Technical Memorandum

November 17, 2020

To:	Michael Britton, County of San Luis Obispo	Project:	San Miguel Circulation Study & Road Improvement Fee (RIF) Update
From:	Rosanna Southern, EIT Todd Tregenza, AICP	Ref/Job No.:	11177690
CC:		File No.:	C2537MEM002.DOCX
Subject:	San Miguel Circulation Study and Road Improvement Fee Update		

Executive Summary

The County of San Luis Obispo has retained GHD to provide an update to the San Miguel Circulation Study and the Road Improvement Fees (RIF). The County conducted a "San Miguel Circulation Study" in 2006 and subsequent updates to the study and fee, with the most recent being in 2017. The intent of this study is to reassess projected traffic impacts and required mitigation measures (capital improvements) for projected development, to evaluate the expanded RIF Area within the San Miguel Sphere of Influence, and to assist the County in providing an update to the San Miguel RIF. This memorandum presents the methodology behind the development of the forecasted Buildout conditions per the San Miguel Community Plan and the County's General Plan, including traffic projections rendered by the projected development. This memorandum analyzes existing and forecasted operational conditions of key locations within the community.

Based on existing conditions analysis, key intersections in San Miguel, including at US 101/10th Street and intersections along Mission Street, are currently operating at Level of Service (LOS) C or better. River Road roadway operations between Mission Street and the Salinas River Bridge is estimated to be at LOS B, however peak hour volumes meet the warrant for installing left turn lanes. The buildout forecasts were developed for the expanded Fee Area based on the San Miguel Community Plan, development trends in the rural areas outside of the San Miguel community including accessory dwellings, agricultural worker dwellings, and winery uses, and the County's current parcel data. Based on the Community Plan, the development potential for San Miguel entails 417 dwelling units, and 132,000 square feet of non-residential land uses. The locations of the projected developments were based on the vested subdivisions identified in the San Miguel Community Plan, the County's land use plans, and the County parcel data. Forecasted traffic volumes were then developed based on the trips generated from projected development. Generalized trip generation rates were obtained using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual* (10th Edition). Lastly, the trips generated from the projected developments were superimposed on the existing traffic counts to develop the forecasted Buildout traffic volumes. The forecasted Buildout traffic volumes were utilized to perform operational analyses at the key locations within the Community. Based on the operational analysis under Buildout conditions, several intersections are projected to operate poorly at LOS E/F and trigger the need for improvements.

Consistent with the prior study and updates, improvements include installing a traffic signal at Mission Street at 14th Street (meets peak hour signal warrant), and widening River Road to meet County standards

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(shoulder widening). This update to the Capital Improvements Program (CIP) and associated RIF also proposes to add projects to the CIP/RIF. Projected development will add traffic to the intersections of Mission Street/11th Street and Mission Street/10th Street, resulting in LOS F and LOS E conditions, respectively. Both of these intersections meet the peak hour signal warrant for a traffic signal. Proposed improvements include installing a traffic signal at Mission Street/11th Street, and installing an all-way stop control and a right turn lane southbound on Mission Street at 10th Street. Additionally, the US 101 Southbound off-ramp/10th Street/Cemetery Road intersection is projected to operate at LOS F during both AM and PM peak hours. This intersection does not meet the peak hour warrant for a traffic signal. Recommendations are to realign Cemetery Road to be further west of the US 101 off-ramp.

To update the CIP and RIF, cost estimates were developed by County staff for the transportation recommendations identified in this memorandum, and as listed above. The total funding required from road improvement fees is $6,703,485. The net funding required for determining an update to the RIF, after accounting for the San Miguel account balance of $942,290 as of March 31, 2020, is then $5,761,195. To calculate the recommended fees, the eligible improvement costs are divided by the total number of new trip ends, accounting for developments which have already paid the fee. The County provided a current list of APN permits and fees for San Miguel. Based on current permits and the parcel data, 156 dwelling units have either been constructed (70 dwelling units) or have paid their fees (86 dwelling units), and are not included in the subsequent RIF calculation. This memorandum details that 932 PM peak hour trips are projected for future development within the expanded San Miguel Fee Area, excluding trips from developments which have already paid their RIF. Subsequently, the recommended RIF is calculated to be $6,182 per peak hour trip, which is a small increase from the current fee. The tables below present the summary of funding required from the RIF, the funds already contributed by existing development, the added peak hour trips projected for future development within the San Miguel Fee Area, and the recommended RIF.

Table E.1 Remaining Funding Required from Road Improvement Fees

San Miguel Fee Area RIF Funding		
Total Required Funding from RIF	$	6,703,485
Funds Balance (as of 03/31/2020)	$	942,290
Net Funding Required from RIF	**$**	**5,761,195**
Peak Hour Trips		**932**

Table E.2 Recommended Fee Rates per Peak Hour Trip (PHT)

Land Use Type	Current Fee per PHT	Proposed Fee per PHT	Difference per PHT
Residential	$ 6,148	$ 6,182	$ 34
Commercial	$ 6,148	$ 6,182	$ 34
Other Non-Residential	$ 6,148	$ 6,182	$ 34

1. Introduction

The County of San Luis Obispo has retained GHD to provide an update to the San Miguel Circulation Study and the Road Improvement Fees (RIF). The Circulation Study and RIF are updated annually to fulfill the requirements of Assembly Bill (AB) 1600. On April 25, 2006 the County Board of Supervisors adopted Resolution No. 06-154 imposing a RIF for all developments within the San Miguel Road Fee Area. The County conducted a "San Miguel Circulation Study" in 2006 and subsequent updates to the study and fee, with the most recent being in 2017. The intent of this study is to reassess projected traffic impacts and required mitigation measures (capital improvements) for projected development, to reevaluate the RIF Area within the San Miguel Sphere of Influence, and to assist the County in providing an update to the San Miguel RIF.

This Technical Memorandum is technical documentation in support of the San Miguel Planning Area travel forecasts, resulting Capital Improvements Projects (CIP) and subsequent RIF update. This memorandum presents the methodology behind the development of the forecasted Buildout Conditions per the San Miguel Community Plan and the County's General Plan, including traffic projections rendered by the projected development. To initiate the study and update the RIF, available transportation and land use information useful in obtaining an understanding of existing or "baseline" travel patterns within and through the San Miguel Planning Area were reviewed. The San Miguel Circulation Study and 2017 fee update already had solid a background foundation from the previous RIF update. The primary source of input data for this update came from current parcel-based land use data and traffic counts on critical transportation facilities.

Available sources of transportation and land use information pertinent to San Luis Obispo County that were obtained and reviewed included the following:

- San Luis Obispo County General Plan Land Use and Circulation Element (LUCE).
- The San Miguel Community Plan, adopted December 6, 2016. This contains projected land use and development quantities for buildout of the study area, including vested subdivisions.
- GIS database (in ArcGIS format) from the County that contained Assessor's Parcel mapping, General Plan land use designations, current zoning, overlay designations, land use symbols, fee areas, planning areas and urban limit line information, etc.
- Assessor Parcel Land Use database (in digital format) showing current land development for parcels within the San Miguel Planning Area.
- Most recent aerial photographs of the San Miguel Planning Area.
- San Miguel Traffic Circulation Study, April 2006.
- Miscellaneous traffic circulation studies and traffic impact studies recently completed for the County.

1.1 Existing Setting

The San Miguel Community is an unincorporated, rural community within San Luis Obispo County. San Miguel has a population of approximately 2,336 (based on 2010 US Census data), in an area of 1.7 square miles. San Miguel is located approximately 8 miles north of the City of Paso Robles, between US 101 and

the Salinas River. There are three interchanges with US 101 within the San Miguel community. The first and southernmost interchange is at Mission Street, the second is at 10th Street, and the third and northernmost interchange is at Mission Street/San Miguel Avenue. The first and second interchanges are most utilized for the community to access US 101 and cities to the south within San Luis Obispo County. The first interchange at Mission Street provides a northbound off-ramp, and a southbound on-ramp (which Caltrans has recently reconfigured to be entering on the right side of the roadway as part of a US 101 rehabilitation project). The second interchange at 10th Street provides northbound off- and on-ramps, and a southbound off-ramp. 10th Street provides access through the community east to Mission Street, and west to rural residential areas. Cemetery Road connects to 10th Street immediately west of US 101, serving as frontage road access, and continuing as the southbound-on ramp south of the Mission Street ramps. Within the San Miguel town site, Mission Street serves as the primary north-south roadway west of the railroad tracks, with adjacent land uses mainly being commercial/retail, small industrial, historic sites, and residential. 14th Street and 11th Street provide motorists access across the railroad tracks. 14th Street continues as River Road east of the railroad tracks. River Road is the only road that provides eastern areas of rural residential and agricultural uses (including local wineries) access to San Miguel, with a bridge crossing the Salinas Riverbed.

2. Road Improvement Fee

Following the update to the CIP recommendations, and reevaluation of the fee area, the RIF were updated. The fees proposed in this report have been calculated pursuant to the Mitigation Fee Act, as set forth in Sections 66000 et seq. of the California Government Code (Assembly Bill 1600). The Mitigation Fee Act was enacted by the California State legislature in 1987 and requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval for a development project:

1. Identify the purpose of the fee;
2. Identify the use to which the fee will be put;
3. Determine that there is a reasonable relationship between the fee's use and the type of development on which the fee is imposed;
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development on which the fee is imposed; and,
5. Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The "reasonable relationship" test was supplemented by a test of "rough proportionality" in the 1994 United State Supreme Court decision Dolan v. City of Tigard. In this decision, the Court opined that, when a public agency requires an exaction from new development, the agency cannot rely solely on a general, qualitative relationship between a land use and required facility but must make a finding that the exaction is related to the proportional impact of that land use.

The Court specifically stated in its opinion that “no precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.” This decision effectively added an additional finding that there is a rough proportionality between the amount of the fee and the impact of the development on which the fee is imposed. As required by Government Code Section 66000 et seq. and subsequent court rulings, this report will show that a reasonable relationship exists between the calculated fee amounts and development land uses on which they are imposed. Additionally, it will be demonstrated that a rough proportionality exists between the impact of a land use on a facility and amount of the fee imposed on it.

Fee Administration

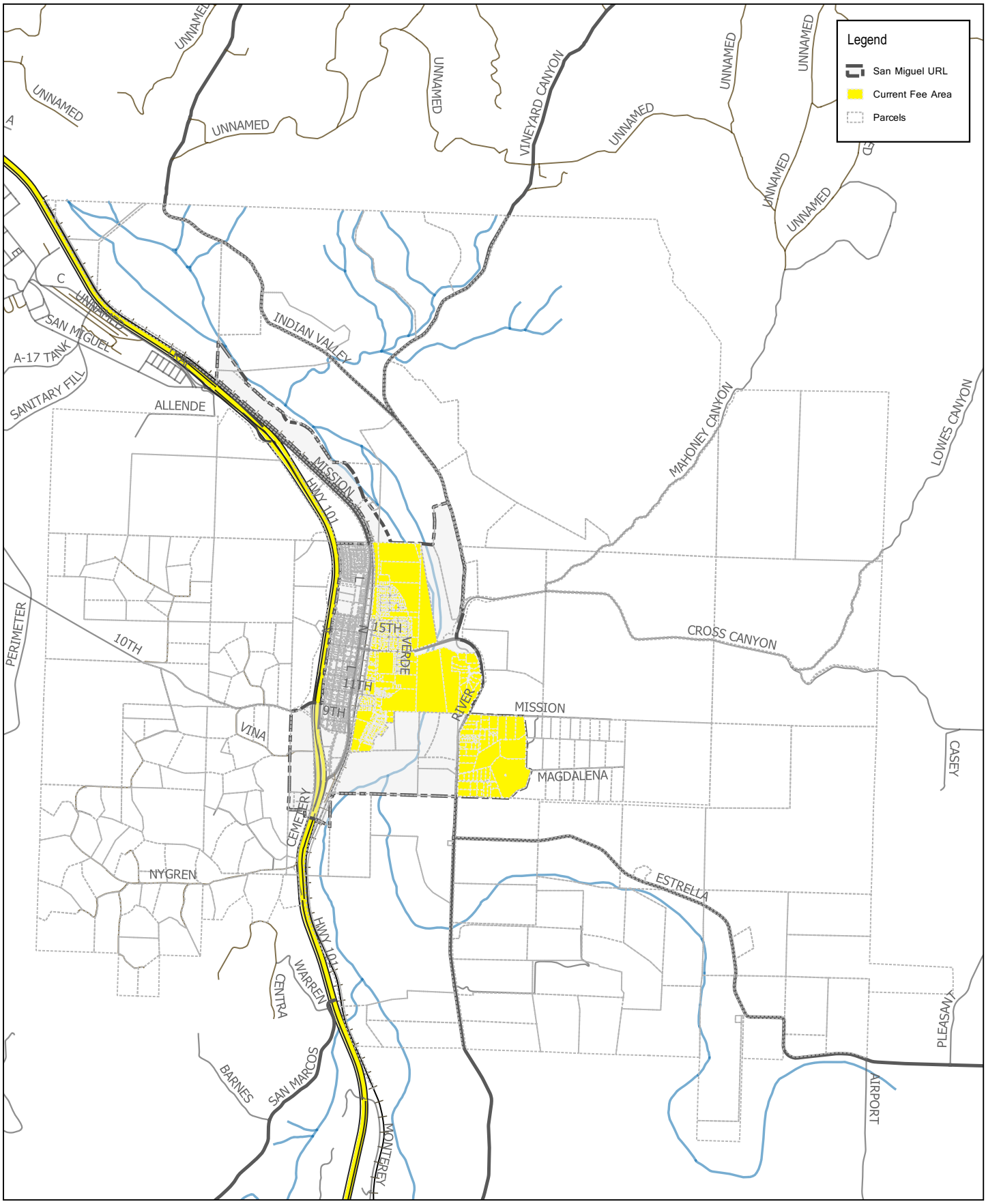
According to California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting. The agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting, and a general explanation of the matter, are to be published in accordance with Section 6062(a) of the Government Code. The updated traffic fees should be adopted through a County ordinance or resolution. Any future increases to the fees resulting from annual inflation or minor adjustments could be adopted annually by resolution.

Inflation Adjustments

All fees calculated in this study are reflected in year 2019 dollars. These fees should be adjusted in future years to reflect revised facility standards, receipt of additional funding from alternative sources (i.e., state or federal grants), revised replacement costs, or changes in demographics or the County’s land use plan. In addition to such periodic adjustments, the fees should be inflated each year per Title 13 of the County Code. On December 17, 2019, the Board approved an amendment to Title 13 of the County Code, which provides for an automatic Index adjustment to the road fees. The Index adjustment will be, and has been calculated for this first year of application, at a running 3-year average of the most recent 3 years of the Engineering News Record 20-City Construction Cost Index, ending June 30, 2020. The index adjustment increases will be effective on March 1, of the following year.

3. Fee Area

The current San Miguel RIF Area and Urban Reserve Line (URL) are shown in Figure 3.1. The current fee area for San Miguel extends east of the railroad tracks, following the Urban Service Line, adjacent to River Road, and then the residential area to the southeast, south of Mission Lane to Magdalina Drive. The current fee area does not extend to the boundary of the URL. In order to assess the potential for expanding the current fee area, the limits of an expanded Fee Area were identified in coordination with the County. One Fee Area has been identified for further assessment. Figure 3.2 presents the expanded Road Improvement Fee Area utilized in this study.



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COUNTY OF SAN LUIS OBISPO
SAN MIGUEL CIRCULATION STUDY & RIF UPDATE

CURRENT ROAD IMPROVEMENT FEE AREA AND URL

Project No. **11177690**
Revision No. **-**
Date. **07/24/2019**

FIGURE 3.1

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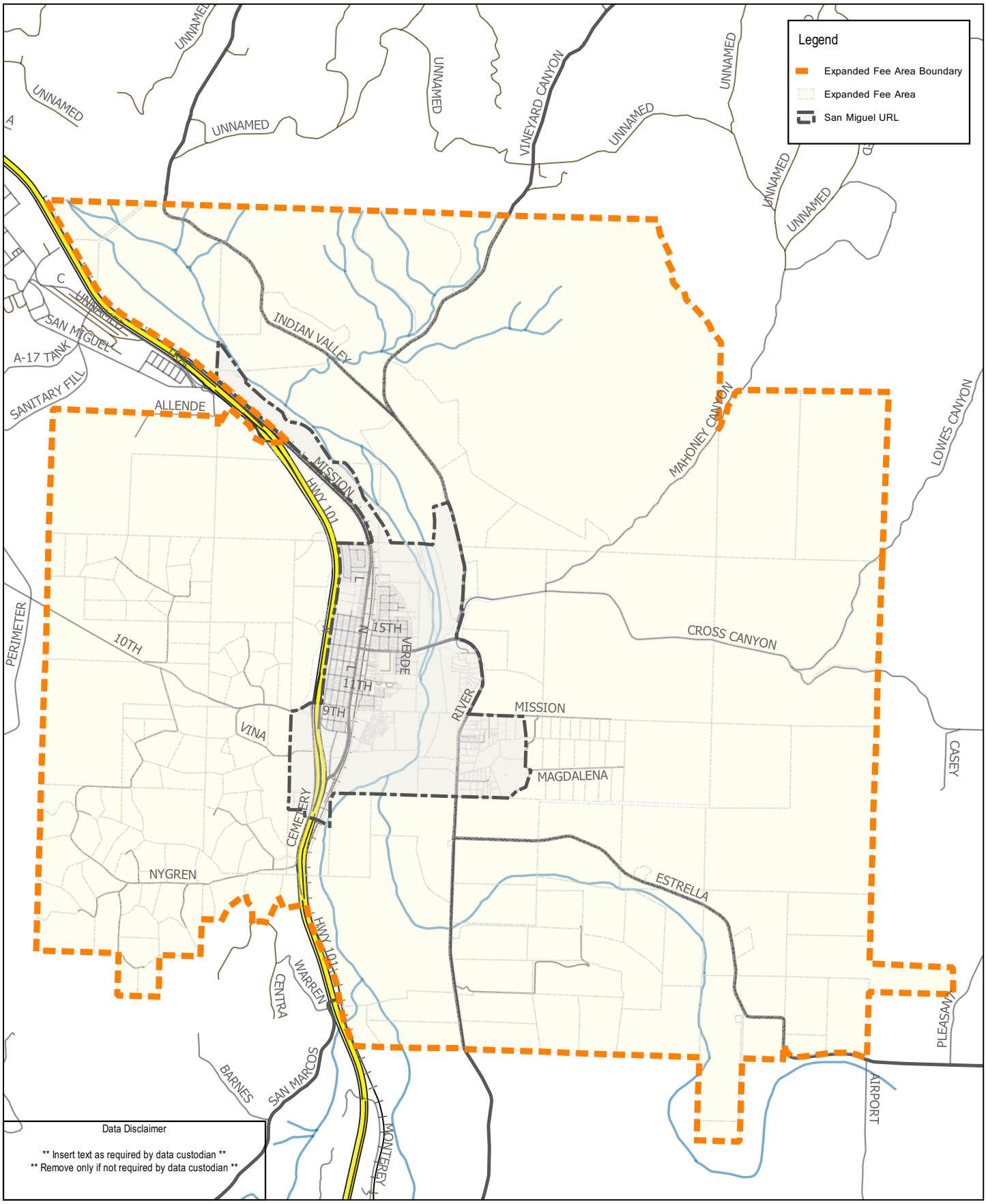

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COUNTY OF SAN LUIS OBISPO
SAN MIGUEL CIRCULATION STUDY & RIF UPDATE

EXPANDED ROAD IMPROVEMENT FEE AREA AND URL

Project No. **11177690**
Revision No. **-**
Date. **07/24/2019**

FIGURE 3.2

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4. Existing Conditions Analysis Methodologies

Levels of Service (LOS) were calculated for all study intersection control types using the methods documented in the Transportation Research Board Publication *Highway Capacity Manual, Sixth Edition, A Guide for Multimodal Mobility Analysis, 2016* (HCM 6). The *Synchro 10 (*Trafficware) software program was used to implement the HCM 6 and Synchro analysis methodologies. This study focuses on a “planning level” evaluation of traffic operating conditions, which is considered sufficient for CEQA/NEPA purposes. The planning level evaluation incorporates appropriate heavy vehicle adjustment factors, peak hour factors, and signal lost time factors and reports the resulting intersection delays and LOS as estimated using the HCM 6 based analysis methodologies.

4.1 Level of Service Policies

Caltrans' Guide for the Preparation of Traffic Impact Studies contains the following policy pertaining to the LOS standards within Caltrans jurisdiction:

> *Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.*

Per the County of San Luis Obispo:

> *“The current County policy calls for LOS “D” or better service on roadways in urban areas and LOS “C” on rural roads.”*

Consistent with the Caltrans and County policies, this study will consider LOS "D" as the standard acceptable threshold for study intersections within the San Miguel Urban Reserve Line, and LOS “C” at Caltrans facilities (ramp terminals).

4.2 Traffic Signal Warrant Analysis

To determine whether “significance” should be associated with unsignalized intersection operations, a supplemental traffic signal “warrant” analysis has also been completed, and is included in the Appendix. The term “signal warrants” refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an otherwise unsignalized intersection. This study has employed the signal warrant criteria presented in the latest edition of the *2014 California Manual on Uniform Traffic Control Devices (MUTCD),Revision 5* for all study intersections. The signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency of accidents, location of school areas etc. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. The ultimate decision to signalize an intersection should be determined after careful analysis of all intersection and area characteristics. This traffic study will specifically utilize the Peak-Hour-Volume based Warrant 3 as one representative type of traffic signal warrant analysis. Since Warrant 3 provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with

adjacent major streets operating at above 40 mph), study intersections which use this specialized criteria will be clearly identified.

5. Existing Conditions Analysis

San Luis Obispo County provided Synchro files for Existing AM and PM peak hour conditions, based on counts conducted in 2017. Table 5.1 presents a summary of the existing conditions intersection operations during the AM and PM peak hours. The Synchro outputs are provided in the Appendix. As shown, all of the study intersections are currently operating acceptably.

Table 5.1 Existing Conditions Intersection Operations

ID #	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Traffic Signal Warrant Met?
			Delay	LOS	Delay	LOS	
1	Mission Street/16th Street	TWSC	10.9	B	9.3	A	-
2	Mission Street/14th Street/River Road	TWSC	24.1	C	16.9	C	-
3	Mission Street/11th Street	TWSC	15.3	C	13.7	B	-
4	Mission Street/10th Street	TWSC	12.3	B	12.3	B	-
5	10th Street/US 101 Northbound Ramps	TWSC	9.1	A	9.1	A	-
6	10th Street/Cemetery Road/US 101 Southbound	TWSC	21.5	C	10.8	B	-

Notes: 1. TWSC = Two-Way or One-Way Stop Control; UC = Uncontrolled, RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Signal Warrant based on California MUTCD Warrant 3
*4. **Bold** indicates intersections operating deficiently.*

River Road, between Mission Street and the Salinas River Bridge, is classified as a two-lane urban arterial and has a posted speed limit of 35 mph. Analysis of the River Road roadway segment, between Mission Street and the Salinas River Bridge was conducted based on the peak hour volumes approaching and departing the intersection of River Road/14th Street at Mission Street, and the approximate volume of vehicles turning to and from River Road to the local streets in between Mission Street and the bridge (i.e. N Street, Bonita Place, Verde Place, etc.). River Road and the approximate delays along the local streets are estimated to operate at LOS B, for an urban arterial between Mission Street and the bridge. Based on NCHRP 745[1], peak hour volumes along River Road east of Mission Street, meet the warrant for installing left turn lanes. The left turn lane warrant analysis is provided in the Appendix.

[1] National Cooperative Highway Research Program, NCHRP 745: *Left-Turn Accommodations at Unsignalized Intersections*, 2013.

6. Projected Development, Forecasts, and Operations

6.1 Projected Development and Forecasts

The buildout forecasts for development within the San Miguel Community were developed based on the San Miguel Community Plan and the County's current parcel data. Figure 6.1 presents a summary of the projected development within San Miguel based on the San Miguel Community Plan. The locations of the projected residential and non-residential developments were based on the vested subdivisions identified in the San Miguel Community Plan, the County's land use plans, and the County parcel data. The projected development types were incorporated into a GIS format. After allocating development to vested subdivisions, County parcel data, Land Use Codes, and Land Use Plans were utilized to determine projected development types on vacant or underdeveloped parcels.

Per County direction, development beyond the Community Plan area is incorporated in this study, to account for projected growth within the expanded Fee Area. Projected growth in the rural area east of San Miguel was specifically evaluated, including single family residential dwellings, accessory and agricultural worker dwellings (evaluated as multi-family for trip generation purposes), and winery use developments. The evaluation and projections is attached to this study as a separate memorandum, and has been approved by County Department of Planning staff. The San Miguel Community Plan projects an addition of 417 residential units and approximately 130,000 square feet of non-residential uses (2012 to 2035). The projected developments including land use types, vacant lands, and vested subdivisions, were coordinated and verified with the County's Planning Department.

Figure 6.1 San Miguel Development Potential per Community Plan

Table 8-2 San Miguel Development Potential

	San Miguel - through 2035		
Land Use Category	2013	New Development	2035
Residential (units)			
Single Family	384	290	674
Multifamily [1]	265	93	358
Suburban [2]	88	34	122
Total, Residential	737	417	1,154
Commercial (sq.ft.)			
Office	3,465	7,535	11,000
Retail	69,072	84,928	154,000
Light Industrial	8,463	34,537	43,000
Industrial	0	3,000	3,000

[1] Multifamily includes new units that are expected to be developed in the Commercial Retail zone.
[2] "Suburban" refers to lower density single family housing, with minimum lot sizes of 1 acre.

Sources: The San Miguel Community Plan, Tables 3-A and 3-B; Economic & Planning Systems, Inc.

Development has occurred since the San Miguel Community Plan was adopted, including fully constructed buildings and new building permits have been issued, specifically for vested tracts. The County provided a current list of APN permits and fees for San Miguel. Based on current permits and the parcel data, 156 dwelling units have either been constructed or have paid their fees, and are not included in the subsequent RIF calculation. However, development which has not been constructed is included in the cumulative forecasts and subsequent analysis of buildout operations. Figure 6.2 presents the locations of the vested subdivisions per the San Miguel Community Plan. Table 6.1 presents the detail of the vested subdivisions, including total units, status based on current permit and County parcel information, and the remaining dwelling units to be included in the subsequent RIF. Based on the total 417 new dwelling units projected within the San Miguel Community Plan, there are 156 units which have paid their RIF (86) or are constructed (70), 122 units remain within the vested subdivisions, and 139 units remain within other vacant lands.

Figure 6.2 San Miguel Vested Subdivisions per Community Plan

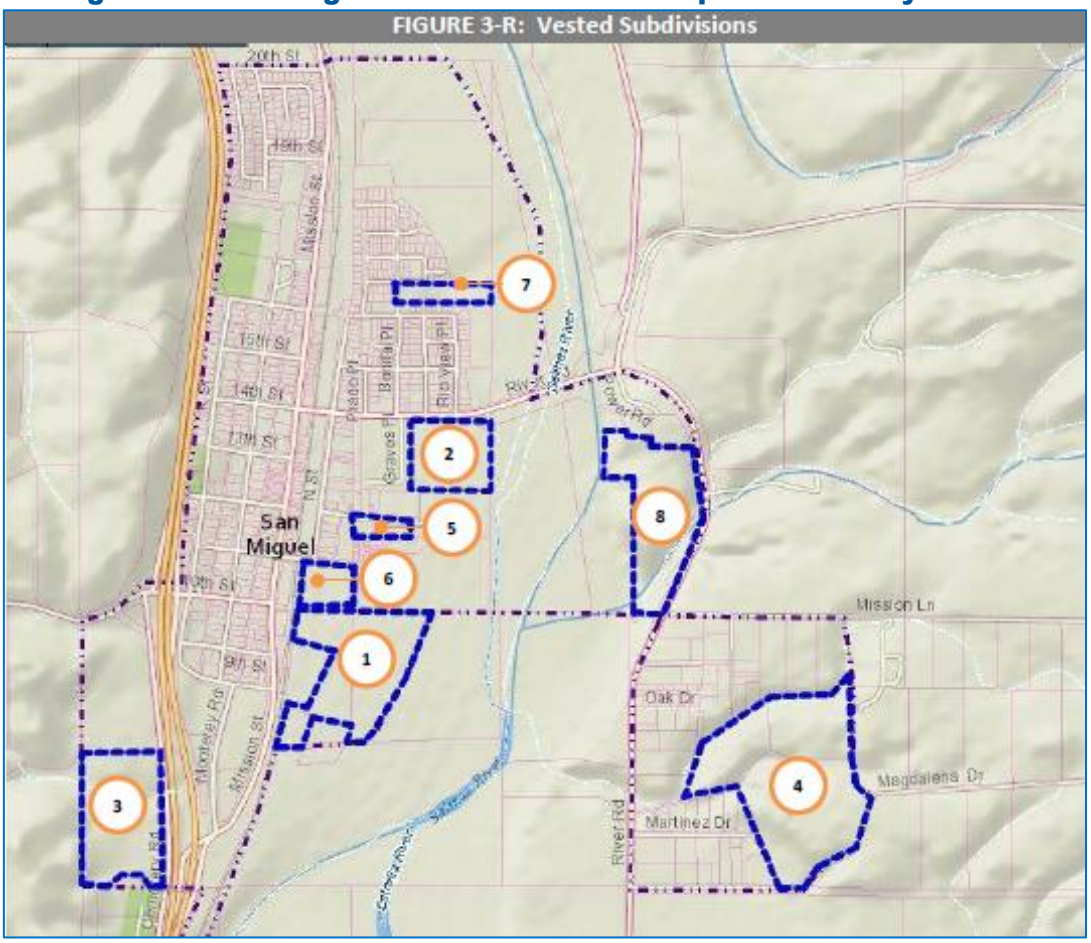


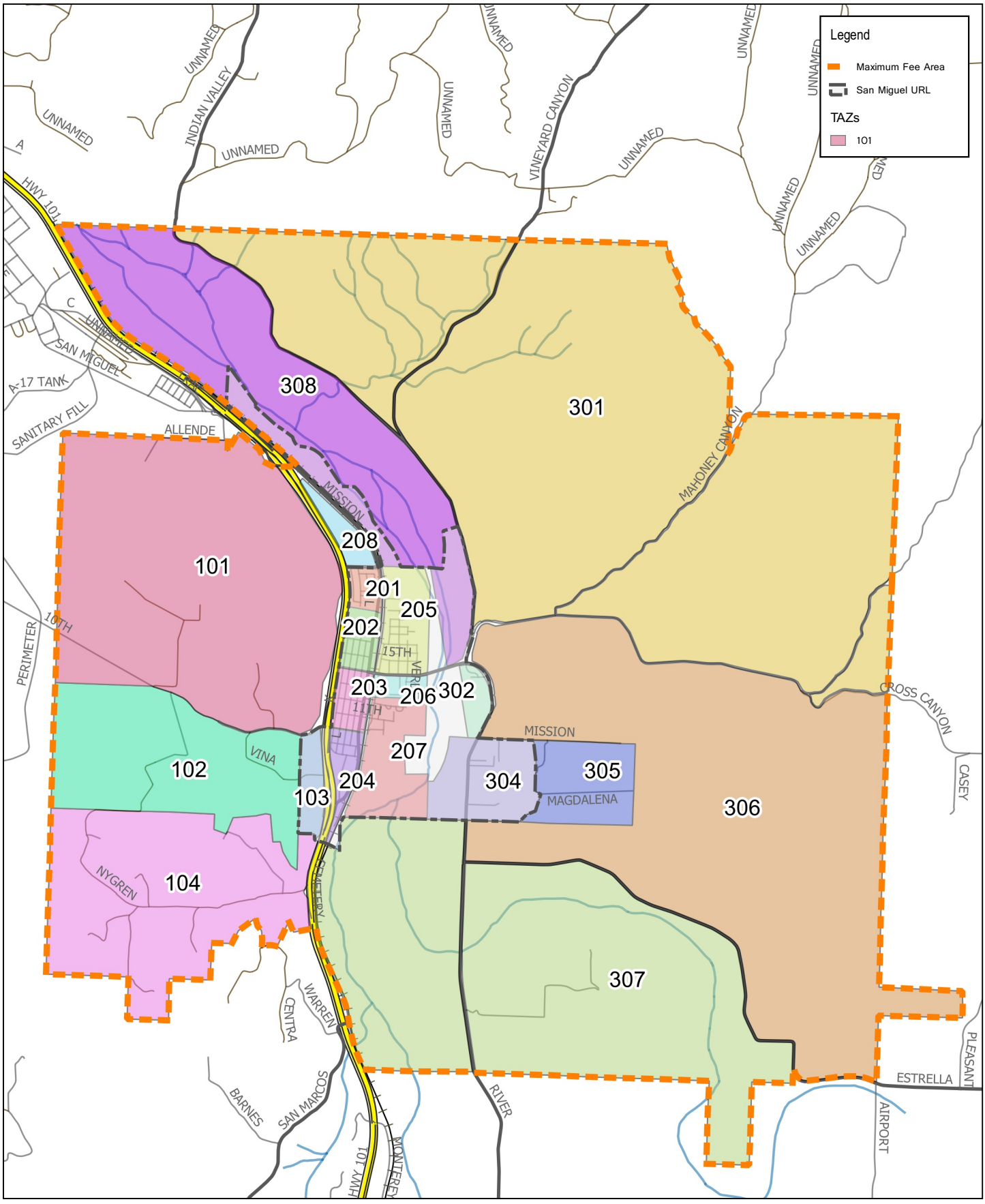
Table 6.1 Vested Subdivisions and Status

#	Subdivision	Locations	Total Units	Status	Remainder (DU)
1	Tract 2527	N Street, south of 11th Street	60	59 Units Paid Fee	1
2	Tract 2637	South side of River Road, west of the bridge	58	58 Units Constructed	-
3	Tract 2633	West side of Cemetery Road, north of the cemetery	44	-	44
4	Tract 2723	End of Martinez Drive and Magdalena Drive	38	-	38
5	Tract 2779	620 12th Street (multi-family)	31	-	31
6	Tract 2710	South side of 11th Street at N Street	24	24 Units Paid Fee	-
7	Tract 2750	720 16th Street	11	11 Units constructed	-
8	Tract 2647	West side of River Road, south of Power Road	12	3 Units Paid, 1 constructed	8
Total			**278**	**156**	**122**

6.1.1 Use of Traffic Analysis Zones (TAZ's)

Since the San Miguel Community is relatively small in size compared to the County, use of a Regional Traffic Model was not appropriate for quantifying peak hour traffic projections at the study intersections within San Miguel. Development of a standalone area travel demand model was not determined to be necessary based on the anticipated levels of local development. To develop traffic forecasts for the study locations, the various projected developments were aggregated into areas, which for the purposes of this study are called "Traffic Analysis Zones" (TAZ's). In transportation planning, a TAZ is defined as an area that typically comprises of contiguous land use developments (parcels, subdivisions, etc.) aggregated into a "traffic shed" for modeling purposes. In this study, however, the TAZ is defined as an area that typically comprises of contiguous land use developments aggregated into a "traffic shed" for manual, "off-model", trip generation and assignment purposes. The cumulative (buildout) projected developments were grouped into various TAZ's throughout the San Miguel study area to represent where the development trips would load onto the study network and distributed to the six study intersections. Figure 6.3 presents the Traffic Analysis Zones (TAZ's). Figure 6.4 presents the cumulative residential growth by TAZ. Figure 6.5 presents the cumulative non-residential growth by TAZ.

Within the expanded Fee Area, 284 single family and 125 multi-family dwelling units (including accessory dwellings and agricultural worker dwellings) are projected for development, and 85 KSF commercial retail, 47 KSF commercial service, and 27.4 winery-related uses are projected for development.



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SAN MIGUEL CIRCULATION STUDY & RIF UPDATE

TRAFFIC ANALYSIS ZONES (TAZ's)

Project No. **11177690**
Revision No. **-**
Date. **08/29/208**

FIGURE 6.3

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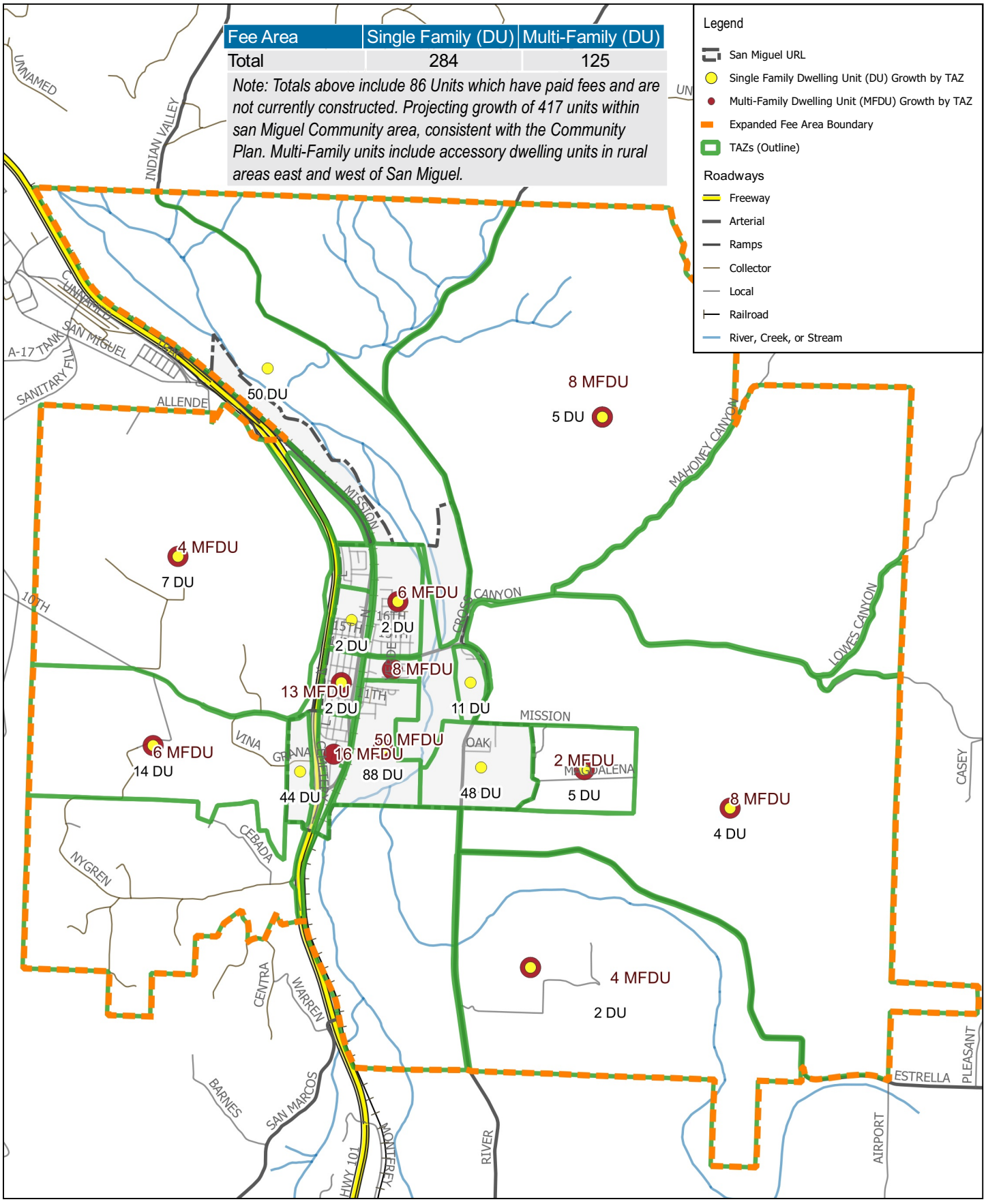

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COUNTY OF SAN LUIS OBISPO
SAN MIGUEL CIRCULATION STUDY & RIF UPDATE

Residential Growth by TAZ

Project No. **11177690**
Revision No. **3**
Date. **7/30/2020**

FIGURE 6.4

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Data Source: San Luis Obispo County Parcels, 2018

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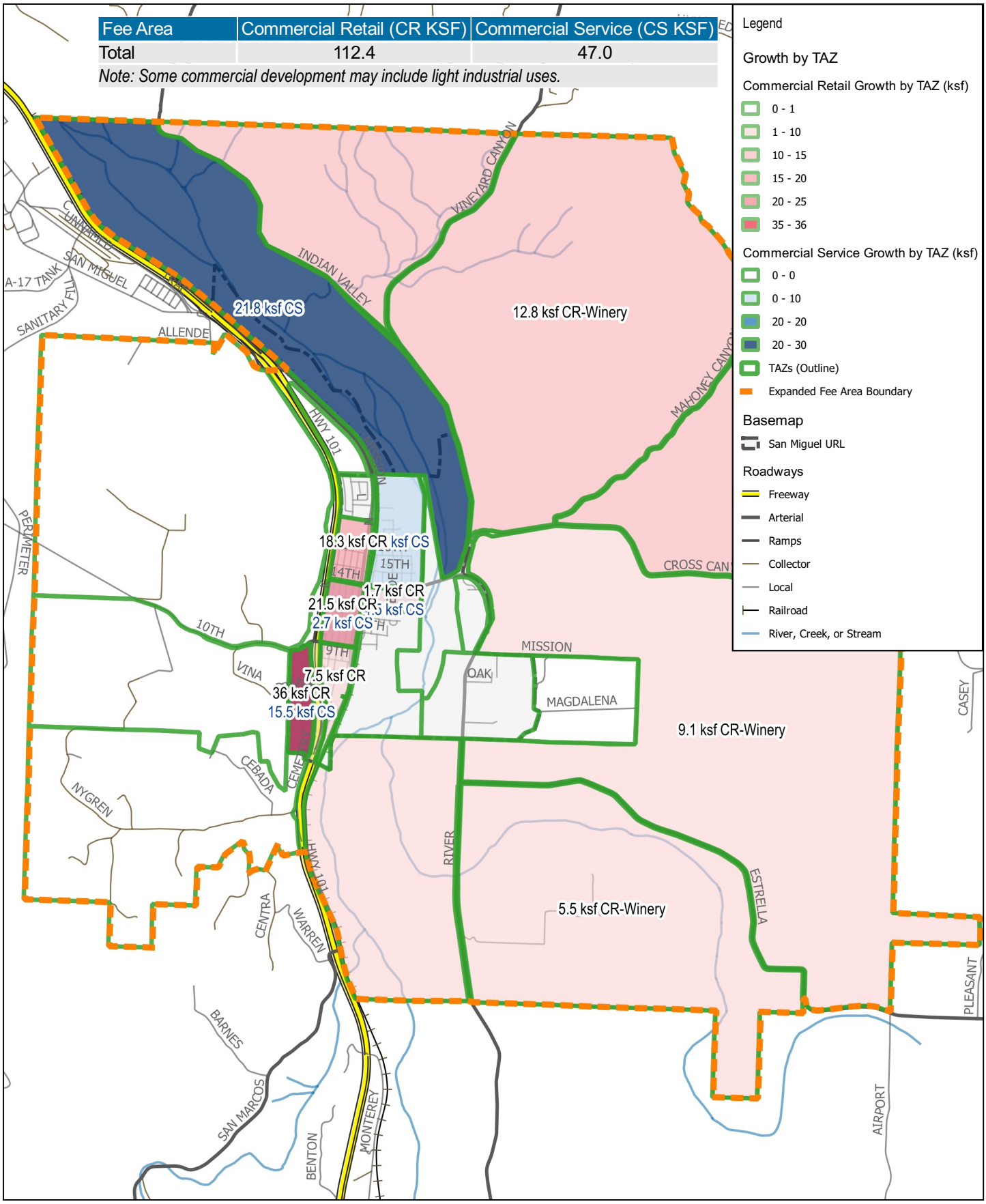
Fee Area	Commercial Retail (CR KSF)	Commercial Service (CS KSF)
Total	112.4	47.0

Note: Some commercial development may include light industrial uses.



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COUNTY OF SAN LUIS OBISPO
SAN MIGUEL CIRCULATION STUDY & RIF UPDATE

Non-Residential Growth by TAZ

Project No. **11177690**
Revision No. **3**
Date. **07/30/2020**

FIGURE 6.5

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Print Date: 7/24/19

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6.1.2 Trip Generation

Once location and quantity of development was determined and aggregated into TAZ's, the next step was to quantify projected peak hour traffic volumes. Forecasted traffic volumes were developed based on the trips generated from projected development, including developments which have paid their RIF, to estimate the cumulative traffic forecasts. Generalized trip generation rates were obtained using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual (10th Edition)*, and the County Approved Trip Generation Rates, January 2019 (for winery uses PM peak rates), and were applied to the projected development quantities. Site trip generation was estimated for each generalized land use, by TAZ. Daily and AM rates related to Winery Storage facilities are assumed to be accounted for within the Winery-Restaurant/Tasting Room and Winery-Office uses. Table 6.2 presents the generalized trip generation rates utilized. Table 6.3 presents the trip generation of the proposed developments by land use type and TAZ.

The highest generation in total is shown in TAZ 103, located west of Cemetery Road and south of 10th Street. The projected development includes 44 single-family dwelling units, 36 ksf of commercial retail, and 15.5 ksf of commercial service, resulting in an estimated total of 287 PM peak hour trips. The second highest trip generation in total is for TAZ 308 where the proposed Indian Valley development is. Based on the San Miguel Community Plan, the Indian Valley development is projected to have 50 single-family dwelling units and 21.8 ksf of commercial service, resulting in an estimated total of 199 PM peak hour trips.

Table 6.2 Generalized Trip Generation Rates

Land Use Category	ITE Code	Unit[1]	Daily Trip Rate/Unit[2]	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
				Total	In %	Out %	Total	In %	Out %
Single Family Detached	210	DU	9.44	0.74	25%	75%	0.99	63%	37%
Multi-Family	220	DU	7.32	0.46	23%	77%	0.56	63%	37%
Shopping Center	820	KSF	37.75	0.94	62%	38%	3.81	48%	52%
Variety Store	814	KSF	63.47	3.18	57%	43%	6.84	52%	48%
Winery - Restaurant/Tasting Room[3]	970	KSF	45.96	2.07	70%	30%	0.76	50%	50%
Winery - Storage[3]	N/A	KSF					0.57	52%	48%
Winery - Office[3]	712	KSF	16.19	1.92	83%	17%	1.49	32%	68%

Table 6.3 Trip Generation of Projected Development

Project Name	TAZ	Quantity (Units)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Single Family									
Vacant Land	101	**7**	66	5	1	4	7	4	3
Vacant Land	102	**14**	132	10	3	7	14	9	5
TR 2633	103	**44**	415	33	8	25	44	28	16
Vacant Land	202	**2**	19	1	0	1	2	1	1
Vacant Land	203	**2**	19	1	0	1	2	1	1
Vacant Land	205	**2**	19	1	0	1	2	1	1

Table 6.3 Trip Generation of Projected Development

Project Name	TAZ	Quantity (Units)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Vacant Land, TR 2527, TR 2710	207	**88**	831	65	16	49	87	55	32
Vacant Land	301	**5**	47	4	1	3	5	3	2
TR 2647	302	**11**	104	8	2	6	11	7	4
Vacant Land, TR 2723	304	**48**	453	36	9	27	48	30	18
Vacant Land	305	**5**	47	4	1	3	5	3	2
Vacant Land	306	**4**	38	3	1	2	4	3	1
Vacant Land	307	**2**	19	1	0	1	2	1	1
Indian Valley	308	**50**	472	37	9	28	50	32	18
Total Units		***284***	***2,681***	***209***	***51***	***158***	***283***	***178***	***105***
Multi-Family									
Vacant Land	101	**4**	29	2	0	2	2	1	1
Vacant Land	102	**6**	44	3	1	2	3	2	1
Vacant Land	203	**13**	95	6	1	5	7	4	3
Vacant Land	204	**16**	117	7	2	5	9	6	3
Vacant Land	205	**6**	44	3	1	2	3	2	1
Vacant Land	206	**8**	59	4	1	3	4	3	1
Vacant Land, TR 2779	207	**50**	366	23	5	18	28	18	10
Vacant Land	301	**8**	59	4	1	3	4	3	1
Vacant Land	305	**2**	15	1	0	1	1	1	0
Vacant Land	306	**8**	59	4	1	3	4	3	1
Vacant Land	307	**4**	29	2	0	2	2	1	1
Total Units		***125***	***916***	***59***	***13***	***46***	***67***	***44***	***23***
Commercial Retail									
Vacant Commercial Retail	103	**36.0**	1,359	34	21	13	137	66	71
Vacant Commercial Retail	202	**18.3**	691	17	11	6	70	34	36
Vacant Commercial Retail	203	**21.5**	812	20	12	8	82	39	43
Vacant Commercial Retail	204	**7.5**	283	7	4	3	29	14	15
Vacant Commercial Retail	206	**1.7**	64	2	1	1	6	3	3
Total Units		***85.0***	***3,209***	***80***	***49***	***31***	***324***	***156***	***168***
Commercial Service									
Vacant Commercial Service	103	**15.5**	984	49	28	21	106	55	51
Vacant Commercial Service	203	**2.7**	171	9	5	4	18	9	9
Vacant Commercial Service	205	**2.5**	159	8	5	3	17	9	8

Table 6.3 Trip Generation of Projected Development

Project Name	TAZ	Quantity (Units)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Vacant Commercial Service	206	**4.5**	286	14	8	6	31	16	15
Vacant Commercial Service	308	**21.8**	1,384	69	39	30	149	77	72
Total Units		***47.0***	***2,984***	***149***	***85***	***64***	***321***	***166***	***155***
Winery Uses									
Winery - Restaurant/Tasting Room	301	**5.3**	241	11	8	3	4	2	2
Winery - Storage	301	**6.0**	0	0	0	0	3	2	1
Winery - Office/Professional	301	**1.5**	24	3	2	1	2	1	1
Winery - Restaurant/Tasting Room	306	**3.5**	161	7	5	2	3	2	1
Winery - Storage	306	**4.5**	0	0	0	0	3	2	1
Winery - Office/Professional	306	**1.1**	18	2	2	0	2	1	1
Winery - Restaurant/Tasting Room	307	**1.8**	80	4	3	1	1	1	0
Winery - Storage	307	**3.0**	0	0	0	0	2	1	1
Winery - Office/Professional	307	**0.8**	12	1	1	0	1	0	1
Total Units		***27.4***	***536***	***28***	***21***	***7***	***21***	***12***	***9***
Net New Project Trips			**10,326**	**525**	**219**	**306**	**1,016**	**556**	**460**

Notes:

1. 1 ksf = 1,000 square feet DU = dwelling unit

2. Trip rates based on ITE Trip Generation Manual 10th edition fitted-curve equations or average rates

3. PM Peak Hour Rate for all Winery uses are based on the County's Approved Trip Generation Rates, 2018. Daily and AM rates related to Winery Storage are accounted for in the Restaurant/Tasting Room and the Office uses.

6.1.3 Trip Distribution & Assignment

The trips generated from the projected developments were superimposed on the existing traffic counts to develop the forecasted buildout AM and PM peak hour traffic volumes. The trip assignment through the study intersections was completed manually using spreadsheet software, assuming the trip distribution as presented in the *San Miguel Traffic Circulation Study*. The trips were assigned throughout the roadway system and to the study intersections by TAZ based on the following trip distribution:

- US 101 North/Northern San Miguel via Mission Street– 15%
- US 101 South – 60%

- River Road – 15%
- Southern San Miguel – 10%

The projected peak hour traffic forecasts within San Miguel were developed to serve as a basis for the re-evaluation of the capital improvement needs by reassessing the projected traffic impacts and required mitigation measures (capital improvements).

6.2 Buildout Operations

With the addition of the peak hour trips from the projected cumulative development, buildout conditions were analyzed in Synchro. Table 6.4 presents a summary of the buildout conditions intersection operations during the AM and PM peak hours. The Synchro outputs are provided in the Appendix, along with the traffic signal warrant analysis. As shown, four intersections are projected to operate poorly in the AM and/or PM peak hours. The intersection of Mission Street/14th Street/River Road is projected to operate at LOS F in the AM peak hour and LOS E in the PM peak hour, beyond the County thresholds. This intersection meets the peak hour warrant for a traffic signal per MUTCD. The intersections of Mission /11th Street and Mission/10th Street are also projected to operate beyond the County's LOS threshold in the PM peak hour, and meet the signal warrant. The intersection of 10th Street at US 101 Southbound Off-Ramp/Cemetery Road is projected to operate at LOS E in the AM and PM peak hours, but does not meet the peak hour signal warrant.

Table 6.4 Forecast Conditions Year 2035 Intersection Operations

ID #	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Traffic Signal Warrant Met?
			Delay	LOS	Delay	LOS	
1	Mission Street/16th Street	TWSC	10.5	B	10.0	A	-
2	**Mission Street/14th Street/River Road**	**TWSC**	**102.9**	**F**	**203.3**	**F**	**Yes**
3	**Mission Street/11th Street**	**TWSC**	27.3	D	**46.6**	**E**	**Yes**
4	**Mission Street/10th Street**	**TWSC**	17.6	C	**70.1**	**F**	**Yes**
5	10th Street/US 101 Northbound Ramps	TWSC	10.7	B	13.6	B	-
6	**10th Street/Cemetery Road/US 101 Southbound**	**TWSC**	**54.5**	**F**	**111.2**	**F**	**No**

Notes: 1. TWSC = Two-Way or One-Way Stop Control; UC = Uncontrolled, RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for Signal
3. Signal Warrant based on California MUTCD Warrant 3
*4. **Bold** indicates intersections operating deficiently.*

7. Capital Improvement Needs

This section presents the roadway improvements considered for construction. The intent of the capital improvement needs is to identify possible improvements that will be considered within the CIP and RIF. Based on the forecasted development within the San Miguel study area, four intersections are projected to operate deficiently with the addition of trips from projected development. Consistent with San Luis Obispo County policy, LOS D was taken as the threshold for acceptable operations for areas within the San Miguel URL. Consistent with Caltrans policy, LOS C was taken as the threshold for acceptable operations for intersections within Caltrans jurisdiction.

River Road

River Road is the only crossing location of the Salinas River within San Miguel. River Road connects central San Miguel to residential and agricultural uses located to the east. This study retains consistency with the 2006 San Miguel Circulation Study and the proposed roadway widening improvement (shoulder widening north of Magdalina Drive). The improvement is to reconstruct River Road approximately 1/3 mile south of Cross Canyon Road, and widen to provide more room for vehicles to maneuver. The County has completed Phase I of this improvement, widening River Road between Magdalina Drive and Mission Lane, with funding from HSIP. The total funding for the project is consistent with the 2006 study (56% RIF). The CIP includes the remainder of the project (Phase II), partially funded by the RIF.

Mission Street / 14th Street / River Road

This intersection provides access across the railroad tracks located east, and the primary commercial corridor located south. This intersection is currently controlled by stop signs on River Road and 14th Street approaches. With development in the San Miguel community (buildout conditions), this intersection is projected to operate deficiently in the AM and PM peak hours (LOS F). This intersection meets the peak hour warrant for a traffic signal. Consistent with the prior study and CIP, this update will include a traffic signal as the improvement for this intersection.

Mission Street / 11th Street

This intersection provides access to the railroad crossing for developments east of the 'downtown core' area, and the commercial corridor located north. This intersection is currently controlled by stop signs on the 11th Street approaches. Under buildout conditions, this intersection is projected to operate deficiently in the PM peak hour at LOS E. This intersection meets the peak hour warrant for a traffic signal. The improvement identified and included in the CIP is to install a traffic signal.

Mission Street / 10th Street

This intersection provides access to the US 101 interchange at 10th Street. This intersection is currently controlled by a stop sign on the 10th Street approach. Under buildout conditions, this intersection is projected to operate deficiently in the PM peak hour at LOS F. This intersection meets the peak hour warrant for a traffic signal. This intersection is in close proximity to 11th Street, and installing a traffic signal at both locations is not desirable. The improvement identified and included in the CIP is to install an all-way stop-control at this intersection, and install a right turn lane southbound along Mission Street.

10th Street / Cemetery Road / US 101 Southbound Ramps

This intersection provides access to US 101 directly from the Off-Ramp, and indirectly via Cemetery Road further south. This intersection also serves as the only access for rural residential and agricultural lands located west of San Miguel. This intersection has an off-set alignment, with the Cemetery Road approach located west of the US 101 Off-ramp. Cemetery Road and the US 101 Southbound Off-ramp are stop-controlled, while movements on 10th Street are free. Under buildout conditions, this intersection is projected to operate deficiently at LOS F in the AM and PM peak hours. The peak hour warrant for a traffic signal is not met at this intersection. Realignment of Cemetery Road to be further west of the interchange is the recommended improvement.

US 101/Mission Street Ramps

Caltrans is currently improving this interchange as part of a rehabilitation project. The interchange improvement will include relocating the US 101 Southbound on-ramp from merging on the left side to merge on the right-hand side, upgrading the facility to Caltrans standards.

8. Capital Improvement Projects & Road Improvement Fee Update

This chapter presents the update to the CIP, the associated RIF based on the recommended transportation improvements, and discusses possible funding mechanisms.

8.1 Cost Estimates

A series of planning level cost estimates have been prepared by County Public Work Staff for projects discussed in Chapter 7. The cost estimates are necessary to determine the funding required to implement the transportation improvements. A summary of the recommended projects, cost estimates, recommended funding sources, and expected project completion dates are presented in Table 8.1 as the CIP.

8.2 Funding Mechanisms

Implementation of the elements of the CIP for San Miguel will require sources of revenue dedicated to infrastructure investment. Local government has traditionally provided for public facilities, with the costs being financed by revenues derived from gasoline tax and state and federal funds. In the recent past, the traditional revenue sources have shrunk to inadequate levels through a combination of growth, aging capital facilities, increased use of electric and hybrid vehicles, State realignment of property tax revenues, construction cost inflation, increasing costs of environmental mitigation and competing needs for limited public dollars.

Road Improvement Fees

The California Government Code (Sections 66001-66025) grants authority to local agencies to establish, increase, or impose fees as a condition of approval of a development project within their jurisdictional boundaries. California courts require that such fees be reasonably related to the contributing development's impact on community facilities.

Provided that the road improvement fees are used to finance construction of specific facilities, fees are not considered taxes and, therefore, do not require electorate approval. San Luis Obispo County adopted Ordinance No. 2379 in 1988 to provide for the collection of road improvement fees. A fee program has been established for the study area of San Miguel. The RIF is collected at the time of development and held in an account dedicated for road improvements within the area of benefit. Credits toward the fee are provided to landowners who dedicate right-of-way and/or construct facilities listed on the capital improvements table (Table 8.1).

On April 25, 2006 the County Board of Supervisors adopted Resolution No. 06-154 imposing a RIF for all developments within the San Miguel RIF Area, under the provisions of Ordinance 2379. The RIF was established to fund the portion of roadway needs that are attributable to new development within the study area. These improvements were explicitly determined for the likely types of development that will occur in this area over the next 50 or more years. The following discussion highlights the considerations involved in establishing an equitable basis for the RIF in the San Miguel area.

A. Public/Private Share of Costs – In determining an appropriate level for the RIF, improvement costs must first be apportioned among the public and private sectors according to the benefits provided to existing and future traffic sources. Existing deficiencies are not eligible for correction with RIF funding, and such costs must be subtracted from the cost estimates.

The next step in assigning eligible costs to the RIF calculation is to estimate the portion of road improvement costs attributable to non-local traffic. These costs are not eligible for funding by the RIF, as they are not attributable to local development. In San Miguel, most non-local traffic uses Highway 101. Within San Miguel the need for improvements at all study intersections, including the freeway interchanges, are attributable to local development. For this reason, any improvements to the US 101 interchanges are included in the RIF calculations.

B. Fee Area – In the previous 2006 San Miguel Circulation Study and prior Fee Update, San Miguel had one distinct Fee Area. Based on discussions with the County, the Fee Area has been expanded through the greater San Miguel area, and will encompass areas within the San Miguel Advisory Council Boundary. The Fee Area consists of the area containing urbanized areas of the San Miguel URL, expanding north to the County limits, and includes rural areas east and west of the URL as the boundary for the Fee Area.

C. Distribution Among Future Traffic Sources **–** When the total share of costs attributable to growth has been established, costs must be further distributed among the various land uses that contribute to traffic growth. The calculated fee is based on the amount of traffic generated during the weekday afternoon (PM) peak hour for each type of new development. The amount of traffic is determined utilizing the growth in trips estimated at buildout, based on rates within the Institute of Transportation Engineers (ITE)-published *Trip Generation Manual (10th Edition).* The change in land use relative to the 2006 study, consistent with the San Miguel Community Plan, and corresponding number of equivalent trip units, PM peak hour trips, has been recalculated to reflect growth between existing and buildout conditions.

Table 8.1 San Miguel 2018-19 Capital Improvement Projects (CIP)

Project Type Number	Road Name	Location	Recommended Improvement	Cost Estimate	Less Existing Deficiencies	Less Other Sources	Funding From Impact Fees	Notes	Expected Completion
Road Improvement Fee Projects									
Circulation Study Updates (through 2040)				$500,000	$0	$0	$500,000	100% RIF	-
Signal Installation	Mission Street	14th St/River Rd	Install traffic signal with Railroad Premption	$1,323,100	$0	$0	$1,323,100	100% RIF	2025
Signal Installation	Mission Street	11th St	Install traffic signal with Railroad Premption	$1,323,100	$0	$0	$1,323,100	100% RIF	2035
Intersection Improvements	Mission Street	10th St	Install All-Way Stop Control & SB Right Turn Lane	$707,000	$0	$0	$707,000	100% RIF	2035
Roadway Realignment	Cemetery Road	near US 101 SB Ramps	Intersection Realignment	$870,000	$0	$0	$870,000	100% RIF	2035
Roadway Widening (Phase II)	River Road	TR 2647 to Mission Ln	Shoulder widening	$2,133,000	$163,600	$0	$1,969,400	94% RIF	2035
			Road Improvement Fee Projects Total	**$6,856,200**	**$163,600**	**$0**	**$6,692,600**	**-**	**-**
Additional Projects									
Bike Lanes	10th Street (Cemetery Road to Mission Street) River Road (Mission Street to PRCL)		Class II Bike Lanes per County Bikeways Plan	$27,000,000	-	$27,000,000	-		-
Trails	Trails per Community Plan		Concrete or stabilized paths	$100,000,000	-	$100,000,000	-		-
	River Road	Mission Street to Bridge	Install Two-Way Left-Turn Lane	TBD					
			Additional Projects Total	**$127,000,000**	**$0**	**$127,000,000**	**$0**	**-**	**-**
Completed Capital Improvement Projects									
Circulation Study Updates (up to 8/31/2018)				$10,885	-	$0	$10,885	-	-
Roadway Widening (Phase I - WBS 300489)	River Road	Magdalina Dr to Mission Ln	Shoulder widening	$1,383,725	$387,519	$996,206	$0	HSIP Funding	Done
Roadway Enhancement (Phase I -300322)	Mission Street	12th St to 13th St	Curb, gutter, sidewalk & enhancements	$546,494	-	$546,494	$0	TEA Funding	Done
Roadway Enhancement (Phase II -300357)	Mission Street	13th St to 14th St	Curb, gutter, sidewalk & enhancements	$497,930	-	$497,930	$0	TEA Funding	Done
Roadway Enhancement (Phase III -3003882)	Mission Street	11th St to 12th St	Curb, gutter, sidewalk & enhancements	$411,090	-	$411,090	$0	TEA Funding	Done
Roadway Enhancement (Phase IV -300470)	Mission Street	Gateway. 9th St to 11th St	Gateway signage & pedestrian improvements	$867,038	-	$867,038	$0	RSTP Funding	Done
Pedestrian Crossing (WBS 300404)	Mission Street	at 16th St	Pedestrian railroad crossing	$402,909	-	$402,909	$0	RSHA, Federal Funding	Done
Park Expansion	L Street	13th St to 14th St	Roadway Widening	$175,000	-	$175,000	$0	RSHA, Federal Funding	Done
SRTS	16th Street	L St to Mission St		$350,000	-	$350,000	$0	Federal Funding	Done
			Completed Capital Improvement Project Table	**$4,645,071**	**$387,519**	**$4,246,667**	**$10,885**	**-**	-
			GRAND TOTAL	**$138,501,271**	**$551,119**	**$131,246,667**	**$6,703,485**		
						TOTAL Account Balance (as of 3/31/2020)	**$942,290**		
						TOTAL Fees Needed from Vacant Parcels	**$5,761,195**		

9. Road Improvement Fee Calculation

The road improvement fees calculated in this 2019 update will fund the full cost of the proposed transportation improvements, attributable to future growth within San Miguel, less any programmed local, regional, and/or State funding and/or grants obtained from State and Federal sources. In order to establish a rough proportionality between the fee amount proposed and new development, PM peak hour trip generation for added land uses has been estimated in Table 9.1. As shown, **932 PM peak hour trips** are expected to be generated by new development within the San Miguel Fee Area. The below trip generation for PM peak hour trips excludes future growth that has already paid the fee to the RIF (86 residential units).

Table 9.1 Growth in PM Peak Hour Trips

Land Use	Total Units (DU or KSF)	Trip Rate (trips/unit)	Total PM Peak Hour Trips
Residential			**266**
Single Family	198	0.99	196
Multi-Family	125	0.56	70
Non-Residential			**666**
Commercial Retail	85.0	3.81	324
Commercial Service	47.0	6.84	321
Winery - Restaurant/Tasting Room	10.5	0.76	8
Winery - Storage	13.5	0.57	8
Winery - Office/Professional	3.4	1.49	5
Total			**932**

Note: Trip Rates for Winery uses utilize the County Approved Trip Generation Rates, Jan. 2019.

As shown in the CIP table, the entire CIP is not proposed to be funded through the RIF program. Table 9.2 presents a summary of the total funding required from the RIF, consistent with the totals in the CIP (Table 8.1). As shown, the total required funding from the RIF, after accounting for the current fee balance, is approximately $5,761,195.

Table 9.2 Remaining Funding Required from Road Improvement Fees

San Miguel Fee Area RIF Funding		
Total Required Funding from RIF	$	6,703,485
Funds Balance (as of 03/31/2020)	$	942,290
Net Funding Required from RIF	**$**	**5,761,195**

To calculate the recommended fees, the eligible improvement costs are divided by the total number of new trip ends. It was determined that a flat rate fee for all land use types is adequate to accommodate the buildout traffic volumes and recommended CIP. Table 9.3 presents the recommended fee rates by land use type for San Miguel, based on the expanded Fee Area and associated projected development. As shown in Table 9.3, the current and proposed fee is "flat", in that all peak hour trips, regardless of land use, are assigned the same fee.

Table 9.3 Recommended Fee Rates per Peak Hour Trip (PHT)

Land Use Type	Current Fee per PHT	Proposed Fee per PHT	Difference per PHT
Residential	$ 6,148	$ 6,182	$ 34
Commercial	$ 6,148	$ 6,182	$ 34
Other Non-Residential	$ 6,148	$ 6,182	$ 34

Compared to the current fee ($6,148 per PHT), the proposed fee ($6,182 per PHT) results in a small increase in the fee. Expansion of the Fee Area allows for more growth to be accounted for within the RIF while maintaining a fully-funded fee program. Table 9.4 presents an example fee schedule, based on the above rates, for development categories consistent with the ITE Trip Generation Manual, 10th Edition, and the San Luis Obispo County approved trip generation rates (January 2019).

Table 9.4 Recommended Fee Schedule

Code	Use	Project Based Land Use	Fee per PHT	Unit	Trip per Unit	Fee per Unit
110	Industrial	General Light Ind	$ 6,182	KSF	0.63	$ 3,895
130	Industrial	Industrial Park	$ 6,182	KSF	0.40	$ 2,473
150	Industrial	Warehousing	$ 6,182	KSF	0.19	$ 1,175
151	Industrial	Mini-warehousing	$ 6,182	KSF	0.17	$ 1,051
210	Residential	Single Family Residence	$ 6,182	DU	0.99	$ 6,120
220	Residential	ApartmenUMulti-family	$ 6,182	DU	0.56	$ 3,462
253	Residential	Congregate Care Facility	$ 6,182	DU	0.18	$ 1,113
310	Lodging	Hotel	$ 6,182	Room	0.60	$ 3,709
320	Lodging	Motel	$ 6,182	Room	0.38	$ 2,349
416	Campsite	Campground Recreational VehiclePark	$ 6,182	Space	0.27	$ 1,669
495	Recreational	Recreational Community Center	$ 6,182	KSF	2.31	$ 14,280
565	Institutional	Day Care Center	$ 6,182	Student	0.79	$ 4,884
710	Office	General Office Building	$ 6,182	KSF	1.16	$ 7,171
715	Office	Single Tenant Office Building	$ 6,182	KSF	1.71	$ 10,571
720	Office	Medical-Dental Office Building	$ 6,182	KSF	3.46	$ 21,390
820	Retail	Shopping Center	$ 6,182	KSF	3.81	$ 23,553
823	Retail	Shopping Outlet Center	$ 6,182	KSF	2.29	$ 14,157
925	Service	Bar	$ 6,182	KSF	11.36	$ 70,228
931	Service	Quality Restaurant	$ 6,182	KSF	7.80	$ 48,220
932	Service	High turnover Sit-down restaurant	$ 6,182	KSF	9.77	$ 60,398
933	Service	Fast food Restaurant, no drive thru	$ 6,182	KSF	28.34	$ 175,198
934	Service	Fast food Restaurant w/ drive thru	$ 6,182	KSF	32.67	$ 201,966
Other Adopted Trip Generation Rates						
		Project Based Land Use				
		Residential Secondary Dwelling (all land uses)	$ 6,182	DU	0.67	$ 4,142
		wineries - Wine production	$ 6,182	KSF	0.57	$ 3,524
		Wineries - Wine tasting rooms	$ 6,182	KSF	0.76	$ 4,698
		Wineries - Wine storage	$ 6,182	KSF	0.57	$ 3,524
		Special Events	$ 6,182	Guest	0.40	$ 2,473
		Church	$ 6,182	KSF	0.49	$ 3,029
		Nursery Greenhouses	$ 6,182	KSF	0.03	$ 155
		Marquita Industrial Park (Templeton)	$ 6,182	KSF	0.56	$ 3,462
		Commercial Horse Boarding	$ 6,182	Stall	0.20	$ 1,236

Road Improvement Fee Categories

"Residential"= RSF, RMF, Hotels, and Motels

"Retail" = Retail merchandise, restaurants, service stations, post offices, lumber yards and financial institutions "Other" = All other land uses

Qualifying RIF Adjustments:

As allowed under GC 66005.1(b), if a housing development is shown to meet any of the individual requirements of GC 66005.01(a), there shall be a trip generation adjustment of 10%. These adjustments shall be additive up to a maximum

RETAIL & OTHER-Avila Beach, San Miguel & Templeton:

Fees in this area are for net new trips and do not include any pass-by assumptions or credits. If in these areas, pass-by or internal capture reductions in net new trips are applicable. See ITE Trip Generation.

Source: San Luis Obispo County Approved Trip Generation Rates, January 2019, and ITE Trip Generation Manual, 10th Ed.