

**Exhibit D
2013 Update
North Coast Circulation Study**

On February 25, 1992, the Board of Supervisors approved the North Coast Circulation Study. Also on February 25, 1992, the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board also adopted the most recent update of the North Coast Road Improvement Fee Resolution on November 20, 2012. This is the 2013 Update Report.

Building Activity. For the period from July 1, 2012 through June 30, 2013, nine building permits were issued. Eight were for single family residences and one was for a workshop.

Appeals of Fee. There have been no fee appeals between July 1, 2012 through June 30, 2013.

Road Improvement Fund.

Description	Total Amount (\$)
Account Status	
Fee Balance	\$29,404
Fees Received	\$7,262
Interest Earned	\$74
Expenditures	\$586

Transportation Improvements

The North Coast Circulation Study contains a list of recommended improvements for all modes of transportation in the community as well as an adopted Capital Improvement Program list for funding by Road Impact Fees. The following is a list of projects currently being developed in the North Coast Area along with modifications recommended for the program and the associated fee schedule.

Recently Completed or Ongoing Projects

- 1) **Main Street at Santa Rosa Creek Bridge Replacement**
 Funding: Federal Highway Bridge Replacement Program
 Estimate: \$ 4,360,000
 Construction: Construction should be complete in the fall of 2014

- 2) **Main Street Sidewalk construction from Bridge Street to 0.3 miles east**
 Funding: Urban State Highway Account
 Estimate: TBD
 Construction: Construction should start in the fall of 2014

Road Improvement Fees

North Coast model needs to be looked at for changes in circulation needs and costs, especially changes caused by the residential lot retirement program. Due to the need to address these and other changes, we are recommending that the existing fee structure

not be modified at this time. Staff is looking for an opportunity to update the transportation model to account for the new plan's land uses. The Public Works Department continues to work toward this goal.

Existing Fees		Area A	Area B	Area C	Area D	Area E
Residential	Pk Hr Tp	\$ 527	\$ 992	\$ 1267	\$ 586	\$ 282
Retail	Pk Hr Tp	\$ 262	\$ 262	\$ 262	\$ 262	\$ 262
Other	Pk Hr Tp	\$ 403	\$ 403	\$ 403	\$ 403	\$ 403

Alternative Modes of Transportation

Pedestrian Circulation Network

Many streets within the North Coast originated as unpaved minor roads without shoulders or sidewalks. In these cases pedestrians must use intermittent paths adjacent to the roadways. Along Main Street and some adjacent streets, sidewalks are provided. Sidewalks are also provided near schools. In addition, sidewalks are available along streets serving new development, in accordance with the applicable design standards. Staff has been working on several small projects to improve the sidewalks such as the area in front of the Veterans Memorial and along Main Street at the east end of Cambria.

Bicycle Circulation Network

The County Bicycle Advisory Committee (BAC) is 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 County Bikeways Plan which was last adopted by the Board of Supervisors in 2010.

The committee has established a class system to designate bikeways within the County as follows:

- Class I Bikeway (Bike Path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.
- Class II Bikeway (Bike Lane) provides a striped lane for one-way bicycle travel on a street or highway. Class II bikeways are contiguous with the adjacent motor vehicle travel lanes.
- Class III Bikeway (Bike Route) provides for shared use with pedestrian or motor vehicle traffic. Bike route signs designate Class III bikeways.

The existing and proposed bicycle facilities in the north Coast are in the County Bikeways Plan located at the following website

<http://www.slocounty.ca.gov/Assets/PW/Traffic/BAC/2010+Bikeways+Plan.pdf>.

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://www.slocountyparks.com/information/parkprojects.htm#parksrecreationelement>.

Public Transportation System

The public transportation system in Cambria and San Simeon refers services including, fixed time transit services. Transit service in Cambria is provided by the San Luis Obispo Regional Transit Authority (RTA). The RTA provides a bus route connecting Cambria and San Simeon to San Luis Obispo, Cuesta College, and Morro Bay. Service is provided Monday through Friday. For more information on these services visit www.slorta.org/.

The RTA also provided a community transit option with the Cambria Trolley. This service is more tourist oriented and operates four days a week during the summer. Additional information is available from the RTA website.

Ridesharing includes carpools, vanpools, and other employer-based services. San Luis Obispo County Regional Rideshare facilitates programs encouraging reduced vehicle miles traveled. Rideshare recently developed Trip Link an on-line commuter resource. Trip Link can find and match carpools (casual and work), vanpools, and bike buddies, track commuter trips, and connect parents of K-12 students for School Pools. Benefits of Trip Link include guaranteed rides home and lucky bucks, more information about Rideshare and Trip Link can be found at <http://rideshare.org>.

Notes

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

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

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

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

Attachments

Attached to this report are the following exhibits from the North Coast Circulation Study:

Map of Study Area
Subareas for Fee Allocation
North Coast Area Transportation Improvements
Account Summary

List of Acronyms

USHA = Urban State Highway Account

RSHA = Regional State Highway Account

pht = peak hour trip

TBD = To be determined

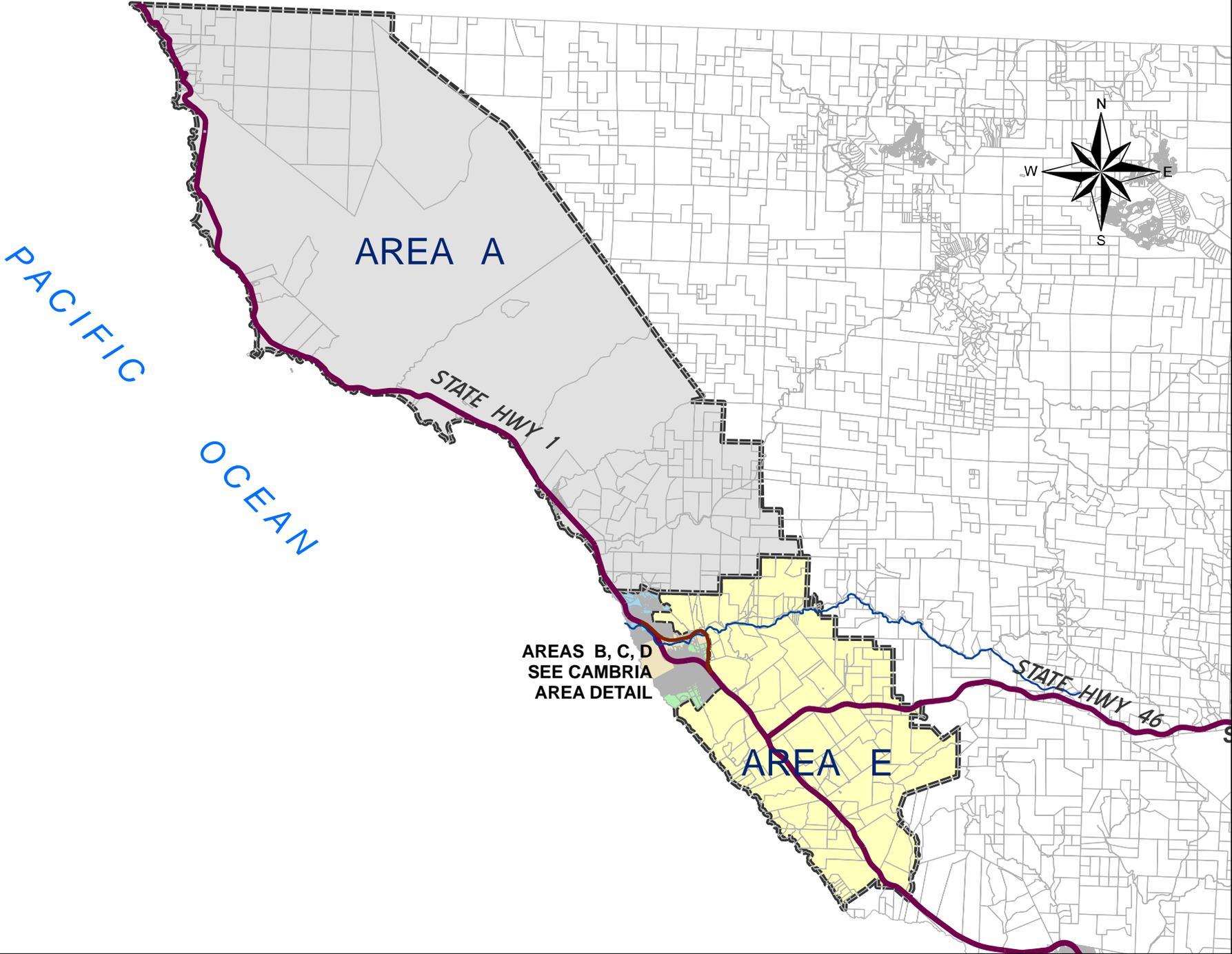
SHOPP = State Highway Operations Protection Program, Funding for Safety/Maintain

STIP = State Transportation Improvement Program, Funding for Capacity

TEA = Transportation Enhancement Activities, Federal Funding for Enhancements

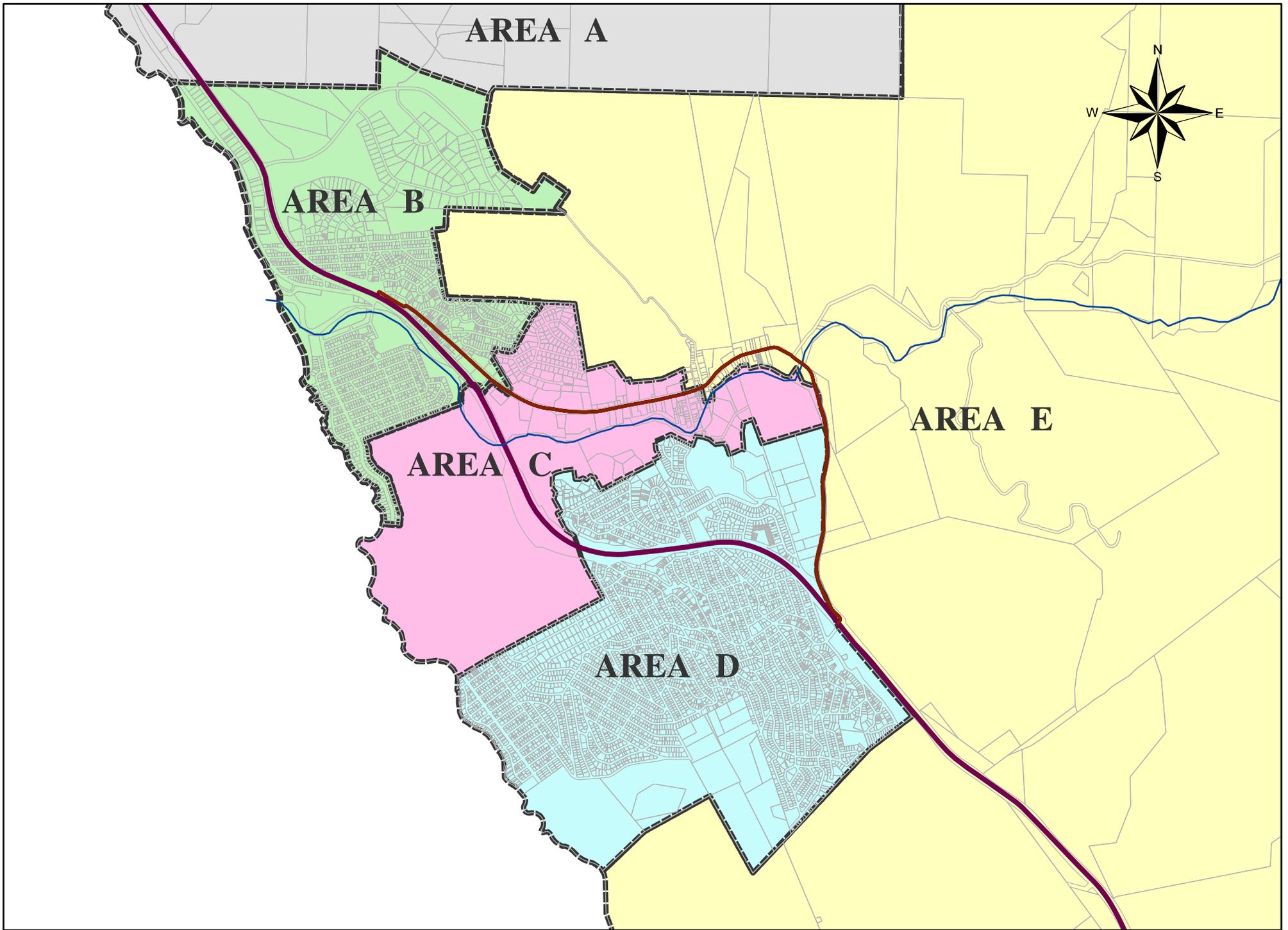
TDA = Transportation Development Act, Federal Funding for transit

MONTEREY COUNTY



AREAS B, C, D
SEE CAMBRIA
AREA DETAIL

NORTH COAST ROAD FEE AREAS



**CAMBRIA DETAIL
NORTH COAST ROAD FEE AREAS**

**North Coast Circulation Study
2012 Update
Table 11 - Capital Improvements Projects**

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

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						Existing Deficiencies	Other Sources	Through Traffic						
	Cambria Trolley			Transit Service	\$125,000		\$125,000		\$0	0			TDA	On-going
	Route 1	1.5 mile south of Harmony	0.3 miles north of Harmony	Passing Lane/Left Turn Pocket	\$3,600,000		\$2,079,513	\$0	\$100,000	2%	\$100,000		Caltrans fund left turn pocket	Done
	Parking Facility	East Village		Improved Parking Lots	\$70,000		\$70,000		\$0	0			Chevron Mitigation	Done
	Ardath Ave. / Main Street	intersection	Route 1	Traffic Signal	\$93,000		\$60,000		\$33,000	50	\$33,000		Caltrans	Done
	Main Street	intersection	Pineknolls	Traffic Signal	\$120,000				\$120,000	100	\$120,000			Done
	Main Street*	Cambria Drive	Burton Street		\$2,875,000	\$510,000	\$240,000		\$2,125,000	80	\$2,125,000	\$686,649	Roads/ USHA	Done
	Cambria Drive	intersection	Route 1	Traffic Signal and add Turn Lanes	\$714,000		\$320,000		\$394,000	60	\$102,000	\$102,000	Caltrans/ USHA	Done
TOTALS					\$15,122,000	\$510,000	\$9,354,513	\$0	\$3,837,000		\$2,480,000	\$788,649		

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

(2) Left to be Reimbursed

