

IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

_____ day _____, 20__

PRESENT: Supervisors

ABSENT:

RESOLUTION NO. _____

**RESOLUTION CONTINUING THE ROAD IMPROVEMENT FEE FOR
ALL DEVELOPMENTS WITHIN THE NORTH COAST PLANNING AREA
OF THE COUNTY OF SAN LUIS OBISPO, AND
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 and charging a road improvement fee; and

WHEREAS, on February 25, 1992, the Board of Supervisors did adopt Resolution No. 92-135 imposing a road improvement fee for all developments within the North Coast Planning Area of the County of San Luis Obispo; and

WHEREAS, the said Resolution No. 92-135 provided for an annual update of said road improvement fee; and

WHEREAS, the "North Coast Circulation Study" of February 1992 describes the impacts of new development on existing road facilities and improvements within the North Coast Planning Area 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 2018 Annual Update of the North Coast Circulation Study, a copy of which is attached hereto as Exhibit "A" and incorporated by reference herein and found that it includes all required elements of the annual update; and

WHEREAS, on December 6, 2011, the Board of Supervisors did adopt Resolution No. 2011-393 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

WHEREAS, the said "North Coast Circulation Study of February 1992" and the 2018 Annual Update were available for public inspection and review fifteen (15) 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 impact of traffic generated and caused by new development within the North Coast Planning Area.

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 Exhibit "A" attached hereto and incorporated herein.

C. After considering the "North Coast Circulation Study" of February 1992 and the 2018 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 update and finds that the new development in the North Coast Planning Area will generate additional traffic within the said area and will contribute to the degradation of the level of service of the road system in said area.

D. The Board of Supervisors further finds that there is a continuing need in the North Coast area 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 North Coast 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 in more detail described in the San Luis Obispo County General Plan, the North Coast Circulation Study of February 1992 and the 2018 update.

F. The Board of Supervisors further finds that the cost estimates set forth in Exhibit "A" are reasonable cost estimates for constructing the said facilities, and the fees expected to be generated by new development within the North Coast Planning Area will not exceed the total of these costs.

G. The Board of Supervisors further finds that for the North Coast Area of Benefit: (1) an account or fund has been established for capital road improvements and that funds have been appropriated and a proposed construction schedule or plan adopted as set forth in Exhibit "A" hereto; and that (2) the County has already expended funds for capital road improvements within said Area of Benefit. 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.

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 these road improvement fees heretofore imposed within the North Coast Planning Area by said Resolution No. 92-135 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 North Coast Planning 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 area of the North Coast Circulation Study shall be as follows:

Land Use Type	Units	Calculated Cost per Land Use Unit				
		Area A	Area B	Area C	Area D	Area E
Residential	pk hr trip	\$527	\$992	\$1267	\$586	\$282
Retail	pk hr trip	\$262	\$262	\$262	\$262	\$262
Other	pk hr trip	\$403	\$403	\$403	\$403	\$403

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 road improvement fee for any new development project within said area shall be imposed 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. New development shall be responsible for paying the road improvement fee amount, as established by Ordinance No. 2379 and adjusted by this and subsequent resolutions, in effect at the time of payment, as provided below:

- (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. Failure to pay the required fee shall be considered a nuisance and, in addition to all other remedies provided by law, shall be grounds for revocation of the development plan and/or initiation of nuisance abatement proceedings.
- (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.

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 this Resolution, certain new developments within the area of the North Coast Circulation Study received approvals or permits which were conditioned upon 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 fee was required in order to mitigate the new burdens imposed on the roads within the North Coast area, which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance No. 2379 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 a said road improvement fee condition 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: September 26, 2018

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

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
2018 Update
North Coast Circulation Study**

On February 25, 1992, the Board of Supervisors approved the North Coast Circulation Study and adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board also adopted the most recent update of the North Coast Road Improvement Fee Resolution on December 12, 2017.

See attached map(s) *North Coast Road Fee Area* for boundaries.

BUILDING ACTIVITY

For the period from July 1, 2017, through June 30, 2018, there were no building permits subject to road improvement fees.

ROAD IMPROVEMENT FUND

FY 2017/18	
Balance (07/01/17)	\$36,585
Fees Received (+)	\$0
Interest (+)	\$482
Expenditures (-)	\$0
Balance (06/30/18)	\$37,067

See attached table *North Coast Road Improvement Fee Budget* for detailed expenditure details.

FEE APPEALS

As there were no building permits subject to Road Improvement Fees, there were no Road Improvement Fee appeals since the last update.

TRANSPORTATION IMPROVEMENTS

The North Coast Circulation Study contains a list of recommended improvements for all modes of transportation in the community as well as an adopted Capital Improvement Program (*see attached*) for funding by Road Improvement Fees and other sources. No Road Improvement Fee projects are currently being developed.

There are several projects in development along the North Coast being funded from other sources, and those are:

Surface Treatment of Main Street/East Village

The County recently completed the surface treatment of Main Street and the East Village in Cambria. The funding for this project was provided from the Pavement Management Program, providing for continuous and appropriate maintenance for roads within the County's Maintained Road System.

Burton Drive and Main Street Guardrail

The County was awarded a grant to upgrade guardrail alongside the easterly side of Burton Drive, from Eton Road to Rodeo Grounds Road, a portion of guardrail on Village Lane adjacent to Burton Drive, and two small segments of guardrail on Main Street between Cambria Grammar School and Santa Rosa Creek Road. This project is being funded by a grant from the Federal Highway Administration (FHWA), and is administered by Caltrans. Project is in development, and construction is anticipated for the summer of 2020.

Burton Drive Pedestrian Path

Project development has been initiated that would construct a pedestrian path along Burton Drive, from Eton Road to Rodeo Grounds Road, which provide safe travel for pedestrians behind the existing guardrail. Project development is being funded by Urban State Highway Account (USHA) funds reimbursed by SLOCOG. Construction funding is anticipated to be funded by future USHA funds, and construction is currently anticipated to take place in summer of 2021.

Burton Drive Slope Repair

During the winter storms of 2016-2017, Burton Drive between Village Lane and Rodeo Grounds Road experienced a slope failure. Project development on the slope repair and pedestrian access pathway is nearing completion, and construction is expected to take place in the summer of 2019. This project is being funded by FHWA.

ROAD IMPROVEMENT FEES

The North Coast travel demand model needs to be updated for changes in circulation needs and costs, especially changes caused by the residential lot retirement program. Due to the need to address these and other changes, we are recommending that the existing fee structure not be modified at this time. The fees are listed in the table below:

Land Use	Area A	Area B	Area C	Area D	Area E
Residential	\$ 527	\$ 992	\$ 1,267	\$ 586	\$ 282
Retail	\$ 262	\$ 262	\$ 262	\$ 262	\$ 262
Other	\$ 403	\$ 403	\$ 403	\$ 403	\$ 403

Note: All fees are per peak hour trip

Staff is looking for an opportunity to update the transportation model to account for the new plan's land uses. The Public Works Department continues to work toward this goal.

ALTERNATIVE MODES OF TRANSPORTATION

The following sections describe alternative modes of transportation. Under AB 1600, Road Improvement Fees cannot be used to correct existing deficiencies.

Pedestrian Circulation Network

Many streets within the North Coast originated as unpaved minor roads without shoulders or sidewalks. In these cases, pedestrians must use intermittent paths adjacent to the roadways. Along Main Street and some adjacent streets, sidewalks are provided. Sidewalks are also provided adjacent to schools. In addition, sidewalks are available along streets serving new development, in accordance with the applicable design standards.

Bicycle Circulation Network

The County Bicycle Advisory Committee (BAC) is an ad hoc advisory committee which provides a recognized formal source of input and perspective for bicycle transportation planning and implementation within the unincorporated areas of the County. The BAC meets quarterly and works together with County staff to prepare and update the County Bikeways Plan which was last adopted by the Board of Supervisors in 2016.

The County Bikeways Plan is located at the following website:

<http://www.slocounty.ca.gov/Departments/Public-Works/Forms-Documents/Committees-Programs/Bicycle-Advisory-Committee/Plans-Documents/2016-Bikeways-Plan.aspx>.

Trail Network

The Board of Supervisors adopted the County Parks and Recreation Element in December 2006. The Parks and Recreation Element establishes policies and programs to provide and maintain parks, recreation, and natural areas within San Luis Obispo County, including trails.

The Parks and Recreation Element is located at the following website:

<http://slocountyparks.org/wp-content/uploads/2015/09/SLO-Parks-Rec-Element-Appendix.pdf>.

Public Transportation System

Transit service in Cambria is provided by the San Luis Obispo Regional Transit Authority (RTA). RTA provides service between Cambria, Cayucos, San Simeon, Hearst Castle and Morro Bay seven (7) days a week with those destinations providing connections to other routes Countywide. For more information visit www.slorta.org/. Alternative transportation services such as Dial-A-Ride, Runabout Paratransit, Senior Shuttle, Veteran's Express Shuttle, among others, are provided by Ride-On Transportation, and their information can be found at <http://www.ride-on.org/index.php>.

San Luis Obispo County Regional Rideshare facilitates programs and incentives to encourage a reduction in vehicle miles traveled. They have on-line commuter resources to match carpools, vanpools, school pools, bike buddies and track commuter trips. More information about Rideshare can be found at <http://rideshare.org>.

ATTACHMENTS

North Coast Road Improvement Fee Areas
Cambria Detail North Coast Road Improvement Fee Areas
North Coast Capital Improvement Projects Table
North Coast Road Improvement Fee Budget

NOTES AND ACRONYMS

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy
Residential: Land Use category includes single-family and multi-family dwellings, hotels, motels and camping facilities.
Retail: Land Use category includes retail merchandise, restaurants, service stations, post offices and financial institutions.
Other: Land Use category includes all other types that are not defined by Residential or Retail.

USHA = Urban State Highway Account

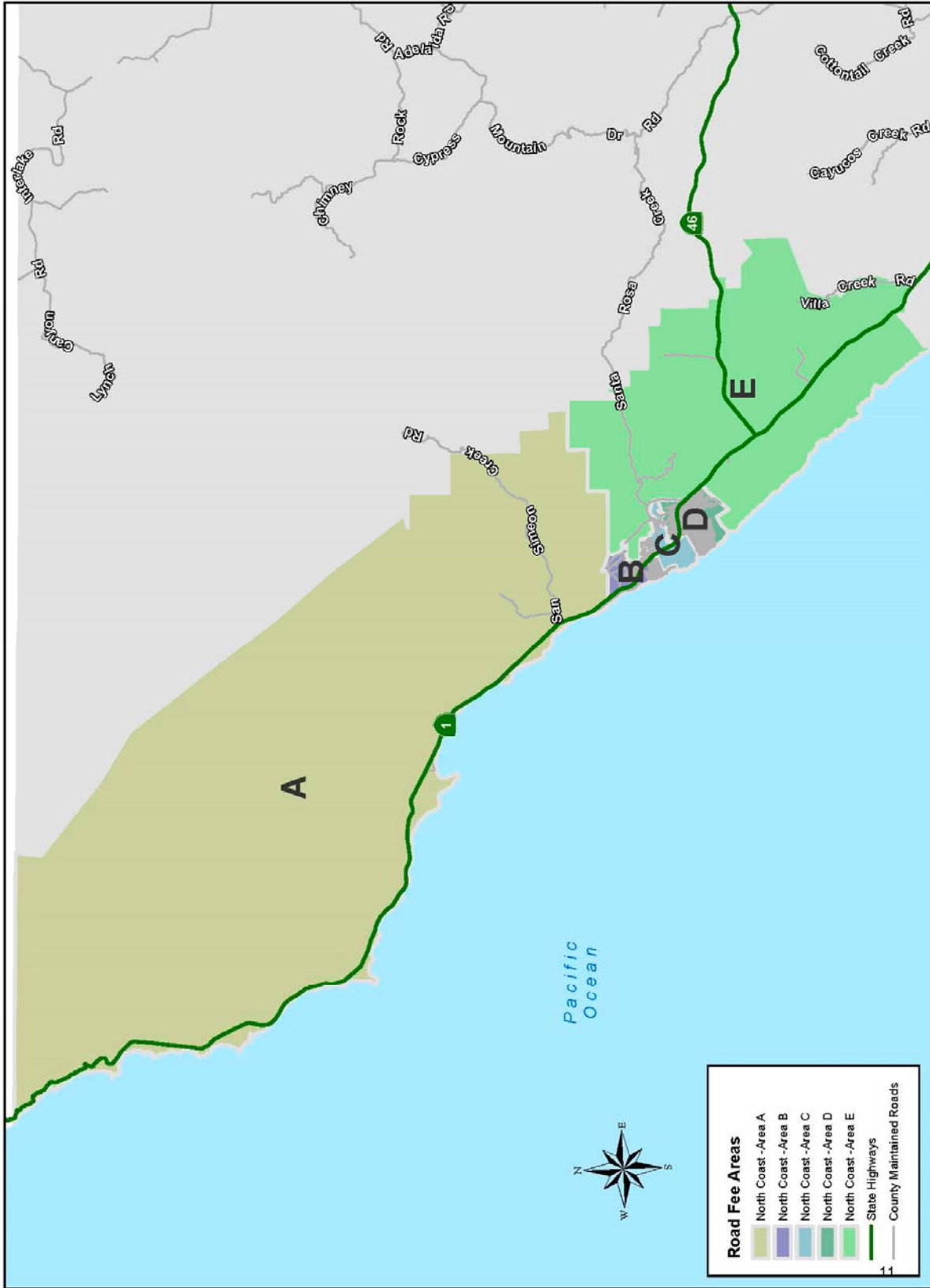
RSHA = Regional State Highway Account

pht = peak hour trip

TBD = To be determined

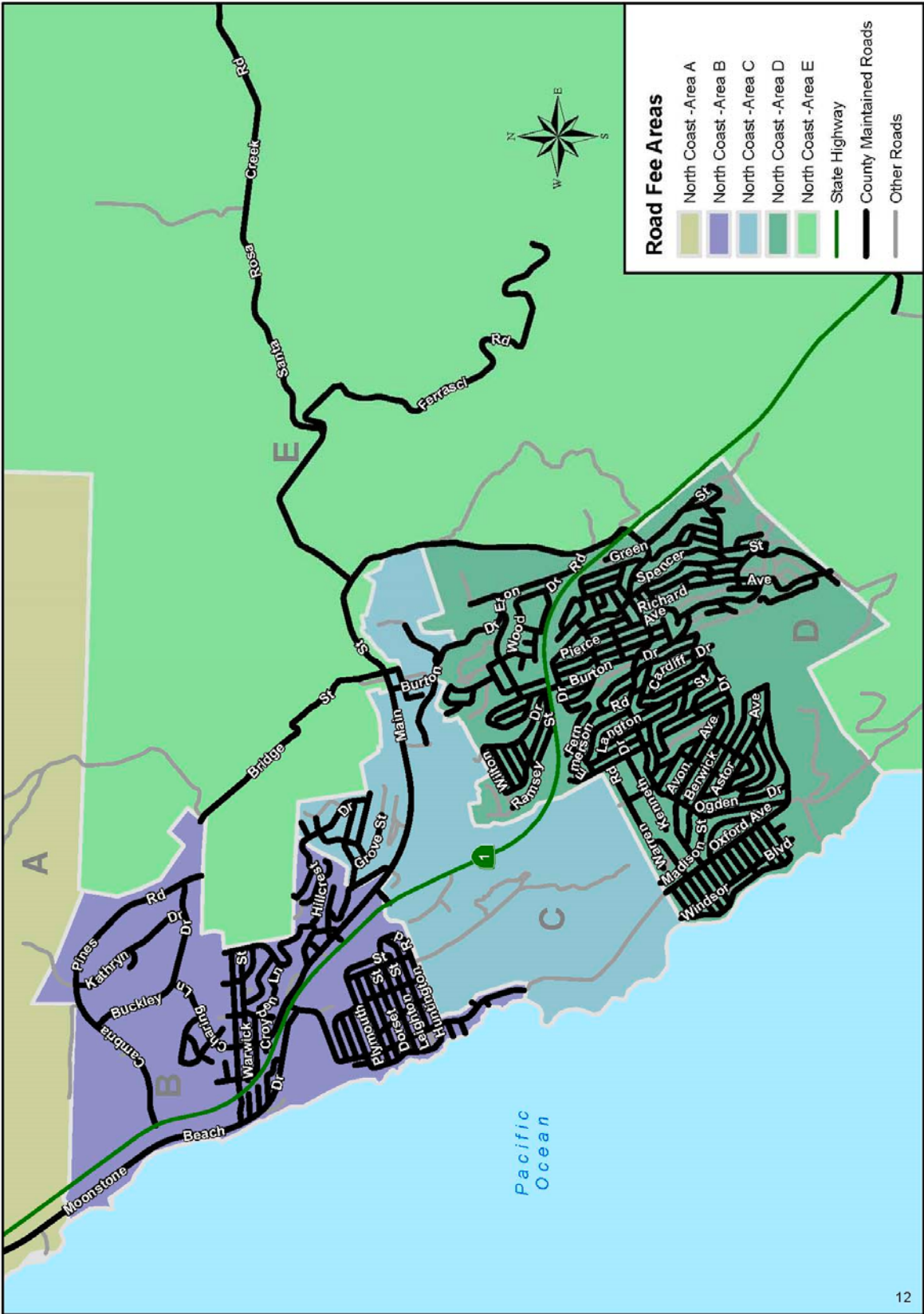
TEA = Transportation Enhancement Activities, Federal Funding for Enhancements

TDA = Transportation Development Act, Federal Funding for transit



North Coast Road Improvement Fee Areas

Map Updated: 10/7/2014



Cambria Detail
North Coast Road Improvement Fee Areas

Map Updated: 10/7/2014

North Coast Capital Improvement Projects Table													
Project Number	Road	From	To	Recommended Cross Section	Cost Estimate	Less		Funding From Impact Fees	Percent of Cost Funded From Impact Fees	Actual Cost (funded from Impact fee)	Amount Loaned to Cambria RIF from Roads Account (2)	Other Funding	Expected Construction Commencement (3)
						Existing Deficiencies	Other Sources						
1	Park and Ride			at Main St and Eton Road	\$110,000		\$110,000	\$0	0			RSHA	2015
2	Weymouth Street	intersection	Route 1	Traffic Signal/Channelization	\$235,000		\$110,000	\$125,000	50			Caltrans	2020
3	Windsor Blvd/Main Street	intersection	Route 1	Traffic Signal for Frontage	\$235,000			\$235,000	100				2030
4	Route 1	San Simeon	Moonstone Beach Dr	Passing Lanes	\$3,100,000		\$3,100,000	\$0	0			Caltrans Funding	2030
5	Route 1	San Simeon	County Line	Class 2 Bike Lanes	Unknown			\$0	0%			Caltrans/SLOCOG	2025
6	Route 1	intersection	Villa Creek Road	Left Turn Pocket	\$2,000,000		\$2,000,000	\$0	0			Caltrans	2025
7	Route 1	Pico Ave	Vista del Mar	Enhancements	\$1,250,000		\$1,250,000	\$0	0			TEA	2020
8	Main Street	intersection	Tamson Drive	Traffic Signal	\$235,000			\$235,000	100				2025
9	Main Street	intersection	Cambria Drive	Traffic Signal	\$235,000			\$235,000	100				2030
10	Main Street	Intersection	Burton Drive	Traffic Signal	\$235,000			\$235,000	100				2030

Project Number	Road	From	To	Recommended Cross Section	Cost Estimate	Less		Funding From Impact Fees	Percent of Cost Funded From Impact Fees	Actual Cost (funded from Impact fee)	Amount Loaned to Cambria RIF from Roads Account (2)	Other Funding	Expected Construction Commencement (1)
						Existing Deficiencies	Other Sources						
	Cambria Trolley			Transit Service	\$125,000		\$125,000	\$0	0			TDA	On-going
	Route 1	1.5 mile south of Harmony	0.3 miles north of Harmony	Passing Lane/Left Turn Pocket	\$3,600,000		\$2,078,513	\$100,000	2%	\$100,000		Caltrans fund left turn pocket	Done
	Parking Facility	East Village		Improved Parking Lots	\$70,000		\$70,000	\$0	0			Chevron Mitigation	Done
	Ardath Ave. /Main Street	intersection	Route 1	Traffic Signal	\$93,000		\$60,000	\$33,000	50	\$33,000		Caltrans	Done
	Main Street	intersection	Pineknolls	Traffic Signal	\$120,000			\$120,000	100	\$120,000			Done
	Main Street*	Cambria Drive	Burton Street		\$2,875,000		\$240,000	\$2,125,000	80	\$2,125,000	\$686,649	Roads/ USHA	Done
	Cambria Drive	intersection	Route 1	Traffic Signal and add Turn Lanes	\$714,000		\$320,000	\$394,000	60	\$102,000	\$102,000	Caltrans/ USHA	Done
TOTALS					\$15,122,000	\$510,000	\$5,354,513	\$3,837,000		\$2,480,000	\$788,649		

(1) Expected construction commencement date is the approximate date on which funding is expected to be deposited to complete improvement.

(2) Left to be Reimbursed

9/16/2014

Budgeted Projects Funded from North Coast RIF			Total As of
			06/30/18
Project #	Description	Budgeted 2017/18	
NORTH COAST RIF Beginning Cash Balance			36,585.50
	Fees		0.00
	Interest		481.95
	Subtotal Cash Balance		37,067.45
	Project Costs:	Budgeted 2017/18	Total Spent This Fiscal Year As of
			06/30/18
300167	Cambria Dr/Route 1 Signal	0	
	New funding via USHA and CAL Trans	0	
	Total Project Budget from RIF	0	0.00
245R12C127	North Coast Traffic Study	0	0.00
	Total Project Costs	0	0.00
	Total Cash Bal		37,067.45

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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. "Collision 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" and "Level of Service D" 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 other 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.

Level of Service D is approaching unstable flow. Speeds slightly decrease as traffic volume slightly increases. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease.

- 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 additional 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 peak hour 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) queue lengths, (3) prevailing speeds, (4) stopping sight distance, and (5) collision history, (6) County Public Improvement Standards and other relevant and necessary items as are required by the Director of Public Works.
 - B. Estimate build-out conditions with and without the proposed new development on roads which are likely to be affected. 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 existing and build-out conditions shall be compared with the Circulation Study, to determine if additional mitigations to maintain a Level of Service D, or better, for roadways and intersections within an

Urban Reserve Line (URL), and a Level of Service C, or better, for all other intersections and roadways (those outside of an Urban Reserve Line) 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. "Secondary Dwelling". A dwelling unit is determined to be a secondary dwelling if it is consistent with the definitions established in Section 22.30.470 of the San Luis Obispo County Land Use Ordinance, or Section 23.08.169 of the Coastal Zone Land Use Ordinance.
- 2.14. "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.
- 2.15. "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.
- 2.16. "Trip". A single or one-direction vehicle movement which either enters or exists 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:

$$\text{Number of Units in the} \quad \times \quad \text{Trip Generation per New Unit} \quad = \quad \text{Number of New Peak Hour}$$

A "Unit" is a physical, measureable 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 the 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 Rate per New Unit which will be caused or generated by the proposed new development may be determined by the Director of Public Works with 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 require preparation of a study for this work by engineers licensed as civil or traffic engineers by the State of California, and all costs shall be borne by the applicant for the new development.
- D. As allowed under GC 66005.1(b), if a housing development is shown to meet any of the individual requirements of GC 66005.1(a), there shall be a trip generation adjustment of 10%. These adjustments shall be additive up to a maximum 20% adjustment.
- E. The trip generation rate for a secondary dwelling, as established by definition under County Code, shall be two-thirds of the single family detached home rate, as determined by 3.02A.