



MEMORANDUM

Date: October 19, 2023
 To: Carol Florence, Oasis Associates, Inc.
 From: Joe Fernandez and Summer Merrill, CCTC
 Subject: **Avila Ranch Density Bonus Units –Transportation Analysis**

This memorandum summarizes our transportation analysis for the revised project description under consideration for Avila Ranch Affordable Housing Apartments.

PROJECT TRIP GENERATION

The revised project description would add 20 new low-income housing units, resulting in a total of 60 affordable housing units, under the State’s Density Bonus Law. Two land uses were considered for the trip generation estimate, Affordable Housing and Mid-Rise Multi-Family Housing. The latter option produced fewer trips and is therefore used in this analysis. The trip generation estimate is shown in **Table 1**.

Table 1: Trip Generation

Project Trip Generation								
Land Use	Size	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise) ¹	20 units	91	2	5	7	5	3	8
1. ITE Land Use Code #221, Multi-Family Housing (Mid-Rise). Average rates used. Source: ITE <i>Trip Generation Manual</i> , 11th Edition, 2017; CCTC, 2023.								

The proposed units would generate 91 daily trips, seven AM peak hour trips, and eight PM peak hour trips.

CEQA ANALYSIS

This section presents analysis relevant to the California Environmental Quality Act (CEQA), notably analysis of vehicle miles traveled (VMT) and impacts in the project’s Final Environmental Impact Report (FEIR).

Vehicle Miles Traveled

The City of San Luis Obispo provides guidelines for VMT analysis in the 2020 document *Multimodal Transportation Impact Guidelines*. They describe screening criteria for projects consistent with the General Plan presumed to have a less-than-significant impact based on project type, intensity, or location. Affordable housing can be pre-screened; generally, developments are assumed to improve the jobs-housing balance and consequently reduce commutes and vehicle use. The document states that if the project is in an area with low-VMT, per City guidelines, and shows evidence of low VMT-generating traits then it can be assumed to have a less than significant impact on VMT in the region. Small projects that generate fewer than 110 daily trips are assumed to have little to no impact. As seen in **Table 1**, this project produces 91 peak hour trips and is therefore would prescreened from further VMT analysis if the previously approved project is the CEQA baseline.

The Avila Ranch project’s FEIR estimates VMT in Table 3.12-10. The addition of 20 affordable housing units would not result in new impacts to VMT, as affordable housing is generally presumed to be less impactful to VMT than market-rate housing per OPR guidance. Therefore, if the additional units had been included in the

previous project description the impacts to residential VMT per capita would have been lower than the approved project.

Mitigation Measures

The FEIR identified numerous CEQA mitigation measures associated with transportation impacts. The tables below summarize the project impacts, mitigation measures, and how the 20 affordable housing units would affect both.

Table 2: Project Mitigation Measures

IMPACTS	MITIGATION MEASURE SUMMARY	EFFECT OF 20 AFFORDABLE UNITS
TRANS-1	The Applicant shall prepare a Construction Transportation Management Plan for all phases of the proposed Project for review and approval by the City prior to issuance of grading or building permits to address and manage traffic during construction.	No effect.
TRANS-2a	The Applicant shall create and submit a Transportation Improvement Phasing Plan to the City for review and approval, and shall ensure that construction of the Project follows the sequential phasing order utilized in the TIS for such improvements. The Plan shall address the timing and general design of all on and offsite transportation improvements.	No effect.
TRANS-3a	Project roadway and driveway design shall be reviewed and approved by the City to ensure compliance with City engineering standards and not conflict with intersection functional areas (e.g., aligning driveways on opposite sides of the roadway, position driveways as far upstream from intersections as possible).	No effect.
TRANS-3b	The Applicant shall install traffic calming measures (e.g., speed bumps, pedestrian bulb-outs, etc.) to control speed levels along internal roadways of the Project site, including the extensions of Venture Drive, Horizon Lane, and Jespersen Road as required by Policy 8.1.3.	No effect.
TRANS-4	The Applicant shall prepare an improvement plan for Horizon Lane, Earthwood Lane, and Suburban Road, including roadway, bicycle, and pedestrian improvements. Improvements shall be constructed by the Applicant in coordination with the phasing plan required by MM TRANS-2a, to ensure the Applicant constructs all offsite roadway improvements in a timely manner consistent with Project phasing.	No effect.
TRANS-5	The Applicant shall pay a pro-rata fair share fee to fund the installation of a roundabout at the Buckley Road/SR 227 intersection as identified in the SLOCOG SR 227 Operations Study. The City shall collect the fair share fee and coordinate payment of Project fair share fees to help fund improvements with the County. Alternatively, the City should consider an amendment of the AASP impact fee program to establish a new areawide fee to help fund improvements to the intersection to offset cumulative development impacts. If an amended AASP fee is created by the City it will suffice as appropriate mitigation for the Project's participation in these improvements.	Of total 8 PM peak hour trips, 5% will use the Buckley/227 corridor. This amounts to less than one peak hour trip using this intersection as a result of this project. The single added peak hour trip was conservatively assumed to go south on SR 227, traveling through the SR 227 intersections with Buckley Road, Crestmont Drive, and Los Ranchos Road. The combined County SR 227 road improvement fee cost for an additional peak hour trip through these three intersections is \$2,508.

IMPACTS	MITIGATION MEASURE SUMMARY	EFFECT OF 20 AFFORDABLE UNITS
TRANS-6	The Applicant shall design and construct the extension of the northbound right turn-lane at the South Street/Higuera Street intersection, to provide more storage capacity.	Completed, no effect.
TRANS-7a	The Applicant shall design and construct a second northbound left-turn lane at the intersection of South Higuera Street/Prado Road. The Applicant shall also pay a fair share fee for the widening of Prado Road Creek Bridge west of South Higuera Street by participating in the citywide transportation impact fee program.	Project payment of TIF constitutes fair share contribution. Of total 8 PM peak hour trips, 6% will use South Higuera Street/Prado Road. This amounts to less than one peak hour trip using this intersection as a result of this project.
TRANS-7b	The Applicant shall design and construct a second southbound left-turn lane at the Tank Farm Road/South Higuera Street intersection.	Completed, no effect.
TRANS-8a	The Project is located within the Los Osos Valley Road interchange Sub Area fee program, and, as such, the Applicant shall pay the Los Osos Valley Road subarea fee, for the cost of reconstructing the Los Osos Valley Road/U.S. Highway 101 interchange project and improvements along Los Osos Valley Road. The fee shall be associated with the number of dwelling units and the square footage of commercial development in the Project site and shall be paid the time of building permit issuance.	Project payment of TIF constitutes fair share contribution.
TRANS-8b	In coordination with the Applicant, the City shall retime the traffic signal at Los Osos Valley Road/South Higuera Street intersection and installation of signage at the South Higuera Street/Buckley Road intersection (terminus of the Buckley Road Extension) to inform drivers of additional access to U.S. Highway 101 at Ontario Road. The City Public Works Department shall ensure the improvements and signage meet safety criteria.	Completed, no effect.
TRANS-10a	The Applicant shall design and construct ADA-compliant sidewalks and ADA ramps on the east side of South Higuera Street to provide continuous paths of travel from the City limit line to Los Osos Valley Road.	No effect.
TRANS-10b	The Applicant shall design and construct continuous sidewalks along the east side of South Higuera Street from Vachell Lane to Los Osos Valley Road including ADA ramps at the Vachell Lane and South Higuera Street intersection, as illustrated in Figure 3.12-6 in the FEIR.	No effect.
TRANS-10c	The Applicant shall design and construct continuous ADA-compliant sidewalks and ADA ramps along the south side of Suburban Road from South Higuera Street to Earthwood Lane. A receiving ramp shall be installed on the north side of Suburban Road at Earthwood Lane.	No effect.

IMPACTS	MITIGATION MEASURE SUMMARY	EFFECT OF 20 AFFORDABLE UNITS
TRANS-11	The Applicant shall construct two (2) separated bicycle bridges on each side of Buckley Road at Tank Farm Creek and provide connections to Buckley Road so as to provide continuous and safe bicycle routing along Buckley Road. These sections of roadway and creek crossings are under the jurisdiction of the County and would need to meet both City and County design standards to the greatest extent feasible and are subject to approval of the City's Public Works Director.	No effect.
TRANS-12	The Applicant shall coordinate with SLO Transit to ensure that adequate service would be provide to the two proposed bus stops and Project area. The bus stops shall be constructed by the Applicant within the respective phase's development area. To assure adequate service is provided to the two new bus stops onsite, the Applicant shall pay for and install any physical improvements to Earthwood Lane and Suburban Road needed to accommodate future service to the site. In addition, the proposed transit service onsite shall meet standards stated in Policy 3.1.6, Service Standards.	No effect.
TRANS-13	The City shall amend the Citywide TIF to include a fee program for the installation of a second southbound right-turn lane at the Los Osos Valley Road/South Higuera Street intersection, or create a separate mitigation fee for this purpose. The Applicant shall pay its fair share of the improvement costs through the payment of the Citywide TIF or the ad hoc mitigation fees, as appropriate, to the City prior to issuance of building permits.	No effect.
TRANS-14	If approved by City Council, the City shall amend the TIF, or some other fee program, to include a fee program for the installation of a Class I bicycle path from Buckley Road/South Higuera Street intersection to Los Osos Valley Road/U.S. Highway 101 southbound ramps intersection, connecting to the Bob Jones Trail. The Applicant shall pay its fair share fee to fund the improvement through the adopted fee program. Alternatively, the City may establish a special or ad hoc mitigation fee program to fund the Project's share of these improvements.	No effect.
TRANS-15a	The Applicant shall pay its fair share fee to the City to fund the widening of the Prado Road/South Higuera Street intersection to accommodate a dual left-turn lane, dual thru-lanes, and a right-turn lane on all approaches. Part of this share may be contained within existing fee programs or ultimately incorporated into the Citywide TIF program. If amended into the Citywide TIF an impact fee program, payment of those fees will address project impacts.	Project payment of TIF constitutes fair share contribution.
TRANS-15b	The Applicant shall pay its fair share mitigation fees to fund improvements to the intersection of Higuera/Tank Farm Road to provide: 1) the installation of a "pork chop" island to assist pedestrian crossings, and 2) widening on the south side of Tank Farm to provide a slip lane for right turning traffic. The City should consider incorporating this improvement into the AASP Fee program.	Project payment of TIF constitutes fair share contribution.
TRANS-15c	The City shall review the cross sections for improvements to Tank Farm Road/Horizon Lane intersection as proposed within AASP to ensure long-term geometrics meet the objectives of the General Plan. The Applicant shall pay fair share mitigation fees to fund the installation of an additional northbound right-turn lane or a roundabout at the Tank Farm Road/Horizon Lane intersection. The City should consider incorporating this improvement into the AASP fee program.	No effect.
TRANS-15d	The Applicant shall pay its fair share fees to fund the installation of a traffic signal or a single-lane roundabout at the Buckley Road/Vachell Lane intersection. While not required, this work may be implemented as part of the Buckley Road extension being installed as part of Phase 2 of the Project. The City should consider incorporating this improvement into the AASP fee program.	The previous fair share fee per the Development Agreement was \$107,250. The previously approved project generated 554 PM peak hour trips, corresponding to \$193.59 per peak hour trip. The 20 affordable units will generate eight PM peak hour trips, corresponding to an additional fee of \$1,548.74. The Development Agreement also included a fair share mitigation fee of \$230,000 for future Buckley Road improvements (at Davenport). This corresponds to \$415.16 per PM peak hour trip, or \$3,321.30 for the eight additional trips generated by the 20 affordable housing units.

The 20 affordable housing units would not result in additional transportation impacts and would not require additional mitigation measures.

The transportation analysis in the FEIR was also reviewed to determine if the 20 proposed affordable units would trigger new impacts beyond those described above. The review found that due to the low trip generation of the additional units no new impacts to automobile, transit, bicycle, or pedestrian operations would result from the additional units.

Please let us know if you have any questions.

REFERENCES

City of San Luis Obispo. 2020. Multimodal Transportation Impact Guidelines, 2nd Edition.

_____. 2016. Avila Ranch Development Project Final EIR, Section 3.12 Transportation and Traffic.

Murray Duncan Architects, et al. 2023. Architectural Development Review, Avila Ranch Phase 3 Apartments.