LOS OSOS ROAD IMPROVEMENT FEE STUDY

2021 UPDATE

County of San Luis Obispo

LOS OSOS
ROAD IMPROVEMENT FEE STUDY
OCTOBER 2021

Prepared by the County of San Luis Obispo
Department of Public Works (Transportation Division)

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CHAPTER 1 - INTRODUCTION

This Road Improvement Fee Study addresses the need for capacity related transportation improvements in the community of Los Osos through the buildout year. This report includes the costs and potential funding mechanisms for these improvements. In addition to the development driven improvement projects, the Los Osos Road Improvement Fee Study describes some of the existing and future transportation system including vehicle, bicycle, pedestrian, equestrian, and public transit circulation networks within the study area. A comprehensive list of multimodal improvements is documented in the Los Osos Community Plan (LOCP).

The unincorporated community of Los Osos is located in coastal San Luis Obispo County. Los Osos currently has a small central commercial core, single-family residential development, mobile homes, and limited multi-family residential development.

The objective of the Road Improvement Fee Study is to forecast future capacity demands on the transportation system and the roadway improvements necessary to correct the deficiencies. A key element of the study is defining the necessary Capital Improvement Project (CIP) Program and developing Road Improvement Fees (RIF) to support the program. Prior updates to this fee study were based on the Estero Area Plan. The San Luis Obispo County Planning Department has recently updated the Estero Area Plan as the LOCP, adopted December 15, 2020. The Estero Area Plan, last updated in 2009, provided for a buildout population well in excess of 28,000. The current LOCP projects a buildout population of 18,000. There are currently 6,321 dwelling units (both single family and multi-family dwellings), with another 1,861 units projected at build-out. The Circulation Element of the LOCP uses the year 2035 as the build-out year.

Road Improvement Fees are developed per Government Code Section 66000, and fees exacted in this manner can only be used for projects which mitigate capacity issues related to new development. Other projects related to safety, existing roadway geometric deficiencies and bicycle, pedestrian, equestrian, and public transportation facilities must be funded by alternative sources.

The Los Osos study area includes parcels within the Urban Reserve Line. The study area and fee boundary are shown in **Figure 1**.

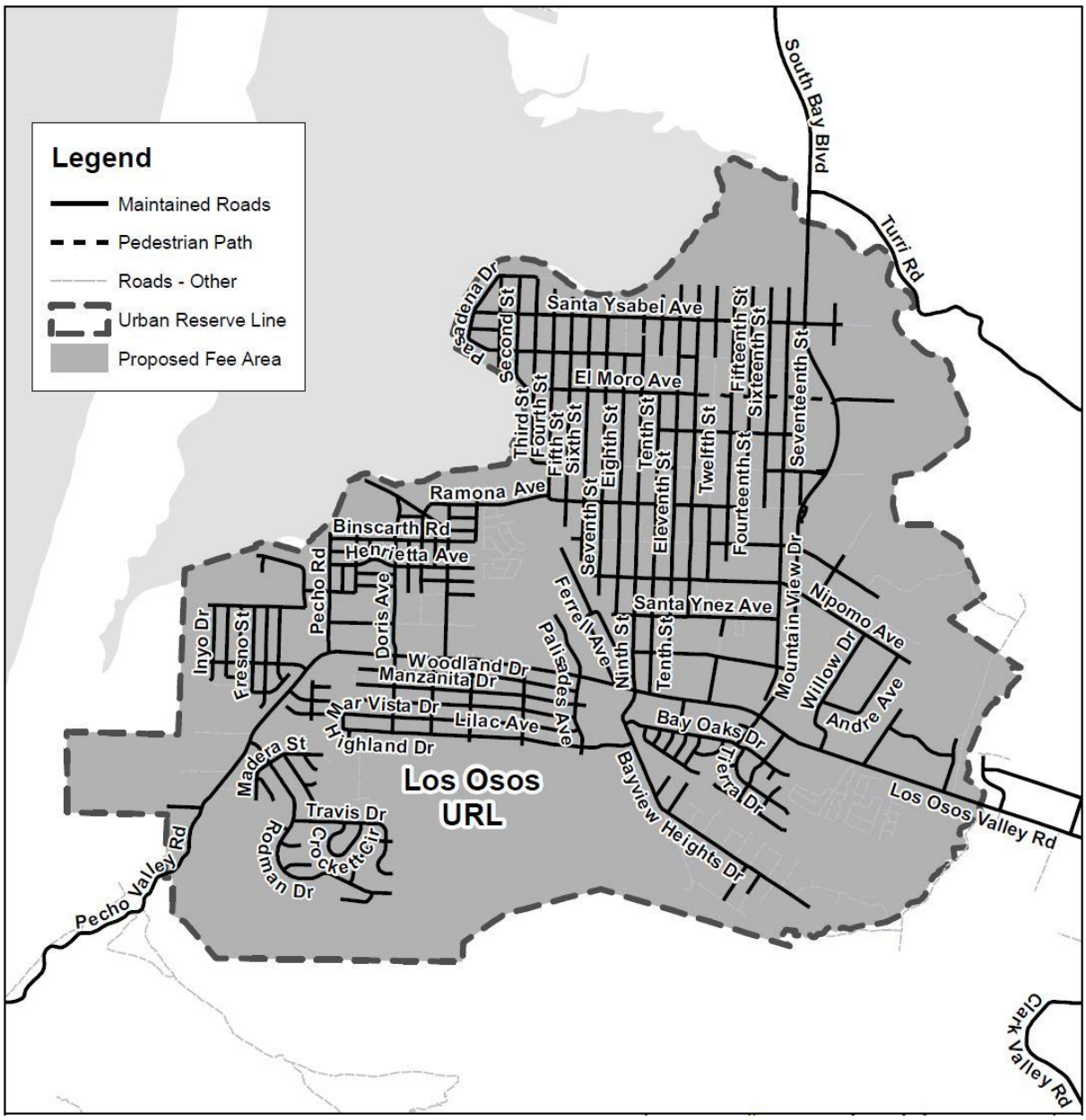

Figure 1 – Study Area and Fee Boundary

CHAPTER 2 - EXISTING CONDITIONS

Chapter 2 summarizes the existing conditions of the roadway system serving the community of Los Osos including the existing roadway network, existing traffic circulation, and existing conditions capacity analysis.

EXISTING ROADWAY NETWORK

For transportation planning purposes, all major roadways are classified according to their capacity and access. The San Luis Obispo County Public Works Department uses a system of four functional classes as summarized below:

Principal Arterials are designed to carry high traffic volumes with minimum interruptions.

Arterials carry regional traffic at high speeds, but access is permitted at cross streets. Access to abutting parcels is controlled by permitting for driveways and encouragement of shared access.

Collectors serve sub-regional traffic movement and provide local access to abutting properties. They also serve to collect and distribute traffic within neighborhoods and allow direct access to adjacent parcels.

Minor Roads provide direct access to property, and through traffic is discouraged.

Regional and local access for Los Osos is provided by Los Osos Valley Road (LOVR) and South Bay Boulevard. These roadways are shown in and briefly described in **Table 1** below.

Table 1 – Roadway Characteristics

Roadway	From	To	Type	Description
Doris Ave	Mitchell Dr	Highland Dr	2 Lane Collector (N-S)	• Access to Monarch Grove Elementary School, residential neighborhoods, and the bay • Unpaved between Mitchell Dr and Binscarth Rd, and South Court St and Rosina Ave
El Moro Ave	Second St	Twelfth St (and east of South Bay Blvd)	2 Lane Collector (E-W)	• Access to Baywood Elementary School and Los Osos Middle School • Existing bike lanes from Eleventh St to Twelfth St • Class I Bike path (El Morro Bike Trail) from Twelfth St to South Bay Blvd • Sidewalk on north side from Tenth St to Eleventh St
Eleventh St	Los Olivos Ave	Santa Ysabel Ave	2 Lane Collector (N-S)	• Access to Baywood Elementary School • Bike lanes between Santa Ysabel Ave and El Moro Ave
Los Osos Valley Rd	SLO City	Pecho Rd/ Pecho Valley Rd	2 to 4 Lane Arterial	• Sections of curb, gutter, and sidewalk • Bike lanes • Various signalized intersections
Ninth St/ Bayview Heights Dr	Valley View Dr	Santa Ysabel Ave	2 Lane Collector (N-S)	• Access to residential neighborhoods, Baywood Elementary School • Intermittent curb, gutter, and sidewalk • Signalized at Los Osos Valley Rd
Pecho Valley Rd	Pecho Rd/Los Osos Valley Rd	Montaña De Oro State Park	2 Lane Arterial (NE-SW)	• Extension of Los Osos Valley Rd to Montaña de Oro State Park • Bike lanes between Rodman Dr and Pecho Rd • Bike path north of Rodman Dr to Monarch Ln
Pine Ave	Los Osos Valley Rd	Ramona Ave	2 Lane Collector (N-S)	• Bike Lanes from Los Osos Valley Rd to Skyline Dr
Ramona Ave	Mitchell Dr	Eighteenth St	2 Lane Collector (E-W)	• Unpaved between Tenth St and Eleventh St and Fifteenth St and Eighteenth St
Santa Ysabel Ave	Pasadena Dr	Scenic Way	2 Lane Collector (E-W)	• Bike lanes from Second St to South Bay Blvd • Signalized at South Bay Blvd
South Bay Blvd	Morro Bay City	Bay Oaks Dr	2 Lane Arterial (N-S)	• Bike Lanes • Connects to State Route 1 • Signalized at Los Osos Valley Rd, El Moro Ave, Nipomo Ave, and Santa Ysabel Ave
Tenth St	Los Osos Valley Rd	Santa Maria Ave	2 Lane Collector (N-S)	• Bike lanes and curb, gutter & sidewalk from Los Osos Valley Rd to Santa Ynez Ave • Bike Blvd from Santa Ynez Ave to El Moro Ave • Through traffic is not permitted south of Pismo Ave or north of Santa Ynez Ave • Signalized at Los Osos Valley Rd

Additional two-lane collectors in Los Osos include: Binscarth Road, Monarch Lane, Nipomo Avenue, Pecho Road, Pismo Avenue, Rodman Drive, Second Street, and Seventh Street.

EXISTING TRAFFIC CIRCULATION

EXISTING TRAFFIC VOLUMES

Majority of the roadway and intersection turning movement counts were updated between 2016 and 2018 and compiled by the San Luis Obispo County Department of Public Works. The counts include 3-day roadway counts and peak hour intersection counts.

THROUGH TRAFFIC

Traffic into and out of the Los Osos area can be described by examining a cordon line that corresponds to the study area boundary. Trips which originate or terminate within the boundary (trip-ends) were determined by subtracting through traffic from the total cordon crossings

The primary routes for through traffic in Los Osos are Los Osos Valley Road and South Bay Boulevard. Based on the local travel demand model, it is estimated that about 20 percent of the traffic on South Bay Boulevard and Los Osos Valley Road is through traffic headed to Montaña De Oro, Morro Bay, or San Luis Obispo. Approximately 80 percent of the traffic on Pecho Valley Road west of Rodman Drive is through traffic, destined to and from Montaña De Oro State Park.

METHODOLOGY AND STANDARDS

Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. LOS was calculated based on methodologies documented in the Transportation Research Board Publication *Highway Capacity Manual, Sixth Edition, A Guide for Multimodal Mobility* Analysis, 2016 (HCM 6). Letters from A to F designate each level, representing progressively worsening traffic conditions, and are summarized in **Table 2** below.

Table 2 – Level of Service (LOS) Characteristics

LOS	Characteristics
A	Free flow conditions exist. Each individual driver is virtually unaffected by the presence of others in the traffic stream.
B	Stable traffic flow exists. The individual drivers have the freedom to select a desired speed but encounter a slight decline in the freedom to maneuver.
C	Stable and acceptable traffic flow exists, but speed and maneuverability are somewhat restricted due to higher traffic volumes. The individual driver will be significantly affected by the presence of others.
D	High density but stable flow will occur. The individual driver will experience a generally poor level of comfort and convenience. Small increases in traffic flow will cause operational problems and restricted driver maneuverability.
E	Speeds are low, but relatively uniform. The individual driver's ability to maneuver becomes extremely difficult with high frustration. The traffic volume on the road is near capacity.
F	Forced or breakdown flow has occurred. The individual driver is stopped for long periods due to congestion.

The County of San Luis Obispo LOS standard is LOS D or better on urban roadways and LOS C or better in rural areas. All of the study locations are located within the Urban Reserve Line and are subject to the **LOS D** standard.

ROADWAY OPERATIONS

Roadway operations were determined on a daily basis utilizing the capacities in **Table 3**.

Table 3 – LOS Threshold Criteria for Roadways

	Average Daily Traffic (ADT) – Total of Both Directions				
Roadway Type	**A**	**B**	**C**	**D**	**E**
Four-Lane Arterial	22,000	25,000	29,000	32,500	36,000
Three-Lane Arterial	16,000	19,000	21,500	24,500	27,000
Two-Lane Arterial	11,000	12,500	14,500	16,000	18,000
Two-Lane Collector	6,000	7,500	9,000	10,500	12,000

Notes:

1. Based on methodologies presented in the Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board, 2016.

2. All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, travel lane widths, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

INTERSECTION OPERATIONS

The Synchro 10 (Trafficware) software program was used to implement the HCM 6 analysis methodologies for signalized and stop-controlled intersections. Sidra software was utilized to analyze roundabouts, which were considered as a potential improvement, but other improvements were ultimately determined to have less of an impact on the environment. Intersection LOS was calculated for all control types using the methods documented in HCM 6. For signalized or all-way stop-controlled (AWSC) intersections, an LOS determination is based on the calculated average delay for all approaches and movements. For side-street or two-way stop controlled (TWSC) intersections, an LOS determination is based upon the calculated average delay for all movements of the worst performing approach.

Table 4 presents the vehicular-based LOS criteria for different types of intersection control. In Los Osos, commuters influence traffic flow more than recreational travelers. The intersection LOS analysis is based on the weekday AM and PM peak hours. The roadway LOS analysis is based on daily counts, which provide an estimate of weekday average daily traffic (ADT). Weekday LOS is calculated for roadways and intersections based on HCM 6 methodology.

Table 4 – LOS Threshold Criteria for Intersections

Intersection Control Type	Average Daily Traffic (ADT) – Total of Both Directions				
	A	B	C	D	E
Traffic Signal	10	20	35	55	80
Side-street Stop Control	10	15	25	35	50
Roundabout	10	20	35	55	80
All-way Stop Control	10	15	25	35	50

Source: Based on Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board, 2016

EXISTING CONDITIONS CAPACITY ANALYSIS

ROADWAY SEGMENT OPERATIONS

Table 5 summarizes the daily roadway LOS at the study locations under existing conditions.

Table 5 – Existing Conditions Roadway LOS

#	Roadway	Location	Roadway Type	Count Year	ADT (Tue-Thr)	LOS
1	Bayview Heights Dr	S of LOVR	Two-Lane Collector	2018	2,030	A
2	Doris Ave	S of LOVR	Two-Lane Collector	2018	1,462	A
3	Doris Ave	N of LOVR	Two-Lane Collector	2018	510	A
4	El Moro Ave	E of South Bay Blvd	Two-Lane Collector	2018	1,526	A
5	El Moro Ave	W of Eleventh St	Two-Lane Collector	2018	1,778	A
6	El Moro Ave	W of Seventh St	Two-Lane Collector	2016	1,557	A
7	Eleventh St	N of El Moro Ave	Two-Lane Collector	2018	2,021	A
8	Los Olivos Avenue	W of Tenth St	Two-Lane Collector	2018	1,099	A
9	Los Osos Valley Rd	E of Los Osos Creek	Three-Lane Arterial	2016	16,050	B
10	Los Osos Valley Rd	E of South Bay Blvd	Four-Lane Arterial	2010	16,315	A
11	Los Osos Valley Rd	W of South Bay Blvd	Four-Lane Arterial	2018	16,021	A
12	Los Osos Valley Rd	E of 9th St	Four-Lane Arterial	2016	15,553	A
13	Los Osos Valley Rd	W of Bush Dr	Three-Lane Arterial	2016	11,978	A
14	Los Osos Valley Rd	W of Palisades Ave	Two-Lane Arterial	2018	9,882	A
15	Los Osos Valley Rd	E of Doris Ave	Two-Lane Arterial	2016	7,235	A
16	Los Osos Valley Rd	E of Pecho Rd	Three-Lane Arterial	2016	5,281	A
17	Ninth St	N of LOVR	Two-Lane Collector	2018	5,133	A
18	Nipomo Ave	W of South Bay Blvd	Two-Lane Collector	2018	2,970	A
19	Pecho Rd	N of LOVR	Two-Lane Collector	2018	1,375	A
20	Pecho Valley Rd	S of Monarch Ln	Two-Lane Arterial	2018	3,546	A
21	Pecho Valley Rd	S of Rodman Dr	Two-Lane Arterial	2012	1,262	A
22	Pine Ave	N of LOVR	Two-Lane Collector	2018	2,100	A
23	Pismo Ave	W of South Bay Blvd	Two-Lane Collector	2018	1,571	A
24	Ramona Ave	W of Ninth St	Two-Lane Collector	2018	3,948	A
25	Ramona Ave	W of Fourth St	Two-Lane Collector	2018	2,328	A
26	Ravenna Ave	S of LOVR	Two-Lane Collector	2014	344	A
27	Santa Ynez Ave	W of Eleventh St	Two-Lane Collector	2018	3,417	A
28	Santa Ysabel Ave	E of South Bay Blvd	Two-Lane Collector	2018	276	A
29	Santa Ysabel Ave	W of South Bay Blvd	Two-Lane Collector	2018	6,962	B
30	Santa Ysabel Ave	W of Eleventh St	Two-Lane Collector	2008	3,698	A
31	Santa Ysabel Ave	E of Seventh St	Two-Lane Collector	2018	3,664	A
32	Santa Ysabel Ave	W of Seventh St	Two-Lane Collector	2008	2,412	A
33	Santa Ysabel Ave	E of Second St	Two-Lane Collector	2018	1,129	A
34	Seventh St	N of Ramona Ave	Two-Lane Collector	2018	2,160	A
35	South Bay Blvd	N of LOVR	Two-Lane Arterial	2018	12,906	C
36	South Bay Blvd	S of Santa Ysabel Ave	Two-Lane Arterial	2008	10,785	A
37	South Bay Blvd	N of Santa Ysabel Ave	Two-Lane Arterial	2016	15,507	D

All of the roadway study locations operate at or above the county standard of LOS D under existing conditions. With the exception of South Bay Boulevard north of Santa Ysabel Ave (LOS D), all study intersections operate at or above LOS C.

INTERSECTION OPERATIONS

Table 6 summarizes the AM and PM peak hour intersection LOS at the study locations under existing conditions.

Table 6 – Existing Conditions Intersection LOS

#	Intersection	Count Date	Control Type[1,2]	Target LOS	AM Peak Hour Delay	AM Peak Hour LOS	PM Peak Hour Delay	PM Peak Hour LOS
1	Eleventh St and El Moro Ave	Apr-2018	AWSC	D	8.3	A	7.9	A
2	Los Osos Valley Rd & Doris Ave	Apr-2018	Signal	D	12.0	B	5.2	A
3	Los Osos Valley Rd & Pine Ave	Apr-2018	TWSC	D	27.4	D	16.4	C
4	Los Osos Valley Rd & Ravenna Ave	Apr-2018	TWSC	D	13.9	B	11.4	B
5	Los Osos Valley Rd & Palisades Ave	Apr-2018	Signal	D	16.7	B	14.8	B
6	Los Osos Valley Rd & Ninth St[3]	Apr-2018	Signal	D	13.6	B	11.2	B
7	Los Osos Valley Rd & Tenth St[3]	Apr-2018	Signal	D	10.5	B	12.6	B
8	Los Osos Valley Rd & Sunset Ave	Apr-2018	TWSC	D	21.1	C	34.1	D
9	Los Osos Valley Rd & Fairchild Ave	Apr-2018	TWSC	D	18.6	C	22.8	C
10	Los Osos Valley Rd & South Bay Blvd	Apr-2018	Signal	D	25.3	C	27.1	C
11	Ramona Ave & Fourth St	Apr-2018	TWSC	D	9.4	A	9.9	A
12	Ramona Ave & Seventh St	Apr-2018	AWSC	D	8.1	A	8.0	A
13	Santa Ysabel Ave & Seventh St	Apr-2018	TWSC	D	11.8	B	9.8	A
14	Santa Ysabel Ave & Eleventh St	Apr-2018	TWSC	D	12.1	B	10.3	B
15	South Bay Blvd & Nipomo Ave	Apr-2018	Signal	D	28.7	C	18.4	B
16	South Bay Blvd & Pismo Ave	Apr-2018	TWSC	D	34.1	D	24.1	C
17	South Bay Blvd & El Moro Ave[3]	Apr-2018	Signal	D	40.3	D	10.2	B
18	South Bay Blvd & Santa Ysabel Ave	Apr-2018	Signal	D	38.9	D	19.3	B

Notes:
1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Analyzed with HCM 2000 methodology due to non-standard signal phasing

All of the intersection study locations operate at or above the County standard of LOS D under existing conditions.

EXISTING DEFICIENCIES

An existing "capacity deficiency" is identified when a road or intersection within the study area falls below the County's adopted LOS standard. Correction of a capacity deficiency could involve improvement to the deficient facility itself, or to a parallel facility that can relieve excess traffic. The existing capacity deficiencies must be identified because road improvement fees cannot be used to improve existing geometric deficiencies. However, since development has occurred after establishing the Los Osos RIF, a 2008 deficiency may still be eligible for road improvement fees.

Under existing conditions, none of the study intersections or roadway segments operate deficiently.

CHAPTER 3 - TRAVEL DEMAND MODEL DEVELOPMENT

Buildout traffic volume forecasts were developed using a travel demand model (TDM) to evaluate the needs for capacity improvement in Los Osos. The forecasts were based on buildout of the Los Osos Community Plan. The TDM forecasts the average daily traffic (ADT) for the road network under existing and buildout conditions. The TDM represents summer conditions and does not include holiday fluctuations.

The Los Osos TDM was created in 2002, and then updated in 2008. The Base Year (2008) Model has a total of 6,321 residential dwelling units (DU), and 670,300 square feet (SF) of non-residential land uses, including retail, commercial/service, office, industrial, and education land uses. In 2016, the Los Osos TDM forecast year was updated as part of the Community Plan update. The forecast year model projects a growth of 1,861 DU and 364,000 SF non-residential uses, for a total buildout of 8,182 DU and 1,034,299 SF non-residential uses.

The Los Osos TDM utilize CUBE/Voyager (Citilabs) software to develop and run the model. The model is a tool for forecasting buildout traffic circulation in the study area. In the process of the TDM development, the existing conditions model was calibrated to verify its accuracy against traffic counts. Then the calibrated model was used to create the buildout model.

TRAFFIC ANALYSIS ZONES

The Los Osos community land uses are simplified into areas referred to as "traffic analysis zones" (TAZ's) for travel demand modeling purposes. Aggregating minute areas like parcels into larger zones decreases the computation intensity of the model and simplifies data processing. The TAZ's are defined using real-world traffic boundaries, such as natural geographic barriers (e.g., rivers and creeks) and "man-made" barriers (e.g., roadways). The Los Osos model consists of 110 traffic analysis zones (TAZ) or areas that have similar zoning requirements and transportation needs. Three gateways were established at the model boundaries for external-internal trips and external-external (through) trips. They are Los Osos Valley Road, South Bay Boulevard and Pecho Valley Road. Through traffic on routes within the community of Los Osos were projected using population growth estimates based on the amount of potential development that could occur. **Figure 2** presents the Los Osos travel demand model TAZ boundaries.

Figure 2 – Traffic Analysis Zones Map

Model Network
Street networks handle the trips generated by land use. The travel demand model simulates a road's ability to handle travel demand based on facility type (e.g., freeway, arterial, and collector), number of lanes, speed, and alignment. A model network was created for the base year and for the forecast year.

MODELING PROCESS
The travel demand modeling process follows an industry-standard four-step procedure for modeling travel demand and consists of the following.

Trip Generation translates land use quantities into vehicle trip ends using trip generation rates established during the model calibration process. Trip-producing land use groups include single-family and multi-family residential dwelling units. Trip-attracting land use groups include retail, office, industrial and educational land uses. The trip generation rates used in this model are based on the *Institute of Transportation Engineers Trip Generation Manual, 9th Edition*.

Trip Distribution uses a "gravity model" to estimate how many trips will be generated from one TAZ to all other TAZ's. The trips generated and attracted between land uses depend on the trip purpose and network impedance. The ability for one land use to satisfy the trip purpose of another land use leads to the creation of an origin-destination pairing (e.g., a trip from a residential area to an area containing retail development). The likelihood of such a pairing also depends on the travel time for such a trip to occur. Long travel times between zones, which are affected by congested roadways, decrease the likelihood of an origin-destination pairing and results in the model seeking another closer trip pairing opportunity. The trip distribution is based on the number of trip ends generated in each pair of zones and the distance and travel time between the two zones. It is also necessary to estimate trips beginning/ending outside the study boundary and trips passing through the study area. Any vehicle at a "gateway" (study boundary) must be one of the following:

- Trip passing through the study area (external-external),
- Trip produced outside the study area and attracted to a point within the study area (external-internal), and
- Trip produced within the study area and attracted to a point outside the study area (internal-external).

Mode Choice separates person trips that are transit passengers and auto passengers from the vehicle drivers. The Los Osos TDM solely simulates automobile travel patterns. Transit service is not a major component of vehicular travel within Los Osos and was not considered within the Los Osos TDM.

Trip Assignment utilizes the number of trips between each origin-destination pair of TAZ's and assigns them to specific travel routes on the roadway network utilizing an equilibrium process. The multiple possible routes between zones are iteratively assigned until no one route provides an advantage over another. The resulting traffic volumes are accumulated for each roadway link in the network until all trips are assigned.

CHAPTER 4 - BUILDOUT TRAFFIC PROJECTIONS

BUILDOUT LAND USE

The land use analysis is based on the concept of buildout of the Los Osos Urban Reserve Line (URL) area based on the General Plan. Buildout refers to the development of all remaining vacant parcels at maximum allowable densities under the current planning and zoning codes, with limited redevelopment of existing developed properties. Under buildout conditions, the total population in Los Osos is expected to grow to roughly 18,000 persons. The LOCP used a buildout projection year of 2035. While it is typical to use 20-year projections (model information used in the LOCP were based on 2015 data), the model for this particular study used slightly more current traffic data (2018). The buildout year for this road improvement fee study update is the year 2040, slightly more than 20 years.

As the General Plan Amendments and/or revisions to land use designations occur this model will be updated to reflect the specific circulation needs of the revision.

BASE BUILDOUT TRAFFIC PROJECTIONS

Using the forecasted conditions roadway network model and General Plan Land Use, the base buildout TDM was developed. The base buildout model assumes the proposed roadway extensions consistent with the Los Osos Community Plan, associated with new development, but does not include further intersection or roadway improvements in order to identify buildout capacity deficiencies. The recommended improvements create a list of candidate projects for road improvement fee funding.

BASE BUILDOUT CAPACITY ANALYSIS

ROADWAY SEGMENT OPERATIONS

Table 7 summarizes the daily roadway LOS at the study locations under base buildout conditions.

Table 7 – Base Buildout Conditions Roadway LOS

#	Roadway	Location	Roadway Type	ADT (Tue-Thr)	LOS
1	Bayview Heights Dr	S of LOVR	Two-Lane Collector	5,770	A
2	Doris Ave	S of LOVR	Two-Lane Collector	1,820	A
3	Doris Ave	N of LOVR	Two-Lane Collector	547	A
4	El Moro Ave	E of South Bay Blvd	Two-Lane Collector	1,659	A
5	El Moro Ave	W of Eleventh St	Two-Lane Collector	2,690	A
6	El Moro Ave	W of Seventh St	Two-Lane Collector	3,260	A
7	Eleventh St	N of El Moro Ave	Two-Lane Collector	1,240	A
8	Los Olivos Avenue	W of Tenth St	Two-Lane Collector	2,930	A
9	Los Osos Valley Rd	E of Los Osos Creek	Three-Lane Arterial	21,718	D
10	Los Osos Valley Rd	E of South Bay Blvd	Four-Lane Arterial	21,339	A
11	Los Osos Valley Rd	W of South Bay Blvd	Four-Lane Arterial	18,933	A
12	Los Osos Valley Rd	E of 9th St	Four-Lane Arterial	16,627	A
13	Los Osos Valley Rd	W of Bush Dr	Three-Lane Arterial	14,700	A
14	Los Osos Valley Rd	W of Palisades Ave	Two-Lane Arterial	10,122	A
15	Los Osos Valley Rd	E of Doris Ave	Two-Lane Arterial	9,900	A
16	Los Osos Valley Rd	E of Pecho Rd	Three-Lane Arterial	9,720	A
17	Ninth St	N of LOVR	Two-Lane Collector	7,270	B
18	Nipomo Ave	W of South Bay Blvd	Two-Lane Collector	4,160	A
19	Pecho Rd	N of LOVR	Two-Lane Collector	1,073	A
20	Pecho Valley Rd	S of Monarch Ln	Two-Lane Arterial	5,050	A
21	Pecho Valley Rd	S of Rodman Dr	Two-Lane Arterial	2,256	A
22	Pine Ave	N of LOVR	Two-Lane Collector	2,367	A
23	Pismo Ave	W of South Bay Blvd	Two-Lane Collector	292	A
24	Ramona Ave	W of Ninth St	Two-Lane Collector	5,490	A
25	Ramona Ave	W of Fourth St	Two-Lane Collector	2,570	A
26	Ravenna Ave	S of LOVR	Two-Lane Collector	610	A
27	Santa Ynez Ave	W of Eleventh St	Two-Lane Collector	4,090	A
28	Santa Ysabel Ave	E of South Bay Blvd	Two-Lane Collector	390	A
29	Santa Ysabel Ave	W of South Bay Blvd	Two-Lane Collector	6,823	B
30	Santa Ysabel Ave	W of Eleventh St	Two-Lane Collector	3,490	A
31	Santa Ysabel Ave	E of Seventh St	Two-Lane Collector	3,450	A
32	Santa Ysabel Ave	W of Seventh St	Two-Lane Collector	2,766	A
33	Santa Ysabel Ave	E of Second St	Two-Lane Collector	1,689	A
34	Seventh St	N of Ramona Ave	Two-Lane Collector	3,480	A
35	**South Bay Blvd**	**N of LOVR**	**Two-Lane Arterial**	**20,725**	**F**
36	**South Bay Blvd**	**S of Santa Ysabel Ave**	**Two-Lane Arterial**	**17,108**	**E**
37	**South Bay Blvd**	**N of Santa Ysabel Ave**	**Two-Lane Arterial**	**18,103**	**F**

Note: **Bold** indicates locations operating beyond the LOS D threshold.

All of the roadway study locations operate at or above the County standard of LOS D under the base buildout conditions, except South Bay Boulevard north of Los Osos

Valley Road, through the community and north of Santa Ysabel Avenue. Additionally, Los Osos Valley Road east of Los Osos Creek operates at the LOS D threshold under base buildout conditions.

INTERSECTION OPERATIONS

Table 8 summarizes the AM and PM peak hour intersection LOS at the study locations under base buildout conditions.

Table 8 – Base Buildout Conditions Intersection LOS

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Eleventh St and El Moro Ave	AWSC	D	9.0	A	8.0	A
2	Los Osos Valley Rd & Doris Ave	Signal	D	12.5	B	10.7	B
3	Los Osos Valley Rd & Pine Ave	TWSC	D	22.0	C	17.2	C
4	Los Osos Valley Rd & Ravenna Ave	TWSC	D	18.0	C	18.6	C
5	Los Osos Valley Rd & Palisades Ave	Signal	D	18.3	B	18.0	B
6	Los Osos Valley Rd & Ninth St[3]	Signal	D	16.2	B	14.6	B
7	Los Osos Valley Rd & Tenth St[3]	Signal	D	10.9	B	12.7	B
8	**Los Osos Valley Rd & Sunset Ave**	**TWSC**	D	31.4	D	**103.0**	**F**
9	**Los Osos Valley Rd & Fairchild Ave**	**TWSC**	D	**63.3**	**F**	**221.4**	**F**
10	**Los Osos Valley Rd & South Bay Blvd**	**Signal**	D	**92.5**	**F**	**103.1**	**F**
11	Ramona Ave & Fourth St	TWSC	D	12.7	B	14.3	B
12	Ramona Ave & Seventh St	AWSC	D	8.4	A	9.0	A
13	Santa Ysabel Ave & Seventh St	TWSC	D	10.3	B	10.9	B
14	Santa Ysabel Ave & Eleventh St	TWSC	D	14.6	B	11.9	B
15	**South Bay Blvd & Nipomo Ave**	Signal	D	**98.4**	**F**	**68.1**	**E**
16	**South Bay Blvd & Pismo Ave**	TWSC	D	**196.0**	**F**	**141.4**	**F**
17	**South Bay Blvd & El Moro Ave[3]**	Signal	D	**74.9**	**E**	17.5	B
18	**South Bay Blvd & Santa Ysabel Ave**	Signal	D	**134.0**	**F**	34.3	C

Notes:
1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Analyzed with HCM 2000 methodology due to non-standard signal phasing
4. Assumes non-RIF roadway extension projects in place with new development
5. **Bold** = Unacceptable Conditions
6. OVR = Delay over 300 seconds

The following intersection locations operate beyond the target LOS under base buildout conditions:

- Los Osos Valley Road & Sunset Avenue
- Los Osos Valley Road & Fairchild Avenue
- Los Osos Valley Road & South Bay Boulevard
- South Bay Boulevard & Nipomo Avenue
- South Bay Boulevard & Pismo Avenue
- South Bay Boulevard & El Moro Avenue
- South Bay Boulevard & Santa Ysabel Avenue

MITIGATED BUILDOUT CONDITIONS

Listed in this chapter are capacity deficiencies and recommended improvements identified using the TDM. All of the projects listed in this chapter would be funded through the Road Improvement Fee Program.

RECOMMENDED BUILDOUT ROADWAY IMPROVEMENTS

Table 9 summarizes the recommended roadway improvements and their associated LOS under buildout conditions. Although Los Osos Valley Road between Palisades Avenue to Pine Avenue is not identified as an LOS deficiency, adding a two-way left-turn lane along this segment will be necessary to maintain safe turning movements for fronting properties along the roadway. Additionally, it is recommended to add a median improvement along Los Osos Valley Road from Fairchild Way to Bush Drive to maintain safe turning movements and coordinate with adjacent intersection improvements.

Table 9 – Recommended Buildout Roadway Improvements

Roadway	Location	Base LOS	Recommended Improvement	Mitigated LOS
Los Osos Valley Rd	Fairchild Way to Bush Dr	A	Add median	A
Los Osos Valley Rd	Palisades Ave to Pine Ave	A	Add Two-way Left-Turn Lane (TWLTL)	A

Note: Roadway improvements at these locations are proposed to be coordinated with adjacent intersection improvements and will improve intersection operations and access management.

RECOMMENDED BUILDOUT INTERSECTION IMPROVEMENTS

Table 10 summarizes the recommended intersection improvements and their associated LOS under buildout conditions.

Table 10 – Recommended Buildout Intersection Improvements

Intersection	Base LOS	Recommended Improvement	Mitigated LOS
Los Osos Valley Rd & Sunset Ave	**F**	Restrict minor approach left turns out	B
Los Osos Valley Rd & Fairchild Ave	**F**	Signalize	B
Los Osos Valley Rd & South Bay Blvd	**F**	Install dual left turns southbound	D
South Bay Blvd & Nipomo Ave	**F**	Intersection Improvement – Turn and Merge Lanes	C or better
South Bay Blvd & Pismo Ave	**F**	Signalize	C or better
South Bay Blvd & Santa Ysabel Ave	**F**	Intersection Improvement – Turn and Merge Lanes	C or better
Ramona Ave & 9th St	B	Adjust curve	C or better
Ramona Ave & 4th St	N/A	Intersection realignment	C or better

Bold – Does not meet County LOS standard.
The LOS indicated is the worse of AM or PM peak hour.

Improvements recommended in this study are consistent with the recently adopted update of the LOCP. Although analyzed as part of the prior circulation study, widening of the South Bay Boulevard corridor, including adding travel lanes in both directions along the corridor, is not included in the LOCP. Intersection improvements along South Bay Boulevard are, however, included in the LOCP. In order to address the identified corridor segment deficiency, alternative corridor improvements that do not require widening of South Bay Boulevard could be considered consistent with the LOCP. A roundabout corridor was evaluated to address both the roadway segment and intersection LOS deficiencies. Although a roundabout corridor would provide acceptable LOS at buildout, the cost of construction would exceed the cost of more modest intersection improvements that would also improve intersect LOS to acceptable levels.

Additionally, the LOCP identifies various new roadway connections and extensions throughout Los Osos, associated with new development. These new connections will serve as local streets and collectors to provide alternate parallel routes to the existing LOVR and South Bay Boulevard corridors. These roadway extensions are not necessarily required to achieve acceptable operations at the study locations, nor are they sufficient to alleviate the need for identified RIF projects. However, they are necessary to provide connectivity within and to new development areas and therefore remain as non-RIF projects in the Capital Improvement Program.

CHAPTER 5 – PLANNED CAPITAL IMPROVEMENT PROJECTS

This chapter describes projects that may be active in the mid-term timeframe. These projects will be funded in whole or partially by road improvement fees unless otherwise noted.

LOVR from Palisades to Pine – If funded, Los Osos Valley Road will be widened to accommodate a two-way left-turn lane (TWLTL). Drainage improvements will be made to alleviate existing roadway flooding problems. This project would likely be funded from both road improvement fees and other sources (grants). This project consists of Projects 2 and 3 as listed in Appendix A.

CHAPTER 6 – ALTERNATIVE MODES OF TRANSPORTATION

Other communities within the County have taken the opportunity to provide a list of prioritized pedestrian and bicycle projects. In communications with the Los Osos Community Advisory Council's Traffic and Circulation Committee, the community of Los Osos has prioritized a number of pedestrian and bicycle projects, and these projects are identified within the LOCP.

PEDESTRIAN CIRCULATION NETWORK

Many streets within Los Osos originated as unpaved minor roads without shoulders or sidewalks. In these cases, pedestrians must use intermittent paths adjacent to the roadways. In some areas along Los Osos Valley Road and Ninth and Tenth Streets, sidewalks are provided. Sidewalks are also provided bordering 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.

The existing and proposed bicycle facilities in Los Osos per the County Bikeways Plan are shown in **Figure 3**.

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.

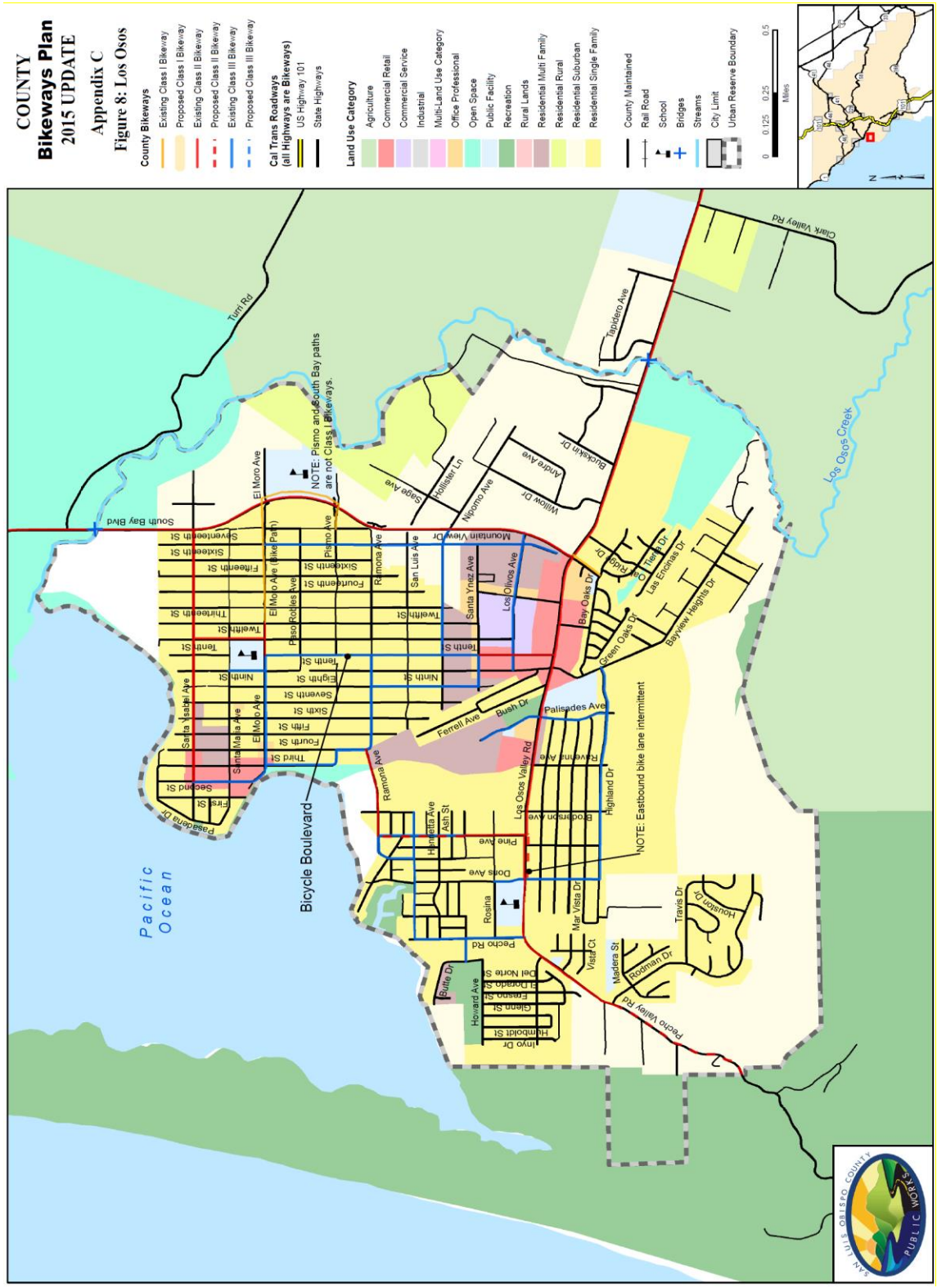

Figure 3 – County Bikeways Plan

PUBLIC TRANSPORTATION SYSTEM

Transit service in Los Osos is provided by the San Luis Obispo Regional Transit Authority (RTA). RTA provides direct service to Los Osos, San Luis Obispo, Cuesta College and Morro Bay seven (7) days a week with those destinations providing connections to other routes countywide. For more information on these services 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 .

Existing transit routes are shown in **Figure 4**.

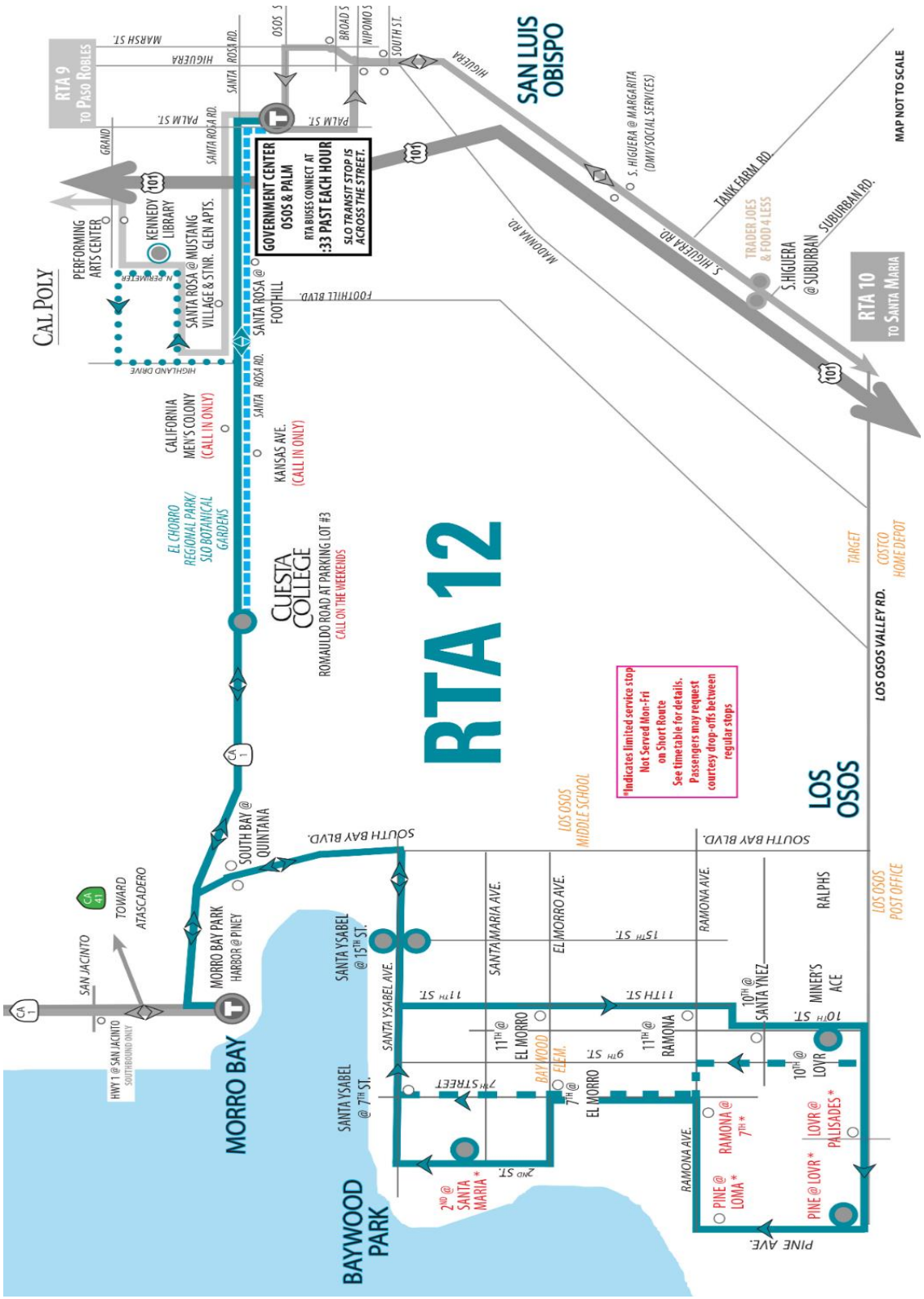

Figure 4 – Existing Transit Routes

CHAPTER 7 – COST ESTIMATES AND FUNDING MECHANISMS

This chapter presents the cost estimates developed for the recommended transportation improvements and discusses possible funding mechanisms.

Implementation of the elements of the circulation plan for Los Osos 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, State realignment of property tax revenues, construction cost inflation, increasing costs of environmental mitigation and competing needs for limited public dollars.

PROJECT COST ESTIMATES

A series of planning level cost estimates have been prepared for each project that may at some point be constructed. The cost estimates are necessary to determine the funding required to implement the transportation improvements. **Appendix A** contains the San Luis Obispo County Capital Improvement Projects for Los Osos, with a summary of the recommended projects, cost estimates, recommended funding sources, and expected project completion dates.

All cost estimates include the cost of construction, right-of-way, design, administration, environmental considerations, and inspection. All costs for construction activity were determined from typical experiences in San Luis Obispo County. Construction costs include clearing and grubbing, paving, drainage, storm drains, lighting, signing, and striping. Roadway edge improvements like curb, gutter, and sidewalk are excluded since they are usually constructed at the time of adjacent development.

RIGHT OF WAY

In order to provide maximum flexibility in responding to the transportation needs of the community as it builds out, all rights-of-way and offers to dedicate right-of-way shall be preserved. Any requests for abandonments or quiet title actions shall be evaluated by County staff and the Los Osos Community Advisory Committee on a case-by-case basis with input sought from the community; final action is the responsibility of the County Board of Supervisors.

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 improvement fees are used to finance construction of specific facilities, improvement 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 roadway improvement fees. The improvement fee 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 or construct facilities listed on the Capital Improvement Projects Table (Appendix A).

For Los Osos, improvement fees were established to fund the portion of road 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 20 years. The following discussion highlights the considerations involved in establishing an equitable basis for improvement fees in the Los Osos area.

In determining an appropriate level for the improvement fees, 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 improvement fee funding, and such costs must be subtracted from the cost estimates. An existing deficiency is a defect present at the time of initial road or intersection construction, and problematic based on traffic volumes and surrounding uses existing prior to the initial (1994) road improvement fee study. If the model predicts significantly increased usage in the year 2040 because of new development, then Road Improvement Fees may be used to pave the road. There were no existing deficiencies identified in this study.

The next step in assigning eligible costs to the improvement fee calculation is to estimate the portion of roadway improvement costs attributable to through traffic. These costs are not eligible for funding by improvement fees. The through traffic was determined based on a "Select Link" analysis utilizing the Los Osos TDM. Technically, "Select Link" analysis refers to the traffic demand modeling procedure that would yield the origin/destination and/or the network-wide trip distribution of the trips that appear on any particular "link" which is "selected" for analysis. More specifically, the Select Link analysis procedure helps identify the relative traffic volumes from the traffic analysis zones (TAZ's) and/or gateway cordons that contribute to the total traffic volume appearing on the selected link or roadway segment. A Select Link analysis was performed for Los Osos Valley Road, South Bay Boulevard, and Pecho Valley Road, and the results are presented below:

- Los Osos Valley Road (20% Regional)

- South Bay Boulevard (20% Regional)
- Pecho Valley Road (80% Regional)

Of these roads, only LOVR has projects that will be affected by the regional component; these are presented in **Table 11**. In addition, the regional component will not affect the costs on the improvements to intersections along these roads since the "local" traffic (i.e., traffic generated in Los Osos) creates the need for improvement.

Table 11 – Percent Payable by Assessment Fee

Road	Cost Estimate	% Payable by RIF	Total Payable by RIF
Los Osos Valley Road	$5,120,000	80%	$4,096,000

When the total private share of costs has been established, these costs must be further distributed among the various land uses that contribute to traffic growth. The road improvement fees calculated will fund the full cost of the proposed transportation improvements attributable to future growth within Los Osos, less any programmed local or regional funding and/or State or Federal grants. The total estimated funding required from road improvement fees is $10,478,000.

In order to establish a rough proportionality between the fee amount proposed and new development, weekday afternoon (PM) peak hour trip generation for added land uses has been estimated in **Table 12**, for each type of new development. The amount of traffic is determined from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 10th Edition.

Table 12 – PM Peak Hour Trips (PHT) Attributable to New Development

Land Use	Existing	Buildout	Total Unit Growth (DU or KSF)	Trip Rate (Trips/Unit)1	Total PM PHT
Residential					**1,498**
Single Family	5,426	6,487	1,061	0.99	1,050
Multi-Family	895	1,695	800	0.56	448
Non-Residential					**1,578**
Commercial Retail	439,200	668,100	229	3.81	872
Commercial Service	221,000	284,600	64	6.84	435
Office	10,100	61,600	52	4.96	255
Recreation	0	10,000	10	0.78	8
PF/Rec	0	10,000	10	0.78	8
TOTAL					**3,076**
Single Family		Units Paid	16	0.99	-16
Commercial Retail		Units Paid	12.85	3.81	-49
Total PHT for Fee Calculation					**3,011**

[1]Trip Rates per ITE Trip Generation Manual, 10th Edition

ROAD IMPROVEMENT FEE ACCOUNT

Typically, fees derived from new development are placed into an account to support the construction of projects included in this plan. This account is expected to grow at a rate corresponding to the rate of new development within the Los Osos study area. The table below gives an accounting of payments received in the prior year, the beginning and ending balance, and any interest credited to the fund, as well as any expenditures from the fund.

Table 13 – Road Improvement Fee Account Balance

	FY 2019/20
Balance (12/30/20)	**$72,257**
Fees Received (+)	$19,575
Interest (+)	$486
Expenditures (-)	$145
Balance (12/30/20)	**$92,173**

FEE APPEALS

There have been no fee appeals of the Los Osos fee in the last year.

RECOMMENDED FEE SCHEDULE

In calculating the recommended fees, the eligible improvement costs are divided by the total number of new trip ends. The fees for any new development are calculated at the time of building permit issuance. **Table 14** shows the fees.

Table 14 – 2021 Recommended Fee Schedule

Land Use	Current Fee per PHT	Proposed Fee per PHT	% Change
Residential	$4,198	$3,449	-17.8%
Retail	$2,068	$3,449	66.8%
Other	$3,182	$3,449	8.4%

PHT = PM Peak Hour Trip

Prior road fee rates presumed a standard "pass-by" calculation of 35%. A pass-by rate is a percentage of vehicular traffic that is assumed to patronize a business, not as an intended destination but because they happen to be passing by. As a result, businesses get a reduction based on the amount of expected pass-by. The rates allow various business and retail establishments to account for appropriate pass by rates calculated for their business type – which can vary from 0-70%, based on the ITE *Trip Generation Manual*. It is recommended that the County modify the Los Osos Road Improvement Fee based on the recommended fee structure shown in Table 14 – a flat fee. By moving to a flat fee assessment, the County will be treating all peak hour trips equally.

Appendix C contains an example fee schedule, based on the above proposed fee per PHT, for various development categories consistent with the ITE Trip Generation Manual, 10th Edition, and the San Luis Obispo County approved trip generation rates (January 2019).

APPENDIX A

Capital Improvement Projects Table

Los Osos Road Improvement Fee Study
2021 Update
Appendix A - Capital Improvement Projects Table

Project #	Road	From	To	Improvements	Cost Estimate	Less			Funding From Road Improvement Fees (RIF)	Percent of Cost Funded From RIF	Actual Construction Cost	Other Funding	Expected Commencement [1]
						Non-qualifying	Other Sources	Through Traffic					
Road Impact Fee Projects													
1	N/A	N/A	N/A	Circulation Study Updates Thru 2038	$600,000				$600,000	100%			2019
2	LOVR	Palisades Avenue	Ravenna Avenue	Install TWLTL	$1,939,000			$387,800	$1,551,200	80%			2022
3	LOVR	Ravenna Avenue	Pine Avenue	Install TWLTL	$2,488,000			$497,600	$1,990,400	80%			2024
4	LOVR	Bush Drive	Fairchild Way	Install Median with Left Turns	$693,000			$138,600	$554,400	80%			2024
5	LOVR	Fairchild Avenue	At Intersection	Signalization	$893,000				$893,000	100%		USHA	2026
6	LOVR	Sunset Drive	At Intersection	Intersection Improvements	$150,000				$150,000	100%			
7	Ramona Avenue	9th Street	At Intersection	Adjust Curve Construct Standard Section	$848,000				$848,000	100%			2030
8	Ramona Avenue	4th Street	Ravenna Avenue	Intersection Realignment	$1,004,000				$1,004,000	100%			2030
9	South Bay Boulevard	LOVR	At Intersection	Dual Left Turn Pocket	$773,000				$773,000	100%			2035
10	South Bay Boulevard	Santa Ysabel Avenue	At Intersection	Intersection Improvements	$540,000				$540,000	100%			2035
11	South Bay Boulevard	Pismo Avenue	At Intersection	Signalization	$787,000				$787,000	100%			2035
12	South Bay Boulevard	Nipomo Avenue	At Intersection	Intersection Improvements	$787,000				$787,000	100%			
				Road Improvement Fee Total	**$11,502,000**	**$0**	**$0**	**$1,024,000**	**$10,478,000**				

Los Osos Road Improvement Fee Study
2021 Update
Appendix A - Capital Improvement Projects Table

Project #	Road	From	To	Improvements	Cost Estimate	Less			Funding From Road Improvement Fees (RIF)	Percent of Cost Funded From RIF	Actual Construction Cost	Other Funding	Expected Commencement [1]
						Non-qualifying	Other Sources	Through Traffic					
Non-Road Impact Fee Projects													
1	Ravenna Avenue	LOVR	Ramona Avenue	Roadway Extension	$1,950,000		$1,950,000		$0	0%			N/A
2	Ramona Avenue	10th Street	South Bay Boulevard	Construct Standard Section	$1,564,000		$1,564,000		$0	100%			2030
3	South Bay Boulevard	Ramona Avenue	At Intersection	Intersection Improvements	$500,000		$500,000		$0				
4	Skyline Drive	Pecho Road	Pine Avenue	Roadway Extension	$660,000		$660,000		$0	0%			N/A
5	Skyline Drive	Broderson Avenue	Palisades Avenue	Roadway Extension	$1,020,000		$1,020,000		$0	0%			N/A
6	Skyline Drive	Palisades Avenue	Nipomo Avenue	Roadway Extension	$825,000		$825,000		$0	0%			N/A
8	Doris Avenue	Rosina Drive	South Court	Road Extension	$465,000		$465,000		$0	0%			N/A
9	LOVR	10th Street	Los Osos Creek	Construct Roadway Following Corridor Study	$2,650,000		$2,650,000		$0	0%			N/A
10	LOVR	9th Street	10th Street	Construct Roadway Following Corridor Study	$530,000		$530,000		$0	0%			N/A
				Non-Road Improvement Fee Total	**$11,624,000**	**$0**	**$11,624,000**	**$0**	**$0**				
Completed Projects													
complete	17th/Mtn View	South End	Pismo Avenue	Construct Standard Section	$160,000		$160,000		$0	0%			COMPLETE
complete	11th Street	El Moro Ave	Santa Ysabel Avenue	Install class II bike lanes	$135,000				$0	0%	$135,000		COMPLETE
complete	South Bay Blvd	Nipomo Ave	At Intersection	Signalization	$314,000				$314,000	100%			COMPLETE
complete	7th Street	Nipomo Ave	San Luis	Roadway Extension	$240,000		$27,045		$0	0%		Local	COMPLETE
complete	LOVR Access Control Study	9th Street	L.O. Creek	Access Control Along LOVR	$90,000	$75,000	$75,000		$0	0%		CBTP Grant & Road Fund	COMPLETE
complete	El Moro Ave	12th	South Bay	Class I Bikeway	$173,085		$173,085		$183,500	0%	$447,000	RSHA	COMPLETE
complete	LOVR	Bush Drive	Palisades Avenue	Install WB-RT Lane and Upgrade Drainage	$840,000	$247,000		$59,300	$533,700	90%		USHA/Road Budget	COMPLETE
complete	LOVR	Palisades Ave	At Intersection	Signalization	$314,000			$31,400	$282,600	90%		USHA	COMPLETE
complete	Santa Maria Ave	8th	9th	Construct Standard Section	$40,072		$102,059		$0	0%	$73,798	USHA	COMPLETE
complete	South Bay Blvd	El Moro Ave	At Intersection	Signalization	$154,308				$0	100%	$183,500		COMPLETE
complete	South Bay Blvd	LOVR	Bay Oaks	Road Extension	$878,013				$0	0%			COMPLETE
complete	LOVR Corridor Study	9th Street	Doris Ave	TBD	$40,000				$38,330	100%	$38,330		COMPLETE
abandoned	Ramona Ave	Fearn	Doris	ABANDONED	$121,684		$7,012		$0	0%		Parks/Trails	ABANDONED
abandoned	South Bay Blvd	Bay Oaks	Travis	ABANDONED	$1,605,285				$0	0%	disallowed under Estero Plan		ABANDONED
abandoned	South Bay Blvd	Santa Ysabel Avenue	Urban/Rural Reserve Line	ABANDONED	$1,120,000			$336,000	$0	70%			2036
				Completed Projects Total	**$6,225,447**	**$322,000**	**$544,201**	**$426,700**	**$1,352,130**				
				GRAND TOTAL	**$29,351,447**	**$322,000**	**$12,168,201**	**$1,450,700**	**$11,830,130**				
									TOTAL Account Balance (as of 06/30/20)				
TOTALS									**TOTAL Fees Needed from New Development**				

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

APPENDIX B

Road Improvement Fee Account

	Budgeted Projects Funded from Los Osos RIF		Total as of
			12/30/2020
Project #	Description	Budgeted 2019/20	
Los Osos RIF - Beginning Cash Balance			$ 72,257.19
	Fees		$ 19,575.00
	Interest		$ 486.11
	Subtotal Cash Balance		$ 92,318.30
	Project Costs:	Budgeted 2019/20	Total Spent This Fiscal Year As of
			12/30/2020
300575	Signalize Nipomo St & South Bay Blvd	0	-
245R12C126	Los Osos Traffic Study	$ 855.00	$ 145.00
	Total Project Costs	**$ 855.00**	**$ 145.00**
	Total Cash Bal		**$ 92,173.30**

APPENDIX C

Fee Schedule

Code	Use	Project Based Land Use	Fee per PHT	Unit	Trip per Unit	Fee per Unit
110	Industrial	General Light Ind	$ 3,449	KSF	0.63	$ 2,173
130	Industrial	Industrial Park	$ 3,449	KSF	0.40	$ 1,380
150	Industrial	Warehousing	$ 3,449	KSF	0.19	$ 655
151	Industrial	Mini-warehousing	$ 3,449	KSF	0.17	$ 586
210	Residential	Single Family Residence	$ 3,449	DU	0.99	$ 3,415
220	Residential	ApartmenUMulti-family	$ 3,449	DU	0.56	$ 1,931
253	Residential	Congregate Care Facility	$ 3,449	DU	0.18	$ 621
310	Lodging	Hotel	$ 3,449	Room	0.60	$ 2,069
320	Lodging	Motel	$ 3,449	Room	0.38	$ 1,311
416	Campsite	Campground Recreational VehiclePark	$ 3,449	Space	0.27	$ 931
495	Recreational	Recreational Community Center	$ 3,449	KSF	2.31	$ 7,967
565	Institutional	Day Care Center	$ 3,449	Student	0.79	$ 2,725
710	Office	General Office Building	$ 3,449	KSF	1.16	$ 4,001
715	Office	Single Tenant Office Building	$ 3,449	KSF	1.71	$ 5,898
720	Office	Medical-Dental Office Building	$ 3,449	KSF	3.46	$ 11,934
820	Retail	Shopping Center	$ 3,449	KSF	3.81	$ 13,141
823	Retail	Shopping Outlet Center	$ 3,449	KSF	2.29	$ 7,898
925	Service	Bar	$ 3,449	KSF	11.36	$ 39,181
931	Service	Quality Restaurant	$ 3,449	KSF	7.80	$ 26,902
932	Service	High turnover Sit-down restaurant	$ 3,449	KSF	9.77	$ 33,697
933	Service	Fast food Restaurant, no drive thru	$ 3,449	KSF	28.34	$ 97,745
934	Service	Fast food Restaurant w/ drive thru	$ 3,449	KSF	32.67	$ 112,679
Other Adopted Trip Generation Rates						
		Project Based Land Use				
		Residential Secondary Dwelling (all land uses)	$ 3,449	DU	0.67	$ 2,311
		wineries - Wine production	$ 3,449	KSF	0.57	$ 1,966
		Wineries - Wine tasting rooms	$ 3,449	KSF	0.76	$ 2,621
		Wineries - Wine storage	$ 3,449	KSF	0.57	$ 1,966
		Special Events	$ 3,449	Guest	0.40	$ 1,380
		Church	$ 3,449	KSF	0.49	$ 1,690
		Nursery Greenhouses	$ 3,449	KSF	0.03	$ 86
		Marquita Industrial Park (Templeton)	$ 3,449	KSF	0.56	$ 1,931
		Commercial Horse Boarding	$ 3,449	Stall	0.20	$ 690

Road Impact Fee Categories

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

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

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

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

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