

Attachment 7

Hello James,

I got a blue hearing card in the mail. File # SB2015-00001

I live adjacent to these 4 lots across "Little Cayucos Creek". North of the site. So I was concerned what was to be built on these 4 lots. I consulted the neighbors and they gave me the plan for 7 condos on the 4 lots. In which does not fit the neighborhood at all.

I would like to present this MAP I made and present it to the hearing on March 24th. Or present it to you now ? I do not know the procedure?

I did some checking and came up with my calculations, the proposed map is off measurement.

See attachment, the green part is the original 4 lots on top of the proposed development. The 4 lots are 50' x 150' that make a square 150' x 150' Lots #9, 13, 14, 15. The north side of the lot#9 is in the middle of Little Cayucos Creek, as you can see in the drawing. When I built a single family home on lots 7 and 8, you were to be 20' from the bank of the creek. Is this the same ordinance for building today? The building must be 20' from the bank or edge of the riparian growth? Also the plan it 161.5' (11.5" over the lot line of 150')

Also what upsets me is, that approx. one year ago, a tree trimming company came to these lots and started chipping willow trees near the creek's edge at 4:30PM. I thought at the time, boy these guys are getting a late start. Well the brush grinding continued to about 8:00 PM, it started to get dark about 1/2 hour they started, they kept trimming the willows until about 8PM. I remember eating dinner hearing this racket. Working with lamps to see what they were doing. Very odd. My wife, me and 2 daughters heard it all.

The next day I saw a few stakes in the creek with flourescent orange ribbons that got my attention and a clear view all the way through to E Street. One stake was in the center of the creek. This is the correct location for the edge of the lot line, as to the surveyor we hired back in 2007.

I learned the same builder built the 3 condos just east of the proposed condo project, lot #23, 26, 27 All 3 decks are right at the edge of the creek and when it floods the water laps against their decks at times. The creek is slowly filling in and runs underground most of the year, except winter rains. A long time neighbor, Jack Vaughn who has lived on D Street for 30 years, said they cut all the willows out before they built the 3 condos this builder did 10 years ago.

I rather see single family homes on these 4 lots. One home on the corner Merle Molinari built in the 60's a nice home that the relatives rent now. That home will be scraped. such a shame. Here I felt guilty building one home on 2 lots, Lot 8 is 100% creek bed and riparian grown for the birds and butterflies, the green area gives us oxygen to breathe. It would be a shame to see these lots turn into 7 condos and 14 cars, no yards, no free space. Also the builder will not live here to endure the close neighbors, all for the \$\$\$\$ and no feelings at all for the neighbors here already.

Thanks for your time reading this letter. Thank you. I have never done a protest on a building, in my life (57)

Sincerely,

Attachment 7

Mr. Andrew 7 Martha Batty
396 D Street
Cayucos, CA 93430
(805) 995-4809.

Residence of Cayucos since 1979.

[Hydrogen Garage](#)

[HydrogenTrucker](#)

97 Ash Ave. #554

Cayucos, California • 93430 • USA

(805) 995-4809 • (805) 900-5295

(805) 801-2252 • PST (M-F) 9 to 5



February 27, 2016

James Caruso
County of San Luis Obispo Planning & Building Dept
976 Osos Street, Room 300
San Luis Obispo, CA 93408

RE: CAMPBELL-SHEPPARD/DAN LLOYD E Street Project

Dear Mr. Caruso,

I am writing to express my opposition to the project as proposed at 399 E Street. The subdivision is completely out of character with the surrounding neighborhood. This project looks like something you would see in San Luis Obispo, not Cayucos.

The density is too high for the infrastructure - traffic, parking and noise impact are unacceptable and cannot be sufficiently mitigated, particularly since E Street and Cypress Glen Court are both dead end streets.

This project as proposed, without requiring the road to be moved to the true center of the roadway, gives an unfair financial advantage to the developer. It is not acceptable to essentially give land to the developer that truly belongs to the current adjoining homeowners; especially since the homeowners are asking for the road to be moved to the true center so they can use their land.

Lastly, the requirement that a private road provides access to no more than 5 houses should be upheld. Allowing an adjustment would definitely have an adverse affect upon the safety of the bicycle and pedestrian traffic of those residing in the neighborhood, and would be financially detrimental to my property since it is undesirable to live right across the street from the entrance to a subdivision.

I would not be opposed to a more appropriate lower density project.

Thank you for your time.

Sincerely,


Eileen

Eileen Roach
24 Cypress Glen Ct.
Cayucos, CA

Attachment 7

February 27, 2016

James Caruso
County of San Luis Obispo Planning & Building Dept
976 Osos Street, Room 300
San Luis Obispo, CA 93408

RE: CAMPBELL-SHEPPARD/DAN LLOYD E Street Project

Dear Mr. Caruso,

I am writing to express my opposition to the project as proposed at 399 E Street.

The density is too high for the infrastructure - traffic, parking and noise impact are unacceptable and cannot be sufficiently mitigated. This would increase the traffic in the area by over 100%.

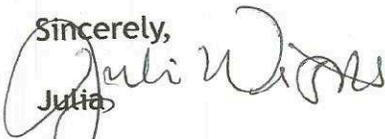
In addition, no wetland delineation for Little Cayucos Creek as been prepared for the project; without a wetland delineation, it is difficult, if not impossible, to determine the appropriate wetland setback.

Lastly, this project as proposed, without requiring the road to be moved to the true center of the roadway, gives an unfair financial advantage to the developer. It is not acceptable to essentially give land to the developer that truly belongs to the current adjoining homeowners.

I would not be opposed to a more appropriate lower density project.

Thank you for your time.

Sincerely,



Julia

Julia Wright
2702 Santa Barbara
Cayucos, CA

February 28, 2016

James Caruso
County of San Luis Obispo Planning & Building Dept
976 Osos Street, Room 300
San Luis Obispo, CA 93408

RE: CAMPBELL-SHEPPARD/DAN LLOYD E Street Project

Dear Mr. Caruso,

I am writing to express my opposition to the project as proposed at 399 E Street.

The density is too high for the infrastructure - traffic, parking and noise impacts are unacceptable and cannot be sufficiently mitigated; especially with E Street and Cypress Glen Court which are both dead end streets. This large of an increase in traffic affects the safety of pedestrians and bicycles, disrupts the quiet enjoyment of our neighborhood, and decreases our property values.

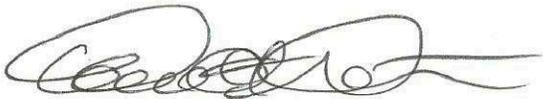
In addition, there is a blind hill going down E street where the road from berm to berm is only 23' wide, not 70'.

Lastly, there is no fire turn-a-round within the project that would actually work. How can this be acceptable?

I would not be opposed to a more appropriate, lower density project.

Thank you for your time.

Sincerely,



Dave

Dave Stevens
186 E Street

Caruso

February 28, 2016

James Caruso
County of San Luis Obispo Planning & Building Dept
976 Osos Street, Room 300
San Luis Obispo, CA 93408

RE: CAMPBELL-SHEPPARD/DAN LLOYD E Street Project

Dear Mr. Caruso,

I am writing to express my opposition to the project as proposed at 399 E Street.

I am very concerned about the impact to Little Cayucos Creek. It is important to protect our remaining creeks from this exact type of over development.

Another, just as important issue, is traffic. Already people taking their kids to school whip around E street and barrel down Ash... there will be potentially 28 more cars careening around the neighborhood several times each day. This is a quiet neighborhood where kids walk in groups to school and to downtown via Ash. This is not an acceptable level of increase in traffic for this neighborhood.

I would not be opposed to a more appropriate, lower density project.

Thank you for your time.

Sincerely,



Kate

Kate Stulberg
23 Ash Ave.
Cayucos, CA

Attachment 7

February 28, 2016

James Caruso
County of San Luis Obispo Planning & Building Dept
976 Osos Street, Room 300
San Luis Obispo, CA 93408

RE: CAMPBELL-SHEPPARD/DAN LLOYD E Street Project

Dear Mr. Caruso,

I am writing to express my opposition to the project as proposed at 399 E Street.

This project has a total of 4 lots, with one being unusable due to the creek. The developer should only be allowed to build 3 houses, 4 at most. Keep in mind that the reason this project is in Coastal Commission appeal area is due to Little Cayucos Creek, and while the rules may allow for more houses, the environment will be negatively impacted. We need to protect our environment including creeks.

I would not be opposed to a more appropriate, lower density project.

Thank you for your time.

Sincerely,



Brandi

Brandi Lykes
P.O. Box 372
Cayucos, CA

Attachment 7

PINNACLE TRAFFIC ENGINEERING

5662 Calle Real, #241
Goleta, California 93117
(805) 644-9260 • (831) 638-9260
PinnacleTE.com

February 29, 2016

Jeff Edwards
J.H. Edwards Company
P.O. Box 6070
Los Osos, CA 93412

RE: Cypress Glen Tentative Map (Tract 3074) Project; San Luis Obispo County, California
Evaluation of Project Trip Generation and Access

Dear Mr. Edwards,

Pinnacle Traffic Engineering (PTE) is pleased to present the following material regarding the Cypress Glen Tentative Map (TM) project in the unincorporated Town of Cayucos in San Luis Obispo County. The project site is located on the west side of E Street south of Cypress Glen Court and currently occupied with one (1) single family detached dwelling unit (SFDU). The project includes removal of the existing dwelling and construction of seven (7) new SFDU. Each new SFDU will have a 2 car enclosed garage plus a carport for 2 additional vehicles. Primary access for the 7 SFDU will be provided via a private drive connection to Cypress Glen Court. The private drive will extend approximately 180' south of Cypress Glen Court. On-street parking will also be provided for six (6) vehicles along the project frontage of E Street. The project will construct roadway frontage improvements on E Street and Cypress Glen Court. A copy of the Cypress Glen TM is attached.

Local Roadway Conditions

Cypress Glen Court is a private road that currently provides access for four (4) existing SFDU. Cypress Glen Court just west of E Street has an existing roadway width of approximately 17'. The Cypress Glen TM project will widen the south side of Cypress Glen Court by approximately 7'. Based on a review of the project plans, the proposed Cypress Glen Court widening improvements appear to comply with the County Public Works (2014) and Cal Fire (2014) minimum width standards.

A memorandum provided by the County Public Works Department (Oct. 13, 2015) indicates that the onsite access driveway for the Cypress Glen TM project shall be constructed to Cayucos Fire Department road standards. It is my understanding that the local fire department requirements defer to the Cal Fire standards. The Cal Fire standards indicate a minimum width of 24' is required for two-way traffic on a residential access road (2-10' lanes plus 2-2' shoulders). Based on the

Cal Fire standards, the Cypress Glen TM project’s private drive extending south of Cypress Glen Court may not classify as a driveway since it would technically serve more than one legal parcel and 3 dwelling units. Therefore, the proposed 22’ width for the project’s private drive may not comply with the Cal Fire standards. The Cal Fire standards also require a driveway exceeding 300’ and dead-end access roads to provide a turnaround area. A copy of the Cal Fire turnaround standards (bulbout and hammer head) are included with the Attachment Material. Even though 5 of the 7 lots associated with the Cypress Glen TM project have frontage on E Street, Cal Fire could require access to the west of side of these structures via the private drive. It is also noted that Cal Fire requires a 10’ horizontal “fuel modification” zone from the roadway edge. The Cal Fire standards illustrate the “vegetation clearance” requirements (included with Attachment Material), but do not indicate if the standards should also apply to structures. Based on my review of the project plans and Cal Fire Standards, it is unclear if the Cypress Glen TM project will comply with all Cal Fire Standards. Therefore, it is recommended that Cal Fire conduct a detailed review of the Cypress Glen TM project and proposed improvements.

Residential Trip Generation

The number of vehicle trips associated with the existing SFDU and 7 proposed SFDU have been estimated using the trip rate data in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The ITE trip generation rates associated with the “Single-Family Detached Housing” category (ITE #210) are presented in Table 1.

Table 1 - ITE Trip Generation Rates

ITE Code - Land Use	Number of Vehicle Trips				Daily
	AM Peak Hr.		PM Peak Hr.		
	In	Out	In	Out	
#210 - Single Family Detached (a)	0.19	0.56	0.63	0.37	9.52

(a) Number of vehicle trips per residential dwelling unit

The trip generation estimates associated with the existing homes which currently have access on Cypress Glen Court and the project site SFDU (existing and proposed) are presented in Table 2.

The data in Table 2 indicates that the existing 4 homes with access on Cypress Glen Court currently generate approximately 38 daily trips (two-way trip ends), with 3 trips during the AM peak hour (1 inbound and 2 outbound) and 4 trips during the PM peak hour (3 inbound and 1 outbound). Development of the Cypress Glen TM Project will generate a total of approximately 66 daily trips, with a “net” increase of 56 daily trips. Since the existing SFDU on the project site (to be removed) currently has access on E Street the majority of new traffic associated with the proposed 7 SFDU will use Cypress Glen Court for access to and from E Street. As previously stated, the Cypress Glen TM project will provide a 2 car garage and a 2 vehicle carport for each new SFDU. Therefore, the ITE rates may under estimate the number of new vehicle trips associated with each SFDU and additional traffic generated on Cypress Glen Court.

Table 2 - Project Site Trip Generation Estimates

Project Components	Number of Vehicle Trips				
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	
Existing 4 SFDU (Access on Cypress Glen Ct.)	1	2	3	1	38
<u>Cypress Glen Project Site:</u>					
Existing SFDU (to be removed) -	0	1	1	0	10
Proposed 7 SFDU -	1	4	4	3	66
Project Site "Net" Increase (Prop. minus Ex.):	+1	+3	+3	+3	+56

Residential Traffic Volumes

The existing and existing plus project traffic volumes are illustrated on Figure 1 (included with Attachment Material). The daily traffic volumes associated with the existing homes having access on E Street (5 SFDU near the project site) are also included on Figure 1. The volume data on Figure 1 demonstrates that development of the Cypress Glen TM Project will almost triple the amount of daily traffic on Cypress Glen Court west of E Street (2.74 times existing). Based on information provided by your office, it is my understanding that your client would prefer that access for the lots fronting E Street be provided via direct driveway connections to E Street. This would minimize the amount of new traffic generated on Cypress Glen Court and maintain the current level of safety for existing pedestrian and bicycle traffic.

Access Evaluation

The evaluation of access includes a review of fire truck turning templates. Dimensions for local fire trucks were obtained from the Cayucos Fire Department. The department operates two (2) size trucks (23' and 29' long). The Cal Fire standards require that roadways be designed to facilitate the San Luis Obispo County Fire Department Fire Truck Design Template (copy included with the Attachment Material). The turning templates for the Cal Fire standard fire truck (length of 30'-4") were evaluated using the AutoCAD and AutoTURN software. The turning template maneuvers were performed for fire trucks accessing the project's private drive via E Street and Cypress Glen Court. At the southerly end of the project's private drive there is a designated "turnaround" area for emergency service vehicles. A turning template was also performed for a fire truck using the "turnaround" area. The fire truck turning templates are illustrated on Figure 2 (included with the Attachment Material).

The turning templates on Figure 2 demonstrate that a Cal Fire truck (design template) will be able to access the project's private driveway within the existing and proposed roadway widths. However, the designated "turnaround" area will not be adequate to accommodate the maneuvers associated with turning a fire truck around. Therefore, as previously stated it is unclear if the Cypress Glen TM Project will comply with all Cal Fire Standards. It also should be noted that the

Cayucos Fire Department provided a turning template for a semi-truck (i.e. a moving truck), which demonstrated that a large truck would be able to access project's private drive (copy attached). However, it will be difficult to back a large truck out of the project's private drive and Cypress Glen Court which could create a public safety hazard to residencies living on Cypress Glen Court and E Street (vehicular, pedestrian, bicycle and emergency services traffic).

Please contact my office if you have any questions regarding the evaluation of trip generation or access for the Cypress Glen Project (Tract 3074).

Pinnacle Traffic Engineering



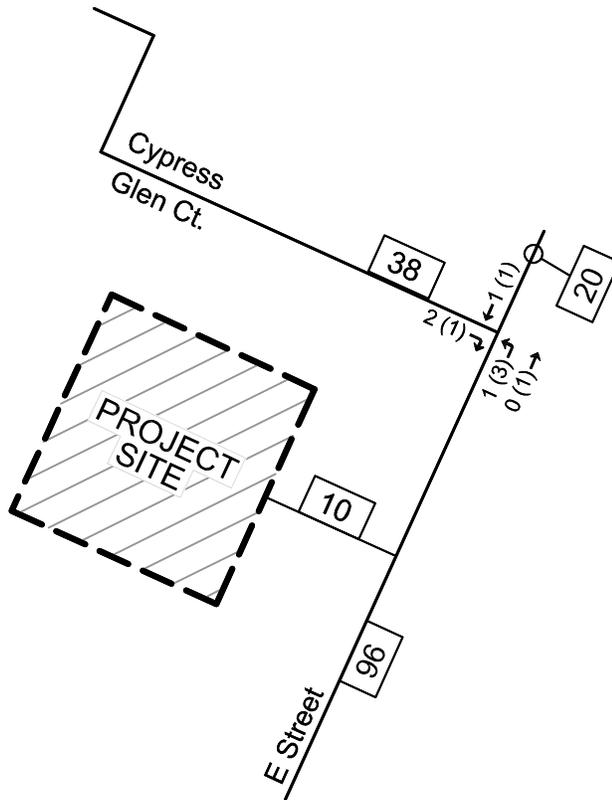
Larry D. Hail, CE, TE, PTOE
President



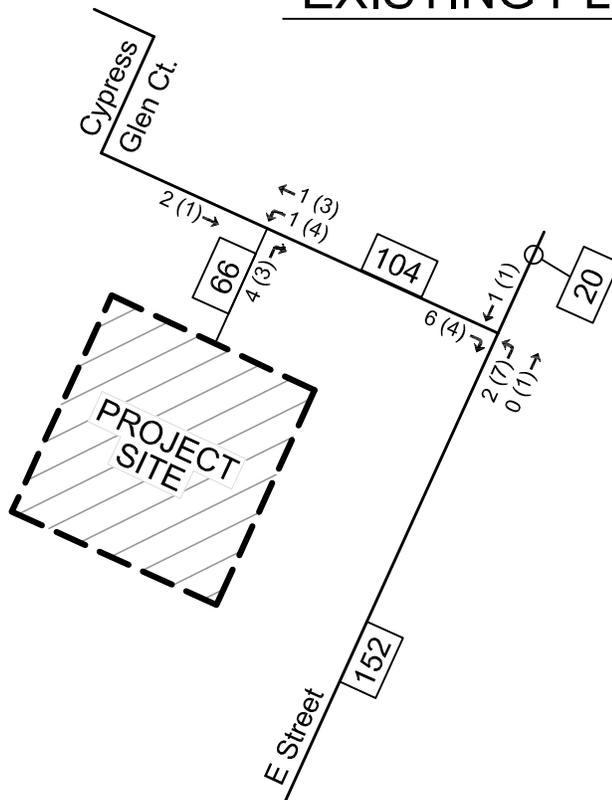
ldh:msw

- Attachment Material:
- Figure 1 - Traffic Volumes (Existing and Existing Plus Project)
 - Figure 2 - Fire Truck Turning Templates
 - Cypress Glen Project (Tract 3074) - Tentative Map
 - Cal Fire - Fire Truck Design Template (FS-3.2)
 - Cal Fire - Turnaround-Bulbout (FS-4)
 - Cal Fire - Turnaround-Hammerhead (FS-4.1)
 - Cal Fire - Vegetation Clearance Requirements (FS-5)
 - Semi-Truck Turning Template

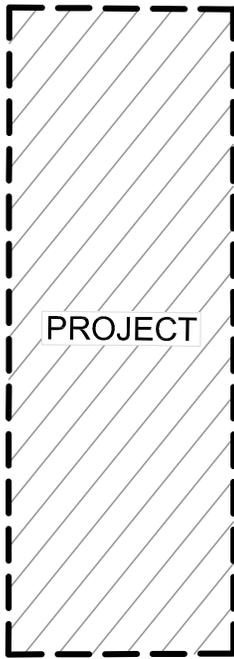
"EXISTING"



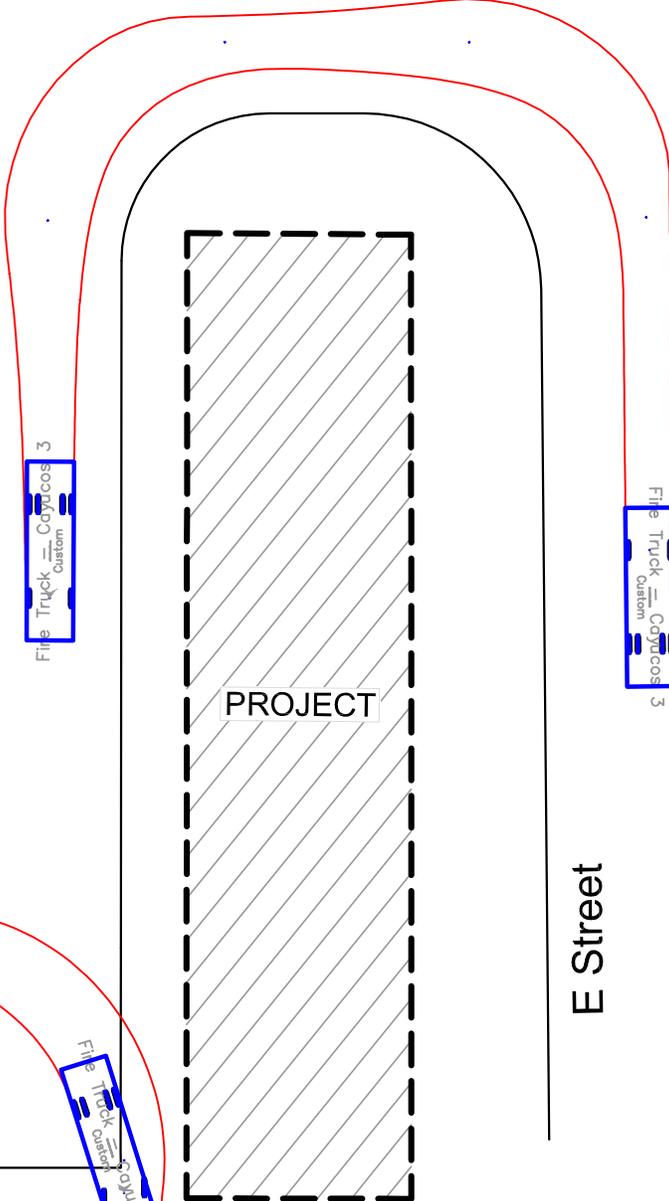
"EXISTING PLUS PROJECT"



Cypress Glen Court

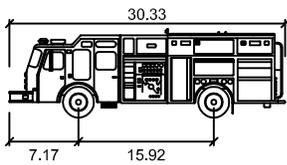


PROJECT



PROJECT

E Street

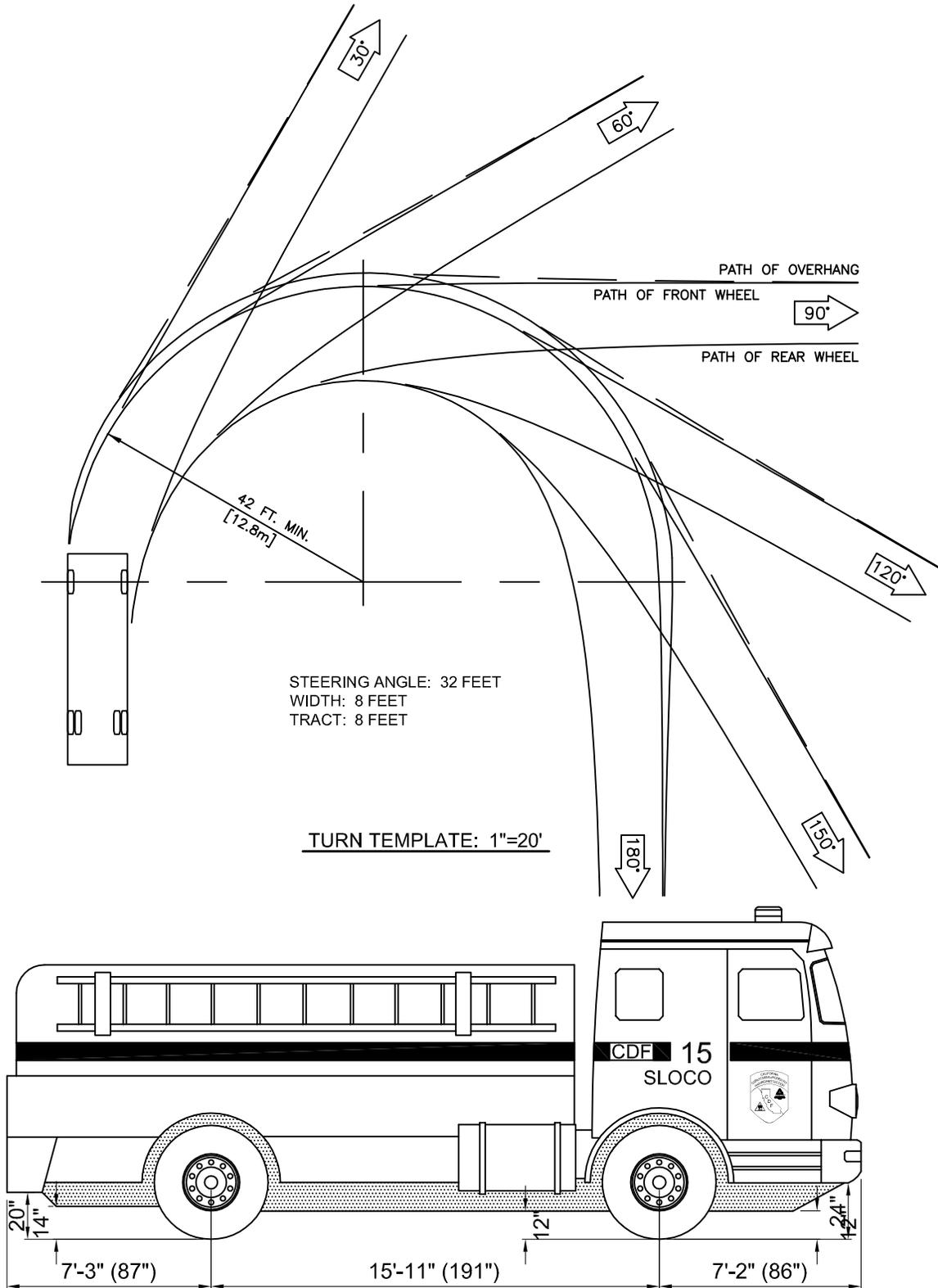


Fire Truck - Cayucos 3	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 32.0



Revisions

Description	Approved	Description	Approved	Date



DESIGN TRUCK: 1"=5'



SAN LUIS OBISPO COUNTY FIRE DEPARTMENT

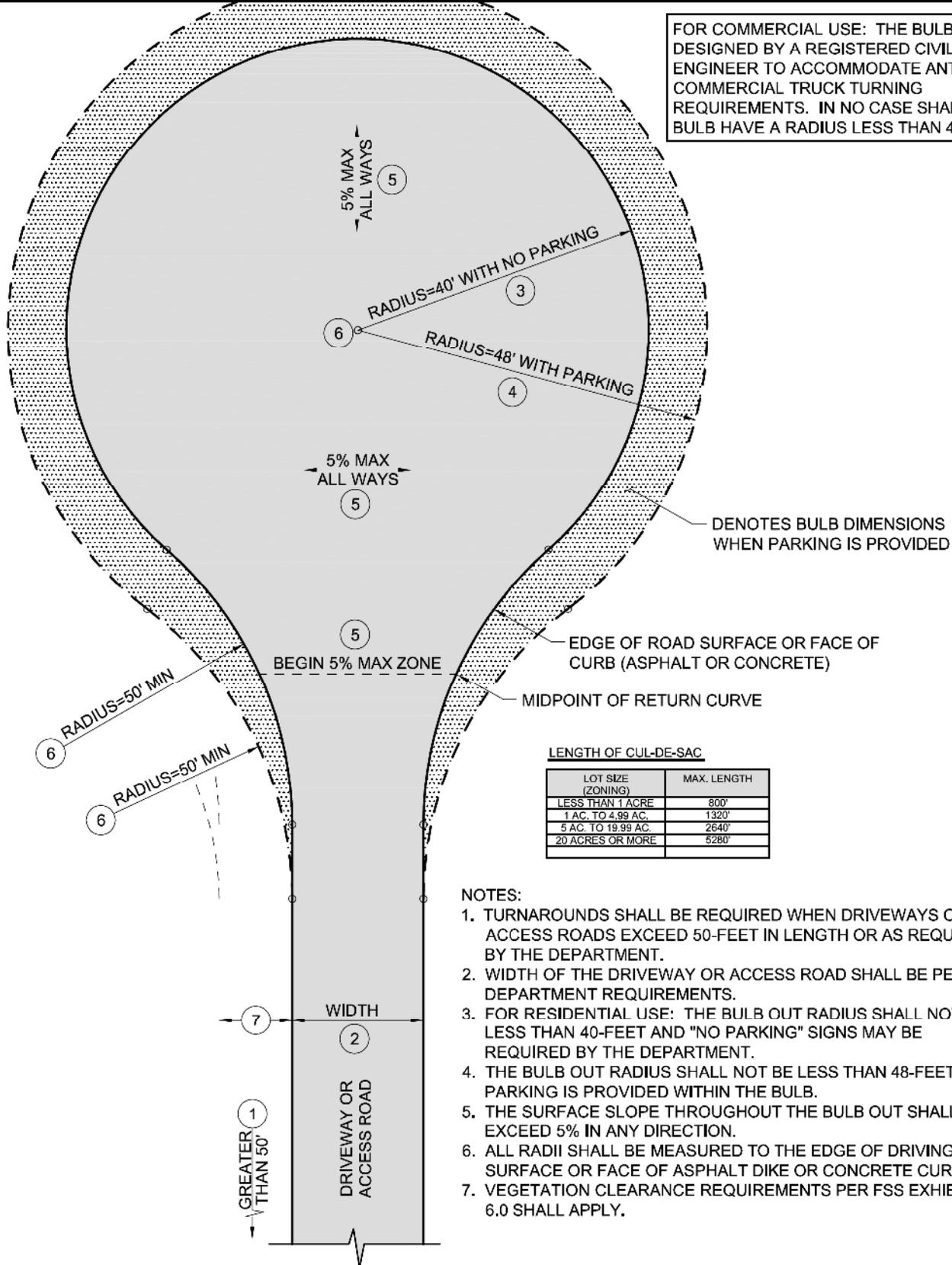
FIRE TRUCK DESIGN TEMPLATE

Scale: AS SHOWN	Adopted: AUG 2014
Fire Safe Drawing No: FS-3.2	
Sheet No:	3 OF 3

Revisions

Description	Approved	Attachment	Description	Approved	Date

FOR COMMERCIAL USE: THE BULB SHALL BE DESIGNED BY A REGISTERED CIVIL ENGINEER TO ACCOMMODATE ANTICIPATED COMMERCIAL TRUCK TURNING REQUIREMENTS. IN NO CASE SHALL THE BULB HAVE A RADIUS LESS THAN 48-FEET.



NOTES:

1. TURNAROUNDS SHALL BE REQUIRED WHEN DRIVEWAYS OR ACCESS ROADS EXCEED 50-FEET IN LENGTH OR AS REQUIRED BY THE DEPARTMENT.
2. WIDTH OF THE DRIVEWAY OR ACCESS ROAD SHALL BE PER DEPARTMENT REQUIREMENTS.
3. FOR RESIDENTIAL USE: THE BULB OUT RADIUS SHALL NOT BE LESS THAN 40-FEET AND "NO PARKING" SIGNS MAY BE REQUIRED BY THE DEPARTMENT.
4. THE BULB OUT RADIUS SHALL NOT BE LESS THAN 48-FEET WHEN PARKING IS PROVIDED WITHIN THE BULB.
5. THE SURFACE SLOPE THROUGHOUT THE BULB OUT SHALL NOT EXCEED 5% IN ANY DIRECTION.
6. ALL RADII SHALL BE MEASURED TO THE EDGE OF DRIVING SURFACE OR FACE OF ASPHALT DIKE OR CONCRETE CURB.
7. VEGETATION CLEARANCE REQUIREMENTS PER FSS EXHIBIT No. 6.0 SHALL APPLY.



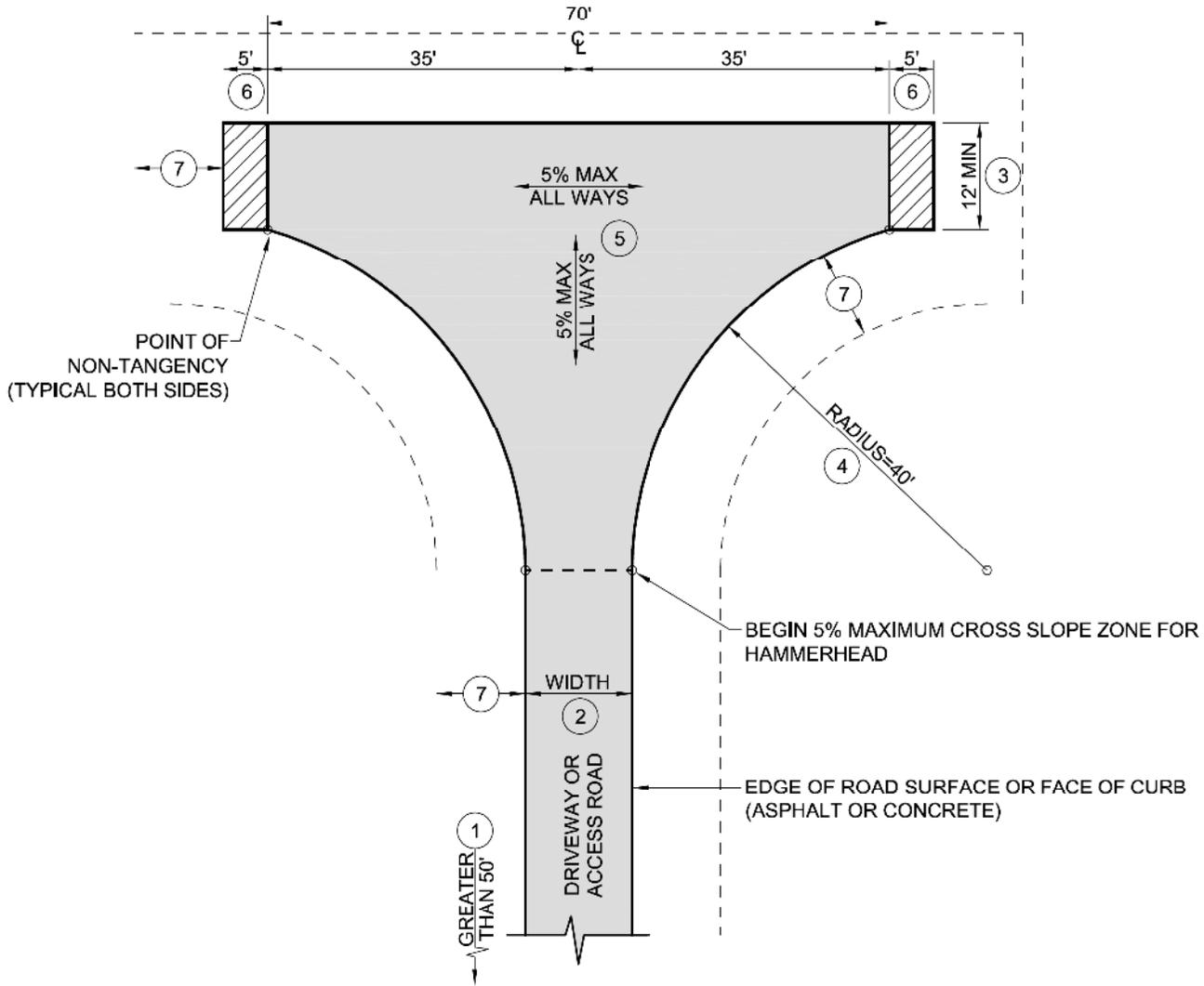
SAN LUIS OBISPO COUNTY FIRE DEPARTMENT
 PRIVATE DRIVEWAY & ACCESS ROAD
 TURNAROUND BULBOUT

Scale: 1"=20'	Adopted: AUG 2014
Fire Safe Drawing No: FS-4	
Sheet No:	1 OF 3

Revisions

Description	Approved	Attachment	Description	Approved	Date

COMMERCIAL USE: HAMMERHEADS SHALL NOT BE USED FOR COMMERCIAL PROJECTS



NOTES:

1. TURNAROUNDS SHALL BE REQUIRED WHEN DRIVEWAYS OR ACCESS ROADS EXCEED 50-FEET IN LENGTH OR AS REQUIRED BY THE DEPARTMENT.
2. WIDTH OF THE DRIVEWAY OR ACCESS ROAD SHALL BE PER DEPARTMENT REQUIREMENTS.
3. WIDTH SHALL BE WIDTH OF DRIVEWAY OR ACCESS ROAD BUT 12-FEET MINIMUM IS REQUIRED.
4. ALL RADII SHALL BE MEASURED TO THE EDGE OF DRIVING SURFACE OR FACE OF ASPHALT DIKE OR CONCRETE CURB.
5. MAXIMUM CROSS SLOPE THROUGHOUT THE TURNOUT SHALL NOT EXCEED 5% IN ANY DIRECTION.
6. OPTIONAL: VEHICLE OVERHANG LIMITS, DRIVING SURFACE IN THIS AREA IS NOT REQUIRED HOWEVER SURFACE SHALL BE CLEAR OF OBSTRUCTIONS AND HAVE A LEVEL SURFACE.
7. VEGETATION CLEARANCE REQUIREMENTS PER FSS EXHIBIT No. 6.0 SHALL APPLY.

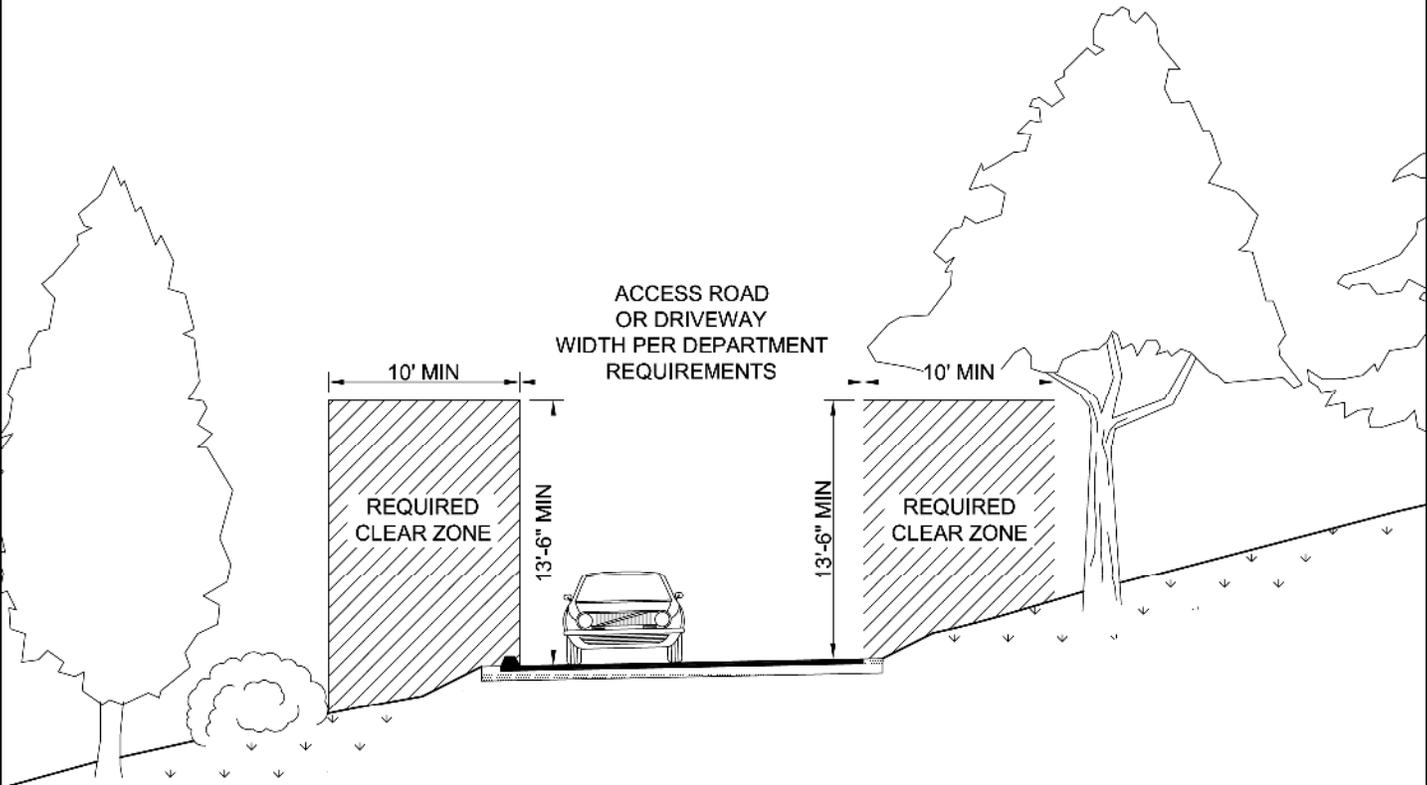


SAN LUIS OBISPO COUNTY FIRE DEPARTMENT
 PRIVATE DRIVEWAY & ACCESS ROAD
 TURNAROUND-HAMMERHEAD

Scale: 1"=20'	Adopted: AUG 2014
Fire Safe Drawing No: FS-4.1	
Sheet No:	2 OF 3

Revisions

Description	Approved	Attachment	Approved	Date



VERTICAL CLEARANCE TO FLAMMABLE VEGETATION:
13'-6" MINIMUM ABOVE ROAD SURFACE

HORIZONTAL CLEARANCE TO FLAMMABLE VEGETATION:
10' MINIMUM FROM EDGE OF ROADWAY

NOTES:

1. VEGETATION CLEARANCE REQUIREMENTS PER CALIFORNIA FIRE CODE, SECTION 902.2.2.1.
2. VEGETATION CLEARANCE ZONE APPLIES TO DRIVEWAYS, ACCESS ROADS, TURNOUTS, CUL-DE-SACS, HAMMERHEADS, AND ALL OTHER SITE ACCESS IMPROVEMENTS.
3. DRIVEWAY AND ACCESS ROAD WIDTHS SHALL BE PER DEPARTMENT REQUIREMENTS.



SAN LUIS OBISPO COUNTY FIRE DEPARTMENT

VEGETATION CLEARANCE REQUIREMENTS

Scale: 1"=10'	Adopted: AUG 2014
Fire Safe Drawing No: FS-5	
Sheet No:	1 OF 1

TRUCK TURN EXHIBIT

