

From: melanie mills <millsmelanie@me.com>
Sent: Monday, August 22, 2016 9:36 PM
To: Ramona Hedges
Subject: La Lomita Proposed Event Venue

Dear Ms. Hedges,

I am writing to comment on the Bed and Breakfast and Event Venue proposed at La Lomita Ranch on Orcutt Road. I believe safer complete roads for biking, walking and driving are essential to communitywide well-being.

I am deeply concerned about the impact of additional traffic generated by this project on virtually every single weekend of the year on bicycle and runner safety, and request additional conditions to prevent major conflicts. Orcutt Road, which has been a popular route for both bicycling and running every day of the week for decades, is designated as a bicycle route in the County Bikeways Plan and targeted for improvements per SLOCOG's 2014 Regional Transportation Plan.

Orcutt Road's rolling terrain and spectacular views of the Morros also provide an idyllic setting for two challenging events: the SLO Triathlon and SLO Marathon and Half Marathon. People on bikes and runners train on Orcutt Road for these events year-round.

The updated County Bikeways Plan unanimously adopted by the Board of Supervisors on Aug. 9, 2016, includes the following goals:

- Accommodate increased bicycle usage
- Provide a safer bicycling environment
- Plan for bike facilities as part of all projects

The Bikeways Plan promotes Complete Streets, Safe Routes to Schools and closing gaps in existing bikeways to connect incorporated and unincorporated communities. More people will ride bikes if they feel safe.

The bicycling community is already concerned about safety on Orcutt Road because of its inconsistent shoulders or lack thereof and a significant increase in commuter traffic by south county residents who work in San Luis Obispo seeking options to congested Highways 101 and 227. Most bicyclists now avoid Orcutt Road during weekday commute hours and when 3/S Ranch-James Spreafico's construction aggregate mine at 7900 Orcutt Road is operating. This mining operation's conditional use permit approved by the Planning Commission allows a maximum of 100 one-way gravel truck trips per day from 7 a.m. to 6 pm. Monday through Friday and for four hours on Saturdays between 8 a.m. and 5 p.m. The cumulative effect of traffic associated with wine industry activities adds to the quandary.

People who ride bicycles on Orcutt Road consistently experience motorists speeding, passing over the double yellow line, passing when unsafe and driving distracted. We were sadly reminded of the deadly consequences of distracted driving on July 14, 2016, when Bridget Dawson, 58, of San Luis Obispo was fatally injured when northbound motorist Lisa Smith, 53,

of Oceano, drifted onto Highway 227's right shoulder south of Biddle Road and hit her from behind, according to media accounts. The crash is still under investigation by the California Highway Patrol.

The condition to widen Orcutt Road's southbound shoulder from the city limits to the primary access driveway to a Class II bike lane is a MINIMUM condition and INADEQUATE to alleviate circulation conflicts between road users. A right turn only lane is needed to protect people on bicycles from strings of vehicles arriving in a narrow time frame turning right into the driveway of the project site. This problem will be exacerbated with large vehicles pulling horse trailers.

Southbound bicyclists can easily coast 25 mph down the hill to the La Lomita driveway. Without a right turn only lane and a Class I bike lane to the left, our experience is that motorists will follow the vehicle in front of them and turn right without looking to determine if there are southbound bicyclists on the roadway. This situation is dangerous and extremely stressful to bicyclists. Add runners who often train on Orcutt Road to this mix and the danger is exacerbated.

We want a northbound left turn lane prior to the issuance of a construction permit rather than "until such time the Director of Public Works demands performance." Is the Director of Public Works waiting for a runner/bicycle fatality or serious injury?

When the events at La Lomita are over, there will be multiple motorists leaving the site in a narrow time frame. We anticipate that many motorists turning left (northbound) onto Orcutt Road will pull out regardless of whether southbound bicyclists are descending toward the driveway. Many will simply misjudge how fast bicyclists are traveling. Motorists are notoriously in a hurry and often desperate to turn left when there is heavy traffic and will expect bicyclists to wait for them. In addition, there is the sheep effect in which one motorist simply follows the motorist ahead of him or her without looking to see if it's safe to proceed. At least some of these drivers will be under the influence of alcohol served at these events, impairing their judgment even further. Again, the problem will be exacerbated with multiple large vehicles pulling horse trailers.

Also without a left turn lane: When northbound motorists make a left turn into the driveway, many motorists directly behind the vehicle will use the narrow shoulder to pass on the right because they don't want to wait. Motorists often don't look to see if there is a bicyclist on the roadway. This problem will be exacerbated if there is southbound traffic and the road is temporarily blocked by a motorist trying to turn left.

We question enforcement of the Transportation Management Plan that calls for event-goers to be transported by shuttle vehicles. Self-enforcement is not acceptable. We also want the estimated vehicle counts for employees, vendors and other support staff who will be driving to the site during active periods reflected in the conditions.

We take issue with this statement in the staff report because it was written from a motorist's perspective: "The proposed project or use will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved with the project ..." The staff report says Orcutt Road experiences a peak hour traffic of 293 vehicle

trips on weekdays and 142 trips on Saturday. It estimates the proposed project and 225-person events will generate an additional 100 peak hour trips. Motorists become part of the traffic flow. Because people on bicycles are slower, they will be passed by an additional 100 motorists on a road that has inadequate or no shoulders.

Planning commissioners should accept Bike SLO County's invitation to join them on a bicycle ride field trip during peak hour traffic to experience being passed by current traffic volumes that often include gravel trucks and large pickup trucks pulling out.

As a mother of two kids (6th and 9th grades) who bike to school and to get around SLO, I

From: Kenneth Price <kilopapa3@gmail.com>
Sent: Monday, August 22, 2016 7:01 PM
To: Ramona Hedges
Subject: possible venue on Orcutt Rd.

As the safety director of the San Luis Obispo bicycle club it is my job to make sure that the clubs riders as well as all riders are as safe as can be while out riding their bikes. Considering the recent fatality on 227 on a very wide section of border to the car lane I am quite concerned about the danger to riders before and after the event. The only way I can see that there would be no danger to riders and runners is to have a separate lane for them. Even that would be a problem unless there was a way to stop the vehicles when bikes or runners were approaching. I am not sure there is any way to make this safe for all no matter what is done. This may be a watershed decision for our county considering what may or may not be decided. Orcutt is the most popular place to ride on the weekend in all of the south county.

Thank you for your time. Ken Price slobc safety director and BAC 4th district member. 805-489-9779

From: Schani Siong
Sent: Tuesday, August 23, 2016 9:16 AM
To: Ramona Hedges
Subject: LLR Letter 3 - Mike Stern

Sincerely,

Schani Siong
Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. 805.781.4374
Email. ssiong@co.slo.ca.us

From: Mike Stern <2mikestern@gmail.com>
Sent: Sunday, August 21, 2016 1:55 PM
To: Schani Siong
Cc: cmf_oasisassoc.com; Alan Vander Horst
Subject: Re: DRC2014-00134 La Lomita Conditional Use Permit

Ms. Siong,

Thank you for your responses. Alan and I are playing phone tag but I'm sure we will talk soon. Just to let you know, the Vander Horst's have been fine neighbors and we have no problem with them using their land as they (and the County) sees fit. We do have a few concerns with the proposed project as one of their closest neighbors and as long term residents of the area.

The COAs in general seem to address a number of these concerns, but we believe that the traffic studies did not accurately analyze the traffic impacts and that the traffic impacts are not adequately mitigated. We disagree with the conclusion that the project will generate less than 100 peak hour trips and we disagree that the Traffic Demand Management Plan provides adequate mitigation. The TDMP is under COA #14 but is not subject to public comment; only County staff approval is required. COA #11 does not require enough roadway improvement over a long enough distance to mitigate the traffic impacts of the project. The roadway improvement along the entire property line at Orcutt Road should at least match that at Orcutt Road and Spanish Oaks Drive in the City of San Luis Obispo which is about 3,000 ft from the project's entrance. The County should also obtain an irrevocable offer of dedication for land along Orcutt Road for future road expansions.

COA #25 is a very valuable condition and requiring but deferring road improvements is a reasonable compromise to making road improvements a condition of construction, but it will not provide consolation to the families of anyone killed or those injured in the accidents that must occur before the road improvements are triggered. Keep in mind that since alcoholic beverages will be served at the events, there will be a significant increase in the percentage of inebriated drivers on Orcutt Road.

In addition, COA #42 does not specify the number of porta-pottys that must be on-site for 400+ persons nor does it require that these facilities be placed out of view from Orcutt Road. We suggest a condition that all sanitation and event supply equipment, vehicles, and materials be screened from view and/or placed no closer than 500 feet from Orcutt Road.

COA #49 should be revised to include compliance with all operations based COA's in the Rental Agreement, not just noise.

COA #50 should be clarified to represent the maximum number of people allowed on-site per event, not just event attendees since booth vendors, caterers, security staff, and others will significantly increase the total number of people on-site above the number of guests and attendees from 400 to perhaps 500 or more.

If we were seeking approval for a similar use on our property with similar impacts, we would expect to be subject to the same conditions as are requesting.

Thank you for your consideration of our concerns and please confirm receipt of this email.

Best regards,

Mike Stern

The Stern Family

On Thu, Aug 18, 2016 at 10:17 AM, Schani Siong <ssiong@co.slo.ca.us> wrote:

Mr. Stern

Please find attached a response letter to your questions. Some of your questions required the County to confer with the applicant. In addition, all the supporting technical studies referred in the environmental report and the final staff report with conditions of approval are all attached for your information. Hopefully, you'll find all the required info in these documents.

If you have any further questions, please do not hesitate to contact me.

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. [805.781.4374](tel:805.781.4374)
Email. ssiong@co.slo.ca.us

From: Mike Stern <2mikestern@gmail.com>
Sent: Saturday, August 13, 2016 9:55 AM
To: Schani Siong
Subject: Re: DRC2014-00134 APN 044-042-010

Ms. Siong,

Attached please find my letter to you (I will also send it to you via USPS) addressing my family's concerns about the adequacy of the proposed mitigation measures for the proposed project. (DRC2014-00134).

Please respond to our questions or direct me to where I can find the answers.

Best regards,

Mike
[818-665-5122](tel:818-665-5122)

On Wed, Jul 27, 2016 at 11:05 AM, Schani Siong <ssiong@co.slo.ca.us> wrote:

Hi Mike

This is the link to the published NDs on the County website for your future reference. The actual La Lomita ND is available on the 2nd link below. I'm out on training the whole next week - so the best way to contact me with questions is via email and I'll try to get back to you when my time permits.

[http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/Proposed_Negative_Declarations - Reports 2016.htm](http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/Proposed_Negative_Declarations_-_Reports_2016.htm)

http://www.slocounty.ca.gov/Assets/PL/negative+decs/2016+-+Reports/07+July/07-14-2016_DRC2014-00134_VANDERHORST_Negative_Declaration.pdf

Sincerely,

Schani Siong

Department of Planning and Building

County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. [805.781.4374](tel:805.781.4374)
Email. ssiong@co.slo.ca.us

From: Mike Stern <2mikestern@gmail.com>
Sent: Saturday, July 23, 2016 9:18 PM
To: Schani Siong
Subject: DRC2014-00134 APN 044-042-010

We received notice of the subject CUP hearing and cannot find the Staff Report and MND document on the County Planning website.

Please provide me with a copy or reply to this email with the date that you will be able to do so.

Thank you,

Mike Stern
APN 044-042-008
[818-665-5122](tel:818-665-5122)

----- Forwarded message -----

From: Alan Vander Horst <alan@360agmgt.com>
To: "Schani Siong" <ssiong@co.slo.ca.us>
Cc: "Carol Florence" <cmf@oasisassoc.com>
Date: Wed, 17 Aug 2016 19:42:17 -0500
Subject: RE: Public Inquiry Process

Great, thanks Schani.

From: Schani Siong [mailto:ssiong@co.slo.ca.us]
Sent: Wednesday, August 17, 2016 7:06 PM
To: Alan Vander Horst <alan@360agmgt.com>; cmf@oasisassoc.com <cmf@oasisassoc.com>
Subject: Public Inquiry Process

Hi Alan

Thank you for reaching out to Mr. Stern. Please keep the County updated with any communications you may have.

Meanwhile, the County as a lead agency and the permitting body has a formal responsibility to respond to public inquiries. The County will respond separately to Mr. Stern's request for additional info related to the environmental report, technical studies, reports that will help shed more information for him. You will be cc'ed in the communication.

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. [805.781.4374](tel:805.781.4374)
Email. ssiong@co.slo.ca.us

From: Alan Vander Horst <alan@360agmgt.com>
Sent: Wednesday, August 17, 2016 4:40 PM
To: cmf_oasisassoc.com; Schani Siong
Subject: RE: Public Concern Letter- Please add

He has both my phone #, and my email address. (I emailed him late yesterday)

He has an invitation to contact so I can help answer his questions.
I'm expecting him to return the communication any time.

Alan

From: Carol Florence [<mailto:cmf@oasisassoc.com>]
Sent: Wednesday, August 17, 2016 6:36 PM
To: Schani Siong <ssiong@co.slo.ca.us>
Cc: Tom Halen <tom@harmony.town>
Subject: RE: Public Concern Letter- Please add

Mr. Vander Horst sent a letter to Mr. Stern and followed up with a phone call. I believe that he is awaiting a return call. Perhaps for now, you should allow the two gentlemen to talk. I'm certain that

Mr. Vander Horst told Mr. Stern that he was responding to the letter to the County. Hopefully, you find that to be a satisfactory solution.

Respectfully,

C.M. Florence, AICP
Principal Planner

OASIS ASSOCIATES, INC.

LANDSCAPE ARCHITECTURE + PLANNING
3427 Miguelito Ct., San Luis Obispo, CA 93401
P: [805.541.4509](tel:805.541.4509) | F: [805.546.0525](tel:805.546.0525) | C: [805.459.9972](tel:805.459.9972)
www.OASISASSOC.com

From: Schani Siong [<mailto:ssiong@co.slo.ca.us>]

Sent: Wednesday, August 17, 2016 4:20 PM

To: Carol Florence <cmf@oasisassoc.com>

Cc: Tom Halen <tom@harmony.town>

Subject: Re: Public Concern Letter- Please add

Carol

Any progress on the responses to the highlighted items on Mike Stern's letter ?

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. [805.781.4374](tel:805.781.4374)
Email. ssiong@co.slo.ca.us

From: Schani Siong
Sent: Tuesday, August 23, 2016 9:18 AM
To: Ramona Hedges
Subject: LLR Letter - Mike Stern (PW Response)

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. 805.781.4374
Email. ssiong@co.slo.ca.us

From: Glenn D. Marshall
Sent: Monday, August 22, 2016 10:49 AM
To: Schani Siong
Subject: RE: DRC2014-00134 La Lomita Conditional Use Permit

Schani,

COA 14: Correct, the public will not be invited to comment on the TDMP. It will be prepared by a licensed engineer and reviewed by similarly licensed county staff. Once approved by County staff it becomes a public document, available to all. One component of the TDMP is to designate an onsite coordinator available to respond to public comments.

COA 11: The extent of improvements being conditioned complies with Board policy (Resolution 2008-152). The Planning Commission may make findings to require additional improvements.

COA 25: The applicants traffic engineer followed AASHTO to analyze left turn lane warrants and showed they were not necessary at this time. Their findings were reviewed and agreed upon by county civil engineers with traffic expertise.

COA 42: Not applicable to Public Works

COA 50: The maximum number of peak hour trips (PHT) for all events was limited by the applicant to not exceed 100 pht, so as to minimize impacts and required improvements per Board Policy 2008-152. Therefore, events with 225 guests that could generate up to 90 pht will have additional capacity of 10 pht (or 25 additional persons) including event guests, bed and breakfast guests, RV campers, security, vendors, etc. The events having 226-400 guest must follow the TDMP and employ offsite shuttles to maintain the 90 pht.

Feel free to contact me with additional questions,

-Glenn



Glenn D. Marshall

Development Services Engineer

gdmarshall@co.slo.ca.us

Phone: (805) 781-1596

[Website](#) || [Twitter](#) || [Map](#)



From: Schani Siong
Sent: Monday, August 22, 2016 9:22 AM
To: Glenn D. Marshall <gdmarshall@co.slo.ca.us>
Subject: Fw: DRC2014-00134 La Lomita Conditional Use Permit

Morning Glenn

Please take a look at Mike Stern's letter below concerning traffic and TDMP.

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. 805.781.4374
Email. ssiong@co.slo.ca.us

From: Mike Stern <2mikestern@gmail.com>
Sent: Sunday, August 21, 2016 1:55 PM
To: Schani Siong
Cc: cmf_oasisassoc.com; Alan Vander Horst
Subject: Re: DRC2014-00134 La Lomita Conditional Use Permit

Ms. Siong,

Thank you for your responses. Alan and I are playing phone tag but I'm sure we will talk soon. Just to let you know, the Vander Horst's have been fine neighbors and we have no problem with them using their land as they (and the County) sees fit. We do have a

few concerns with the proposed project as one of their closest neighbors and as long term residents of the area.

The COAs in general seem to address a number of these concerns, but we believe that the traffic studies did not accurately analyze the traffic impacts and that the traffic impacts are not adequately mitigated. We disagree with the conclusion that the project will generate less than 100 peak hour trips and we disagree that the Traffic Demand Management Plan provides adequate mitigation. The TDMP is under COA #14 but is not subject to public comment; only County staff approval is required. COA #11 does not require enough roadway improvement over a long enough distance to mitigate the traffic impacts of the project. The roadway improvement along the entire property line at Orcutt Road should at least match that at Orcutt Road and Spanish Oaks Drive in the City of San Luis Obispo which is about 3,000 ft from the project's entrance. The County should also obtain an irrevocable offer of dedication for land along Orcutt Road for future road expansions.

COA #25 is a very valuable condition and requiring but deferring road improvements is a reasonable compromise to making road improvements a condition of construction, but it will not provide consolation to the families of anyone killed or those injured in the accidents that must occur before the road improvements are triggered. Keep in mind that since alcoholic beverages will be served at the events, there will be a significant increase in the percentage of inebriated drivers on Orcutt Road.

In addition, COA #42 does not specify the number of porta-pottys that must be on-site for 400+ persons nor does it require that these facilities be placed out of view from Orcutt Road. We suggest a condition that all sanitation and event supply equipment, vehicles, and materials be screened from view and/or placed no closer than 500 feet from Orcutt Road.

COA #49 should be revised to include compliance with all operations based COA's in the Rental Agreement, not just noise.

COA #50 should be clarified to represent the maximum number of people allowed on-site per event, not just event attendees since booth vendors, caterers, security staff, and others will significantly increase the total number of people on-site above the number of guests and attendees from 400 to perhaps 500 or more.

If we were seeking approval for a similar use on our property with similar impacts, we would expect to be subject to the same conditions as are requesting.

Thank you for your consideration of our concerns and please confirm receipt of this email.

Best regards,

Mike Stern

The Stern Family

From: Schani Siong
Sent: Tuesday, August 23, 2016 9:18 AM
To: Ramona Hedges
Subject: LLR Letter - Jay Jansson

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. 805.781.4374
Email. ssiong@co.slo.ca.us

From: JAY H JANSSON <jjansson11@yahoo.com>
Sent: Monday, August 15, 2016 11:38 AM
To: Schani Siong
Subject: Fw: 1771 Lomita Way File no. ORC2014-00134

On Friday, August 12, 2016 10:57 AM, JAY H JANSSON <jjansson11@yahoo.com> wrote:

To whom it may concern:

My wife and I live at 1580 Populus Ave. San Luis Obispo, CA. We have been here since 2001. We are definitely against the development of the subject property into a Bed and Breakfast, camp grounds and event center. Here are our reasons.

1. Traffic is currently a problem with vehicles going at a high rate of speed on Orcutt Road. Additional traffic, especially if 52 events a year happen will make for very dangerous situation. Suggest a traffic study be conducted keeping in mind the traffic that will be created with some 400 people attending events. The Orcutt Road/Spanish Oaks intersection is a major issue that needs to be addressed along with Orcutt Road/Tank Farm Road intersection due to traffic issues that occur daily.
2. Noise pollution from events will be a problem for our neighborhood.
3. Service vehicles for events will be required adding to traffic issues.

Please confirm receipt of this email.

Thank you for your attention on this matter.
Jay & Peggy Jansson

805 704-6977



Ramona Hedges, Secretary
SLO County Planning Commission
976 Osos St., Room 300
San Luis Obispo CA 93408

Re: Alan and Rebecca Vanderhorst's request for a conditional use permit to convert La Lomita Ranch into a Bed and Breakfast and Event project on Orcutt Road

Aug. 22, 2016

Dear Ms. Hedges:

Bike SLO County appreciates the opportunity to comment on the Bed and Breakfast and Event proposed at La Lomita Ranch on Orcutt Road. We are supported by more than 4,800 individuals throughout the region who believe safer complete roads for biking, walking and driving are essential to communitywide well-being.

We are deeply concerned about the impact of additional traffic generated by this project on virtually every single weekend of the year on bicycle and runner safety, and request additional conditions to prevent major conflicts. Orcutt Road, which has been a popular route for both bicycling and running every day of the week for decades, is designated as a bicycle route in the County Bikeways Plan and targeted for improvements per SLOCOG's 2014 Regional Transportation Plan.

Orcutt Road's rolling terrain and spectacular views of the Morros also provide an idyllic setting for two challenging events: the SLO Triathlon and SLO Marathon and Half Marathon. People on bikes and runners train on Orcutt Road for these events year-round.

The updated County Bikeways Plan unanimously adopted by the Board of Supervisors on Aug. 9, 2016, includes the following goals:

- Accommodate increased bicycle usage
- Provide a safer bicycling environment
- Plan for bike facilities as part of all projects

The Bikeways Plan promotes Complete Streets, Safe Routes to Schools and closing gaps in existing bikeways to connect incorporated and unincorporated communities. More people will ride bikes if they feel safe.

The bicycling community is already concerned about safety on Orcutt Road because of its inconsistent shoulders or lack thereof and a significant increase in commuter traffic by south county residents who work in San Luis Obispo seeking options to congested Highways 101 and 227. Most bicyclists now avoid Orcutt Road during weekday commute hours and when 3/S Ranch-James Spreafico's construction aggregate mine at 7900 Orcutt Road is operating. This mining operation's conditional use permit approved by the Planning



Commission allows a maximum of 100 one-way gravel truck trips per day from 7 a.m. to 6 pm. Monday through Friday and for four hours on Saturdays between 8 a.m. and 5 p.m. The cumulative effect of traffic associated with wine industry activities adds to the quandary.

People who ride bicycles on Orcutt Road consistently experience motorists speeding, passing over the double yellow line, passing when unsafe and driving distracted. We were sadly reminded of the deadly consequences of distracted driving on July 14, 2016, when Bridget Dawson, 58, of San Luis Obispo was fatally injured when northbound motorist Lisa Smith, 53, of Oceano, drifted onto Highway 227's right shoulder south of Biddle Road and hit her from behind, according to media accounts. The crash is still under investigation by the California Highway Patrol.

The condition to widen Orcutt Road's southbound shoulder from the city limits to the primary access driveway to a Class II bike lane is a **MINIMUM** condition and **INADEQUATE** to alleviate circulation conflicts between road users. A right turn only lane is needed to protect people on bicycles from strings of vehicles arriving in a narrow time frame turning right into the driveway of the project site. This problem will be exacerbated with large vehicles pulling horse trailers.

Southbound bicyclists can easily coast 25 mph down the hill to the La Lomita driveway. Without a right turn only lane and a Class 11 bike lane to the left, our experience is that motorists will follow the vehicle in front of them and turn right without looking to determine if there are southbound bicyclists on the roadway. This situation is dangerous and extremely stressful to bicyclists. Add runners who often train on Orcutt Road to this mix and the danger is exacerbated.

We want a northbound left turn lane prior to the issuance of a construction permit rather than "until such time the Director of Public Works demands performance." Is the Director of Public Works waiting for a runner/bicycle fatality or serious injury?

When the events at La Lomita are over, there will be multiple motorists leaving the site in a narrow time frame. We anticipate that many motorists turning left (northbound) onto Orcutt Road will pull out regardless of whether southbound bicyclists are descending toward the driveway. Many will simply misjudge how fast bicyclists are traveling. Motorists are notoriously in a hurry and often desperate to turn left when there is heavy traffic and will expect bicyclists to wait for them. In addition, there is the sheep effect in which one motorist simply follows the motorist ahead of him or her without looking to see if it's safe to proceed. At least some of these drivers will be under the influence of alcohol served at these events, impairing their judgment even further. Again, the problem will be exacerbated with multiple large vehicles pulling horse trailers.

Also without a left turn lane: When northbound motorists make a left turn into the driveway, many motorists directly behind the vehicle will use the narrow shoulder to pass on the right because they don't want to wait. Motorists often don't look to see if there is a bicyclist on the



roadway. This problem will be exacerbated if there is southbound traffic and the road is temporarily blocked by a motorist trying to turn left.

We question enforcement of the Transportation Management Plan that calls for event-goers to be transported by shuttle vehicles. Self-enforcement is not acceptable. We also want the estimated vehicle counts for employees, vendors and other support staff who will be driving to the site during active periods reflected in the conditions.

We take issue with this statement in the staff report because it was written from a motorist's perspective: "The proposed project or use will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved with the project ..." The staff report says Orcutt Road experiences a peak hour traffic of 293 vehicle trips on weekdays and 142 trips on Saturday. It estimates the proposed project and 225-person events will generate an additional 100 peak hour trips. Motorists become part of the traffic flow. Because people on bicycles are slower, they will be passed by an additional 100 motorists on a road that has inadequate or no shoulders.

Bike SLO County invites planning commissioners to join them on a bicycle ride field trip during peak hour traffic to experience being passed by current traffic volumes that often include gravel trucks and large pickup trucks pulling trailers and then imagine an additional 100 motorists passing them. Existing conditions do not meet the updated County Bikeways Plan's goal to "provide a safer bicycling environment." Please contact me at lea@bikeslocounty.org to make arrangements for the field trip.

Sincerely,

Lea Brooks, Advocate
Bike SLO County Board

Below are several recent images of motorists committing violations, including the Three Feet for Safety Act, on Orcutt Road. The images are from a videocam mounted on my handlebars.



Southbound Orcutt Road south of Biddle Road. This motorist nearly scraped my elbow.



I was riding northbound south of Wolff winery when this southbound motorist passed unsafely and came within a foot of me – quite a heartstopper. Notice this vehicle has no front license plate.



This image is on Orcutt Road in the San Luis Obispo city limits just south of Johnson Avenue. This motorist illegally crossed a double center line to pass a slower vehicle. He violated the law and jeopardized my safety because I was northbound on my bicycle. Thank goodness for the shoulder. Much of Orcutt Road in the unincorporated area has no shoulders.

From: Eric Wier <frankwier@gmail.com>
Sent: Sunday, August 21, 2016 3:14 PM
To: Ramona Hedges
Subject: Alan and Rebecca Vanderhorst project

Dear Planning Commissioners,

I am concerned with the traffic element of the La Lomita project. I read the project is conditioned to widen Orcutt Road to accommodate a class II bike lane from the city limits to the existing driveway. I agree with this recommendation and would also advocate for the changes proposed by Bike SLO County. Bike SLO County advises a southbound right turn lane, a center turn lane for northbound traffic and bike lane markings on Orcutt Road.

The population of SLO city and county will continue to increase and road improvements are needed to keep up with population demands. The traffic consultant states the proposed project will generate an additional "100 peak hour trips" and ironically the county threshold for roadway improvements and a Roadway Safety Analysis is "over 100 peak hour trips". I feel the people who are going to benefit financially from this project should bear the costs of roadway improvements as opposed to the citizens of SLO County.

I urge the adoption of Bike SLO County recommendations.

Thank you,
Laura Frank

August 13, 2016

Ms. Schani Siong
Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408

Subject: VanderHorst Conditional Use Permit (DRC2014-00134)

Dear Ms. Siong,

My family's property and residence is the closest "receptor" to the project location and based upon our review of the County's Environmental Determination (ED15-018) we have several initial questions and comments concerning the County's decision to issue and Staff's decision to approve an MND for this project with the indicated mitigation measures.

We are generally supportive of the proposed use but are concerned that the mitigation measures as proposed will not adequately address the traffic, noise, and dust related air quality impacts. We also are concerned with the secondary impacts associated with alcohol consumption by the over 400 people that may be attending events throughout the year at this location.

Please provide me with a copy or link to the Initial Study, all Agency comment letters, all Traffic related studies, all Noise related studies, and all dust related Air Quality studies associated with this Project CUP and MND.

I also request responses to the following questions:

1. Will parking be allowed along and on the shoulder of Orcutt Road?

County: No.

2. Where exactly are the "off-site" parking areas?

County: Applicant nominated locations are County Airport, MindBody Parking structure, Dr. Vernacchia Airport Business Center parking lot.

3. Will the "secondary" access road be used for emergency purposes only or is it a second entrance for events?

County: Only for emergency purposes. Existing driveway remains the main entry/ exit.

4. The amount of acreage planned for event parking will require "stacked" parking. Is this type of parking allowed by the County?

County/ Applicant: The County does not specify/ regulate parking arrangements other than adequacy of area required for overflow parking (400sq per car space). The site plan delineates the "over flow" parking area for events up to 225 attendees. This area is

approximately 1.1 acres and can easily be extended, as required.

5. What is the definition and permitted use of “dry-camping areas”?

County: Dry camping is defined as incidental camping per Land Use Ordinance Section 22.30.520. It is basic camping with unimproved road without facilities, incidental to the equestrian activity on the property.

6. Will “Porta-Pottys” be allowed and used during events, and given the request for 52 events per year, what is to prevent these “temporary” facilities from being a constant presence?

County : The applicant has to apply and comply with health and sanitary permit standards issued by the Dept of Environmental Health, which sets out the conditions by which the porta pottys are used for events.

7. Will fire pits be permitted and if so, how many and of what size? Does the County lighting ordinance apply to fire pits?

County: Fire pits are allowed for incidental camping sites (10 spaces max). No size is given at the time of application. The fire pits are governed by the Air Pollution Control District in terms of smoke and nuisance standards. County lighting ordinance does not specifically address open fire pits.

8. Did the 400-person maximum per event “attendance” number used in the various studies include all guests of the B&B units, dry camping spaces, event staff, vendors and residents?

County/ Applicant: The traffic analysis included all of the guests, dry camping spaces, event participants, and “typical operations” as defined by the Institute of Transportation Engineers.

9. How will the County know if the attendance number is exceeded? For example, what is to stop this from becoming a SLO-Coachella?

County: The project is conditioned to conform to the Transportation Demand Management Plan that has monitoring and reporting requirements. Aside from conformance with the conditions of approval, most enforcement cases are complaint driven.

10. Will the number or severity of traffic accidents on Orcutt Road be monitored so that a specific increased level triggers additional mitigation measures?

County: The County Public Works Dept currently monitors accidents on Orcutt Road. As a permit condition, the County is recommending the applicant enter into an agreement with Public Works to defer the construction of a standard left-turn channelization at Orcutt Road and project access driveway. Should accidents increase, or road impact is considered more severe beyond what the Transportation Management Plan anticipates, Public Works can

require additional traffic study or left turn lane be installed.

11. Will the amplified music be limited to a certain decibel level at the source?

County: The County ordinance on noise applies to sound levels at property lines. The applicant submitted a noise assessment which concluded noise levels at property line will not exceed County standards. The amplified music source is currently not limited due to adequate attenuating factors present i.e. large parcel, long distance to nearest residence and physical barrier (Islay Hill) as assessed by the acoustics engineer.

12. What types of alcoholic beverage will be consumed on site and will a license for this be required?

County/Applicant: The caterer typically has the ABC license – which could be beer and wine and/or hard liquor. The event venue provider does not typically hold the license.

13. Will the applicant or the County be responsible for paying the cost of event security?

County/ Applicant: Yes, security would be a cost paid for by the event venue provider.

14. How many other event locations in the County have facilities for 400 guests?

County: Currently, there is 1 other site that host events for up to 400 guests, Rava Winery (North County).

We are particularly concerned about the traffic impacts on Orcutt Road and the lack of turning/merging lanes, bike lanes, and long ingress/egress transitions as required mitigation measures.

Thank you for your attention and consideration of our requests and concerns.

Please respond to this letter via email to me at 2mikestern@gmail.com

Thank you,



Mike Stern
4444 Orcutt Road
San Luis Obispo, CA 93401
Tel: 818-665-5122
E-mail: 2mikestern@gmail.com



MEMORANDUM

Date: November 17, 2015
To: Carol Florence, Oasis Associates, Inc.
From: Joe Fernandez and Lance Knox, CCTC

Subject: La Lomita Ranch Equestrian, B&B, & Events Transportation Analysis- DRC 2014-00134

This memorandum summarizes our review of transportation issues related to the proposed La Lomita Ranch Equestrian Facility, Bed & Breakfast and Event project located at 4501 Orcutt Road in unincorporated San Luis Obispo County, as well as responds to the comments provided by Glenn D. Marshall, PE (Public Works Department response to application referral, May 7, 2015 and July 29, 2015.) The proposed project consists of an existing equestrian facility, proposed equestrian-related dry camping, proposed 8-room bed and breakfast, and an event venue for temporary events.

EXECUTIVE SUMMARY

Upon review of the proposed project description, existing conditions, analysis of the trip generation, site access and circulation, including a left turn evaluation and a collision evaluation, we have concluded the following:

- Use of the existing site access point off of Orcutt Road for the proposed project provides adequate sight distance. Sight distance for the emergency vehicle access point is assumed to meet county standards with horizontal and vertical realignment as discussed herein.
- No collisions were reported near the project entry between 2011 and 2013, the most recent year data was available. This results in a below average collision rate so no further safety analysis is required.
- Typical project operations with day camping and temporary stays in the B & B will result in 9 AM, 10 PM, and 115 daily vehicle trips. A 225-person special event would generate up to 90 inbound and 90 outbound trips. Combined operations with fewer than 100 peak hour traffic (pht) would not require installation of a left turn lane on Orcutt Road.
- Events with more than 225 attendees will be required to implement a transportation demand management plan with off-site parking and shuttles. The transportation demand management plan is attached.

TRIP GENERATION

Table 1 summarizes the project's trip generation estimates for typical operations and a 225-person special event. Typical operations were estimated using standard rates provided by the Institute of Transportation Engineers (ITE) for Hotels and Campground/Recreational Vehicle Parks.

The following assumptions were made to estimate trips for special events on the site with 225 attendees:

- The average vehicle occupancy for special events is 2.5 persons per vehicle per the County's resolution 2008-152. For a 225-person event, this corresponds to 90 vehicles entering the site and 90 vehicles departing the site during an event day, for a total of 180 daily trips.
- Per the project description, the 225 attendees combined with the Bed & Breakfast guests, RV campers, and traffic associated with other typical site operations will not exceed 100 pht.
- As a worst-case estimate, all attendees were assumed to arrive during a single hour and depart during a different single hour.

- Up to 10 dry camping sites would be provided on the site. Trip estimates for on-site camping were developed using the ITE rates for Campground/Recreational Vehicle park uses.

Smaller special events would generate fewer trips.

Table 1: Trip Generation Estimates								
Project Component	Size	Daily Trips	Peak Hour Trips					
			Weekday AM			Weekday PM		
Typical Operations			In	Out	Total	In	Out	Total
Bed & Breakfast ¹	8 Rooms	65	2	2	4	3	2	5
RV Campers ²	10 Occupied Sites	50	2	3	5	3	2	5
Typical Operations Total		115	4	5	9	6	4	10
Special Event Operations		Daily Trips	Event Start			Event End		
			In	Out	Total	In	Out	Total
Special Events ³	225 Attendees	180	90	0	90	0	90	90

1. ITE Trip Generation Manual, Land Use Code 310, Hotel. Average trip rate used.
2. ITE Trip Generation Manual, Land Use Code 416, Campground/Recreational Vehicle Park.
3. Special Events traffic assumed to have an average vehicle ridership of 2.5, per County Resolution 2008-152. Attendees were assumed to enter within one hour and exit in one different hour.
Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2015

The project description notes that up to four annual events would be held with between 225 and 400 attendees. These larger events will be subject to the Transportation Demand Management Plan (TDMP) included as Appendix B. The TDMP would use off-site shuttle service to enable occasional larger events without exceeding 100 peak hour trips.

SITE ACCESS AND CIRCULATION

Plans submitted with the application depict conceptual vehicular and pedestrian circulation and parking. The existing driveway would continue to be used as the primary access point. This driveway is currently controlled by an interior gate permitting one-way flow only. It will be necessary to widen this bottleneck to allow two-way traffic and ensure that the gate is open during special events to prevent vehicles stopped at the gate from spilling back onto Orcutt Road.

The County provides intersection and driveway sight distance standards based on the minimum stopping sight distance (SSD) identified in the Caltrans Highway Design Manual. The speed limit near the project driveway is 55 mph. This corresponds to a minimum SSD of 500 feet.

The project's primary driveway provides sight distance in excess of 700 feet in both directions, which exceeds the minimum required SSD and is therefore adequate. The emergency access driveway is shown on conceptual plans near the top of a vertical curve to provide clear sight lines on both sides of the crest. Review of the conceptual plan indicates that the emergency driveway sight distance would be adequate if it is moved 20 feet south on Orcutt Road and raised approximately one foot above the finished grade of Orcutt Road. Sight distance will be further reviewed upon preparation of detailed construction documents. Both driveways must meet sight distance requirements prior to hosting uses allowed under this permit.

The County Bikeways Plan identifies Orcutt Road as a proposed Class II facility. SLOCOG's 2014 Regional Transportation Plan includes a project to improve Orcutt Road to arterial standards with Class II bike lanes between the SLO City limits and Biddle Ranch Road. The La Lomita project would not conflict with this plan.

LEFT TURN LANE EVALUATION

The County of San Luis Obispo provided a seven day count from February 2014 for Orcutt Road north of Biddle Ranch Road, approximately two miles south of the project's primary driveway. The peak weekday traffic volumes occurred on a Tuesday, with 2,386 daily vehicles, 260 AM (71 SB, 189 NB) peak hour vehicles, and 293 PM (207 SB, 86 NB) peak hour vehicles. A count summary is provided as Attachment A.

For the purposes of this left-turn lane analysis, the project-generated trips were distributed with 80% to and from the north and 20% to and from the south. This corresponds to a northbound left turning volume of 20 inbound vehicles when an event starts. As described in Table 1 this assumes guests and all attendees arrive in a single hour.

The need for left turn lanes was evaluated based on the approach recommended in AASHTO *Green Book's* Table 9-23, the Guide for Left-Turn Lanes on Two-Lane Highways. This table provides recommended thresholds for determining if a left turn lane is warranted. The thresholds are an important element of the decision making process, but must be considered with other factors such as design consistency within a corridor and site specific constraints. The relevant thresholds are summarized in the table below.

U.S. Customary				
Opposing Volume (veh/h)	Advancing Volume (veh/h)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
40-mph Operating Speed				
800	330	240	180	160
600	410	305	225	200
400	510	380	275	245
200	640	470	350	305
100	720	515	390	340
50-mph Operating Speed				
800	280	210	165	135
600	350	260	195	170
400	430	320	240	210
200	550	400	300	270
100	615	445	335	295
60-mph Operating Speed				
800	230	170	125	115
600	290	210	160	140
400	365	270	200	175
200	450	330	250	215
100	505	370	275	240

Source: AASHTO Green Book Table 9-23

Given the speed limit of 55 mph northbound, a 60 mph operating speed provides a conservative analysis for the left-turn lane.

In the existing plus project PM peak hour, the opposing southbound traffic on Orcutt Road is 287 vehicles per hour (vph)-207 existing trips plus 80 project trips (80% of 100 trips come from the north). The northbound

advancing volume consists of 86 vph through and 20 vph (20% of 100 trips come from the south) turning left. This translates to 23% left turns. Given the 23% left turns, an advancing volume of roughly 200 vehicles would be needed to justify a left turn lane. Therefore, special events with 225 attendees plus typical operations would not warrant a left turn lane based on this chart due to the low advancing volumes.

COLLISION EVALUATION

Collision reports in the vicinity of the project were reviewed from 2011 through 2013. No collisions were reported within one mile of the project driveway.

Please let me know if you have any questions.

Enclosures: Attachment A: Traffic Count Summary
Attachment B: Event Transportation Management Plan

Appendix A: Traffic Count Sheets



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotraffdata.com

Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408
(805) 781-5200

7 Day Volume Count Report

Location No. **130**

Road Name **Orcutt Rd**

Nearest Cross St **N of Biddle Ranch Rd**

Survey Date **2/23/14 thru 3/1/14**

Latitude **35.22122831**

Longitude **-120.5971838**

Peak Day **Tuesday**

Number of Lanes **2**

Comments

Sunday, February 23, 2014												Hourly Totals
Hour	Northbound					Southbound						
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
12:00 AM	2	1	1	0	4	3	1	1	2	8	12	
1:00 AM	0	0	2	0	2	0	0	1	2	3	5	
2:00 AM	0	0	0	0	0	1	1	1	0	3	3	
3:00 AM	0	0	0	2	2	0	0	0	0	0	2	
4:00 AM	0	0	1	0	1	0	0	1	0	1	2	
5:00 AM	0	1	3	0	4	0	0	2	0	2	6	
6:00 AM	2	1	3	6	12	2	2	1	1	6	18	
7:00 AM	4	4	2	7	17	1	2	4	3	10	27	
8:00 AM	9	10	8	8	35	4	7	12	7	30	65	
9:00 AM	6	16	10	18	50	8	11	10	11	40	90	
10:00 AM	14	12	13	14	53	10	15	14	16	55	108	
11:00 AM	13	15	17	13	58	11	12	16	19	58	116	
12:00 PM	11	16	11	22	60	17	17	14	9	57	117	
1:00 PM	19	21	18	21	79	22	21	32	21	96	175	
2:00 PM	11	18	22	17	68	19	17	26	22	84	152	
3:00 PM	21	17	16	14	68	16	18	20	21	75	143	
4:00 PM	16	16	15	15	62	17	14	12	16	59	121	
5:00 PM	19	21	11	15	66	17	16	20	6	59	125	
6:00 PM	13	6	9	7	35	9	18	15	3	45	80	
7:00 PM	4	4	8	2	18	8	8	11	6	33	51	
8:00 PM	5	3	2	2	12	8	3	4	4	19	31	
9:00 PM	1	7	2	4	14	7	3	5	2	17	31	
10:00 PM	1	3	1	0	5	3	3	1	4	11	16	
11:00 PM	0	0	2	0	2	1	1	0	0	2	4	
Total	727					773					1500	

AM Peak Hr 11:00 am to 12:00 pm AM Peak 116 AM PHF 0.879
PM Peak Hr 1:00 pm to 2:00 pm PM Peak 175 PM PHF 0.875

Monday, February 24, 2014												Hourly Totals
Hour	Northbound					Southbound						
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
12:00 AM	0	0	1	2	3	1	2	1	2	6	9	
1:00 AM	2	0	0	0	2	0	0	0	0	0	2	
2:00 AM	0	0	0	0	0	1	0	0	0	1	1	
3:00 AM	0	0	0	0	0	1	0	0	0	1	1	
4:00 AM	2	1	0	2	5	0	0	0	0	0	5	
5:00 AM	1	5	4	3	13	0	1	0	1	2	15	
6:00 AM	7	11	13	26	57	2	5	9	19	35	92	
7:00 AM	12	32	35	64	143	7	17	6	17	47	190	
8:00 AM	38	34	31	29	132	10	17	13	9	49	181	
9:00 AM	37	28	26	14	105	12	14	17	14	57	162	
10:00 AM	19	12	26	20	77	10	13	18	19	60	137	
11:00 AM	14	10	19	22	65	18	14	14	16	62	127	
12:00 PM	17	14	10	22	63	18	21	17	29	85	148	
1:00 PM	16	16	21	13	66	24	21	24	20	89	155	
2:00 PM	15	20	15	18	68	15	23	27	14	79	147	
3:00 PM	23	14	23	18	78	23	24	20	22	89	167	
4:00 PM	19	16	29	19	83	22	35	38	33	128	211	
5:00 PM	12	16	21	19	68	62	85	47	36	230	298	
6:00 PM	11	11	8	7	37	25	27	15	13	80	117	
7:00 PM	3	4	9	9	25	14	8	8	14	44	69	
8:00 PM	3	3	2	3	11	4	9	4	6	23	34	
9:00 PM	1	4	3	0	8	5	11	3	4	23	31	
10:00 PM	1	0	1	0	2	7	1	2	1	11	13	
11:00 PM	0	2	0	0	2	1	1	1	2	5	7	
Total	1113					1206					2319	

AM Peak Hr 7:45 am to 8:45 am AM Peak 224 AM PHF 0.691
PM Peak Hr 5:00 pm to 6:00 pm PM Peak 298 PM PHF 0.738

Tuesday, February 25, 2014												Hourly Totals
Hour	Northbound					Southbound						
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
12:00 AM	1	0	0	0	1	0	1	0	1	2	3	
1:00 AM	0	0	0	1	1	1	0	0	1	2	3	
2:00 AM	0	0	0	0	0	1	0	0	0	1	1	
3:00 AM	0	0	0	1	1	0	0	0	0	0	1	
4:00 AM	2	0	1	0	3	0	0	2	0	2	5	
5:00 AM	0	2	3	6	11	0	0	0	1	1	12	
6:00 AM	12	9	14	28	63	5	4	8	18	35	98	
7:00 AM	15	39	49	63	166	9	13	15	22	59	225	
8:00 AM	36	41	34	28	139	23	11	12	20	66	205	
9:00 AM	26	21	19	14	80	8	17	8	15	48	128	
10:00 AM	18	14	19	16	67	9	20	21	13	63	130	
11:00 AM	19	17	25	12	73	14	17	12	20	63	136	
12:00 PM	16	15	17	20	68	12	18	18	26	74	142	
1:00 PM	20	18	12	20	70	19	19	19	22	79	149	
2:00 PM	28	14	20	18	80	15	17	23	22	77	157	
3:00 PM	24	16	25	24	89	20	34	32	29	115	204	
4:00 PM	28	16	27	24	95	37	35	30	57	159	254	
5:00 PM	16	19	10	16	61	54	66	34	39	193	254	
6:00 PM	13	17	10	15	55	19	18	19	10	66	121	
7:00 PM	5	9	3	4	21	10	7	9	12	38	59	
8:00 PM	5	3	4	3	15	12	9	5	5	35	50	
9:00 PM	1	3	2	1	7	6	5	5	5	21	28	
10:00 PM	1	0	1	1	3	2	5	1	0	8	11	
11:00 PM	0	2	0	2	4	0	4	0	2	6	10	
Total	1173					1213					2386	

AM Peak Hr 7:30 am to 8:30 am AM Peak 260 AM PHF 0.765
PM Peak Hr 4:30 pm to 5:30 pm PM Peak 293 PM PHF 0.862

Wednesday, February 26, 2014												Hourly Totals
Hour	Northbound					Southbound						
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
12:00 AM	0	0	0	0	0	2	0	0	0	2	2	
1:00 AM	0	0	0	0	0	1	0	1	0	2	2	
2:00 AM	0	0	0	0	0	0	1	0	1	2	2	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	2	0	1	1	4	0	0	0	0	0	4	
5:00 AM	1	3	5	13	22	0	2	1	0	3	25	
6:00 AM	9	10	10	24	53	4	5	10	16	35	88	
7:00 AM	14	29	61	67	171	19	16	10	10	55	226	
8:00 AM	49	32	31	32	144	16	14	9	11	50	194	
9:00 AM	23	24	20	21	88	13	17	12	8	50	138	
10:00 AM	15	14	14	14	57	8	10	10	20	48	105	
11:00 AM	15	16	15	19	65	6	11	5	13	35	100	
12:00 PM	13	16	13	11	53	18	13	19	14	64	117	
1:00 PM	16	14	15	15	60	20	23	15	15	73	133	
2:00 PM	17	12	16	21	66	19	22	21	23	85	151	
3:00 PM	20	17	18	31	86	23	26	18	22	89	175	
4:00 PM	18	18	16	22	74	27	38	34	47	146	220	
5:00 PM	15	24	9	15	63	49	63	50	26	188	251	
6:00 PM	8	14	4	6	32	13	15	10	7	45	77	
7:00 PM	3	3	2	4	12	5	10	5	6	26	38	
8:00 PM	2	3	3	3	11	8	12	7	8	35	46	
9:00 PM	6	3	2	0	11	4	6	5	4	19	30	
10:00 PM	0	0	2	0	2	2	4	5	1	12	14	
11:00 PM	1	0	0	1	2	1	0	0	1	2	4	
Total	1076					1068					2144	

AM Peak Hr 7:30 am to 8:30 am AM Peak 259 AM PHF 0.841
PM Peak Hr 4:45 pm to 5:45 pm PM Peak 279 PM PHF 0.802

Thursday, February 27, 2014												Hourly Totals
Hour	Northbound					Southbound						
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
12:00 AM	0	0	0	0	0	0	0	1	1	2	2	
1:00 AM	0	0	0	0	0	0	1	0	0	1	1	
2:00 AM	0	0	0	2	2	0	0	2	0	2	4	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	1	1	1	2	5	0	0	0	0	0	5	
5:00 AM	1	2	7	4	14	0	1	1	2	4	18	
6:00 AM	6	12	13	25	56	3	4	7	16	30	86	
7:00 AM	16	35	50	49	150	9	14	15	14	52	202	
8:00 AM	31	37	38	30	136	11	14	15	10	50	186	
9:00 AM	24	16	15	20	75	13	9	9	17	48	123	
10:00 AM	16	19	16	17	68	18	11	20	14	63	131	
11:00 AM	14	17	22	18	71	10	17	12	14	53	124	
12:00 PM	16	14	19	13	62	13	19	27	26	85	147	
1:00 PM	15	17	20	14	66	22	22	18	15	77	143	
2:00 PM	19	17	12	26	74	20	8	19	23	70	144	
3:00 PM	19	23	17	18	77	18	21	28	25	92	169	
4:00 PM	25	19	20	21	85	24	32	28	36	120	205	
5:00 PM	21	18	14	13	66	56	79	42	30	207	273	
6:00 PM	11	16	6	7	40	27	19	15	12	73	113	
7:00 PM	5											



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
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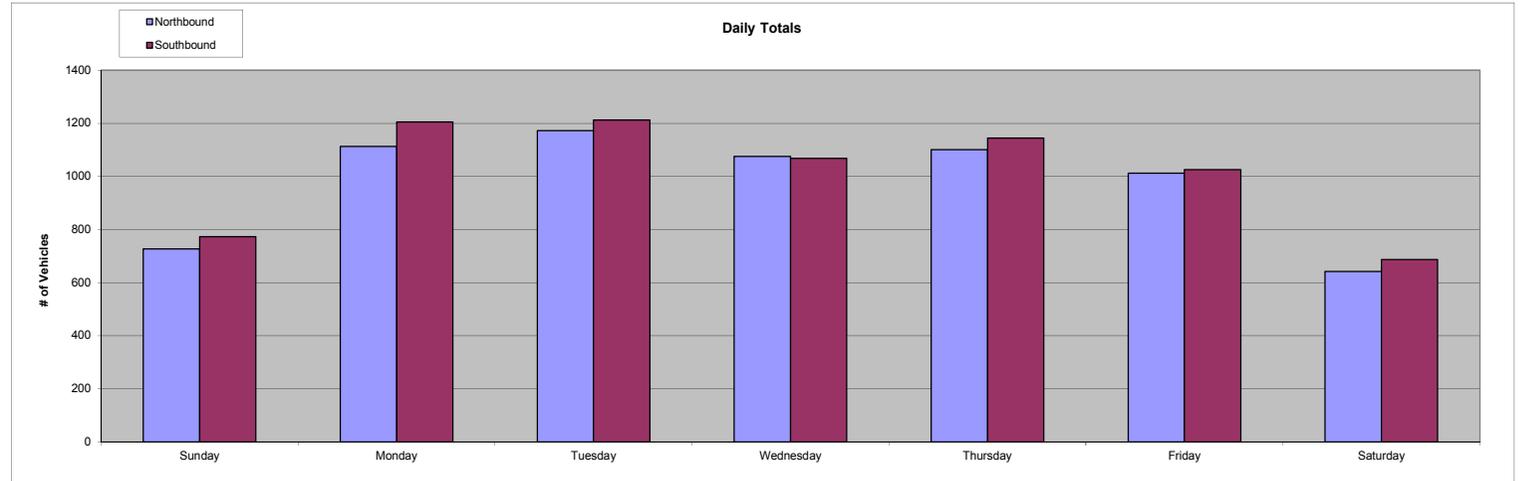
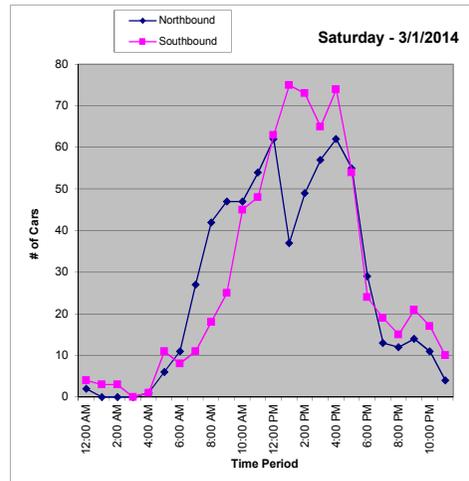
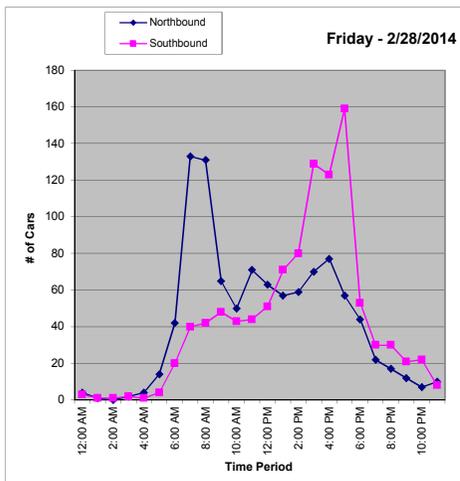
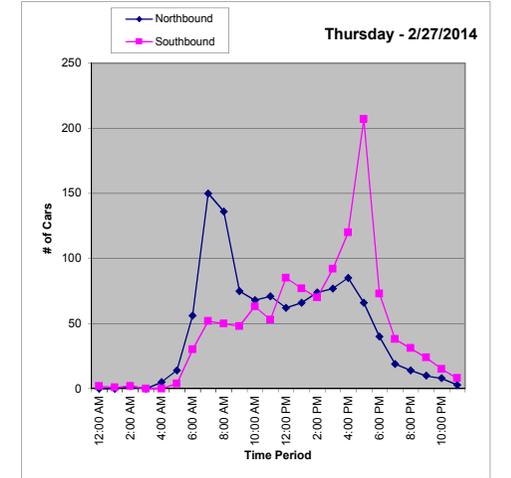
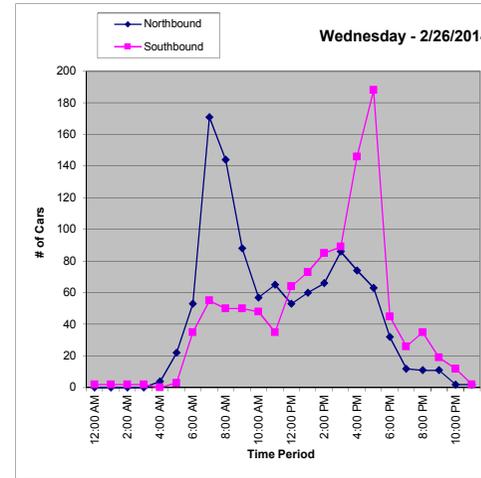
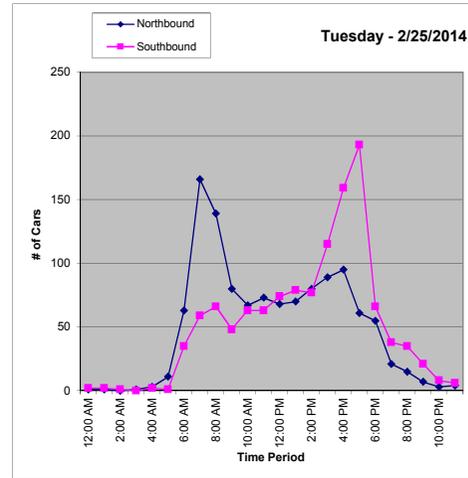
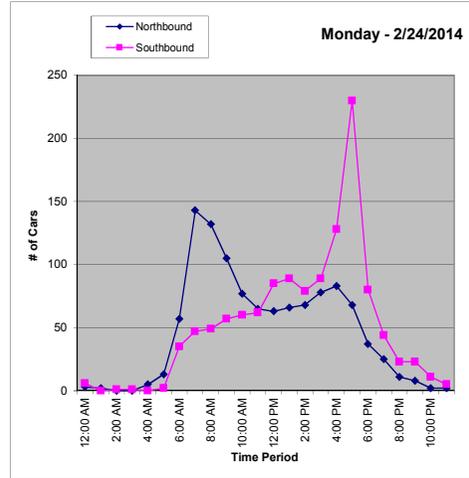
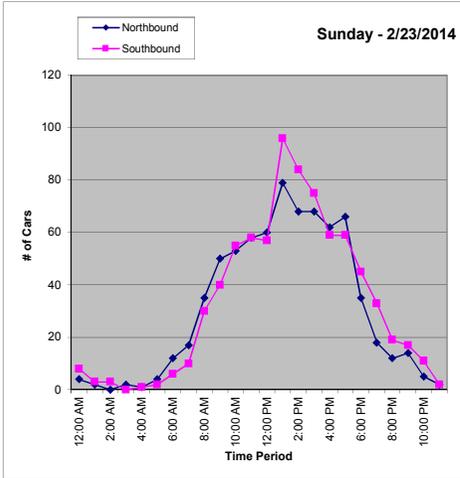
Report Prepared For:
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No.	130
Road Name	Orcutt Rd
Nearest Cross St	N of Biddle Ranch Rd
Survey Date	2/23/14 thru 3/1/14
Latitude	35.22122831
Longitude	-120.5971838
Peak Day	Tuesday
Number of Lanes	2
Comments	

Hour	SUMMARY							Total	ADT	Wkday Avg	Wkend Avg
	23-Sun	24 Mon	25 Tue	26 Wed	27 Thu	28 Fri	01 Sat				
12:00 AM	12	9	3	2	2	7	6	41	6	5	9
1:00 AM	5	2	3	2	1	2	3	18	3	2	4
2:00 AM	3	1	1	2	4	1	3	15	2	2	3
3:00 AM	2	1	1	2	0	4	0	10	1	2	1
4:00 AM	2	5	5	4	5	5	2	28	4	5	2
5:00 AM	6	15	12	25	18	18	17	111	16	18	12
6:00 AM	18	92	98	88	86	62	19	463	66	85	19
7:00 AM	27	190	225	226	202	173	38	1064	154	203	33
8:00 AM	65	181	205	194	186	173	60	1064	152	188	63
9:00 AM	90	162	128	138	123	113	72	826	118	133	81
10:00 AM	108	137	130	105	131	93	92	796	114	119	100
11:00 AM	116	127	136	100	124	115	102	820	117	120	109
12:00 PM	117	148	142	117	147	114	125	910	130	134	121
1:00 PM	175	155	149	133	143	128	112	995	142	142	144
2:00 PM	152	147	157	151	144	139	122	1012	145	148	137
3:00 PM	143	167	204	175	169	199	122	1179	168	183	133
4:00 PM	121	211	254	220	205	200	136	1347	192	218	129
5:00 PM	125	298	254	251	273	216	109	1526	218	258	117
6:00 PM	80	117	121	77	113	97	53	658	94	105	67
7:00 PM	51	69	59	38	57	52	32	358	51	55	42
8:00 PM	31	34	50	46	45	47	27	280	40	44	29
9:00 PM	31	31	28	30	34	33	35	222	32	31	33
10:00 PM	16	13	11	14	23	29	28	134	19	18	22
11:00 PM	4	7	10	4	11	18	14	68	10	10	9
Total	1500	2319	2386	2144	2246	2038	1329	13962	1995	2227	1415
Percentages	10.74%	16.61%	17.09%	15.36%	16.09%	14.60%	9.52%	100.00%	14.29%	15.95%	10.13%



La Lomita Bed & Breakfast

Special Events Transportation Demand Management Plan

Appendix B of Transportation Analysis Memorandum



Prepared by
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442
(805) 316-0101

November 2015



A. INTRODUCTION

This Transportation Demand Management Plan (TDMP) was developed for special events at the La Lomita Ranch Equestrian Facility, Bed & Breakfast and Events project located at 4501 Orcutt Road in unincorporated San Luis Obispo County (County’s DRC2014-00134 Vander Horst Conditional Use Permit). Typical operations on the site would consist of the existing single-family residences, an eight room bed and breakfast, and up to ten equestrian-related dry camping RV sites. Special events are proposed as follows:

Maximum Number of Annual Events	Number of Attendees
4	226-400
48	225 or less

Typical site operations and special events with fewer than 226 attendees would generate fewer than 100 peak hour trips with attendees parking on site (refer to Transportation Analysis prepared by CCTC dated November 17, 2015). Events of up to 225 attendees therefore do not require shuttle services to maintain fewer than 100 peak hour trips.

Events with more than 225 attendees require shuttle and other TDM measures as described below to ensure that the project does not generate more than 100 peak hour trips.

B. TRAFFIC MANAGEMENT OBJECTIVES

The following is a list of objectives of the planned special event traffic management plan.

- Facilitate safe and quick travel to/from the event site.
- Maximize efficiency of parking operations and internal circulation.
- Disseminate useful and credible information to event participants.
- Maximize safety.
- Minimize impacts to adjacent roadway operations and neighboring properties.

C. TRANSPORTATION DEMAND MANAGEMENT APPROACH

The following strategies would ensure that fewer than 100 peak hour trips would be generated during larger special events. Given the rural nature of the project site and the infrequency of large events the TDM strategies focus on shuttle service to minimize peak hour trips to the site.

1. Contract Shuttle Service

Any one of the following combinations of on-site parking and contract shuttle service presented in Table 1 would ensure that a 400-attendee event generates fewer than 100 peak hour trips.

Table 1: Shuttle Service Options	
1.	100 attendees park on site, 300 off-site, with average shuttle occupancy of 10 persons.
2.	175 attendees park on site, 225 off-site, with average shuttle occupancy of 15 persons.
3.	200 attendees park on site, 200 off-site, with average shuttle occupancy of 20 persons.

The combinations above assume all contract shuttle riders would park at an off-site parking lot. Collecting shuttle riders from a centralized location, such as the transit center in downtown San Luis Obispo, or a hotel associated with the event would further reduce vehicle trips on surrounding roads.

2. Event Administration & Operations

The following operational measures would be implemented to minimize vehicle trips:

- Restrict the number of vehicles parking on site, per Table 1, by use of a parking pass. Incentivize carpooling by providing premium parking passes to vehicles with more than three occupants.
- Provision of tickets/parking passes for on-site parking spaces and clearly noting that on-site parking will only be provided to those patrons with a parking pass. Provision of graphic directions that clearly depict the remote shuttle pick-up points and schedule for attendees parking off-site.
- Provision of prominent onsite signage directing traffic to the project entry. Coordination of contracted shuttle pick-up with local hotels where out-of-town guests will stay.
- Traffic monitoring serving to provide traffic and incident management support between the event venue and the off-site parking location during the day of the event.

3. Monitoring, Post-Event Evaluation, Reporting, and Enforcement

The effectiveness of the TDM plan shall be monitored and adjusted, if necessary, to maintain no more than 100 peak hour trips per event and improve site access and circulation. This post-event evaluation is considered the first step in planning for the next planned special event.

- Collect turning movement traffic counts at the project driveway on the day of large special events to monitor the effectiveness of the TDM plan. The counts should, at a minimum, include the hour before an event starts and after it ends.

- Provide a summary report of the event's traffic generation to the County within 14 days of receipt of traffic counts collected during the special event.
- If needed, adjust the plan by providing additional shuttle opportunities, reducing available on-site parking, or reducing the number of attendees to ensure no more than 100 peak hour trips are generated.

Plan monitoring should continue throughout the life of the permit.



David Dubbink Associates
864 Osos Street, Suite D
Phone (805) 541-5325, Fax (805) 541-5326
dubbink@noisemanagement.com

June 3, 2015

Ms Carol M. Florence, AICP
Principal Planner
Oasis Associates, Inc.
3427 Miguelito Court
San Luis Obispo, CA 93401

Subject: La Lomita Events

Dear Ms. Florence:

As you know, I've prepared a number of acoustical studies of "events" both in association with a permit application and for neighbors concerned about excessive noise. I've developed an ability to make a quick estimation of which projects are likely to be problematic and which aren't likely to exceed County requirements. The La Lomita Ranch project is clearly in this latter category.

It isn't necessary to do a full-blown noise analysis to support this determination. While the terminologies can be confusing, the basic physics of sound propagation is well understood. Further, the sound generated during events has been documented by multiple studies. From these numbers, it is easy to produce estimates of the sound levels that could be experienced at the nearest noise sensitive developments; in this case, the Islay neighborhoods.



Figure 1: Aerial with Cross Sections

There is a small mountain between the proposed venue and the Islay community. Figure 1 shows a Google Earth view of the setting. The events venue location is indicated by the blue dot. The dark circle at the center is Islay Hill. The two radiating yellow lines show the location of the two topographic cross sections. The venue site is at an elevation of 282 feet and the top of Islay Hill is at 778 feet, a 500 foot difference.

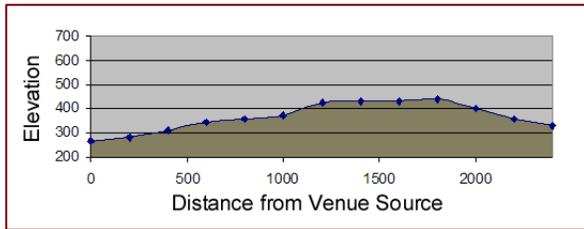


Figure 2: Cross Section One

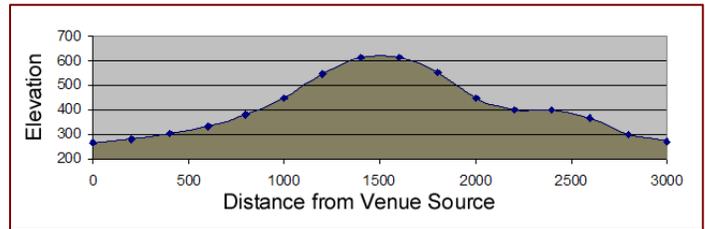


Figure 3: Cross Section Two

Cross Section One traces a line from the venue site to the closest residential development in the Islay neighborhood. The distance from the venue to the closest home is 2,430 feet. Cross Section Two is drawn from the venue site to the closest residential development on the west side of Islay Hill. The distance is 2,960 feet from the venue to the nearest house.

Sound attenuates with distance by six decibels with each doubling of distance. If the source sound were at 80 decibels, the sound heard at a distance of 2,430 feet would be 46 decibels. At a distance of 2,960 the level would be 45 decibels. These levels are at or below the levels characteristic of a suburban neighborhood.

Attenuation is greater if the intervening landscape is “soft” and there is an intervening barrier blocking direct transmission. I visited the site on June 2nd and noted that, in this case, sound would be reduced by both factors. The surface is grass covered and the “barrier”, in the form of Islay Hill, is more than 100 feet high along the alignment of Cross Section One. Along Cross Section Two the “barrier” height is more than 300 feet. A sound reduction on the order of 20 decibels would apply to both situations. This would lower the sound level to 26 and 25 decibels which would be barely audible against the prevailing ambient noise. Moreover, it is likely that there would be further attenuation because the site plan for the venue suggests that the loudspeakers facing the audience would be directed away from Islay Hill. It might be added that the homes on the opposite side of the hill look out toward the airport and this is a significant source of background noise; along with traffic sources such as Broad Street and Tank Farm Road.

The County’s standards for noise from non-winery events, measured at the property line, are 70 decibels maximum (Lmax) and 50 decibels for energy averaged sound (Leq). We have made measurements of noise levels produced during outdoor events held in San Luis Obispo County. Table 1 shows values for two types of events involving amplified music. The values in the table have been normalized to a 50 foot source-to-listener distance.

		Lmax	Leq
Event 1	Amplified Music DJ outdoors	74-80	73-76
Event 2	Amplified Live Band (inside tent)	76	64-67

Table 1: Sound from Outdoor Events

At the DJ event with amplified music, the sound level was in the 73-78 decibel range at 50 feet. With sound amplified to around 75 to 85 dB, it is necessary for a person 50 feet from the source to raise their voice to be understood by someone next to them. With the distances, attenuation and barrier effects described previously, sound levels at the venue site could be amplified by more than 20 decibels above the levels shown in the table without exceeding County standards.

The potential effects of event noise on homes within the Islay neighborhood are clearly less than significant.

There are residences on the agriculturally zoned lands south and east of the venue site. The closest of these is a home on the opposite side of Orcutt Road, north and east of the venue site, at a distance of 2,500 feet. At this distance, an 80 decibel noise at the venue source would be heard at 46 decibels. The actual attenuation would be greater than this because the soft terrain would attenuate sound at more than the assumed six decibel doubling factor. The next closest residence is to the east at 3,140 feet and distance attenuation would reduce an 80 decibel source to 44 decibels. Again it is evident the County's standards are not exceeded. It would be possible to further increase sound at the source without exceeding standards.

Given the distances involved between the event venue and the closest sound sensitive receivers, it is evident there is little likelihood that events will produce significant acoustical problems. This conclusion is based on the fundamental facts of sound attenuation over distance. A more elaborate analysis would undoubtedly arrive at the same conclusion.

Sincerely,



David Dubbink, Ph.D., AICP

From: Schani Siong
Sent: Tuesday, August 23, 2016 11:41 AM
To: Ramona Hedges
Subject: Fw: DRC2014-00124 Vanderhorst CUP

A support letter

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. 805.781.4374
Email. ssiong@co.slo.ca.us

From: rachel@harmony.town <rachel@harmony.town>
Sent: Tuesday, August 23, 2016 10:58 AM
To: Schani Siong
Cc: cmf_oasisassoc.com; Alan Vander Horst
Subject: DRC2014-00124 Vanderhorst CUP

To whom it may concern:

I am writing this letter in support of the proposed project for the DRC2014-00124 Vanderhorst CUP application in District 3. First of all, this project will provide much needed employment within the county of San Luis Obispo. Second, by keeping the above parcel as a financial viable option for the owner it will keep others from trying to dangle the developer dollar sign. We are slowly losing all our open spaces in San Luis Obispo to high density housing. Lastly, the number one economic driver for San Luis Obispo is tourism. Creating a unique property that promotes overnight stays will only lead to the increase of income to the county.

Sincerely,

Rachel Halen

From: Scott J. Steinmaus <ssteinma@calpoly.edu>
Sent: Tuesday, August 23, 2016 12:40 PM
To: Ramona Hedges
Subject: La Lomita Ranch

Ramona, please forward my comments below to Planning Commissioners Jim Irving, Ken Topping, Eric Meyer, Jim Harrison and Don Campbell for the Planning Commission meeting Aug 25 pertaining to agenda item 5.

I am an avid cyclist but I also drive. I have a choice. There is nothing more horrifying than the near-misses we cyclists experience frequently on San Luis Obispo roadways. These encounters have nearly convinced me to stop my daily bicycle commute to the Cal Poly campus and become yet another driver who takes up one more spot on the congested road, one more spot in a crowded parking lot, one more contributor to a giant carbon foot print.

Orcutt Road is a gem of a bike ride for this county but the increase in auto traffic due to development and commuting has made this road dangerous and a disgrace for such a "Bike Friendly" community. Orcutt Road was one of ours last sanctuaries for safe cycling when drivers did not use it as a major commute route a decade or so ago. That sanctuary is gone, but it could be made safer. There are some simple measures that could improve coexistence between rider and driver which include dedicated turn lanes into facilities that accommodate more than a single family dwelling. Rumble strips cut into the asphalt along the road edge and shoulder would cause a load vibration in a car crossing it and warn the driver that they are distracted. This would be the single most useful tool to cheaply save lives.

The La Lomita ranch proposition would be a facility accommodating significant numbers of people within narrow time windows creating situations dangerous for all, especially cyclists. Please consider the suggestions made by Bike SLO County to not only widen the shoulder but to add dedicated turn lanes to the plans.

Scott

Scott Steinmaus, PhD
Department Head and Professor
Horticulture and Crop Science
Biological Science
California Polytechnic State University
San Luis Obispo, CA 93407
ssteinma@calpoly.edu
805-756-5142 phone
805-765-6504 FAX

From: Schani Siong
Sent: Tuesday, August 23, 2016 4:40 PM
To: Ramona Hedges
Subject: Fw: Greengate Farms- Minor Use Permit // Alan & Rebecca Vanderhorst - Conditional Use Permit

Another letter for LLR.

Sincerely,

Schani Siong

Department of Planning and Building
County of San Luis Obispo
976 Osos Street, Rm. 300
San Luis Obispo, CA 93408
Direct. 805.781.4374
Email. ssiong@co.slo.ca.us

From: Karen Merriam <karen@karenmerriam.com>
Sent: Tuesday, August 23, 2016 3:17 PM
To: Schani Siong; Holly Phipps
Subject: Greengate Farms- Minor Use Permit // Alan & Rebecca Vanderhorst - Conditional Use Permit

Dear Ms. Phipps and Ms Siong:

I received information that Greengate Farms has applied for a minor use permit (Co File # DRCC2012-00078) to allow Temporary Events on their agricultural property. I am concerned that an EIR is not required and the project has received a Mitigated Negative Dec.

I am wondering if this project is being considered in conjunction with the Alan & Rebecca Vanderhorst project (Co. File # DCR201409134) that is seeking a Conditional Use Permit for conversion of an equestrian center into a B&B, campsites, and event center, and has also received a Mitigated Negative Declaration.

As you know, these two projects, Greengate Farms and La Lomita Ranch, face each other on opposite sides of Hwy 227. The cumulative impact of the conversion of these historic ranches, formerly devoted to signature equestrian activities in the Edna Valley, represents a drastic change in agricultural/equestrian use for the affected properties. Already in the area directly adjacent to these proposed event centers is the Portuguese Hall that has many events, as well as Claiborne & Churchill Vineyards & Tasting Room which also hosts frequent events. I can also tell you that on July 23rd of this year, Greengate Farms hosted an event in the evening hours in which the music could be heard all over the Valley, from Ormonde Road to Tiffany Ranch Road

where I live. As another example of the impact of such events, I can cite the Spreafico property located directly across Orcutt Road from where I live. This is an ag. property that has received a permit to hold weddings, and I am disturbed most Saturday evenings by music and microphone announcements loud enough to disrupt my own private activities on my property.

I would like to receive a copy of the Environmental Determination for the Greengage Farms and the Vanderhorst projects by email at your earliest convenience. I cannot believe that such a confluence of large events in this small valley area will not adversely affect traffic, noise and biological resources and public safety.

Please advise me of the appropriate methods for making my comments part of the public record on these two proposals.

Thanks you,
Karen Merriam

Karen Merriam
1615 Tiffany Ranch Road
Arroyo Grande, CA 93420
805-440-2714
karen@karenmerriam.com

From: Nancy Steinmaus <nsteinmaus@hotmail.com>
Sent: Wednesday, August 24, 2016 8:36 AM
To: Ramona Hedges
Subject: La Lomita project

Ramona, please bring my concerns to the Planning Commission as they consider the La Lomita Project on August 25.

I have concerns regarding community safety and the La Lomita Project on Orcutt Road. The SLO community greatly values our beautiful outdoors. Running, hiking, and biking are integral to our well-being. The increased traffic that will be caused by the project will jeopardize the safety of cyclists and pedestrians. Our community needs the planning commission to boldly call for measures to ensure we prioritize safer roads as part of any project under consideration.

-Nancy Steinmaus (mom, teacher, health advocate!)