0.04	14	Trips Annually
Shipping after Bottling	0	14	0	0	0.04	14	Trips Annually
Barrel Deliveries	36	4	0	0	-0.09	-32	Trips Annually
Puncheon	36	0	0	0	-0.10	-36	Trips Annually
Dry Goods	20	4	0	0	-0.04	-16	Trips Annually
Wine Movement	40	0	0	0	-0.11	-40	Trips Annually
Production Employees Between Project Site and Offsite Facilities	240	0	0	0	-0.75	-240	320 days non-harvest
					-0.06	Total Daily Trip Change	

EVENTS - NON-ADVERTISED WINE CLUB ACTIVITIES

A Special Event program, as defined by the County, is not proposed; however, the winery plans to continue to host non-advertised wine club activities not defined as Special Events in the Land Use Ordinance (i.e., non-advertised winemaker dinners not open to the public, etc.). Based upon information provided by the project applicant, the winery does not plan to participate in periodic industry wide event weekends, however they plan to increase their existing non-advertised wine club activities to include one additional wine club release session two days per year (as summarized in the following table). These additional seminars are proposed to occur on existing days for these non-advertised wine club activities. The project applicant has committed as part of the project to close the normal tasting room operations during these non-advertised wine club activities and not to take general public tasting appointments.

A comparison of the existing and proposed non-advertised wine club activities is summarized below based on information provided by the applicant.

April 17, 2023

Summary of Non-advertised Winemaker Activities

Activity	*Existing Operations*		*Forecasted Operations at New Facility*	
	Specific Location	Guest Count	Specific Location	Guest Count
Winemaker Dinner – Fall	Crush pad	80	Inside Cave	80
Special Membership – Fall Release	Crush pad	80	Inside Cave	80
Winemaker Dinner - Spring	Crush pad	80	Crush pad / Tasting Room / Cave	80
Special Membership – Spring Release	Crush pad	80	Crush pad / Tasting Room / Cave	80
Fall Release Day 1 - Saturday (Tasting Room Closed)				
Wine Club Release – Fall – Session A	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Fall – Session B	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Fall – Session C	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Fall Release Day 2 - Friday (Tasting Room Closed)				
Wine Club Release – Fall – Session D	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Fall – Session E	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Fall – Session F **NEW**	NA		Crush pad / Tasting Room / Cave	60
Spring Release Day 1 - Saturday (Tasting Room Closed)				
Wine Club Release – Spring – Session A	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Spring – Session B	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Spring – Session C	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Spring Release Day 2 - Friday (Tasting Room Closed)				
Wine Club Release – Spring – Session D	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Spring – Session E	Crush pad / Tasting Room	60	Crush pad / Tasting Room / Cave	60
Wine Club Release – Spring – Session F **NEW**	NA		Crush pad / Tasting Room / Cave	60

Peak hour trips as defined by the County are normal weekday trips during the peak one hour in the afternoon on a typical Monday through Friday. The existing non-advertised wine club activities are scheduled to occur on Fridays and Saturdays. The Saturday activities would not generate peak hour trips. However, Friday activities would generate some peak hour trips if they occur during the PM peak hour.

We have estimated the potential hourly traffic volumes with the eight days that are proposed for the non-advertised winemaker activities. On the days that these activities are scheduled, traffic from the Wine Club Release Days could expect 24 trips per event. In theory within a one-hour time period, one session could be leaving followed by the next session arriving. In that case during that one hour, up to 48 vehicles could be using the road—24 vehicles out followed by 24 vehicles in. For the winemaker dinners and special release activities, during an 80-person event, up to 32 vehicles could be arriving at the winery during a single hour, with up to 32 vehicles leaving the winery at the end of the event.

The Project proposes adding two additional activities to the existing non-advertised winemaker activities. Both activities are scheduled to occur on a Friday release day, as detailed further in the chart above. Using a reasonable conservative analysis, it is estimated that these activities would each generate 24 vehicles that could exit the Project site during the PM peak hour two days per year. The Project's expansion of the non-advertised winemaker in other words would add 0.1 annual average weekday peak hour trips.

During all these non-advertised winemaker activities, the normal tasting room traffic would not be occurring. Also, on the weekend days, the normal weekday production area trips would be greatly reduced.

ROADWAY EVALUATION

Niderer Road is a county-maintained roadway that varies in width from 13-18 feet with graded shoulders. Niderer Road is a dead-end roadway that is approximately 1.0 miles long with all traffic that accesses the road from other properties entering and leaving to the south on Las Tablas Willow Creek Road. The County indicates that the daily traffic along Niderer Road, northerly of Las Tablas Willow Creek Road is 298 vehicles per day.[1] The project is located approximately 0.8 miles northerly of the Las Tablas Willow Creek Road intersection with Niderer Road.

The existing traffic volumes on Niderer Road are approximately 298 trips per day near the intersection with Las Tablas Willow Creek Road and represent the highest volumes on Niderer Road. The traffic volumes on Niderer Road near the project site are substantially less than these values, as the project is located near the northerly end of the road, approximately 0.8 mile from the traffic count location. Based on the traffic volume levels generated by the project (one additional general public peak hour trip and 11 non-public peak hour trips), there are no circulation impacts expected due to the small volume and infrequency of the expected project traffic.

The typical roadway section for County roadways with less than 400 Average Daily Traffic (ADT) is described in Standard Detail A-1b. The A-1b roadway standard notes two 10-foot travel lanes and 3-foot graded shoulders. The current roadway section on Niderer Road varies from a minimum of 14 feet in width to 18 feet in width with approximately three feet or more of graded shoulders. Based on the existing condition of Niderer Road, minor road widening would be required to meet the County roadway standard. This section of Niderer Road was recently repaved by the county and was not widened.

As the project trip generation does not meet or warrant the improvement requirements and thresholds contained in the adopted Board Policy and no safety problems have been identified per the RSA guidelines, no roadway improvements are required to be constructed by the project.

CONSTRUCTION TRAFFIC

Based on the construction activities planned to construct the project, the following breakdown for worker and material deliveries was provided.

Construction Traffic				Shift Ends 3:30 PM Peak	Off Peak	
Months	Employees	Occupancy	Employee Trips	Trips	Deliveries	Total Trips
0-8	8	1.5	5.3	0	1	6
8-14	25	1.5	16.7	0	0.4	17
14-20	15	1.5	10.0	0	0.2	10

During construction, there should not be any increase in the PM peak hour traffic. On a daily basis, the construction traffic would be equal to or less than 17 trips per day during non-peak hours. Because the Project construction would be temporary and would not create peak hour trips, no circulation impacts are expected during construction of the project.

[1] Count Station 10430, April 2021, average 298 ADT, peak day Friday 355 ADT.

April 17, 2023

EVACUATION IN EMERGENCIES

With the nature of Niderer Road being approximately a one-mile long cul-de-sac (County Maintained Limit- Niderer Road does extend further to the north as an unmaintained unimproved road), how an emergency evacuation of the area could be conducted was evaluated.

According to Cal-Fire requirements, a cul-de-sac roadway can exist for one-mile if all fronting properties are zoned for 20-acre minimum parcels. Along Niderer Road, all parcels are zoned AG-20 (20-acre minimum parcels) as shown on the County zoning maps and meets the Cal-Fire requirement.

In the event of an emergency, first responders would utilize Las Tablas Willow Creek Road to access Niderer Road to reach the project site. The project site is located approximately 6.5 miles from the Cal Fire San Luis Obispo County Fire Station #30 located on Ramada Drive at Volpi Ysabel Road.

Should there be an event that causes the area surrounding Niderer Road to evacuate, properties fronting Niderer Road would travel to the south to Las Tablas Willow Creek Road and either travel to the east or west toward SR 46 W.

Should the evacuation occur during one of the non-advertised winemaker events (which is a conservative analysis given their limited frequency throughout the year), all of the traffic associated with the project would need to leave the site and travel south on Niderer Road in addition to all of the properties fronting Niderer Road. The following assumptions were used to calculate and estimate evacuation times from the project site:

- The overall travel distance between the project site and Las Tablas Willow Creek Road is approximately 4,200 feet.
- During the evacuation event, the average speed over this distance could be 25 MPH, which is typical on curvy rural roads like Niderer Road.
- Given their closer proximity to Las Tablas Willow Creek Road, properties to the south of the project site should exit Niderer Road before traffic associated with the winery.
- The design vehicle occupancy for Clos Solene site traffic would be 2.5 people per vehicle as documented in BOS Reso 2008-152 and 2017-253 (0.4 PHT per person event traffic).
- In the most conservative scenario – e.g., a non-advertised winemaker event was taking place during an emergency — there would be a maximum of 80 guests on the project site, which would equate to roughly 32 vehicles. Conservatively, if 2.0 people per vehicle was assumed the total number of site vehicles could be up to 40 cars.
- The industry standard headway (space between vehicles during normal driving activities as recommended by the National Safety Council) would be 3 seconds, which is very conservative during an emergency where drivers have heighted expectations, and the majority of traffic is heading in the same direction.

To calculate (estimate) the time to exit the Clos Solene site traffic, the following formula was used:

Clearance Time =

- (Distance (4200 feet) / Speed (25 MPH or 37 feet/sec)) + 3 seconds x Number of Vehicles (40)

Clearance Time First Vehicle =

1. ((4200 / 37) = 113 seconds per vehicle or 1.9 minutes for the first vehicle,
2. Then the remaining vehicles would arrive at 3 second intervals.

Total Clearance Time =

- 113 seconds + (40 vehicles * 3 seconds between vehicles) or
- 233 seconds or 3.9 minutes or roughly 4-5 minutes

Therefore, under the conservative scenario, the traffic associated with the project would be expected to clear the Las Tablas Willow Creek Road intersection in about 4-5 minutes in the event of an evacuation associated with an emergency. According to the SLO County Emergency Response Time data[2], the response to the project site is noted as being 10-15 minutes. On the same data source, the emergency response time to the southern half of Niderer Road is on the edge boundary of the 5-10 minute range.

Given the low existing background traffic volumes and low event traffic volumes (less than the largest potential event on the project site), there would be adequate roadway capacity to allow Clos Solene guests and other property owners to evacuate in the event of an emergency. Further, given the time to respond from the closest Cal-Fire station is 6.5 miles away (about 10 minutes), a good portion of any exiting traffic from properties along Niderer Road, including the winery, should be past the intersection of Las Tablas Willow Creek Road by the time first responders arrive.

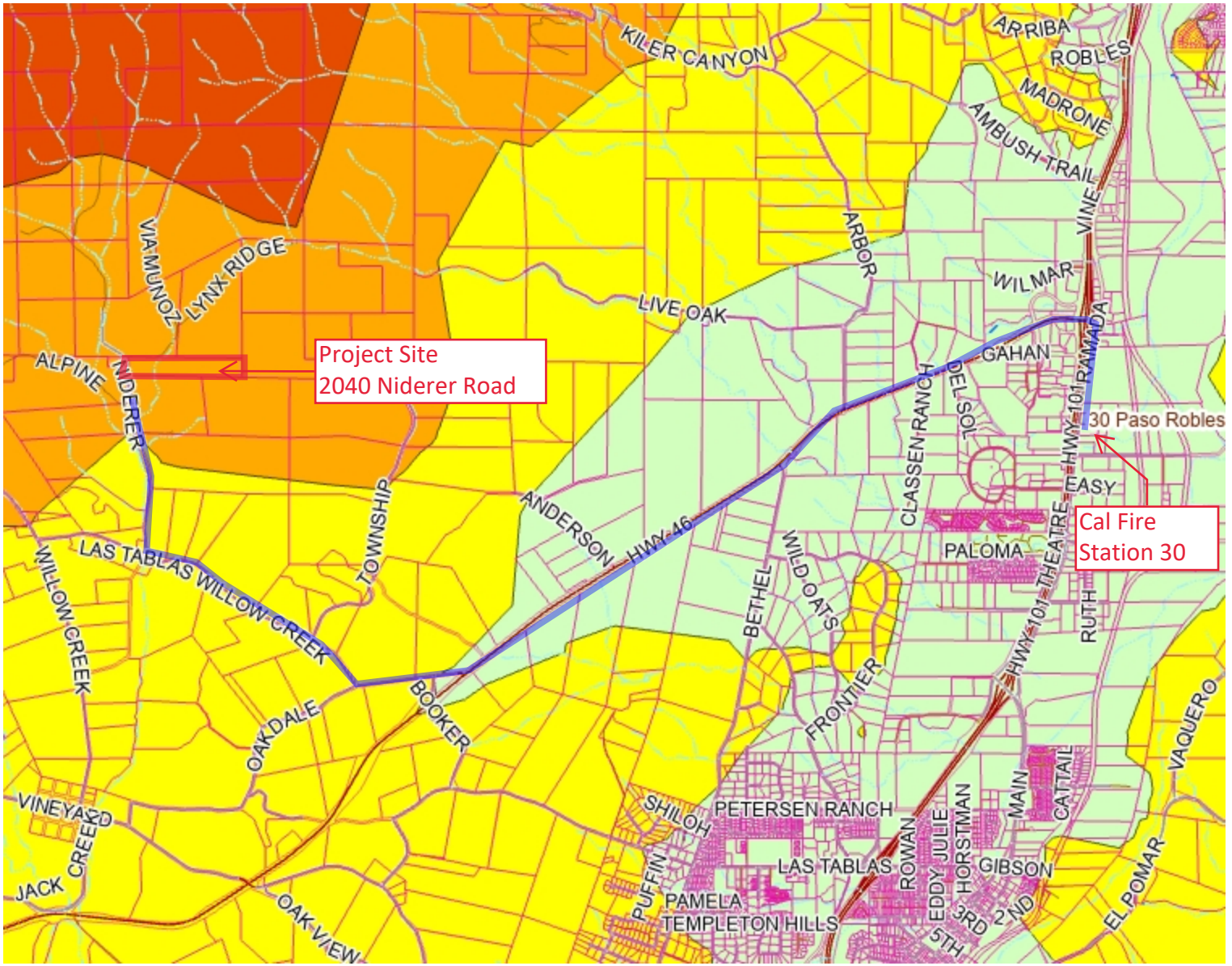
STEPHEN OROSZ, PE, PTOE BRIEF RESUME

Mr. Stephen Orosz is a traffic engineering professional with over 40 years of experience (25 years of experience on the Central Coast). He has been registered as a Traffic Engineer in good standing since 1985, and a licensed Professional Traffic Operations Engineer since 1999. He has also served on the State Board of Professional Engineers team in an advisory capacity on the Traffic Engineer license examination. He has conducted 100's of traffic impact statements (TIS), and analysis (TIA) over his career. He has also conducted over 40 Roadway Safety Audits per the County of San Luis Obispo Board of Supervisor Resolution 2008-152 and updated by Resolution 2017-253. Additional professional experience is outlined in the attached resume.

[2] San Luis Obispo County Planning and Building GIS mapping SLO County Boundary Emergency Response Times (map attached to the rear of this addendum).

Department of Planning & Building

Interactive Data Viewer



Legend

- SLO County Parcels
- NHD Streams
  - Stream
  - Intermittent Stream
  - Artificial Path
  - Canal/Ditch/Connector
  - Pipeline
- Roads
  - CalTrans
  - Maintained by SLO CO
  - Private Maintenance
  - Federal or State Maintenance
- SLO County Boundary
- Emergency Response Times
  - 0 - 5
  - 5 - 10
  - 10 - 15
  - 15 - 20
- Fire Facilities

-8,924.48 0 4,462.24 8,924.48 Feet 1: 53,547

WGS_1984_Web_Mercator_Auxiliary_Sphere

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The County of San Luis Obispo does not assume liability for any damages caused by errors or omissions in the data and makes no warranty of any kind, express or implied, that these data are accurate and reliable.

Map for Reference Purposes Only

STEPHEN A. OROSZ, P.E., CFM, P.T.O.E.
Resume

REGISTRATION

Professional Engineer Civil. RCE 36995, California
Professional Engineer, Civil 57911, Arizona
Professional Engineer Traffic Engineer T 1209, California
Professional Traffic Operations Engineer (PTOE) 213
Certified Floodplain Manager - Association of State Floodplain Managers US-18-10822 (2018)
Professional Civil Engineer (Michigan, and Idaho)

PROFESSIONAL SERVICE

Institute of Transportation Engineers (ITE)
American Public Works Association (APWA)
State Board of Registration Examination Committee Member - Traffic Engineer License

EDUCATION

Cal Poly San Luis Obispo, California
BS Civil Engineering, Transportation, 1980

EXPERIENCE

40+ years

In 2002 Mr. Orosz, formed **Orosz Engineering Group, Inc**. **(OEG)** to provide more personal traffic engineering and project management services to a larger range of clients in Ventura, Santa Barbara and San Luis Obispo Counties. In 2018, OEG opened an office in Northern Arizona to continue providing civil and traffic engineering services. Our emphasis has been built on providing innovative solutions to public and private clients.

Prior to forming OEG, Inc., Mr. Orosz was the principal traffic engineer at Penfield & Smith Engineers. During his 14 years with the firm, he managed a growing department, provided site planning services, project management, and conducted various traffic engineering and transportation planning assignments. Prior to the work with P&S, Mr. Orosz worked for a number of engineering firms in the Orange County California area for six years. He is proficient in management and preparation of circulation system analyses utilizing both computerized and manual methods; traffic safety and high accident location analysis; traffic impact studies, reports and environmental document sections; traffic/parking surveys and reports; transportation planning and travel forecasting; traffic control device inventories and analysis; traffic operations analysis and design, including roundabouts.

Mr. Orosz's transportation planning projects include a significant number of residential and commercial subdivision projects in the Central California and Southern California. Numerous traffic impact modeling analyses of large (over two million square feet) and small (2,500 square feet) office, retail, hotel, and mixed use projects throughout the region.

He has completed traffic signal designs and street striping plans in Santa Barbara (City and County), San Luis Obispo (City and County), Ventura (City and County), City of Camarillo, San Diego, Orange and Los Angeles Counties and construction area traffic control and street striping plans for various street improvement projects including sewer and water pipeline projects. Mr. Orosz has performed numerous parking demand and unique traffic generation studies throughout Central and Southern California. During the course of his career, Mr. Orosz has developed designs of parking facilities from 8 space parking lots to lots/structures totaling several thousand parking spaces.

His experience includes Transportation Demand Management (TDM) plan preparation for internal and external companies per local ordinance requirements and continued work with regulating agencies in the monitoring and development of livable and workable programs.