

4.8 TRANSPORTATION/TRAFFIC

This discussion addresses potential Traffic and Circulation impacts resulting from implementation of the proposed project. SWCA retained OMNI-MEANS to prepare the traffic report and associated memoranda, which are included in Appendix M of this EIR, and listed as follows:

- Technical Memorandum, Memorandum of Assumptions (Trip Generation) prepared for SWCA Environmental Consultants by OMNI-MEANS, October 13, 2010.
- Grover Beach Lodge Transportation Impact Analysis Report, prepared for SWCA Environmental Consultants by OMNI-MEANS, October 2010.

When project revisions were proposed after preparation of the Final EIR, OMNI-MEANS was retained to update the previous transportation impact analysis based on the new proposed project details. A revised report was prepared based on the proposed changes, as follows, which has been incorporated into this section and included in Appendix N:

- Technical Memorandum, prepared for SWCA Environmental Consultants by OMNI-MEANS, January 19, 2012.

The following section utilizes these reports in the evaluation of impacts resulting from the proposed project, and recommends mitigation measures to offset any significant impacts related to traffic and circulation. Please refer to the actual studies for the assumptions used for trip generation and the methodology used to evaluate intersections and road segments. Level of Service (LOS) definitions are also contained in the appendix report; LOS A is stable flow traffic, LOS C is stable flow approaching higher delays (LOS C is the approved level in Grover Beach), while LOS F is forced flow and considered to be unacceptable to most drivers.

The scenarios used to evaluate trip generation rates, trip distribution patterns, and projected city build-out peak hour intersection volumes are given for the project and are as follows:

- Existing Conditions prior to project development
- Existing “Plus Project” conditions
- Cumulative “No Project” conditions-assumes build-out under the current City General Plan Update
- Cumulative “Plus Project” conditions

4.8.1 Existing Conditions

The following section describes the existing traffic and circulation conditions prior to project development.

4.8.1.1 Existing Transportation System and Public Access

Seven roadways provide primary circulation within the City of Grover Beach and in the vicinity of the proposed project; they are described as follows:

Highway 1, also known as State Route 1, is a predominately two-lane California highway that runs north south along the Pacific coast and merges with US 101 several times along the central California coast and serves as a two-lane arterial in the City of Grover Beach.

US Route 101 is a major north-south U.S. Highway, and in Grover Beach, US 101 is a four-lane highway and merges with Highway 1 north of the City.

Grand Avenue is a four-lane east-west arterial that spans from Highway 1 in Arroyo Grande to the Pacific Ocean at Pismo State Beach. South of Highway 1,

West Grand Avenue is a two-lane road that accesses the Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area.

Fourth Street is a two-lane collector that runs from James Way and US 101 in the north all the way to Highway 1 in the south. This street intersects with Grand Avenue just east of the proposed project.

Pomeroy Avenue and Ocean View Avenue are two-lane collectors within the City of Pismo Beach that intersect with Highway 1.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities are well established on most of the arterial and collector streets in Grover beach. Near the project site, Grand Avenue and Le Sage Drive provide crosswalks and sidewalks for pedestrians to access Pismo State Beach and the adjacent golf course. The sidewalks also connect pedestrians to the nearby UPRR train station on Highway 1. No sidewalks or pedestrian improvements are present on Highway 1.

The 2010 City of Grover Beach Bicycle Master Plan (found at www.grover.org) identifies several roadways that have existing bicycle routes. Near the project site, existing Class II bike facilities are established along Highway 1, Grand Avenue and 4th Street. Bike lanes along Grand Avenue are currently not striped but will be added in the future, as part of the current Grand Avenue improvements and as part of the Grand Avenue Specific Plan.

Existing Transit Services

The San Luis Obispo Regional Transit Authority (SLORTA) provides transit service with their RTA and SCAT bus routes. These fixed routes operate on a weekly basis and link commuters to the cities of San Luis Obispo, Arroyo Grande, Grover Beach, and Pismo Beach. Near the project site, SCAT Route 21 and 24 are accessed via bus stops at Highway 1 and Le Sage Drive and SCAT Route 23 serves the Grand Avenue and 4th Street intersection. Further bus information is available at The SLORTA website (www.slorta.org). The bus stops can easily be accessed from the project site.

Existing Train Services

Rail service for Grover Beach is provided by Amtrak's Pacific Surfliner route which runs daily along the southern California coast between San Luis Obispo and San Diego. ~~and by Amtrak's Coast Starlight that runs daily from Washington to San Diego. The Amtrak rail station is in Grover Beach very near the project site in the southeast corner of Highway 1/Grand Avenue intersection.~~ It can easily be accessed from the project site via existing sidewalks.

Equestrian Access

Currently, the proposed project site is informally used by equestrians to access the horse and pedestrian trails south of West Grand Avenue and to the Oceano Dunes Vehicular Recreation Area. Equestrians utilize the vacant areas of the site for horse staging (loading and unloading,

and temporary holding of horses) and parking. A daily average of five horse trailers have parked on the site during a State Parks survey conducted during 2010; this information can be found in Appendix F of this EIR.

4.8.1.2 Existing Traffic Volumes and Operations

The TIAR identifies nine intersections and two roadways identified as critical: these intersections and roadway counts are given on Figure 4.8-1 and 4.8-2.

New weekday peak-hour intersection and daily roadway traffic counts were conducted by OMNI-MEANS for three days on July 15 to July 17, 2010, at all study locations shown on the figure. The methodology and analysis parameters used to quantify existing and projected operations at these critical study locations are given beginning on Page 6 of the TIAR, in Appendix M.

Table 4.8-1 summarizes the existing intersection levels of service (LOS). As shown in the table, all study intersections are operating at or below target LOS conditions with the exception of Highway 1/Price Street and Highway 1/Ocean View Avenue. During the PM and Saturday midday peak hours, the Highway 1/Ocean View Avenue intersection operates at a LOS F. This intersection is stop-controlled on the minor street approaches, and during peak travel periods on Highway 1, vehicles on minor approaches are often unable to find suitable gaps in traffic and intersection delays subsequently increase. For Highway 1/Price Street, the all-way-stop intersection operates at LOS D during the Saturday midday peak hour. Northbound and eastbound movements at this intersection experience delay.

The roadway segments at Grand Avenue, west of Highway 1 (West Grand Avenue), and Le Sage Drive operate at LOS A and are operating at an acceptable LOS.

Table 4.8-1. Existing Conditions: Intersection Levels-of-Service

#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Highway 1 / Price Street	AWSC	C	9.1	A	15.6	C	33.6	D
2	Highway 1 / Pomeroy Ave	Signal	C	5.5	A	8.5	A	11.6	B
3	Highway 1 / Hinds Ave	Signal	C	6.5	A	10.1	B	11.0	B
4	Highway 1 / Ocean View Ave	TWSC	C	14.2	B	67.1	F	96.6	F
5	Highway 1 / Le Sage Drive	TWSC	C	11.7	B	17.8	C	20.9	C
6	Highway 1 / Grand Ave	Signal	C	13.3	B	18.8	B	19.0	B
7	4 th Street / Grand Ave	Signal	C	12.3	B	15.4	B	14.9	B
8	4 th Street / 5 Cities Drive	Signal	C	22.4	C	25.9	C	25.9	C
9	4 th Street / U.S. 101 NB Ramps	Signal	C	20.2	C	18.0	B	24.0	C

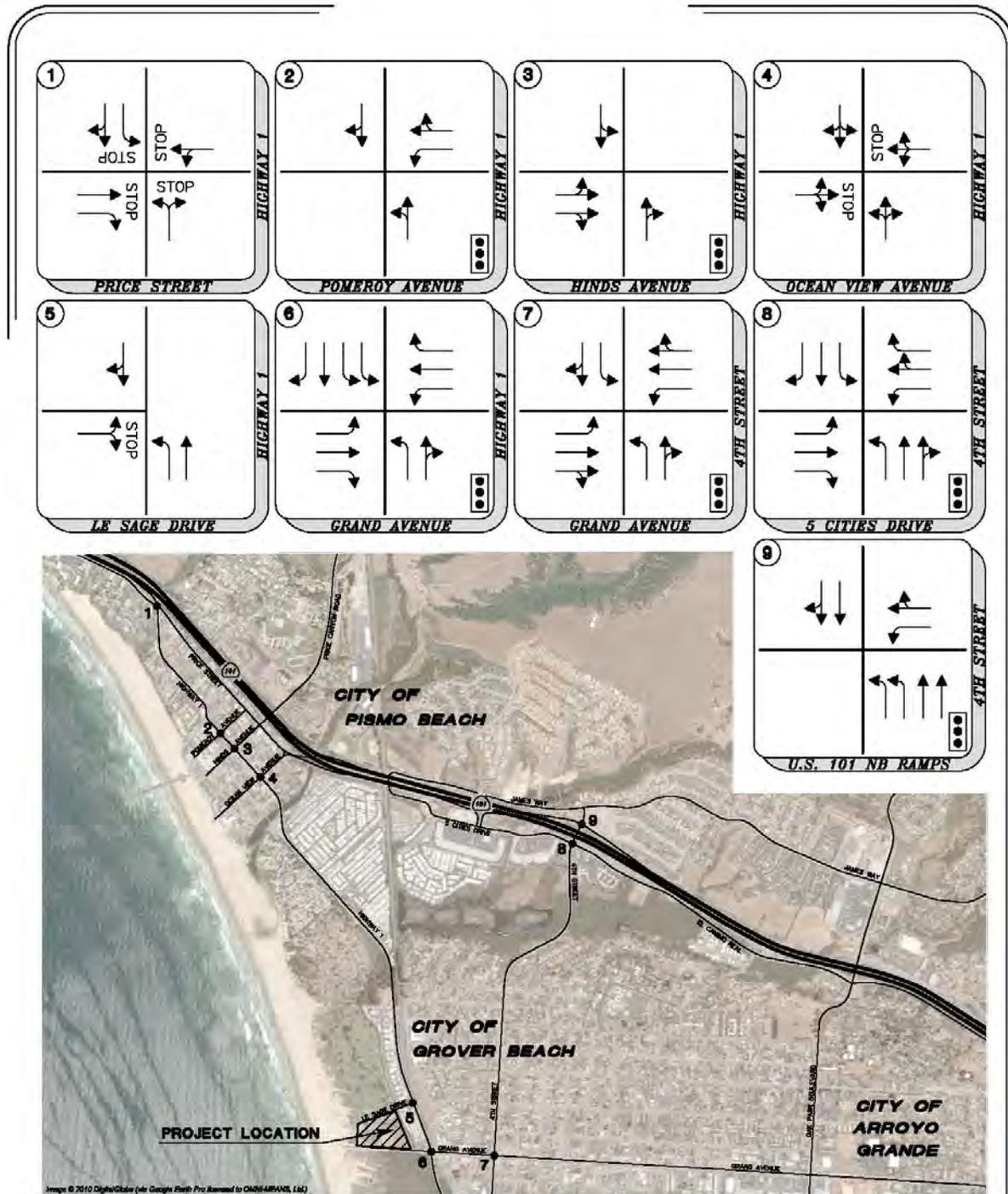
Notes:

¹ TWSC – Two Way Stop Control, AWSC – All Way Stop Control

² LOS – Delay based on worst minor street approach for TWSC intersections, average delay for AWSC and signals.

Source: Grover Beach Lodge Transportation Impact Analysis Report, OMNI-MEANS (October 2010)

Figure 4.8-1. Existing Intersection Lane Geometrics



Grover Beach Lodge TIAR

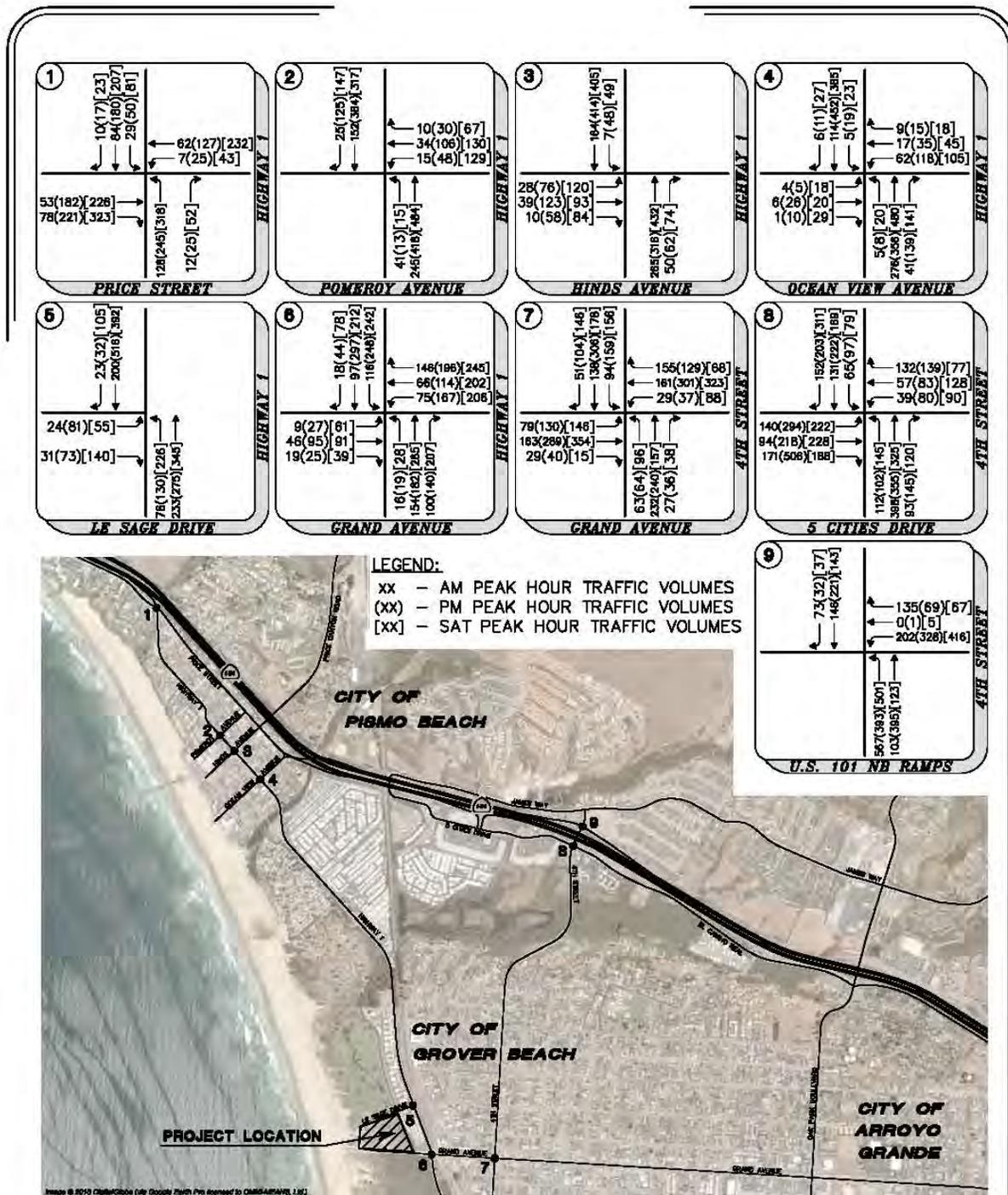
Figure 3

Existing Intersection Lane Geometrics



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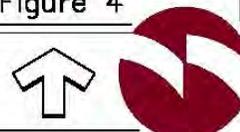
Figure 4.8-2. Existing Peak Hour Traffic Volumes



Grover Beach Lodge TIAR

Figure 4

Existing Peak Hour Traffic Volumes



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4.8.2 Regulatory Setting

Traffic is regulated at the state and local levels through regulations, policies, and/or local ordinances. Local policies are commonly adaptations of federal and state guidelines, based on prevailing local conditions or special requirements.

4.8.2.1 State Policies and Regulations

The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) states that:

“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 be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.”

4.8.2.2 City of Grover Beach Policies and Regulations

The City of Grover Beach General Plan Circulation Element contains an extensive set of policies to improve transportation opportunities and protect the environment by reducing energy use. This Circulation Element is incorporated herein by reference. The City’s level of service goal is LOS C.

4.8.3 Thresholds of Significance

The significance of project impacts on traffic and circulation is determined based on applicable policies, regulations, goals, and guidelines defined by CEQA and the City.

4.8.3.1 CEQA Guidelines

CEQA is the foundation of environmental law and policy in California. The main objectives of CEQA are to disclose to decision-makers and the public the significant environmental effects of proposed activities and to identify ways to avoid or reduce those effects by requiring implementation of feasible alternatives or mitigation measures. Under current CEQA Guidelines, a substantial traffic increase may result in a significant adverse environmental effect. In current deliberations to have CEQA address climate change, this guidance may be eliminated, since its effect is to create more automobile infrastructure and hinder pedestrian, bicycle, and transit utility. By requiring expensive road construction, it often makes housing less affordable near job centers, and effectively increases commute lengths and regional congestion.

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

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- Result in inadequate emergency access;
- Result in inadequate parking capacity; or,
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts or bicycle racks).

Pedestrian and Bicycle Impacts

An impact to pedestrians and bicyclists would be considered significant if the proposed project conflicted with existing or planned bicycle facilities. It would also be significant if it created pedestrian and bicycle demand without providing adequate and appropriate facilities for safe, non-motorized mobility.

Transit Impacts

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

Neighborhood Impacts

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

4.8.4 Impact Assessment and Methodology

Please refer to Appendix M, TIAR, and Appendix N, Technical Memorandum, for a description of the methodology used by OMNI-MEANS to evaluate traffic and circulation impacts. Note that sufficient opportunities exist adjacent to the project site for pedestrian, bicycle, transit and train access to the site; these transportation modes are not discussed further since insignificant impacts will result from the proposed project. The project plans identify considerable pedestrian, bike, and access improvements.

West Grand Avenue is heavily used by recreational vehicles during busy summer weekends and holidays as this is one of the main entrances to the Oceano Dunes State Vehicular Recreation Area. For this reason, traffic counts were taken on Thursday, Friday, and Saturday in July during the peak summer period. These traffic counts therefore account for increased recreational uses at targeted intersections and road segments, such as West Grand Avenue and Highway 1. Using peak season counts will provide a reasonable worst-case scenario analysis. While holiday weekends may experience slightly higher traffic than non-holiday summer weekends, these represent specific special events. It would not be appropriate to analyze this project and size roadway and intersection facilities to account for special events such as holiday weekends.

4.8.4.1 Project Trip Generation-Project Conditions

Project Trip Generation

The trip generation rates were used for a resort hotel under the ITE Trip Generation Manual (8th Edition). Because the category “Resort Hotel” does not include a convention facility, a hybrid trip generation rate was developed, and was based on a reasonable conservative analysis for the project. Table 4.8-2 gives the trip generation for the proposed project.

Table 4.8-2. Project Trip Generation

Land Use Category (ITE Code)	Unit ¹	Daily Trip Rate/Unit ²	Weekday AM Peak Hour Trip Rate/Unit ²			Weekday PM Peak Hour Trip Rate/Unit ²			Saturday MD Peak Hour Trip Rate/Unit ²		
			Total	In	Out	Total	In	Out	Total	In	Out
Hybrid Rate	Rooms	11.51	0.56	61%	39%	0.59	53%	47%	1.06	50%	0%
Project Name (ITE Code)	Quantity (Units)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			SAT Mid-day Peak Hour Trips		
			Total	In	Out				Total	In	Out
Grover Beach Lodge	150	1,727	84	51	33	89	47	42	159	80	80

Notes:

¹ Rooms = Hotel Rooms

² Trip rates based on ITE Trip Generation Manual 8th Edition average rates. Daily trip rate based on “Saturday” trip rate, which will generally be higher than weekdays.

Source: Grover Beach Lodge Transportation Impact Analysis Report, OMNI-MEANS (October 2010)

The project is estimated to generate 1,727 new daily vehicular trips based on Saturday trip rates. During the weekday, 84 AM and 89 PM peak hour vehicular trips are projected. New vehicular trips for Saturday midday peak area are expected to reach 159 trips. Figures 5A and 5B in Appendix M show the project trip distribution estimates. The trip distribution is a worst-case distribution; ~~60-75~~ percent of the project generated trips were modeled by OMNI-MEANS to access the driveway via West Grand Avenue and ~~40-25~~ percent would access the driveway via Le Sage Drive. It is very likely that traffic would more likely utilize the West Grand Avenue access to the project site than the Le Sage Drive access, particularly due to the recent project revisions that moved parking fields to be oriented on the southern portions of the site (adjacent to Grand Avenue).

Site Access and Internal Circulation

Site access and internal circulation for the proposed project raises some specific concerns with regard to parking use and accessibility, as follows:

- **Highway 1/Grand Avenue Intersection.** The primary project access is through the Highway 1/Grand Avenue intersection and this intersection currently has poor striping in the westbound direction. Drivers wishing to enter the State Park and proposed project may find it difficult to position themselves in the correct lane. However, the draft Grand Avenue Master Plan, currently in review by the City, proposes a roundabout at this intersection. Either restriping or the roundabout would mitigate this concern.

- **Cross-Lot Access.** The proposed parking layout currently lacks adequate cross access for vehicles to circulate within the project site. Some of the parking lots appear to be isolated facilities that are only accessed by a single driveway. Unless drivers want to navigate the circuitous lodge parking and drop off areas, vehicles will be forced to re-enter Grand Avenue in order to access adjacent parking facilities. This may create additional traffic on Highway 1 and at the Le Sage and West Grand Avenue project access driveways.
- **Parking Lot Locations and Designations.** According to the development plan on Figure 2-5, the parking lot adjacent to Fin's Restaurant is intended for restaurant patrons. However, as designated public parking, beach visitors will also likely use this parking lot as it is closer to the beach front and this may force restaurant patrons to park in other lots intended for lodge guests and beach visitors. Neighboring parking lots do not effectively link up to Fin's Restaurant because patrons would need to traverse across lodge property before reaching the restaurant. Beach visitors will likely seek the closest available parking to their destination, which could affect available parking for Fin's patrons as well as resort guests on busy weekends or holidays.
- **Parking Maneuverability.** Individual lot designs presented on the site plan included many dead-ends which prevent vehicles from maneuvering in and out of the facility. Several designated lodge lots for instance are narrow and only have a single access point. It will be difficult if not impossible to turn around at the end of a full parking lot when guests are looking for spaces. Since there is no room to turn around, vehicles that cannot find parking after entering the lot will be forced to drive in reverse in order to exit and try another lot.

Based on the concerns mentioned above, a re-evaluation of the parking lot design is recommended, which addresses maneuverability within and between parking lots, and if feasible, locates some beach visitor parking closer to the beach front in a shared lot for Fin's Restaurant.

The revised parking lot configuration proposed in the new project design plans has improved or resolved many of these access and internal circulation issues. However, because the proposed parking configuration is preliminary at this time and could be altered within the same footprint prior to construction of the project (i.e., through relocation of the equestrian parking area to the alternate location north of Grand Avenue), this mitigation measure is still recommended.

4.8.4.2 Existing Plus Project Traffic Operations

Existing "Plus Project" conditions were developed by superimposing proposed AM and PM peak hour project-generated trips (refer to Table 4.8-3) using the project trip distribution rates onto existing traffic volumes. The resulting existing-plus project traffic volumes are shown on Figure 4.8-3 and intersection LOS are given on the following table. After reassigning the project traffic to reflect the parking orientation towards Grand Avenue in the revised site plan, Existing Plus Project Conditions are expected to change at the Highway 1/Grand Avenue and Highway 1/LeSage Drive intersections, as shown in Table 4.8-3, below.

Table 4.8-3. Existing Plus Project Conditions: Intersection Levels-of-Service

#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Highway 1 / Price Street	AWSC	C	9.1	A	15.9	C	35.6	E
2	Highway 1 / Pomeroy Ave	Signal	C	5.4	A	8.5	A	11.6	B
3	Highway 1 / Hinds Ave	Signal	C	6.4	A	10.0	A	10.9	B
4	Highway 1 / Ocean View Ave	TWSC	C	14.6	B	74.2	F	115.4	F
5	Highway 1 / Le Sage Drive	TWSC	C	11.9 12.1	B	18.2 19.2	C	22.4 25.8	C D
6	Highway 1 / Grand Ave	Signal	C	13.8 13.9	B	15.2 20.4	B C	19.5 19.9	B
7	4 th Street / Grand Ave	Signal	C	13.2	B	16.3	B	16.3	B
8	4 th Street / 5 Cities Drive	Signal	C	22.2	C	25.9	C	25.9	C
9	4 th Street / U.S. 101 NB Ramps	Signal	C	20.4	C	18.3	B	24.7	C

Notes:

¹ TWSC – Two Way Stop Control, AWSC – All Way Stop Control² LOS – Delay based on worst minor street approach for TWSC intersections, average delay for AWSC and signals.

Source: Grover Beach Lodge Transportation Impact Analysis Report, OMNI-MEANS (October 2010); Technical Memorandum, OMNI-MEANS (January 2012)

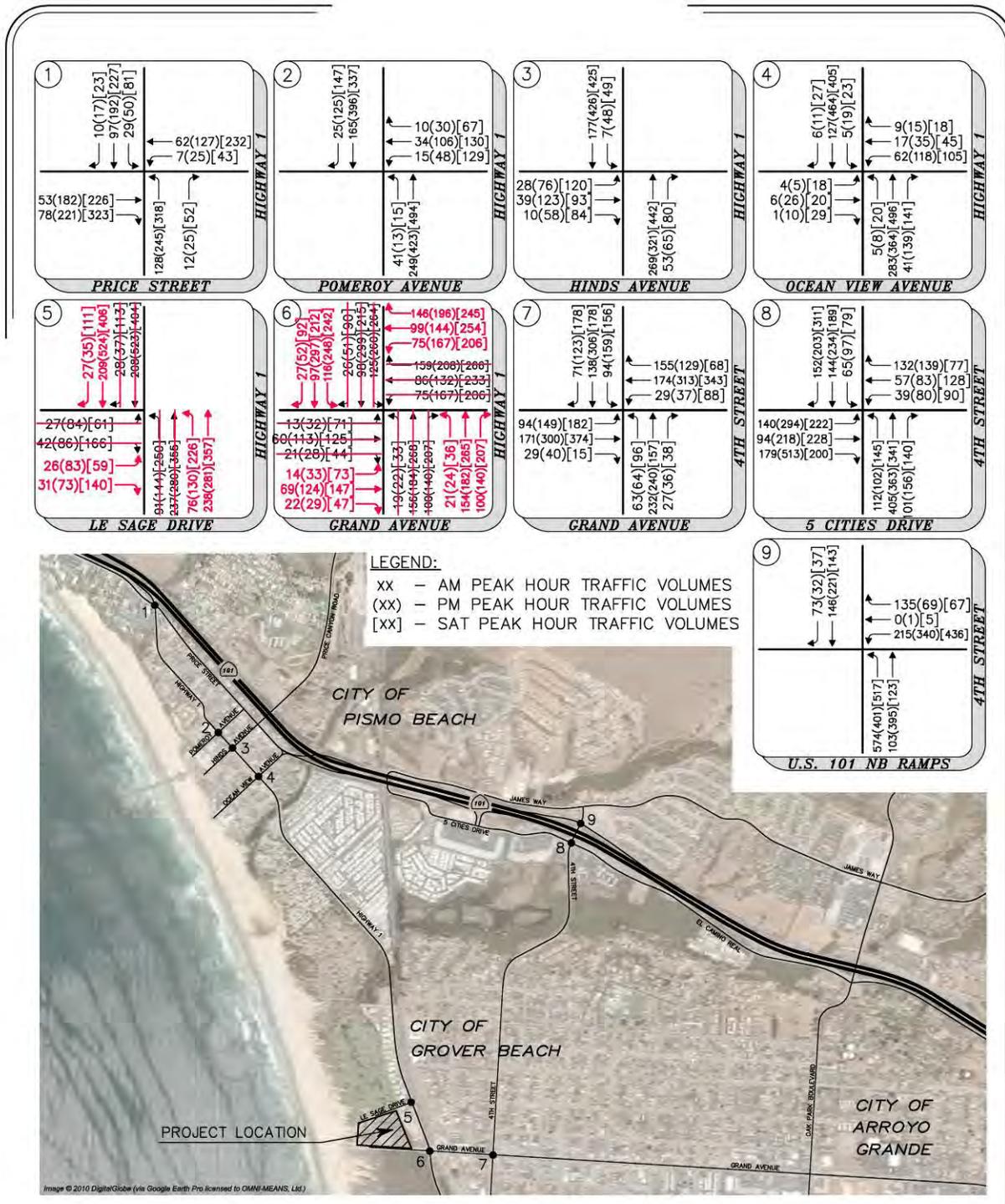
As shown in the above table, ~~three two~~ intersection deficiencies have been identified at the intersections of Highway 1/Price Street and, Highway 1/Ocean View Avenue ~~and Highway 1/Le Sage Drive~~. Highway 1/Ocean View will operate at LOS F at PM peak hour and at the Saturday midday park hour. ~~Vehicle delays on minor street approaches are also apparent for the Highway 1/Le Sage Drive intersection, which is expected to operate at LOS D.~~ For Highway 1/Price Street; the intersection will operate at LOS E during the Saturday midday peak hour. The impact previously identified at Highway 1/LeSage Drive would be eliminated with implementation of the revised project.

At existing plus project conditions, roadway levels of service for Grand Avenue west of Highway 1 (West Grand Avenue) will remain at LOS A, and Le Sage Drive, west of Highway 1 will operate at LOS B, both roadway segments are expected to operate at acceptable LOS with the proposed project.

Access to Relocated RV Sewer Dump Station

As noted in the project description, the proposed project would relocate the existing on-site dump station to the North Beach Campground in the City of Pismo Beach. The current RV sewer dump station will be expanded to accommodate the added demand from the existing RV sewer dump station located on the project site that would be removed by the proposed Lodge and conference center.

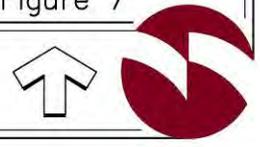
Figure 4.8-3. Existing Plus Project Traffic Volumes



Grover Beach Lodge TIAR

Figure 7

Existing Plus Project Traffic Volumes



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Traffic counts at the existing RV sewer dump station were taken by the State Parks from August 5, 2010 through September 12, 2010, including numerous weekend days including Labor Day weekend. Counts were taken during mid-day peaks and afternoon peaks. The highest reported average number of dump station users in the traffic count period was found to be 9.5 trailers and RVs per hour between 1:30 and 3:30 PM on Sunday, September 12, 2010. On Labor Day weekend, the peak number of users was found to be 6 trailers and RVs per hour between 1:30 and 3:30 PM on Monday, September 6, 2010.

This traffic would be rerouted to the North Beach Campground and would use the entrance off of Highway 1. This entrance features about 600 feet of storage for northbound left turns into the park entrance which is sufficient for 20 25-foot RVs including 5 feet between each vehicle. This storage will be more than enough to handle the current RV and trailer users and the displaced users from the Grover Beach state park area.

4.8.5 Project-Specific Impacts and Mitigation Measures

The proposed project will not exceed the City of Grover Beach LOS C estimates for West Grand Avenue or on most city streets with the exception of the intersections described below. The existing plus project scenario discussed above identifies several impacts associated with circulation and traffic and are summarized in the following impact descriptions.

TC Impact 1 The westbound lanes of the Highway 1/Grand Avenue intersection currently have poor striping and can be confusing to drivers attempting to enter the State Park and project area (Areas A, B, and C) from Grand Avenue.

TC/mm-1 Prior to occupancy of Area A, the applicant shall re-stripe the westbound approaching lanes. The inside lane shall be identified as "Highway 1 Southbound Only" as it drops into a left turn lane at the Highway 1 intersection. The outside lane shall provide access to the State Park and project site as well as the right turn pocket to Highway 1. Signage for through traffic to merge right is also required between 2nd Street and Highway 1. The TIER in Appendix M of this EIR contains an appendix with recommended striping and signage.

Residual Impact

With implementation of mitigation, this impact would be considered less than significant.

~~TC Impact 2 West Grand Avenue section would be impacted with the proposed project (Areas A, B and C) and confusion could occur to travelers to the project and the Vehicular Recreation Area as a result of the variety of parking lot entrances proposed as part of the development plan.~~

~~TC/mm-2 Prior to occupancy of any portion of the project site (Area A, B or C, whichever occurs first) a restriping plan for West Grand Avenue shall be approved by the City and implemented as part of project improvements. West Grand Avenue shall be restriped as a three-lane cross section, with a through lane in each direction and a center left turn lane. This center lane would provide a refuge area for vehicles entering and exiting all the project parking lots and for trailers entering and exiting the equestrian facility. This center lane will provide refuge for turning vehicles while they wait for gaps in~~

~~oncoming traffic so as to not block the travel lanes to the State Park or Highway 1 in either direction on West Grand Avenue.~~

Residual Impact

With implementation of mitigation, this impact would be considered less than significant.

TC Impact 23 The existing (Area A and B) parking lots do not provide for easy access between lots and between project uses. This may impact the existing Fin's Restaurant parking by beach visitors using parking intended for these concessions.

~~TC/mm-23 Prior to issuance of a grading permit for Area A, the circulation parking patterns shall be reviewed and approved by the City to improve ingress and egress between the individual parking areas in Area A, and allow turn-around space in each parking area to avoid vehicles from having to back up to turn around or exit the lots, and to maximize parking onsite.~~

~~TC/mm-34 Area A circulation between parking areas shall be coordinated with Area B structures. It is recommended that the City consider posting parking areas for specific uses and using time limits, permits, meters, or other measures acceptable to the City and concessionaires for parking lots associated with Area B uses.~~

~~TC/mm-45 The Area B parking lot adjacent to Fin's Restaurant shall also include marked handicapped spaces and some short term parking spaces for users of the picnic areas adjacent or close to the public drop off area.~~

Residual Impact

With implementation of mitigation, this impact would be considered less than significant.

~~TC Impact 34 The proposed project (Area A and B) volumes may create a significant impact at the Highway 1/Le Sage Drive stop-controlled intersection at the Saturday midday peak hour, reducing the LOS from C to D.~~

~~TC/mm-56 Prior to occupancy of Area A, the applicant shall re-stripe the Le Sage Drive eastbound approach by adding a left turn pocket. This will reduce average delay for the minor approach and improve intersection operations. The City of Grover Beach LOS C goal generally is met with this improvement. MUTCD Warrant 3 signal warrants are met at this location during the Existing "Plus Project" Saturday peak hour, but signalization is not required with the construction of this improvement.~~

Residual Impact

With implementation of mitigation, this impact would be considered less than significant.

TC Impact 45 The proposed project (Area A and B) existing plus project and cumulative project scenarios may significantly affect intersections located in Pismo Beach, including the Highway 1/Price Street intersection. The City of Pismo Beach's goal of LOS C for intersections

has been waived for certain intersections in the past; this intersection will degrade to LOS D with the proposed project.

| TC/mm-~~67~~

If the City of Pismo Beach determines that LOS C is appropriate for this intersection, the recommended mitigation measure to reduce impacts to the Highway 1/Price Street intersection is to re-stripe the Highway 1 northbound approach into two separate lanes for left and right turn movements. This improvement would extend to Bay Street, reducing the average delay and improving intersection operations to LOS D. The City of Pismo Beach LOS C goal is not met, but this improvement reduces the project impacts significantly. At this time there is no mechanism for Grover Beach to require improvements to the City of Pismo Beach. The City and the applicant would be required to negotiate the appropriate improvements with the City of Pismo Beach. This is a significant impact that could be reduced to insignificance; however, because the mechanism is not in place to require improvements in another city's jurisdiction, it is considered a mitigation measure that cannot be implemented at this time.

Residual Impact

This impact is significant but mitigable to a lesser degree; however, no mechanism exists at this time to require the applicant to make improvements to roads within Pismo Beach. Mitigation is therefore infeasible at this time and would be considered significant and unavoidable. The City of Grover Beach may make overriding findings to delay improvements until such time as an agreement for mitigation is coordinated between the two cities.

| TC Impact 56

The proposed project (Area A and B) existing plus project and cumulative project scenarios may significantly affect intersections located in Pismo Beach, including the Highway 1/Ocean View Avenue intersection. The City of Pismo Beach's goal of LOC C for intersections has been waived for certain intersections in the past; this intersection will degrade to LOS F with the proposed project.

| TC/mm-~~78~~

If the City of Pismo Beach determines that LOS C is appropriate for this intersection, the recommended mitigation measure to reduce impacts to the Highway 1/Ocean View Avenue intersection is to widen the roadway along Ocean View Avenue and stripe a left turn pocket for the westbound approach. This improvement may not be feasible, as it will likely require right-of-way currently under private ownership. The City goal of LOS C is not met, but this improvement reduces the project impacts but not to a level of insignificance (intersection conditions remain LOS F with mitigation; refer to Table 8A in the TIAR found in Appendix M of this EIR). At this time there is no mechanism for Grover Beach to require improvements to the City of Pismo Beach. This is considered a mitigation measure that cannot be implemented at this time.

Residual Impact

This impact is significant but mitigable to a lesser degree; however, no mechanism exists at this time to require the applicant to make improvements to roads within Pismo Beach. Mitigation is therefore infeasible at this time and would be considered significant and unavoidable. The City of Grover Beach may make overriding findings to delay improvements until such time as an agreement for mitigation is coordinated between the two cities.

4.8.6 Cumulative Impacts

4.8.6.1 Cumulative “No Project” Traffic Operations

For the purposes of this study, Cumulative conditions refer to analysis scenarios in which build-out of the adopted City of Grover Beach General Plan minus the proposed project (the proposed project was accounted for in the LUE Update as part of build-out) is accounted for in LOS quantifications. The Cumulative “No Project” scenario includes the increased traffic projected by the City of Grover Beach Travel Demand Model. Table 4.8-4 gives the cumulative conditions under the cumulative “No Project” traffic operations, and Figures 6A and 6B contained in the TIAR found in Appendix M gives the resulting intersection and roadway LOS conditions.

Table 4.8-4. Cumulative Conditions: Intersection Levels-of-Service

#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Highway 1 / Price Street	AWSC	C	9.1	A	18.4	C	74.8	F
2	Highway 1 / Pomeroy Ave	Signal	C	5.7	A	9.3	A	12.7	B
3	Highway 1 / Hinds Ave	Signal	C	6.9	A	10.7	B	12.0	B
4	Highway 1 / Ocean View Ave	TWSC	C	16.7	C	OVR	F	OVR	F
5	Highway 1 / Le Sage Drive	TWSC	C	11.7	B	26.1	D	35.8	E
6	Highway 1 / Grand Ave	Signal	C	14.5	B	19.4	B	27.9	C
7	4 th Street / Grand Ave	Signal	C	16.2	B	26.0	C	27.3	C
8	4 th Street / 5 Cities Drive	Signal	C	26.1	C	35.9	D	34.4	C
9	4 th Street / U.S. 101 NB Ramps	Signal	C	21.0	C	20.8	C	28.4	C

Notes:

¹ TWSC – Two Way Stop Control, AWSC – All Way Stop Control

² LOS – Delay based on worst minor street approach for TWSC intersections, average delay for AWSC and signals.

Source: Grover Beach Lodge Transportation Impact Analysis Report, OMNI-MEANS (October 2010)

As noted in this table, PM peak hour volume at the intersections at Highway 1/Ocean View Avenue, Highway 1/Le Sage Drive, and 4th Street/5 Cities Drive are expected to exceed LOS C. Along Highway 1, stop controlled intersections at Price Street, Ocean Avenue, and Le Sage Drive are anticipated to operate at LOS E/F for Saturday park hour conditions.

The West Grand Avenue street segment and the Le Sage Avenue street segment west of Highway 1 will operate at LOS A and LOS C, respectively, both segments are predicted to operate at acceptable LOS.

4.8.6.2 Cumulative “Plus Project” Traffic Operations

Cumulative “Plus Project” conditions were developed by adding the proposed project volumes to Cumulative “No Project” intersection traffic volumes. TIAR Figures 8 and 9 in Appendix M show the AM, PM, and Saturday peak hour intersection traffic volumes; Table 4.8-5 provide the LOS for the nine intersections. This scenario is consistent with build-out of the City’s General Plan Land Use Element that included the proposed project in the build-out calculations. After reassigning the project traffic to reflect the parking orientation towards Grand Avenue in the revised site plan, Cumulative Plus Project Conditions are expected to change at the Highway 1/Grand Avenue and Highway 1/LeSage Drive intersections, as shown in Table 4.8-5, below.

Table 4.8-5. Cumulative Plus Project Conditions: Intersection Levels-of-Service

#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Highway 1 / Price Street	AWSC	C	9.1	A	18.9	C	78.7	F
2	Highway 1 / Pomeroy Ave	Signal	C	5.6	A	9.3	A	12.7	B
3	Highway 1 / Hinds Ave	Signal	C	6.7	A	10.6	B	11.9	B
4	Highway 1 / Ocean View Ave	TWSC	C	17.2	C	OVR	F	OVR	F
5	Highway 1 / Le Sage Drive	TWSC	C	11.9 12.1	B	27.0 29.7	D	40.4 53.9	E F
6	Highway 1 / Grand Ave	Signal	C	14.6 15.3	B	20.4 20.3	C	31.0 30.3	C
7	4 th Street / Grand Ave	Signal	C	16.7	B	27.5	C	30.5	C
8	4 th Street / 5 Cities Drive	Signal	C	26.1	C	36.4	D	34.2	C
9	4 th Street / U.S. 101 NB Ramps	Signal	C	21.3	C	21.1	C	30.3	C

Notes:

¹ TWSC – Two Way Stop Control, AWSC – All Way Stop Control

² LOS – Delay based on worst minor street approach for TWSC intersections, average delay for AWSC and signals.

Source: Grover Beach Lodge Transportation Impact Analysis Report, OMNI-MEANS (October 2010); Technical Memorandum, OMNI-MEANS (January 2012)

Three intersections are anticipated to operate at unacceptable park hour LOS for the cumulative “plus project” scenario. Intersections along Highway 1/Le Sage Drive and 4th Street/5 Cities Drive are anticipated to operate at LOS D. Along Highway 1, intersections at Price Street and Ocean View Avenue ~~and Le Sage Drive~~ are expected to perform at unacceptable LOS F. The Highway 1/Le Sage Drive intersection is also expected to operate at an unacceptable LOS E. However, the intersection is projected to operate at LOS E under Cumulative No Project conditions as well; therefore, no impact to this intersection would result and no mitigation measures would be necessary (refer to Appendix N, Technical Memorandum (OMNI-MEANS January 2012) for additional information). U.S. 101 southbound off ramp at Price Street has a 95th percentile queue of 486 feet for through-right movement and 320 feet for the left turn

movement. These queues do not extend into U.S. 101 but extend the majority of the off-ramp lane length.

Under the “plus project” cumulative conditions, roadway segments on Grand Avenue west of Highway 1 (West Grand Avenue) and Le Sage Drive, west of Highway 1 will operate at LOS A and C, respectively and are expected to operate at acceptable LOS.

TC Impact ~~67~~ **Highway 1/Ocean View Avenue intersection during PM and Saturday midday peak hour will result in a cumulative plus project significant impact (Area A and B) at this intersection by increasing average delay by more than five seconds for the westbound approach at an intersection already experiencing LOS F.**

TC/mm-~~89~~ *A traffic signal could be installed at this intersection. A traffic signal analysis based on MUTCD Warrant 3 is presented as an appendix to the TIAR, found in Appendix M of this EIR. The City of Pismo Beach LOS C goal is met with this improvement. However, there is no mechanism at this time for the applicant and State Parks to pay their fair share to a City of Pismo Beach improvement. The City and the applicant would be required to negotiate the appropriate improvements with the City. This is considered a mitigation measure that cannot be implemented at this time.*

Residual Impact

This impact is significant but mitigable to a lesser degree; however, no mechanism exists at this time to require the applicant to make improvements to roads within Pismo Beach. It is therefore a significant unavoidable impact.

~~TC Impact 78 Highway 1/Le Sage Drive intersection during PM and Saturday midday peak hour will result in a cumulative plus project (Area A and B) significant impact at this intersection by increasing average delay by more than five seconds for the minor Le Sage Drive approach is currently operating at LOS F during the Cumulative “No Project” Condition.~~

~~TC/mm-910 Prior to occupancy, the applicant shall pay their fair share for restriping the Le Sage Drive eastbound approach by adding a left turn pocket. This mitigation would reduce average delay for the minor approach and improve intersection operations. The City of Grover Beach LOS C goal is met with this improvements and the project impact is mitigated. MUTCD Warrant 3 signal warrants are met at this location during the Cumulative “Plus Project” Saturday peak hour, but signalization is not required with the construction of this improvement.~~

Residual Impact

~~With mitigation, this impact is reduced to insignificance. However, at some time in the future, the City may wish to signalize this intersection.~~

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