

# IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

\_\_\_\_\_day \_\_\_\_\_, 20\_\_

PRESENT: Supervisors

ABSENT:

RESOLUTION NO. \_\_\_\_\_

## RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN LUIS OBISPO MODIFYING THE ROAD IMPROVEMENT FEE FOR ALL DEVELOPMENT WITHIN PORTIONS OF THE TEMPLETON AREA OF THE COUNTY OF SAN LUIS OBISPO, ADOPTING THE REQUIRED ANNUAL UPDATE

The following Resolution is hereby offered and read:

**WHEREAS**, the Board of Supervisors of the County of San Luis Obispo has adopted Ordinance No. 2379 creating and establishing the authority for imposing, charging, and modifying a road improvement fee; and

**WHEREAS**, on July 2, 1991, the Board of Supervisors did adopt Resolution No. 91-369 imposing a road improvement fee for all developments within portions of the Templeton area of the County of San Luis Obispo; and

**WHEREAS**, said Resolution No. 91-369 provided for an annual update of said road improvement fee; and

**WHEREAS**, the "Templeton Traffic Circulation Study of 1991" describes the impacts of new development on existing road facilities and improvements within certain portions of the Salinas River, El Pomar/Estrella and Adelaida Planning Areas of the Land Use Element of the San Luis Obispo County General Plan, and analyzes the need for new road facilities and improvements required by said new development, and sets forth the relationships among

new development, the needed road facilities and improvements, and the estimated costs of those facilities and improvements; and

**WHEREAS**, the Board of Supervisors has reviewed the 2012 Annual Update of the Templeton Circulation Study, a copy of which is attached hereto as Exhibit "A" incorporated by reference herein; and

**WHEREAS**, on December 6, 2011, the Board of Supervisors did adopt Resolution No. 2011-395 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

**WHEREAS**, the said "Templeton Traffic Circulation Study of June 1991" and 2012 Update was available for public inspection and review fourteen (14) days prior to the public hearing of this Resolution; and

**WHEREAS**, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impacts of traffic generated and caused by new development within Area A, Area B and Area C.

B. The road improvement fees collected pursuant to this Resolution shall be used to finance only the capital improvements described in the text and/or identified in Appendix "B" of Exhibit "A," attached hereto and incorporated herein.

C. After considering the "Templeton Traffic Circulation Study of June 1991" and the 2012 Update, prepared by the County Public Works Department, and after considering the testimony received at the public hearing on this matter, the Board of Supervisors approved said Study and finds that the new development will generate additional traffic within the said Areas and will contribute to the degradation of the level of service of the road system in said Areas.

D. The Board of Supervisors further finds that there is a need in Area A, Area B and Area C for road facilities and improvements and said facilities and improvements have been called for in or are consistent with the County's General Plan and the Templeton Traffic Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establish that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "2. Amount of Fee." below for which the corresponding fee is charged, and, also there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexus are described in more detail in the San Luis Obispo County General Plan, and the Templeton Traffic Circulation Study of June 1991 and 2012 Update.

F. The Board of Supervisors further finds that the cost estimates set forth in Exhibit "B" are reasonable cost estimates for constructing the said facilities, and the fees

expected to be generated by new development within the said Areas will not exceed the percentage of these costs attributable to new development.

G. The Board of Supervisors further, finds that for Area A, Area B and Area C: (1) an account has been established for capital road improvements, that funds have been appropriated, and a proposed construction schedule or plan has been adopted as set forth in Exhibit "B" hereto; and that (2) the County has already expended funds for capital road improvements within said Areas. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit "A").

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. The recitals set forth hereinabove are true, correct, and valid.

2. This Resolution is adopted for the purpose of maintaining those road improvement fees heretofore imposed within Area A, Area B and Area C by said Resolution No. 91-369 and for the purpose of authorizing the continuing collection of said fees, all under the authority of Ordinance No. 2379, the provisions of which are incorporated herein.

3. No additional environmental review is required under the California Environmental Quality Act because no changes are being made to the Roadway Improvement Fee Program in the Templeton Area that was previously approved by the Board and addressed in the Mitigated Negative Declaration adopted on December 6, 2011. No substantial changes have occurred with respect to the circumstances under which the project is to be undertaken; and no new information of substantial importance has been presented indicating that the project will have any potential impacts not discussed in the Mitigated Negative Declaration.

4. Amount of Fee. The amount of the road improvement fee within the Areas of Benefit of the Templeton Traffic Circulation Study shall be as follows:

<b>Road Improvement Fee</b>	<b>Area A</b>	<b>Area B</b>	<b>Area C</b>
Residential	\$ 13,921 /pht	\$ 10,455 /pht	\$ 14,121 /pht
Retail	\$ 5,061/pht	\$ 4,210 /pht	\$ 14,121 /pht
Other	\$ 7,786 /pht	\$ 6,478 /pht	\$ 14,121 /pht

pht: P.M. peak hour trip as determined by Board of Supervisor's Policy.

For any new development wherein there are one or more residential uses combined with one or more other land uses, the number of peak hour trips caused or generated by said new development shall be determined as follows:

- (1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then,
- (2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in subparagraph 4 above for each land use by the appropriate road improvement fee for each land use and then summing the results.

The number of peak hour trips caused or generated by a proposed new development project will be determined by the Director of Public Works in the manner set forth in the "Policy of the Board of Supervisors for Determination of Peak Hour Trips," which is attached hereto as Exhibit "B" and incorporated herein by reference.

5. Time of Imposition of Fee. The amount of said road improvement fee for any new development project with said area shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of approval of said new development project.

6. Time of Payment of Fee. The road improvement fee established by said Ordinance No. 2379 and adjusted by this and subsequent resolutions shall be paid for by new development as follows:

- (a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.
- (b) For new development that is a mobile home park, the fee shall be paid within 90 days after the date of approval of the development plan authorizing establishment of the mobile home park or prior to approval by the State Department of Housing and Community Development of an application for a permit to construct the mobile home park, whichever occurs first.
- (c) For new development that is non-residential or that is partly residential and combined with another land use(s) the fee shall be paid prior to issuance of any permit or approval required for the new development and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.
- (d) The provisions above may be adjusted or modified regarding time of payment pursuant to resolution 2011-222 adopted on July 26, 2011.

7. Use of Fee. The road impact fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and

improvements were beyond those needed to mitigate the impacts of said prior developer's project or projects in order to mitigate the foreseeable impacts of anticipated new development.

8. Fee Review. Annually, the Director of Public Works shall review the estimated cost of the described road facilities and improvements, the continued need for those road facilities and improvements, and the reasonable relationship between such need and the impacts of the various types of new development pending or anticipated and for which this fee is charged. The Director of Public Works shall report his or her findings to the Board of Supervisors at a noticed public hearing and shall recommend to the Board of Supervisors any adjustment to this fee or any other action as may be needed.

9. Road Improvement Fee Agreements. Prior to the enactment of Ordinance No. 2379 and the adoption of Resolution No. 91-369, certain new developments within the Areas of the Templeton Traffic Circulation Study received approvals or permit which were conditioned upon the execution of a Road Improvement Agreement by the developer. Each Road Improvement Agreement, when executed, required the payment of a specified road improvement fee for the new development, with the fee to be paid either at the date of final inspection or the date the certificate of occupancy is issued. The Road Improvement Agreement was required in order to mitigate the new burdens imposed on the roads within the Areas which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance 2379 and Resolution No. 91-369 and this Resolution is to mitigate the new burdens imposed on the roads and the road system within the said Area, which are reasonably related to new development, the payment of the road improvement fee established by said Ordinance No. 2379 and by this Resolution shall be deemed a credit, on a dollar for dollar basis, for purposes of satisfying a portion or all of any obligation established by any such Road Improvement Agreement for the same new development.

10. Effective Date. Pursuant to Section 66017 of the California Government Code, the effective date of this Resolution shall be sixty (60) days from the date of adoption of this Resolution.

11. Judicial Action to Challenge This Resolution. Any judicial action or proceeding to attack, review, set aside, void, or annul this resolution shall be brought within 120 days of its effective date.

#####

Upon motion of Supervisor \_\_\_\_\_, seconded by Supervisor \_\_\_\_\_, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing Resolution is hereby adopted.

\_\_\_\_\_  
Chairperson of the Board of Supervisors

ATTEST:

\_\_\_\_\_  
Clerk of the Board of Supervisors  
(SEAL)

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL  
County Counsel

By:   
Deputy County Counsel

Dated: November 5, 2012

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STATE OF CALIFORNIA, }  
County of San Luis Obispo, } ss.

I, \_\_\_\_\_, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_.

(SEAL)

\_\_\_\_\_  
County Clerk and Ex-Officio Clerk of the Board  
of Supervisors

By \_\_\_\_\_  
Deputy Clerk.

**Exhibit A  
2012 Update  
Templeton Circulation Study**

On July 2, 1991, the Board of Supervisors approved the Templeton Circulation Study and adopted a resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the Templeton Circulation Study on December 6, 2011.

**Building Activity**

Since the last update, 13 permits were issued. The table below shows the number of permits issued by area and type. The reporting period of this update is from July 1, 2011 through June 30, 2012.

Permit Type	Area A	Area B	Area C
Single Family Residential	0	2	0
Retail	1	0	0
Other	2	6	2

**Road Improvement Fund**

	Account Balance as of 6/30/12	Fees Collected 2011-2012	Interest Earned 2011-2012	Expenditures 2011-2012
Area A/B	\$117,694	\$201,473	\$1,328	\$452,238
Area C	\$759,682	\$84,037	\$3,492	\$29,555

**Fee Appeals**

There were no appeals during FY 2011/2012.

**CURRENT PROJECTS**

**Vineyard Drive Bike Lanes**

The County has received a State funded bike grant to widen Vineyard Drive from Bethel Road to Bennett Way to create a Class II bikeway. This section is the last element to complete the bike lanes from Vineyard Elementary School to Main Street.

The project is in the design phase with construction scheduled to begin in the summer of 2013.

**Templeton Road Widening**

The County had applied for and received a High Risk Rural Roads (HRRR) grant to add shoulders along a portion of Templeton Road near South El Pomar. The project is expected to reduce the number of run off the road collisions along Templeton Road and will also help accommodate the Class II bikeway identified in the Bikeways Plan.

Construction is scheduled to begin in the spring of 2013.

### **Main Street Interchange**

The Public Works Department is performing a traffic operations analysis of the interchange. This analysis will identify several alternatives for improving circulation. The County is also analyzing the intersection for possible interim improvements to help address current congestion. Once this analysis is complete, the County will work with CalTrans and the community to implement the proposed changes.

Funding will be from the Roadway Impact Fee Area C Account with the Area A/B share of this phase occurring after the Vineyard Drive Certificate's of Participation (COP) are paid off. This report is expected to be complete by the summer of 2013.

### **Crocker Street Safe Routes to School**

The County had applied for and received Safe Routes to School Grant Funding for the construction of sidewalks along the westerly side of Crocker Street from 6<sup>th</sup> Street to 8<sup>th</sup> Streets. This will create a continuous pedestrian path from the Elementary School to Templeton Park, and the rest of the community.

The project is in the initial development phases and construction is expected to be complete in time for the 2013-2014 school year.

## **PROPOSED PROJECTS**

### **Ramada Drive**

Public Works has also been asked to evaluate pedestrian travel along Ramada Drive. Ramada is used by pedestrians as the access to the Target Shopping Center. As a result, Public Works will restripe the crosswalk at Calle Propano and evaluate the placement of edge lines along Ramada Drive. This should help delineate an interim pedestrian path until future sidewalks can be constructed.

## **ROAD IMPROVEMENT FEES**

The Road Improvement Fee is used to fund projects through all of their phases, including; environmental work, permitting, design, right-of-way, and construction. The costs of developing roadway projects have been increasing from year to year while the cost of construction is lower than the peak in 2006. Due to the reduction in construction costs, staff is recommending continuing the fees at their current schedule for this year and reevaluating the fee next year.

The Templeton RIF program is paying off Certificates of Participation (COP) for the Vineyard Interchange project. COP's were issued to fund the project in 2008. The Templeton Area A/B Account is paying these certificates back in two yearly payments.

Currently, the Templeton A/B Account does not have sufficient funds to make the August payment. It is anticipated that the Roads Fund will make this payment. This will also represent a redirection of General Fund support to the Road Fund that is normally used for pavement maintenance such as chip seals and overlays.

Staff is recommending continuing the fees at their current schedule for this year and reevaluating the fee next year.

The fees are listed in the table below:

Land Use	Current Fee
<b>Templeton Area A</b>	
Residential	\$13,921/pht
Retail	\$5,061/pht
Other	\$7,786/pht
<b>Templeton Area B</b>	
Residential	\$10,455/pht
Retail	\$4,210/pht
Other	\$6,478/pht
<b>Templeton Area C</b>	
Residential	\$14,121/pht
Retail	\$14,121/pht
Other	\$14,121/pht

**ATTACHMENTS**

- Figure 1 - Map of Study Area
- Table A - Capital Improvement Projects Table
- Table B - Road Impact Fee Fund Balance

**NOTES**

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy.

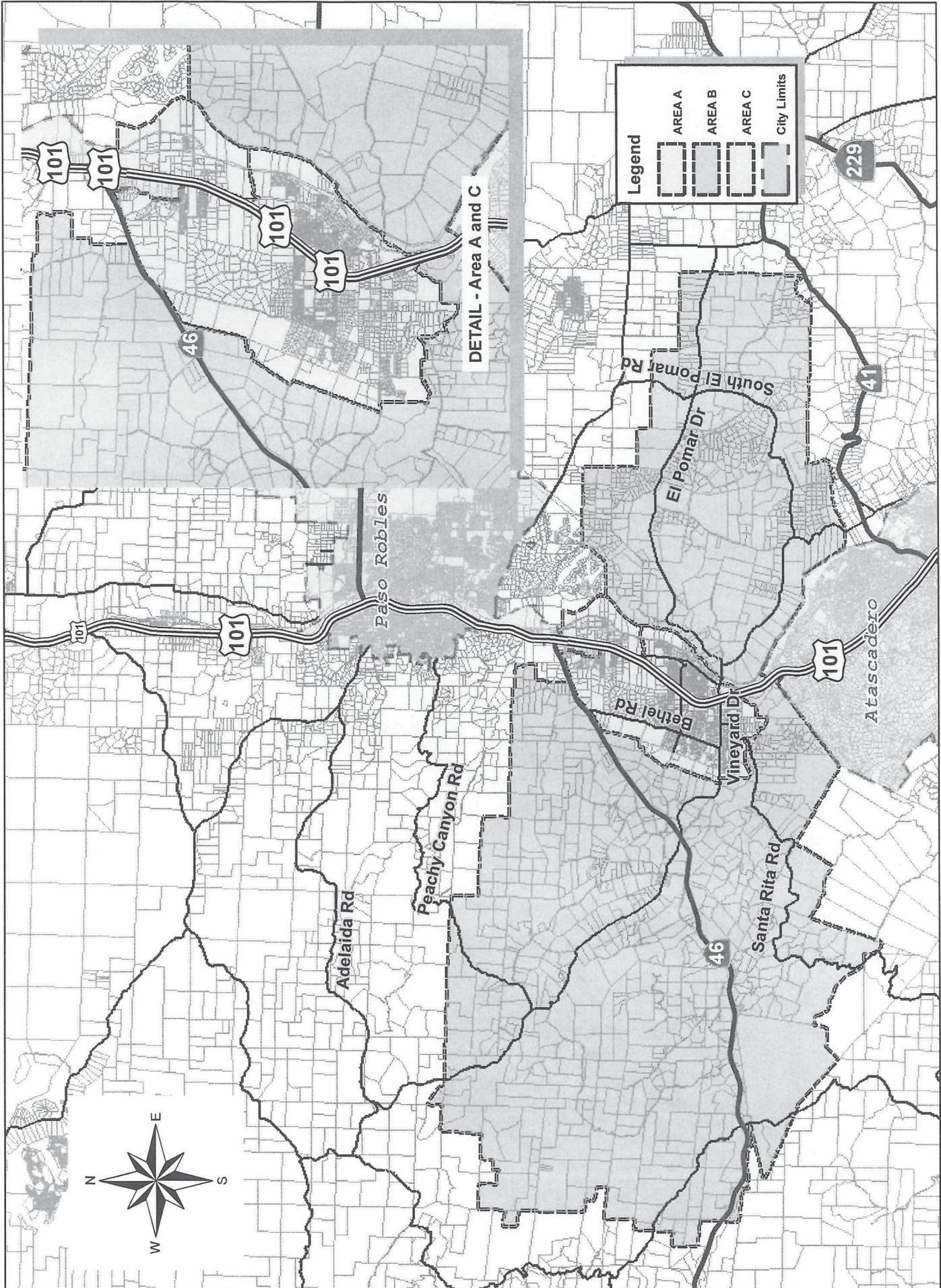
The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

All other types of land use will be charged at the rate listed above as "Other."

**LIST OF ACRONYMS**

- USHA = Urban State Highway Account
- RSHA = Regional State Highway Account
- pht = peak hour trip
- TBD = To be determined
- SHOPP = State Highway Operations Protection Program, Funding for Safety/Maintain
- STIP = State Transportation Improvement Program, Funding for Capacity
- TEA = Transportation Enhancement Activities, Federal Funding for Enhancements
- TDA = Transportation Development Act, Federal Funding for transit



DETAIL - Area A and C

**Legend**

- AREA A
- AREA B
- AREA C
- City Limits

# Templeton Road Improvement Fee Areas

Templeton Circulation Study  
2012 Update  
Appendix B - Capital Improvement Projects

Project Type	Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Existing Deficiencies	Less Other Sources	Regional COG	Funding From Impact Fees	Actual Project Cost	Area
09-01	Interchange Structures	Vineyard Drive	Phase 1 (Bond \$)		Debt Service on 09-27 (Bond Repayment w/interest & fees)	-	\$405,000				\$405,000	-	A, B and C
09-02	Interchange Structures	Main Street	Theater Drive	Ramada Drive	Reconfigure & widen interchange (Install signals and/or roundabouts)	-	\$13,518,532				\$13,066,235	-	A and B
09-03	Interchange Structures	Highway 46	Theater Drive	Ramada Drive	Construct New Bridge	-	\$15,000,000		\$4,185,000	\$1,000,000	\$9,815,000	-	A, B, and C
09-04	Roadway Extension	Theater Drive	South End	Petersen Ranch Road	3 12' lanes; 2-5' shoulders	-	\$29,600,000		\$13,024,000	\$1,000,000	\$6,985,600	-	C
09-05	Roadway Extension	"New" Road	Bennett Way	Rossi Rd	Re-route Rossi Road to Bennett Way	40-46'	\$452,000				\$452,000	-	A
09-06	Signal Installation	Intersection	Vineyard Drive	46 West	Install traffic signal and left turn lane	N/A	\$802,000		\$304,760		\$497,240	-	A and B
09-07	Signal Installation	Intersection	Vineyard Drive	Bethel Road	Install traffic signal and ADA ramps. Left turn lane separate.	N/A	\$352,000		\$35,200		\$316,800	-	A and B
09-08	Signal Installation	Intersection	Vineyard Drive	Bennett Way	Install traffic signal and ADA ramps	N/A	\$338,000				\$338,000	-	A
09-09	Signal Installation	Intersection	Main Street	Gibson Road	Install traffic signal	N/A	\$333,000				\$333,000	-	A
09-10	Signal Installation	Intersection	Las Tablas Road	Florence Street	Install traffic signal, ADA ramps, and LTL on Las Tablas	N/A	\$494,000				\$494,000	-	A
09-11	Left Turn Lane	Vineyard Drive	Bethel Road	Bennett Way	3-12' lanes; 2-5' shoulder	46'	\$791,000		\$644,100		\$146,900	-	A and B
09-12	Left Turn Lane	Main Street	Creekside Ranch Road	Highway 101	3-12' lanes; 2-5' shoulder; No Parking	46'	\$423,000		\$192,000		\$231,000	-	A and B
09-13	Left Turn Lane	Ramada Drive	Main Street	Highway 46	3-12' lanes; 2-5' shoulder; No Parking	46'	\$1,798,000				\$1,798,000	-	C
09-14	Left Turn Lane	Theater Drive	Main Street	Paso Robles City Limits	3-12' lanes; 2-5' shoulder	46'	\$726,000		\$580,000		\$146,000	-	A
<b>Additional Projects</b>							<b>TOTAL</b>	<b>\$70,501,532</b>	<b>\$0</b>	<b>\$18,965,060</b>	<b>\$11,590,400</b>	<b>\$39,493,775</b>	<b>-</b>
09-15	Auxiliary Lanes	US 101	Vineyard Drive	Main Street	Construct NB/SE Auxiliary Lanes	-	\$3,000,000		\$3,000,000	?	\$0	-	-
09-16	Interchange Structures	Las Tablas Road		Phase 2	Reconfigure S/B Ramps & Close Duncan Road	-	\$1,800,000			\$1,800,000	\$0	-	-
09-17	Interchange Structures	Las Tablas Road		Phase 3	Bridge Removal and replacement. Widening of Las Tablas to 5 lanes	-	\$15,000,000			\$15,000,000	\$0	-	-
09-18	Roadway Extension	Bennett Way	Vineyard Drive	Las Tablas Road	3 -12' lanes; 2-5' shoulders.	46'	\$4,444,000			\$4,444,000	\$0	-	-
09-19	Roadway Realignment	Las Tablas Road	Bend	Main Street	3 12' lanes and 2-5' shoulders extend Las Tablas Road to Main	46'	\$3,478,000		\$3,478,000		\$0	-	-
09-20	Signal Installation	Intersection	Highway 46	Bethel Road	Install traffic signal and left turn lane	N/A	\$748,000		\$748,000		\$0	-	-
09-21	Safety Enhancement	Bethel Road	Vineyard Drive	Las Tablas Road	Correct existing deficiency	N/A	\$879,000	\$879,000			\$0	-	-

Templeton Circulation Study  
2012 Update  
Appendix B - Capital Improvement Projects

Project Type	Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Existing Deficiencies	Less		Funding From Impact Fees	Actual Project Cost	Area
									Other Sources	Regional COG			
09-22	Bicycle Enhancements	Various	Bike Lanes per County Bikeways Plan		Class II Bike Lanes	N/A	\$3,000,000		\$3,000,000		\$0		-
09-23	Pedestrian Enhancement	Various	Walkways per Pedestrian Circulation Plan		Concrete or stabilized paths	N/A	\$7,000,000		\$7,000,000		\$0		-
09-24	Trails	Various	per Parks and Recreation Element		Concrete or stabilized paths	N/A	?		?		\$0		-
09-25	Transit Amenities	Vineyard Drive	Park & Ride Lot		Construction of lot and shelters	N/A	\$300,000		\$300,000		\$0		-
09-26	Park & Ride Amenities	Las Tablas Road	Park & Ride Lot		Expand existing facility	N/A	\$200,000		\$200,000		\$0		-
12-01	Drainage Facility	Salinas Avenue	at Toad Creek		Increase culvert capacity	N/A	\$340,000	\$340,000	\$0		\$0		
12-02	Drainage Facility	Godell Street	at East End		Increase storm drain size	N/A	\$260,000	\$260,000	\$0		\$0		
12-03	Drainage Facility	Main Street	at Toad Creek		Increase culvert capacity	N/A	\$350,000	\$350,000	\$0		\$0		
12-04	Drainage Facility	Main Street	near Gibson Avenue		Install storm drain	N/A	\$750,000	\$750,000	\$0		\$0		
<b>TOTAL</b>							<b>\$41,549,000</b>	<b>\$2,579,000</b>	<b>\$17,726,000</b>	<b>\$21,244,000</b>	<b>\$0</b>	<b>\$0</b>	<b>-</b>
<b>Completed Capital Improvement Projects</b>													
09-27	Interchange Structures	Vineyard Drive	Phase 1 (Other \$)		Widen 3 lanes (Bennett to Main Street) and install signals at ramps. Debt Service 09-01.	48'-60'			\$111,414	\$1,500,000	\$1,037,926	\$9,420,261	A and B
09-28	Roadway Closure	Old County Rd	Main Street	Gibson Rd	Close Road	N/A					\$0	?	-
09-29	Pedestrian Enhancement	Florence Street	Las Tablas Road	Las Tablas Creek	Low Impact Development	N/A		\$688,977	\$688,977		\$0	\$688,977	-
09-30	Interchange Structures	Las Tablas Road	Phase 1		Open Abutments and create a TWLTL. Install signals at Ramps. PSR costs included.	Varies			\$84,000	\$150,000	\$2,457,853	\$2,691,853	A and B
09-31	Roadway Extension	Bennett Way	Las Tablas	Petersen Ranch Road	3-12' lanes; 2-5' shoulders. Includes installation of traffic signal at Las Tablas and Bennett Way	46'		\$786,000 (developer \$)			\$1,156,933	\$1,942,933	A
09-32	Left Turn Lane	Las Tablas Road	Hwy 101	Bethel Road	Add Center Turn Lane	48'					\$312,266	\$312,266	A and B
09-33	Pedestrian Enhancement	Las Tablas Road	Pedestrian Crossing		Crosswalk with/median refuge island	10'			\$20,000		\$0	\$20,000	-
09-34	Left Turn Lane	Main Street	Gibson Road	Creekside Ranch Road.	3-12' lanes; 2-5' shoulder; Intermittent Parking;	46'-62'					\$170,618	\$170,618	A
09-35	Signal Installation	Intersection	Main Street	Vineyard Drive	Install traffic signal	N/A					\$105,376	\$105,376	A
09-36	Signal Modification	Intersection	Main Street	Vineyard Drive	Modify Signal	N/A					\$145,207	\$145,207	A
09-37	Transit Amenities	Las Tablas Road	Park & Ride Lot		Construction of lot and shelters	N/A		\$250,000	\$250,000		\$0	\$250,000	-
<b>TOTAL</b>							<b>\$786,000</b>	<b>\$1,164,391</b>	<b>\$1,650,000</b>	<b>\$5,386,179</b>	<b>\$15,747,491</b>	<b>-</b>	

Templeton Circulation Study  
2012 Update  
Appendix B - Capital Improvement Projects

Project Type	Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Existing Deficiencies	Less		Funding From Impact Fees	Actual Project Cost	Area
									Other Sources	Regional COG			
Deleted Road Improvement Fee Projects													
deleted	Interchange-Structures		Phase 2 Weyward Drive		Widen Bridge to 6 lanes-Install signals at Ramps-								
deleted	La Cruz Way		South of Cow-Meadow		3-12' lanes, 2-8' shoulders-								
GRAND TOTAL							\$126,098,023	\$3,365,000	\$37,845,451	\$34,484,400	\$44,879,954		
									Funded from Area A & B		\$20,615,270		
									Funded from Area A (additional)		\$7,810,134		
									Funded From Area C		\$16,454,550		

Templeton			
Area A/B Account Data			
From 7/1/11 to 6/30/12			
Deposits		Budgeted	Actual
Beginning Balance			\$366,618.00
Fees Paid			\$201,473.00
Interest Paid		\$3,000.00	\$1,328.17
<b>Subtotal Cash Balance</b>			\$569,419.17
Project #	Description	Budgeted	Actual
300134	Vineyard Drive -Bennett to Main	\$0.00	\$0.00
245R12C124	Templeton Traffic Circulation Study	\$3,500.00	\$3,547.80
	Reimbursed from Area C		(\$674.08)
300150	Main St Hwy 101 PSR/PDS <sup>1</sup>		
-	COP Payments for Vineyard		
	Principal		\$145,000.00
	Interest		\$302,714.70
	Management		\$1,650.00
<b>Total Costs Paid by Account</b>		\$452,650.00	\$452,238.42
<b>Ending Cash Balance</b>			\$117,180.75

<sup>1</sup> This project will ultimately be paid 50% by Area A/B and 50% by Area C. At this time Area C is paying the initial costs and Area A/B will participate/reimburse area C after the COP is paid.



**Exhibit “B”**  
**POLICY OF THE BOARD OF SUPERVISORS FOR**  
**DETERMINATION OF THE NUMBER OF PEAK HOUR TRIPS**

SECTION ONE: PURPOSE

1.01. This Policy is intended to be used in implementing the Resolution of the Board of Supervisors of the County of San Luis Obispo Imposing a Road Improvement Fee etc., (hereinafter referred to as Resolution) to which this Policy is attached as an exhibit, which Resolution is adopted under the authority of San Luis Obispo County Ordinance No. 2379.

SECTION TWO: DEFINITIONS

2.01. “Accident History.” A summary of the amount and type of reported vehicle collisions occurring during the preceding five years within the area of study.

2.02. “Fee Area.” The particular area(s) set forth in the Circulation Study, wherein the new development lies.

2.03. “Existing Trips.” Trips generated by a current or previous use of the property which use is being replaced by new development. In order to receive credit under Section 3.01(b) of this Policy, said current or previous use must have been in existence at the time the most recent Circulation Study was adopted.

2.04. “Floor Area.” The square footage of a building shall have the same meaning as the section entitled Gross Area: as set forth in Chapter 1 of the Institute of Transportation Engineers’ Trip Generation Manual, which book is more completely described in Section 3.01(a) of this Policy.

2.05. To “Generate Additional Traffic” shall mean both the production and the attraction of vehicular trips.

2.06. “Level of Service.” A qualitative measure describing operational conditions within a traffic system, and their perception by motorists, as defined in the most recent edition of the Highway Capacity Manual Transportation Research Board, Washington, DC (Highway Capacity Manual).

2.07. “Level of Service C” shall have the meaning as set forth in the Highway Capacity Manual:

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now

affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

2.08. A “Pass-by Trip” is an existing trip that is diverted to a new development from an adjacent street and is not a new trip that is assigned to the adjacent streets due to the new development. Pass-by trips are excluded in calculating new trips to be generated by a new development.

2.09. “Peak Hour Trip” shall mean a single or one-directional vehicle movement which either enters or exists the site of a new development during the hour of the day in which the highest hourly traffic volume is measured on the road(s) adjacent to the new development.

2.10. “Prevailing Speed.” The speed, at or below which eighty-five percent of vehicles are traveling on a roadway.

2.11. A “Road Impact Fee Study.” or RIFS: is a written study that evaluates and comments on all of the following:

- A. Evaluate existing conditions on roads which will be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. This evaluation of existing conditions on said roads shall include: (1) levels of service, (2) prevailing speeds, (3) stopping sight distance, and (4) accident history, and such other relevant and necessary items as are required by the Director of Public Works.
- B. Estimate future conditions on roads which are likely to be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. The study shall include an estimate of trip generation, if any, for each unit of the proposed new development project. The trip generation estimate may be adjusted to reflect pass-by trips and may be used for computing the fees required by Chapter 13.01 of the San Luis Obispo County Ordinance Code.

The said forecast of future conditions shall be compared with the Circulation Study, to determine if the recommendations in the Circulation Study are adequate to maintain a Level of Service C, or better, for the affected roads after completion of the proposed new development project.

- C. Include such additional inquiries, evaluations and comments as the Director of Public Works determines are relevant and reasonably necessary for a comprehensive evaluation of the impacts of the proposed new development project on the said roads.

The RIFS shall be prepared by a qualified engineer licensed as a civil or traffic engineer by the State of California.

The RIFS shall be subject to the review and approval of method and accuracy by the Director of Public Works.

2.12. "Road." A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Road" includes "street", and "highway", and "bridge."

2.13. "Stopping Sight Distance." The length of roadway ahead that is visible to the driver. The minimum sight distance available on a roadway should be sufficient to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

2.14. "Trip Generation." The total number of vehicle trips which will enter or exit a given development project. Trip generation includes trips per weekday, trips per hour for the peak hour, and other cases as determined necessary by the Director of Public Works.

2.15. "Trip." A single or one-direction vehicle movement which either enters or exits the site of a development project.

### SECTION THREE: DETERMINATION OF PEAK HOUR TRIPS.

3.01. The number of peak hour trips generated by new development shall be computed using the following formula:

$$\begin{array}{l} \text{Number of} \\ \text{Units in the} \\ \text{New Development} \end{array} \quad \times \quad \begin{array}{l} \text{Trip Generation} \\ \text{per New Unit} \end{array} \quad = \quad \begin{array}{l} \text{Number of} \\ \text{New Peak Hour} \\ \text{Trips} \end{array}$$

A "Unit" is a physical, measurable or predictable variable which quantifies the particular new development (e.g., floor area, employees, acres, dwelling units, etc.). The peak hour trip generation rate shall be based upon the highest trip generation rate possible for the proposed new development. Eligible existing trips shall be deducted from the number of peak hour trips generated by the new development.

3.02. "Trip Generation per New Unit" shall be determined as follows:

- A. The trip generation rates, for the peak hour of adjacent streets, shall be based on the most recent edition of the Trip Generation Manual, Institute of Transportation Engineers, 525 School St., SW, Suite 140, Washington, DC 20024-2729.
- B. If no published rates are available from this source, trip generation rates will be determined by the Director of Public Works.
- C. If the Director of Public Works requires it or if the applicant for the new development so elects, the Trip Generation per New Unit which will be caused or generated by the proposed new development may be determined by the Director of Public Works through the use of a Road Impact Fee Study rather than by the method set forth in Section 3.02(A) or 3.02(B) hereof. If a Road Impact Fee Study is to be used, the Director of Public Works shall request proposals for this work from engineers licensed as civil or traffic engineers by the State of California, and shall award a contract for the production of the RIFS with all costs to be borne by the applicant for the new development.

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