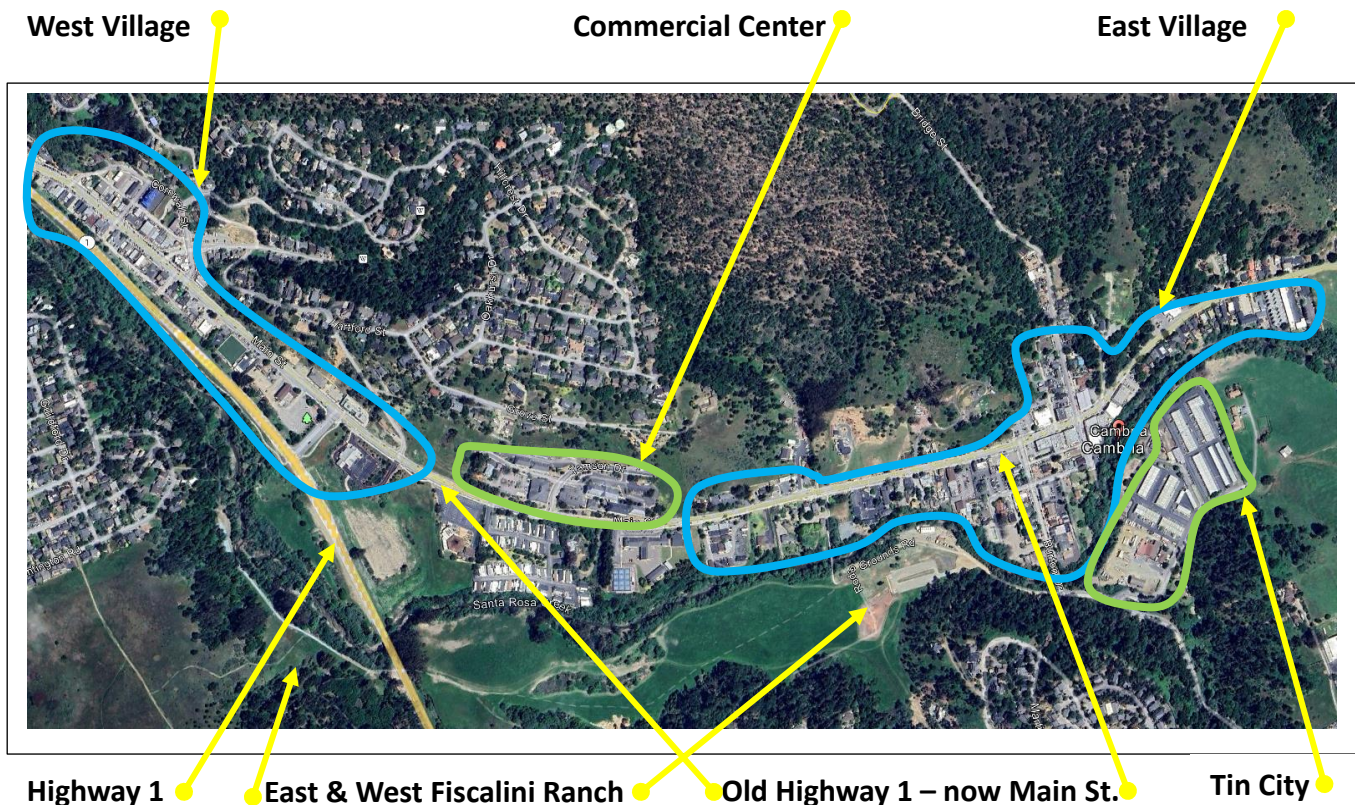


PURPOSE & NEED: Parking Spaces Increase/Striping and Sidewalk Connection in East/West Downtown Cambria

Situation: Cambria is an older non-incorporated village of about 4,196 housing units with about 2,880 units occupied. The town has a large number of vacation units and 2nd homes. The downtown area consists of an East and West Village both with small shops and restaurants the major occupiers. There is a small area called **Tin City** with industrial shops, lumber yard, wood work, auto repair and parts. Mid way between the East/West Villages is a **Commercial Center** complex of 6 large wood structures offices/gyms/a grocery and a medical clinic. Most week days, parking in the community is generally adequate, however during tourist season full season from April to October on weekends and summer, Highway 1 feeds large volumes of tourists stopping to enjoy the casual character of the community. Generally, the beaches and downtown are most impacted by the tourists. Most tourists park and walk in the small casual community but there is shortage of places to park and sidewalks do not cover all the area of foot traffic.

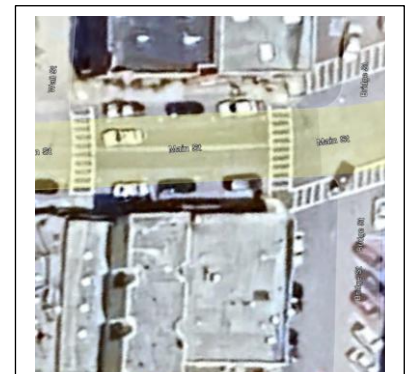


Proposed Solutions: To respond to the “Full House” syndrome of crowded tourist times, two items would “clean-up” various areas that could be utilized by more tourists safer and more palatable to most new visitors. First would be more demarcation of areas used for parking but be more efficient and inviting to those not familiar with the area. Second would be better defined and connected sidewalks to allow more “less able” visitors to walk comfortably and not feel intimidated by street traffic. Also, since many visitors come from communities where wrong parking is hammered by severe fines, many spaces are not utilized. The proposal is to organize existing “opportunity” parking and connect the sidewalk/spaces for defined walking.



The current parking pattern in West village is 60 deg. angle, about 9 ft wide and about 20 ft. from curb to end is about 20 ft. This would be used where possible.

East village is a mix based on availability of space.



Angle parking would be proposed where is 20" or more that would be clear. Paving would be extended out for parking purposes.

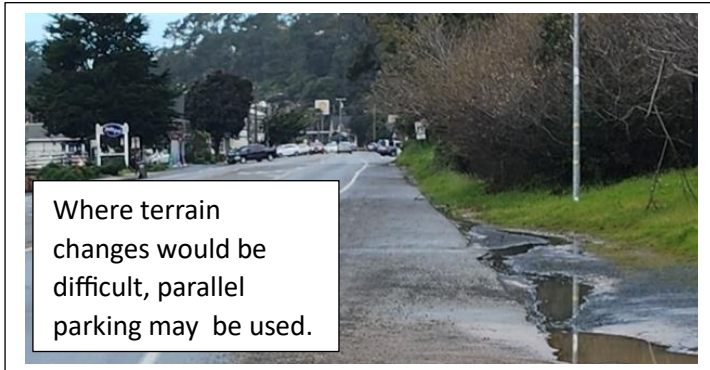
Conc. 5-10 ft. sidewalks will be placed on each side of the streets where possible.



Where there is public land or ROW, parking will be installed among the existing areas used but not organized.

Curbs will be used as necessary for drainage and vehicle stops.





Where there is no room for parking or sidewalks, drainage will be better defined with structures to avoid soil creep.



Sidewalks:

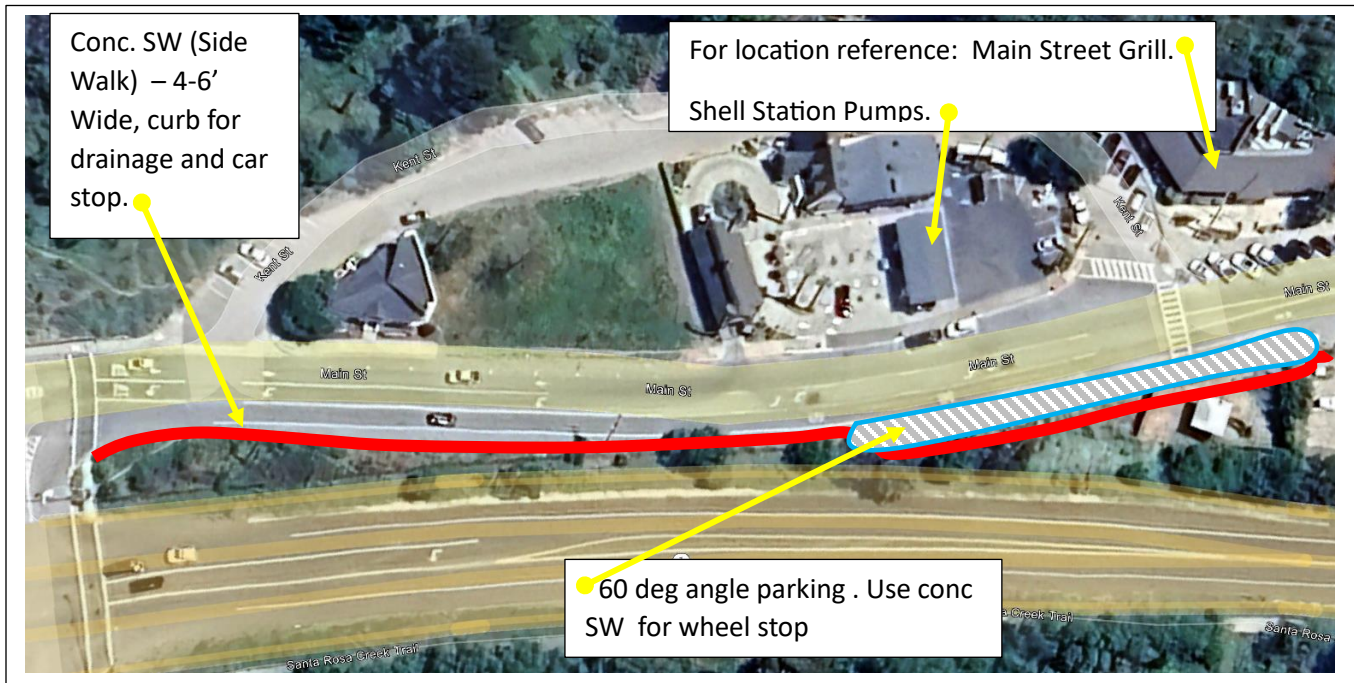
What is different about the character of East and West Villages is the sidewalk layout in the Business area. West Village has smaller width sidewalks of about 5 to 8 ft on both sides of Main Street but both sides are continuous.

East Village is limited on the north side of Main Street by cut slopes of higher terrain. The solution seems to have been to increase the width of the sidewalk on the south side of street to about a 12 ft width and ignore continuous placement of sidewalks on the north side. There are numerous minor exceptions to this concept, but only on the southside does a continuous 8-12 ft walkway continue all the way to the West Village area as the main public walking sidewalk. Crosswalks are placed to accommodate pedestrians crossing to the south side.

Most sideway connections are accessible except for portions which must travel up hill at more than 5% grade. The remainder of the community sidewalks seems to be below 4% grade with end curb cuts in place. Areas in the existing walkways on south side seem to be accessible except for the eastern section of custom walks which are proposed to be replaced or updated. The northern edge of walkways will depend upon new development to implement it.

Parking: There are fewer opportunities in East Village to increase parking because of the narrowness of Main St. cannot accommodate 60 deg. parking.

West Ranch:



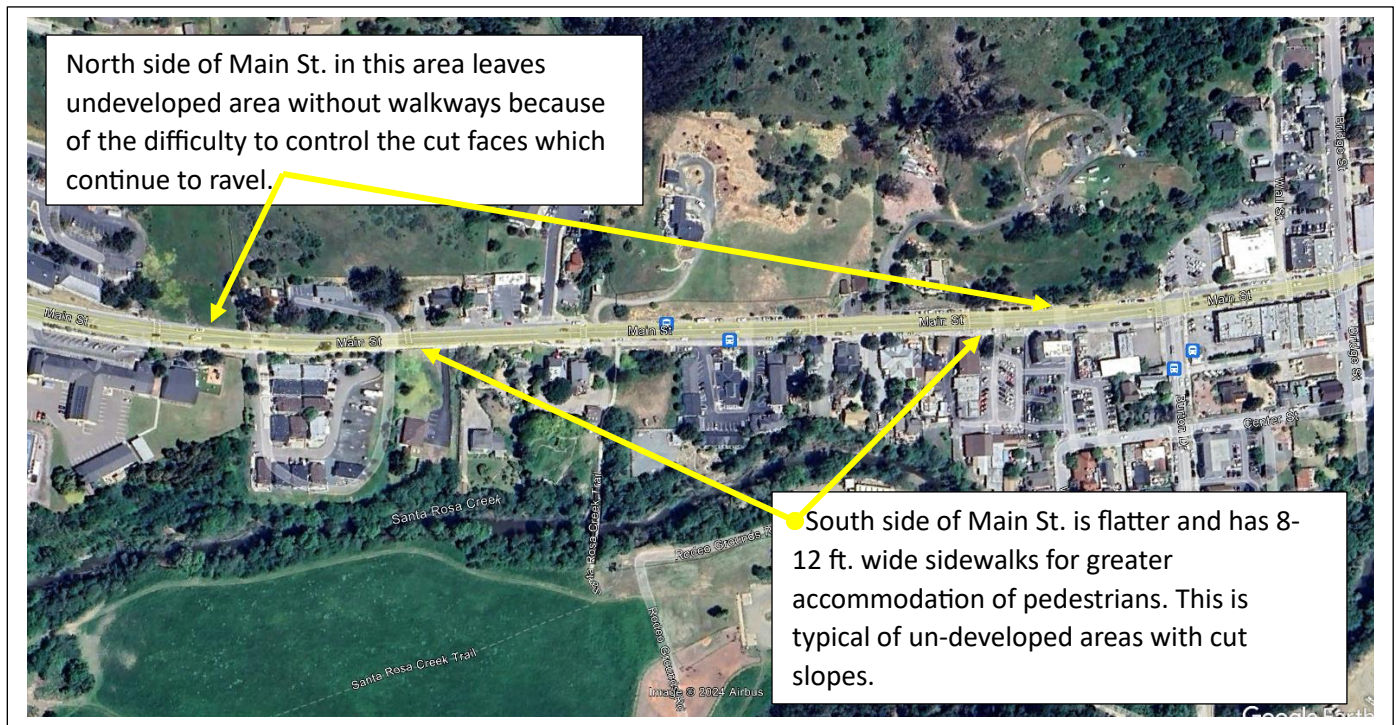
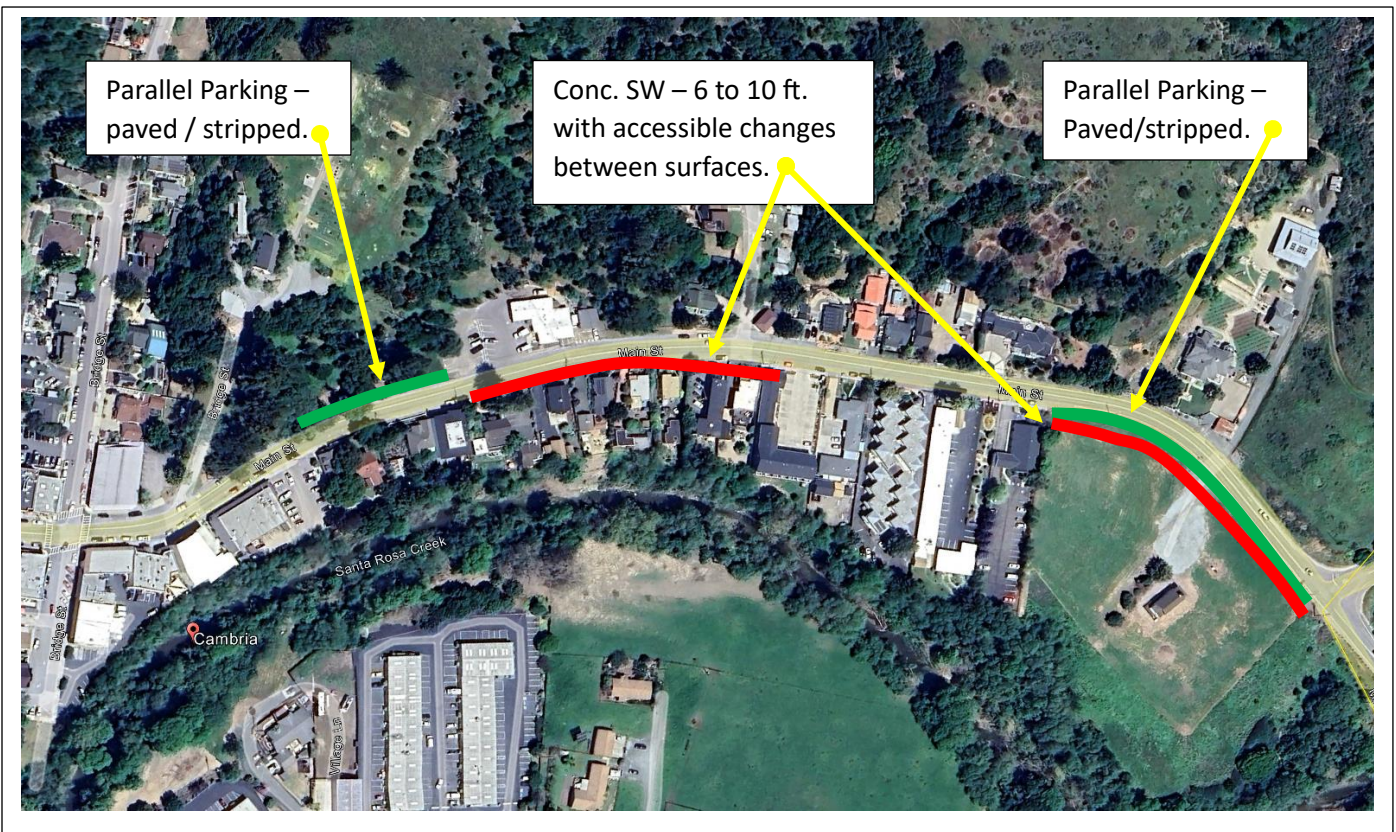
On West side, SW, either 4-6ft concrete or stripped for designation SW.

For space for angle parking, eliminate center designated turn lane.

Parallel Parking.

Keep Center turn lane for 350 ft from corner mostly at Vets Hall to allow for traffic maneuvering at congested corner.

East Village:



---End--