

**Exhibit A  
2010 Update  
Avila Circulation Study**

On November 14, 1989 the Board of Supervisors approved the Avila Circulation Study and adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the Avila Circulation Study on December 1, 2009.

**Building Activity**

Since the last update, five residential permits were issued, four for single-family residences and one multifamily residence. The reporting period of this update is from July 1, 2009 through June 30, 2010.

**Road Improvement Fund**

During the 2008/2009 fiscal year the fund received approximately \$25,400.00 in new fees and \$2,500 in interest. At the end of the 2009/2010 fiscal year there was approximately \$382,110 in the account.

**Fee Appeals**

There were no Road Improvement Fee appeals since the last update.

**TRANSPORTATION IMPROVEMENTS**

The Avila Circulation Study contains a list of recommended improvements for several modes of transportation in the community as well as projects from the adopted Capital Improvement Program that are funded through Road Improvement Fees.

**ROADWAY WIDTHS**

The community has expressed concerns about the minimum widths of some roads in Avila Beach. The concerns are that due to the traffic and parking demands associated with the beach, narrower roads are not desirable and could create conflicts between the parking/automobile and pedestrian traffic. As such the minimum roadway travel way in the Avila Beach Community should be 12 feet per lane.

**EVENT POLICY**

The community has expressed a desire to encourage the use of shuttles and intercept parking for all special events in the Avila Valley. This is consistent with goals 2 and 3 of the Circulation Study which are;

*Goal 2: To ensure that special events in the Avila Valley provide adequate access management.*

*Goal 3: To expand the use of alternative forms of transportation in the Avila Valley*

In order to implement these goals any special event that provides a traffic control plan should look at using intercept parking lots and shuttles as part of the management plan.

**PROJECTS UNDER DEVELOPMENT**

**Installation of a Traffic Signal at Avila Beach Drive and First Street** **\$300,000**

The project will install a traffic signal, a crosswalk, and streetlights at this intersection. The number of pedestrians and bicyclists is anticipated to increase with the extension of the Bob Jones Bike Trail and the signal is needed to accommodate the crossing of this traffic by including a dedicated bicycle and pedestrian phase. With the completion of the traffic signal, the Public Works Department intends to remove the current pedestrian crossing at Avila Beach Drive and San Miguel Street since the permanent signal provides increased sight distance creating a better location for pedestrian's traffic to cross.

Currently the traffic signal is designed and ready to proceed with construction. In addition, the Parks Department is working with the adjacent property owners on coordinating the extension of the Bob Jones Trail to this location. The intent of the County is to coordinate the construction of both projects to minimize the impact to the community.

Construction is scheduled for the winter of 2011.

This is a project that is identified in the Circulation Study as payable with impact fees; however there is funding for the signal from PG&E fees that will cover most of the construction costs.

**Bob Jones Bikeway Extension** **\$375,000**

The project consists of the relocation of the entrance/exit of the Bob Jones Bikeway from its current location on San Miguel Street to a new location on First Street. This project is being developed by the County Parks Department, and will be coordinated with the installation of the traffic signal at Avila Brach Drive and First Street.

Construction is scheduled for the winter of 2011.

Funding is from Unocal Funds.

**San Luis Bay Drive and US 101 Project Study Report** **\$250,000**

The multi-year project will prepare a Project Study Report to evaluate long-term solutions to relieve projected congestion issues at the interchange and adjacent intersections at buildout. This will include a detailed analysis of the interaction of the intersection of San Luis Bay Drive and US 101 and Ontario Road. This report will also refine construction estimates and identify potential environmental and right-of-way impacts. This report is necessary in order to achieve agreement from CalTrans and other stakeholders about changes to the operation of the interchange. In the meantime the County is pursuing an Operation Feasibility Study to identify short and long term mitigation measures.

The project study report is anticipated to be started in 2010

Funding will be from the Roadway Impact Fees.

**Pedestrian Walkway - Port San Luis to Unocal Pier (Study Only)** **\$300,000**

The report will identify corridor options for the Avila to Harford Pier Path. The multi-use path would extend from First Street to Harford Pier. In addition, the project will include an analysis

of options for crossing San Luis Obispo Creek. The lead agency for this project is the County Parks Department and the available funds should bring the project to a point that it is ready for construction.

Funding for the project development is from PG&E Steam Generator Mitigation Funds.

**Study Intersection Operations at See Canyon Road \$10,000**

The community has continuing concerns with the operation of the intersection of San Luis Bay Drive and See Canyon Road/ Bellevue-Santa Fe Charter School Driveway. County Staff will be preparing a report detailing the current operation of the intersection and exploring the available options to modify the intersection.

A draft report was submitted to the AVAC Land Use Committee in September.

Funding sources are still being identified.

**ROAD IMPROVEMENT FEES**

Since the last update, the Caltrans Construction Price index has decreased by 6.8%. This decrease is due to lower than anticipated bid openings throughout the state over the summer. The lower bids appear to be related to the current economic conditions, and the costs of the labor and materials needed for constructing these projects have not decreased. This leads us to believe that the current low construction costs will not continue for the long run. The costs associated with the bond are fixed and would not be reevaluated using this method.

Staff is recommending continuing the fees at their current schedule for this year and recalculating the fee next year using new cost estimates and the Caltrans Construction Cost Index, (any change based on the index would use the baseline at the time of the 2009 update, which was 253.3 basis points).

The fees are listed in the table below.

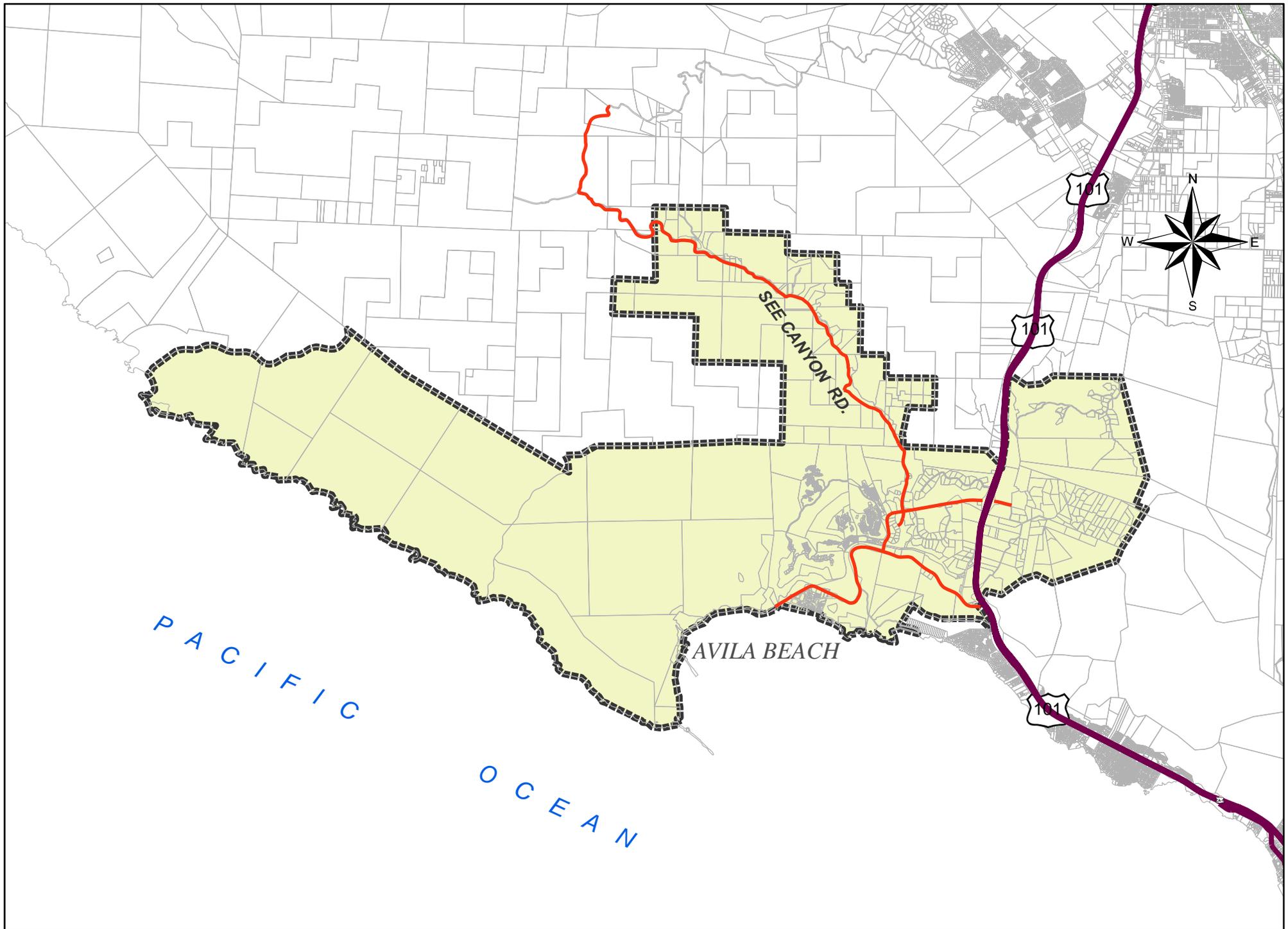
<b>Land Use</b>	<b>Fee</b>
Residential	\$4,146/pht
Retail	\$4,146/pht
Other	\$4,146/pht

**Attachments**

Figure 1 - Map of Study Area

Table A - Capital Improvement Projects Table

Table B - Road Impact Fee Fund Balance



**AVILA ROAD FEE AREA**

Avila Capital Improvement Program								
2009 Update								
Priority	Project	Cost Estimate	Less			Funding From Impact Fees	Other Funding	Expected Construction Commencement <sup>(1)</sup>
			Existing Deficiencies	Other Sources	Through Traffic			
<b>San Luis Bay Drive</b>								
	San Luis Creek Bridge Replacement	\$6,935,420		\$5,418,106		\$1,517,314	HBRR/RSHA/TEA	Complete
10	Widening for Bike Lanes	\$822,824		\$822,824		\$0	APCD (potential)	2025
2	Study Intersection Operations at See Canyon Road	\$10,000		\$10,000		\$0	To Be Determined	2010
<b>Avila Beach Drive</b>								
11	Widening for Bike Lanes	\$2,250,838		\$2,250,838		\$0	APCD (potential)	2020
9	Signal - San Miguel Street and Intersection Improvements	\$240,500				\$240,500		2025
12	Signal - San Luis Street and Intersection Improvements	\$227,500				\$227,500		2025
1	Signal - First Street and Intersection Improvements	\$260,000				\$260,000		2010
3	Pedestrian Walkway - Port San Luis to CalPoly Pier*	\$300,000		\$300,000		\$0	PG&E Steam Generator Mitigation Funds	2011
6	Construct 100 Stall Intercept Parking Lot	\$1,093,178		\$1,093,178		\$0	County Parking In-Lieu Fee Program/APCD	2020
<b>Ontario Road</b>								
	Widening for Bike Lanes	\$650,600		\$650,600		\$0	APCD (potential)	Complete
<b>State Route 101</b>								
8	Modify Avila Interchange	\$7,920,000		\$3,960,000		\$3,960,000	STIP (potential)	2020
7	San Luis Bay Drive @ SR 101 Bridge Widening	\$4,000,000		\$2,000,000		\$2,000,000	STIP (potential)	2015
4	San Luis Bay Drive Interchange Project Study Report	\$250,000				\$250,000		2012
<b>Cave Landing Bike Trails</b>								
5	Construct Trail Between Shell Beach and Avila Beach	\$379,000		\$379,000		\$0	Department of Fish and Game	2012
<b>Totals</b>		\$25,339,860		\$16,884,546	\$0	\$8,455,314		

\* Current funding should complete the final plans and environmental work. Other sources will have to be identified for construction.

Budgeted Projects Funded from Avila RIF			Total As of
			06/30/10
Project #	Description	Budgeted 2009/10	
<b>AVILA RIF - Beginning Cash Balance</b>			<b>363,321.78</b>
	<b>Fees</b>	12,000	<b>25,393.00</b>
	<b>Interest</b>	5,000	<b>2,481.90</b>
	<b>Subtotal Cash Balance</b>		<b>391,196.68</b>
	<b>Project Costs:</b>	<b>Budgeted 2009/10</b>	<b>Total Spent This Fiscal Year As of</b>
			<b>06/30/10</b>
<b>300181</b>	San Luis Bay Dr Bridge Widening	-	<b>8,368.23</b>
<b>300364</b>	San Luis Bay Dr Interchange	199,910	<b>376.99</b>
<b>245R12C123</b>	AVILA TRAFFIC STUDIES	6,000	<b>2,017</b>
	<b>Totals</b>	<b>205,910</b>	<b>10,762.06</b>
	<b>Ending Cash Balance</b>		<b>380,434.62</b>