

potentially into the flight pattern or potential interference with aircraft. "Whistler" devices are also placed around the facility to further discourage birds from landing at the facility.

On the existing litter control program, it appears to be only partially or intermittently effective, based on staff observations along Highway 227 and anecdotal information. Pine pitch canker, a disease impacting many pine trees in the county, can be spread when dead trees are taken away from their point of origin as firewood or mulch products. Sudden Oak Death syndrome, while not yet in the county, can have the same devastating effects of spreading the disease if diseased tree parts are taken away from the point of origin, as products (firewood, mulch, etc.) that are then transported elsewhere (transporting the disease as well).

Impact. Regarding hazardous wastes, the project does not propose any change to its collection of hazardous (household only) wastes materials.

Regarding litter and disease vectors, the composting portion of the project proposes to include food wastes from all sources (residential, commercial, industrial), which may result in additional disease vector issues, above the existing greenwaste composting program. Due to existing and potential tree disease vectors (Pine pitch canker, sudden oak death, etc.), the potential may exist to impact surrounding trees, as well as indirectly contribute to transportation of these pathogens to uninfected parts of the county via finished products (e.g., mulch, etc.).

Undesirable bird attraction will remain a part of the proposed expansion. The bird control aspect will need to be further evaluated, including but not necessarily limited to: effectiveness of the falconry program and if there are any secondary effects (e.g., are scavenging birds being pushed into the flight path of incoming or outgoing aircraft; are "disruptive" devices (e.g., whistler, etc.) effective and do they have any significant adverse secondary effects (e.g., exceed noise thresholds, dangerously distracting to Hwy. 227 motorist, etc.). Additional analysis may consider other feasible alternatives that would be effective for bird control (e.g., tenting active disposal area, etc.).

Based on continued application of measures required from previous permits and fire safety plans, it is not anticipated that the project will present a significant fire safety risk. Also, the project is not expected to conflict with any regional evacuation plan.

Mitigation/Required Action. Potentially significant impacts may result for hazards or hazardous wastes generated by the proposed project. The analysis should include, but not be limited to, the following:

1. Consultation with the County Health Department (including the Environmental Health Division), Regional Water Quality Control Board, CDF-County Fire Department; SLO County Airport Manager; UC Co-Op Extension; County Department of Agriculture, and County Risk Management Division.
2. Discussion of impacts from: the potential doubling of household hazardous wastes; inclusion of all food wastes being processed as part of the composting facility; additional landfill gases created and how they will be controlled; and on-site storage of any hazardous materials. This effort would need to evaluate the additional human exposure to these elements, and if existing regulation on proper handling and disposal is adequate.
3. Identification and effectiveness of all litter and disease vectors, and any significant adverse secondary effects from the use of such controls.
4. Discuss potential fire hazards associated with the proposed expansion.
5. Discuss the potential explosiveness or other hazards from gas build-up at the landfill, and if the existing gas collection system will significantly reduce this impact. How long will this system need to be in place after landfill closure and how will this be funded? Discussion should include how the moisture content of the waste in the closed landfill will affect the rate of fermentation (gas production) and leaching of contaminants from the wastes?

6. Identification of any cumulative impacts relating to hazards that could result from the project.
7. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential hazard-related impacts.

8. NOISE - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate increases in the ambient noise levels for adjoining areas?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to severe noise or vibration?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Regulatory - County Noise Element

The noise standards established by the County Noise Element for sensitive receptors will typically apply to existing or planned residences, residential developments along heavily traveled roadways. Noise is a complex physical phenomenon that varies with time, geographic location, proximity to the source, and duration.

The Noise Element of the County General Plan provides policy framework within which potential future noise impacts are minimized. Many communities and cities within the County have adopted noise ordinances. A noise ordinance may be used to address noise levels generated by existing industrial, commercial and residential uses that are not regulated by federal or state noise level standards. The regulation of noise sources such as traffic on public roadways, railroad line operations and aircraft in flight is preempted by existing federal and/or state regulations, meaning that such sources generally may not be addressed by a noise ordinance. The County Noise Element addresses the prevention of noise conflicts from all of these sources.

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure and the types of activities involved. Noise-sensitive uses that have been identified by the County include the following:

- Residential development, except temporary dwellings;
- Schools-preschool to secondary, college and university; specialized education and training;
- Health care services (hospitals);
- Nursing and personal care;
- Churches;
- Public assembly and entertainment;
- Libraries and museums;
- Hotels and motels;
- Bed and breakfast facilities;
- Outdoor sports and recreation; and
- Offices.

There are a number of potentially significant sources of community noise within the County and its incorporated cities (County of SLO Noise Element, 1992). These sources include traffic on state highways, major county roadways and city streets, railroad operations, airport operations, military activities and industrial facilities. Specific noise sources selected for study, including stationary sources, are discussed in the following sections.

The County Noise Element indicates that typical noise levels in noise-sensitive areas range from approximately 39-62 dB L_{dn} . The quietest areas are those that are removed from major transportation-related noise sources and local industrial or other stationary noise sources. A representative example of these quiet areas include the rural portions of the El Pomar-Estella, Shandon-Carrizo Plain, Adelaida, Los Padres, San Luis Obispo and South County planning areas and some of the County Urban/Village areas such as Heritage Ranch. The noisier locations identified in the County Noise Element are areas located near Highway 101 and major local streets. The County Noise Element indicates that existing background noise levels in many areas of the County that contain noise-sensitive land uses are relatively quiet. To preserve quiet conditions, the County has adopted noise level standards and policies to prevent degradation of the existing noise environment as much as possible.

Stationary Noise Sources

The primary sources of stationary noise within the County include many industrial, commercial and agricultural processes. Federal and State employee health and safety regulations (OSHA and Cal-OSHA) control noise production within an industrial or commercial facility or in close proximity to many types of agricultural equipment. However, exterior noise emissions from such operations have the potential to exceed locally acceptable standards at nearby noise-sensitive land uses.

Stationary noise control issues focus upon two objectives: to prevent the introduction of new noise-producing uses in a noise sensitive area, and to prevent encroachment of noise-sensitive land uses upon existing noise-generating facilities. The County attempts to achieve these objectives by applying performance standards and by requiring that new noise-sensitive uses in proximity to existing noise sources include receiver-based mitigation measures.

Examples of major stationary noise sources identified within the County include:

- Union Asphalt Batch Plant, Ramada Drive-Templeton
- Navajo Concrete Batch Plant, Ramada Drive-Templeton
- Dirtman Sand and Gravel Plant, Templeton Road-Templeton
- Southern Pacific Milling Company Sand and Gravel Plant, Santa Margarita
- Southern Pacific Milling Company Concrete Plant, Suburban Road-San Luis Obispo
- Air-Vol Block, Suburban Road-San Luis Obispo
- Light Industrial Uses along El Camino Real: Brisco Rd. - Hillcrest Dr., Arroyo Grande
- Commercial Uses: Brisco Road and Grand Avenue
- Duke Energy, Morro Bay
- The Cannery, Morro Bay
- Commerce/Chandler Area, Paso Robles
- North River Road Area, Paso Robles
- San Luis Tank, Paso Robles
- Union/Golden Hill Road Area, Paso Robles
- Camp Roberts Military Reservation, San Miguel
- Produce Cold Storage Facilities, Oceano

Project Setting. *Stationary sources:* The project is adjacent to the Agriculture land use category. The ordinance requires that new stationary noise sources shall not exceed a daytime 50 decibel threshold at the property line(s) when it abuts a residential category or residence, nor a 45 decibel threshold at night.

Agriculture: Active agricultural operations exist primarily to the east, and consist of vineyards and ag-related warehouses/processing.

Highway 227: The project is adjacent to Highway 227, which experiences heavier and noisy traffic levels during commuter peak hour periods in the morning and late afternoon during the work week.

Surrounding Noise Sensitive receptors: Surrounding properties are large (21 acres and above) with residences as close as 200 feet from the edge of the landfill.

Impact. The project is expected to generate loud vehicular and stationary noises, and potentially conflict with certain surrounding noise-sensitive uses. Vehicular noise would primarily emanate from skiploaders, tractors and garbage trucks placing, moving or consolidating materials brought to the landfill, composting, sorting and recycling staging facilities, as well as ultimate placement of cover material. The cover material is excavated from on-site sources, another potential noise source. Stationary sources include the composting facility, which includes grinders or mulchers to reduce organic material to a relatively small and uniform size for even composting; the recovery/sort facility includes noisy sorting equipment; and vector controls may include loud noises (e.g., sharp sudden noises to scare birds, etc.). The applicant has prepared a technical noise report primarily focusing on the proposed recycling area.

Mitigation/Action Required. Through project design, efforts have been made to attenuate potential on-site noise impacts. However, due to the potential for significant impacts from noise, additional analysis of noise impacts shall be accomplished by a qualified person experienced in the field of environmental noise assessment and shall include, but not be limited to, the following:

1. Determining the adequacy of previously completed technical acoustical analyses, and provide supplemental analysis as needed.
2. Establishment and mapping of existing and future (project buildout) stationary and vehicular noise contours from, but not limited to, the following sources:
 - a. Compost facility
 - b. Sort Facility
 - c. Landfill expansion area
 - d. Recycling/ Public drop-off area
 - e. Vector control devices
 - f. Excavation area
3. Identification and discussion of significant noise impacts resulting from development in close proximity to identified noise sources, using thresholds based on the adopted Noise Element of the County General Plan.
4. Recommendation and discussion of adequate and feasible mitigation measures, if any, to minimize potential noise impacts to acceptable levels.

9. POPULATION/HOUSING -
Will the project:

a) *Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?*

Potentially Significant Impact can & will be mitigated Insignificant Impact Not Applicable

9. POPULATION/HOUSING - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Use substantial amount of fuel or energy?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The proposed project is at the southern edge of the Central County sub-region as identified in the 2005 SLO County Jobs/Housing Balance Report, and just north of the South County sub-region. Based on this report, the Central County area is considered "job heavy" at a jobs/housing balance of 1.72, where the South County area is considered housing rich coming in at 0.72.

In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county.

The County has recently adopted a revised Housing Element. One of the new Housing Element Programs (Program HE 1.9) indicates that the County will prepare an Inclusionary Housing Ordinance during 2006. Upon adoption of the ordinance, future commercial development may be required to pay a fee to support development of new affordable housing. However, the Board of Supervisors' current policy to mitigate or provide adequate measures for affordable housing needs is to require fees from residential subdivisions only.

Being in a rural area, the subject property is not within walking distance of any rental housing, retail commercial development, or transit facilities.

The expansion area does not include any existing residences.

Impact. The project will result in a need for new housing to accommodate up to 41 additional employees. Should this project be approved, the jobs/housing balance would worsen in the Central County sub-region. The project will not displace existing housing.

The project will use a fair amount of fuel for excavation of cover material. There may be a substantial use of fuel/energy from daily operational needs. The project will have secondary indirect impacts from the expansion where approval will result in additional vehicle trips using the facility to fill up the expansion area and the fuel it takes to go to and from the landfill.

Mitigation/Conclusion. Based on the above discussion and any other existing information, determine if the additional jobs is considered potentially significant. If determined significant, additional analysis shall be completed to determine the feasibility of any mitigation measures, and if the proposed measures would reduce impacts to less than significant levels. Also, evaluate the use of fuel/energy to determine significance. If found significant, determine what if any mitigation measures can be applied to reduce impacts to less than significant levels.

10. PUBLIC SERVICES/UTILITIES -
Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting - Existing Regulations. T

The County-adopted Public Facilities Fee Ordinance (Title 18) provides for the collection of a fair-share fee from new development to help mitigate for cumulative impacts on public facilities. This fee currently being collected helps fund capital improvement projects in the following areas: libraries, fire, general government, parks and recreation, and sheriff's patrol.

Fire Protection

The California Department of Forestry and Fire Protection/San Luis Obispo County Fire Department (CDF), provides fire protection, emergency medical, and rescue services to the proposed project.

Based on the County's fire severity map the project is within the "High" risk area, which identifies the susceptibility to wildland and brush fires. Fire hazard severity is determined by a number of factors including but not limited to: remoteness of the area, denseness of vegetation, the areas circulation network, proximity to fire fighting facilities, habitat type, and the degree of urbanization. These factors among others contribute to an area's overall response time. CDF's Response Time map shows it would take approximately 10 minutes to reach the project once a call is received from the closest CDF station. The closest CDF station is approximately 4.5 miles to the north.

Appropriate response times for fire protection services vary with the degree of urbanization. Appropriate response times for urban areas are up to six minutes, for suburban areas up to seven minutes, and rural areas up to twelve minutes. Response times exceeding 15 minutes for structure fires provide little possibility of saving the structure, and 60 minutes or more could mean fires approaching disaster levels in steep, chaparral covered, remote areas such as the Santa Lucia Range. For structure fires, CDF has mutual aid agreements with all fire protection agencies in the County. An air tanker squadron at Paso Robles Airport is available if needed (CDF 2003).

Police Protection and Emergency Services

The County Sheriff's Department provides police and patrol services in the unincorporated areas of the County. The County is divided into three areas; North, Coast, and South. The Sheriff's Department is headquartered from the operational facility at Camp San Luis Obispo. Each area has its own substation, which is supervised by a sergeant and staffed with approximately 23 deputies and two legal clerks. According to the Sheriff's Office, the ratio of deputies to population has not kept pace with population growth for many years. The current ratio is one deputy for every 1,140 people. Based on information provided by the Sheriff's Office, an adequate level of service is approximately

one deputy for every 750 people.

The Coast Station is located at 2099 10th Street in Los Osos, serving an area of 900 square miles. The Coast Station personnel provide service to San Simeon/Hearst Castle area, Cambria, Harmony, Cayucos, Los Osos/Baywood Park, rural San Luis Obispo, and Avila Beach/Port San Luis. Planning areas served by the Coast Station include: Nacimiento, Adelaida, North Coast, Estero, San Luis Bay Inland, San Luis Obispo, Los Padres, and Las Pilitas. Current average response times generally range from 5 to 30 minutes with longer response times to the more rural outlying areas of the service jurisdiction.

The California Highway Patrol (CHP) services San Luis Obispo County's highways, with stations located in San Luis Obispo and Templeton. They are available to respond in emergency situations, but generally do not respond to residential calls.

Emergency services generally include ambulance and hospital service. Private companies based throughout the County provide ambulance service. Response times are generally good with the exception of the more rural portions of the County where the large area being served and the distances involved lend to poorer levels of service. Hospital services are provided by Twin Cities Hospital in Templeton, Arroyo Grande Community Hospital in the City of Arroyo Grande, and by French and Sierra-Vista in the City of San Luis Obispo. In addition, the western portion of the Adelaida area and the North Coast Planning Area are included in the Cambria Community Hospital District, which operates a clinic and provides ambulance service.

Schools

The project is located in the San Luis Coastal Unified School District. The Resource Management System Annual Resource Summary Report identified the school district's "level of severity" on student capacity ranges from "I" to "III" depending on the instructional level. III, the highest severity, means the current "enrollment equals or exceeds school capacity".

School districts within the County provide enrollment and capacity information relative to individual schools within their jurisdiction. Capacity is defined as design or maximum. Enrollment at 28 out of 58 (48.3 percent) of the County's schools exceeds their design capacities (SLO County 2003). Design capacity is exceeded by the addition of relocatable temporary classrooms to a school site, but there is a practical limit to the number of temporary facilities that can be added before core facilities become so burdened that the educational environment suffers. The maximum capacity is usually about 25 percent higher than design capacity. The County's Department of Planning and Building reports that 18 out of 23 communities in the County have severe school resources capacity problem, where the enrollment is higher than the school's design capacity.

Countywide, several districts have been experiencing significant enrollment declines over the last several years, particularly in elementary schools. The decline is generally attributed to high housing costs in some parts of the county, which deter families with young children from locating there (SLO County 2003). Table 1 summarizes the capacity of County school districts and ranks them by level of severity.

Revenue for facilities construction comes from both State and local sources, including developer fees. A statutory fee that also contributes to funding facilities is the Stirling fee. This fee is based on the amount of building construction proposed and is adjusted annually. The State Building Program is the primary source of funding for school facility projects. Most County school districts participate in school construction programs, whereby new development contributes a portion of the cost of new facilities, while the remainder is supplied by State and local resident taxes. Local funding alternatives include community approval of a general obligation bond for school construction. The General Obligation (GEO) Bond election process requires two-thirds voter approval. From 1986 to June 2000, only 55% of the school districts that held GEO Bond elections successfully earned the two-thirds voter approval for school facility funding. However, Proposition 39, which allows for approval of school construction bonds at a 55% threshold, was approved in the year 2000.

TABLE 1
San Luis Obispo County Schools 2003-04

District	Planning Area Served	School	Capacity	Enrollment	Enrollment Capacity	RLOS ¹
Cayucos Elementary	Estero	Cayucos Elementary	240	210	0.88	I
Shandon Unified	Shandon-Carrizo	Shandon Elementary	145	187	1.29	III
		Shandon Jr/Sr H.S.	187	132	0.71	OK
Coast Unified	Adelaida, Estero, Nacimiento, North Coast	Cambria Elementary	191	331	1.73	III
		Santa Lucia Middle	103	194	1.88	III
		Coast Union H.S.	506	350	0.69	OK
San Miguel Joint Union	Nacimiento, Salinas River	Lillian Larson K-8	290	434	1.50	III
Paso Robles	Adelaida, El-Pomar/Estrella, Nacimiento, Salinas River	Paso Robles Elem. (6)	3,453	2,758	0.8	OK
		Paso Robles Middle (2)	1,170	1,525	1.30	III
		Paso Robles H.S.	1,836	2,152	1.17	III
Templeton Unified	Adelaida, El-Pomar/Estrella, Salinas River	Templeton Elem. (2)	955	862	0.90	II
		Templeton Middle	545	553	1.01	III
		Templeton H.S.	720	789	1.10	III
Atascadero Unified	El-Pomar/Estrella, Los Padres, Las Pilitas, Salinas River	Atascadero Elem. (4)	1,708	2,009	1.18	III
		Atascadero Jr. High	1,150	760	0.66	OK
		Atascadero H.S.	1,824	1,676	0.92	II
		Carrisa Plains K-8	53	43	0.81	OK
		Creston Elementary	40	103	2.58	III
		Santa Margarita Elem.	358	296	0.83	OK
San Luis Coastal Unified	Adelaida, Estero, Los Padres, San Luis Bay, San Luis Obispo	Los Osos Elem. (2)	1,300	768	0.59	OK
		Los Osos Middle	725	542	0.68	OK
		Morro Bay H.S.	1,000	962	0.87	I
		Morro Bay Elem.	650	421	0.65	OK
		SLO Area Elem. (6)	3,570	2,362	0.62	OK
		Laguna Middle	850	792	0.93	II
		San Luis H.S.	1,564	1,561	0.92	II
Bellevue-Santa Fe	San Luis Obispo	K-8 (Charter)	170	146	0.86	II
Lucia Mar	Huasna-Lopez, Los Padres, San Luis Bay, San Luis Obispo	Five Cities Elem. (8)	3,541	3,886	1.10	III
		Five Cities Middle (2)	1,150	1,211	1.05	III
		Arroyo Grande H.S.	1,500	2,176	1.45	III
		Nipomo Elem. (2)	1,050	1,407	1.34	III
		Nipomo Middle	660	803	1.22	III
		Nipomo H.S.	655	1,228	1.20	III

Notes:

¹ RLOS=Relative Level of Service:

I - When enrollment projections reach school capacity within seven years

II - When enrollment projections reach school capacity within five years

III - When enrollment equals or exceeds capacity

Source: Annual Resources Summary Report 2004

Impact. Overall, it is not expected that the project-specific impacts to utilities or public services will be significant and can be mitigated through existing programs. This project, along with others in the area, will have a cumulative effect on police and fire protection, and schools. The project's direct and cumulative impacts are within the general assumptions of allowed use for the subject property that was used to estimate the fees in place.

Mitigation/ Action Required. While impacts are not considered significant to public services, or considered mitigable when established fees are applied, the following should be included in the analysis:

1. Consultation with the California Department of Forestry/County Fire Department, the San Luis Obispo County Sheriff's Department, and the San Luis Coastal Unified School District.
2. Evaluation and discussion of the past and present status of police, fire, and school services in the project area.
3. Identification and discussion of impacts to public services, or resulting from inadequate public services, that could result from the development of the project.
4. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential impacts related to public services.

11. RECREATION - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The County Trails Plan does not show that a potential trail goes through the proposed project. The project is not proposed in a location that will affect any trail, park or other recreational resource.

Impact. The proposed project will not create a significant need for additional park or recreational resources.

Mitigation/Action Required. While no significant recreation impacts are anticipated, the following analysis is needed to be performed by a qualified individual with expertise in recreation, and shall include, but not necessarily be limited to, the following:

1. Consultation with the County Department of General Services – Parks and Recreation Division.
2. Identification of the existing recreational demands and deficiencies in the region.
3. Identification and evaluation of the project's demand on recreational facilities.
4. Discussion of the adequacy of existing fees, and as appropriate, identification and discussion of feasible mitigation measures which could be included in the project to minimize potential impacts related to recreation.

**12. TRANSPORTATION/
CIRCULATION - Will the project:**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Levels of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The county has established the acceptable Level of Service (LOS) on roads for this rural area as "C" or better. The existing road network in the area (primarily Highway 227) is generally operating at acceptable levels. Based on existing road speeds (55 mph) and configuration (vertical and horizontal road curves), combined with slow moving vehicles making left turns, sight distance will need to be evaluated.

The County's Circulation Element (Framework for Planning) includes 11 goals and objectives intended for new development to help maintain acceptable levels of service and traffic safety, as well as help maintain a high quality environment.

While the project is not within the Airport Review area, it is below the flight pattern used at the San Luis Obispo airport. In an effort to reduce the scavenging bird (primarily seagulls) population (potential disease vector), a falconry program was established within the last two years. Based on discussions with the operator's representative, this program has proven highly effective. Anecdotal information from neighbors confirms the bird population reduction, but also suggests that the remaining scavenging birds may be pushed higher to avoid the falcons, and potentially into the flight pattern or potential interference with aircraft.