

APPENDIX A

- **Notice of Preparation (NOP) and Scoping Meeting**
 - NOP and IS Checklist
 - Response Letters

Cambria Community Services District



DATE: May 16, 2006

TO:

FROM: Cambria Community Services District
1316 Tamson Drive
Post Office Box 65
Cambria, CA 93428

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT**

**PROJECT TITLE: Fiscalini Ranch (East West Ranch) Management Plan and
Community Park Master Plan**

PROJECT APPLICANT: Cambria Community Services District

RESPONSES DUE BY:

The Cambria Community Services District will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project.

PLEASE provide us the following information at your earliest convenience, but not later than the 30-day comment period, which began with your agency's receipt of the NOP.

1. NAME OF CONTACT PERSON. (Address and telephone number)
2. PERMIT(S) or APPROVAL(S) AUTHORITY. Please provide a summary description of these and send a copy of the relevant sections of legislation, regulatory guidance, etc.
3. ENVIRONMENTAL INFORMATION. What environmental information must be addressed in the Environmental Impact Report to enable your agency to use this documentation as a basis for your permit issuance or approval?

4. PERMIT STIPULATIONS/CONDITIONS. Please provide a list and description of standard stipulations (conditions) that your agency will apply to features of this project. Are there others that have a high likelihood of application to a permit or approval for this project? If so, please list and describe.
5. ALTERNATIVES. What alternatives does your agency recommend be analyzed in equivalent level of detail with those listed above?
6. REASONABLY FORESEEABLE PROJECTS, PROGRAMS or PLANS. Please name any future project, programs or plans that you think may have an overlapping influence with the project as proposed.
7. RELEVANT INFORMATION. Please provide references for any available, appropriate documentation you believe may be useful to the county in preparing the Environmental Impact Report.
8. FURTHER COMMENTS. Please provide any further comments or information that will help the county to scope the document and determine the appropriate level of environmental assessment.
9. EIR REQUESTED. Please indicate if you wish to receive a copy of the EIR when it is available. Please indicate whether you wish to receive a written or CD version.

The project description, location, and the probable environmental effects are contained in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Connie Davidson at the address shown above. We will need the name for a contact person in your agency.

Signature



Connie Davidson
C/o Cambria Community Services District
Post Office Box 65
Cambria, CA 93428

Telephone: (805) 927-6223
Fax: (805) 927-5584
Email: cdavidson@cambriacsd.org

Reference: California Administrative Code, Title 14, Section 15082

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Fiscalini Ranch (East West Ranch) Management Plan and Community Park Master Plan
2. Lead Agency Name and Address: Cambria Community Services District (CCSD), 1316 Tamson Drive, Post Office Box 65, Cambria, CA 93428
3. Contact Person and Phone Number: Connie Davidson; (805) 927-6223
4. Project Location: The Fiscalini Ranch (formerly East West Ranch, Cambria)
5. Project Sponsor's Name and Address: Cambria Community Services District, 1316 Tamson Drive, P.O. Box 65, Cambria, CA 93428
6. County General Plan Designations: Open Space, Residential Single-family, Residential Multi-family, Commercial Retail, and Recreation
7. County Combining Designations: Local Coastal Plan, Sensitive Resource Area, Terrestrial Habitat, Geologic Study Area, Flood Hazard, Archaeologically Sensitive, Visitor Serving Area
8. Description of the Project:

Management Plan

The Management Plan includes several permitted uses, including hiking, bicycling, and a community park for active recreational uses. Uses proposed for regulated uses (or uses requiring special permits) include animal grazing, equestrian use, group assembly/public gatherings, educational studies and research, vehicle access (limited to emergency, restoration, construction, or grazing operations), wireless telecommunications facilities, and utility and service facilities.

Proposed improvements within The Fiscalini Ranch/West (formerly West Ranch) would include multi-use trails, gates and stiles, fences, benches, wireless telecommunications facilities, and signs. Some trails, gates, stiles, fences, and benches are already in place. The Management Plan also includes restoration activities including creek bank stabilization, invasive and non-native plant eradication, gully stabilization, vegetation management, and habitat restoration.

Community Park Master Plan

A community park including restrooms and active recreation improvements are proposed within The Fiscalini Ranch/East (formerly East Ranch). The proposed park facilities include turf areas for use as athletic play fields and general community recreation. The active uses on these fields could include soccer, little league baseball, softball, and other sports activities. The fields will not be fenced, enhancing their availability for other non-organized uses. A non-paved path



system meanders throughout the park and connects to other trails such as the planned Cross Town Trail and the Santa Rosa Creek Trail. A hitching post and trailhead for an equestrian link to the trails on The Fiscalini Ranch/East are proposed, as well as numerous benches and picnic tables. Court uses include sand volleyball, basketball, and tennis. A potential site for a future community building is adjacent to the permeable-surface parking lot. Several bicycle racks are included to accommodate alternative transportation. The park program also includes two restroom buildings, a small dog park, and children's playground. Within the park boundaries, an existing CCSD water pumpstation would be demolished and relocated outside of the Santa Rosa Creek floodplain. The relocated pumpstation would be approximately 3,200 square feet in size, and include one building, an emergency generator, pipeline, and access. Some of the developed park site will include riparian corridor enhancement and other native plant enhancements. The riparian corridor enhancement will include weed removal and replanting of native riparian vegetation where needed. The native plant enhancements include shrub areas adjacent to the perimeter trail system that are currently grassland. They will be planted with native plant species to augment native habitat. Vehicle access to the park will be from Burton Drive. Bicycle and pedestrian access will also be from Burton Drive, with connections to the Cross Town Trail and Santa Rosa Creek Trail.

9. Surrounding Land Uses and Settings: Surrounding land use designations include Residential Single-family, Residential Multi-family, Public Facilities, Recreation, and Office and Professional to the north; Commercial Retail, Commercial Service, and Recreation to the east; Residential Single-family and Residential Multi-family to the south. Surrounding land uses include single-family residences to the south, residential and commercial development to the north and east, and the Pacific Ocean to the west.
10. Project Entitlements Required: Development Plan and Coastal Development Permit from the County of San Luis Obispo
11. Other public agencies whose approval may be required: Cambria Community Services District, County of San Luis Obispo, California Coastal Commission, California Department of Fish and Game, California Department of Transportation, Regional Water Quality Control Board, U.S. Army Corps of Engineers, United States Fish and Wildlife Service, National Marine Fisheries Service.



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

X	Aesthetics	X	Geology/Soils	X	Public Services
	Agricultural Resources	X	Hazards & Hazardous Materials	X	Recreation
X	Air Quality	X	Hydrology/Water Quality	X	Transportation & Traffic
X	Biological Resources		Land Use and Planning	X	Utilities and Service Systems
X	Cultural Resources	X	Noise	X	Mandatory Findings of Significance
	Energy and Mineral Resources		Population and Housing		

FISH AND GAME FEES

	There is no evidence before the Department that the project will have any potential adverse effects on fish and wildlife resources or the habitat upon which the wildlife depends. As such, the project qualifies for a de minimis waiver with regards to the filing of Fish and Game Fees.
X	The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Game for review and comment.

STATE CLEARINGHOUSE

X	This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g. Cal Trans, California Department of Fish and Game, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).
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DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that 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, or the mitigation measures described on an attached sheet(s) have been added and agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	X
I find that the proposed project MAY have a “potentially significant” impact(s) or “potentially significant unless mitigated” impact(s) 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	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR of NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	



Signature

May 12, 2006

Date

Tammy A. Rudock

Printed Name



EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the analysis in each section. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The explanation of each issue should identify the significance criteria or threshold, if any, used to evaluate each question.
3. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D) of the California Administrators Code. Earlier analyses are discussed in Section 17 at the end of the checklist.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion. In this case, a brief discussion should identify the following:
8. Earlier Analysis Used. Identify and state where they are available for review.
 - a) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.
 - b) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista?			X		
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?			X		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X		
d) Create a new source of substantial light or glare that would adversely effect day or nighttime views in the area?			X		

EVALUATION

- a) The Fiscalini Ranch is located within the community of Cambria, and is bi-sected by State Highway 1, a designated scenic highway (refer to Figures 1 and 2). The Pacific Ocean and the ranch provide highly scenic views of generally undisturbed natural resources, including Monterey pine forest, rock outcrops, riparian corridor and wetland areas, and open space. Proposed structural development and parking areas may be visible from the highway, but would not likely impede views of significant visual resources. The EIR shall assess the location and design of proposed improvements and grading activities to determine the project’s effect on existing visual resources and character.
- b) Refer to a) above.
- c) Refer to a) above.
- d) Currently, there are no sources of light or glare within the ranch. Proposed active recreation areas would be limited to day use. Security lighting would be installed within the community park for safety purposes. The EIR shall assess the location and level of light and glare.

CONCLUSION

The EIR shall compare the existing on-site and through-site visual resources with proposed improvements and identify any potential impacts to visual character. The evaluation shall include all proposed structures and site amenities, vegetation planting and removal, and other improvements for their complete affect on views. Potential visual changes shall be identified in terms of long-term operational affects and short-term impacts. Construction activities and disturbance shall be addressed, as well as consideration of phasing, and proposed plant growth rates and size potential. The analysis methodology shall evaluate the cumulative affect that each of the individual project components will have on the visual character of the Ranch and the surrounding community. The EIR shall consider the project’s contribution to a potential change in community character when seen with other approved or pending projects in the area.

Specific impacts shall be determined by evaluating the physical changes in the context of the existing and surrounding landscape, as seen from important and representative viewing locations. Project impact determinations shall be consistent with community scenic values as identified in the County of San Luis Obispo Coastal Zone Land Use Ordinance, Local Coastal Plan, North Coast Area Plan, and other applicable planning policy, ordinances, and goals. Viewer sensitivity and scenic values expressed and recorded at the numerous community meetings and workshops during The Fiscalini Ranch acquisition and plan process shall be assessed and considered as part of the analysis.

2. AGRICULTURE RESOURCES. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	1,2			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	3			X	



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X	
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EVALUATION

- a) Based on the *San Luis Obispo County Important Farmland Map* (California Department of Conservation; 2000), the Fiscalini Ranch is designated as “Grazing Land”, “Farmland of Local Potential”, and “Other Land”. The soil types mapped for the project site are: Briones-Pismo loamy sands, Class VI(e); Concepcion loam Class III(e); San Simeon sandy loam, Class IV(e) and Class VI(e); Salinas silty clay loam, Class II(e) irrigated and Class III(e) non-irrigated, and; Marimel silty clay loam, drained, Class I irrigated and Class III(c) non-irrigated (Natural Resources Conservation Service; September 1984). The project site is the historic location of The Fiscalini Ranch, a dairy and livestock operation from the mid-1800's until 1979. The project site is currently bounded by urban development to the north, east, and south, and the Pacific Ocean to the west.
- b) The project site does not currently support any agricultural uses, and is not under a Williamson Act contract.
- c) Refer to a) and b) above. Implementation of the proposed project would not significantly affect agricultural land or uses on the project site or in the region. Management activities on The Fiscalini Ranch/West would not preclude agricultural activities in the future; however, development of The Fiscalini Ranch/East would convert prime agricultural soils to a non-agricultural use.

CONCLUSION

The EIR shall evaluate and quantify the loss, or conversion, of prime agricultural soil and recognized agricultural potential. Project-specific and cumulative impacts shall be assessed to identify applicable mitigation measures.

3. AIR QUALITY. Would the project:

a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	4		X		
b) Conflict with or obstruct implementation of the applicable air quality plan?	5			X	
c) Expose sensitive receptors to substantial pollutant concentrations?	4		X		
d) Create objectionable odors affecting a substantial number of people?				X	
e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors)?	4			X	

EVALUATION

- a) Based on the latest air monitoring station information (per the County’s RMS annual report, 2003), the trend in air quality in the general area is improving, where the County has been in attainment of ozone levels. The Air Pollution Control District (APCD) estimates that automobiles currently generate about 40% of the pollutants responsible for ozone formation. Nitrous oxides (NOx) and reactive organic gasses (ROG) pollutants (vehicle emission components) are common contributors towards this chemical transformation into ozone. Dust, or particulate matter less than ten microns (PM10) that become airborne and which find their way into the lower atmosphere, can act as the catalyst in this chemical transformation to harmful ozone. In part, the land use controls currently in place for new development relating to ROG and NOx (i.e., application of the CEQA Air Quality Handbook) have helped reduce the formation of ozone.



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction activities would include the development of trails, gully restoration, and grading for structures, parking area improvements and signage. These activities could result in temporary, short-term emissions from construction equipment, and the creation of fugitive dust. In addition, a portion of visitors to The Fiscalini Ranch would access the area via automobile, which would generate ozone.

- b) Implementation of the proposed project would not conflict with or obstruct implementation of the County APCD *Clean Air Plan*. The proposed General Plan Amendment would decrease the potential for development by limiting land uses consistent with the Recreation and Open Space land use categories.
- c) Refer to a) above. The occupants of existing single-family residences may be affected by air pollutants resulting from the construction and use of the proposed trail improvements on The Fiscalini Ranch/West. Construction of the proposed community park may result in a fugitive dust nuisance, affecting nearby residents.
- d) Implementation of the proposed project would not create objectionable odors.
- e) Refer to a) above.

CONCLUSION

The EIR shall discuss existing air quality setting, including baseline air quality, regional climate and prevailing wind patterns and their affect on air quality. In addition, the EIR shall discuss the applicable regulatory setting, and project impact significance thresholds, based on consultation with San Luis Obispo County APCD. Short-term construction emissions and long-term operational emissions shall be calculated using the URBEMIS modeling program, per the San Luis Obispo County APCD guidelines and screening estimates. Project emissions (short-term and long-term) shall be evaluated in accordance with the County of San Luis Obispo APCD CEQA Handbook and the 2001 Clean Air Plan. Short-term, long-term, residual, cumulative and significant impacts, if any, resulting from the construction and operation of the project shall be identified. Cumulative impacts shall be evaluated with reasonably foreseeable future project emissions in the region. Impacts associated with project implementation shall be compared to defined thresholds of significance based on pertinent local, state, and federal plans and policies. If project emissions cause an exceedance of any impact significance threshold, mitigation measures shall be evaluated to mitigate the impacts to a level of insignificance.

4. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or indirectly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	6, 7		X		
b) Have a substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	6, 7, 8		X		
c) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g. Heritage Trees)?	3, 9, 10		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	6, 7		X		
e) Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	6			X	



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Have a substantial adverse effect on Federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, etc.) through direct removal, filling, hydrological interruption, or other means?	6, 8		X		
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EVALUATION

- a) A *Resource Inventory and Constraints Report* (Rincon Consultants, Inc.; January 2002) was prepared to provide general technical information regarding resources and constraints on the project site. The report documents that fourteen special-status plant species and twenty-six special-status wildlife species may be present within the boundaries of The Fiscalini Ranch. Based on the habitat characteristics along the trail alignment, seven special status plant species and nine special status wildlife species may be present along the bluff.

Special Status Plant Species. Based on the California Natural Diversity Database, *Resource Inventory and Constraints Report* (Rincon Consultants, Inc.; January 2002), and habitat characteristics within The Fiscalini Ranch, the following special status plant species may be present: San Luis Obispo (Cambria) morning-glory (*Calystegia subacaulis* ssp. *episcopalism*), compact cobwebby thistle (*Castilleja densiflora* ssp. *obispoensis*), Gairdner's yamph (*Perideridia gairdneri* ssp. *gairdneri*), Monterey pine (*Pinus radiata*), Hickman's onion (*Allium hickmanii*), San Luis Obispo sedge (*Carex obispoensis*), San Simeon Baccharis (*Baccharis plummerae* ssp. *glabrata*), Michael's piperia (*Piperia michaelii*), and adobe sanicle (*Sanicula maritima*). Two rare vegetation communities of special concern present in the area are Monterey Pine Forest and Coastal and Valley Needlegrass Grassland. Proposed improvements may result in direct and indirect impacts to these special-status species.

Special Status Wildlife Species. Based on the California Natural Diversity Database, *Resource Inventory and Constraints Report* (Rincon Consultants, Inc.; January 2002), and habitat characteristics within The Fiscalini Ranch, the following special status wildlife species may be present: Monarch butterfly (*Danaus plexippus*), silvery legless lizard (*Anniella pulchra pulchra*), California red-legged frog (*Rana aurora draytonii*), southwestern pond turtle (*Clemmys marmorata pallida*), two-striped garter snake (*Thamnophis hammondi*), tidewater goby (*Eucyclogobius newberryi*), south central California steelhead (*Onchorhynchus mykiss irideus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperi*), sharp-shinned hawk (*Accipiter striatus*), burrowing owl (*Athene cunicularia*), long-eared owl (*Asio otus*), loggerhead shrike (*Lanius ludovicianus*), California horned lark (*Eremophila alpestris actia*), bank swallow (*Riparia riparia*), and yellow warbler (*Dendrioca petechia brewsteri*). Proposed improvements may result in direct and indirect impacts to these special-status species and their habitats.

- b) Vegetative communities within The Fiscalini Ranch include riparian woodland, riparian scrub, seasonal wetland, Monterey pine forest, oak/toyon woodland, coastal scrub, seabluft scrub, riverine, grassland, and ruderal. Site disturbance related project improvements and encouragement of people to the ranch may result in direct and indirect impacts to sensitive habitats. Temporary and permanent impacts to identified vegetative communities and habitat types may occur during project development. In addition, ground-disturbing activities on The Fiscalini Ranch would potentially result in the discharge of sediment into Santa Rosa Creek, wetland areas, gullies, and the high tide line of the Pacific Ocean. The proposed management plan includes general policies and guidelines encouraging bank stabilization, removal of invasive species, revegetation of disturbed areas, bluff top stabilization, and habitat and wetland protection.
- c) The proposed project site is located within the unincorporated community of Cambria, within the County of San Luis Obispo. The proposed project is subject to the regulatory authority of the County, and the North Coast Area Plan and Local Coastal Plan, and County Coastal Zone Land Use Ordinance. Consistency with these plans and policies shall be assessed in the EIR.
- d) Refer to a) above.
- e) Implementation of the proposed project would not conflict with the provisions of any adopted habitat Conservation Plan,



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

f) Refer to b) and c) above.

CONCLUSION

The biological resources assessment conducted as part of the EIR shall focus on identifying the potential for sensitive biological resources to exist on or immediately adjacent to areas proposed for disturbance, development, or restoration. This shall be accomplished through querying and review of pertinent databases and literature, including the constraints report, East-West Ranch Public Access and Resource Management Plan (RRM Design Group; April 24, 2003), East/West Ranch, Cambria Property Environmental Audit (Members of the Coastal Resources Institute Facility; 1993), Environmental Impact Report for the Cambria Elementary School (Morro Group, Inc.; March 15, 2001), and the Environmental Impact Report for the Fiscalini Ranch Development Plan (Envicom Corporation; December 1984). In addition, site visits shall be conducted as part of the assessment to collect updated information on the presence and extent of sensitive resources on site. Identified resources and sensitive habitats shall be mapped and presented in the EIR. The proposed project shall be evaluated with respect to impacts on biological resources of the project site and surrounding area. The impact assessment shall focus on determining potential project-related effects on sensitive communities (e.g., wetlands, drainages), migratory birds, rare plants, and special-status wildlife known or having potential to occur within the project site. Impacts associated with project implementation shall be compared to defined thresholds of significance based on pertinent local, state, and federal plans and policies. As part of this task, appropriate resource agency staff shall be contacted to discuss potential project-related effects on sensitive resources of the project site. Mitigation measures for proposed project shall be developed to reduce, to the degree possible, any significant adverse impacts associated with implementation of the proposed project. The EIR shall identify long-term protective measures for sensitive habitats of the project site and adjacent areas, and specific methods for minimizing direct impacts or degradation of sensitive habitats shall be discussed.

5. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historic resource? (See CEQA Guidelines 15064.5)	6, 11		X		
b) Cause a substantial adverse change in the significance of an archeological resource? (See CEQA Guidelines 15064.5)	6, 11		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	
d) Disturb any human remains, including those interred outside of formal cemeteries?	6, 11		X		

EVALUATION

- a) The project site is located within the prehistoric territory of the Obispeño Chumash and historic settlers. A *Cultural Resources Survey* (C.A. Singer and Associates, Inc.; February 8, 1995) was prepared for The Fiscalini Ranch. Three historic sites are present on The Fiscalini Ranch/West. Historic sites include houses, barns, sheds, a creamery, water works, historic structures, and the remains of a Chinese seaweed and abalone farm. There is no visible evidence left of the historic seaweed and abalone farm. Proposed activities on The Fiscalini Ranch/West may result in direct disturbance of significant known and unknown cultural resources, and indirect impacts including disturbance and looting.
- b) The project site is located within the prehistoric territory of the Obispeno Chumash. The cultural resources survey documented the presence of twelve prehistoric sites on the West Ranch (C.A. Singer and Associates, Inc.; February 8, 1995). Prehistoric sites include middens, rock ovens, seep springs, bedrock mortars, and small work areas. Proposed activities on The Fiscalini Ranch/West may result in direct disturbance of significant known and unknown cultural resources, and indirect impacts including disturbance and looting.
- c) Proposed improvements to existing trails would not result in significant grading below the surface, and would not likely



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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impact significant paleontological resources.

d) Refer to b) above.

CONCLUSION

Significant historical and cultural resources sites are present in the vicinity of the project area, including a historic Chinese seaweed and abalone farm, rock ovens, mortars, and middens. Several existing trails would be improved in the vicinity of documented resources. The scope of the EIR shall include the use of existing cultural resource reports, and consultation with Native American groups. The conclusions presented in the existing reports shall be reviewed and incorporated into the EIR. Potential impacts will be evaluated and appropriate mitigation measures will be identified and presented in the EIR.

6. ENERGY AND MINERAL RESOURCES. Would the project:

a) Conflict with adopted energy conservation plans?				X	
b) Use non-renewable resources in a wasteful and inefficient manner?				X	
c) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				X	

EVALUATION

The proposed project would not conflict with the any adopted energy conservation plans, nor would it cause wasteful use of non-renewable resources or deplete any known minerals. All on-site, off-site, direct, in-direct, and cumulative energy and mineral resources impacts associated with the proposed project would be less than significant.

7. GEOLOGY AND SOILS Would the project:

a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving:	12, 13				
I. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault?			X		
II. Strong seismic ground shaking?			X		
III. Seismic related ground-failure, including liquefaction?			X		
IV. Landslides or mudflows?			X		
b) Result in substantial soil erosion or the loss of topsoil?	2		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslides, lateral spreading, subsidence, liquefaction, or collapse?	14		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		

EVALUATION

This section was prepared based on information provided in the *San Luis Obispo County Safety Element* (December 1999), *East-West Ranch Resource Inventory and Constraints Report* (Rincon Consultants; January 2002), and *Geologic Hazards Report East-West Water Line* (Earth Systems Pacific; January 30, 2004).

a) I. The proposed project is not located in the Alquist-Priolo Earthquake Fault Zone, and there are no faults underlying



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the project area.

II. According to the *San Luis Obispo County Safety Element* (December 1999), *East-West Ranch Resource Inventory and Constraints Report* (Rincon Consultants; January 2002), and *Geologic Hazards Report East-West Water Line* (Earth Systems Pacific; January 30, 2004), the nearest active fault, the Hosgri-San Simeon fault line, is located approximately two miles west of the ranch. The area may be subject to ground-shaking and tsunami hazards as a result of an earthquake.

III. The proposed project is located within a low to moderate liquefaction potential area, as mapped by *Map 3 Liquefaction Hazards* in the *County of San Luis Obispo Safety Element*. The geologic hazards report states that the liquefaction potential within the area studied for the water line is low due to shallow sandstone bedrock underlying the site (Earth Systems Pacific; January 30, 2004); however, liquefaction could occur on the site in areas of unconsolidated soils. Structural development near Santa Rosa Creek on the East Ranch may be subject to liquefaction hazards.

IV. The proposed project is located within an area with low potential for landslide hazards, as mapped by *Map 4 Landslide Hazards* in the *County of San Luis Obispo Safety Element*.

- b) The underlying soils mapped within the project area vary from moderately well to excessively drained, and low to highly erodible (Natural Resources Conservation Service, September 1984. Several gullies of varying width and depth traverse the project site. These gullies formed by stormwater traveling down the terrace, and eroding the soil where water flows down-gradient into the ocean. Proposed improvement activities on The Fiscalini Ranch/West are not likely to cause a significant amount of erosion, however, the concentration and flow of stormwater along existing and proposed the trail routes would likely cause erosion. In addition, the bluff edge is eroding due to storm water runoff and wave activity. Based on a supplemental bluff retreat report (Don Asquith; February 23, 2005), the bluff front generally consists of a section of bedrock composed of sandstone overlain by terrace deposits, including colluvium and sand. Based on the report, the rates of bluff retreat in the cove at the southerly end of the project, and south of the northerly of the two seasonal wetlands in this area, average approximately 20 feet per 100 years (0.2 ft/yr). The rates of retreat in the remainder of the project area are estimated to average approximately 10 feet per 100 years (0.1 ft/yr). The proposed management plan includes general policies and guidelines to reduce the potential for erosion. Development within The Fiscalini Ranch/East would be located in proximity to Santa Rosa Creek, and unprotected soil disturbance may result in erosion and sediment discharge into the creek.
- c) Refer to a) and b) above.
- d) Proposed structures on The Fiscalini Ranch/East may be located on expansive soils, requiring implementation of engineered grading to avoid risk to life and property.

CONCLUSION

Potential geology and soils impacts shall be assessed in the EIR. Based on review of the constraints report and conversations with the County Geologist, Lew Rosenberg, the primary geologic hazard on The Fiscalini Ranch/West is erosion along the bluffs, gullies, and creek banks. Flood plains associated with Santa Rosa Creek and associated drainages are present within The Fiscalini Ranch/East. The geology and soils section of the EIR shall include a discussion of geologic hazards, incorporation of an existing bluff retreat rate analysis report, an analysis of erosion and sedimentation conditions, flood hazards, and seismic hazards. Other geologic hazards that shall be discussed include landslides and slope stability, liquefaction, asbestiform minerals, and expansive soils. The EIR shall identify any impacts associated with the proposed project and recommended mitigation measures accordingly.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a) Create a significant hazard to the public or the environment though the routine use, transport or disposal of hazardous materials?				X	
b) Create a significant hazard to the public or the environment				X	



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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 one-quarter mile of an existing or proposed school?				X	
d) Expose people or structures to existing sources of hazardous emissions or hazardous or acutely hazardous materials, substances, or waste?				X	
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would create a significant hazard to the public or the environment?				X	
f) For a project located within an airport land use plan, or within two miles of a public airport, would the project result in a safety hazard for the people residing or working in the project area?				X	
g) Impair implementation of, or physically interfere with, the adopted emergency response plan or emergency evacuation plan?				X	
h) Expose people or structures to a significant risk of lose, injury, or death, involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands?			X		

EVALUATION

- a) The construction of proposed improvements and implementation of the management plan would not require the use, transport, or disposal of hazardous materials.
- b) Refer to a) above. In addition, the project site is not located within an area of known hazardous material contamination, or naturally occurring asbestos.
- c) Refer to a) and b) above.
- d) Refer to a) and b) above.
- e) Refer to b) above.
- f) The project site is not located within the boundaries of an airport land use plan, or within two miles of any public or private airport.
- g) Implementation of the proposed project is not expected to impair implementation of, or physically interfere with, the adopted emergency response plan or emergency evacuation plan. Primary and secondary access to the project site and proposed community park would be evaluated for consistency with State Regulations regarding emergency access.
- h) The project site is located within a high fire hazard area, and is served by the Cambria Community Services District Fire Department. The proposed management plan includes policies and guidelines regarding fuel load reduction/vegetative management to reduce the potential for fire. Based on additional consultation with the Cambria Fire Chief, additional measures may be required, including posting of fire safety signage and designated emergency access.

CONCLUSION



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The primary hazard on The Fiscalini Ranch is the potential for wildland fire. The EIR shall include a discussion of the existing hazards and the applicable regulatory setting and project impact significance thresholds, based on consultation with the CCSF Fire Department. Short-term, long-term, residual, cumulative and significant impacts, if any, resulting from the construction and operation of the project shall be identified. Cumulative impacts shall be evaluated with reasonably foreseeable future projects in the area. Impacts associated with project implementation shall be compared to defined thresholds of significance based on pertinent local, state, and federal plans and policies as well as consultation with the CCSF Fire Department. In compliance with the Uniform and California Fire Codes, a secondary means of ingress and egress shall be required by the Cambria Fire Department in order to ensure the most efficient response of emergency medical, fire and law enforcement resources to The Fiscalini Ranch/East property. This public safety ingress and egress road must meet fire code requirements for widths and for minimum surface weight support and also would be required to be gated in compliance with the fire code. The secondary ingress and egress for public safety and fire responders is required due to the fact that the only public access for motor vehicles is via the two-lane Rodeo Grounds Drive. In an emergency this could be quickly obstructed, requiring emergency services to utilize this emergency fire access road (Piney Way Road). Secondary impacts resulting from implementation of the access road would be assessed. If the proposed project causes an exceedance of any impact significance threshold, mitigation measures shall be evaluated to mitigate the impacts to a level of insignificance. Additional mitigation measures, as appropriate, will be recommended to mitigate any significant impacts.

9. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?			X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (eg. The production rate of preexisting nearby wells would drop to a level which would not support existing land uses for which permits have been granted)?			X		
c) Create or contribute runoff water that would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff.			X		
d) Substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation onsite or offsite?			X		
e) Substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial flooding onsite or offsite?			X		
f) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	6				X
g) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	6		X		
h) Otherwise substantially degrade water quality?			X		

EVALUATION

- a) Ground disturbing activities including trail improvements, parking areas, temporary staging areas, vegetation removal, site alteration for community park amenities, and restoration activities in the vicinity of ocean bluffs and drainage gullies would potentially result in the discharge of sediment into surface waters, including the Pacific Ocean and intermittent storm water flows.
- b) Implementation of the management plan on The Fiscalini Ranch/West would not require the use of groundwater



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resources, or interfere with aquifer recharge. Development and maintenance of the community park on The Fiscalini Ranch/East would require water resources for athletic fields, landscaping, and restroom facilities.

- c) The creation of new impervious surfaces would occur within the proposed Community Park, including basketball and tennis courts, and parking areas. Utilization of the Community Park parking lot may result in increased pollutant discharge into Santa Rosa Creek by hydrocarbons in stormwater runoff. Improvement of existing trails on The Fiscalini Ranch/West would not likely create or contribute to runoff water nor provide substantial addition sources of polluted runoff. Existing drainage issues on the Ranch are discussed in the management plan, which includes remediation policies.
- d) Refer to a) above. Proposed site alteration may affect drainage patterns and increase the potential for erosion.
- e) The proposed community park would be located adjacent to Santa Rosa Creek and within its associated 100-year flood plain. Proposed site alteration may affect existing drainage and flooding patterns.
- f) The proposed project does not include the construction of housing.
- g) Based on the *Resource Inventory and Constraints Report*, a majority of The Fiscalini Ranch/East is located within the 100-year FEMA flood zone associated with Santa Rosa Creek. Structural improvements proposed within the 100-year flood zone are generally limited to signage, trash enclosures, and a restroom facility. Implementation of the proposed community park plan may affect flooding patterns.
- h) Refer to a) above.

CONCLUSION

The EIR shall identify existing drainage, flooding, and erosion issues on The Fiscalini Ranch. The EIR shall assess the proposed project’s effect on existing drainage and flooding patterns, and determine if site alteration would exacerbate existing erosional gullies or cause off-site flooding. The EIR shall include a description of regulatory criteria related to these impacts, a review of the proposed project with respect to these criteria, and an assessment of the level of impact associated with the project. The EIR shall also determine the estimated water demand and the project’s effect on the local water supply. Alternatives to standard water supply shall be assessed, including, but not limited to, recycled or non-potable water, captured stormwater, and the use of synthetic turf. Appropriate mitigation measures, recommended Best Management Practices (BMPs), water conservation measures, and identification of necessary State and Federal permits (if necessary) shall be identified, in coordination with CCSD and County staff, which could mitigate project-specific and cumulative impacts.

10. LAND USE AND PLANNING - Would the project:

a) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?			X		
b) Physically divide an established community?				X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plans?				X	

EVALUATION

- a) The County of San Luis Obispo is currently amending the Cambria Community Plan of the North Coast Area Plan and Local Coastal Plan. The proposed plan proposes to amend the current land use designations on the project site to Open Space and Recreation. The proposed project will be reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., North Coast Area Plan and Local Coastal Plan, San Luis Obispo County Coastal Zone Land Use Ordinance, and Coastal Policies). Several agencies and advisory groups will be consulted to review and discuss various policy consistencies including, but not limited to, the San Luis Obispo County



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Planning and Building Department, San Luis Obispo County Parks and Recreation Division, Cambria Fire Department, North Coast SWAP, California Department of Fish and Game, California Coastal Commission, Regional Water Quality Control Board, California Coastal Conservancy, American Land Conservancy, San Luis Obispo County Chumash Council, and the Native American Heritage Commission. The Cambria Community Services District proposes to obtain all required permits and approvals from the County of San Luis Obispo prior to construction or operation.

- b) The proposed improvements would enhance public safety, minimize erosion, and increase the accessibility of the trail to persons with disabilities, and would not divide the community of Cambria.
- c) The proposed project will not directly or indirectly conflict with any habitat or natural community conservation plans.

CONCLUSION

The EIR shall include a description of the physical setting of the project site, and the surrounding land uses. The EIR shall also include an outline of all land-use policies for the County of San Luis Obispo, and any other applicable general or regional plans and ordinances. Plans, policies and applicable standards shall be reviewed to identify an initial determination of potential consistency with the proposed project. In addition, potential land use conflicts between residential and active recreation areas shall be assessed, and mitigation measures shall be identified.

11. NOISE. Would the project result in:

a) Exposure of people to or generation of “unacceptable” noise levels as defined by the San Luis Obispo General Plan Noise Element, or general noise levels in excess of standards established in the Noise Ordinance?			X		
b) A substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
c) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		
d) For a project located within an airport land use plan, or within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					X

EVALUATION

- a) Portions of The Fiscalini Ranch immediately adjacent to Highway 1 are located within the 60 to 65 Ldn (average decibel noise level) noise contour (County of San Luis Obispo Noise Element, May 1992). Outdoor sports and recreation facilities (i.e., athletic fields, playgrounds, tennis and basketball courts, etc.) are considered a noise sensitive use. The threshold for acceptable noise exposure due to transportation related sources is 70 dB. Based on the location of these proposed facilities in the Community Park Master Plan, it is unlikely that noise exposure exceeding the 70 dB noise threshold would occur. Enhanced trail amenities may attract more visitors to The Fiscalini Ranch/West, and construction of athletic fields and more intensive recreational opportunities within The Fiscalini Ranch/East would increase traffic trips to the area. In addition, sports and community events held at the proposed community park would generate noise. Residents on affected roadways and in close proximity to the community park may be exposed to increased levels of noise due to increased traffic and operation of the park.
- b) Refer to a) above.
- c) Proposed construction activities within the community park would include the use of grading and construction equipment, which may include jackhammering, or similar activities causing groundborne vibration and a temporary increase in noise levels. The County Noise Element does not require noise limitations for construction activities during



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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daytime hours.

- d) The project site is not located within two miles of an airport.

CONCLUSION

The EIR shall include a preliminary noise consultation, including review of the project and its relation with the County Noise Element, consultation with County staff, and correspondence with the CCSD. The noise investigation shall include an analysis of transportation-related noise sources and analysis of stationary noise sources. The existing and projected future noise levels at the site, and potentially generated by the community park shall be identified in the EIR. Noise levels shall be compared with the allowable levels defined in the County Noise Element, and potential impacts shall be identified. Short-term, long-term, residual, cumulative and significant impacts, if any, resulting from the construction and operation of the project will be identified. Cumulative impacts will be evaluated with reasonably foreseeable future project noise emissions in the region. Impacts associated with project implementation will be compared to defined thresholds of significance based on pertinent local, state, and federal plans and policies. If the proposed project would generate or be exposed to any noise emissions that cause an exceedance of any impact significance threshold, mitigation measures will be evaluated to mitigate the impacts to a level of insignificance. The EIR shall recommend how to reach the noise limits established by the County Noise Element, and these recommendations (including site design, setbacks, earthen berms, etc.) shall reflect the order of preference and management approaches for mitigating noise exposure established through consultation with CCSD staff.

12. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure)?					X
b) Displace substantial numbers of existing housing or people necessitating the construction of replacement housing elsewhere?					X

EVALUATION

The proposed project involves recreational improvements to an existing open space area, and would not induce substantial population growth in the community of Cambria or San Luis Obispo County directly or indirectly. The proposed project would not displace existing housing or people.

13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision, or need, of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a) Fire protection?			X		
b) Police protection?			X		
c) Schools?					
d) Parks?					
e) Roads and other transportation infrastructure?				X	
f) Other public facilities?				X	

EVALUATION

The Fiscalini Ranch is within the community of Cambria, and is served by the Cambria Community Services District, which includes a fire department. Other emergency response agencies include the County Sheriff and California Highway Patrol (Highway 1). Public roads are maintained by the County of San Luis Obispo Public Works Department. Implementation of the proposed project would not have a significant effect on schools, and would provide additional recreational opportunities



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within the community of Cambria. Based on an anticipated increase in the public's use of the area, implementation of the proposed project would result in an additional demand for police and fire protection.

CONCLUSION

The EIR shall evaluate the proposed project's effect on public services. Affected agencies shall be consulted to develop public safety measures that can be incorporated into the final design of the community park and West Ranch trail system to discourage crime and minimize fire hazards. Impacts to service capacity shall be identified. Mitigation measures shall be presented incorporating recommended public safety measures.

14. RECREATION. Would the project:

a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			X		

EVALUATION

- a) The intent of the proposed project is to provide a variety of recreational opportunities within the community of Cambria, and implement management practices to protect and preserve environmental resources on The Fiscalini Ranch. Implementation of the proposed project would reduce the demand on existing parks and facilities in the area.
- b) Refer to a) above. The EIR would assesses the potential environmental impacts resulting from the proposed project and, where applicable, provide mitigation measures to reduce such impacts to less than significant.

CONCLUSION

Based on the above discussion, the proposed project would enhance recreational opportunities in the Cambria area. The proposed EIR would address potential impacts and recommend appropriate mitigation measures associated with development and management of The Fiscalini Ranch.

15. TRANSPORTATION/TRAFFIC. Would the project:

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system?			X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?			X		
c) Substantially increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			X		
d) Result in inadequate emergency access?			X		
e) Result in inadequate parking capacity onsite or offsite?			X		
f) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?			X		
g) Conflict with the with San Luis Obispo County Airport Land Use Plan resulting in substantial safety risks from hazards, noise, or a change in air traffic patterns?					X



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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EVALUATION

- a) Vehicle access to the proposed community park will be from Burton Drive. Bicycle and pedestrian access will be from Burton Drive and connections to the Cross Town Trail and Santa Rosa Creek Trail. The existing trail system on The Fiscalini Ranch/West is accessed from the Park Hill and West Lodge Hill neighborhoods. Trails on The Fiscalini Ranch/East would be accessed from Main Street and the East Lodge Hill neighborhood. Improvement of the trail system and development of the community park would increase visitor trips to The Fiscalini Ranch. Trips generated by use of the proposed Fiscalini Ranch/West amenities are likely to be spread out during the daytime hours and on weekends. The largest concentration of traffic trips would likely occur during sports and community events associated with the community park and proposed athletic fields on The Fiscalini Ranch/East. The management plan proposes a variety of access locations, which would diffuse traffic trips throughout affected areas. In addition, proposed trail and access improvements are intended to encourage alternative transportation by pedestrians and bicyclists.
- b) Refer to a) above. Implementation of the proposed project would not likely reduce the level of service (LOS) on the local road system or Highway 1. Estimated traffic trips would be calculated to determine the project’s effect on LOS, including road segments and intersections.
- c) The proposed project does not include any hazardous design features, and does not propose incompatible uses.
- d) Access to The Fiscalini Ranch/West would be provided via a variety of locations within the Park Hill and West Lodge Hill neighborhoods. The community park would be accessed via Burton Drive. A secondary access location is not currently proposed. Additional consultation with the Cambria Community Services District Fire Department is required to determine if the internal circulation system provides adequate emergency ingress and egress.
- e) Parking and staging areas are proposed in the following locations: Highway 1/Cambria Drive, Huntington Lot, and Windsor Drive. In addition, 103 parking spaces are proposed at the community park. The Cambria trolley would be utilized to transport visitors from identified staging areas to The Fiscalini Ranch, with the intent of minimizing parking congestion within adjacent neighborhoods. Additional parking and staging areas within the community may include Lampton Park, Shamel Park, and the Cambria Community Services District Wastewater Treatment Plant at Windsor Bridge.
- f) The proposed project does not conflict with any adopted alternative transportation policies. The management plan includes an integrated trail system and bike racks to encourage pedestrian and bike access to The Fiscalini Ranch.
- g) The proposed project site is not located in the vicinity of an airport, and is not located within the jurisdiction of the San Luis Obispo County Airport Land Use Plan.

CONCLUSION

The focus of the transportation analysis will be to evaluate the project specific and cumulative impacts of the proposed project. The impacts of the development will be evaluated using existing traffic standards and impact thresholds established by the County of San Luis Obispo. The EIR section will estimate the anticipated traffic levels that would result from the proposed land uses, and will distribute/assign project traffic (primarily based on existing traffic flows in the vicinity of the site, and on the origin/destinations of likely users). In addition, the preliminary scope of work includes an evaluation of the existing plus project conditions, the existing plus approved plus pending projects (without the proposed project) for the year that project is scheduled to be complete, the existing plus pending plus approved plus project conditions, and the existing plus construction traffic conditions. If significant impacts are identified, feasible mitigation measures that would offset the project-specific and cumulative impacts will be recommended.

16. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	
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b) Require or result in the construction or expansion of new water treatment, wastewater treatment, or storm drainage facilities, the construction of which could cause significant environmental effects?			X		
c) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded water resources needed?			X		
d) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand and addition to the provider's existing commitment?				X	
e) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X	
f) Comply with federal, state, and local statutes and regulations related to solid waste?				X	

EVALUATION

- a) There is an existing sewer line connecting to the Cambria Community Services District wastewater treatment plant. Wastewater disposal would be limited to restrooms proposed within the community park. Based on the Annual Resource Summary Report for 2004 (County of San Luis Obispo, 2005), the Cambria Community Services District wastewater treatment plant has a capacity of one million gallons per day, and is at 69.9 percent capacity. Based on the estimated usage of the proposed park restroom facilities, implementation of the proposed project would not exceed available capacity for sewage disposal, or result in a violation of the service district's waste disposal permit.
- b) Refer to a) above.
- c) The project site would be served by the Cambria Community Services District. Based on the Annual Resource Summary Report for 2004 (County of San Luis Obispo, 2005), a Level of Severity III is recommended for the CCSD's water supply. This indicates that the existing water demand equals or exceeds the dependable supply. Early 2006, the CCSD received approval from the California Coastal Commission and County of San Luis Obispo to replace deficient water storage tanks in the community. In addition, there is a one percent growth limit on new residential development, and the CCSD Board implemented a water shortage emergency in November 2001. No water connections will be issued until a long-term stable water supply is determined. Construction of trail improvements and restoration activities would likely require minimal amounts of water for occasional watering, dust control, and soil compaction. It is likely water resources would be trucked to identified construction and restoration sites. Continuous use of water resources would be necessary within the proposed community park, for use within the restrooms, community center, and possibly for turf (synthetic turf is also being evaluated for use on the athletic fields) and landscape irrigation. The proposed water supply will be potable water from the services district until a reclaimed water system is in place. At that time, the irrigation system would be switched to reclaimed water. The irrigation system will be mainly limited to the turf areas. The native plant areas will receive irrigation only long enough to get the plants established and growing. Use of reclaimed water, in addition to drought-tolerant landscaping, use of drip-irrigation, and implementation of water conservation measures would minimize the proposed project's effect on available water resources.
- d) Refer to a) above.
- e) Within the community of Cambria, the CCSD oversees solid waste disposal under a contract with Mission County Disposal. Solid waste is transported to the Cold Canyon Landfill, near the City of Arroyo Grande in San Luis Obispo County, consistent with local, state, and federal regulations. The management plan proposes to install and maintain trash receptacles on The Fiscalini Ranch/East. Trash receptacles are currently in place at the south and north ends of The Fiscalini Ranch/West Bluff Trail. The amount of solid waste generated by the proposed project is not anticipated to exceed, or significantly affect, the capacity of the landfill.



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f) Refer to e) above.

CONCLUSION

The EIR shall identify the existing capacity of available utilities and public service systems. The project’s effect on the capacity of such services shall be assessed, and impacts shall be identified. The amount of water (acre-feet per year) necessary to implement the proposed project shall be determined based on the project description and consultation with the CCSD. Additional infrastructure (pipes, watermains, etc.) shall be identified if necessary. Potential impacts resulting from the use of water resources, including secondary impacts resulting from placement of new infrastructure, will be determined. Mitigation measures shall be identified to minimize the project’s potential demand on utilities and public services at both a project-specific and cumulative level. In addition, mitigation measures to reduce water consumption and/or recharge water into the ground shall be identified.

17. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project 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 prehistory?			X		
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Refer to Section 4 (Biological Resources) and Section 9 (Hydrology and Water Quality) for discussion.

b) Does the project 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 the past projects, the effects of other current projects, and the effects of probable future projects)			X		
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Refer to Sections 4 (Biological Resources) and 9 (Hydrology and Water Quality) for discussion.

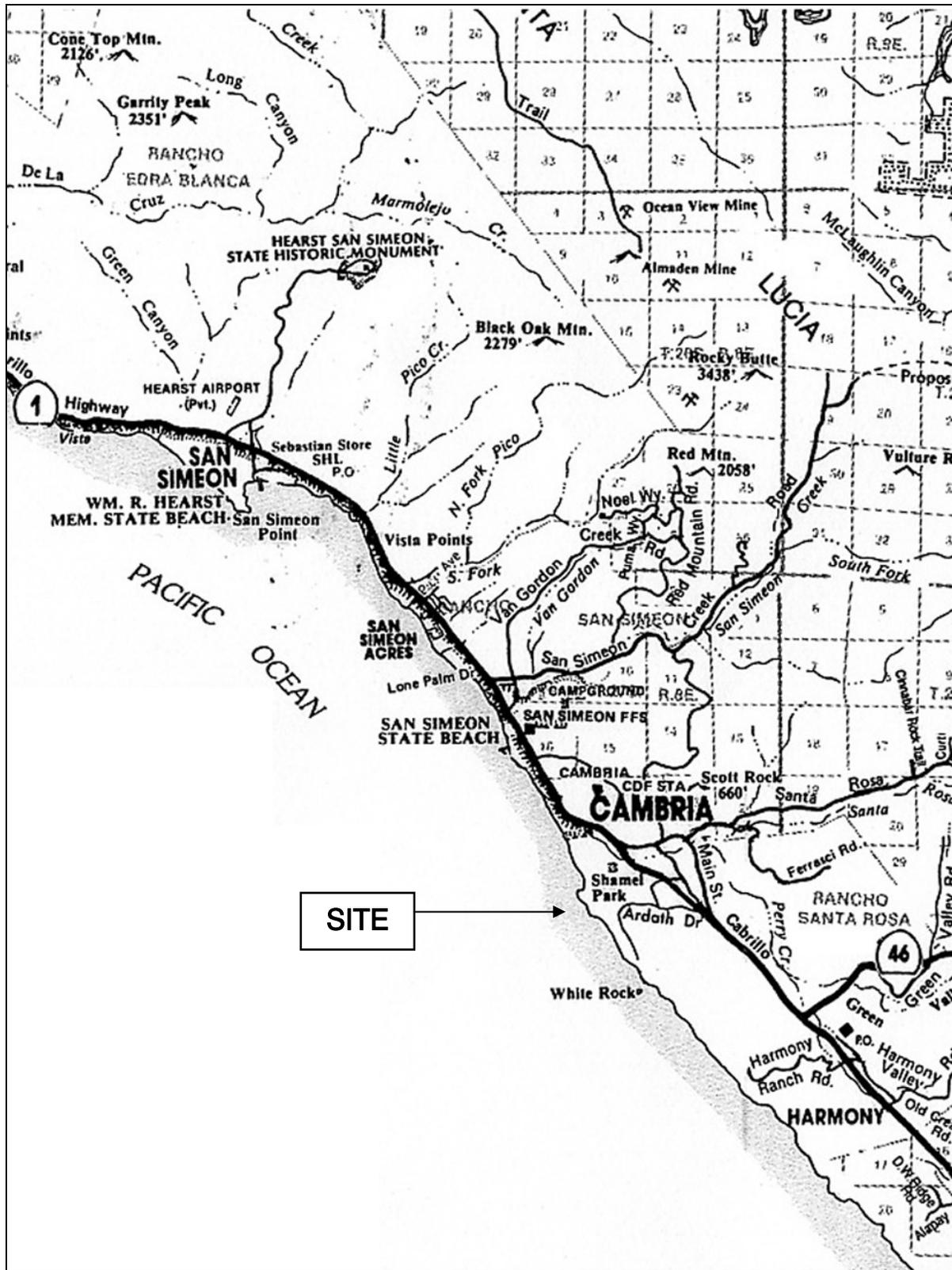
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X	
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Implementation of the proposed project would not result in any substantial adverse effects on human beings.



18. SOURCE REFERENCES	
1.	California Department of Conservation. 2000. <i>San Luis Obispo County Important Farmland Map</i> .
2.	Natural Resources Conservation Service. September 1984. <i>Soil Survey of San Luis Obispo County, California</i> .
3.	County of San Luis Obispo. November 7, 2002. <i>North Coast Land Use Element and Local Coastal Plan</i> .
4.	San Luis Obispo County APCD. April 2003. <i>CEQA Air Quality Handbook</i> .
5.	San Luis Obispo County APCD. December 2001. <i>Clean Air Plan</i> .
6.	Rincon Consultants, Inc. January 2002. <i>Resource Inventory and Constraints Report</i> .
7.	California Department of Fish and Game. 2004. <i>California Natural Diversity Database</i> .
8.	Morro Group, Inc. February 2005. <i>Wetland Assessment</i> .
9.	San Luis Obispo County. June 2004. <i>Coastal Zone Land Use Ordinance</i> .
10.	San Luis Obispo County. June 2004. <i>Coastal Plan Policies</i> .
11.	C.A. Singer and Associates, Inc. February 8, 1995. <i>Cultural Resources Survey</i> .
12.	San Luis Obispo County. December 1999. <i>San Luis Obispo County Safety Element</i> .
13.	Earth Systems Pacific. January 30, 2004. <i>Geologic Hazards Report East-West Water Line</i> .
14.	Don Asquith, PhD. February 23, 2005. <i>Draft Review of Bluff Retreat</i> .





Source: Compass Maps



NORTH
Not to Scale

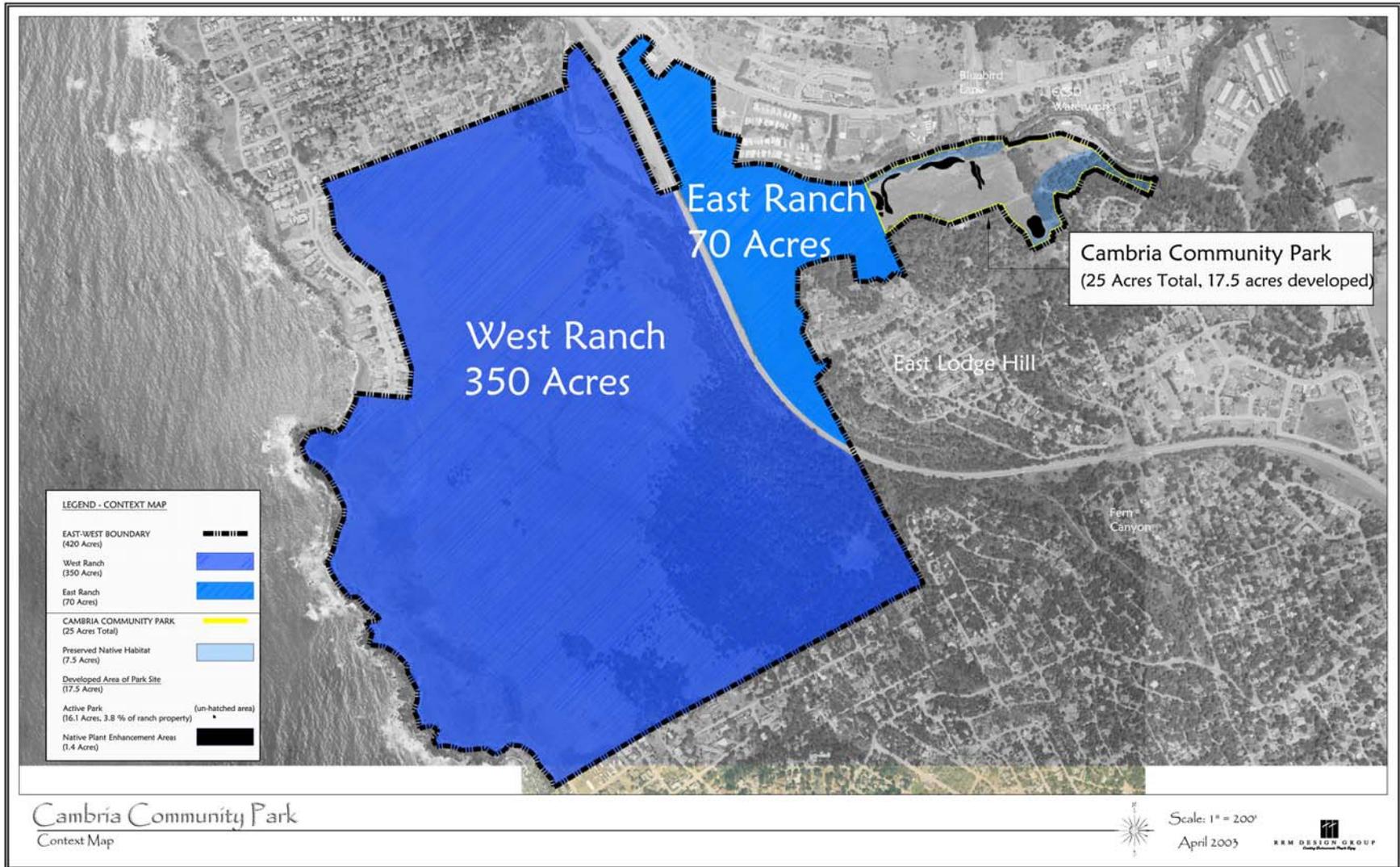
VICINITY MAP
FIGURE 1



Source: County of San Luis Obispo



LAND USE CATEGORY
FIGURE 2



Source: RRM Design Group

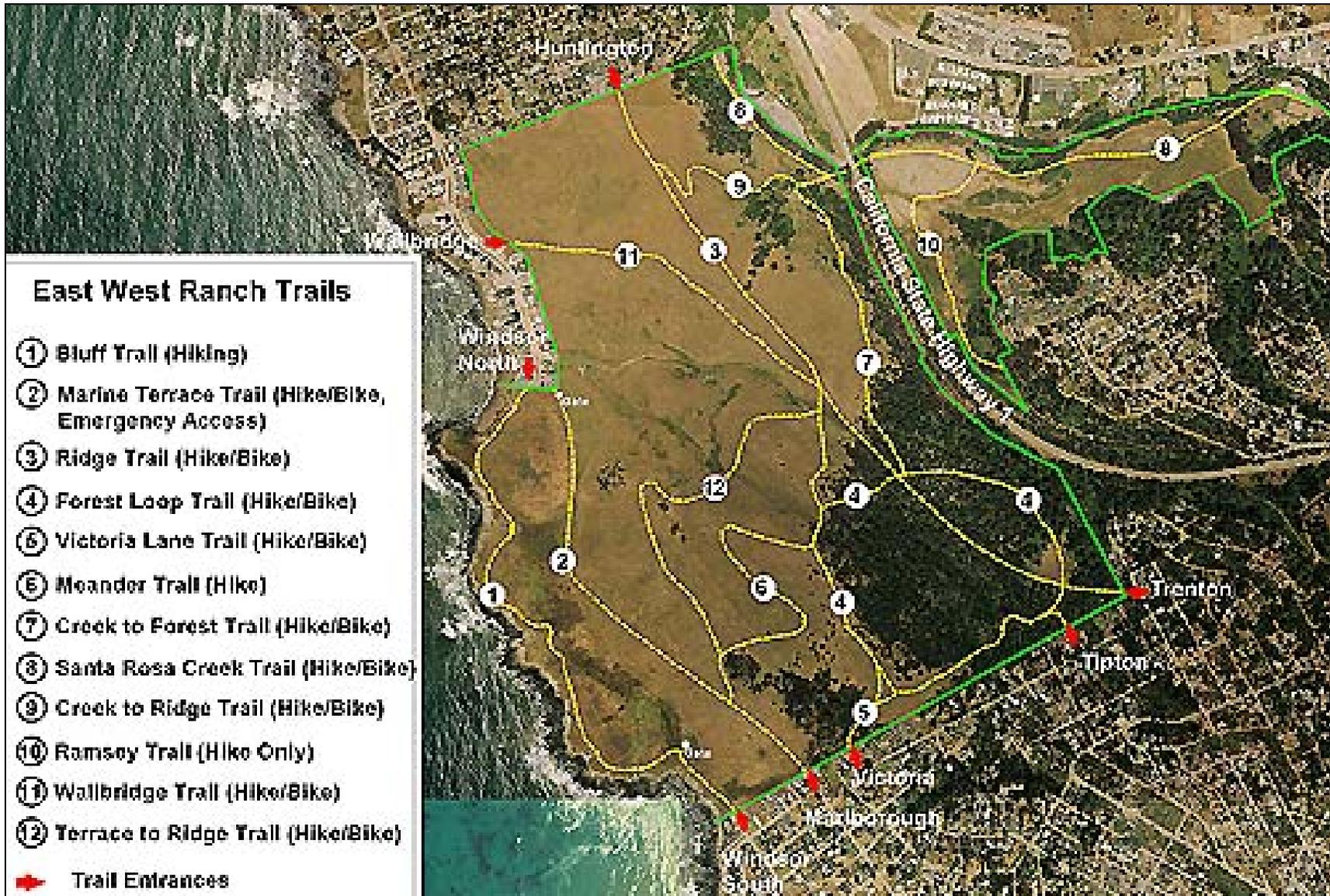


NORTH
Not to Scale

Morro Group, Inc.

CONTEXT MAP
FIGURE 3

Source: Cambria Community Services District



NORTH
Not to Scale

PROPOSED TRAIL PLAN
FIGURE 4



Source: RRM Design Group



NORTH
Not to Scale

Morro Group, Inc.

COMMUNITY PARK MASTER PLAN
FIGURE 5



**AIR POLLUTION
CONTROL DISTRICT**
COUNTY OF SAN LUIS OBISPO

June 8, 2006

Connie Davidson
Cambria Community Service District
1316 Tamson Drive
Cambria, CA 93428

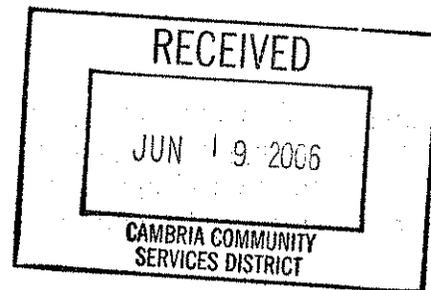
SUBJECT: APCD Comments Regarding the Fiscalini Ranch (East West Ranch) Management Plan and Community Park Master Plan Notice of Preparation (NOP) for an Environmental Impact Report

Dear Cambria Community Service District,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced NOP. The following are APCD comments that are pertinent to this project.

1. Contact Person:

Melissa Guise
Air Pollution Control District
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-4667



2. Permit(s) or Approval(s) Authority:

Portable equipment used during construction activities may require statewide registration or a District permit. Additionally, some future developments (i.e. gas stations, auto body and paint shops, etc.) may require District permits and applicants will need to apply for an Authority to Construct. Please contact David Dixon of our Engineering Division at (805) 781-5912 prior to final permit approval of these types of projects by your agency.

Demolition Activities

Demolition and remodeling activities have potential negative air quality impacts, including issues surrounding proper demolition and disposal of asbestos containing material (ACM). Demolition and remodeling projects are subject to the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (NESHAP), which includes but is not limited to: 1) notification requirements to the District, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact Tim Fuhs of the APCD Enforcement Division at 781-5912 prior to final approval of these types of projects by your agency.

Naturally Occurring Asbestos

The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), which has been identified as a toxic air contaminant by the California Air Resources Board (ARB). Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any grading 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 District (see Attachment 1). 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. Please refer to the APCD web page at <http://www.slocleanair.org/business/asbestos.asp> for more information or contact Tim Fuhs of our Enforcement Division at 781-5912.

Developmental Burning

Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. Under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. This requires prior application, payment of fee based on the size of the project, APCD approval, and issuance of a burn permit by the APCD and the local fire department authority. The applicant is required to furnish the APCD with the study of technical feasibility (which includes costs and other constraints) at the time of application. If you have any questions regarding these requirements, contact Karen Brooks of our Enforcement Division at 781-5912.

3. Environmental Information:

The potential air quality impacts from construction and buildout of the project should be assessed in the EIR. The project under development has the potential for significant impacts to local air emissions, ambient air quality, sensitive receptors, and the implementation of the Clean Air Plan (CAP). A complete air quality analysis should be included in the DEIR to adequately evaluate the overall air quality impacts associated with implementation of the proposed project. This analysis should address both short-term and long-term emissions impacts.

- a) A description of existing air quality and emissions in the impact area, including the attainment status of the District relative to State air quality standards and any existing regulatory restrictions to development. The most recent CAP should be consulted for applicable information.
- b) A detailed quantitative air emissions analysis at the project scale is not relevant at this time.

- c) A qualitative analysis of the air quality impacts should be conducted. A consistency analysis with the CAP will determine if the emissions resulting from development under the project will be consistent with the emissions projected in the CAP, as described in item 6 of this letter. The qualitative analysis should be based upon criteria such as prevention of urban sprawl and reduced dependence on automobiles. A finding of Class I impacts could be determined qualitatively. The DEIR author should contact the District if additional information and guidance is required. All assumptions used should be fully documented in an appendix to the DEIR.
 - To aid in the air quality analysis, the traffic study should include the total daily traffic volumes projected. The traffic study results can be used in the qualitative analysis by providing a tool for comparing trip generation between different alternatives and evaluating effectiveness of mitigation methods for reducing traffic impacts.
- d) The DEIR should include a range of alternatives that could effectively minimize air quality impacts. A consistency analysis should be performed for each of the proposed alternatives identified, as described above. A qualitative analysis of the air quality impacts should be generated for each of the proposed alternatives.
- e) Mitigation measures to reduce or avoid significant air quality impacts should be recommended.

4. Permit Stipulations/Conditions:

It is recommended that you refer to the "CEQA Air Quality Handbook" (the Handbook). If you do not have a copy, it can be accessed on the District web page (www.slocleanair.org) in the Business Assistance section, listed under Regulations, or a hardcopy can be requested by contacting the District. The Handbook provides information on mitigating emissions from development (Section 5) which should be referenced in the DEIR.

5. Alternatives:

Any alternatives described in the DEIR should involve the same level of air quality analysis as described in bullet items 3.c and 3.d listed above.

6. Reasonably Foreseeable Projects, Programs or Plans:

The most appropriate standard for assessing the significance of potential air quality impacts for project EIRs is the preparation of a consistency analysis where the proposed project is evaluated against the land use goals, policies, and population projections contained in the CAP. The rationale for requiring the preparation of a consistency analysis is to ensure that the attainment projections developed by the

District are met and maintained. Failure to comply with the CAP could result in long term air quality impacts, which could delay or preclude attainment of the state ozone standard. Inability to maintain compliance with the state ozone standard could bear potential negative economic implications for the county's residents and business community. The District's CEQA Air Quality Handbook provides guidance for preparing the consistency analysis and recommends evaluation of the following questions:

- a) Are the population projections used in the plan or project equal to or less than those used in the most recent CAP for the same area?
- b) Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?
- c) Have all applicable land use and transportation control measures from the CAP been included in the plan or project to the maximum extent feasible?

The land use and circulation policy areas contained in Appendix E of the District's CAP are crucial to the consistency analysis and should be specifically addressed in the DEIR. Implementation of these land use planning strategies is the best way to mitigate air quality impacts at the project scale.

These land use planning strategies are:

- Planning Compact Communities
- Providing for Mixed Land Use
- Balancing Jobs and Housing
- Circulation Management Policies and Programs
 - Promoting Accessibility in the Transportation System
 - Promoting Walking and Bicycling
 - Parking Management
 - Transportation Demand Management
 - Communication, Coordination and Monitoring

The formation of compact, pedestrian friendly and more economically self-sufficient communities will reduce automobile trip generation rates and trip lengths.

7. Relevant Information:

As mentioned earlier, the Handbook should be referenced in the EIR for determining the significance of impacts and level of mitigation recommended.

8. Further Comments: Please send us a copy of the EIR in electronic format.

NOP Project Level for Fiscalini Ranch/East Management Plan

Page 5 of 5

June 6, 2006

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, or if you would like to receive an electronic version of this letter, feel free to contact me at 781-5912.

Sincerely,



Melissa Guise
Air Quality Specialist

MAG/sll

cc: Karen Brooks, Enforcement Division, Air Pollution Control District
Tim Fuhs, Enforcement Division, Air Pollution Control District

Attachments: Natural Occuring Asbestos Exemption Form

h:\plantceqa\project_review\3184-1\3184-1.doc

Naturally Occurring Asbestos – Construction & Grading Project Exemption Request Form

Attachment 1

Send To:

**San Luis Obispo County
Air Pollution Control District**
3433 Roberto Court
San Luis Obispo, CA 93401

Phone: (805) 781-5912
Fax: (805) 781-1002



Applicant Information/ Property Owner		Project Name	
Address		Project Address and /or Assessors Parcel Number	
City, State, Zip		City, State, Zip	
Phone Number	Date Submitted	Agent	Phone Number

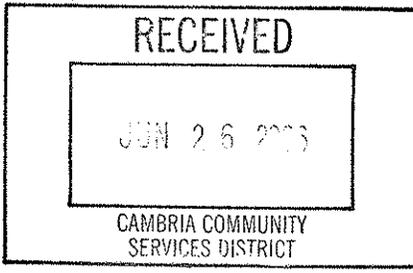
The District may provide an exemption from Section 93105 of the California Code of Regulations - Asbestos Airborne Toxic Control Measure For Construction, Grading, Quarrying, And Surface Mining Operations for any property that has any portion of the area to be disturbed located in a geographic ultramafic rock unit; if a registered geologist has conducted a geologic evaluation of the property and determined that no serpentine or ultramafic rock is likely to be found in the area to be disturbed. Before an exemption can be granted, the owner/operator must provide a copy of a report detailing the geologic evaluation to the District for consideration. The District will approve or deny the exemption within 90 days. An outline of the required geological evaluation is provided in the District handout **“ASBESTOS AIRBORNE TOXIC CONTROL MEASURES FOR CONSTRUCTION, GRADING, QUARRYING, AND SURFACE MINING OPERATIONS – Geological Evaluation Requirements.”**

NOTE: A basic exemption evaluation fee of \$100.00 will be charged.

APPLICANT MUST SIGN BELOW:
I request the San Luis Obispo County Air Pollution Control District grant this project exemption from the requirements of the ATCM based on the attached geological evaluation.
Legal Declaration/Authorized Signature:
Date:

OFFICE USE ONLY - APCD Required Element – Geological Evaluation			
Intake Date:	APCD Staff:	OIS Site #:	OIS Project #:
Date Reviewed:	APCD Staff:	Approved	Not Approved
Comments:			

O: CD
C: Sean



FROM: Shaun Cooper, San Luis Obispo County Parks

DATE: June 22, 2006

RE: **Fiscalini Ranch (East West Ranch) Management Plan and Community Park**
~~Waste~~

This memo is regarding your NOP dated May 16, 2006.

Name of Contact Person: Shaun Cooper, 781-4388

Permit Authority: Parks, Recreation, & Trails within the County of San Luis Obispo.

Environmental Information: The San Luis Obispo County *Planning Commission Review Draft Parks and Recreation Element* indicates parks, recreation and multi-use trails in the vicinity of this project.

Permit Stipulations/Conditions: Improvements shall be consistent with the active recreation requirements for the East Ranch side.

Alternatives: None proposed at this time.

Reasonably Foreseeable Projects, Programs or Plans: San Luis Obispo County *Planning Commission Review Draft Parks and Recreation Element*.

Relevant Information: San Luis Obispo County *Planning Commission Review Draft Parks and Recreation Element*.

Further Comments: All improvements shall continue to be maintained by the Cambria Community Services District.

Eir Requested: Please send County Parks a copy of the environmental document on CD when it is available.

To: California Coastal Commission, Santa Cruz,
Att: Jonathan Bishop, Coastal Analyst, cc Commissioners
Sierra Club, Santa Lucia Chapter
North Coast Advisory Council, Cambria

— To Connie Davidson
4/10/06
Sheet 2

Subject: Stop the Proposed Sports Field

We must save the last open space located near downtown Cambria. It is now referred to as the East end of the Fiscalini Ranch. This open space is a grassy meadow bordered by homes a little farther to the East, and homes on a hillside to the South, hidden by trees. On the North side and across the adjacent Santa Rosa creek is a mobile home court which has been sold. In place of the mobile homes will be some apartments and possibly some low cost housing. Noise from the proposed sports activities in this meadow would travel outward and upward as in a bowl effect to the nearby homes (and businesses).

We recommend as do many other Cambrians, that this area be preserved as a quiet walking area with a designated trail and few benches. It is accessible to tourists and residents alike by a foot bridge from Main street (next to Bluebird Motel) and by a maintenance road from Burton drive. The West end of this meadow is bordered by Highway 1 and the Mid-State bank. This end is another possible entrance to the meadow.

Many Cambrians have donated money to preserve the area as open space, meaning no buildings and no organized activities such as a "sports field". We would appreciate any help you can give to preserve this area and the Santa Rosa Creek wetland.

Sincerely,
Cambrians For Fair Land Use (CFLU)
PO Box 1332 Cambria, CA 93428

Norman Fleming, Chairman



SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Noel King, Director

County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: pwd@co.slo.ca.us

June 14, 2006

Connie Davidson
Cambria Community Services District
P. O. Box 65
Cambria CA 93428

RE: Notice of Preparation of DEIR: Fiscalini Ranch Management Plan and
Community Park Master Plan

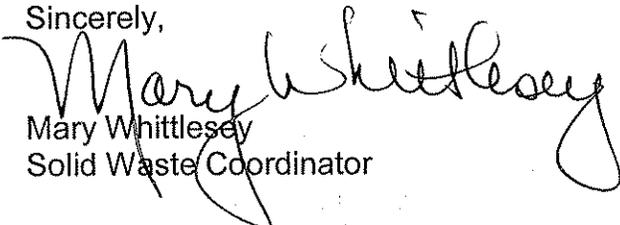
Dear Ms. Davidson:

Thank you for the opportunity to review and comment on the Notice of Preparation of this Draft EIR. As I review the initial study, I see that the Evaluation in Section 16, Utilities, notes that the Management Plan "...proposes to install and maintain trash receptacles on The Fiscalini Ranch/East." The EIR needs to estimate the number of users of the entire Fiscalini Ranch/East and West and require adequate space for a sufficient number of trash *and recycling* containers and describe what entity(ies) will be responsible for collecting the waste and maintaining the receptacles. Mitigation measures to be considered for the project might include requiring sufficient, consistent frequency of collection of the containers so debris will not overflow and litter the Ranch or neighboring users.

In addition, during the construction of the amenities and demolition of any existing structures, the contractors need to comply with the County ordinance that requires recycling of 50% of the waste debris from these activities. For additional information or help with assuring that the construction and demolition materials are recycled, please don't hesitate to contact me.

Thank you again for the opportunity to review this initial study and comment on the proposed EIR. I know the community has been looking forward to this project for a long time. It is good to see it move forward.

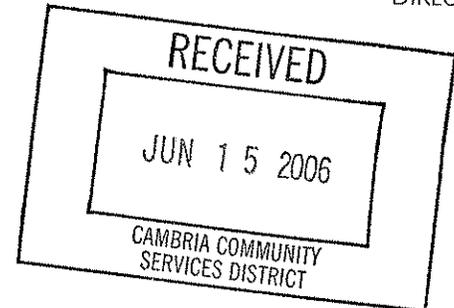
Sincerely,


Mary Whittlesey
Solid Waste Coordinator



SAN LUIS OBISPO COUNTY
DEPARTMENT OF PLANNING AND BUILDING

VICTOR HOLANDA, AICP
DIRECTOR



June 13, 2006

Ms. Connie Davidson
Cambria Community Services District
P.O. Box 65
Cambira, CA 93428

RE: Notice of Preparation of a Draft Environmental Impact Report; Fiscalini Ranch Management Plan and Community Park Master Plan

Dear Ms. Davidson:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Fiscalini Ranch Management Plan and Community Park Master Plan (EIR). We offer the following responses to your request for information:

1. **NAME OF CONTACT PERSON:** Martha Neder, AICP, Planner; San Luis Obispo County Department of Planning and Building; County Government Center; San Luis Obispo, CA 93408; (805) 781-4576
2. **PERMITS OR APPROVAL AUTHORITY:** The project is located in the Coastal Zone and will be subject to the County's approved Local Coastal Plan requirements. The project is located in an area where an action by the county on a permit application may be appealed to the Coastal Commission. Therefore, any proposed development will require, at minimum, Minor Use Permit/Coastal Development Permit approval. Certain uses may require Development Plan/Coastal Development Permit approval depending on specific proposals. As the coastal permitting authority, the County of San Luis Obispo is a Responsible Agency under CEQA.
3. **ENVIRONMENTAL INFORMATION:** As stated in the Initial Study/Environmental Checklist, the draft EIR should analyze the potential of the project to conflict with the Local Coastal Plan requirements. Documents to be used include, but are not limited to the General Plan, Coastal Zone Land Use Ordinance, Annual Resource Summary Report, and Coastal Plan Policies. The Coastal Plan Policies in particular address many of the issue areas to be analyzed in the Environmental Impact Report (recreation, biological resources, visual resources, cultural resources, air quality, watershed, etc.)
4. **PERMIT STIPULATIONS/CONDITIONS:** Permit stipulations and conditions will depend on the specifics of the project.

5. ALTERNATIVES: Alternatives should address various site designs and facilities that would decrease the potential of the project to conflict with Local Coastal Plan policies and requirements.
6. REASONABLY FORESEEABLE PROJECTS, PROGRAMS, OR PLANS: The April 2006 Cambria and San Simeon Acres Community Plans of the North Coast Area Plan Board of Supervisors Approved Draft (April 2006 Board Approved Draft) proposes to change the current land use designations from Residential Single Family, Residential Multi-family, Public Facilities, Commercial Retail, Office/Professional, Recreation and Open Space to Open Space and Recreation. The April 2006 Board Approved Draft is currently under review by the California Coastal Commission.
7. RELEVANT INFORMATION: San Luis Obispo Local Coastal Plan documents, April 2006 Board Approved Draft, Annual Resource Summary Report.
8. FURTHER COMMENTS: Figure 2 Land Use Category only includes the area west of Highway 1.

Evaluate total parking spaces per uses/ anticipated events.

Please include the community building in the project description so the parking, fire access, etc issues are all addressed by the EIR.

Evaluate emergency access roads and include use of bridge for emergency and other access. The Piney Way access is not discussed in the project description but is mentioned later as a possible component. If the Piney Way access is required due to emergency concerns, the necessary improvements and use level should be considered through all the pertinent issue areas in the EIR. It may be appropriate to include the improvements as a "reasonable worst case" in the EIR, even if it has not been determined if it will be required. All field analysis (e.g. bio, geology) needs to cover this part of the project as well as any other off-site improvements to roads, utilities, etc.

It is unclear if the 1995 Singer report referenced evaluated the entire project area (East and West). If not, supplemental surveys should be performed for all portions of the project (including off-site or emergency access improvements).

Feel free to contact me at (805) 781-4576 if you have any questions.

Sincerely,



MARTHA NEDER, AICP, Planner



STATE OF CALIFORNIA
 Governor's Office of Planning and Research
 State Clearinghouse and Planning Unit



Arnold Schwarzenegger
 Governor

Sean Walsh
 Director

Notice of Preparation

May 18, 2006

To: Reviewing Agencies

Re: Fiscalini Ranch (East West Ranch) Management Plan and Community Park Master Plan
 SCH# 2006051092

Attached for your review and comment is the Notice of Preparation (NOP) for the Fiscalini Ranch (East West Ranch) Management Plan and Community Park Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Connie Davidson
Cambria Community Services District
P.O. Box 65
Cambria, CA 93428

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
 Senior Planner, State Clearinghouse

Attachments
 cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006051092
Project Title Fiscalini Ranch (East West Ranch) Management Plan and Community Park Master Plan
Lead Agency Cambria Community Services District

Type NOP Notice of Preparation

Description The Management Plan includes several permitted uses, including hiking, bicycling, and a community park for active recreational uses. Uses proposed for regulated uses (or uses requiring special permits) include animal grazing, equestrian use, group assembly/public gatherings, educational studies and research, vehicle access (limited to emergency, restoration, construction, or grazing operations), wireless telecommunications facilities, and utility and service facilities.

A community park including restrooms and active recreation improvements are proposed within The Fiscalini Ranch/East (formerly East Ranch). The proposed park facilities include turf areas for use as athletic play fields and general community recreation. The active uses on these fields could include soccer, little league baseball, softball, and other sports activities. The fields will not be fenced, enhancing their availability for other non-organized uses.

Lead Agency Contact

Name Connie Davidson
Agency Cambria Community Services District
Phone (805) 927-6223 **Fax**
email
Address P.O. Box 65
City Cambria **State** CA **Zip** 93428

Project Location

County San Luis Obispo
City
Region

Cross Streets

Parcel No.	Range	Section	Base
Township			

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Open Space, Residential Single-Family, Residential Multi-family, Commercial Retail, and Recreation Local Coastal Plan, Sensitive Resource Area, Terrestrial Habitat, Geologic Study Area, Flood Hazard, Archaeologically Sensitive, Visitor Serving Area

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Toxic/Hazardous; Water Quality; Noise; Public Services; Recreation/Parks; Traffic/Circulation; Other Issues

Reviewing Agencies Resources Agency; California Coastal Commission; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Department of Health Services; Native American Heritage Commission; California Highway Patrol; Caltrans, District 5; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 3

Date Received 05/18/2006 **Start of Review** 05/18/2006 **End of Review** 06/16/2006

NOP Distribution List

<input checked="" type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Fish & Game Region 3</u> Robert Floerke	<input type="checkbox"/> <u>Public Utilities Commission</u> Ken Lewis	<input type="checkbox"/> <u>Caltrans, District 8</u> Dan Koputlsky	<input type="checkbox"/> <u>Regional Water Quality Control Board (RWQCB)</u>
<input type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Fish & Game Region 4</u> Julie Vance	<input type="checkbox"/> <u>State Lands Commission</u> Jean Sarino	<input type="checkbox"/> <u>Caltrans, District 9</u> Gayle Rosander	<input type="checkbox"/> <u>RWQCB 1</u> Caitleen Hudson North Coast Region (1)
<input type="checkbox"/> <u>Dept. of Boating & Waterways</u> David Johnson	<input type="checkbox"/> <u>Fish & Game Region 5</u> Don Chadwick Habitat Conservation Program	<input type="checkbox"/> <u>Tahoe Regional Planning Agency (TRPA)</u> Cherry Jacques	<input type="checkbox"/> <u>Caltrans, District 10</u> Tom Dumas	<input type="checkbox"/> <u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input checked="" type="checkbox"/> <u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/> <u>Fish & Game Region 6</u> Gabrina Gatchel Habitat Conservation Program	<input type="checkbox"/> <u>Business, Trans. & Housing</u>	<input type="checkbox"/> <u>Caltrans, District 11</u> Mario Orso	<input checked="" type="checkbox"/> <u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/> <u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> <u>Fish & Game Region 6 I/M</u> Tammy Allen Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> <u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<input type="checkbox"/> <u>Caltrans, District 12</u> Bob Joseph	<input type="checkbox"/> <u>RWQCB 4</u> Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> <u>Dept. of Conservation</u> Roseanne Taylor	<input type="checkbox"/> <u>Dept. of Fish & Game M</u> George Isaac Marine Region	<input type="checkbox"/> <u>Caltrans - Planning</u> Terri Pencovic	<input type="checkbox"/> <u>Cal EPA</u>	<input type="checkbox"/> <u>RWQCB 5S</u> Central Valley Region (5)
<input type="checkbox"/> <u>California Energy Commission</u> Paul Richins	<input type="checkbox"/> <u>Other Departments</u>	<input type="checkbox"/> <u>California Highway Patrol</u> Shirley Kelly Office of Special Projects	<input type="checkbox"/> <u>Air Resources Board</u>	<input type="checkbox"/> <u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> <u>Dept. of Forestry & Fire Protection</u> Allen Robertson	<input type="checkbox"/> <u>Food & Agriculture</u> Steve Shaffer	<input type="checkbox"/> <u>Housing & Community Development</u> Lisa Nichols Housing Policy Division	<input type="checkbox"/> <u>Airport Projects</u> Jim Lerner	<input type="checkbox"/> <u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input checked="" type="checkbox"/> <u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/> <u>Dept. of Food and Agriculture</u> Dept. of General Services Public School Construction	<input type="checkbox"/> <u>Dept. of Transportation Projects</u> Ravi Ramalingam	<input type="checkbox"/> <u>California Integrated Waste Management Board</u> Sue O'Leary	<input type="checkbox"/> <u>RWQCB 6</u> Lahontan Region (6)
<input type="checkbox"/> <u>Dept. of Parks & Recreation Environmental Stewardship Section</u>	<input type="checkbox"/> <u>Dept. of General Services</u> Robert Sleppy Environmental Services Section	<input type="checkbox"/> <u>Transportation Projects</u> Industrial Projects Mike Tollstrup	<input type="checkbox"/> <u>State Water Resources Control Board</u> Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> <u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> <u>Reclamation Board</u> DeeDee Jones	<input checked="" type="checkbox"/> <u>Dept. of Health Services</u> Veronica Malloy Dept. of Health/Drinking Water	<input type="checkbox"/> <u>Dept. of Transportation</u>	<input type="checkbox"/> <u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> <u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/> <u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input type="checkbox"/> <u>Independent Commissions Boards</u>	<input type="checkbox"/> <u>Caltrans, District 1</u> Rex Jackman	<input type="checkbox"/> <u>State Water Resources Control Board</u> Steven Herrera Division of Water Rights	<input type="checkbox"/> <u>RWQCB 8</u> Santa Ana Region (8)
<input checked="" type="checkbox"/> <u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/> <u>Delta Protection Commission</u> Debbie Eddy	<input type="checkbox"/> <u>Caltrans, District 2</u> Marcelino Gonzalez	<input type="checkbox"/> <u>Dept. of Toxic Substances Control</u> CEQA Tracking Center	<input type="checkbox"/> <u>RWQCB 9</u> San Diego Region (9)
<input type="checkbox"/> <u>Conservancy</u>	<input type="checkbox"/> <u>Office of Emergency Services</u> Dennis Castrillo	<input type="checkbox"/> <u>Caltrans, District 3</u> Jeff Pulverman	<input type="checkbox"/> <u>Department of Pesticide Regulation</u>	<input type="checkbox"/> <u>Other</u>
<input type="checkbox"/> <u>Fish and Game</u>	<input type="checkbox"/> <u>Governor's Office of Planning & Research</u> State Clearinghouse	<input type="checkbox"/> <u>Caltrans, District 4</u> Tim Sable		
<input type="checkbox"/> <u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division	<input checked="" type="checkbox"/> <u>Native American Heritage Comm.</u> Debbie Treadway	<input type="checkbox"/> <u>Caltrans, District 5</u> David Murray		
<input type="checkbox"/> <u>Fish & Game Region 1</u> Donald Koch		<input type="checkbox"/> <u>Caltrans, District 6</u> Marc Birnbaum		
<input type="checkbox"/> <u>Fish & Game Region 2</u> Banky Curtis		<input type="checkbox"/> <u>Caltrans, District 7</u> Cheryl J. Powell		



Patrick Hedges
Sheriff-Coroner

San Luis Obispo County Sheriff's Department

P.O. Box 32
San Luis Obispo, CA 93406

Area Code:
(805)

Administration
781-4540

Animal Services
781-4400

Civil
Enforcement
781-5484

Crime
Prevention
781-4547

Custody
781-4600

Detectives
781-4500

Patrol
781-4550

Coast Station
528-6083

Dispatch
781-4550

North Station
237-3000

South Station
473-7100

Watch
Commander
781-4553

Permits
781-4575

Property
781-4533

Records
781-4140

Warrants
781-4588

TO: Connie Davidson
C/O Cambria Community Services District
Post Office Box 65
Cambria, California 93428

FROM: Commander Ben Hall
San Luis Obispo Sheriff's Department
Coast Station
2099 10th Street
Los Osos, California 93402
(805) 528-6083

DATE: June 9, 2006

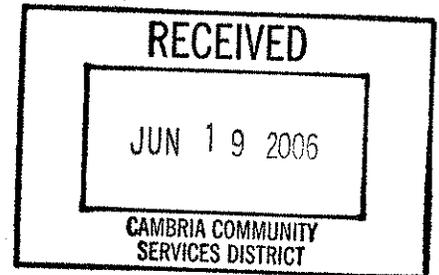
RE: Environmental Impact Report

PROJECT TITLE: Fiscalini Ranch (East West Ranch) Management Plan and Community Park Master Plan

PROJECT APPLICANT: Cambria Community Services District

PATROL REGION: Coast

COMMUNITY: Cambria



Cambria CSD
Fiscalini Ranch
EIR, Page Two

Law enforcement needs for the unincorporated area of San Luis Obispo County are served by the Sheriff's Department. San Luis Obispo County encompasses 3250 square miles of which 66 square are incorporated (city) and served by police departments.

The Coast Station is located at 2099 10th St., Los Osos (805-528-6083). The Coast Station personnel provide service to San Simeon/Hearst Castle area, Cambria, Harmony, Caucos, Los Osos/Baywood Park, rural San Luis Obispo, Avila Beach/Port San Luis. San Luis Airport requires a deputy presence during operational hours. Diablo Canyon (nuclear plant) is located within Coast Station patrol area. The diverse nature of the area requires deputies to be able to work effectively in residential, commercial and rural areas.

The California Highway Patrol (CHP) is primarily responsible for traffic-related calls along highways and streets in the unincorporated areas of the County. Unlike the Sheriff's Department, they will not investigate, take action or respond to crimes in progress in, residential, commercial or industrial areas. They may respond upon request as back-up to the Sheriff's Department response, if available; however, the CHP does not normally provide police protection services. Their primary role is traffic enforcement.

Emergency response times for the Coast Station are dependent on where the patrol vehicles are in relation to a call, as well as the nature of the call. Estimated average response time to the project area is 20-30 minutes. Currently, the Sheriff's Department is understaffed, with calls for service increasing.

The Fiscalini Ranch (East West Ranch) Management Plan and Community Park Master Plan, particularly one with the myriad of proposed mixed uses as this one will impact Sheriff's Department resources. Various types of calls for service require different responses from the Sheriff's Department. As an example, a robbery in progress call will require a different response than a routine report call. A medical assistance call will differ from a neighborhood dispute call. Each is an unique situation which law enforcement must plan and train for.

Crime, be it reported, unreported, unacknowledged, or undetected losses, significantly impacts law enforcement and the public safety community. Using a model by the Federal Bureau of Investigation (FBI)*, the need for new law enforcement can be projected. This model is based on the number of deputies to population per 1,000. The ratio of deputy to population has not kept pace with population growth for many years. Our current ratio is .64 deputy to 1,000 citizens. This is not an acceptable ratio. A ratio of one deputy per 1,000 would align our level of service with city police departments in the County. The national average is 1.76 deputies per thousand.

As San Luis Obispo County grows, the Sheriff's Department must anticipate public safety needs. Funds required for operating and staffing expenses for the Sheriff's Department are derived from the General Fund and are a budgetary matter to be determined by the Board of Supervisors on an annual basis. The Sheriff's Department, like other County services, i.e., fire, engineering, must petition funding for new personnel positions. Each project creates a law enforcement impact that should be addressed upon approval. A formula-based staffing plan reliant upon population ratios would necessitate a gradual increase in personnel. This approach facilitates an incremental funding rather than large jumps in cost.

The Sheriff's Department would like to see all new construction within San Luis Obispo County use the "Crime Prevention through Environmental Design (CPTED)"** standard (see attached materials). Using the "CPTED" standard for business, commercial and residential application is a proven crime reduction and prevention technique.

Adequate exterior lighting is absolutely essential for businesses and home security. There is no substitute for it. The effects of good exterior lighting can be generally summarized as safety, security, identification, attraction, beautification, environmental integrity and utility. It is essential to bear in mind that all of the effects are influenced by future and system design.

Cambria CSD
Fiscalini Ranch
EIR, Page Three

The most important value of good exterior lighting is that it denies camouflage. It denies the would be assailant the ability to hide from his potential victim. Additionally, good lighting provides a psychological deterrent to theft or assailant. The individual or individuals who would commit such crimes prefer to operate in the shadows of darkness where the probability of detection or apprehension is less. "Lighting and Lighting Systems"*** design suggestion materials are included.

A handwritten signature in black ink, appearing to read "B.C. Hall". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail.

B.C. Hall
Commander, Coast Station

BH:jrj

- * Uniform Crime Reports (Law Enforcement Officers)
- ** Crime Prevention Through Environmental Design (CPTED)
- *** Lighting and Lighting Systems



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Crime Prevention Unit
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CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention Through Environmental Design, or CPTED (pronounced sep-ted) is a crime control philosophy that attempts to apply physical design, citizen participation and law enforcement strategies in a comprehensive way to protect entire neighborhoods or facilities. The goal of CPTED is the reduction of opportunities for crime to occur. This reduction is achieved by employing physical design features that discourage crime, while at the same time encouraging legitimate use of the environment.

There are three overlapping concepts in CPTED:

- ◆ Natural access control
- ◆ Natural surveillance
- ◆ Territorial reinforcement

The object of *access control* is to decrease or minimize criminal opportunities through organizational means (guards), mechanical means (fences, alarms, cameras) or natural means (spatial definition, placement of workstations, location of windows). *Access control* employs people, electrical and mechanical devices and natural measures to create a perception of risk to offenders and deny them access to targets. It also guides legitimate users safely through the environment.

Surveillance is a principal means of keeping intruders under observation. If potential intruders feel as though they can be observed, they perceive the risk of apprehension as being unacceptable. *Surveillance* can be organized (police patrols), mechanical (good lighting) or natural (windows). Criminals are least likely to act when there is a high risk of their actions being witnessed. *Surveillance* involves the location and use of physical features, electrical and mechanical devices, activities and people to maximize visibility. It creates a risk of detection for intruders and offenders, and a perception of safety for legitimate users.

- ◆ *Informal Surveillance.* Opportunities for informal or natural surveillance occur as a direct result of architectural design. Designs that minimize visual obstacles and eliminate places of concealment for potential assailants offer the most protection against crime. These open designs also encourage use of the environment, as people feel safer when they can easily see and be seen.

- ◆ *Formal Surveillance.* Formal surveillance methods such as closed-circuit television, electronic monitoring and directed patrols are normally used only when natural surveillance alone cannot sufficiently protect an area. Public and semi-private zones, such as interior corridors of a building, a parking structure, exterior pedestrian pathways, etc., may benefit from some type of formal surveillance.

Territoriality is the development of proprietorship or ownership by legitimate users of space or facilities. A strong sense of *territoriality* encourages an individual to take control of his or her environment and defend it against attack. A sense of *territoriality* is fostered by architecture that allows easy identification of certain areas as the exclusive domain of a particular individual or group. This feeling is enhanced when the area involved is one the individual can relate to with a sense of pride and ownership (work area, for example). *Territoriality* promotes neighborhood pride. It discourages the presence of outsiders by delineating private and semi-private spaces, controlling the movement of people and vehicles, and assigning responsibility for maintaining all spaces in a neighborhood.

The term *ownership* when used in this context, does not necessarily mean actual legal ownership. It can be, and very often is, a perceived ownership resulting from an individual's relationship with the environment. Office workers, for example, may feel a sense of ownership for the office in which they work.

The Definition of CPTED

The definition of Crime Prevention Through Environmental design (CPTED) as developed by the National Crime Prevention Institute (NCPI) at the University of Louisville is "*the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life.*"

CPTED Strategies

Timothy D. Crowe, a previous director of the National Crime Prevention Institute, and perhaps the most notable authority on CPTED today, has defined the following nine CPTED strategies:

1. *Provide clear border definition of controlled space.* Examples of border definition may include fences, shrubbery or signs in exterior areas. Within a building, the arrangement of furniture and color definition can serve as a means of identifying controlled space.
2. *Provide clearly marked transitional zones.* Persons need to be able to identify when they are moving from public to semi-public to private space.
3. *Relocation of gathering areas.* Gathering areas or congregating areas need to be located or designated in locations where there is good surveillance and access control.

4. *Place safe activities in unsafe locations.* Safe activities attract normal users to a location and subsequently render the location less attractive to abnormal users due to observation and possible intervention.
5. *Place unsafe activities in safe locations.* Placing unsafe activities in areas of natural surveillance or controlled access will help overcome risk and make the users of the areas feel safer.
6. *Redesignate the use of space to provide natural barriers.* Separate activities that may conflict with each other (outdoor basketball court and children's play area, for example) by distance, natural terrain or other functions to avoid such conflict.
7. *Improve scheduling of space.* The timing in the use of space can reduce the risk for normal users and cause abnormal users to be at greater risk of surveillance and intervention.
8. *Redesign space to increase the perception of natural surveillance.* Abnormal users need to be aware of the risk of detection and possible intervention. Windows and clear lines-of-sight serve to provide such a perception of surveillance.
9. *Overcome distance and isolation.* This strategy may be accomplished through improved communications (portable two-way radios, for example) and design efficiencies, such as the location of restrooms in a public building.

Lighting

Good lighting is one of the most effective crime deterrents. When used properly, light discourages criminal activity, enhances natural surveillance, and reduces fear.

Lighting should be used to illuminate vulnerable areas that can be used as concealment by a potential attacker. By providing a level of good even light, the objective is to light up the criminal without spotlighting the victim.

As used in CPTED, lighting plays a part in creating a feeling of territoriality. Lighting can influence an environment both from an aesthetic and a safety standpoint. Good lighting creates a positive environment and furthers a sense of pride and ownership.

Landscaping

Landscaping design plays a significant role in CPTED. As a symbolic barrier, landscaping can mark the transition between zones or areas. Features such as decorative fencing, flower beds, ground cover, and varied patterns of cement work show separation between zones. If more substantial barriers are needed, shrubbery can be used to create more formidable obstacles.

From a surveillance standpoint, landscaping can be critical. Such factors as growth characteristics of plants and their placement in relation to potentially vulnerable areas are extremely important.

A further function of landscaping in crime prevention is aesthetics. An attractive environment creates a sense of pride and ownership.

Surveillance

Surveillance measures include (1) the design and location of physical features and electrical/mechanical devices to enhance visibility by people during normal/everyday activities, and (2) the location of people and activities to facilitate surveillance. These measures create a risk of detection for intruders and offenders, and a perception of safety for legitimate users.

◆ **Lighting**

Provide exterior lighting for visibility at night on streets, parking areas, sidewalks, pedestrian paths, possible entrapment spots, etc., to enable people to see where they are going and identify others along their route. Light should be consistent to reduce contrast between shadows and illuminated areas.

Avoid lighting isolated areas that people should not use at night.

Provide interior lighting and stain or paint walls white to enable people to see well indoors, e.g., in parking garages.

Make sure that trees or other landscaping do not block light.

◆ **Windows and Doors**

Provide two-way visibility (from inside to outside) in areas not open to the public. Use mirrored glass or see-through curtains to maintain inside privacy. Use glare-proof glass to enable occupants of a lighted building to see out at night.

Install peepholes for viewing people seeking entrance to secure areas.

◆ **Unobstructed Sight Lines**

Maintain tree canopies at least 7 feet above the ground.

Keep shrubs trimmed to less than 3 feet except where privacy or environmental noise mitigation is a primary concern.

Grade land where practical without substantially altering the natural terrain to provide unobstructed sight lines within the project and from adjacent streets and developed areas.

Use open landscaping and see-through fences instead of solid walls or hedges for boundaries where privacy or environmental noise mitigation is not needed.

Orient buildings in a complex for good visibility of the streets, parking lots and other buildings in the complex.

Orient parking spaces to provide good visibility between cars.

Maintain continuous front setbacks for buildings along a street.

Orient houses in a neighborhood for clear visibility of the streets and the sides of nearby houses.

Place garages even with or set back from front of homes.

Use open or see-through structures for exterior stairways, walkways, porches, sitting areas, patios, parking spaces, etc.

Use open structures for interior walls, e.g., in parking structures and garages.

Eliminate possible hiding or entrapment spots along pedestrian paths.

Install closed-circuit television (CCTV) cameras or mirrors where sight lines are obstructed.

Provide a clear view of room interiors from room entry points.

Install mirrors where sight lines are obstructed.

Use straight short cul-de-sacs instead of curved, angled, or long ones where practical without substantially altering the natural terrain to enable the end of the cul-de-sac to be seen from the cross street.

Use streets as buffers between housing and open areas, parks, and playgrounds.

◆ **Communications Systems**

Install emergency phones, alarms or intercoms in convenient places for people to use to report

intruders or suspicious activities, or to call for help.

Post signs to show locations of emergency communications systems.

◆ **Indoor Facilities and Activities**

Locate high-activity rooms and areas so they face public and semi-public areas. These include kitchens and family rooms in homes, lobbies with guards or receptionists in buildings, offices of property managers in multi-family residences, offices of administrators and supervisors in businesses and other establishments, cashiers in stores and restaurants, etc. Provide large, unobstructed windows for good visibility of outside areas.

Locate facilities for activities that involve a few people at a time in areas of high usage and good visibility so they can benefit from the natural surveillance already in the area. These include restrooms, elevators, stairs, ATMs, pay phones, laundry rooms, trash containers, etc.

◆ **Outdoor Facilities and Activities**

Include front porches and benches to provide places where people can sit and observe activities on streets, sidewalks, open spaces, etc.

Locate facilities for activities that attract large numbers of people in areas of low usage and poor visibility so that users can provide surveillance of the area. These include basketball courts, ball fields, etc.

Locate facilities for activities that involve a few people at a time in areas of high usage and good visibility so they can benefit from the natural surveillance in the area. These include pay phones, ATMs, bus stops, bike racks, parking lots, hiking or jogging trails, etc.

Locate activities within a facility to reduce potential causes of conflict and confusion, and make individual activities easier to supervise.

Locate paths to and from entrances and exits of building through areas that need surveillance. Use most direct route where possible.

Mix compatible residential, commercial and other land usage permitted by zoning regulations to provide round-the-clock presence and surveillance opportunities.

Locate parking lots where non-conflicting users, e.g., churchgoers on weekends and office workers on weekdays can share the spaces to expand the times that people are in the area.

Access Control

Access control measures include design features and target hardening that create a perception of risk to offenders and deny them access to targets. They also guide legitimate users safely through the environment. Controls should also be established on exits to deny offenders escape opportunities.

◆ **Security Systems**

Consider installation of alarms, cameras, intrusion detectors, metal detectors, activity decoys, intercoms, etc., to protect and control all entrances and exits, including garage, basement, service, loading and unloading, fire, roof, and attic. Make systems visible to potential intruders.

Provide special protection for ground floor units.

Install alarmed, self-locking emergency exits.

Provide keys, entry cards, or access codes to residents or occupants.

Provide safes or other secure facilities for storage of cash and other valuables.

◆ **Doors and Windows**

Use strong locks and construction materials on all doors and windows.

Limit numbers of entrances and exits to building, parking lots, etc.

Locate entrances and exits in areas that are under surveillance or direct supervision.

Locate windows next to doors on hinged side, not on locked side.

Eliminate rear-yard gates to alleys, pedestrian paths, open areas, etc.

◆ **Walls and Fences**

Make walls and fences attractive as well as durable.

Use open fences, e.g., vertical wrought iron or decorative iron. They are preferred because they are easier to see through, harder to climb, and less susceptible to graffiti.

Use vines, thorny plants, and other landscaping along walls to make access more difficult and prevent graffiti.

◆ **Signs**

Make signs visible and unambiguous. Use symbol signs where possible. Post bi-lingual signs.

Locate signs in strategic places.

Use signs to:

Discourage access to dangerous areas.

Indicate opening and closing times.

Direct people to safe paths, exits, emergency assistance, means of calling for help, etc.

Inform people how to report maintenance problems.

Inform intruders of access control measures.

◆ **Safe Paths and Common Areas**

Provide adequate light for nighttime use of paths to and from the entrances and exits of buildings, and throughout the project or neighborhood.

Close or discourage nighttime use of certain paths where adequate lighting, visibility, and surveillance cannot be provided.

Eliminate entrapment spots, e.g., dense shrubs, high walls or hedges, or alcoves along pedestrian paths.

Locate amenities and activities at or near entrances, exits and major circulation paths to increase risks of detection for intruders.

Place common areas within the building complex. Group common areas for increased surveillance.

Install barriers or other devices to prevent misuse of public facilities or areas, e.g., bathing in fountains or camping overnight under bridges.

Design public amenities to discourage misuse, e.g., shape benches so be comfortable for sitting but not for sleeping, and roughen or install breaks in low walls, curbs, steps, railings, and smooth surfaces to discourage skateboarding.

Locate common mailboxes in secure, controlled-access areas.

Territoriality

Territoriality measures involve the use of physical features to express ownership and control of the environment, and promote neighborhood pride. They discourage the presence of outsiders by delineating private and semi-private spaces, and controlling the movement of people and vehicles.

◆ **Streets**

Locate and design streets into and out of a neighborhood or development to reduce safety and security problems associated with through traffic. Employ measures to reduce the amount and speed of vehicular traffic. These include narrow road widths, two-way traffic, on-street parking, speed limits, bumps/humps, signs, traffic signals, curb indentations, bollards, cul-de-sacs, etc.

Build sidewalks and seating to promote walking through the neighborhood or project.

◆ **Boundaries**

Define clear boundaries between public, semi-public/private, and private spaces. Boundaries are needed at entrances to courtyards, yards, patios, terraces, storage areas, play areas, parking lots/garages, etc. They can be established by signs, walls and fences, gates, landscaping, sidewalks, curbs (vertical instead of rolled) and pavement treatment like tiles and cobblestones.

Use boundaries to prevent conflicts between different groups, e.g., teens and seniors, so all user groups will be able to enjoy an area or facility and maintain an ownership interest in it.

◆ **Public Spaces**

Create display and performance areas for local artists. A beautiful environment attracts people while a barren one repels legitimate users.

Design neighborhood facilities to meet the needs of the people living in the neighborhood.

Define uses for all areas in the neighborhood to prevent "no man's lands" from existing.



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LIGHTING AND LIGHTING SYSTEMS

Adequate exterior lighting is absolutely essential for business and homes. There is no substitute for it. Without adequate exterior lighting, the business owner accepts serious liability exposure. If serious crimes occur in poorly lighted areas, particularly crimes against persons, the business owner may well be held to be civilly and financially responsible.

The most important value of good exterior lighting is that it denies camouflage. It denies the would-be assailant the ability to hide from his potential victim. Additionally, good lighting provides a psychological deterrent to theft or assault. The individual or individuals who would commit such crimes prefer to operate in the shadows of darkness where the probability of detection or apprehension is less.

The effects of good exterior lighting can be generally summarized as *safety, security, identification, attraction, beautification, environmental integrity* and *utility*. It is essential to bear in mind that all of these effects are influenced by fixture and system design.

As previously stated, darkness is dangerous. The first step in designing exterior lighting is to determine "adequate lighting levels". The Illuminating Engineering Society of North America has established recommended guidelines for design and minimum lighting levels.

Areas	Recommended Footcandles
Pedestrian Walkways	5 footcandles
Building Entrances & Exits	5-8 footcandles
Parking Lots (Surface)	3-5 footcandles
Pedestrian Walkways Crossing Street	8-10 footcandles
Parking Structure Parking Areas	5 footcandles
Parking Structure Ramps	10 footcandles
Parking Structure Entrance Areas	20 footcandles
Parking Structure Stairwells	20 footcandles

These recommendations are not enforceable by law but are considered to be professionally credible. If a liability suit has exterior lighting as an element, the plaintiff's counsel would probably refer to these standards.

What is Good Lighting?

Good lighting is the single most cost effective deterrent to crime, but what is *good* lighting? Ideally, a good lighting system would be reproduced daylight. Realistically, however, the system must furnish a high level of visibility and at the same time a low level of glare. One of the most critical problems that needs to be considered is that the evenness of outdoor light is more important than an absolute level. Too much lighting can actually be a hazard in itself. Outdoor evening activity areas, such as a tennis court or playgrounds, can be hazardous because of the difficulty of seeing clearly into the surrounding area. When an individual leaves a brightly lighted area such as this and walks into a dark area, their vision is momentarily reduced and their vulnerability is increased. The opportunity for criminal attack is more of a likelihood when a situation like this exists.

Transitional lighting can be effectively used to minimize this hazard. Transitional lighting merely provides a gradual light level change from a brightly lighted area to a dark area. A lower light level can be employed adjacent to the bright area and this would help to provide a safe transition.

Understanding Lighting Technology: A Definition of Terms

Lighting technology involves a number of technical terms. Generally, the terms, definitions and discussions that appear in most texts are designed for the lighting engineer who has a strong foundation in the jargon and specifics of this subject. The terms presented below, although only scratching the surface, provide a point of departure that you may draw from in developing a better understanding of the subject. In summary, therefore, some of the basic lighting terms that you, as a crime prevention officer, should be familiar with include:

- ◆ **Watt:** A term used to measure the amount of electrical energy consumed.
- ◆ **Lumen:** The lamps (light bulbs) used in various lighting equipment are rated in lumens. The lumen is frequently used as a term to express the output of a light source.
- ◆ **Foot Candle:** This is another unit of illumination. It is defined as the illumination on a surface one square foot in area on which is uniformly distributed one lumen of light.
- ◆ **Reflector:** A glass band, globe or bowl designed to control the direction of light by the use of prisms.
- ◆ **Quality of Lighting:** The distribution of brightness and color rendition in a particular area.

- ◆ **Luminaire:** A complete lighting device consisting of a light source, together with its globe, reflector, refractor, and housing. The pole, post or bracket is not considered a part of the luminaire.

- ◆ **Visual Factors:** Factors that aid in seeing an object.
 - Size of an object.
 - Brightness of an object.
 - Contrast of object to its background.
 - Time needed to see.

General Types of Lighting Sources

Listed below are eight lighting sources that are used in providing indoor or outdoor lighting. Their characteristics are described and their lumen output is summarized. The eight lighting sources are: Incandescent, Mercury Vapor, Fluorescent, Metal-Halide, Low Pressure Sodium, High Pressure Sodium, Quartz, and Halogen.

Incandescent

Incandescent lighting has low initial cost and provides good color rendition. However, incandescent bulbs have only 17-23 lumens (a measure of light at its source) per watt and a short life span of 500-5000 hours. Incandescent lighting is good for home use where changing bulbs is not a hazard, and can be more effective if used in conjunction with a motion detector or timer.

Quartz Lighting

This is basically incandescent lighting that has been improved to produce approximately 35 lumens per watt.

Halogen

Popular for both interior and exterior use, halogen bulbs create a very bright light with good color rendition. They produce approximately 50% more lumens per watt than incandescent lighting.

Halogen bulbs are available as screw-in replacements for existing incandescent lamps. Caution should be used when using halogen lighting as intense heat created by the bulbs can be a fire hazard.

Fluorescent

Fluorescent lighting has long life (12,00 - 20,000 hours), but are temperature sensitivity and usually not recommended for security lighting in colder climates. The cost of fluorescent lighting is low for indoor fixtures ("shop light") and can range from low to moderate for exterior fixtures. Fluorescent lighting produces good color rendition and has between 67 - 83 lumens per watt. Fluorescent lamps and fixtures are useful for covered parking, porch lights, and walking paths.

Mercury Vapor

Mercury vapor produces fair to good color rendition with a bluish white color, caused by an electric current passing through a tube of conducting and luminous gas. Mercury vapor produces 45-63 lumens per watt and has a life of 16,000 - 24,000 hours. Approximately 75% of all street lighting is mercury vapor. Mercury vapor lamps are useful for yard lights and in parking lots. It is considered more efficient than the incandescent lamp and is used widespread in exterior lighting.

Metal-Halide

Metal-halide produces excellent color rendition with a distinctive white illumination. The life of metal halide lamp is 15,000 - 20,000 hours and it produces 80 - 100 lumens per watt. It is often used for stadiums and auto dealers where lighting and color rendition are important.

Low Pressure Sodium

With a golden-yellow or amber color, low pressure sodium lighting produces poor color rendition. Low pressure sodium has high lamp efficiency. It produces 130 - 183 lumens per watt and the life of the lamps is 20,000 - 24000 hours. It has a relatively high fixture cost.

High Pressure Sodium

High pressure sodium lighting offers fair to good color rendition with a golden-white to light pink illumination. Producing 100- 150 lumens per watt, operating cost is low. It tends to be more expensive to install but it consumes less energy and fewer luminaries are required. Bulb life is 20,00 - 28,000 hours. This lighting is recommended for parking lots and other common areas.

NCSWAP Comments
EIR for Fiscalini Ranch (formerly East West Ranch) Management Plan and
Community Park Master Plan

6-20-06

Pg. 1, item 6 - County Plan Designations: Has this zoning not been changed to only Open Space and Recreation?

Pg. 2, item 8, Community Park Master Plan

New tennis courts have been built at the high school so NCSWAP would like to see tennis courts eliminated from this plan.

Pg. 7, AESTHETICS, d) NCSWAP supports no outdoor lighting. Is security lighting legally required? If security lighting is a legal requirement it should be absolutely the most minimal and be required to be turned off after any public use is completed for the day. When the management plan, the conservation easement and the preliminary park plan were all discussed lighting concerns were dismissed by saying there would be no lighting of sports fields and no nighttime use. The park's neighbors will want to be reassured that there will be no night lighting to impact them.

Pg. 14, HYDROLOGY AND WATER QUALITY, d) the X should be the "potentially significant issue" box because the possible basketball courts, tennis courts, Community Center are all impervious surfaces that will cause runoff and should be called out as drainage issues
EVALUATION, d), I think the above issues should also be mentioned here, h)
Could possible leaks from cars in parking areas lead to runoff that could cause a problem with water quality?

Pg. 20, TRANSPORTATION/TRAFFIC, EVALUATION, d) Is a secondary access to East Fiscalini Ranch still not currently proposed? If CCSD/ Cambria Fire Department will require an emergency access at Piney Way, would the "seasonal wetland" area at the bottom of Piney Way be studied to determine if it is a designated wetland?

Pg. 21, UTILITIES AND SERVICE SYSTEMS, EVALUATION, e) There are currently trash receptacles at Huntington and Trenton entrances as well as both ends of the Bluff Trail.

General questions and comments

1. Will all wetland areas on the Ranch be surveyed and mapped as designated wetlands as part of the EIR as the ones along the Bluff Trail were prior to the Bluff Trail improvements? North coast SWAP thinks this should be done.
2. There is a possibility that there is at least one, maybe two special status trifolium present on the ridge trail and a special status erigeron in the forest that were not previously catalogued on the Ranch. How should this be addressed in the EIR? I can connect you with the botanists who are studying them. Is this the time to get these plant species incorporated into the species lists for the Ranch?
3. Would it be possible to include the possible effect of implementing the Cambria Forest Management Plan on the Fiscalini Ranch endangered Monterey Pine forest in the EIR? This forest is probably the most accessible forest in which to implement this plan that is not in private ownership and not developable. It would be the logical choice to go forward with the Cambria Forest Management Plan if the funding and the appropriate forester were found, and very important to the health of the forest. Since a healthy forest is less likely to be a fire hazard it would potentially require less in fire protection.
4. Will springs, seepages and wetlands all be mapped and protected under this EIR? These are very important habitats for wildlife and plants on the Ranch and should be protected.
5. Will runoff from the use of fertilizers, etc used on the playing fields turf be addressed in the EIR. It seems as though this might adversely affect Santa Rosa Creek.
6. Will the cumulative effect of having the new CCSD pump station built in this area be considered in this EIR?

June 16, 2006

Cambria community Service District
P.O. Box 65
Cambria, Ca 93428

CO: Connie Davidson,
Firma Group

Subject: EIR Scoping for the community Park
Master EIR Topics

Dear Ms. Davidson and the Firma Group:

During the last (4) years, as a citizen, I worked on the conceptual plan for the Community Park proposed for the East Ranch of the Fiscalini Ranch. My comments will only be concerning the 17 acres of the East Ranch which is purposed for a community park.

I believe the remainder of the Fiscalini's Ranch Conservation Easement and Management Plan, which is supervised by the SWAP Group, is up to date and meeting the environment concerns.

We attended or conducted at least seven or eight public meetings to receive input as to the needs of the community and the environmental concerns the park might create.

The final concept park plan contains environmental compromises, but still meets the needs of the community. We agreed on no sport fencing, 12 acres of open grass, no bleachers, the use of portable backstops only, no sound devices. In addition, the dog park must have a small fence (3') and will be located near the upper part of the park by the parking lot.

The family park will contain a restroom, small playground and small picnic area. There will be approximately 1 mile decomposed granite path surrounding the park. Santa Rosa Creek along the east side of the park will be protected from erosion.

I will now comment on the master EIR topics as they pertain to the 17 acres recommended for the community park on the East Ranch (Fiscalini)

1. Aesthetic Resources:

The 17 acre park area is not visible from Main Street and Highway (1). The area was used for an old rodeo arena and a variety of community events.

Currently this area is 17 acres of plowed and flatten dirt with weeds.

- a. Impact: The area will become a 12 acre area of grass with a decomposed granite trail around it. Aesthetically, it will create a nice view shed.

2. Agriculture Resource:

The area is not prime agriculture land. The adobe clay soil is of poor quality to provide grass for cattle.

3. Air Quality:

The afternoon wind blows through the park from West to East.

- a. Impact: Transportation to the soccer and baseball games will create emissions from approximately 80 cars which will be entering and leaving the park during a 6 hour period.
- b. Mitigation: Games could be staggered to spread out the impact of the cars.
- c. Parents should be advised to park outside the area and enter over the bridge.

4. Biological Resource:

I have walked the area many times and have not found any significant flora and fauna.

5. Cultural Resource:

In the past, the ranch hands and community used to have community events at this rodeo grounds location. (East Ranch) The Ranch hands would travel across the ranch from the west side to the east side to go to town or events. The restoration of this site for community events will continue the tradition.

5. Drainage and Erosion:

I have walked and photographed the 17-acre site. The soil has been disc and leveled many times. Flooding on the site does not occur from the run off of "Piney Street." There is a good drainage system which runs along the eucalyptus trees on the east side. The purposed 17 acres does not flood, but some erosion does take place during heavy rains.

a. Impact:

The proposed 12 acres of grass and decomposed trail along the riverbank will help mitigate the erosion.

6. Hazards and Hazardous Materials: There are currently no hazardous materials on the site.

a. Impact:

The area will be maintained by professional certified staff. The Santa Rosa Creek area will be protected and no run off or erosion will occur.

7. Noise: We have conducted our own noise impact test. We placed a radio in the center of the proposed playfield. We then stationed ourselves at various points of the park and determined that the sound was not a problem.

8.

There is existing road noise from Main Street and Highway (1). Also, the elementary school children could be heard at recesses and lunch period. Although this noise was loud, the wind eliminated the majority of the noise.

A, Impact: The park will only be open from sunrise to sunset.

Groups of children will start using the park from 3-7 pm on Mondays to Fridays. Children soccer games will take place on Saturday (approx: 4) and adults will play on Sunday.

Mitigation:

Trees and shrubs can provide a sound barrier on the hills below the houses. This will also aesthetically improve the area.

There are only six houses that are 1/2 mile to 1 mile from the proposed soccer field. If the game schedule is properly managed, two games can take place in the morning and two games can be scheduled in the afternoon.

No sound devices will be permitted.

An independent sound study could be done and a decibel level could be set for the park. I believe this would be expensive and a waste of taxpayers money. Adults should be able to tolerate happy noise from community events, as this is part of our quality of life.

9. Population and Housing:

A. Population: The National Park & Recreation Society has established 1 acre of active recreation space for every 1,000 residents. Cambria has 6,400 residents and has only 1-2 acres of active recreation area.

San Luis Obispo County Planning Department has adopted these standards and they are part of the County General Plan.

A. Impact: The location of the 17 acres of Community Park was approved as part of the SLO County Plan.

It will provide a buffer between commercial development and residential development.

B. Housing: There is six houses that are 1/2 mile to 1 mile from the proposed sports play area.

10. Service & Utilities:

There are currently PGE and sewer lines on the site.

A. Impact: The electrical use will be only 3' tall safety lights for the trail and the electricity for the restroom. This will be of no greater impact than the electricity currently being used.

B. The sewer will be increased and the lines are already in place.

Mitigation: Use solar lights and a decomposing restroom system.

Page 5:

10. Transportation and Circulation:

Transportation: A group of 60-80 cars will impact the park during the morning and afternoon soccer games. A parking lot is planned for the east side of the park next to the eucalyptus trees with a parking area for 90-100 cars. The parking lot should be constructed with decomposed granite and slanted toward the adjacent drainage ditch. The area should have a looped exit and entrance area with a bus stop for the trolley and city/school transit.

Circulation:

A.) Burton Drive/Rodeo Grounds Rd.

A turning lane should be added to Burton on the west side entering the Rodeo Grounds Road. Rodeo grounds Road should be increased to 3 lanes if possible.

B.) Piney Way Street: Use as a entrance and exit road to the West And connected to the parking lot loop.

C.) Skye & Wilton Roads: Develop the old path (road) on the west side of the hill to Skye or Wilton Roads

D.) Bridge to Main Street: Fire Department should provide a "Quad" with emergency supplies to cross the bridge for emergencies.

A. Impact:

60-80 cars in the morning and afternoon.

B. Mitigation:

1. The Rodeo Grounds Road can be managed to have two incoming lanes and one out going or reversed as need be. If the soccer games were managed to two in the morning and two in the afternoon, with a 1-hour period between games, it would help mitigate the impact. The parents would be advised to arrive at staggered times to eliminate the congestion.

2. Spectators should park outside the area and walk in or use the Trolley. A special community trolley service for the soccer game and parents on Saturdays and Sundays will be provided.

11. Water:

A. Current conditions: Two wells currently exist. One well is for the house and rodeo grounds and the other well is for the pasture.

B. Impact: 12 acres of grass, restroom, drinking fountain, shrubs:

C. Mitigation:

1. Use a 10,000-gallon water tank (green) to catch the run off from Piney Street and Lodge Hill.
2. Use a 10,000 gallon water tank to catch the run off from Syke and Wilton Roads.
3. Use the Mid State Water Drainage pond to store water for the park and create a nice wetland.
4. Two water wells are currently on the property.
5. The property has “Riparian Rights to Santa Rosa Creek. The water taken from our current city wells is located upstream from the park and will drain into the ocean. A pumping system with restrictions and a storage system could be developed.
6. The State of California is recommending artificial turf for new parks. This is an alternative to be explored.

12. Alternatives:

1. School contract: CCSD could sign a Joint Powers Agreement with the Cambria School District. The agreement would let supervised after school recreation and weekend recreation activities at the Middle School and the new Grammar School take place. The agreement would state that the school district and CCSD provide recreation facilities for youth and adult sports to meet the community needs.

The agreement would join the two districts to provide a recreation facility and programs.

The two districts should establish an assessment to provide the above.

Page 7 (alternatives con't)

2. CCSD should expand and purchase the private land east of the current dog park, which is linked to the back of the athletic fields at the high school. A bridge should be constructed over the Santa Rosa Creek. The current special water well at the high school athletic fields would be jointly used for the new grass areas. The school district and the community could both use the expanded areas and equally support the maintenance.

13. Cumulative Impacts:

Impacts: Traffic on Burton on Saturdays will increase from more visitors and park users.

Mitigation:

1. Have the Motels promote the trolley for transportation.
2. Provide a community bus for parents and children using the park for soccer games.
3. Promote parking outside the park and walking in to the area.
4. The elimination of the elementary school as an active school and the elimination of the trailer park will provide a positive impact on the park.
5. New housing adjacent to the park will provide a place for the children to play.
6. The park will create a buffer zone between east and west residential areas.

14. Growth Inducing Impacts:

The park will not provide any growth inducing impacts.

15. Irreversible Significant Effects:

There will be no irreversible significant Impacts.

16. Consistency with Plans and Policies:

The Community Park is part of the SLO County Park Plan and the Cambria Community Development Plan. It was first approved by government agencies in 1999.

Culturally and historically the site has been used for community events. Several community trails led to the site.

I have to the best of my ability responded to the master EIR topics with the experience and background I possess.

1. 17 years as City Manager and Executive Officer for the State of California
2. 17 years as a Director of Parks and Recreation
3. Certified as a Recreation & Park Administrator
4. 5 years resident of Cambria

Thank you for letting me participate:

Sincerely,

Dr. Robert H. Kelley, Owner & President
Kelley & Associates
2496 Langton St.
Cambria, Ca 93428
Kelley@inreach.com

cc. Tammy Rudock
Michael Thompson
Firma

Cambria Dog Park
John and Joyce Heller
4714 Windsor Blvd
Cambria, California 93428
805 927-7229

July 25, 2006

Connie Davidson
C/O Cambria Community Service District
Fax 927-5584

Dear Connie:

On behalf of the Cambria Dog Park, we wish to re-iterate how happy we are to have the use of the current property. It has become highly used and a successful addition to the community. The current location has many advantages including the fact the tourists find and use it and are not only highly appreciative, but also contribute to the upkeep. We hope to be able to use this site for a long time. We continue to improve on the park, with the CCSD's co-operation. We accept the limitations and respect the temporary status.

We have been asked to make a statement regarding the active park in the Rodeo Grounds. We ask that we be included in the plans for the long range view. The requirements for the facility are:

A piece of land 200 X 200 or approximately 3/4 of an acre.

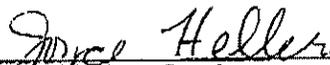
Water be available.

A nearby bathroom.

Parking for at least 20 cars immediately adjacent to the property.

Trees for shade.

Thank your for your co-operation.



Joyce Heller, Spokesman



Connie Davidson

From: Tammy Rudock
Sent: Tuesday, June 20, 2006 9:05 AM
To: Connie Davidson
Subject: RE: COMMUNITY PARK

Yes, and Yes. Copy Kathy C.

-----Original Message-----

From: Connie Davidson
Sent: Monday, June 19, 2006 2:20 PM
To: Tammy Rudock; Ben Boer
Subject: FW: COMMUNITY PARK

Received this off our web site recently. Do you want me to circulate to the board??
PROS??

Connie

-----Original Message-----

From: John Paris [mailto:jpmsun@earthlink.net]
Sent: Sunday, June 18, 2006 4:46 PM
To: Connie Davidson
Subject: COMMUNITY PARK

Dear Connie,

In the coming months and years there will be enough tax payer funded projects e.g Build out plan and Desalination plant and more than enough increases in exciting programs e.g water/sewer increases in July, measure F that will be on the ballot in November etc so adding to that is just plain unreasonable, especially for soccer fields etc that are proposed.

These types of facilities are not really necessary, nice to have but not necessary and with a small percentage of the population using them makes them even more unnecessary.

Ccsd should focus the use of tax payer money on the necessary and forget about the unnecessary, with all the beauty around us why do we need to spend hard earned tax payer money on soccer/basket ball/softball fields?

CCsd should encourage all of us to appreciate and learn to use whats already around us by not proposing project like this community park.

So please give us the already over burdened Cambria tax payer a break and cancel this community park.

Sencereely yours,

John Paris



CAMBRIA COMMUNITY SERVICES DISTRICT

COMMENTS ON THE NOTICE OF PREPARATION AND SCOPING MEETING

Please make your comments below on the following issues:

- Scope and content of the EIR.
- Local environmental knowledge.
- Methods on how environmental issues are analyzed.
- Potential Alternatives to the project.
- Potential mitigation measures that would avoid or reduce environmental issues.

Comments: Please address wetlands and what will happen after flood control is in place.

Please address lighting and over use of energy this implies.

Please address parking + Traffic

Please address cemented areas and disturbance of water absorption which may pollute creek and therefore ocean. ~~pollution~~

Please address whether change of management will impact the future ie: Small Space Shopping Center may be built if open ~~business~~ designation is changed.

Please address cell tower concerns

Please address what additional buildings are to be allowed on the ranch.

Please address noise pollution.

Name: Beatrice Morrow Email: jk.morrow@earthlink.net
Address: 311 Wedgewood St.
City: Cambria State: CA Zip: 93428

Please check if you would like to receive any future information regarding this EIR.



CAMBRIA COMMUNITY SERVICES DISTRICT

COMMENTS ON THE NOTICE OF PREPARATION AND SCOPING MEETING

Please make your comments below on the following issues:

- Scope and content of the EIR.
- Local environmental knowledge.
- Methods on how environmental issues are analyzed.
- Potential Alternatives to the project.
- Potential mitigation measures that would avoid or reduce environmental issues.

Comments: Please eliminate dog park. Causes enormous pollution in rest of park area. Contact ~~the~~ Recreation park in Long Beach to learn more about this problem. Already have dog park.

Cement Trails add to pollution and bad for senior backs. Please keep Trails soft.

Name: Beatrice Morrow Email: _____
Address: _____
City: _____ State: _____ Zip: _____

Please check if you would like to receive any future information regarding this EIR.



CAMBRIA COMMUNITY SERVICES DISTRICT

COMMENTS ON THE NOTICE OF PREPARATION AND SCOPING MEETING

Please make your comments below on the following issues:

- Scope and content of the EIR.
- Local environmental knowledge.
- Methods on how environmental issues are analyzed.
- Potential Alternatives to the project.
- Potential mitigation measures that would avoid or reduce environmental issues.

Comments: BE VERY WARY OF DECLASSIFYING
"SEASONAL WETLANDS." THEY ARE SEASONALLY
WET BECAUSE THEY ARE RETAINING WATER
WHICH OTHERWISE WOULD FLOW, WITH MUD AND
TRASH, INTO SANTA ROSA CREEK AND THEN INTO
THE OCEAN.

Name: JACK MORROW Email: jlmarrow@earthlink.net
Address: 311 WEDGEWOOD ST.
City: CAMBRIA State: CA Zip: 93428

Please check if you would like to receive any future information regarding this EIR.

ANALYSIS OF THE 2004 PARKS AND RECREATIONS SURVEY REPORTS AND DISCUSSIONS

By PROS Parks and Recreation Committee, July, 2005

In order to advise the CCSD in its mandate to provide facilities, sites and venues for recreation in Cambria, the PROS Commission designed and carried out a survey of residents. In October, 2004, the commission distributed a one page questionnaire in the water bill of all Cambrian households. We received 942 of 3,985 surveys back (25%) which indicates a high degree of interest in community recreation.

CCSD contracted with the Community Center to develop a report of the survey results¹. John Ruml volunteered to write the report and PROS Commissioner Steve Figler provided an additional analysis of the results. Others who participated in developing the report were Courtney Craig, Connie Davidson, Heidi Holmes, Amanda Rice, Gordon Rice, and Robin Schall.

The report was discussed at the March and April meetings of the PROS commission. Members of the commission provided comments and sent feedback via email to Jack Breglio, Chair of the Parks and Recreation Committee. This Committee completed the analysis developed by Steve Figler found in this document. In addition, a one-page summary of the findings was developed..

The survey results are informative about what recreational activities Cambrians currently participate in. In addition, the respondents reported on what activities they would most like to see made available in Cambria.

The survey also provided data on usage patterns and preferences for facilities in Cambria, as well as frequency and location of travel to out-of-town recreation. Respondents were grouped according to their level of participation (Modest Activity – 1 or 2; Mainstream – 3 to 6; High Activity – 7 or more), and intensity (Low; Medium; and High).

Ninety-three percent of respondents participate in at least one activity. The top five activities--running/walking/jogging, gardening, hiking, and picnicking--have a similar ranking for all three participation levels.

The most popular facility in Cambria is the East/West ranch used by 85% of respondents, followed by Shamel Park, the Vets Hall, other trails, Moonstone Beach boardwalk, and Leffingwell Park.

Sixty-three percent of respondents recreate in Cambria, 37% travel to Morro Bay, San Luis Obispo, or elsewhere for walking/hiking, golf, swimming and kayaking. Some travel due to a lack of Cambria facilities (golfing, tennis, and swimming) and others for a broader range of sites.

Requests for new or expanded services were (in order of importance):

- more hiking trails
- a lap pool
- a dog park (the survey was sent before the new dog park was opened)
- a jogging track/trail

Cambria already has lots of trails, however, we do not have a track without impediments. A track with exercise stations may be available at the Santa Lucia School if state park funding is approved.

The second largest number of respondents (27%) requested a lap pool. An aging population contains persons who are rehabilitating or protecting muscles and bones and therefore do water walking and exercising, or lap swimming as opposed to hiking. The privately owned Cambria Pines Lodge swimming pool is available on a membership basis. The pool at Shamel Park is a county-run facility and is only open in the summer months. It is not a large enough to be a lap pool.

Much of what was desired by survey respondents is included in the proposed community park design. An outdoor stage was considered but dropped during public discussions. A small community garden is available at Pocahontas Park but additional space could be provided in the community park. Nature trails are being developed on the West Ranch and the East Ranch and a short historic trail is planned for the Greenspace Creekside Reserve in East Village.

Some organized field sports (soccer, baseball/softball) will be accommodated at the Santa Lucia Middle School if a state parks grant is awarded in late 2005.

Multipurpose athletic fields are planned for the proposed community park.

Horseshoe pits are available in Shamel Park.

After-school and summer programs, such as arts and crafts and martial arts, are currently offered by the Community Center. Eight weeks of day camps are also part of their program but could be expanded. The Community Center offers numerous adult programs such as arts and crafts.

NUMBER AND PERCENT OF REQUESTS FOR FACILITIES AND ACTIVITIES

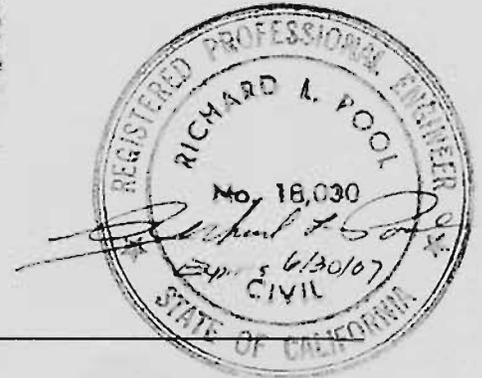
	%	#		%	#
Nature Trails	49	458	Sand Volleyball	11	105
Lap Pool	27	254	Basketball(outdoor)	8	71
Dog Park	24	225	Skate Park	7	69
Jogging Trail/Track	23	215	Day Camp	7	66
Picnics	22	210	Climbing Wall	6	61
Community Garden	21	196	Horse Trails	6	61
Tennis Courts	19	182	BMX Trail	6	57
After school Programs	19	175	Martial Arts	6	55
Playgrounds	18	172	Roller-Blade	5	46
Outdoor Fitness Sta's	17	164	Horseshoe Pits	4	41
Arts & Crafts	17	159	Archery Fields	3	32
Outdoor Stage	16	151	Shuffleboard	3	32
Soccer Fields	13	126	Paint-ball	2	22
Softball/Baseball Flds	12	112			

APPENDIX B

- **Traffic and Circulation Study**

**FISCALINI PARK MASTER PLAN
SAN LUIS OBISPO COUNTY, CALIFORNIA**

TRAFFIC AND CIRCULATION STUDY



July 10, 2006

ATE Project #06048

Prepared for:
Morro Group
1422 Monterey Street, Suite C-200
San Luis Obispo, CA 93401

Prepared by:
Richard L. Pool, P.E.



ASSOCIATED TRANSPORTATION ENGINEERS

100 North Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • [805] 687-4418 • FAX [805] 682-8509

Richard L. Pool, P.E.
Scott A. Schell, AICP

July 10, 2006

Mary Reentz
Morro Group
1422 Monterey Street, Suite C-200
San Luis Obispo, CA 93401

***TRAFFIC AND PARKING STUDY FOR THE
FISCALINI PARK MASTER PLAN, SAN LUIS OBISPO COUNTY, CALIFORNIA***

Associated Transportation Engineers (ATE) is pleased to submit the following traffic and parking study for the Fiscalini Park Master Plan. It our understanding that the contents of this study will be incorporated into the environmental documents being prepared for the project by the Morro Group.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

By: Richard L. Pool, PE
President



EXECUTIVE SUMMARY

The Fiscalini Ranch totals about 420 acres, divided into an eastern and western section. The western portion of the ranch contains 350 acres and the eastern portion contains the remaining 70 acres. The western section would be for passive uses such as hiking and horseback riding. A ± 25 -acre community park is proposed on the eastern portion (17.5 acres of developed uses and 7.5 acres for the creek and hillside areas). The proposed park includes sports fields (soccer, baseball, softball), tennis courts, basketball/volleyball courts, playgrounds, picnic areas, and a future community building. Access is proposed via Rodeo Grounds Road, which connects to Burton Drive south of the downtown area.

The study-area roadways and intersections currently operate at LOS A or B during Weekday and Summer Weekend peak periods. The proposed park uses would generate 875 trips, with 79 trips occurring during the P.M. peak hour period on weekdays. For the Summer Weekend period with the park fully utilized with 9 soccer fields as well as the other park uses, the project would generate 1,655 trips, with 270 trips occurring during the peak hour period.

The impact analysis found that all of the study-area roadways and intersections would operate at LOS C or better during Weekday and Summer Weekend peak periods. These service levels meet the County standard and project traffic would not significantly impact the roadways and intersections in the project area. Similarly, the cumulative analysis found that all of the study-area roadways and intersections would operate at LOS C or better and cumulative traffic would not significantly impact the study-area roadways and intersections.

The project includes a concept plan with ± 100 parking spaces for the park. This supply would accommodate the day-to-day peak parking demands but peak weekend demands would exceed the supply assuming that all 9 soccer fields are being used. The analysis shows a peak parking demand of 189 parking spaces assuming that the 9 soccer fields are fully utilized. There would also be a nominal amount of parking generated by the other park uses during the same time period. The project could mitigate this potential impact via one, or a combination of, the following measures:

1. Provide more permanent parking;
2. Provide overflow parking;
3. Construct the entry road at a width that would allow on-street parking; and/or
4. Limit the number of fields in use at any one time (4 fields maximum).

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INTRODUCTION

The following report contains an analysis of the traffic and parking impacts associated with the Fiscalini Park Master Plan, proposed in the Community of Cambria in San Luis Obispo County. The report provides information relative to existing and future traffic conditions within the project study area. Potential project-specific and cumulative impacts were evaluated using County policies for roadways and intersections. A parking analysis was also prepared to determine the adequacy of the proposed parking supply.

In addition to the typical weekday traffic analysis completed for projects, County staff requested a summer weekend analysis for this project since Cambria experiences tourist activity on weekends during summer months. Traffic volumes were collected for the weekday period in May 2006 and for the summer weekend period in June 2006. The peak period for weekdays is between 4:00 and 6:00 P.M., while the peak period for summer weekends occurs between 11:00 A.M. and 4:00 P.M. The traffic count data is contained in the Technical Appendix for reference.

PROJECT DESCRIPTION

The project site location within Cambria is shown on Figure 1. The Fiscalini Ranch totals about 420 acres, divided into an eastern and western section. The western portion of the ranch contains 350 acres and the eastern portion contains the remaining 70 acres. The western section would be for passive uses such as hiking and horseback riding. A ± 25-acre community park is proposed on the eastern portion (17.5 acres of developed uses and 7.5 acres for the creek and hillside areas). The proposed park include sports fields (soccer, baseball, softball), tennis courts, basketball/volleyball courts, playgrounds, picnic areas, and a future community building. Figure 2 shows the conceptual plan for the park. Access is proposed via Rodeo Grounds Road, which connects to Burton Drive south of the downtown area.

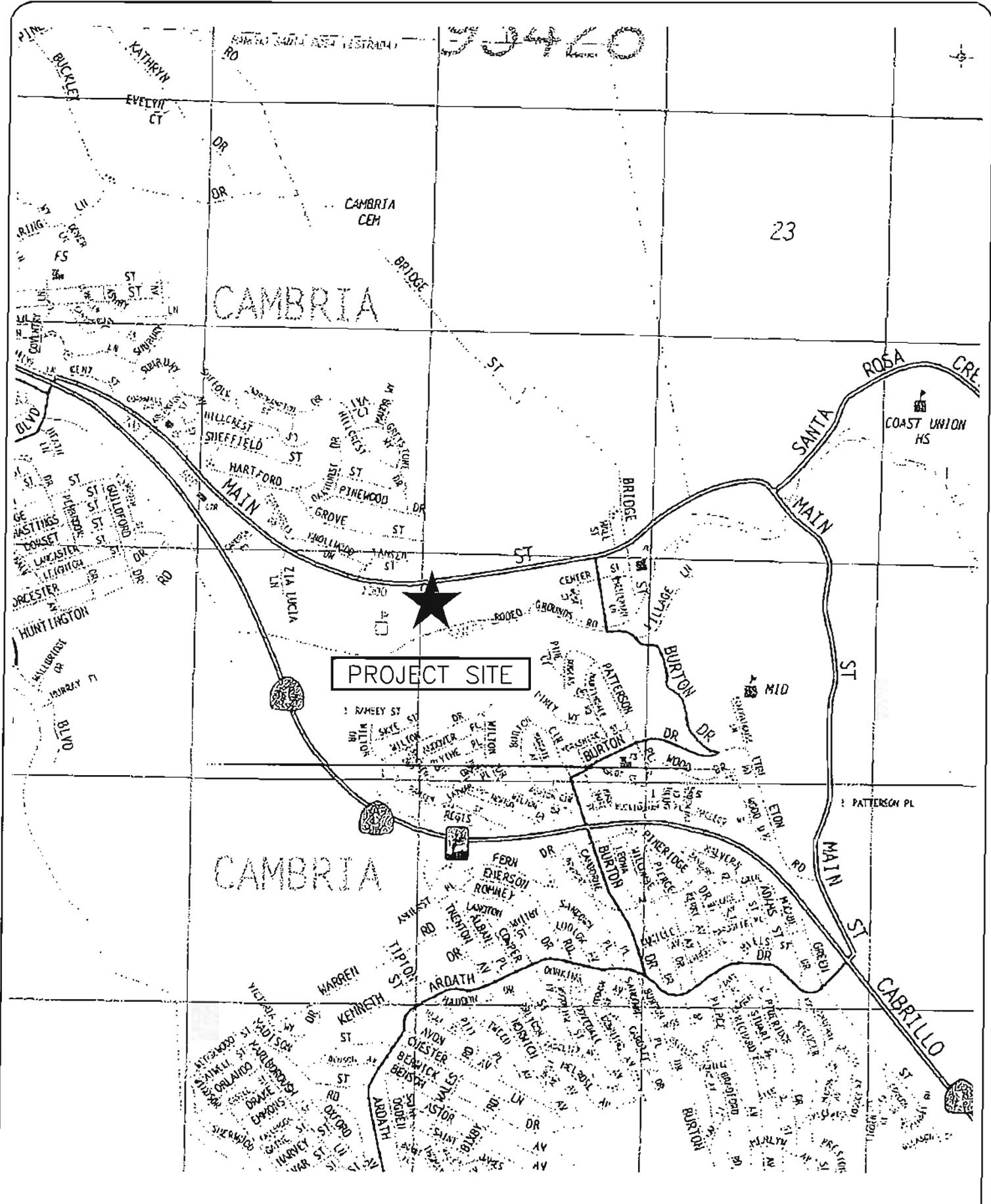
EXISTING CONDITIONS

Street Network

The circulation system adjacent to the site is comprised of Highway 1 (a State Route) and arterial and collector roads located within Cambria, as illustrated in Figure 3. The following text provides a brief discussion of the primary components of the study-area street network.

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

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

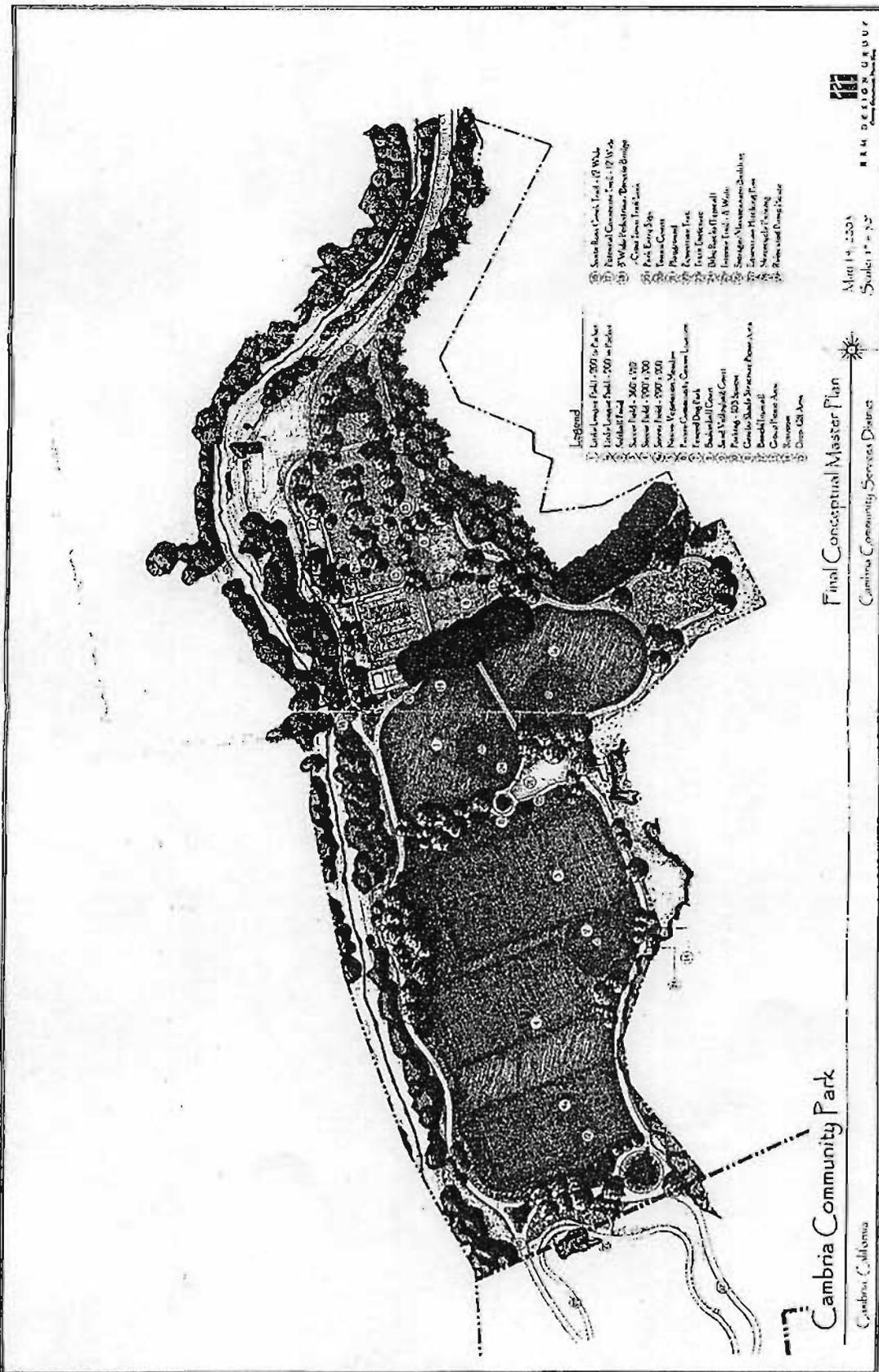


PROJECT SITE

PROJECT SITE LOCATION

FIGURE 1

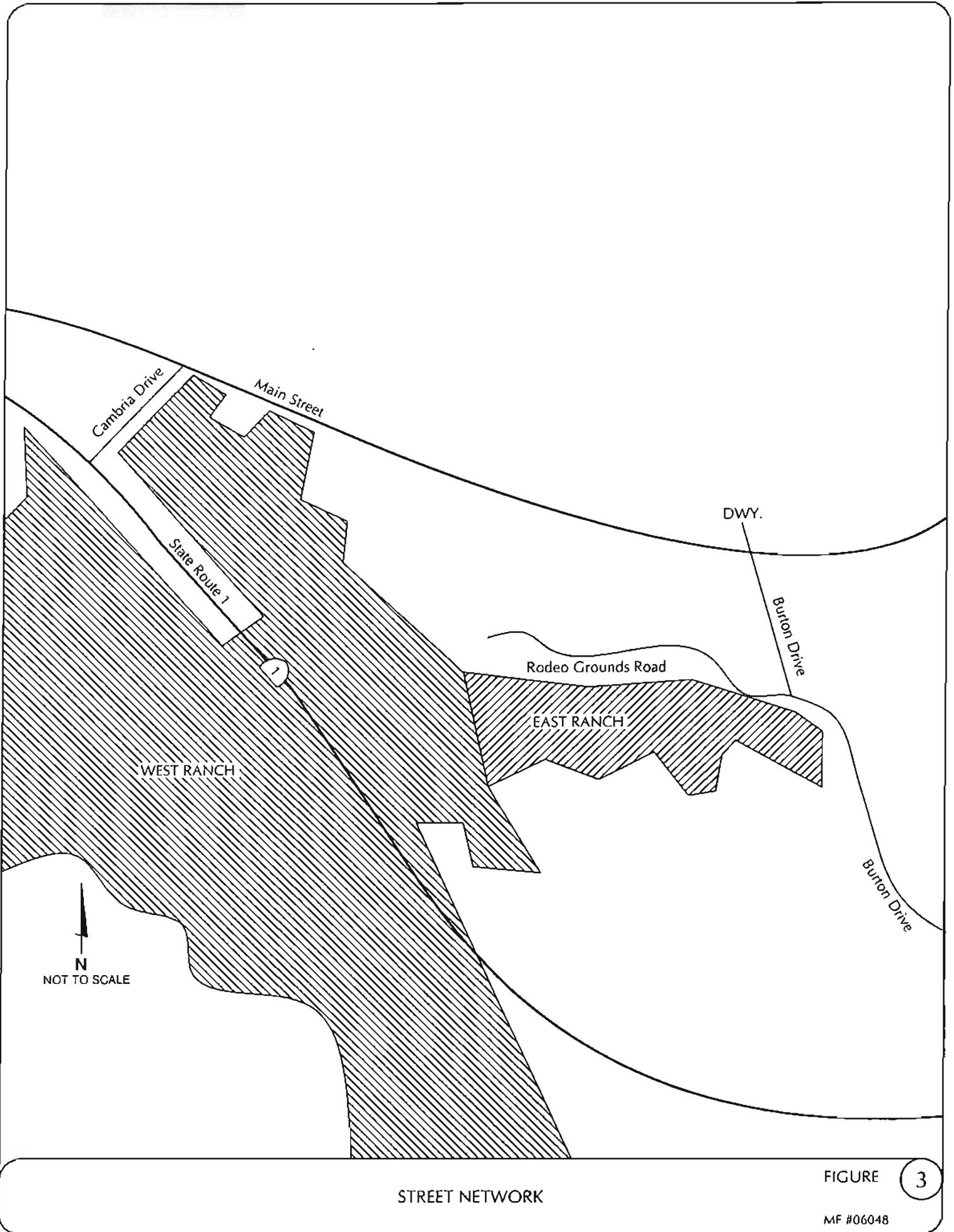
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CONCEPTUAL SITE PLAN

FIGURE 2

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

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

Roadway Operations

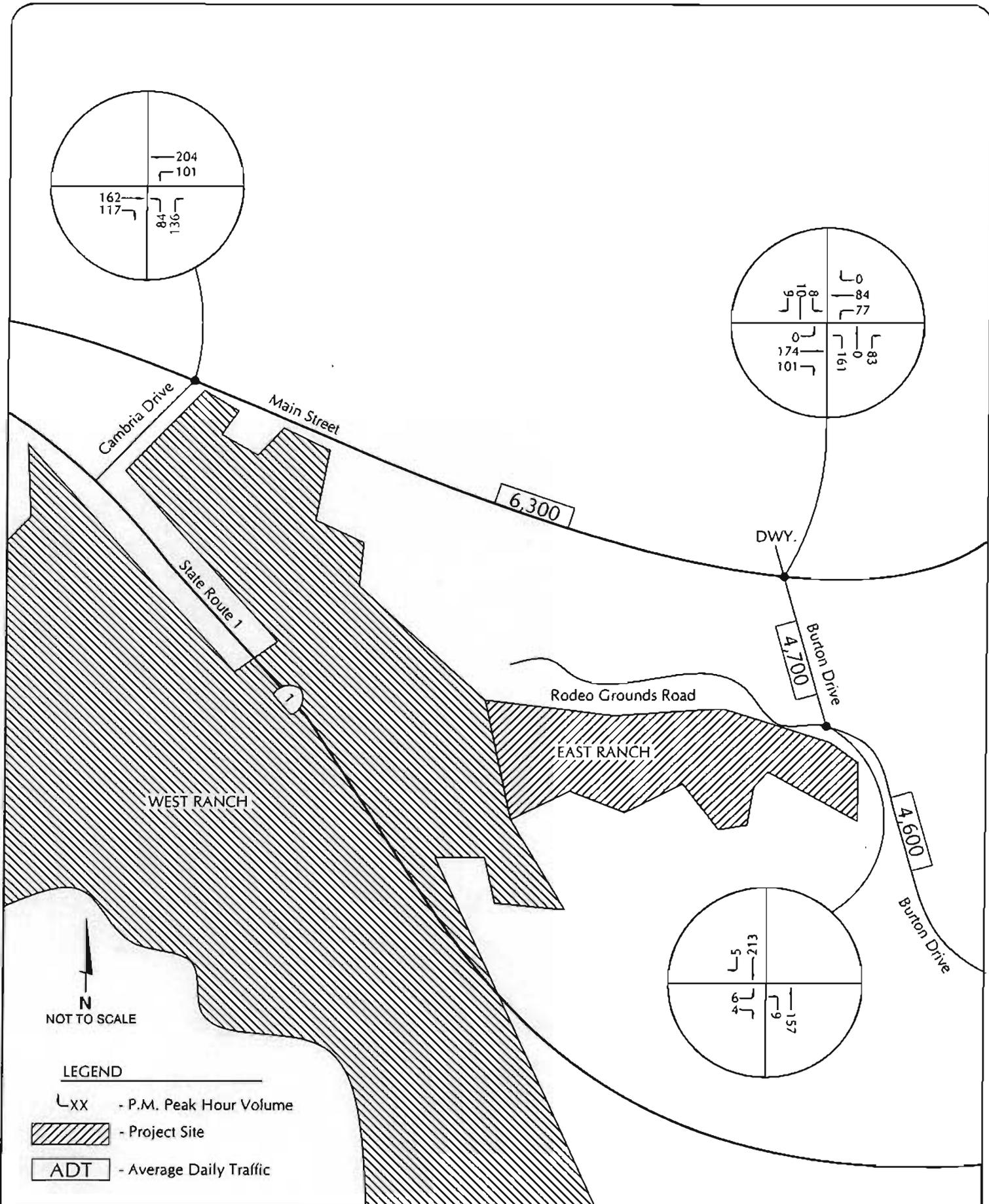
Existing average daily traffic (ADT) volumes and roadway operations are reviewed below. County policies state that the level of service standard for the Cambria area is LOS D.

The operational characteristics of the study-area roadways were analyzed using standard engineering roadway classifications and their corresponding roadway design capacities. The roadway classification system and design capacities are summarized in the Technical Appendix for reference. "Levels of Service" (LOS) A through F are used to rate roadway operations. LOS A and LOS B represent primarily free-flow operations, LOS C represents stable conditions, LOS D nears unstable operations with restrictions on maneuverability within traffic streams, LOS E represents unstable operations with maneuverability very limited, and LOS F represents breakdown or forced flow conditions.

The Existing Weekday and Existing Summer Weekend ADT volumes for the street segments in the vicinity of the project site are shown in Figures 4 and 5. Existing levels of service are summarized in Table 1. The study-area roadways operate at LOS A.

**Table 1
Existing Roadway Operations**

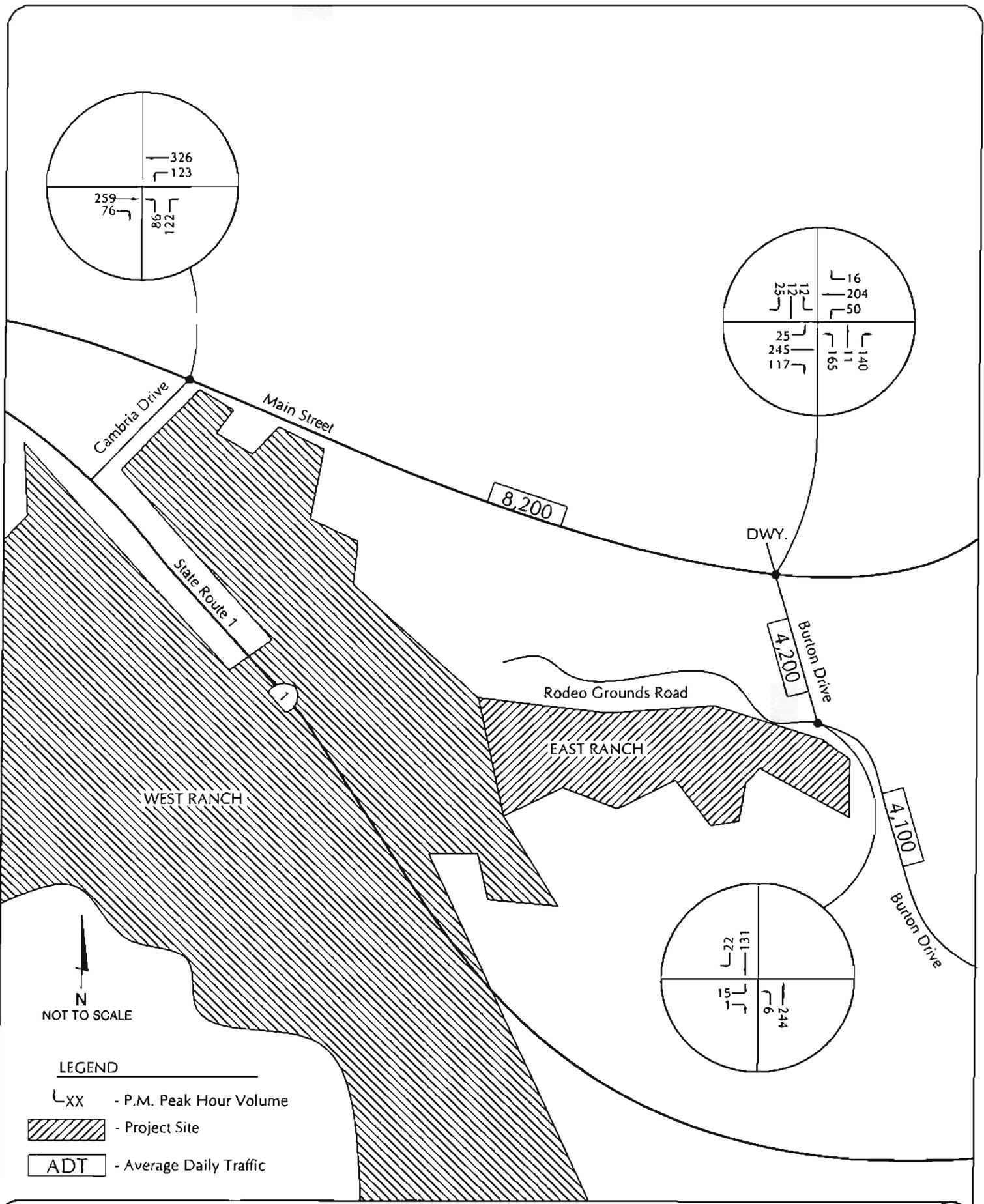
Roadway Segment	Weekday		Summer Weekend	
	Volume	LOS	Volume	LOS
Main St w/o Burton Dr	6,300 ADT	LOS A	8,200 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,700 ADT	LOS A	4,200 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,600 ADT	LOS A	4,100 ADT	LOS A



EXISTING TRAFFIC VOLUMES - WEEKDAYS

FIGURE 4

MF #06048



EXISTING TRAFFIC VOLUMES - SUMMER WEEKENDS

FIGURE 5

MF #06048

Intersection Operations

Traffic analyses examine operations at critical intersections during peak travel periods since traffic flow on street networks is most restricted at intersections. The level of service grading system (LOS A-F) discussed previously for roadway operations is also used to rate intersections.

Figures 4 and 5 show the Existing Weekday and Existing Summer Weekend peak hour traffic volumes at the three study-area intersections identified for analysis. Levels of service were calculated for the intersections using the unsignalized methodology outlined in the Highway Capacity Manual.¹ Existing levels of service are summarized in Table 2. As shown, the study-area intersections operate at LOS A or B during Weekday and Summer Weekend peak periods.

Table 2
Existing Intersection Operations

Intersection	Control	Delay / LOS	
		Weekday	Summer Weekend
Main St/Cambria Dr	All-Way Stop	9.9 Sec/LOS A	11.9 Sec/LOS B
Main St/Burton Dr	All-Way Stop	9.9 Sec/LOS A	13.9 Sec/LOS B
Rodeo Grounds Rd/Burton Dr NB Left Turn EB Left & Right Turn Overall LOS	1-Way Stop	7.7 Sec/LOS A 10.3 Sec/LOS B 9.1 Sec/LOS A	7.5 Sec/LOS A 10.9 Sec/LOS B 10.0 Sec/LOS A

LOS based on average delay per vehicle during peak period.

PROJECT-GENERATED TRAFFIC

Trip Generation

Weekday trip generation estimates for the park were developed using the data from public parks that were studied by SANDAG.² Weekend trip generation estimates were developed using the data published by the Institute of Transportation Engineers (ITE).³ The weekend trip generation estimates assume that the park would be fully utilized with 9 soccer fields as well as the other park uses. Tables 3 and 4 show the daily and peak hour trip generation estimates for the Weekday and Summer Weekend periods.

¹ Highway Capacity Manual, National Research Council, 2000.

² Traffic Generators, San Diego Association of Governments, 2004.

³ Trip Generation, Institute of Transportation Engineer, 7th Edition, 2003.

Table 3
Fiscalini Park Master Plan – Weekday Trip Generation

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
City Park	17.5 Acres	50	875	4.5	79

Table 4
Fiscalini Park Master Plan – Summer Weekend Trip Generation

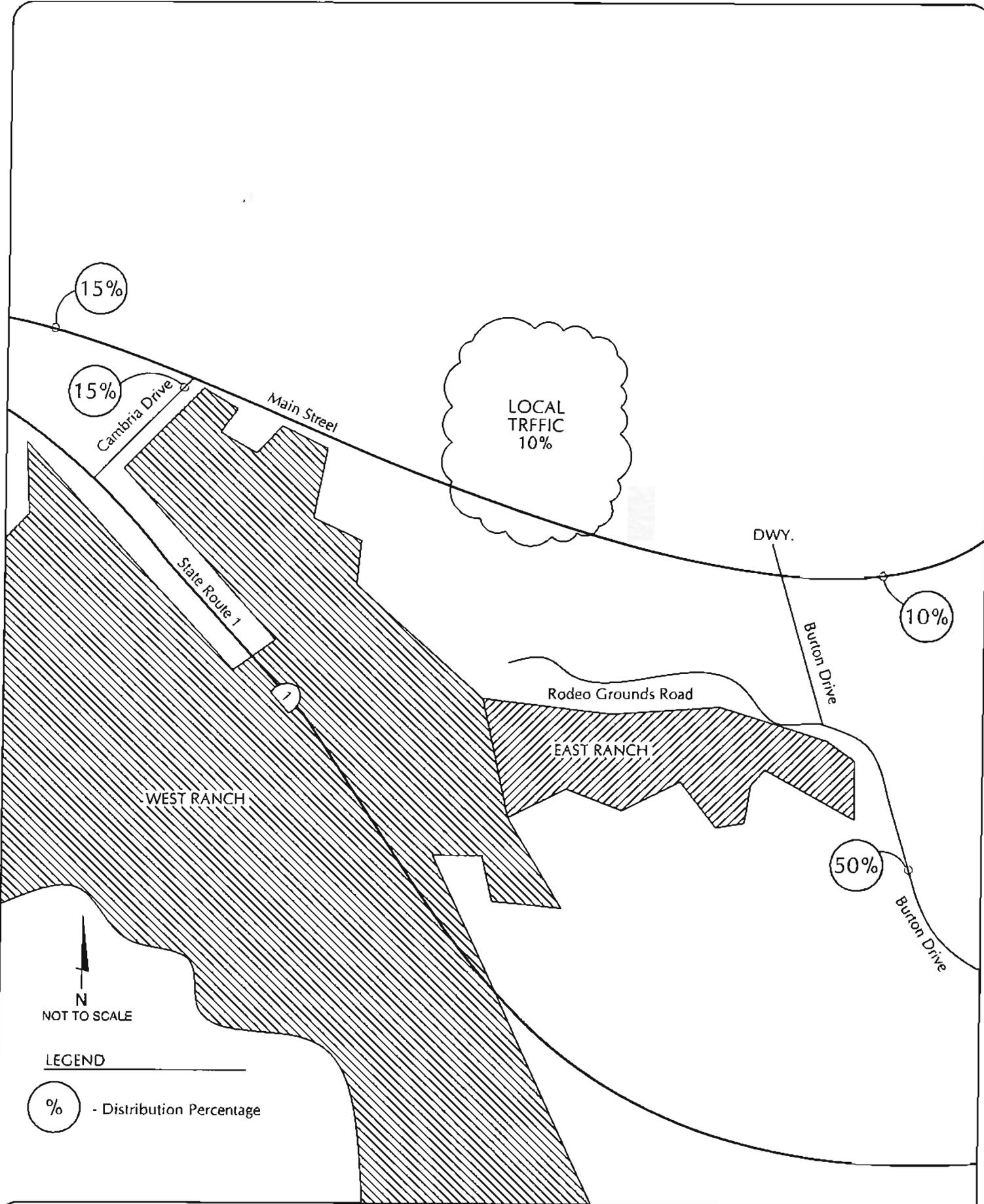
Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
Soccer Fields	9 Fields	117.43	1,057	28.73	259
City Park	9 Acres	66.47	598	1.18	11
Total			1,655		270

Trip Distribution

Project traffic was distributed and assigned to the study-area roadways and intersections based upon the distribution pattern shown in Figure 6 and Table 5. This pattern was developed based on the residential development pattern in the Cambria area.

Table 5
Fiscalini Park Master Plan - Trip Distribution

Origin/Destination	Direction	Percentage
Main St w/o Cambria Dr	West	15%
Main St e/o Burton Dr	West	10%
Main St Local Area	West	10%
Cambria Dr s/o Main St	East	15%
Burton Dr s/o Rodeo Grounds Rd	South	50%
Total		100



N
NOT TO SCALE

LEGEND
% - Distribution Percentage

PROJECT TRIP DISTRIBUTION PERCENTAGES

FIGURE 6

MF #06048

IMPACT THRESHOLDS

County impact thresholds were used to assess the significance of the traffic generated by the project. County policies state that the level of service standard for Cambria is LOS D.

POTENTIAL-SPECIFIC IMPACTS

Roadways

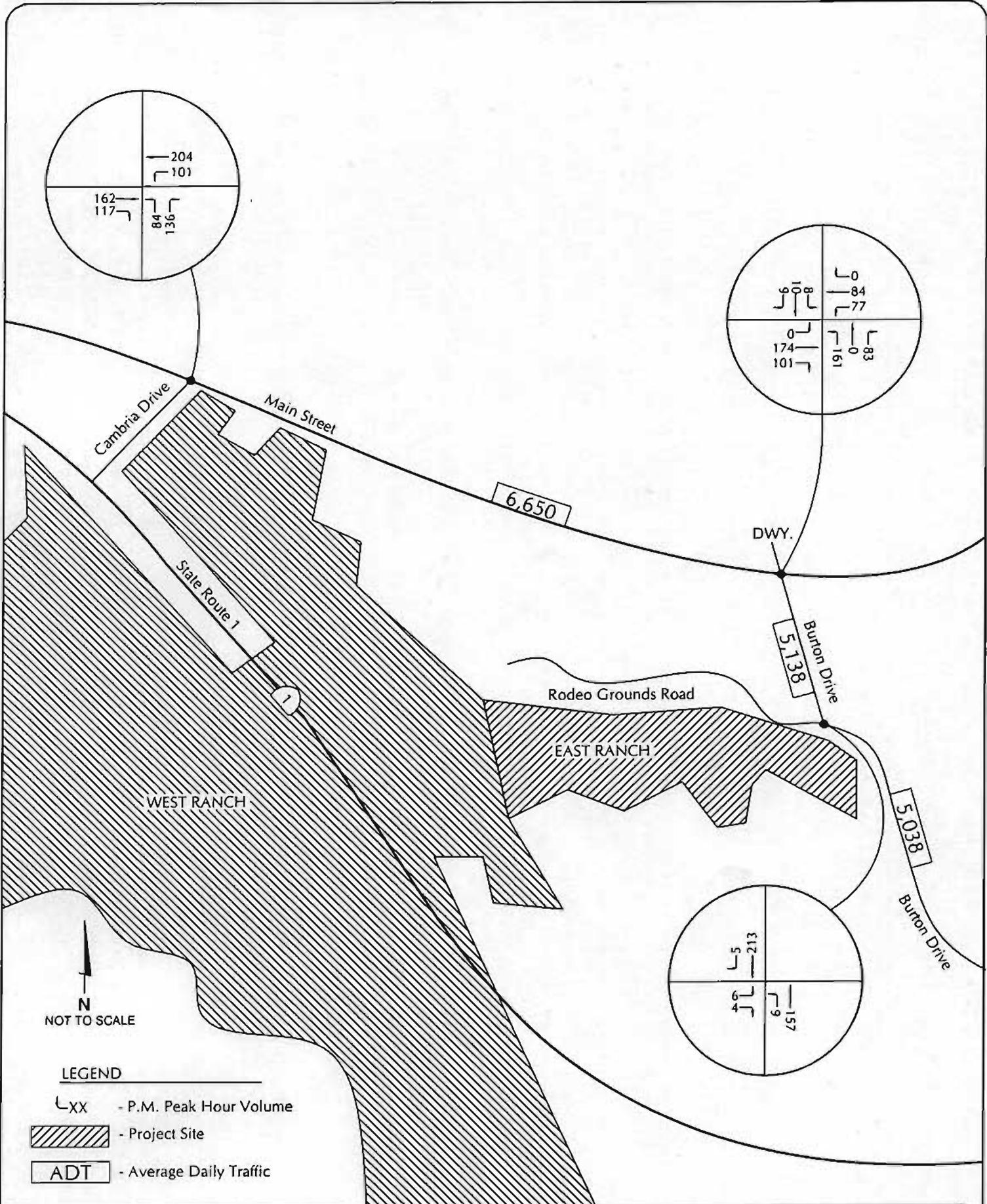
Roadway volumes for the Existing + Project scenarios are shown in Figures 7 and 8. Existing and Existing + Project volumes and levels of service are compared in Tables 6 and 7. As described in the Existing Conditions section of the report, the study-area roadways currently operate at LOS A. The addition of project traffic would not significantly affect these facilities, as they would continue to operate at LOS A with project traffic.

Table 6
Existing & Existing + Project Roadway Operations - Weekdays

Roadway Segment	Traffic Volume			LOS
	Existing	Project-Added	Existing + Project	
Main St w/o Burton Dr	6,300 ADT	350 ADT	6,650 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,700 ADT	438 ADT	5,138 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,600 ADT	438 ADT	5,038 ADT	LOS A

Table 7
Existing & Existing + Project Roadway Operations - Summer Weekends

Roadway Segment	Traffic Volume			LOS
	Existing	Project-Added	Existing + Project	
Main St w/o Burton Dr	8,200 ADT	662 ADT	8,862 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,200 ADT	828 ADT	5,028 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,100 ADT	828 ADT	4,928 ADT	LOS A

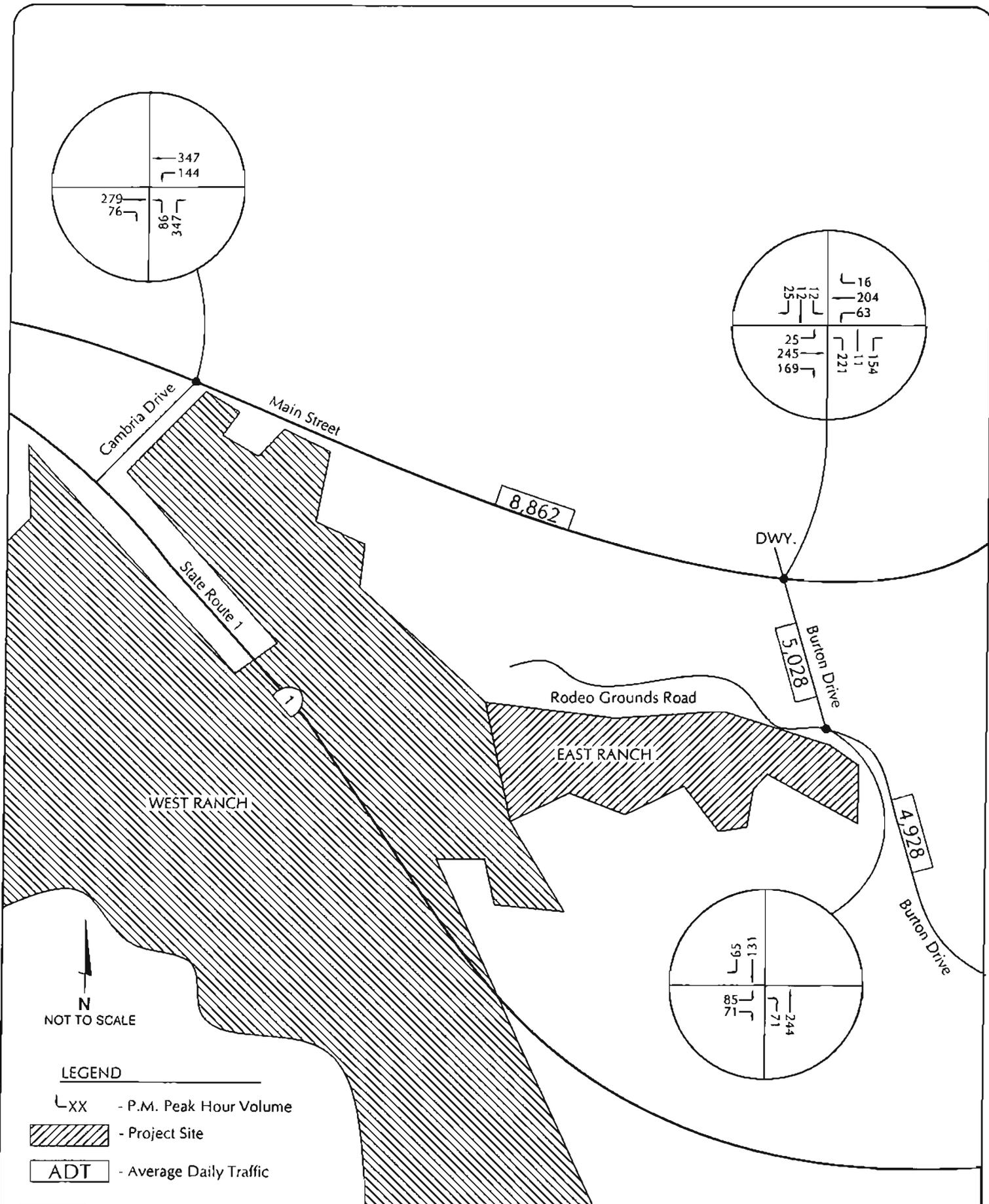


EXISTING + PROJECT TRAFFIC VOLUMES - WEEKDAYS

FIGURE

7

MF #06048



N
NOT TO SCALE

LEGEND

- P.M. Peak Hour Volume
- Project Site
- Average Daily Traffic

EXISTING + PROJECT TRAFFIC VOLUMES - SUMMER WEEKENDS

FIGURE 8

MF #06048

Intersections

The Existing + Project peak hour traffic volumes at the study-area intersections are shown in Figures 7 and 8 for the Weekday and Summer Weekend scenarios. The intersection levels of service for the Existing and Existing + Project scenarios are compared in Tables 8 and 9. The data show that the intersections are forecast to operate at LOS C or better with Existing + Project traffic. Traffic added by the project would not significantly impact the study-area intersections based on the County's LOS D standard.

Table 8
Existing & Existing + Project Intersection Operations - Weekdays

Intersection	Delay / LOS	
	Existing	Existing + Project
Main St/Cambria Dr	9.9 Sec/LOS A	10.1 Sec/LOS B
Main St/Burton Dr	9.9 Sec/LOS A	10.1 Sec/LOS B
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.7 Sec/LOS A	7.7 Sec/LOS A
EB Left & Right Turn	10.3 Sec/LOS B	10.9 Sec/LOS B
Overall LOS	9.1 Sec/LOS A	9.7 Sec/LOS A

LOS based on average delay per vehicle during peak period.

Table 9
Existing & Existing + Project Intersection Operations - Summer Weekends

Intersection	Delay / LOS	
	Existing	Existing + Project
Main St/Cambria Dr	11.9 Sec/LOS B	12.7 Sec/LOS B
Main St/Burton Dr	13.9 Sec/LOS B	18.0 Sec/LOS C
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.5 Sec/LOS A	7.7 Sec/LOS A
EB Left & Right Turn	10.9 Sec/LOS B	13.1 Sec/LOS B
Overall LOS	10.0 Sec/LOS A	11.4 Sec/LOS B

LOS based on average delay per vehicle during peak period.

CUMULATIVE ANALYSIS

The Cumulative traffic analysis is based on a list of projects provided by County staff. The County list shows two proposed projects in the Cambria Area (cumulative projects are shown in the Cumulative Trip Generation Calculation worksheet contained in the Technical Appendix). Figures 9 and 10 show the Cumulative volumes for the Weekday and Summer Weekend peak periods; and Figures 11 and 12 show the Cumulative + Project volumes.

Roadways

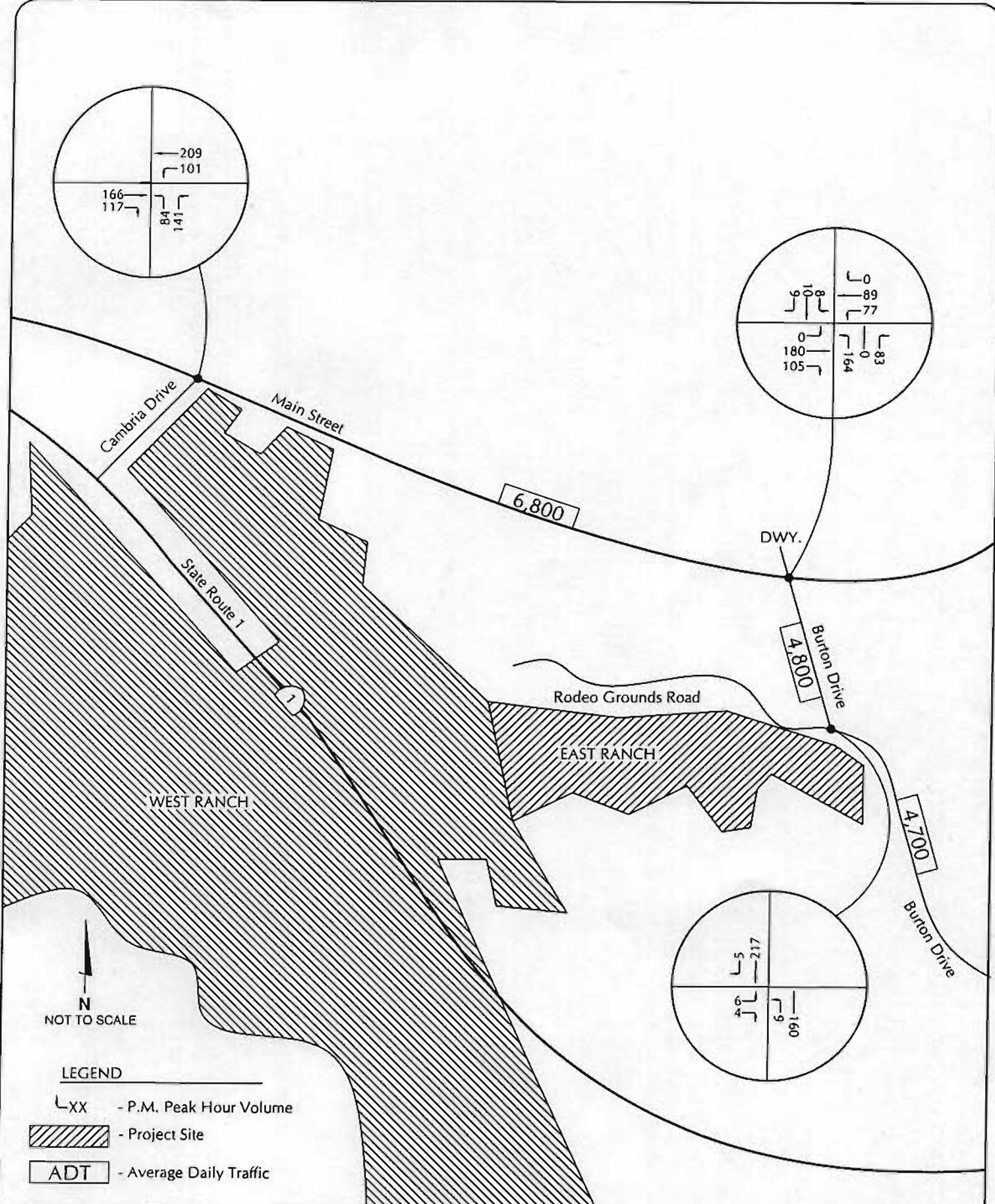
Roadway volumes and levels of service for the Cumulative and Cumulative + Project scenario are shown in Tables 10 and 11. As shown, the study-area roadways are forecast to operate at LOS A with Cumulative and Cumulative + Project traffic. The addition of cumulative traffic would not significantly affect these facilities based on the County's LOS D standard.

Table 10
Cumulative & Cumulative + Project Roadway Operations - Weekdays

Roadway Segment	Traffic Volume			LOS
	Cumulative	Project-Added	Cumulative + Project	
Main St w/o Burton Dr	6,800 ADT	350 ADT	7,150 ADT	LOS A
Burton Dr n/o Rodeo Grounds Rd	4,800 ADT	438 ADT	5,238 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,700 ADT	438 ADT	5,138 ADT	LOS A

Table 11
Cumulative & Cumulative + Project Roadway Operations - Summer Weekends

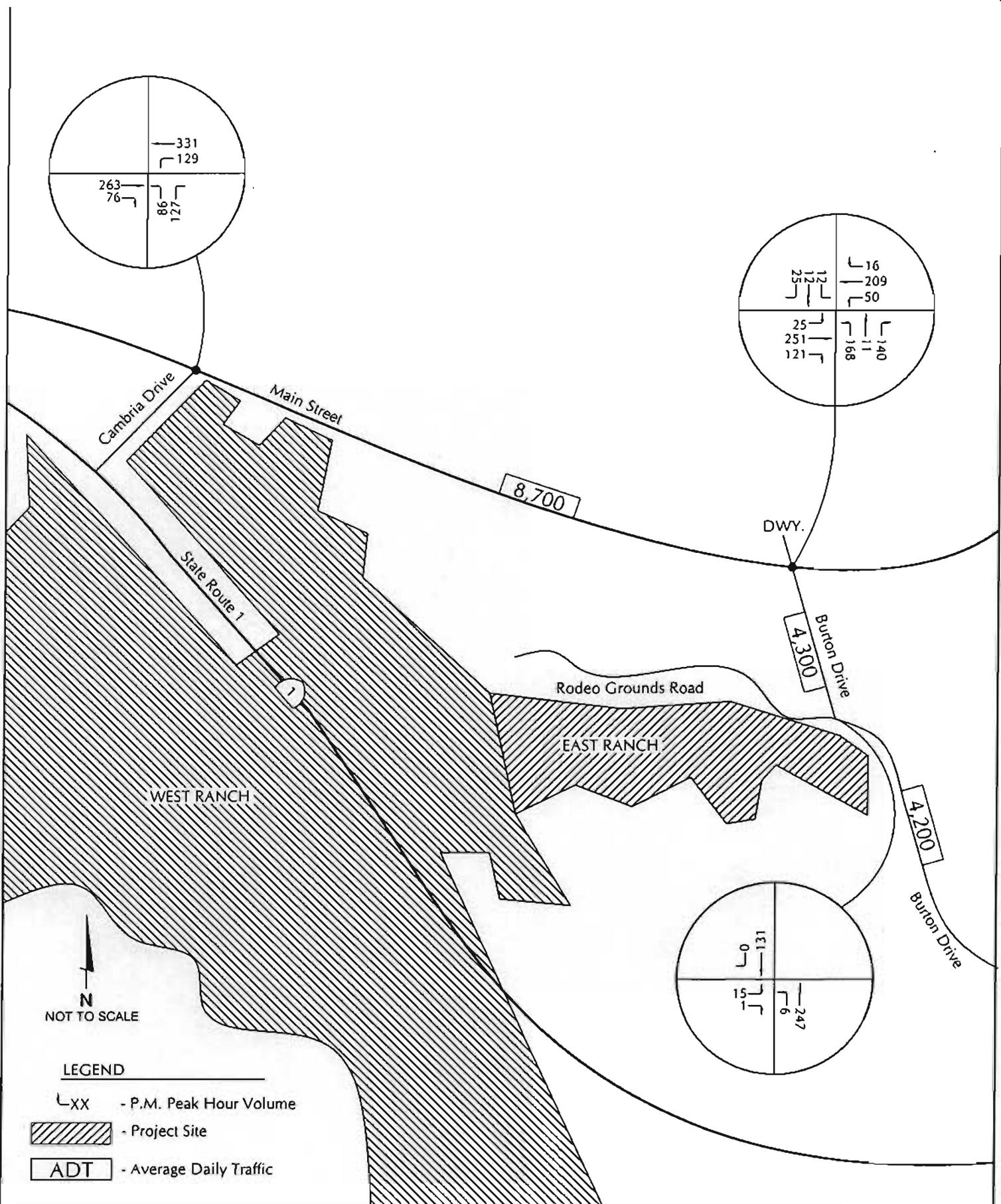
Roadway Segment	Traffic Volume			LOS
	Cumulative	Project-Added	Cumulative + Project	
Main St w/o Burton Dr	8,700 ADT	662 ADT	9,362 ADT	LOS A-B
Burton Dr n/o Rodeo Grounds Rd	4,300 ADT	828 ADT	5,128 ADT	LOS A
Burton Dr s/o Rodeo Grounds Rd	4,200 ADT	828 ADT	5,028 ADT	LOS A



CUMULATIVE TRAFFIC VOLUMES - WEEKDAYS

FIGURE 9

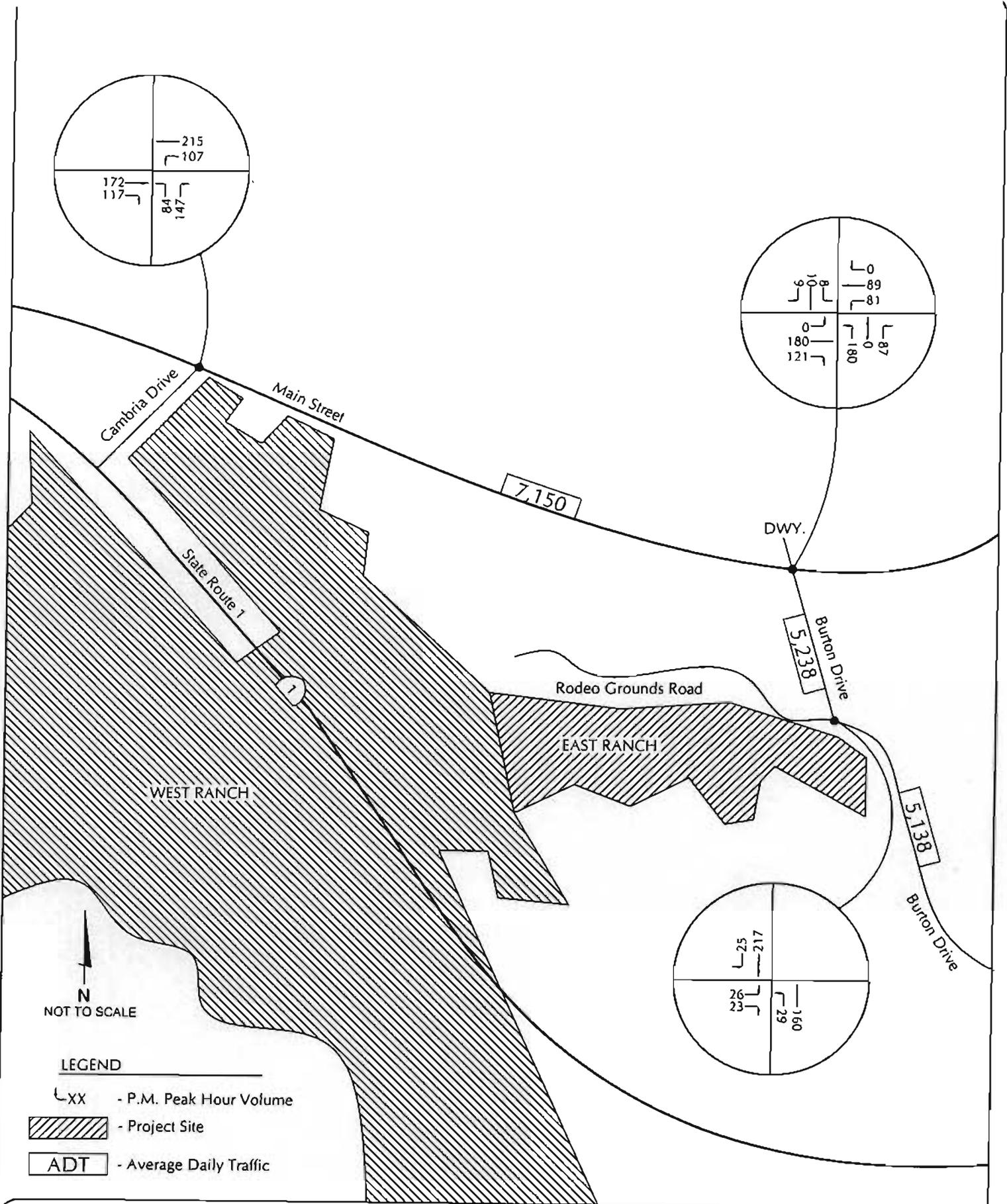
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CUMULATIVE TRAFFIC VOLUMES - SUMMER WEEKENDS

FIGURE 10

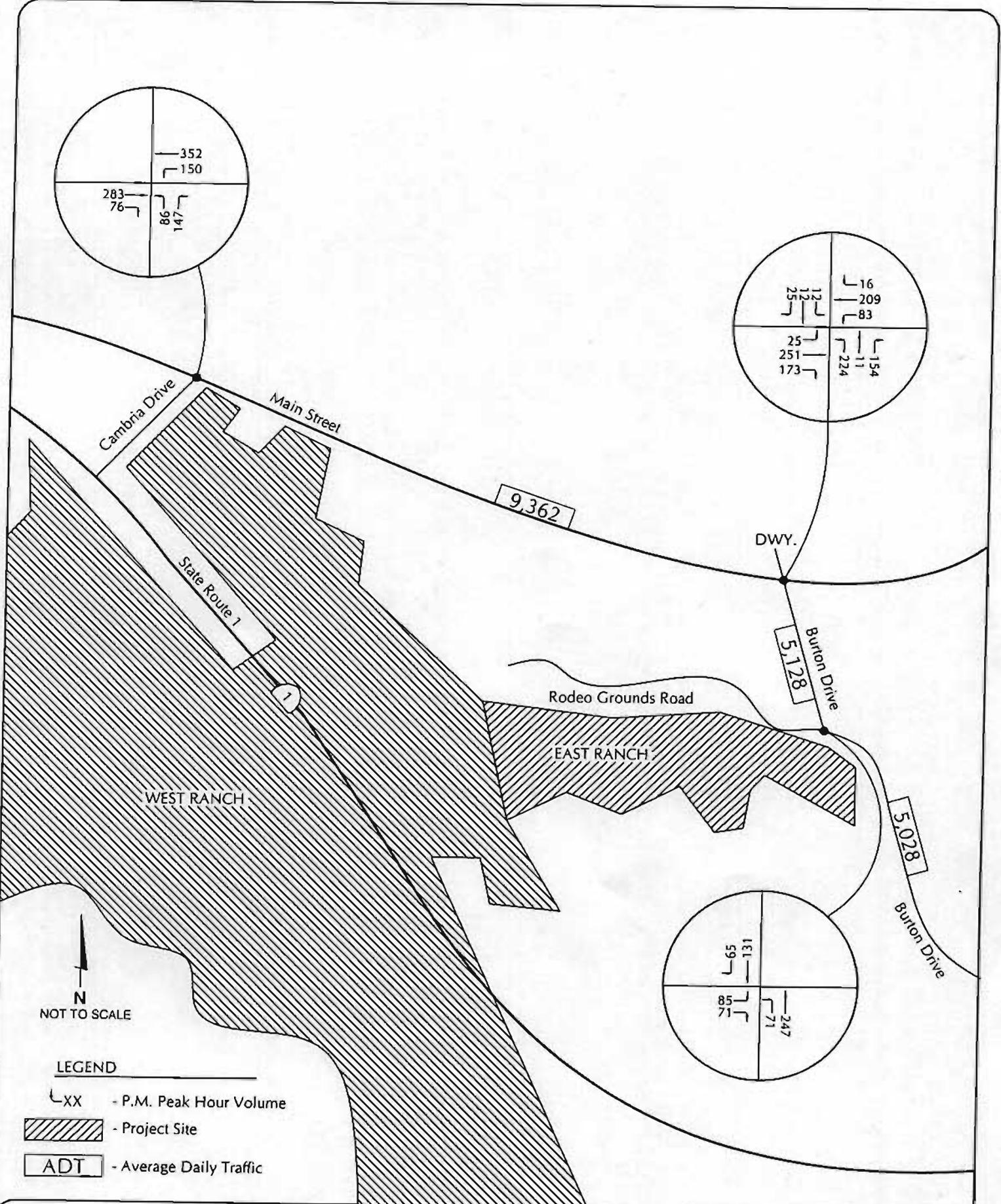
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CUMULATIVE + PROJECT TRAFFIC VOLUMES - WEEKDAYS

FIGURE 11

MF #06048



CUMULATIVE + PROJECT TRAFFIC VOLUMES - SUMMER WEEKDAYS

FIGURE 12

MF #06048

Intersections

The Cumulative and Cumulative + Project levels of service for the study-area intersections are compared in Tables 12 and 13 for the Weekday and Summer Weekend scenarios. The data show that the intersections are forecast to operate at LOS C or better with Cumulative and Cumulative + Project traffic. Cumulative traffic would not significantly impact the study-area intersections based on the County's LOS D standard.

Table 12
Cumulative & Cumulative + Project Intersection Operations - Weekdays

Intersection	Delay / LOS	
	Cumulative	Cumulative + Project
Main St/Cambria Dr	10.0 Sec/LOS A	10.1 Sec/LOS B
Main St/Burton Dr	10.1 Sec/LOS B	10.3 Sec/LOS B
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.7 Sec/LOS A	7.8 Sec/LOS A
EB Left & Right Turn	10.4 Sec/LOS B	10.9 Sec/LOS B
Overall LOS	9.1 Sec/LOS A	9.8 Sec/LOS A

LOS based on average delay per vehicle during peak period.

Table 13
Cumulative & Cumulative + Project Intersection Operations - Summer Weekends

Intersection	Delay / LOS	
	Cumulative	Cumulative + Project
Main St/Cambria Dr	12.0 Sec/LOS B	13.0 Sec/LOS B
Main St/Burton Dr	14.2 Sec/LOS B	19.4 Sec/LOS C
Rodeo Grounds Rd/Burton Dr		
NB Left Turn	7.7 Sec/LOS A	7.7 Sec/LOS A
EB Left & Right Turn	10.9 Sec/LOS B	13.1 Sec/LOS B
Overall LOS	10.0 Sec/LOS A	11.4 Sec/LOS B

LOS based on average delay per vehicle during peak period.

SITE PARKING

The Fiscalini Ranch Master Plan includes a concept plan with ± 100 parking spaces for the park. This supply would accommodate the day-to-day peak parking demands based on demand data published by ITE.⁴ The ITE data is based on studies of similar City parks. The park study selected as being representative of the Fiscalini park contained 25 acres and had three softball fields, two soccer fields, an outdoor group areas, children play areas/structures and pathways. The peak parking demand ratio developed from that study was 5.1 vehicles per developed acre. This rate yields a peak parking demand estimate of 89 spaces for the 17.5-acre park on the Fiscalini Ranch site.

Peak weekend demands were forecasted assuming that the soccer fields are fully used on Saturdays during the AYSO soccer season, since those parking demand will be higher than the typical day-to-day peak demands. Peak parking demand forecasts for this scenario were calculated based on rates developed by ATE from parking studies completed at similar sports complexes. The rates were applied to the 9 soccer fields proposed at the Fiscalini Ranch park site. The peak parking demand analysis assumes 2 teams per field, 13 players per team, 2 coaches per team, 4 spectators per team in addition to those arriving with players, and 1 referee per field. A worksheet showing the peak parking demand calculations is contained in the Technical Appendix for reference.

The analysis shows a peak parking demand of 189 parking spaces assuming that the 9 soccer fields are fully utilized. There would also be a nominal amount of parking generated by the other park uses during the same time period. Thus, the peak parking demands would exceed the ± 100 parking spaces conceptually envisioned for the park area. The project could mitigate this potential impact via one, or a combination of, the following measures:

1. Provide more permanent parking;
2. Provide overflow parking;
3. Construct the entry road at a width that would allow on-street parking;
4. Limit the number of fields in use at any one time (4 fields maximum).

■ ■ ■

⁴ Parking Generation, Institute of Transportation Engineers, 3rd Edition, 2003.

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

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Dan Dawson, Supervising Transportation Planner
Matthew Farrington, Traffic Technician

References

Highway Capacity Manual, National Research Council, 2000.

North Coast Circulation Study, San Luis Obispo County Engineering Department, 1992.

Parking Generation, Institute of Transportation Engineers, 3rd Edition, 2003.

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Persons Contacted

Marshall, Richard, SLO County Engineering Department
Mary Rentz, Morro Group

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

STANDARD ENGINEERING ROADWAY DESIGN CAPACITIES

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Cambria Drive/Main Street

Reference 2 - Main Street/Burton Drive

Reference 3 – Burton Drive/Rodeo Grounds Drive

CUMULATIVE TRIP GENERATION CALCULATION

COUNT DATA

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

STANDARD ENGINEERING ROADWAY DESIGN CAPACITIES

STANDARD ENGINEERING ROADWAY DESIGN CAPACITIES

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

The roadway capacities listed above are "rule of thumb" figures only. Some factors which affect these capacities are intersections (numbers and configuration), degrees of access control, roadway grades, design geometries (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Cambria Drive/Main Street

Reference 2 - Main Street/Burton Drive

Reference 3 - Burton Drive/Rodeo Grounds Drive

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	CAMBRIA/MAIN		
Agency/Co.	ATE	Jurisdiction	SLO COUNTY		
Date Performed	MAY 2006	Analysis Year	2006		
Analysis Time Period	WEEKDAY PEAK				

Project ID <i>EXISTING</i>	
East/West Street: <i>CAMBRIA DRIVE</i>	North/South Street: <i>MAIN STREET</i>

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	0	136	0	0	0
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	101	204	0	0	162	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	220				101	204	162	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.09	0.18	0.14	0.10
hd, final value (s)	4.95				5.91	5.41	5.46	4.76
x, final value	0.30				0.17	0.31	0.25	0.15
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	2.9				3.6	3.1	3.2	2.5

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	470				351	454	412	367
Delay (s/veh)	10.08				9.78	10.48	9.93	8.32
LOS	B				A	B	A	A
Approach: Delay (s/veh)	10.08				10.25		9.26	
LOS	B				B		A	
Intersection Delay (s/veh)	9.86							
Intersection LOS	A							

A6

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	CAMBRIA/MAIN		
Agency/Co.	ATE	Jurisdiction	SLO COUNTY		
Date Performed	MAY 2006	Analysis Year	2006		
Analysis Time Period	SUMMER WEEKEND PEAK				

Project ID *EXISTING - SUMMER*

East/West Street: *CAMBRIA DRIVE*

North/South Street: *MAIN STREET*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	86	0	122	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	123	326	0	0	259	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	208				123	326	259	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.18				0.11	0.29	0.23	0.07
hd, final value (s)	5.43				6.02	5.52	5.67	4.96
x, final value	0.31				0.21	0.50	0.41	0.10
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.4				3.7	3.2	3.4	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	458				373	576	509	326
Delay (s/veh)	10.89				10.27	13.59	12.22	8.24
LOS	B				B	B	B	A
Approach: Delay (s/veh)	10.89				12.68		11.31	
LOS	B				B		B	
Intersection Delay (s/veh)	11.85							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst **MMF**
 Agency/Co. **ATE**
 Date Performed **MAY 2006**
 Analysis Time Period **WEEKDAY PEAK**

Site Information

Intersection **CAMBRIA/MAIN**
 Jurisdiction **SLO COUNTY**
 Analysis Year **2006**

Project ID **EXISTING + PROJECT**

East/West Street: **CAMBRIA DRIVE**

North/South Street: **MAIN STREET**

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	84	0	142	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	107	210	0	0	168	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	226				107	210	168	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.10	0.19	0.15	0.10
hd, final value (s)	4.98				5.95	5.44	5.50	4.80
x, final value	0.31				0.18	0.32	0.26	0.16
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.0				3.6	3.1	3.2	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	476				357	460	418	367
Delay (s/veh)	10.23				9.92	10.65	10.09	8.38
LOS	B				A	B	B	A
Approach: Delay (s/veh)	10.23				10.40		9.39	
LOS	B				B		A	
Intersection Delay (s/veh)	10.01							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst: MMF
 Agency/Co.: ATE
 Date Performed: JULY 2006
 Analysis Time Period: SUMMER WEEKEND PEAK

Site Information

Intersection: CAMBRIA/MAIN
 Jurisdiction: SLO COUNTY
 Analysis Year: 2006

Project ID: EXISTING + PROJECT - SUMMER

East/West Street: CAMBRIA DRIVE

North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	86	0	142	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	144	347	0	0	279	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	228				144	347	279	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.13	0.31	0.25	0.07
hd, final value (s)	5.55				6.15	5.64	5.82	5.11
x, final value	0.35				0.25	0.54	0.45	0.11
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.5				3.8	3.3	3.5	2.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	478				394	597	529	326
Delay (s/veh)	11.52				10.84	14.85	13.23	8.43
LOS	B				B	B	B	A
Approach: Delay (s/veh)	11.52				13.68		12.20	
LOS	B				B		B	
Intersection Delay (s/veh)	12.73							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF		Intersection	CAMBRIA/MAIN	
Agency/Co.	ATE		Jurisdiction	SLO COUNTY	
Date Performed	MAY 2006		Analysis Year	2006	
Analysis Time Period	WEEKDAY PEAK				

Project ID CUMULATIVE	
East/West Street: CAMBRIA DRIVE	North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	84	0	141	0	0	0
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	101	209	0	0	166	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	225				101	209	166	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.20				0.09	0.19	0.15	0.10
hd, final value (s)	4.96				5.94	5.43	5.49	4.78
x, final value	0.31				0.17	0.32	0.25	0.16
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _s (s)	3.0				3.6	3.1	3.2	2.5

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	475				351	459	416	367
Delay (s/veh)	10.18				9.82	10.61	10.04	8.36
LOS	B				A	B	B	A
Approach: Delay (s/veh)	10.18				10.35		9.34	
LOS	B				B		A	
Intersection Delay (s/veh)	9.96							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information			
Analyst	MMF	Intersection	CAMBRIA/MAIN				
Agency/Co.	ATE	Jurisdiction	SLO COUNTY				
Date Performed	JULY 2006	Analysis Year	2006				
Analysis Time Period	SUMMER WEEKEND PEAK						

Project ID CUMULATIVE - SUMMER	
East/West Street: CAMBRIA DRIVE	North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	86	0	127	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	129	331	0	0	263	76		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	213				129	331	263	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.19				0.11	0.29	0.23	0.07
hd, final value (s)	5.46				6.05	5.55	5.71	5.00
x, final value	0.32				0.22	0.51	0.42	0.11
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _g (s)	3.5				3.8	3.2	3.4	2.7

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	463				379	581	513	326
Delay (s/veh)	11.04				10.42	13.87	12.43	8.29
LOS	B				B	B	B	A
Approach: Delay (s/veh)	11.04				12.90		11.50	
LOS	B				B		B	
Intersection Delay (s/veh)	12.04							
Intersection LOS	B							

All

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst **MMF**
 Agency/Co. **ATE**
 Date Performed **MAY 2006**
 Analysis Time Period **WEEKDAY PEAK**

Site Information

Intersection **CAMBRIA/MAIN**
 Jurisdiction **SLO COUNTY**
 Analysis Year **2006**

Project ID **CUMULATIVE + PROJECT**

East/West Street **CAMBRIA DRIVE**

North/South Street **MAIN STREET**

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	84	0	147	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	107	215	0	0	172	117
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	231				107	215	172	117
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.21				0.10	0.19	0.15	0.10
hd, final value (s)	5.00				5.97	5.46	5.53	4.82
x, final value	0.32				0.18	0.33	0.26	0.16
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t_g (s)	3.0				3.7	3.2	3.2	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	481				357	465	422	367
Delay (s/veh)	10.34				9.95	10.79	10.20	8.42
LOS	B				A	B	B	A
Approach: Delay (s/veh)	10.34				10.51		9.48	
LOS	B				B		A	
Intersection Delay (s/veh)	10.11							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF		Intersection	CAMBRIA/MAIN	
Agency/Co.	ATE		Jurisdiction	SLO COUNTY	
Date Performed	JULY 2006		Analysis Year	2006	
Analysis Time Period	SUMMER WEEKEND PEAK				

Project ID CUMULATIVE + PROJECT - SUMMER

East/West Street: CAMBRIA DRIVE North/South Street: MAIN STREET

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	86	0	147	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	150	352	0	0	283	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				L	T	T	R
PHF	1.00				1.00	1.00	1.00	1.00
Flow Rate (veh/h)	233				150	352	283	76
% Heavy Vehicles	0				0	0	0	0
No. Lanes	1		0		2		2	
Geometry Group	1				5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4				1.0	0.0	0.0	0.0
Prop. Right-Turns	0.6				0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0				0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.3				0.5	0.0	0.0	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20	3.20	3.20	3.20
x, initial	0.21				0.13	0.31	0.25	0.07
hd, final value (s)	5.57				6.18	5.67	5.86	5.16
x, final value	0.36				0.26	0.55	0.46	0.11
Move-up time, m (s)	2.0				2.3		2.3	
Service Time, t _g (s)	3.6				3.9	3.4	3.6	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	483				400	602	533	326
Delay (s/veh)	11.68				11.00	15.20	13.48	8.48
LOS	B				B	C	B	A
Approach: Delay (s/veh)	11.68				13.94		12.42	
LOS	B				B		B	
Intersection Delay (s/veh)	12.96							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information			
Analyst	MMF	Intersection	MAIN/BURTON				
Agency/Co.	ATE	Jurisdiction	SLO COUNTY				
Date Performed	MAY 2006	Analysis Year	2006				
Analysis Time Period	WEEKDAY PEAK						

Project ID <i>EXISTING</i>	
East/West Street: <i>MAIN STREET</i>	North/South Street: <i>BURTON ROAD</i>

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	0	174	101	77	84	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	161	0	83	8	10	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	174	101	161		161	83	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.15	0.09	0.14		0.14	0.07	0.02	
hd, final value (s)	5.48	4.78	5.71		6.18	4.97	5.89	
x, final value	0.27	0.13	0.26		0.28	0.11	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.2	2.5	3.4		3.9	2.7	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	424	351	411		411	333	277	
Delay (s/veh)	10.15	8.22	10.36		11.22	8.32	8.86	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.44		10.36		10.23		8.86	
LOS	A		B		B		A	
Intersection Delay (s/veh)	9.90							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF		Intersection	MAIN/BURTON	
Agency/Co.	ATE		Jurisdiction	SLO COUNTY	
Date Performed	MAY 2006		Analysis Year	2006	
Analysis Time Period	SUMMER WEEKEND PEAK				

Project ID <i>EXISTING - SUMMER</i>	
East/West Street: <i>MAIN STREET</i>	North/South Street: <i>BURTON ROAD</i>

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	245	117	50	204	16
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	165	11	140	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	387		270		316		49	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.2		0.5		0.2	
Prop. Right-Turns	0.3		0.1		0.4		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		-0.2		-0.3	

Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.34		0.24		0.28		0.04	
hd, final value (s)	5.29		5.63		5.62		6.14	
x, final value	0.57		0.42		0.49		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	3.3		3.6		3.6		4.1	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	637		520		566		299	
Delay (s/veh)	15.05		12.69		13.98		9.70	
LOS	C		B		B		A	
Approach: Delay (s/veh)	15.05		12.69		13.98		9.70	
LOS	C		B		B		A	
Intersection Delay (s/veh)	13.84							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	MAIN/BURTON		
Agency/Co.	ATE	Jurisdiction	SLO COUNTY		
Date Performed	MAY 2006	Analysis Year	2006		
Analysis Time Period	WEEKDAY PEAK				

Project ID <i>EXISTING + PROJECT</i>	
East/West Street: <i>MAIN STREET</i>	North/South Street: <i>BURTON ROAD</i>

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	0	174	117	77	84	0
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	177	0	87	8	10	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	174	117	161		177	87	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.15	0.10	0.14		0.16	0.08	0.02	
hd, final value (s)	5.56	4.85	5.80		6.23	5.02	5.98	
x, final value	0.27	0.16	0.26		0.31	0.12	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.3	2.6	3.5		3.9	2.7	3.7	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	424	367	411		427	337	277	
Delay (s/veh)	10.28	8.46	10.52		11.65	8.41	8.96	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.55		10.52		10.58		8.96	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.10							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst: MMF
 Agency/Co.: ATE
 Date Performed: JULY 2006
 Analysis Time Period: SUMMER WEEKEND PEAK

Site Information

Intersection: MAIN/BURTON
 Jurisdiction: SLO COUNTY
 Analysis Year: 2006

Project ID: EXISTING + PROJECT

East/West Street: MAIN STREET

North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	25	245	169	63	204	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	221	11	154	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	439		283		386		49	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.6		0.2	
Prop. Right-Turns	0.4		0.1		0.4		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		-0.1		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.39		0.25		0.34		0.04	
hd, final value (s)	5.64		6.13		5.97		6.75	
x, final value	0.69		0.48		0.64		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.6		4.1		4.0		4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	614		533		571		299	
Delay (s/veh)	20.13		14.68		18.99		10.44	
LOS	C		B		C		B	
Approach: Delay (s/veh)	20.13		14.68		18.99		10.44	
LOS	C		B		C		B	
Intersection Delay (s/veh)	18.00							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	MAIN/BURTON		
Agency/Co.	ATE	Jurisdiction	SLO COUNTY		
Date Performed	MAY 2006	Analysis Year	2006		
Analysis Time Period	WEEKDAY PEAK				

Project ID CUMULATIVE	
East/West Street: MAIN STREET	North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	0	180	105	77	89	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	164	0	83	8	10	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	180	105	166		164	83	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.16	0.09	0.15		0.15	0.07	0.02	
hd, final value (s)	5.51	4.80	5.74		6.22	5.01	5.94	
x, final value	0.28	0.14	0.26		0.28	0.12	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.2	2.5	3.4		3.9	2.7	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	430	355	416		414	333	277	
Delay (s/veh)	10.29	8.28	10.49		11.36	8.37	8.92	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.55		10.49		10.35		8.92	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.02							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst *MMF*
 Agency/Co. *ATE*
 Date Performed *JULY 2006*
 Analysis Time Period *SUMMER WEEKEND PEAK*

Site Information

Intersection *MAIN/BURTON*
 Jurisdiction *SLO COUNTY*
 Analysis Year *2006*

Project ID *CUMULATIVE - SUMMER*

East/West Street: *MAIN STREET*

North/South Street: *BURTON ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	25	251	121	50	209	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	168	11	140	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configurallon	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>397</i>		<i>275</i>		<i>319</i>		<i>49</i>	
% Heavy Vehicles	<i>0</i>		<i>0</i>		<i>0</i>		<i>0</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>0.25</i>							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.5</i>		<i>0.2</i>	
Prop. Right-Turns	<i>0.3</i>		<i>0.1</i>		<i>0.4</i>		<i>0.5</i>	
Prop. Heavy Vehicle	<i>0.0</i>		<i>0.0</i>		<i>0.0</i>		<i>0.0</i>	
hLT-adj	<i>0.2</i>							
hRT-adj	<i>-0.6</i>							
hHV-adj	<i>1.7</i>							
hadj, computed	<i>-0.2</i>		<i>0.0</i>		<i>-0.2</i>		<i>-0.3</i>	

Departure Headway and Service Time

hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.35</i>		<i>0.24</i>		<i>0.28</i>		<i>0.04</i>	
hd, final value (s)	<i>5.33</i>		<i>5.68</i>		<i>5.68</i>		<i>6.22</i>	
x, final value	<i>0.59</i>		<i>0.43</i>		<i>0.50</i>		<i>0.08</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t_s (s)	<i>3.3</i>		<i>3.7</i>		<i>3.7</i>		<i>4.2</i>	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>646</i>		<i>525</i>		<i>569</i>		<i>299</i>	
Delay (s/veh)	<i>15.64</i>		<i>12.96</i>		<i>14.29</i>		<i>9.79</i>	
LOS	<i>C</i>		<i>B</i>		<i>B</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>15.64</i>		<i>12.96</i>		<i>14.29</i>		<i>9.79</i>	
LOS	<i>C</i>		<i>B</i>		<i>B</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>14.24</i>							
Intersection LOS	<i>B</i>							

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ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	MAIN/BURTON		
Agency/Co.	ATE	Jurisdiction	SLO COUNTY		
Date Performed	MAY 2006	Analysis Year	2006		
Analysis Time Period	WEEKDAY PEAK				

Project ID CUMULATIVE+PROJECT	
East/West Street: MAIN STREET	North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
	L	T	R	L	T	R	L	R
Movement								
Volume (veh/h)	0	180	121	81	89	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
	L	T	R	L	T	R	L	R
Movement								
Volume (veh/h)	180	0	87	8	10	9		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		L	R	LTR	
PHF	1.00	1.00	1.00		1.00	1.00	1.00	
Flow Rate (veh/h)	180	121	170		180	87	27	
% Heavy Vehicles	0	0	0		0	0	0	
No. Lanes	2		1		2		1	
Geometry Group	5		4b		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.5		1.0	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0		0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.1		0.5	-0.7	-0.1	

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	
x, initial	0.16	0.11	0.15		0.16	0.08	0.02	
hd, final value (s)	5.59	4.88	5.83		6.28	5.07	6.04	
x, final value	0.28	0.16	0.28		0.31	0.12	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.3	2.6	3.5		4.0	2.8	3.7	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	430	371	420		430	337	277	
Delay (s/veh)	10.44	8.54	10.73		11.83	8.48	9.03	
LOS	B	A	B		B	A	A	
Approach: Delay (s/veh)	9.67		10.73		10.74		9.03	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.26							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	MAIN/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project ID CUMULATIVE + PROJECT

East/West Street: MAIN STREET

North/South Street: BURTON ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	25	251	173	83	209	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	224	11	154	12	12	25
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	449		308		389		49	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.6		0.2	
Prop. Right-Turns	0.4		0.1		0.4		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		-0.1		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.40		0.27		0.35		0.04	
hd, final value (s)	5.75		6.23		6.11		6.97	
x, final value	0.72		0.53		0.66		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	3.8		4.2		4.1		5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	604		542		559		299	
Delay (s/veh)	21.98		16.10		20.20		10.70	
LOS	C		C		C		B	
Approach: Delay (s/veh)	21.98		16.10		20.20		10.70	
LOS	C		C		C		B	
Intersection Delay (s/veh)	19.42							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	5/24/2006	Analysis Year	2006
Analysis Time Period	WEEKDAY PEAK		

Project Description <i>EXISTING</i>	
East/West Street: <i>RODEO GROUNDS</i>	North/South Street: <i>BURTON ROAD</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	9	157			213	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	0	4	0	0	0
Percent Heavy Vehicles	0	-	-	0	-	-
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6		4			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	213	5	9	157	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	9						10	
C (m) (veh/h)	1364						684	
v/c	0.01						0.01	
95% queue length	0.02						0.04	
Control Delay (s/veh)	7.7						10.3	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	-	-					10.3	
Approach LOS	--	--					<i>B</i>	

A WD = 9.07 LOS A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	5/24/2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project Description <i>EXISTING - SUMMER</i>	
East/West Street: <i>RODEO GROUNDS</i>	North/South Street: <i>BURTON ROAD</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	244			131	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	1	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		1			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	131	0	6	244	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						16	
C (m) (veh/h)	1467						630	
v/c	0.00						0.03	
95% queue length	0.01						0.08	
Control Delay (s/veh)	7.5						10.9	
LOS	A						B	
Approach Delay (s/veh)	--	--					10.9	
Approach LOS	--	--					B	

AWD = 9.47 LOS A

A23

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst *MMF*
 Agency/Co. *ATE*
 Date Performed *5/24/2006*
 Analysis Time Period *WEEKDAY PEAK*

Site Information

Intersection *RODEO
 GROUNDS/BURTON*
 Jurisdiction *SLO COUNTY*
 Analysis Year *2006*

Project Description *EXISTING + PROJECT*

East/West Street: *RODEO GROUNDS*

North/South Street: *BURTON ROAD*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	29	157			213	25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	0	23	0	0	0
Percent Heavy Vehicles	0	-	-	0	-	-
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	26		23			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	213	25	29	157	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	29						49	
C (m) (veh/h)	1341						661	
v/c	0.02						0.07	
95% queue length	0.07						0.24	
Control Delay (s/veh)	7.7						10.9	
LOS	A						B	
Approach Delay (s/veh)	-	-					10.9	
Approach LOS	--	--					B	

AWD = 9.71 LOS A

A24

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project Description <i>EXISTING + PROJECT - SUMMER</i>	
East/West Street: <i>RODEO GROUNDS</i>	North/South Street: <i>BURTON ROAD</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	71	244			131	65
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	85	0	71	0	0	0
Percent Heavy Vehicles	0	--	--	0	-	-
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	85		71			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	131	65	71	244	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	71						156	
C (m) (veh/h)	1389						601	
v/c	0.05						0.26	
95% queue length	0.16						1.03	
Control Delay (s/veh)	7.7						13.1	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	--	--					13.1	
Approach LOS	--	--					<i>B</i>	

AWD = 11.41 LOS B

A25

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	MMF		Intersection	RODEO GROUNDS/BURTON	
Agency/Co.	ATE		Jurisdiction	SLO COUNTY	
Date Performed	5/24/2006		Analysis Year	2006	
Analysis Time Period	WEEKDAY PEAK				

Project Description <i>CUMULATIVE</i>	
East/West Street: <i>RODEO GROUNDS</i>	North/South Street: <i>BURTON ROAD</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	9	160			217	5
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	0	4	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6		4			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	217	5	9	160	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	9						10	
C (m) (veh/h)	1359						679	
v/c	0.01						0.01	
95% queue length	0.02						0.04	
Control Delay (s/veh)	7.7						10.4	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	--	--					10.4	
Approach LOS	--	--					<i>B</i>	

AWD = 9.12 LOS A

A26

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project Description CUMULATIVE - SUMMER	
East/West Street: RODEO GROUNDS	North/South Street: BURTON ROAD
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	247			131	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	0	1	0	0	0
Percent Heavy Vehicles	0	-	-	0	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15		1			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	131	0	6	247	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						16	
C (m) (veh/h)	1467						628	
v/c	0.00						0.03	
95% queue length	0.01						0.08	
Control Delay (s/veh)	7.5						10.9	
LOS	A						B	
Approach Delay (s/veh)	--	--					10.9	
Approach LOS	--	--					B	

AWD = 9.97 LOS A

A21

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO
Agency/Co.	ATE	Jurisdiction	GROUPS/BURTON
Date Performed	5/24/2006	Analysis Year	SLO COUNTY
Analysis Time Period	WEEKDAY PEAK		2006

Project Description: CUMULATIVE+PROJECT	
East/West Street: RODEO GROUNDS	North/South Street: BURTON ROAD
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)		29	160			217	25
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		26	0	23	0	0	0
Percent Heavy Vehicles		0	-	-	0	-	-
Median Type	Undivided						
RT Channelized				0			0
Lanes		0	1	0	0	1	0
Configuration		LT					TR
Upstream Signal			0			0	

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)		26		23			
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		0	217	25	29	160	0
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		0	0	0	0	0	0
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration	LT						LR	
v (veh/h)	29						49	
C (m) (veh/h)	1336						656	
v/c	0.02						0.07	
95% queue length	0.07						0.24	
Control Delay (s/veh)	7.8						10.9	
LOS	A						B	
Approach Delay (s/veh)	--	--					10.9	
Approach LOS	--	--					B	

AWD = 9.75 LOS A

A28

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	RODEO GROUNDS/BURTON
Agency/Co.	ATE	Jurisdiction	SLO COUNTY
Date Performed	JULY 2006	Analysis Year	2006
Analysis Time Period	SUMMER WEEKEND PEAK		

Project Description <i>CUMULATIVE + PROJECT</i>	
East/West Street: <i>RODEO GROUNDS</i>	North/South Street: <i>BURTON ROAD</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	71	247			131	65
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	85	0	71	0	0	0
Percent Heavy Vehicles	0	-	-	0	-	-
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	85		71			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	131	65	71	247	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	71						156	
C (m) (veh/h)	1389						600	
v/c	0.05						0.26	
95% queue length	0.16						1.03	
Control Delay (s/veh)	7.7						13.1	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	-	-					13.1	
Approach LOS	-	-					<i>B</i>	

AWD = 11.41 LOS B

A29

CUMULATIVE TRIP GENERATION CALCULATIONS

Redevelopment of Rod & Reel/Mobile Home/RV Park

Land Use	Size	Average Daily		A.M. Peak		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Proposed							
Single Family Residences	13 Units	9.57	124	0.75	10	1.01	13
Apartments	5 Units	6.72	34	0.51	3	0.62	3
Specialty Retail	10,000 SF	46.55	465	1.4	14	4.55	45
Existing							
Mobile Homes	10 Spaces	5.00	50	0.40	4	0.55	6
Recreational Vehicles	10 Spaces	3.16	32	0.20	2	0.37	4
Total			82		6		10
Net Trip Generation			541		21		51

Cambria Pines Lodge

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Cambria Pines Lodge	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A - No new hotel rooms; amenity improvements only.

WEEKEND PARKING DEMAND CALCULATIONS

WEEKEND PARKING GENERATION

FISCALINI PARK MASTER PLAN

Weekend Parking Generation: 9 AYSO Soccer Fields

Use	# Persons	# Vehicles
<i>Soccer (9 fields)</i>		
Players (18 teams)(a)	234	117
Coaches (2 per team)(b)	36	27
Spectators (4 per team)(c)	72	36
Referee (1 per game)	9	9
Total		189

a Number of vehicles assumes 13 players per team; 50% of players share rides.

b Number of vehicles assumes 25% of coaches share rides.

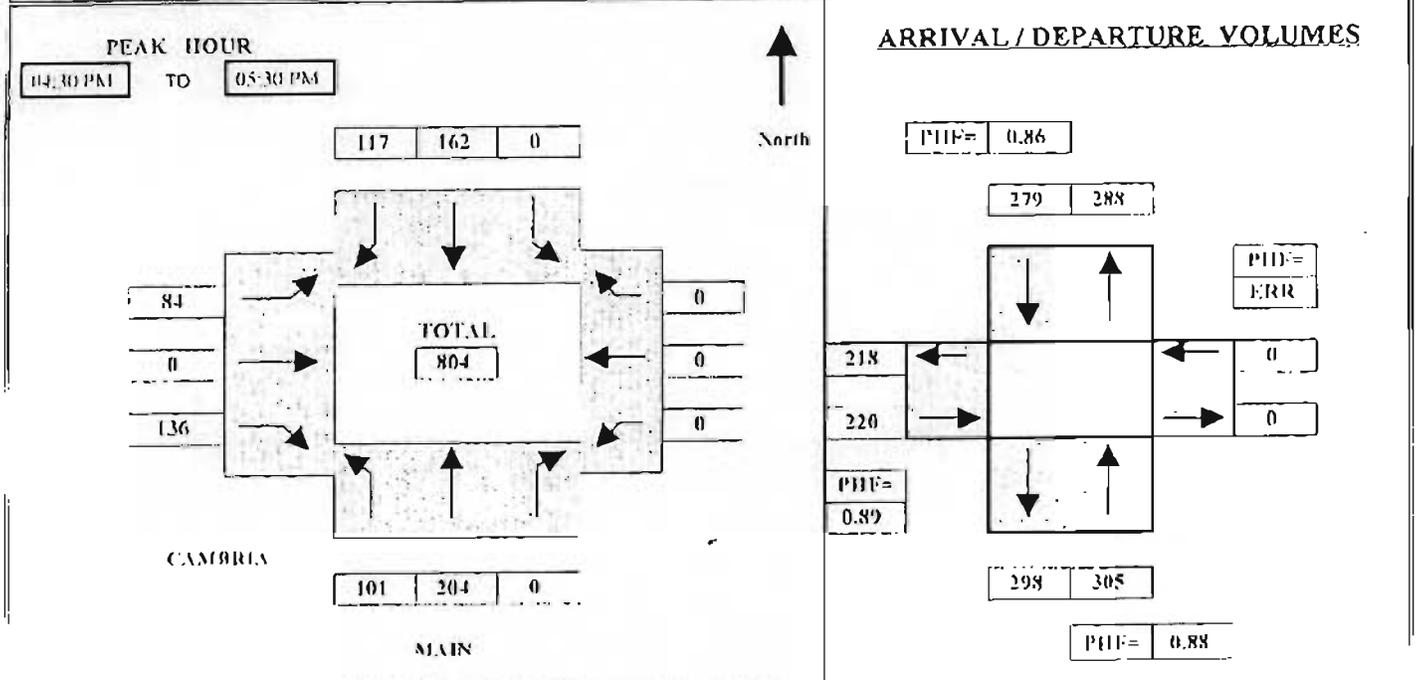
c Number of spectators that do not travel with players. Assume 2 per vehicle.

COUNT DATA

BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: CAMBRIA TS	SURVEY DATE: 5/10/2006	DAY: WEDNESDAY
N-S Approach: MAIN	SURVEY TIME: 4:00 PM TO 6:00 PM	
E-W Approach: CAMBRIA	CITY: CAMBRIA	FILE: MACBCBPM



TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SURVEY DATA															
04:00 PM	--	04:15 PM	20	43	0	0	35	15	11	0	31	0	0	0	155
04:15 PM	--	04:30 PM	45	95	0	0	77	35	29	0	66	0	0	0	307
04:30 PM	--	04:45 PM	76	151	0	0	127	66	49	0	95	0	0	0	564
04:45 PM	--	05:00 PM	102	201	0	0	170	93	68	0	129	0	0	0	763
05:00 PM	--	05:15 PM	122	254	0	0	202	118	92	0	167	0	0	0	955
05:15 PM	--	05:30 PM	146	299	0	0	239	152	113	0	202	0	0	0	1,151
05:30 PM	--	05:45 PM	165	349	0	0	267	179	138	0	235	0	0	0	1,333
05:45 PM	--	06:00 PM	187	392	0	0	295	205	156	0	266	0	0	0	1,501
TOTAL BY PERIOD															
04:00 PM	--	04:15 PM	20	43	0	0	35	15	11	0	31	0	0	0	155
04:15 PM	--	04:30 PM	25	52	0	0	42	20	18	0	35	0	0	0	192
04:30 PM	--	04:45 PM	31	56	0	0	50	31	20	0	29	0	0	0	217
04:45 PM	--	05:00 PM	26	50	0	0	43	27	19	0	34	0	0	0	199
05:00 PM	--	05:15 PM	20	53	0	0	32	25	24	0	38	0	0	0	192
05:15 PM	--	05:30 PM	24	45	0	0	37	34	21	0	35	0	0	0	196
05:30 PM	--	05:45 PM	19	50	0	0	28	27	25	0	33	0	0	0	182
05:45 PM	--	06:00 PM	22	43	0	0	28	26	18	0	31	0	0	0	168
HOURLY TOTALS															
04:00 PM	--	05:00 PM	102	201	0	0	170	93	68	0	129	0	0	0	763
04:15 PM	--	05:15 PM	102	211	0	0	167	103	81	0	136	0	0	0	800
04:30 PM	--	05:30 PM	101	204	0	0	162	117	84	0	136	0	0	0	804
04:45 PM	--	05:45 PM	89	198	0	0	140	113	89	0	140	0	0	0	769
05:00 PM	--	06:00 PM	85	191	0	0	125	112	88	0	137	0	0	0	738

East Bay: (510) 232-1271

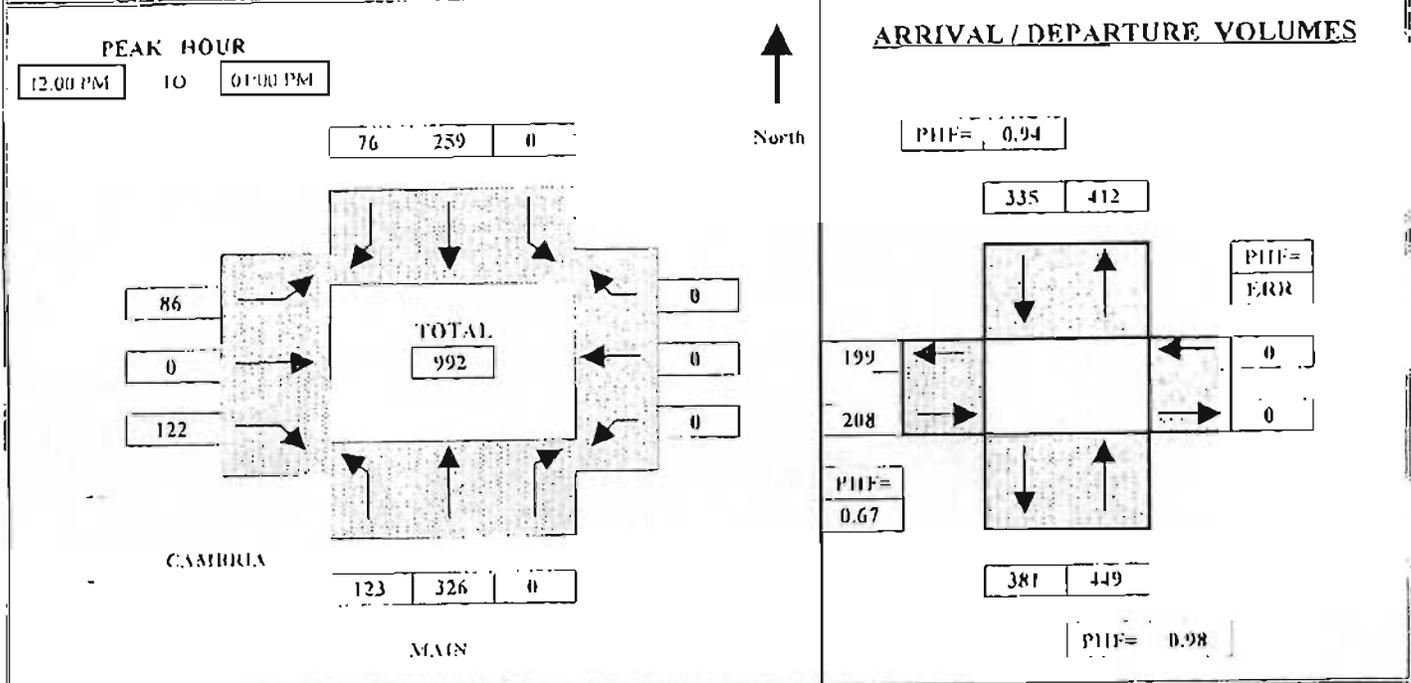
SF/Peninsula: (415) 750-1317

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BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: CAMBRIA TS SURVEY DATE: 6/24/2006 DAY: SATURDAY
 N-S Approach: MAIN SURVEY TIME: 11:00 AM TO 1:00 PM
 E-W Approach: CAMBRIA CITY: CAMBRIA FILE: CBMACBNN



TIME PERIOD		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
SURVEY DATA															
11:00 AM	---	11:15 AM	25	76	0	0	20	6	28	0	28	0	0	0	183
11:15 AM	---	11:30 AM	58	138	0	0	59	13	40	0	68	0	0	0	356
11:30 AM	---	11:45 AM	103	196	0	0	69	33	64	0	122	0	0	0	585
11:45 AM	---	12:00 PM	131	268	0	0	114	51	85	0	164	0	0	0	813
12:00 PM	---	12:15 PM	159	349	0	0	174	66	101	0	200	0	0	0	1,052
12:15 PM	---	12:30 PM	185	435	0	0	246	83	126	0	228	0	0	0	1,303
12:30 PM	---	12:45 PM	221	512	0	0	311	103	146	0	260	0	0	0	1,553
12:45 PM	---	01:00 PM	254	594	0	0	373	127	171	0	286	0	0	0	1,805
TOTAL BY PERIOD															
11:00 AM	---	11:15 AM	25	76	0	0	20	6	28	0	28	0	0	0	183
11:15 AM	---	11:30 AM	53	62	0	0	19	7	12	0	40	0	0	0	173
11:30 AM	---	11:45 AM	43	58	0	0	30	20	24	0	54	0	0	0	229
11:45 AM	---	12:00 PM	30	72	0	0	45	18	21	0	42	0	0	0	228
12:00 PM	---	12:15 PM	28	81	0	0	60	15	19	0	36	0	0	0	239
12:15 PM	---	12:30 PM	26	86	0	0	72	17	22	0	28	0	0	0	251
12:30 PM	---	12:45 PM	36	77	0	0	65	20	20	0	32	0	0	0	250
12:45 PM	---	01:00 PM	33	82	0	0	62	24	25	0	26	0	0	0	252
HOURLY TOTALS															
11:00 AM	---	12:00 PM	131	268	0	0	114	51	85	0	164	0	0	0	813
11:15 AM	---	12:15 PM	134	273	0	0	154	60	76	0	172	0	0	0	869
11:30 AM	---	12:30 PM	127	297	0	0	207	70	86	0	160	0	0	0	947
11:45 AM	---	12:45 PM	120	316	0	0	242	70	82	0	138	0	0	0	968
12:00 PM	---	01:00 PM	123	326	0	0	259	76	86	0	122	0	0	0	992

East Bay : (510) 232-1271

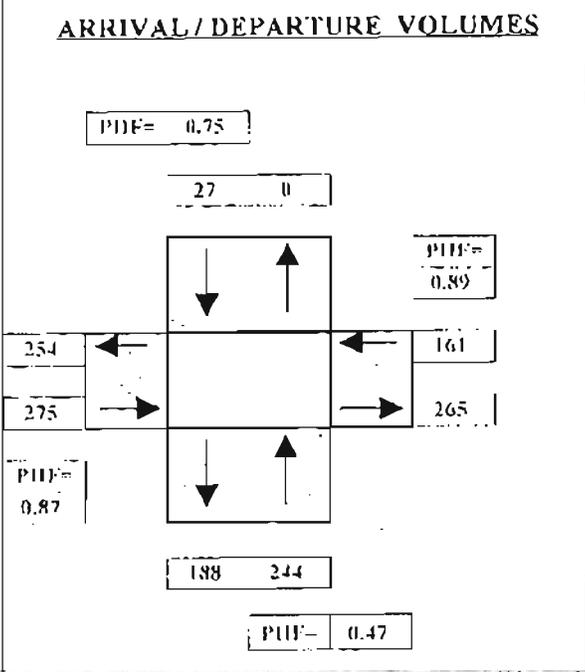
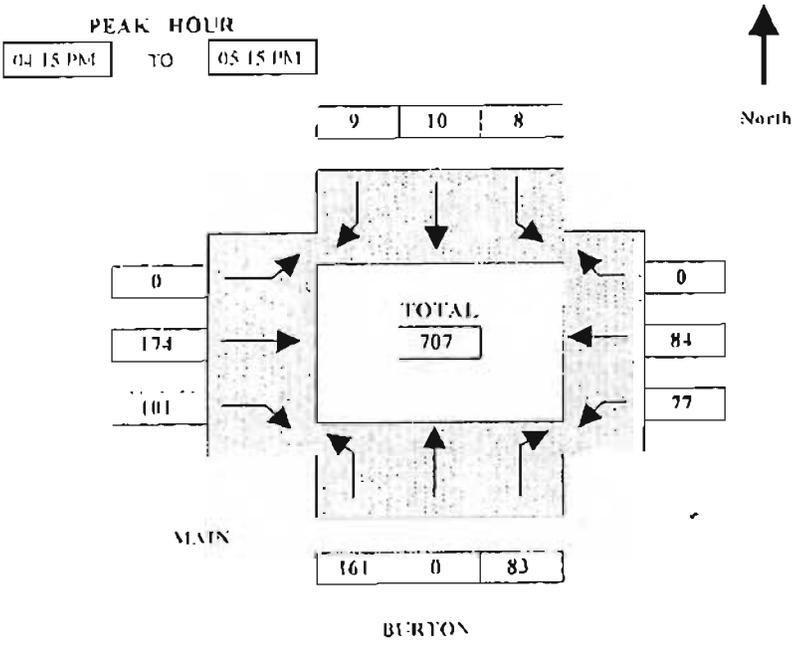
SF/Peninsula: (415) 750-1317

A35

BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: **CAMBRIA TS** SURVEY DATE: **5/10/2006** DAY: **WEDNESDAY**
 N-S Approach: **BURTON** SURVEY TIME: **4:00 PM** TO **6:00 PM**
 E-W Approach: **MAIN** CITY: **CAMBRIA** FILE: **MABTCBPM**



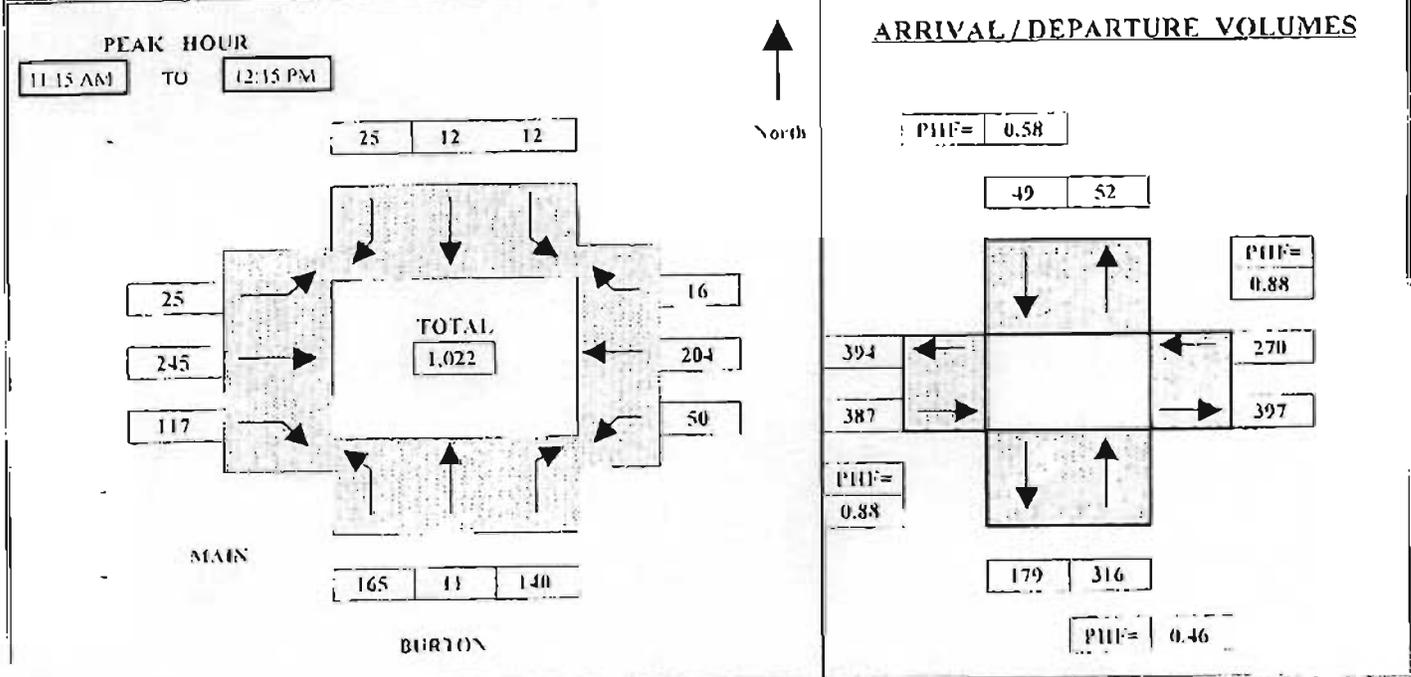
TIME PERIOD		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
SURVEY DATA															
04:00 PM	---	04:15 PM	31	0	19	2	2	2	0	45	20	20	19	0	160
04:15 PM	---	04:30 PM	72	0	43	3	6	6	0	99	45	45	39	0	358
04:30 PM	---	04:45 PM	114	0	63	7	7	8	0	144	67	67	61	0	538
04:45 PM	---	05:00 PM	153	0	80	8	8	11	0	184	97	84	79	0	704
05:00 PM	---	05:15 PM	192	0	102	10	12	11	0	219	121	97	103	0	867
05:15 PM	---	05:30 PM	232	0	127	12	13	15	0	260	139	106	120	0	1,024
05:30 PM	---	05:45 PM	262	0	149	12	14	16	0	303	153	118	134	0	1,161
05:45 PM	---	06:00 PM	294	0	170	13	15	18	0	342	169	126	150	0	1,297
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	31	0	19	2	2	2	0	45	20	20	19	0	160
04:15 PM	---	04:30 PM	41	0	24	1	4	4	0	54	25	25	20	0	198
04:30 PM	---	04:45 PM	42	0	20	4	1	2	0	45	22	22	22	0	180
04:45 PM	---	05:00 PM	39	0	17	1	1	3	0	40	30	17	18	0	166
05:00 PM	---	05:15 PM	39	0	22	2	4	0	0	35	24	13	24	0	163
05:15 PM	---	05:30 PM	40	0	25	2	1	4	0	41	18	9	17	0	157
05:30 PM	---	05:45 PM	30	0	22	0	1	1	0	43	14	12	14	0	137
05:45 PM	---	06:00 PM	32	0	21	1	1	2	0	39	16	8	16	0	136
HOURLY TOTALS															
04:00 PM	---	05:00 PM	153	0	80	8	8	11	0	184	97	84	79	0	704
04:15 PM	---	05:15 PM	161	0	83	8	10	9	0	174	101	77	84	0	707
04:30 PM	---	05:30 PM	160	0	84	9	7	9	0	161	91	61	81	0	666
04:45 PM	---	05:45 PM	148	0	86	5	7	8	0	159	86	51	75	0	623
05:00 PM	---	06:00 PM	141	0	90	5	7	7	0	158	72	42	71	0	593

A36

BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: CAMBRIA TS **SURVEY DATE:** 6/24/2006 **DAY:** SATURDAY
N-S Approach: BURTON **SURVEY TIME:** 11:00 AM TO 1:00 PM
E-W Approach: MAIN **CITY:** CAMBRIA **FILE:** BTMACBNN



TIME PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL		
	From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
SURVEY DATA															
11:00 AM	---	11:15 AM	41	5	39	0	4	5	6	47	23	5	47	0	222
11:15 AM	---	11:30 AM	85	7	78	6	5	17	13	110	56	19	96	4	496
11:30 AM	---	11:45 AM	133	8	113	6	8	23	21	171	76	27	140	6	732
11:45 AM	---	12:00 PM	171	13	146	7	12	29	25	225	103	42	191	12	976
12:00 PM	---	12:15 PM	206	16	179	12	16	30	31	292	140	55	251	16	1,244
12:15 PM	---	12:30 PM	241	17	216	14	19	46	33	345	174	61	296	20	1,485
12:30 PM	---	12:45 PM	291	20	246	18	22	53	39	405	204	73	352	27	1,750
12:45 PM	---	01:00 PM	328	24	278	19	25	64	44	467	251	83	401	31	1,995
TOTAL BY PERIOD															
11:00 AM	---	11:15 AM	41	5	39	0	4	5	6	47	23	5	47	0	222
11:15 AM	---	11:30 AM	44	2	39	6	1	12	7	63	33	14	49	4	274
11:30 AM	---	11:45 AM	48	1	35	0	3	6	8	61	20	8	44	2	236
11:45 AM	---	12:00 PM	38	5	33	1	4	6	4	54	27	15	51	6	244
12:00 PM	---	12:15 PM	35	3	33	5	4	1	6	67	37	13	60	4	268
12:15 PM	---	12:30 PM	38	1	37	2	3	16	2	53	34	6	45	4	241
12:30 PM	---	12:45 PM	47	3	30	4	3	7	6	60	30	12	56	7	265
12:45 PM	---	01:00 PM	37	4	32	1	3	11	5	62	27	10	49	4	245
HOURLY TOTALS															
11:00 AM	---	12:00 PM	171	13	146	7	12	29	25	225	103	42	191	12	976
11:15 AM	---	12:15 PM	165	11	140	12	12	25	25	245	117	50	204	16	1,022
11:30 AM	---	12:30 PM	159	10	138	8	14	29	20	235	118	42	200	16	989
11:45 AM	---	12:45 PM	158	12	133	12	14	30	18	234	128	46	212	21	1,018
12:00 PM	---	01:00 PM	157	11	132	12	13	35	19	242	128	41	210	19	1,019

East Bay: (510) 232-1271

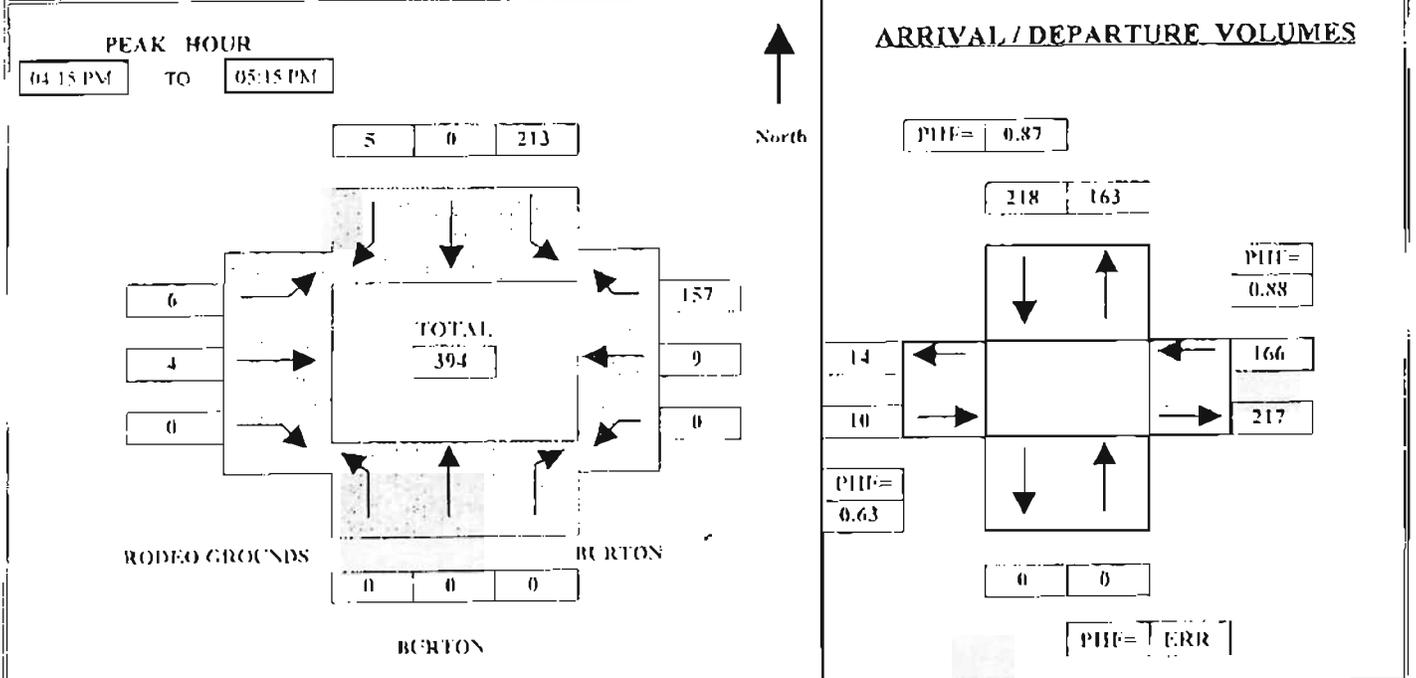
SF/Peninsula: (415) 750-1317

A37

BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: **CAMBRIA TS** SURVEY DATE: **5/10/2006** DAY: **WEDNESDAY**
 N-S Approach: **BURTON** SURVEY TIME: **4:00 PM** TO **6:00 PM**
 E-W Approach: **RODEO GROUNDS** CITY: **CAMBRIA** FILE: **BTRDCBPM**



TIME PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	From	To		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	

SURVEY DATA															
04:00 PM	---	04:15 PM	0	0	0	48	0	3	0	1	0	0	1	35	88
04:15 PM	---	04:30 PM	0	0	0	105	0	4	0	2	0	0	3	72	186
04:30 PM	---	04:45 PM	0	0	0	151	0	5	2	2	0	0	7	105	275
04:45 PM	---	05:00 PM	0	0	0	217	0	5	4	4	0	0	8	151	389
05:00 PM	---	05:15 PM	0	0	0	261	0	8	6	5	0	0	10	192	482
05:15 PM	---	05:30 PM	0	0	0	297	0	10	6	8	0	0	12	230	563
05:30 PM	---	05:45 PM	0	0	0	340	0	12	8	8	0	0	12	273	653
05:45 PM	---	06:00 PM	0	0	0	374	0	13	9	9	0	0	13	301	719

TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	0	0	0	18	0	3	0	1	0	0	1	35	88
04:15 PM	---	04:30 PM	0	0	0	57	0	4	0	1	0	0	2	72	98
04:30 PM	---	04:45 PM	0	0	0	49	0	4	2	0	0	0	4	53	89
04:45 PM	---	05:00 PM	0	0	0	63	0	0	2	2	0	0	1	16	114
05:00 PM	---	05:15 PM	0	0	0	44	0	3	2	1	0	0	2	11	93
05:15 PM	---	05:30 PM	0	0	0	56	0	2	0	3	0	0	2	38	81
05:30 PM	---	05:45 PM	0	0	0	43	0	2	2	0	0	0	0	43	90
05:45 PM	---	06:00 PM	0	0	0	34	0	1	1	1	0	0	1	28	66

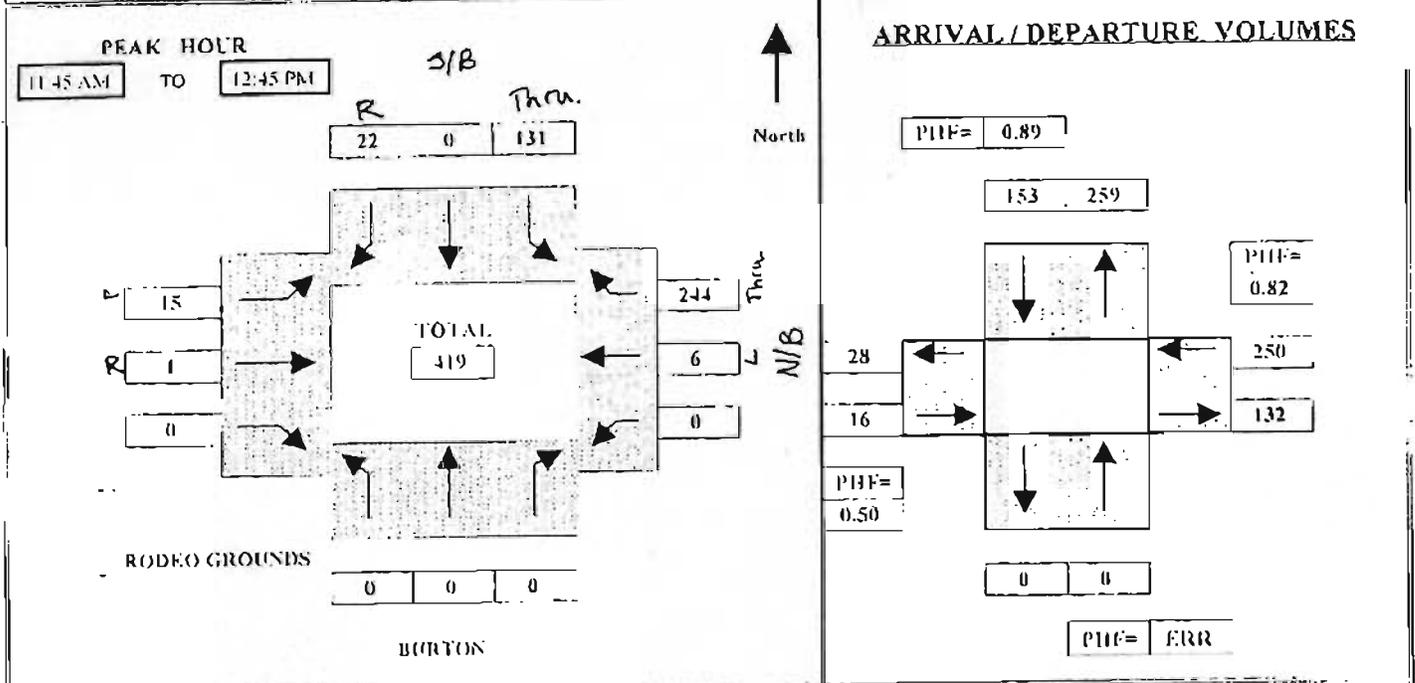
HOURLY TOTALS															
04:00 PM	---	05:00 PM	0	0	0	217	0	5	4	4	0	0	8	151	389
04:15 PM	---	05:15 PM	0	0	0	213	0	5	6	4	0	0	9	157	394
04:30 PM	---	05:30 PM	0	0	0	192	0	6	6	6	0	0	9	158	377
04:45 PM	---	05:45 PM	0	0	0	186	0	7	6	6	0	0	5	168	378
05:00 PM	---	06:00 PM	0	0	0	157	0	8	5	5	0	0	5	150	310

A3

BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: CAMBRIA TS SURVEY DATE: 6/24/2006 DAY: SATURDAY
 N-S Approach: BURTON SURVEY TIME: 11:00 AM TO 1:00 PM
 E-W Approach: RODEO GROUNDS CITY: CAMBRIA FILE: BTRGCBNN



TIME PERIOD		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SURVEY DATA														
From	To	0	0	0	31	0	2	1	0	0	0	2	74	110
11:00 AM	11:15 AM	0	0	0	67	0	4	4	0	0	0	2	141	218
11:15 AM	11:30 AM	0	0	0	88	0	4	7	1	0	0	2	205	307
11:30 AM	11:45 AM	0	0	0	125	0	9	10	1	0	0	3	264	412
11:45 AM	12:00 PM	0	0	0	164	0	13	15	1	0	0	6	323	522
12:00 PM	12:15 PM	0	0	0	193	0	18	15	2	0	0	8	388	624
12:15 PM	12:30 PM	0	0	0	219	0	26	22	2	0	0	8	449	726
12:30 PM	12:45 PM	0	0	0	248	0	33	28	4	0	0	9	502	824
12:45 PM	01:00 PM	0	0	0										
TOTAL BY PERIOD														
11:00 AM	11:15 AM	0	0	0	31	0	2	1	0	0	0	2	74	110
11:15 AM	11:30 AM	0	0	0	36	0	2	3	0	0	0	0	67	108
11:30 AM	11:45 AM	0	0	0	21	0	0	3	1	0	0	0	64	89
11:45 AM	12:00 PM	0	0	0	37	0	5	3	0	0	0	1	59	105
12:00 PM	12:15 PM	0	0	0	39	0	4	5	0	0	0	3	59	110
12:15 PM	12:30 PM	0	0	0	29	0	5	0	1	0	0	2	65	102
12:30 PM	12:45 PM	0	0	0	26	0	8	7	0	0	0	0	61	102
12:45 PM	01:00 PM	0	0	0	29	0	7	6	2	0	0	1	53	98
HOURLY TOTALS														
11:00 AM	12:00 PM	0	0	0	125	0	9	10	1	0	0	3	264	412
11:15 AM	12:15 PM	0	0	0	153	0	11	14	1	0	0	4	249	412
11:30 AM	12:30 PM	0	0	0	126	0	14	11	2	0	0	6	247	406
11:45 AM	12:45 PM	0	0	0	131	0	22	15	1	0	0	6	244	419
12:00 PM	01:00 PM	0	0	0	123	0	24	18	3	0	0	6	238	412

East Bay: (510) 232-1271

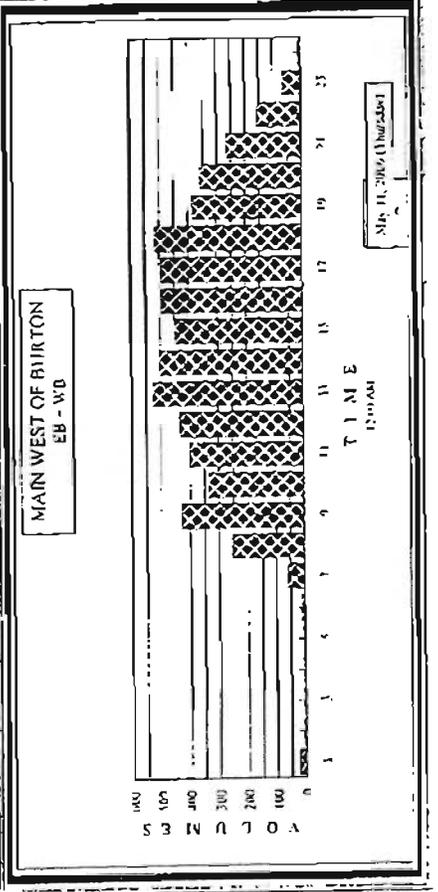
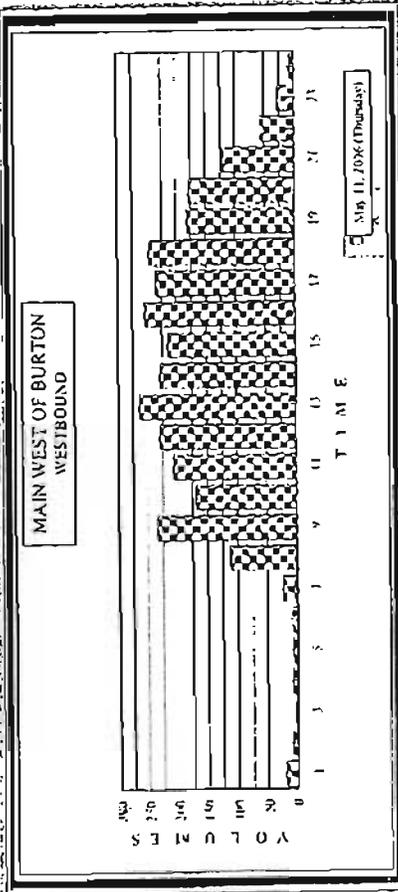
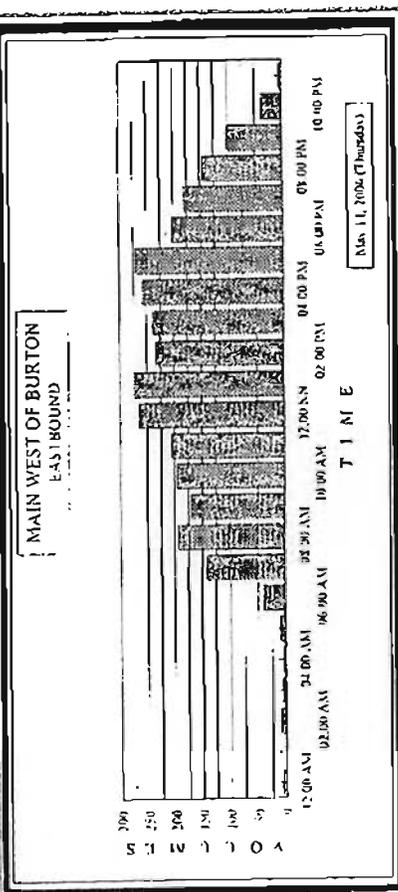
SF/Peninsula: (415) 750-1317

A39

B. A. Y. M. E. T. R. I. C. S. DAILY TUBE COUNTY SUMMARY

PROJECT: CAMBRIA TS RECORDER SFT: 5/10/2006
 LOCATION: MAIN WEST OF BURTON RECORDER START: 5/11/2006
 DIRECTION: EASTBOUND & WESTBOUND RECORDER END: 5/12/2006
 CITY: CAMBRIA MACHINE ID: M-6229

TIME	EASTBOUND					WESTBOUND					EB + WB					TOT
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	
May 11, 2006 (Thursday)																
12:00 AM	3	1	2	0	6	10	5	3	2	20	13	6	5	2	26	
01:00 AM	1	2	0	1	4	0	1	4	2	7	1	5	4	3	11	
02:00 AM	3	0	4	2	9	0	0	2	1	3	3	0	6	3	12	
03:00 AM	0	3	2	0	5	3	2	2	0	7	3	5	4	11		
04:00 AM	1	1	2	0	4	0	1	4	1	6	1	2	6	10		
05:00 AM	2	4	1	2	9	2	0	0	7	9	4	4	1	18		
06:00 AM	11	6	8	13	38	5	5	4	10	24	16	11	12	23		
07:00 AM	15	24	40	65	144	15	27	31	45	118	30	46	71	108		
08:00 AM	82	46	34	32	194	58	76	45	55	234	140	122	79	339		
09:00 AM	41	35	50	34	170	42	37	30	50	169	83	72	90	245		
10:00 AM	39	62	57	58	216	43	62	54	48	207	82	124	111	367		
11:00 AM	45	51	46	63	205	42	61	72	54	229	87	112	118	317		
12:00 PM	62	58	75	68	263	53	66	70	75	264	115	124	145	399		
01:00 PM	84	60	72	59	275	62	58	46	63	229	146	118	118	382		
02:00 PM	52	45	51	85	233	61	51	49	54	215	113	96	100	309		
03:00 PM	63	59	61	55	238	63	84	60	48	255	136	143	121	404		
04:00 PM	54	70	63	71	258	49	56	72	58	235	103	126	135	364		
05:00 PM	82	66	64	58	270	56	65	72	54	247	128	131	136	395		
06:00 PM	52	61	46	43	202	46	53	44	38	181	98	114	90	383		
07:00 PM	52	44	47	38	181	42	36	49	32	179	94	80	76	360		
08:00 PM	51	45	33	36	165	34	32	25	31	122	66	77	58	268		
09:00 PM	29	18	24	30	101	19	17	8	14	58	28	35	32	132		
10:00 PM	15	19	1	2	37	8	6	10	5	29	21	25	11	66		
11:00 PM	0	1	2	2	5	2	3	0	1	6	2	4	2	11		
TOTAL:	3,191					3,048					6,239					6,239
AM PEAK HR. (6 AM - 11 AM):	265					264					529					529
NOON PEAK HR. (11 AM - 4 PM):	275					264					539					539
PM PEAK HR. (4 PM - 7 PM):	270					247					517					517



East Bay: (510) 232-1271

SF/Pennsylvania: (415) 750-1317

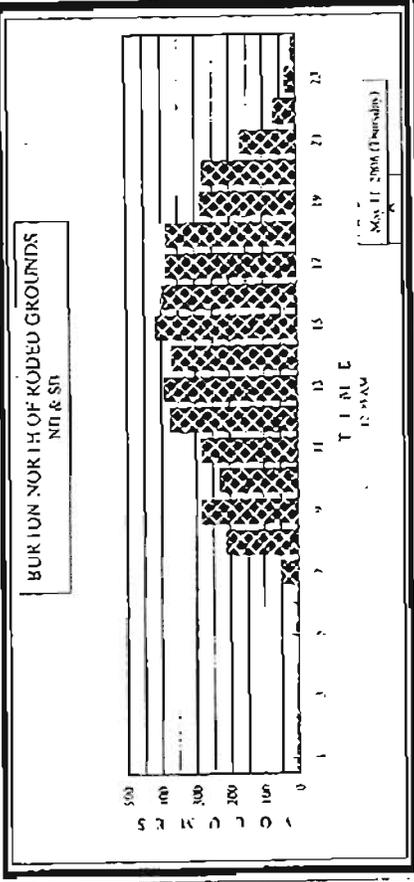
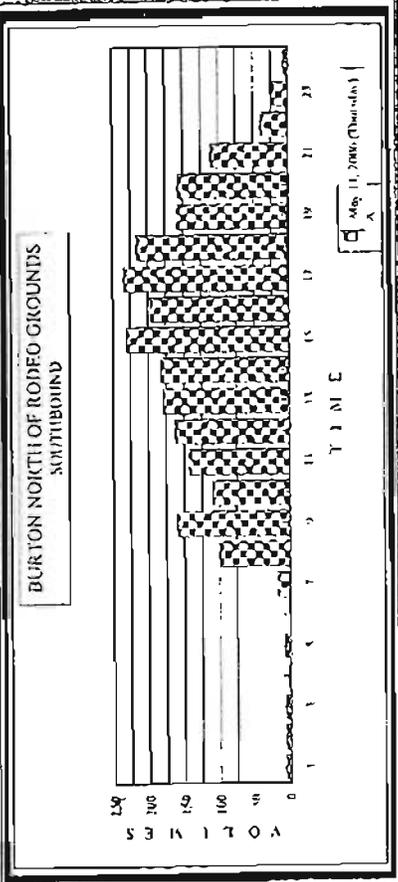
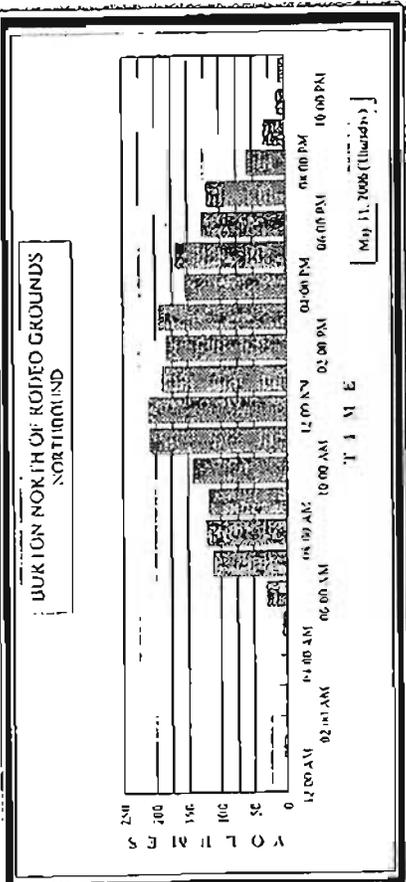
110

B. A. Y. M. E. T. R. I. C. S. DAILY TUBE COUNTY SUMMARY

PROJECT: CAMBRIA TS RECORDER SET: 5/10/2006
 LOCATION: BURTON NORTH OF RODEO GROUNDS RECORDER START: 5/11/2006
 DIRECTION: NORTHBOUND & SOUTHBOUND RECORDER END: 5/12/2006
 CITY: CAMBRIA MACHINE ID: M-1006

TIME	NORTHBOUND				SOUTHBOUND				NB & SB				TOT		
	00:00-00:15	00:15-00:30	00:30-00:45	TOT	00:00-00:15	00:15-00:30	00:30-00:45	TOT	00:00-00:15	00:15-00:30	00:30-00:45	TOT			
May 11, 2006 (Thursday)															
12:00 AM	1	2	0	1	4	3	2	1	1	7	1	1	1	2	11
01:00 AM	3	2	0	0	5	0	2	1	4	7	3	3	1	4	12
02:00 AM	1	1	0	0	2	2	0	3	2	7	3	1	3	2	9
03:00 AM	0	2	2	0	4	0	2	0	1	3	0	4	2	1	7
04:00 AM	0	1	0	0	1	1	2	3	2	6	1	3	2	2	9
05:00 AM	0	1	3	2	6	0	1	0	0	1	0	2	3	2	7
06:00 AM	4	6	13	8	31	1	2	6	10	19	5	8	19	18	50
07:00 AM	9	14	26	63	112	15	19	28	57	99	24	33	54	100	211
08:00 AM	48	25	22	27	122	56	43	30	31	160	104	68	52	58	282
09:00 AM	30	33	25	30	118	29	22	28	31	110	59	55	53	61	228
10:00 AM	25	44	31	42	142	33	40	34	36	143	58	84	65	78	383
11:00 AM	45	52	50	63	210	52	33	40	38	163	97	85	90	101	373
12:00 NN	45	54	62	51	212	50	56	34	40	160	95	110	96	91	392
01:00 PM	63	53	39	54	189	55	40	48	39	182	118	93	87	73	371
02:00 PM	47	45	50	42	184	37	62	58	74	231	54	107	108	116	415
03:00 PM	72	54	35	24	195	40	57	54	46	197	112	111	89	80	392
04:00 PM	29	31	30	51	133	49	52	63	70	234	78	95	103	121	387
05:00 PM	46	42	38	41	167	58	64	49	45	216	104	106	87	86	383
06:00 PM	37	28	29	33	127	52	30	32	45	139	89	58	61	78	286
07:00 PM	28	34	32	26	120	42	33	40	42	137	70	67	72	68	377
08:00 PM	18	15	9	17	59	34	29	25	22	110	52	44	34	39	169
09:00 PM	5	8	7	12	32	18	6	10	5	39	23	14	17	17	71
10:00 PM	5	4	3	0	12	7	4	6	6	25	12	8	9	6	35
11:00 PM	2	1	4	2	9	2	0	3	1	6	1	1	7	1	15
TOTAL:					2,216					2,461					4,677
AM PEAK HR. (6 AM - 11 AM):					210					163					373
NOON PEAK HR. (11 AM - 4 PM):					212					231					443
PM PEAK HR. (4 PM - 7 PM):					167					234					287

Est Bay: (510) 232-1271 SF/Penninsula: (415) 750-1317



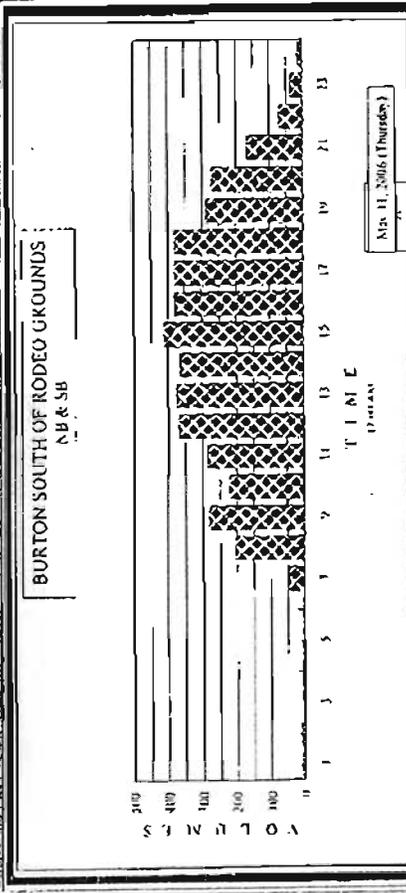
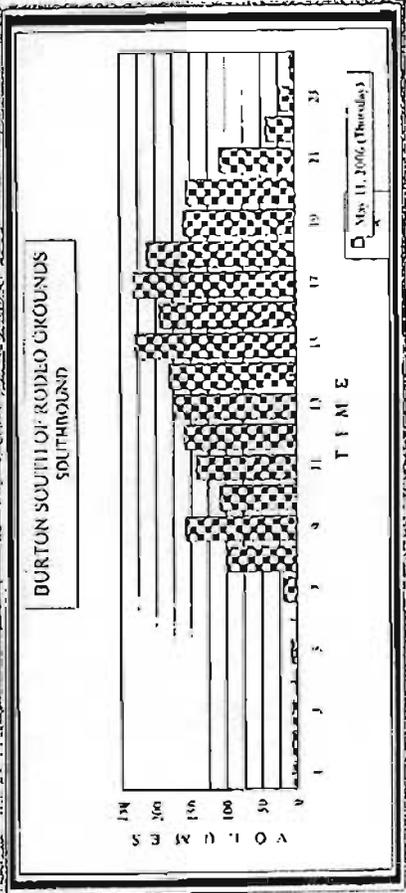
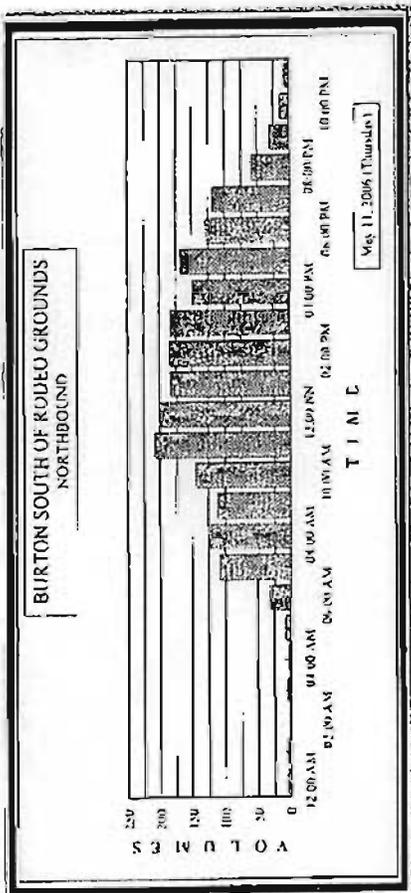
B. A. Y. M. E. T. R. I. C. S. DAILY TUBE COUNT SUMMARY

PROJECT: CAMBRIA IS RECORDER SET: 5/10/2006
 LOCATION: BURTON SOUTH OF RODEO GROUNDS RECORDER START: 5/11/2006
 DIRECTION: NORTHBOUND & SOUTHBOUND RECORDER END: 5/12/2006
 CITY: CAMBRIA MACHINE ID: M-5229

TIME	NORTHBOUND					SOUTHBOUND					NB & SB					TOT
	00:00-00:15	00:15-00:30	00:30-00:45	TOT	00:00-00:15	00:15-00:30	00:30-00:45	TOT	00:00-00:15	00:15-00:30	00:30-00:45	TOT				
May 11, 2006 (Thursday)																
12:00 AM	1	2	0	2	5	2	3	0	1	6	3	3	5	0	1	11
01:00 AM	2	0	0	0	2	0	2	1	4	7	2	1	4	1	1	11
02:00 AM	2	0	0	0	2	2	0	2	3	7	4	0	2	2	3	9
03:00 AM	0	2	2	0	4	0	1	1	1	2	0	3	3	1	7	
04:00 AM	1	0	0	0	1	0	3	3	2	5	1	3	3	2	9	
05:00 AM	0	1	3	3	7	0	1	0	0	1	0	2	3	3	8	
06:00 AM	3	6	13	9	31	1	2	6	10	19	4	8	19	19	50	
07:00 AM	9	16	24	60	109	15	18	29	36	98	24	34	51	96	297	
08:00 AM	50	26	22	35	121	55	40	33	30	158	108	66	55	55	281	
09:00 AM	32	28	25	28	113	26	24	27	32	109	56	52	52	60	222	
10:00 AM	27	46	29	43	145	30	41	34	37	142	57	87	63	80	287	
11:00 AM	44	53	50	62	209	51	31	42	36	160	95	84	92	98	360	
12:00 PM	42	50	56	52	200	47	57	30	42	136	89	107	86	94	376	
01:00 PM	62	48	41	33	184	52	42	46	41	181	114	90	87	74	365	
02:00 PM	48	48	46	43	185	58	60	56	75	239	86	108	102	118	411	
03:00 PM	70	52	37	27	186	38	54	56	46	194	108	106	93	73	280	
04:00 PM	32	51	40	46	169	44	57	60	72	233	76	88	100	118	382	
05:00 PM	48	45	35	40	168	59	63	48	42	212	107	108	83	82	380	
06:00 PM	36	30	29	34	129	55	28	34	45	160	89	58	63	79	289	
07:00 PM	26	33	33	26	118	42	30	41	43	156	68	63	74	69	214	
08:00 PM	19	14	10	16	59	34	26	28	20	108	53	40	38	36	167	
09:00 PM	5	8	7	10	30	20	6	10	6	42	25	14	17	16	71	
10:00 PM	7	4	3	1	15	7	4	5	7	23	11	8	8	8	36	
11:00 PM	1	1	4	2	8	2	0	3	1	6	1	1	2	3	14	
TOTAL:	2,161					2,118					4,279					4,279
AM PEAK HR. (6 AM - 11 AM):	209					160					369					369
NOON PEAK HR. (11 AM - 4 PM):	200					274					474					474
PM PEAK HR. (4 PM - 7 PM):	168					213					381					381

East Bay: (510) 232-1271

SPP Peninsula: (415) 750-1117



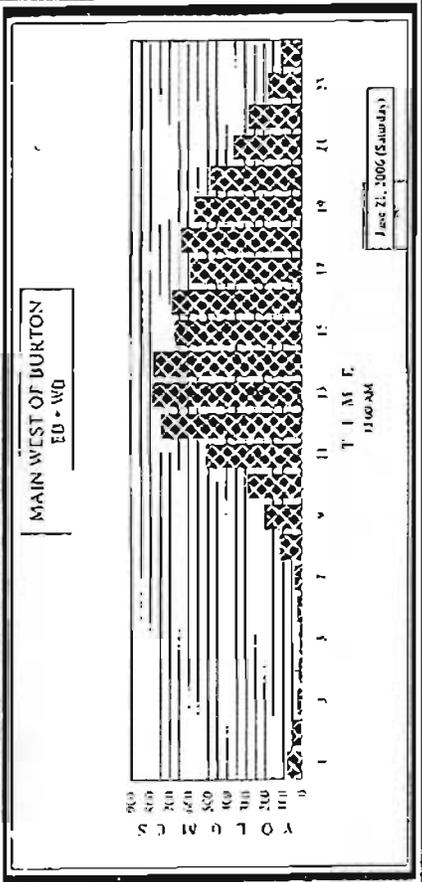
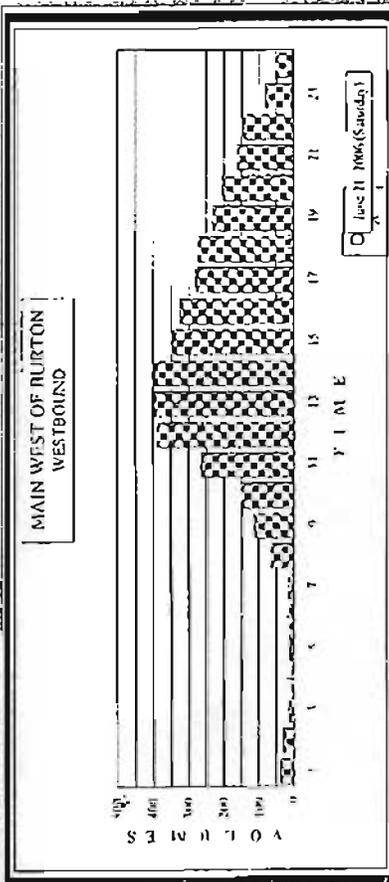
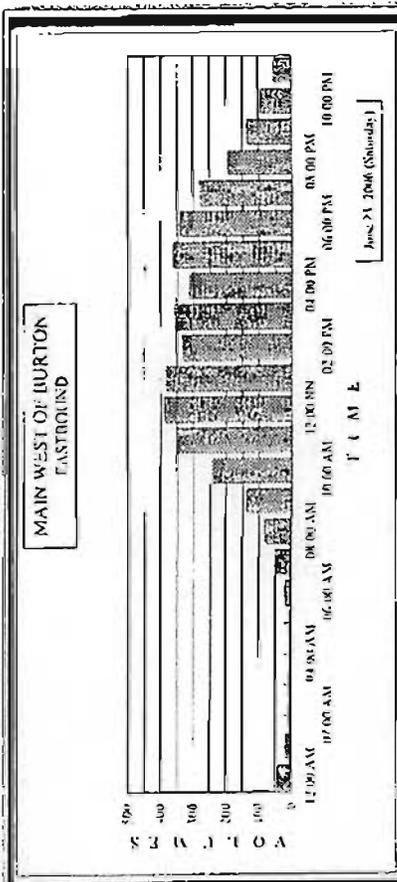
A42

B. A. Y. M. E. T. R. I. C. S. DAILY TUBE COUNT SUMMARY

PROJECT:		CAMBRIA FS		RECORDER SET:		6/20/2006										
LOCATION:		MAIN WEST OF BURTON		RECORDER START:		6/21/2006										
DIRECTION:		EASTBOUND & WESTBOUND		RECORDER END:		6/22/2006										
CITY:		CAMBRIA		MACHINE ID:		M-3229										
TIME	EASTBOUND				WESTBOUND				EB + WB							
	00:00	00:15	00:30	00:45	00:00	00:15	00:30	00:45	00:00	00:15	00:30	00:45	00:00	00:15	00:30	00:45
June 21, 2006 (Saturday)																
12:00 AM	13	9	14	6	42	14	8	10	6	36	27	17	24	12	30	80
01:00 AM	8	7	3	2	20	9	12	5	5	31	17	19	6	7	51	51
02:00 AM	0	1	4	2	7	4	6	3	2	15	3	7	7	4	22	22
03:00 AM	0	3	2	2	7	0	1	4	2	7	0	4	6	3	14	14
04:00 AM	0	1	1	0	2	4	4	2	0	10	4	3	3	0	12	12
05:00 AM	2	3	2	1	8	3	3	5	1	12	5	6	7	2	20	20
06:00 AM	2	4	6	6	18	2	3	6	6	17	4	7	12	12	33	33
07:00 AM	7	10	15	19	51	9	15	18	25	67	16	25	33	44	118	118
08:00 AM	16	26	18	23	83	22	34	29	28	113	38	60	47	51	196	196
09:00 AM	31	29	40	37	137	34	32	40	46	152	63	61	80	83	389	389
10:00 AM	46	55	63	81	215	52	56	73	83	263	99	111	136	163	510	510
11:00 AM	75	98	94	85	352	95	102	96	98	391	170	200	190	183	743	743
12:00 PM	106	94	96	92	388	96	105	102	96	399	202	199	198	188	787	787
01:00 PM	98	103	89	93	383	112	104	88	93	397	210	207	177	186	780	780
02:00 PM	79	82	77	91	332	79	85	94	86	344	158	167	171	180	676	676
03:00 PM	105	90	76	88	359	92	78	75	80	325	197	168	151	168	684	684
04:00 PM	81	69	72	90	312	75	65	75	65	280	156	134	117	135	592	592
05:00 PM	80	96	91	97	364	84	65	60	58	374	164	139	160	155	618	618
06:00 PM	88	82	93	76	359	54	62	61	55	252	142	144	134	131	571	571
07:00 PM	81	75	63	62	317	49	53	60	42	204	130	128	123	104	485	485
08:00 PM	54	51	46	43	192	48	43	34	40	163	102	94	80	83	339	339
09:00 PM	38	34	32	29	133	42	33	36	34	113	80	67	68	63	278	278
10:00 PM	33	26	22	15	94	28	19	15	20	82	61	45	37	31	175	175
11:00 PM	14	8	17	15	54	17	15	9	11	52	31	21	26	26	106	106
TOTAL:					4,205					4,017					8,222	
AM PEAK HR. (6 AM - 11 AM):						452					391					743
NOON PEAK HR. (11 AM - 4 PM):						368					399					767
PM PEAK HR. (4 PM - 7 PM):						364					360					638

SF/Pennsula: (415) 750-1317

East Bay: (510) 232-1271

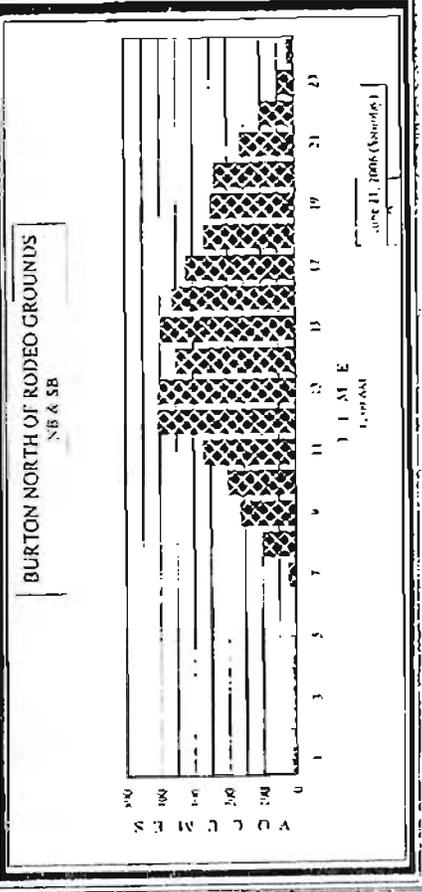
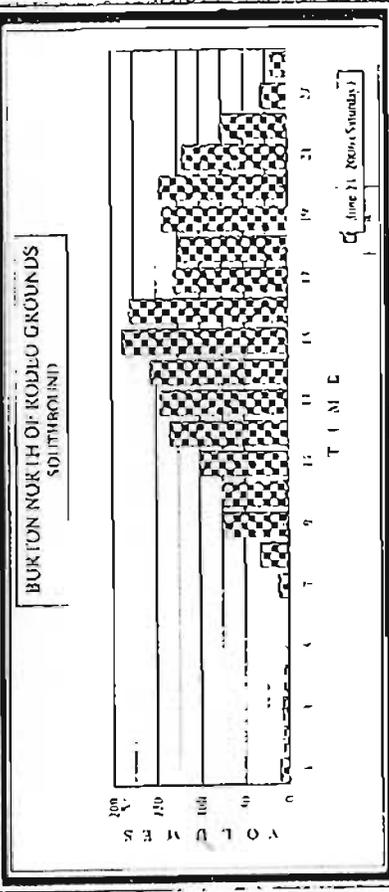
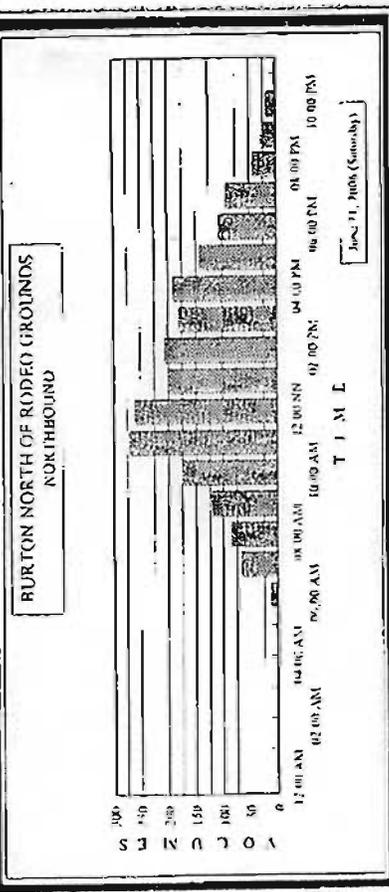


A93

B. A. Y. M. E. T. R. I. C. S. DAILY TUBE COUNT SUMMARY

PROJECT: CAMBRIA TS		RECORDER SET: 6/20/2006	
LOCATION: BURTON NORTH OF RODEO GROUNDS		RECORDER START: 6/21/2006	
DIRECTION: NORTHBOUND & SOUTHBOUND		RECORDER END: 6/22/2006	
CITY: CAMBRIA		MACHINE ID: M-1178	

TIME	NORTHBOUND					SOUTHBOUND					NB & SB					TOT
	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	00:00	00:15	00:30	00:45	TOT	
June 21, 2006 (Saturday)																
12:00 AM	1	0	2	1	4	4	2	3	2	11	5	2	3	3	15	
01:00 AM	0	1	1	0	2	0	1	4	2	7	0	2	3	2	9	
02:00 AM	0	0	1	1	2	0	3	3	2	8	0	3	4	7		
03:00 AM	0	0	2	2	4	0	4	2	7	7	0	1	6	13		
04:00 AM	0	0	2	1	3	0	2	1	0	3	0	2	3	6		
05:00 AM	0	1	1	1	3	0	0	1	0	1	0	1	2	3		
06:00 AM	2	4	3	4	13	2	0	6	4	12	4	4	0	8		
07:00 AM	7	10	15	34	66	7	5	9	12	33	14	13	24	46		
08:00 AM	23	19	17	22	86	21	22	17	16	76	49	41	54	104		
09:00 AM	25	33	28	36	122	23	19	17	18	77	48	31	45	134		
10:00 AM	30	35	46	63	174	30	21	29	30	110	30	36	35	131		
11:00 AM	72	73	67	60	272	34	37	25	38	134	106	110	92	406		
12:00 PM	66	93	71	61	291	43	35	32	36	146	109	98	103	407		
01:00 PM	56	40	54	49	199	31	52	35	40	158	87	92	87	353		
02:00 PM	53	60	46	48	207	42	47	49	50	188	95	107	95	395		
03:00 PM	42	40	52	47	181	52	48	37	43	180	94	88	89	361		
04:00 PM	43	49	51	43	191	39	36	25	30	130	87	83	76	321		
05:00 PM	17	35	44	38	144	33	34	25	34	124	30	69	67	268		
06:00 PM	26	30	24	25	105	37	29	32	26	144	63	59	56	249		
07:00 PM	19	27	26	21	92	38	35	41	31	145	57	62	67	262		
08:00 PM	18	9	10	6	43	40	28	25	26	119	58	37	33	162		
09:00 PM	12	4	4	7	27	22	22	20	13	77	34	26	24	104		
10:00 PM	7	6	5	2	18	8	7	10	5	30	13	13	13	48		
11:00 PM	0	1	2	1	4	4	7	4	3	18	4	8	6	27		
TOT: NB																1,926
AM PEAK HR. (6 AM - 11 AM):																134
NOON PEAK HR. (11 AM - 4 PM):																188
PM PEAK HR. (4 PM - 7 PM):																145



East Bay: (510) 232-1271
SF/Peninsula: (415) 750-1317

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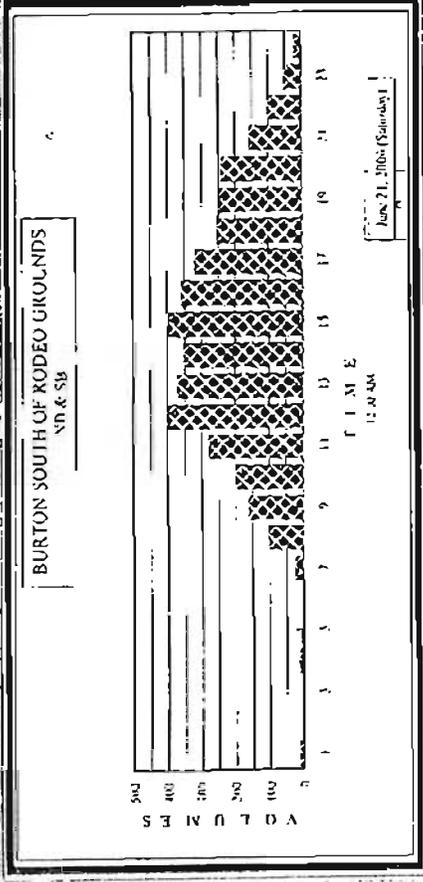
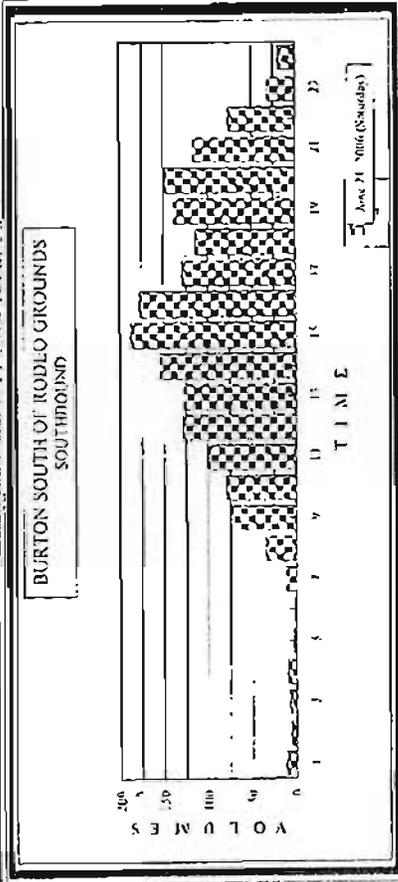
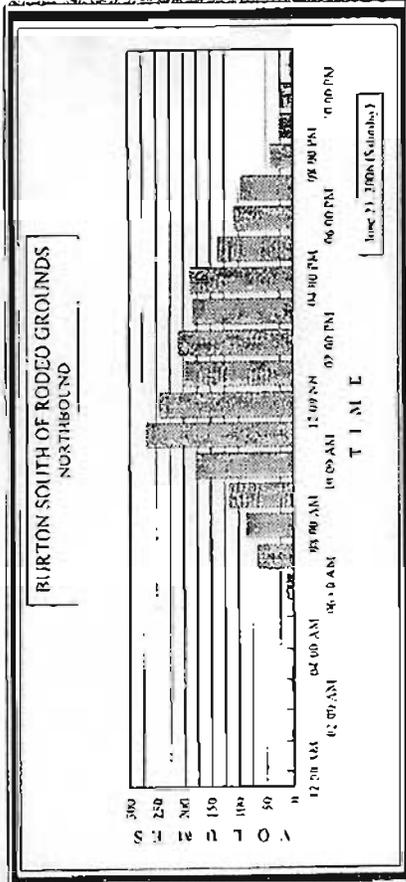
B. A. Y. M. E. T. R. I. C. S. DAILY TUBE COUNT SUMMARY

PROJECT: CAMBRIA TN RECORDER SFT: 6/20/2006
 LOCATION: BURTON SOUTH OF RODEO GROUNDS RECORDER START: 6/21/2006
 DIRECTION: NORTHBOUND & SOUTHBOUND RECORDER END: 6/22/2006
 CITY: CAMBRIA MACHINE ID: M-5173

TIME	NORTHBOUND					SOUTHBOUND					NB & SB		TOT			
	00:00-00:15	00:15-00:30	00:30-00:45	TOT	00:00-00:15	00:15-00:30	00:30-00:45	TOT	00:00-00:15	00:30-00:45	TOT					
June 21, 2006 (Saturday)																
12:00 AM	1	0	2	1	1	1	2	2	3	1	1	5	2	4	7	15
01:00 AM	0	1	1	0	2	0	1	4	1	6	0	0	2	5	1	8
02:00 AM	0	0	1	0	1	1	3	3	1	8	1	3	4	1	9	
03:00 AM	1	0	3	1	5	1	1	4	3	9	2	1	7	4	11	
04:00 AM	0	0	1	2	3	0	2	1	0	3	0	2	2	2	6	
05:00 AM	0	1	1	1	3	0	0	1	0	1	0	1	2	1	4	
06:00 AM	2	3	5	3	13	2	0	5	5	12	7	3	10	8	25	
07:00 AM	6	13	17	32	66	7	6	8	14	35	15	17	35	16	101	
08:00 AM	26	21	19	21	87	20	20	18	15	73	46	31	39	36	162	
09:00 AM	31	33	28	34	119	23	20	18	15	79	47	33	46	52	198	
10:00 AM	32	35	30	60	157	19	22	26	34	101	51	57	76	94	278	
11:00 AM	75	68	64	62	269	32	35	37	40	129	107	103	86	102	398	
12:00 PM	60	68	60	56	244	38	30	28	32	128	98	93	88	88	372	
01:00 PM	55	41	52	50	198	50	50	36	39	155	81	91	88	89	351	
02:00 PM	51	62	46	50	209	40	45	29	51	167	91	107	95	103	396	
03:00 PM	40	41	53	48	182	50	47	30	43	178	90	88	92	90	360	
04:00 PM	43	53	52	40	188	40	33	22	31	129	83	86	74	74	317	
05:00 PM	38	31	43	26	138	33	30	21	30	114	71	61	64	56	252	
06:00 PM	27	29	25	27	108	35	28	34	42	139	62	37	39	69	247	
07:00 PM	22	24	28	20	94	40	34	43	32	139	63	38	71	52	243	
08:00 PM	15	11	12	4	42	38	26	28	25	117	53	47	40	39	159	
09:00 PM	10	6	5	6	27	22	21	21	12	76	32	27	26	18	103	
10:00 PM	7	8	4	3	22	9	8	9	6	32	16	16	13	9	54	
11:00 PM	1	1	2	1	5	5	7	3	4	19	6	8	5	5	24	
TOTAL:	1,206					1,892							3,098			
AM PEAK HR (6 AM - 11 AM):	269					129							398			
NOON PEAK HR (11 AM - 4 PM):	244					187							396			
PM PEAK HR (4 PM - 7 PM):	188					149							317			

SF/Pembasata: (415) 750-1317

East Bay: (510) 232-1271



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APPENDIX C

- **Noise Background Information**

INSTRUMENTATION AND TERMINOLOGY FOR NOISE INVESTIGATIONS

INSTRUMENTATION

The subject noise investigation has been conducted using a Bruel and Kjaer (B & K) Model 2230 precision integrating sound level meter calibrated externally at the beginning and end of each period of measurement using a B & K Model 4230 acoustic calibrator. In combination, these instruments yield sound level measurements accurate to within 0.1 decibel (dB). The Model 2230 fulfills standards of relevant sections of IEC (International Electrotechnical Commission) 651 and ANSI (American National Standard) S1.4.1971 for Type 1 (precision) integrating sound level meters.

The microprocessor of the Model 2230 computes and stores/displays the following measurements:

The sound pressure level (SPL) is updated once each second on the digital display at a resolution of 0.1 dB, and 64 times per second on the analog display at a resolution of 2 dB. The mechanism of averaging levels during the display interval may be “fast” or “slow.” The setting is normally “fast,” as this is required for Leq and SEL discussed below.

The sound equivalent level (Leq) is the average sound pressure level for the period of measurement based on equal energy. The meter internally computes a new Leq from the SPL (RMS) and updates the digital display once each second. The measurement period is limited only by battery life, which is approximately 8 hours. This parameter is used primarily to describe environmental noise.

The sound exposure level (SEL) is the constant level which if maintained for one second would have the same acoustic energy as the total noise for the period of measurement. This parameter is used primarily in determining the noise exposure in unusually noisy working environments or for measuring specific events such as an individual aircraft flyover or a train passage.

The maximum (Max.) and minimum (Min.) sound pressure levels during the period of measurement are updated once each second from the RMS average sound pressure level. For periods of measurement in the range of 1 to 10 minutes, these values are reasonable approximations of the sound pressure level exceeded 1% of the time and 99% of the time, respectively.

All of the above can be measured using frequency weightings of the “A” or “C” scales in accordance with IEC 651, or a “linear” (20 Hz to 20 kHz) or “all pass” (10 Hz to 50 kHz) filter settings. The “A” scale is weighted to most closely approximate the response of an average human ear, and is the setting most used in conducting measurements of environmental noise.

TERMINOLOGY

Noise, as used herein, is defined as unwanted sound. However, because the instruments that detect the small changes in atmospheric pressure that are perceived as sound cannot distinguish between that which is wanted (e.g., birds singing, waves on a beach, etc.) and that which is not (e.g., traffic noise), measurements of “noise” are more accurately described as measurements of sound pressure.

Changes in sound pressure normally experienced in the human environment extend across a very large range. The sound pressures in an average room are in the range 1,000 times the sound pressure at the threshold of hearing, and the sound pressure of a large truck is about 100,000 times that threshold. Because of this large range, it is convenient to describe sound in terms of its energy level with respect to that of the threshold of hearing. This method of description is called the decibel scale (dB). In mathematical terms, the sound pressure level, $SPL = 10 \text{ Log } (p/p_0)^2 \text{ dB}$, where p_0 is the sound pressure at the threshold of hearing (20 microPascals). In practical terms, it is adequate to note that the decibel scale is logarithmic (like the Richter scale for earthquakes), that it conveniently compresses the numbers involved from a range of 20-200,000,000 to a range of 0-130, and that it is oriented to human response in that an increase of about 10 dB is normally perceived as a doubling of the sound level.

In recent years, various methods and “scales” have been devised to describe noise in the human environment. These methods have had two basic objectives: 1) to represent a physical condition that is constantly changing over a wide range of values by a single numerical descriptor; and 2), to adjust that descriptor in a way that most reasonably reflects the degree of annoyance of the varying noise levels.

1. Statistical Descriptors

Statistical descriptors most often used to describe variations in noise level include:

- L₉₀ The level exceeded 90% of the time during a specified period, usually 1 hour, 24 hours, or during the day or the night. In some instances, this value may be considered the background level.
- L₅₀ The level exceeded 50% of the time during a specified period as noted above. This value has sometimes been considered the average or median noise level.
- L₁₀ The level exceeded 10% of the time during a specified period as noted above. For traffic noise, this value has been considered the peak period level.
- L₁ The level exceeded 1% of the time during a specified period as noted above. This value may be considered the peak noise level.

The most significant drawback to the use of these descriptors, particularly L₅₀ as representing an average, is that they do not take into account the logarithmic nature of the decibel scale and the relatively higher energy content of higher decibel levels. That is, the average energy content of

50 dB and 60 dB for equal periods of time is not 55 dB, but rather 57.4 dB (i.e., the log of the average of the antilogs).

A parameter that more accurately describes average noise is the Equivalent Continuous Sound Level (Leq), which is the continuous sound level having the same energy content as the varying level for the period of measurement. Prior to the availability of microprocessors at reasonable cost, the hand-computation of Leq from a series of individual measurements was a tedious task. However, meters are now available that internally compute Leq, continuously as with the Model 2230 discussed above, or for a specified period usually one minute. Because of this technical advance, measurements of Leq for various periods of time have become the basic parameter in evaluating environmental noise.

2. Weighted Noise Levels

Because the same level of noise is more annoying to people if it occurs at night, scales have been devised that weight nighttime noise at a higher level than daytime noise. The scales most commonly in use are:

CNEL Community Noise Equivalent Level weights evening noise (7 p.m. to 10 p.m.) by a factor of 5, and nighttime levels (10 p.m. to 7 a.m.) by a factor of 10. Mathematically, evening levels are increased by 5 dB, and nighttime levels are increased by 10 dB in computing a 24-hour geometric average.

dBA A-weighted Noise Level is the sound level obtained by using the A-weighting filter of a sound level meter, expressed in decibels. A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear.

Ldn Day-Night Equivalent Level is similar to CNEL but it does not include a weighting factor for evening noise levels.

Of the above, CNEL came into use first, and it is the standard in regulating noise levels in the vicinity of airports. Ldn is a simplification of CNEL, and is more commonly used in regulating land use where traffic noise is a potential problem. These levels apply for a minimum period of 24 hours, but may be applied for periods as long as one year. The difference may be significant where noise levels are near regulatory limits, and where there are seasonal or weekly variations in a noise source of concern.

3. Practical Applications

From a practical standpoint, the Ldn noise level is essentially equivalent to the peak-hour noise level for most situations involving noise from vehicular traffic, and the peak-hour Leq can be used as the Ldn level, avoiding the costs of 24 hours of measurement.

