Appendix A

Planning Area Standards – Inland Area

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A.1 Purpose and Organization

Planning area standards implement the goals and policies of this Plan. These standards are mandatory requirements that apply to new land uses and proposed development. These planning area standards are also included in Land Use Ordinance Inland Area (Title 22). They are provided in this appendix as well as Title 22 for reference. Where a conflict exists between the standards in this Chapter and Title 22, the planning area standards shall prevail.

A.2 Chapter Organization

The planning area standards are organized as follows:

- **Section A.3 Communitywide Standards.** These are standards that apply throughout the Avila URL. These are same standards included in Section 10.2, Communitywide Standards.
- **Section A.4 Combining Designation Standards.** These are standards that apply to areas with a special combining designation, such as a Sensitive Resource Area (SRA).

- **Section A.5 Land Use Category Standards.** These are standards that apply to specific land use categories and specific areas or sites within those categories.

A.3 Communitywide Standards

Purpose.

The provisions of this Section address the details of site planning, project design, and the ongoing conduct and operation of land uses. These standards are intended to ensure that all development produces an environment of stable and desirable character, and is harmonious with existing and future development, and protects the use and enjoyment of neighboring properties, consistent with the General Plan.

Applicability of Standards.

The following standards apply throughout the Avila URL to the land use categories or specific areas listed.

A. **Avila Beach Specific Plan.** The Avila Beach Specific Plan, certified by the California Coastal Commission November 15, 2000, and any amendments thereto, is hereby incorporated into this Avila Community Plan as though it were fully set forth here. Development Standards contained in the Avila Beach Specific Plan have been incorporated into the Planning Area Standards in the relevant sections below.

B. **Permit Requirement**. Unless otherwise specified in the Avila Community Plan, permit requirements are included in Table O of the within the Coastal Zone Framework for Planning.

C. **Water Authorization Required**. Submittal of a "will-serve" letter from the Avila Water District is required prior to issuance of any building permits for construction proposed to have water service.

D. **Fire Safety Clearance.** All applications for new development shall receive fire safety clearance from the applicable fire protection agency.

   1. **Setbacks for Fire Safety.** Where setbacks are required by the fire protection agency for fuel-breaks and vegetation or fuel modification, they shall be located adjacent to development and be in addition to the required setbacks for protection of the identified sensitive features.

E. **Resource Protection**

   1. **Applicability**. In the following locations or circumstances, development shall be clustered or concentrated, as described in Residential Rural standards, to protect identified sensitive features:

      i. Within a Sensitive Resource Area Combining Designation.

      ii. Adjacent to wetland vegetation, riparian vegetation, coast live oak woodland, coastal sage scrub, maritime chaparral, or other significant

stands of vegetation (whether or not identified as a Sensitive Resource Area Combining Designation).

F. **Consistency with Circulation Element.** All proposed public and private development and circulation improvements shall be consistent with Chapter 6, Circulation, of this Community Plan – including recommended roadway, pedestrian, intersection, traffic calming, bikeway, and other improvements and the circulation policies found in Chapter 2, Planning Framework, of this Plan.

G. **Tree Protection and Replacement**

1. **Tree Protection.** Development shall be designed to protect and maintain stands of native trees, or tree stands that provide valuable habitat or scenic value to the maximum extent feasible, while allowing reasonable use of the property.
2. **Native Tree Retention and Replacement.** Development shall: a) be designed to retain healthy Native trees where feasible, except where removal is appropriate for habitat restoration or enhancement; b) provide for replacement of diseased or aging Native trees at a 2:1 ratio, and replacement of healthy Native trees at a 4:1 ratio, with Native tree species approved by the County that are drought tolerant, appropriate to the climate, resistant to disease, and compatible with the character of the area.
3. **Coastal Oak Woodland Habitat Retention and Replacement.** Land divisions, Minor Use Permits and Development Plans shall: be designed to retain healthy Coastal Oak Woodland habitat where feasible, except where removal is appropriate for habitat restoration or enforcement; provide for replacement of diseased or old Coastal Oak Woodland habitat with other suitable species approved by the County that are drought tolerant, appropriate to the climate, resistant to disease, and compatible with the character of the area.

H. **Sea Level Rise and Shoreline Development**

1. New development or expansion of uses adjacent to a beach or coastal bluff are subject to the following requirements:
    i. A sea level rise analysis shall be included in the site stability evaluation report when determining the appropriate bluff and coastal setback pursuant to Section 23.04.118 of the Coastal Zone Land Use Ordinance.
    ii. The site stability evaluation shall also include an analysis of beach erosion, wave run-up, inundation and flood hazards and a slope stability analysis.
    iii. On lots with a legally established shoreline protective device, an analysis describing the condition of the existing seawall, identifying any impacts it may be having on public access and recreation, and evaluating opportunities to modify or replace the existing armoring device in a manner that would eliminate or reduce these impacts.

I. **Construction Practices.** Construction practices to protect trees shall be implemented. These construction practices are to include at a minimum:

1. **Protective Measures.** Practices to protect trees shall include but not be limited to: installing orange construction fencing around protected areas shown on the site plan; protecting tree trunks and other vegetation from construction equipment by wood fencing or other barriers or wrapping with heavy materials; disposing of waste, paints, solvents, etc. off-site by approved environmental standards and best practices; and storing equipment carefully.
2. **Stockpiling of Materials.** Materials, including debris and dirt, shall not be stockpiled within 15 feet of any tree, and shall be minimized under tree driplines. Stockpiled materials shall be removed frequently throughout construction. All stockpiled materials shall be removed before final inspection.
3. **Construction Practices.** Excavation work shall be planned to avoid root systems of all on-site trees on abutting properties. Any trenching for utilities that may occur within the dripline of trees on the project site shall be hand dug to avoid the root system of the tree.

II. **Light and Glare.** At the time of application for any land division, land use permit or coastal development permit, the applicant shall provide details on any proposed exterior lighting. Except as necessary to support agricultural operations, all lighting fixtures shall be shielded so that neither the lamp nor the related reflector interior surface is visible from adjacent properties.

III. **Site Planning – Sloping Sites.** Land use applications for new development on sites with varied terrain are to include design provisions for concentration of developments on low or moderate slopes, retaining steeper slopes visible from public roads undeveloped.

IV. **Temporary Events.** Where allowed by Section 23.08.248, temporary events are subject to the standards of this Section.

1. **Permit Requirements.** Minor Use Permit approval, except as follows.
    i. **Public Events.** No land use permit is required for:
        a. Events occurring in approved theaters, convention centers, meeting halls or other approved public assembly facilities; or
        b. Admission free events held at a public park or on other land in public ownership when conducted with the approval of the public agency having jurisdiction, provided that the event is conducted in compliance with all applicable provisions of this Title; or
    ii. **Commercial Entertainment.** Commercial outdoor entertainment activities are subject to the permit requirements and standards of Chapter 6.56 of the County Code (Temporary Commercial Outdoor Entertainment Licenses).

iii. **Parades**. Parades and other temporary events within the public right-of-way are not subject to land use permit requirements, provided that all requirements of the County Engineer and County Sheriff are met.

iv. **Temporary Camps**. Temporary camps as a principal use or accessory to another temporary event are subject to the permit requirements and other provisions of Chapter 8.64 of the County Code.

2. **Time Limit.** A temporary event shall be held in a single location for no longer than four consecutive days or two successive weekends, except where a different time limit is established by other applicable provisions of the County Code or through Minor Use Permit approval.

   i. Start and end times for temporary events should occur outside of the peak hour, based on traffic flow along Avila Beach Drive west of San Luis Bay Drive. During the summer peak season, events with 2,000 attendees or more should be scheduled to not coincide with peak operations.

3. **Location.** The site of any temporary event other than public events and parades shall be located no closer than 1,000 feet to any Residential Single-Family land use category.

4. **Site Design Standards.** All temporary events are subject to the following standards, regardless of whether a land use permit is required, except where alternative standards are established by Chapter 6.56 or 8.64 of the County Code.

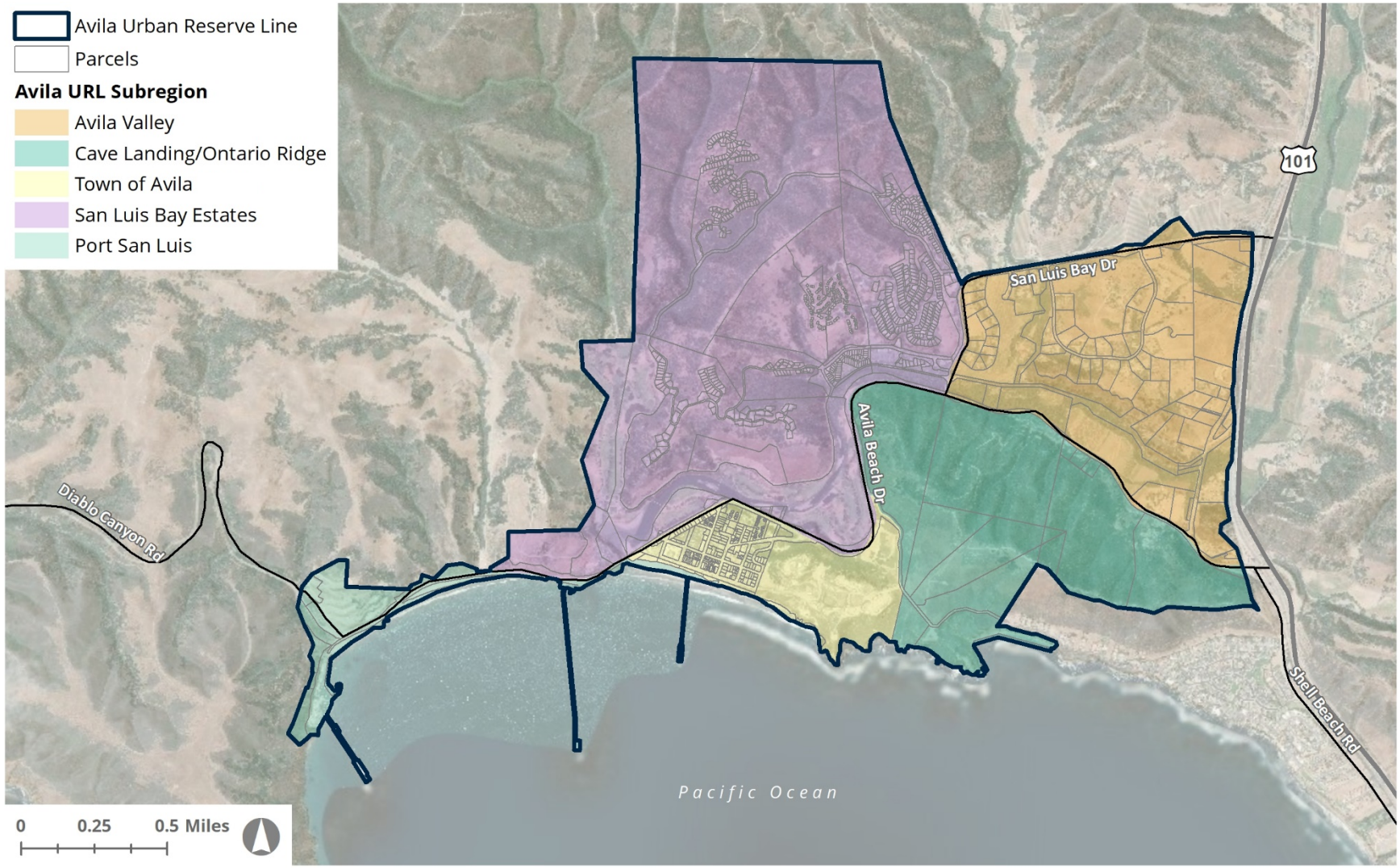
   i. **Access.** Outdoor temporary events shall be provided a minimum of two unobstructed access points, each a minimum of 18 feet wide, from the event site to a publicly maintained road.

   ii. **Parking.** Off-street parking shall be provided for private events as follows with such parking consisting at minimum of an open area with a slope of 10 percent or less, at a ratio of 400 square feet per car, on a lot free of combustible material.

      - Free on-site parking shall be provided during special events.
      - **Satellite Parking Lot and Shuttle.** Applicants shall provide a shuttle for attendees for community events which are both over 1,000 attendees and which are scheduled at any time to overlap with peak weekend hours from 11:00 AM – 1:00 PM and 4:00 PM – 6:00 PM, during the months of April through September. Applicants shall provide County staff details on alternative lot location and shuttle route. Satellite parking lots must be provided which are located outside of the Avila URL.
      - **Seated Spectator Events.** One parking space for each 12 square feet of seating area.
      - **Exhibit Event.** One parking space for each 75 square feet of exhibit area.

5. **Signage.** Event organizers shall obtain an encroachment permit for "Event Parking" directional signage and provide a 200-foot-long temporary right turn lane along Avila Beach Drive at the First Street entrance to improve operational flow along the roadway. Site circulation and queuing at the event entrance (First Street access) can also be improved by having two entry lanes into the Avila Beach Golf Course for event parking.
    i. Temporary or permanent changeable message signs should be installed on Avila Beach Drive and San Luis Bay Drive, prior to their intersection. The changeable message signs will direct people to utilize the satellite parking lots when there is a special event and/or when public parking is at capacity. These parking lots could be made more attractive by adding retail opportunities, such as food trucks, subsidized parking costs, bike rentals, etc.
6. **Fire Protection.** Facilities shall be provided as required by the County Fire Department.
7. **Water Supply and Sanitation.** Facilities shall be provided as required by the County Health Department.
8. **Guarantee of Site Restoration.** A bond or cash deposit may be required for approval of a temporary event to guarantee site restoration after use, and operation in compliance with the standards of this Plan. The guarantee shall cover both operation and restoration, and is subject to the provisions of Section 22.02.060 (Guarantees of Performance).

Figure A-1 Avila URL Subregions



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
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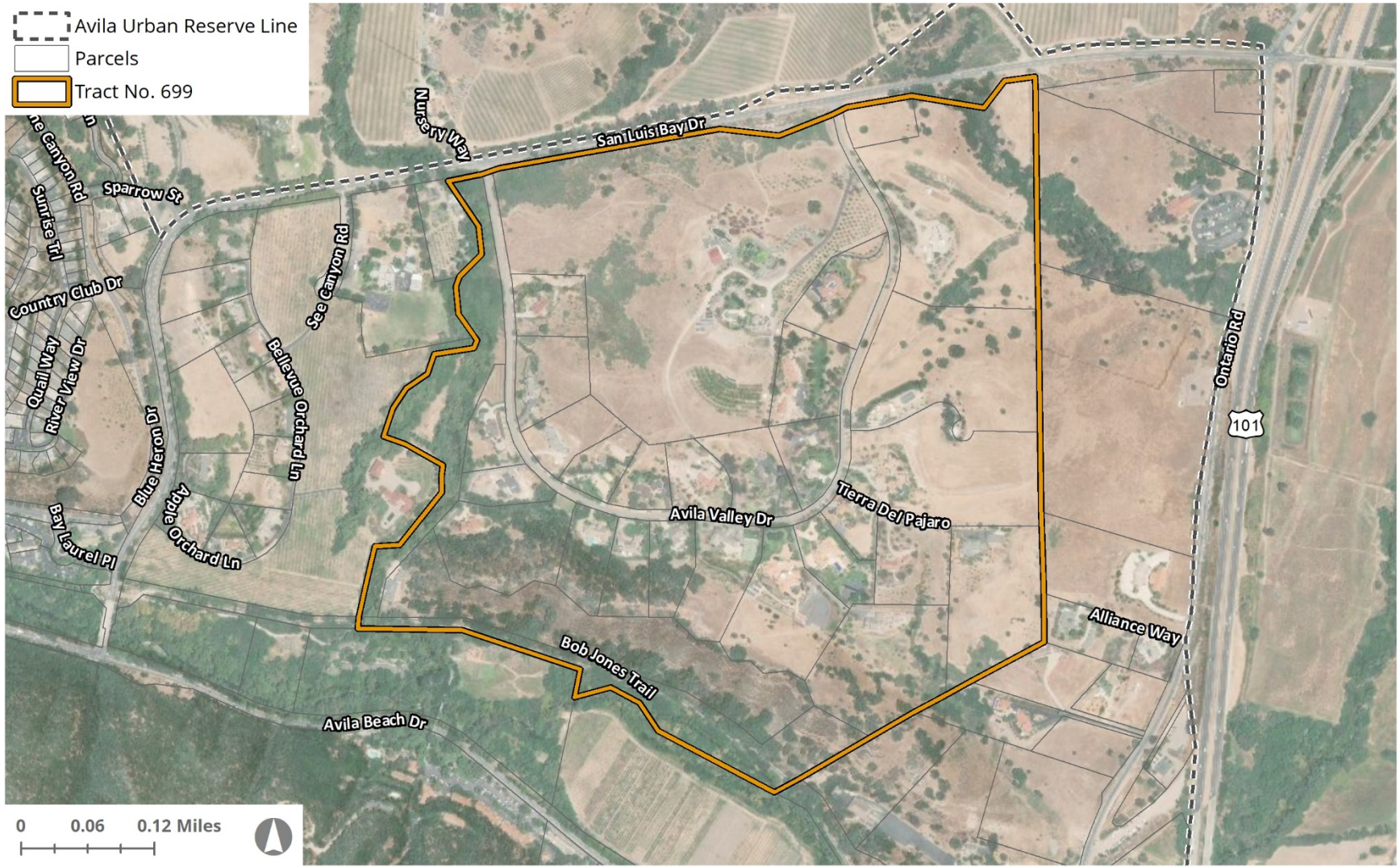
Figure A-2 Tract No. 699



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

Applicability of Standards

The following standards apply throughout various subareas of the Avila URL. Figure A-1 below shows the subareas of Avila URL.

Avila Valley. The Avila Valley area is defined in (see Figure A-1).

A. **Tract 699.** The following standards apply to Tract 699 (see Figure A-2).

B. **Offer of Dedication.** Lot 31 of Tract 699 along San Miguelito Creek has been offered for dedication to the County for future recreational and open space purposes. Until such time as the offer of dedication is accepted by the County, private use of this area shall not hinder or preclude potential future public recreational and open space use and shall not disturb riparian vegetation.

C. **Density Limitation - Land Divisions.** Net density for Lot 28, including any open space lot subsequently created, is not to exceed one dwelling unit per 3.3 acres, consistent with sewage disposal requirements. Lot 31, the area offered for dedication to the County for open space and recreation purposes, shall have no dwelling unit entitlement. No other lots within Tract 699 shall be re-subdivided or split into lots of lesser size than the original lot.

D. **Location Requirements.** Development of Lot 28 shall be primarily located east of a line extending along the north-south ridge running through the property, with landscape screening where needed, so that development is generally out of view of San Luis Bay Drive. A maximum of three dwelling units may be located west of the north-south ridge, subject to the following criteria.

    1. Development shall be partially screened from San Luis Bay Drive with landscaping conforming to the character of the natural landscape of the surrounding area.

    2. As part of the required Conditional Use Permit application, a visual analysis shall be prepared by a consultant approved by the Environmental Coordinator that analyzes three-dimensional building envelopes for dwellings and accessory structures. A conceptual grading analysis shall also be prepared. The conceptual grading analysis and visual analysis shall demonstrate that the following criteria are met.

    3. All structures shall be located so that they do not extend above the horizon line of the ridgeline as viewed from San Luis Bay Drive.

E. Grading shall be minimized and retaining walls greater than three feet in height and all graded slopes shall not be visible from San Luis Bay Drive.

F. Setbacks from San Luis Bay Drive shall be maximized, but in no case shall structures be closer than 50 feet from San Luis Bay Drive.

G. Permit Requirement. Minor Use Permit approval is required for all uses except accessory dwelling units prior to any grading or construction, to ensure compliance

with the objectives and requirements of the approved Conditional Use Permit. Minor Use Permits are subject to the following criteria.

H. Plans shall be approved by the Architectural and Planning Board for Avila Valley Estates prior to submittal to the Department.

I. Buildings shall be placed within required building site envelopes unless an exception is approved through the required Minor Use Permit approval process.

J. Plans shall include grading plans which shall minimize grading and prohibit alteration of established drainage patterns.

K. Structures are limited to a single story unless proposals for taller structures will not appreciably increase obstruction of views and reduction of scenic values. Multi-level structures may be appropriate to reduce grading on sloping sites.

L. Design and landscaping shall harmonize with the natural landscape. Accessory uses, structures, and activities which conflict with natural aesthetic values shall be prohibited.

M. Plans shall include septic systems approved by the County Public Works and Health Departments. Engineered specialized septic systems shall be used unless conventional systems meet the conditions of tract map approval.

N. **Circulation and Access.** Development on Lot 28 which generates additional traffic shall contribute a proportional share of fees and/or improvements to mitigate cumulative traffic impacts (as determined by a comprehensive traffic study prepared by the applicant or made available by others during the environmental review for the required Conditional Use Permit or subdivision application) on Avila Road and San Luis Bay Drive, if necessary. Traffic mitigation fees shall be required either as part of discretionary approvals or upon adoption of an ordinance establishing traffic mitigation fees. Access for development on Lot 28 shall be provided by no more than two road connections to San Luis Bay Drive. The road connections shall be aligned with existing intersections where feasible and shall maximize sight distances.

O. **Mitigation of Land Use Conflicts.** In order to mitigate potential land use conflicts between agricultural activities, the adjacent elementary school and proposed residential development, the required Conditional Use Permit for development on Lot 28 of Tract 699 shall address animal keeping, crop production and grazing and animal facilities uses. The criteria in the following items (a) through (d) shall be incorporated into the project design and/or conditions of approval of the Conditional Use Permit. Item (e) shall be addressed during the environmental review for the Conditional Use Permit.

P. A buffer area and fencing between agricultural uses and the elementary school shall be established as approved by the Director, the Agricultural Commissioner, and the San Luis Coastal Unified School District.

Q. Animal densities shall be determined and barns, stables and animal enclosures shall be located away from the elementary school to minimize health, safety and nuisance

impacts, in a manner approved by the Director in consultation with the County Environmental Health Division, and the San Luis Coastal Unified School District.

R. Agricultural practices will be governed by the Agricultural Commissioner's Office to ensure compliance with all applicable regulations and requirements regarding the use of restricted pesticides. Restricted pesticides shall only be used in accordance with a current restricted materials permit issued by the County Agricultural Commissioner.

S. Agricultural practices shall comply with all applicable requirements of the Water Quality Control Plan, Central Coast Basin regarding limiting water quality impacts to San Miguelito/San Luis Obispo Creek.

T. During environmental review, a plan shall be submitted by the applicant incorporating measures for minimizing potential impacts of nonrestricted pesticide use on the elementary school and proposed residential development. The plan shall be reviewed in consultation with the San Luis Coastal Unified School District and the County Agricultural Commissioner.

Town of Avila. The Town of Avila area is defined in Figure A-1.

A. **Streets and Circulation**

1. **Areawide Systems – Development Plan Projects.** Development Plan proposals shall be integrated into areawide circulation and utility easements, providing for future extensions where known areawide rights-of-way are planned.

2. **Driveways – New Land Divisions.** New land divisions shall include, where possible, design provisions for combining driveways and private access roads serving proposed parcels wherever terrain and adequate site distance on the public road allow.

3. **Pedestrian and Bikeways – New Land Divisions.** Provide for safe and site-sensitive pedestrian and bike circulation facilities in the design of roads for new subdivisions where feasible.

4. **Road Design and Construction– New Land Divisions.** Road alignments proposed in new land division applications shall be designed and constructed to minimize terrain disturbance consistent with safety and construction standards. Altered slopes shall be replanted with indigenous plants or protected by other appropriate erosion control measures.

5. **Curb, Gutter, and Sidewalk Improvement Requirements.** Land use applications shall follow the requirements and exemptions for installation of curb, gutter, and sidewalk improvements specified in Section 23.05.106 of the Coastal Zone Land Use Ordinance.

B. **Public Street and Access Connections.** The following standards apply to land divisions, and Minor Use Permits, and Development Plans for development of more than one dwelling unit.

1. **Public Access.** Except where infeasible, dedicate and improve public right-of-way easements for vehicular, bicycle, and pedestrian, and connections to surrounding areas where they: provide efficient and convenient links to adjacent neighborhoods, nearby recreational areas, and other nearby activity centers; are shown on the Circulation Element map; or are needed for adjacent emergency access.
2. **Street Extensions.** Where feasible and where no adverse impacts to environmentally sensitive areas will occur, dedicate and improve public right-of-way easements for streets in order to provide access to adjacent parcels and create an interconnected circulation system.
3. **Street Drainage.** The drainage should continue to be designed for paved areas to be designated for pedestrians, without curbs and gutters usually associated with streets. Area drains, swales, or trend drains should be utilized to accomplish this purpose. Drains would be selected to be consistent with the overall street furniture palette for Avila.

C. **Trees.** Planting of trees in the streetscape is required for all new land divisions and all construction of new dwellings and new non-residential development. Trees shall meet the following requirements;.

1. **Street Trees.** Street trees in the Town of Avila should be Washingtonia hybrid palm trees, which are cross-bred between California Fan Palms (Washingtonia filifera) and Mexican Fan Palms (Washingtonia robusta). These hybrid trees are more disease resistant than the California Fan Palm in the humid coastal environment, but will be less tall and skinny than the Mexican Fan Palm. The trees would be located primarily on the business side of the street, with some additional trees on the side streets into Front Street and to frame the views of the ocean.

D. **Street Lighting**. Street lights shall continue to be installed at a 50-foot spacing in a line with the palms and benches

E. **Street Furniture.** Street lights and benches should continue to be installed at appropriate locations along passageways, such as the edges of terraces and in front of existing businesses.

Port San Luis. The Port San Luis area is defined in Figure A-1.

A. **Permit Requirements – Port Facilities.** New development, including alterations to port facilities (other than those approved by coastal commission permits or on-going maintenance) shall require a Minor Use Permit, unless Development Plan approval is otherwise required by the Coastal Zone Land Use Ordinance.

B. **Port San Luis Harbor District Port Master Plan.** Permit approval of facilities under jurisdiction of the Port San Luis Harbor District may be granted only where consistent with the policies of the Harbor Port Master Plan, Appendix J of the Port Master Plan,

the Local Coastal Program, the Coastal Act where applicable, and upon prior approval from the Harbor District.

C. **Shoreline Access Improvements - Port San Luis.** New development shall be required to provide and improve public access, as appropriate, along Port San Luis Harbor. Improvements for public access may include: stairway, boat-launching facility for non-hoist vessels, restrooms, trash receptacles and signs.

San Luis Bay Estates. The San Luis Bay Estates area is defined in Figure A-1. The approved Master Conditional Use Permit / Development Plan ("Master Development Plan") for San Luis Bay Estates, as amended by the Local Coastal Program Land Use Plan and as it may be amended in the future by the Commission or Board is hereby incorporated into this Community Plan as though it were fully set forth here. All development within the Master Development Plan area shall comply with the adopted Master Development Plan, as amended by the Local Coastal Program Land Use Plan. In the event any conflict between the provisions of this Community Plan and the Master Development Plan, the Master Development Plan shall take precedence. Any deviation of existing or proposed development from the provisions of the Master Development Plan shall occur only after appropriate amendment of the Master Development Plan. All references in the Master Development Plan to Site Plan Review approval shall be construed as Minor Use Permit approval in compliance with Section 22.62.050.

The following standards apply only to the San Luis Bay Estates (see Figure A-1), to the specific areas listed.

A. **Permit Requirement - Master Plan**. An amendment to the approved Master Development Plan is required for development changing the development standards and land uses in the existing Master Plan. Any changes to the Master Development Plan is to include the following:

1. The location of the proposed uses, solid and liquid waste disposal facilities; height, bulk and setback limits for such buildings and facilities, including the location of areas such as flood plains and excessively steep or unstable terrain where no building is to occur.
2. The location and extent of existing and proposed streets and roads, proposed widths and standards for construction and maintenance, and the location and standards of construction, maintenance and use of all other transportation facilities, public or private.
3. Standards for population and building density including lot size, construction types, and provisions for water supply, sewage disposal, storm drainage and solid waste disposal.
4. Standards for conservation, development, and utilization of natural resources, including underground and surface waters, vegetation and soils, creeks and streams, fish and wildlife resources. Such standards should include measures for flood control, prevention and control of surface water pollution, land use

regulation in stream channels and other areas which may have a significant effect on fish, wildlife and other natural resources of the area, control of soil erosion caused by construction, and the protection of watershed areas.

5. The location of areas of greatest biological significance shall be identified by a qualified biologist. Uses proposed in the master plan shall be sited consistent with protection of such identified habitat areas.
6. All public agencies carrying out or supporting activities outside the Coastal Zone in the Avila area that could have a direct impact on the resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that Coastal Act policies are achieved.
7. At such time that the county adopts a Planned Unit Development ordinance, new residential clusters located within the coastal zone shall be developed to those specifications. In the interim, the cluster division provisions in the Coastal Zone Land Use Ordinance shall be used.
    a. **Density Limitation.** New residential uses shall be within the range of the Residential Suburban land use category, not to exceed one dwelling unit per acre, not including Accessory Dwelling Units, and shall not impact open space requirements from the existing development.
        i. **Lot Sales.** All sales programs shall be administered from the project sales office in the commercial village.
        ii. **Open Space Preservation.** Guarantees of open space preservation shall be in the form of agreements, easements, contracts or other appropriate instrument.
        iii. **Site Planning**. New development is to utilize the cluster division provisions of Section 23.04.021 of the Coastal Zone Land Use Ordinance and Inland Land Use Ordinance (Section 23.04.021).

1. **Limitation on Use.** Land uses shall be limited to the following: accessory storage; bars and night clubs; caretaker residence; convenience and liquor stores; grocery stores; hotels and motels; indoor amusements and recreation; outdoor sports and recreation; pipelines and transmission lines; public safety facilities; restaurants; rural recreation and camping; temporary events and energy-generating facilities (limited to renewable energy facilities).
2. **Floodplains.** Floodplain areas containing natural habitats shall be preserved in their natural state.
3. **Trails.** Any new residential or commercial development shall provide connections to the existing public trail adjacent to San Luis Obispo Creek connecting the Avila Valley and Avila Beach recreation areas

Avila Beach Drive. The following standards apply to the area bounded by San Luis Obispo Creek on the north, San Luis Bay Drive on the west, Ontario Road on the east and Avila Beach Drive on the south, except for the area shown in Figure A-1.

A. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element/Local Coastal Plan as "A", "S" or "P" uses are limited to those uses allowed in the Open Space land use category with the addition of uses contained in the definition of outdoor sports and recreation.

B. **Permit Requirements.** Conditional Use Permit approval is required for all uses.

C. **Flood Protection.** Structural uses shall be protected from flooding or clustered on contiguous parcels under the same ownership.

D. **Intersection of Ontario Road and Avila Beach Drive.** The following standards apply to the area at the intersection of Ontario Road and Avila Beach Drive shown in (see Figure A-2).

1. **Limitation on Use.** Land uses shall be limited to those identified by Section 22.06.030 as allowable, permitted, or conditional uses in the Open Space land use category, with the addition of: libraries and museums, outdoor sports and recreation, restaurants, grocery stores, and roadside stands.

2. **Permit Requirements**. Minor Use Permit approval is required for all new uses proposed in existing structures except for accessory dwelling units. Conditional Use Permit approval is required for all new uses that propose any additional structures. Land use permit applications shall include a review of potential traffic impacts to Avila Beach Drive and the intersection of Avila Beach Drive and Ontario Road.

3. **Development Standards for Oak Woodland Preservation Areas.** In the oak woodland areas on the south side of Avila Beach Drive between San Miguel and San Luis Streets and on the vacant lot on San Rafael Street, the following development standards shall be met to preserve the natural setting and entry into Avila.

i. New construction in this area shall not result in the removal of any native tree with a diameter at breast height (DBH) greater than six inches, that is one of a group of trees that form a continuous, uninterrupted canopy, except in such circumstances as described in D.3.ii, below,

ii. New construction must be setback by a minimum of five feet from the dripline of any native tree to be preserved, and

iii. No grading or construction activities may occur within the area defined by the dripline of any native tree to be preserved.

iv. If retention of trees in accordance with D.3.i, above, would result in a significant reduction in the development potential of a parcel, removal of a limited number of native trees may be permitted if it would not reduce the area of the canopy by more than 15 percent or significantly reduce the

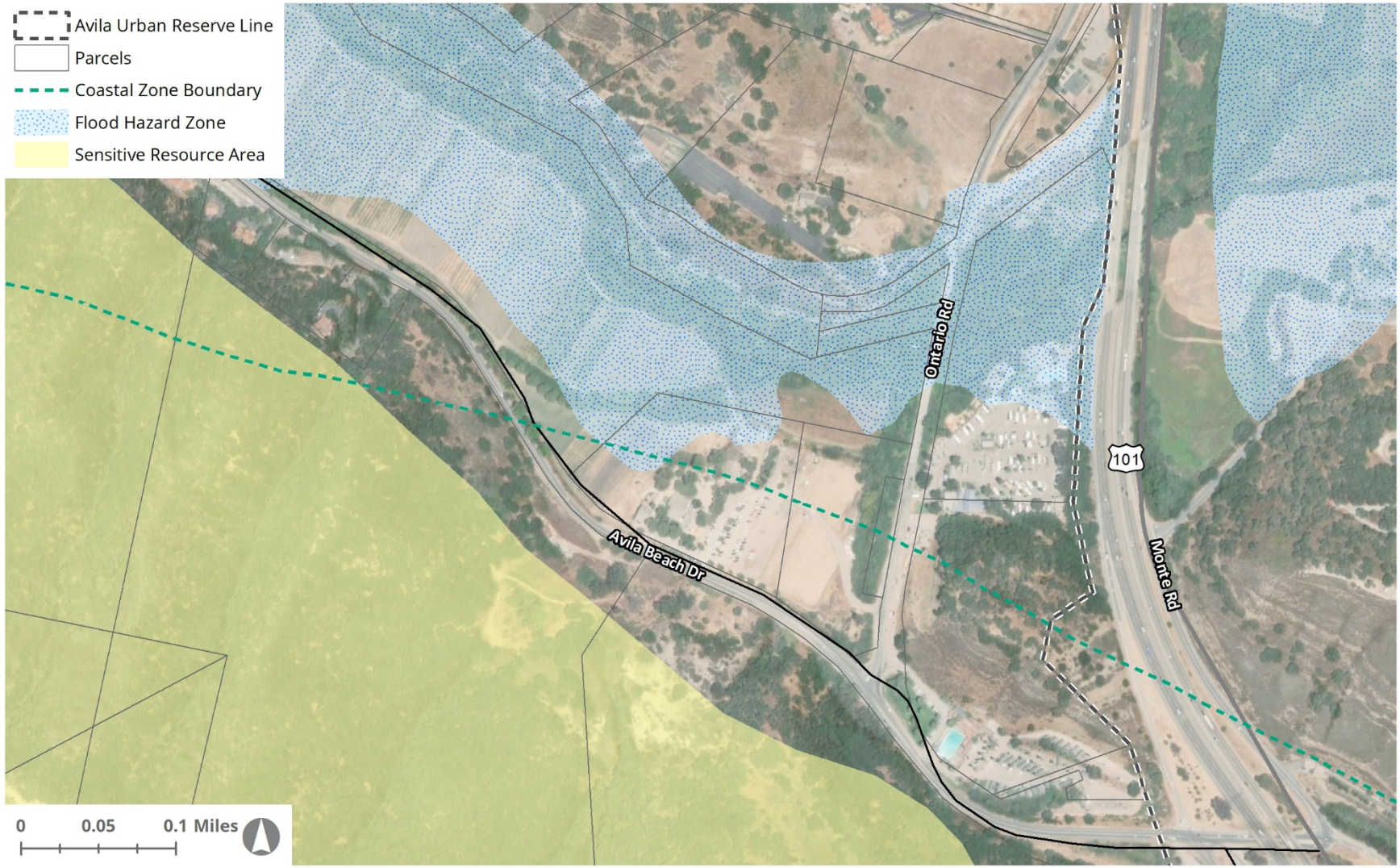
effectiveness of the canopy in screening development from public view. All such trees removed shall be replaced at the rate of four trees for every tree removed, and shall be located so they will become, at maturity, part of the continuous, interrupted tree canopy.

v. The wooded hillsides along Avila Beach Drive west of San Luis Street, which create an oak-lined corridor along the south edge of Avila Beach Drive (see Figure A-3);

4. **Visual Resources.** The parcel located on the curve of San Rafael Street, containing a stand of coast live oak trees (see Figure A-3). If applicable, building sites shall not be located on slopes or ridgetops so that structures are silhouetted against the sky as viewed from public roads, public beaches, or the ocean.

   i. **Site Design Criteria.** Commercial development (existing and proposed structures) shall be limited to a total of 6,000 square feet. All development shall be located at least 100 feet from the upland extent of riparian vegetation. All structures shall be located outside of the Flood Hazard Combining Designation.

Figure A-3 Intersection of Ontario Road and Avila Beach Drive



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

Figure A-4 Avila Beach Drive Open Space Preservation

Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

A.4 Combining Designation Standards

These are standards that apply to areas with a special combining designation, such as a Sensitive Resource Area (SRA). Designation of properties in the Sensitive Resource combining designation does not in and of itself convey or imply any right of public use, access, trespass or violation of privacy. Descriptions of combining designations are provided in Chapter 5, Environmental Resources.

1. **Sensitive Resource Areas (SRA)**
    a. Proposed projects shall be planned in compliance with the Sensitive Resource Areas combining designation standards of Section 22.14.110.
2. **Historic (H)**
    a. Proposed projects shall be planned in compliance with the Historic combining designation standards of Section 22.14. 080.
3. **Energy Extractive Area (EX)**
    a. Proposed projects shall be planned in compliance with the Energy Extractive Area combining designation standards of Section 22.14.040.
4. **Geologic Sensitive Area (GSA)**
    a. Proposed projects shall be planned in compliance with the Geologic Sensitive Areas combining designation standards of Section 22.14.070.
5. **Flood Hazard Areas (FH)**
    a. Proposed projects shall be planned in compliance with the Flood Hazard Areas combining designation standards of Section 22.14.060.
    b. **Channel Maintenance Programs.** The County Flood Control District should undertake channel maintenance programs for San Luis Obispo and See Canyon Creeks. These drainage courses should be maintained in their natural state and native vegetation and habitats retained. Maintenance should include only that which is required to ensure continued channel capacity.

A.5 Land Use Category Standards

These are standards that apply to specific land use categories (i.e., zoning) and specific areas or sites within those categories.

Purpose.

This section establishes supplementary standards for certain land uses that may affect adjacent properties, the neighborhood, or the community even if all other Planning Area Standards of this Plan are met. It is the intent of this Section to establish appropriate standards for the location, design, and operation of special uses and, where necessary,

permit requirements, to avoid their creating unanticipated problems or hazards, and to ensure these uses will be consistent with the Avila Community Plan.

Applicability of Standards for Special Uses.

The standards provided by this Section are related to the special characteristics of the uses discussed and unless otherwise noted, apply to developments in addition to all other applicable standards of this Plan. Any land use subject to this Section shall comply with the provisions of this Section for the duration of the use.

Agriculture (AG). The following standards apply only to lands within the Agriculture land use category in the specified areas.

A. **Minimum Parcel Size – Diablo Coastal Terrace.** The minimum parcel size for new land divisions is 80 acres unless the Coastal Zone Land Use Ordinance would require a larger parcel size. The agricultural parcels owned by Pacific Gas and Electric shall remain in a consolidated holding to maintain the low population zone surrounding the Diablo Canyon Nuclear Power Plant.

B. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

Commercial Retail (CR). The following standards apply only to lands within the Commercial Retail land use category in the specified areas.

A. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

B. **Avila Valley.** The following standards apply only to Avila Valley (see Figure A-1) to the specific areas listed.

    1. **Limitation on Use.** Land uses shall be limited to highway and tourist oriented uses and energy-generating facilities (limited to accessory renewable energy facilities).

    2. **Permit Requirement.** Conditional Use Permit approval is required for all uses.

    3. **Access - Commercial site at San Luis Bay Drive and Highway 101.** Primary access to the commercial site shall be from San Luis Bay Drive.

C. **San Luis Bay Estates.** The following standards apply within the San Luis Bay Estates Commercial Retail land use category.

    1. **Limitation on Use.** Land uses in the commercial village shall be limited to bars and night clubs, convenience and liquor stores, financial services, general retail, grocery stores, health care services, offices, personal services, public assembly and entertainment, restaurants and energy-generating facilities (limited to renewable energy facilities).

    2. **Permit Requirement.** Conditional Use Permit approval is required for the commercial "village."

3. **Location Criteria - Commercial Uses.** Commercial uses shall be located north of the main access road, west of San Luis Bay Drive.

Open Space (OS). The following standards apply within the Open Space land use category in the specified areas.

A. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

B. Where feasible, open space areas or parcels shall consist of larger, contiguous areas rather than smaller, disconnected pockets of open space. Where feasible, in order to protect biological resources and wildlife migration corridors, open space areas or parcels shall protect adjacent open spaces areas.

C. **Riparian Vegetation.** Riparian vegetation shall be retained along creekways.

D. **San Luis Bay Estates.** The following standards apply within the San Luis Bay Estates Open Space land use category:

1. **Density Calculations.** Within the San Luis Bay Estates Open Space land use category, the parcel lying southerly of Avila Road shall be included in overall project density calculations to determine the required open space acreage for the entire project under the cluster division provisions of this Title.

Recreation (REC). The following standards apply only to lands within the Recreation land use category.

A. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

B. The land located between San Luis Bay Drive on the west Ontario Road on the east and between San Luis Obispo Creek on the north and Avila Beach Drive to the south (see Figure A-4) is limited to those uses allowed in the Open Space land use category with the addition of uses contained in the definition of outdoor sports and recreation.

C. The land located at the intersection of Avila Beach Drive and Ontario Road, shown in Figure A-4, are limited to those uses allowed in the Open Space land use category with the addition of: Libraries and Museums, Outdoor Sports and Recreation, Eating and Drinking Places, Food and Beverage Retail Sales, and Roadside Stands.

D. **Floodplains.** Existing natural floodplain areas shall be preserved in their natural state.

E. **Location Criteria.** Active recreation uses shall be confined to the area of the existing 18-hole golf course, tennis facilities and hotel.

F. **RV Park Expansion.** The existing camper park south of San Luis Obispo Creek is not to be expanded into the creek floodplain.

G. **Sycamore Hot Springs - Development Standards.** Expansion of existing facilities is to occur in accordance with the approved Development Plan, with no development north of Avila Beach Drive.

Figure A-5 Ontario Ridge Open Space Preservation

Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

Rural Lands (RL)

A. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

B. **Irish Hills.** The following standard applies only to Rural Lands land use category in the Irish Hills.

   1. **Limitation on Use.** Land uses within the Irish Hills shall be limited to the following, in compliance with the land use permit requirements of Section 22.06.030: ag accessory structures; animal facilities; cannabis cultivation; cannabis dispensaries; cannabis nurseries; cannabis processing facilities; cannabis transport facilities; crop production and grazing; nursery specialties; energy-generating facilities; (limited to renewable energy facilities); communications facilities; animal keeping; residential accessory uses; single-family dwellings; mobile homes; temporary dwellings; roadside stands; outdoor retail sales; accessory storage; pipelines and transmission lines.

Residential Multi-Family (RMF)

A. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

   1. **Building Intensity.** 8 dwelling units per acre for mobile home parks.

B. **Density.** Maximum density shall be 15 units per acre, unless the following conditions are met, in which case the maximum density shall be 38 units per acre.

   1. The bulk, massing, and design character of the project would be consistent with that of the surrounding adjacent parcels, and

   2. All other design guidelines and standard applicable to RMF development are met.

C. These determinations will be made by the Planning Commission through the Development Plan review Process.

   1. **Prohibition on Single-Family Dwellings.** Single-family dwellings are prohibited in the RMF land use category. If multi-family development is infeasible due to the size of the lot, parking requirements may be waived.

   2. **Setbacks.** To achieve conformance with existing development patterns, front setback requirements shall be consistent with adjacent parcels.

Residential Rural (RR)

A. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

B. **Land Divisions.** The maximum number of parcels shall be one parcel per five acres of gross site area.

C. **Clustered Development.** Minimize site disturbance and concentrate or cluster development in accordance with Section 22.22.140. This is intended to protect riparian and wetland habitat; rare, endangered, or threatened species; and other sensitive features described in Section 22.22.140.

D. **Setbacks.** New development shall be set back at least 100 feet from the following sensitive features: wetland vegetation, the upland extent of riparian vegetation, and areas of habitat that support rare, endangered, or threatened species.

Residential Suburban. The following standards apply only to lands within the Residential Suburban land use category.

A. **Allowable Uses.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22).

B. **San Luis Bay Estates.** The following standards apply only to San Luis Bay Estates Residential Suburban land use category, to the specific areas listed.

C. **Permit Requirement.** After adoption of the project master plan, Development Plan approval is required for each proposed residential cluster. The Development Plan shall reflect areas designated as biologically significant by a qualified biologist. Application materials submitted are to include details of sitting, grading, structure locations, circulation within the cluster and connection to the overall circulation system.

D. **Limitation on Use.** Land uses within the residential clusters shall be limited to: home occupations; residential accessory uses; single-family dwellings; temporary dwellings; public safety facilities; public utility facilities; pipelines and transmission lines and storage accessory, and energy-generating facilities (limited to renewable energy facilities). The range of uses allowed shall be further refined through preparation of the project Master Use Permit, so that uses will be compatible with the character of each cluster.

E. **Permit Requirement.** Conditional Use Permit approval is required for each proposed residential cluster. Application materials submitted shall include details of siting, grading, structure locations, circulation within the cluster and connection to the overall circulation system, in addition to items required in the Master Use Permit.

F. **Site Area.** Where dwellings shall be built as multi-family units, the minimum area of buildable lots may be as small as 2,500 square feet.

G. **Recreational Facilities.** Residential clusters may include incidental neighborhood recreational facilities.

1. **Avila Valley.** The following standards apply only to Avila Valley Residential Suburban land use category, to the specific areas listed.

a. **Limitation on Use.** Land uses within the residential clusters shall be limited to: home occupations; residential accessory uses; single-family dwellings; temporary dwellings; public safety facilities; public utility facilities; pipelines

and transmission lines and storage accessory, and energy-generating facilities (limited to renewable energy facilities only). The range of uses allowed shall be further refined through preparation of the project Master Use Permit, so that uses will be compatible with the character of each cluster.

b. **Permit Requirement.** Conditional Use Permit approval is required for all uses (except accessory dwelling units) prior to approval of a Tentative Map for land division. Preservation of existing views and scenic values are factors to be considered in the Review of the Conditional Use Permit.

c. **Application Content.** Conditional Use Permit applications shall include sufficient information to determine the proper method of sewage treatment and disposal based on site characteristics.

d. **Site Planning.** Proposed projects shall be planned in compliance with the cluster division provisions of Section 22.22.140. The minimum size for new parcels is 10,000 square feet, or as otherwise required by the method of sewage disposal to be used. Density credits will be given for open space and hazard lands, except for land within actual flood channels.

Appendix B

Residential Vacation Rental Ordinance

Appendix B Residential Vacation Rental

A. **Residential Vacation Rentals**. The intent of the following measures is to ensure that vacation rental activity respects community, preserves housing stock, and minimizes negative impacts, while recognizing that there is a role for vacation rentals in the community of Avila.

   a. **Density Control.** There shall be a minimum of 9 lots between vacation rental properties, including the other side of the street and to the rear of the proposed residential vacation rental, or a minimum of a 200-foot-radius between properties, whichever is greater.

   b. **Cap on Total Number Allowed.** A maximum of one vacation rental per every 50 single-family residences.

   c. **Zoning Requirements.** Residential vacation rentals are not allowed in multi-family dwellings or mobile home parks.

   d. **Permitting Requirements.**

      i. **Minor Use Permit.** A Minor Use Permit will continue to be required for proposed residential vacation rentals in Avila.

      ii. **Temporary Events**. Temporary events are not allowed on any site containing a residential vacation rental unless they are authorized under Section 22.30.610 (Temporary Events). Vacation rentals holding temporary events as of the effective date (EFFECTIVE DATE) of this section shall be subject to the standards of this section, and owners of such venues shall request the required land use permits within six months of the effective date specified above. If the required land use permit has not been requested within the time frames set forth in this section, the penalties of Chapter 22.74 (Enforcement) of this Title shall apply.

      iii. **Maximum Overnight Occupancy**. Maximum overnight occupancy for residential vacation rentals shall not exceed the number of occupants that can be accommodated consistent with the on-site parking set forth in subsection d.iv.1 hereof, and shall not exceed two persons per bedroom plus two additional persons, excluding children under five (5) years of age. The Zoning Clearance shall specify the maximum number of occupants allowed in each individual vacation rental.

      iv. **Maximum Number of Guests and Daytime Visitors**. The maximum number of total guests and visitors allowed at any time in a single vacation rental shall not exceed the maximum overnight occupancy plus six (6) additional persons per property during the daytime, or eighteen (18) persons, whichever is less, excluding children under five (5) years of age. Daytime visitors shall not be on the property during quiet hours (10:00 PM –

7:00 AM). Vacation rentals with larger numbers of guests and visitors may only be allowed subject to approval under Section 22.30.610 (Temporary Events).

1. **On-site Parking Required**. All parking associated with a residential vacation rental shall be entirely on-site, in the garage, driveway or otherwise out of the roadway. Tenants of residential vacation rentals shall not use on-street parking at any time.
2. **Sunset Clause**. Residential vacation rental permits shall expire automatically with the sale of a property.
3. **Code Enforcement Inspections**. Upon submitting an application for a residential vacation rental permit, County code enforcement shall inspect the premises to ensure compliance with permit conditions as well as health and fire life safety code requirements.
4. **Vacation Rental Administrative Fees**. An additional fee, to be determined as appropriate by the County, shall be paid to the County by vacation rental owners to help fund the needed staff and tools for proper enforcement of vacation rental regulations and website/database maintenance.

B. **Permit Requirements – Port Facilities**. New development, including alterations to port facilities (other than those approved by coastal commission permits or on-going maintenance) shall require a Minor Use Permit, unless Development Plan approval is otherwise required by the Coastal Zone Land Use Ordinance (Title 23).

C. **Port San Luis Harbor District Port Master Plan**. Permit approval of facilities under jurisdiction of the Port San Luis Harbor District may be granted only where consistent with the policies of the Harbor Port Master Plan, Appendix J of the Port Master Plan, the Local Coastal Program, the Coastal Act where applicable, and upon prior approval from the Harbor District.

Appendix C

Avila Community Plan Background Report

AVILA COMMUNITY PLAN

BACKGROUND REPORT

DEPARTMENT OF PLANNING & BUILDING – AUGUST 2, 2018

TABLE OF CONTENTS

EXECUTIVE SUMMARY

This background report provides an overview of existing conditions within the Avila Urban Reserve Line (Avila URL) in relation to the Comprehensive Avila Community Plan update. The information presented in this background report was collected to relieve community concerns related to traffic congestion, safety issues, and future land use patterns as well as reveal the opportunities and constraints in the Avila URL and will help inform the goals, policies, and programs included in the Avila Community Plan update.

The information in the Background Report was collected from existing planning documents for Avila, the Department of Planning and Building, other departments within the County of San Luis Obispo, and outside agencies. The following sections of this executive summary briefly outline existing conditions, and where applicable, future directions for the Avila URL.

DEMOGRAPHICS

The population within the Avila URL makes up 1% of the unincorporated county population and it is projected to increase at a rate slower than the rest of the unincorporated county. In 2015, the population within the Avila URL was 1,474,[1] and most residents fall within the over-50-age bracket. Of the residents that work, the majority commute elsewhere for employment. Residents within the Avila URL have an average yearly salary greater than those of the county. There are about 1,500 jobs within the Avila URL, most of which are related to tourism.

LAND USES

The Land Uses section of this report describes the types and intensity of land use within the Avila URL. There are approximately 2,220 acres of land within the Avila URL consisting of ten land use categories. Residential lands total 584 acres, distributed throughout the Avila URL with lower density housing in the areas of Avila Valley, and medium and higher densities scattered throughout the Town of Avila and San Luis Bay Estates. Commercial Retail makes up 53 acres and is predominately concentrated in the Town of Avila. Smaller pockets of commercial retail can be found along San Luis Bay Drive and Ontario Road. Open Space lands total 850.5 acres and are distributed across the community. There are 393.9 acres of land designated as Recreation that follow

[1] The Department's projections rely on information from the State Department of Finance, the US Census Bureau, and models from the San Luis Obispo Council of Governments and the Regional Metropolitan Planning Organization. This information is coupled with historic building trends and known limiting factors.

along San Luis Obispo and See Canyon Creeks offering visitor-serving amenities including but not limited to trails, beaches, and accommodations. There is one parcel designated Industrial lands, the former Unocal property overlooking the Town of Avila, and it is approximately 98.2 acres. The Public Facilities land use category makes up 96.4 acres and include lands owned by public agencies such as the fire station, port, piers, and school. South of Avila Beach Drive along Ontario Ridge, there are 144.7 acres designated as rural lands.

As a part of the comprehensive Community Plan Update, the existing documents that regulate the land uses within the Avila URL will be updated and consolidated into one document.

AESTHETICS

The scenic qualities are a deep part of the community's character and a major reason the area is such a highly visited destination. The subsections of the Avila URL, Avila Valley, San Luis Bay Estates, Cave Landing/Ontario Ridge, the Town, and the Port each have their own unique aesthetic character. Design standards within the Avila URL have created a more densely developed town and clustered development in San Luis Bay Estates and Avila Valley. The focus was to create pockets of development surrounded by open space. Most of the standards and regulations that influence aesthetic detail is found within the Avila Beach Specific Plan.

AIR QUALITY

The Avila URL is located within the Coastal Plateau Air Basin, which is regulated by the San Luis Obispo Air Pollution Control District. Air quality in the Avila URL is generally good according to nearby monitoring station data. Air quality issues relevant to the Avila URL include vehicle emissions, construction activity emissions, and fugitive dust odors. Proximity of the Avila URL to US 101 contributes most to the exposure of sensitive receptors to vehicle emissions. Future directions related to air quality include review and creation of policies to locate sensitive receptors away from the US 101.

BIOLOGICAL RESOURCES

The Biological Resources section describes the unique and scenic biological features that exist within the Avila URL. Approximately 1,649 acres (66%) of the Avila URL have not been converted to urban uses (i.e. residential, commercial). Avila is further unique in that it has distinct natural areas. Tree dominated habitats are predominately found along the ridgelines and in

dedicated open space whereas more drought resistant herbaceous and shrub species are found along the coast and in Avila Valley. Vegetation along San Luis Creek is further defined as a wooded wetland. There is also a myriad of special status fauna species found within the Avila URL, though the exact number is dependent on the season and migration patterns of the species.

The biological impacts of the community plan and the associated mitigation will be incorporated through the environmental review process.

CIRCULATION

This section describes the existing conditions and emerging issues related to transportation, including roads, highways, public transit, parking, and bicycle and pedestrian infrastructure. The Avila URL is accessed from Highway 101 from San Luis Bay and Avila Beach Drive. San Luis Bay merges into Avila Beach Drive, a two-lane road, and dead-ends at the parking lot at Port San Luis Harbor and entrance to Diablo Canyon Nuclear Power Plant. There is no secondary access into or out of the community. The roads throughout the Town of Avila provide access to the coast as well as residential and visitor-serving uses. Visitors to the community use on-street parking along Avila Beach Drive, roads within the Town of Avila, and two public parking lots located in the interior of the town and at the Port San Luis Harbor. There is also a mix of bicycle lanes, sidewalks, trails, and a public transportation service depending on the season.

The community plan update will consider policies to guide the circulation network of the Avila URL specifically evaluating additional access into and out of the Avila URL, additional parking facilities, improving and expanding the existing pedestrian and bicycle trail network.

CULTURAL AND HISTORICAL RESOURCES

The Cultural and Historical Resources section describes the prehistoric and historical occupation of the Avila URL. Avila's history extends over 9,000 years and is culturally significant to the Chumash tribe. Approximately 50 percent of the land within the coastal zone is designated as an archaeologically sensitive area indicating the prominence and potential for archaeological resources within the Avila URL.

The shipping and oil industries made the URL economically important during the 1800s-1900s. Due to an oil pipe leak that contaminated the soil, most of town was torn down in the Unocal Clean-up of the late 1990s. In the last twenty years, most of the town has been completely redeveloped. Avila has been a tourist destination since the 1870s, but the shipping and oil industries provided the economic value until the late 1900s. Since the decline of both the

shipping and oil industries, tourism has become one of the main economic generators for the Avila URL and the entire county.

HOUSING

The purpose of the Housing section is to provide a snapshot of the existing conditions of the housing market within the Avila URL. At the time of this report, there are approximately 1,062 residential dwelling units within the Avila URL with an occupancy rate of 1.38 persons per unit. Of the total dwelling units, 17 percent are used as residential vacation rentals; the highest portion of housing stock dedicated to vacation rentals of all unincorporated communities. This adds to the affordable housing challenge in the Avila URL as it further reduces the community's already limited supply of long-term rental housing. The community has nearly reached build-out and based on the current growth rate, build-out will be reached by 2080 with a projected population of 2,204.

PUBLIC FACILITIES

The Public Facilities section describes the community infrastructure that provides the foundation for development and growth. It considers infrastructure and systems for water distribution, wastewater treatment, solid waste disposal, and storm water management. In addition, the section describes services including police and fire protection and local schools.

Within the Avila URL, there is a port, fire station, an elementary school, five water purveyors, and one wastewater facility. Port San Luis Harbor District manages Port San Luis Harbor, which serves the public with commercial and recreational boating, fishing and coastal-related opportunities. Port San Luis Harbor includes Hanford Pier, Harbor terrace, Fishermen's Beach, Port Beach, Cal Poly Research Pier, light station (outside the URL), Avila Pier, Avila Beach and Pirate's Cove. County Fire services the Avila URL out of Fire Station 62. Belleview-Santa Fe Charter School is the only school facility within the URL and serves students in K-6th grades. The County of San Luis Obispo Sheriff's Department services the Avila URL out of the Coast Station located in Los Osos.

There are five water purveyors in the Avila URL that distribute water from three sources: State Water Project, Lopez Lake Reservoir, and Avila Valley Sub-Basin. The water purveyors include the Avila Beach Community Services District (CSD), Avila Valley Mutual Water Company (MWC), San Miguelito MWC, County Service Area (CSA 12), and Port San Luis. San Miguelito MWC and Avila Beach CSD provide waste water services. San Miguelito MWC waste water facility is outside of the URL in Wild Cherry Canyon, property owned by PG&E.

HAZARDS

Hazards are the natural and human-caused vulnerabilities that pose a reasonable threat to a community. Drought, flooding, hazardous material, seismic hazards, sea level rise, and wild fires were all analyzed through the Background Report. Within the Avila URL, there are additional considerations and challenges when mitigating these hazards since Avila Beach Drive is considered a dead-end road west of San Luis Bay Drive. Avila Beach Drive is the main access road through the URL and serves as the main entrance to Diablo Canyon Nuclear Power Plant. Even though the plant is not within the Avila URL, it is important to consider the effects decommissioning will have on the community.

NOISE

The Noise section provides a discussion on the existing noise setting of the Avila URL. It also identifies locations of major noise sources and noise sensitive land uses. The greatest noise sources are traffic from US 101, San Luis Bay Drive, Avila Beach Drive, and San Luis Street. Other sources of noise include pedestrians, commercial and recreational activities, temporary events, and sounds associated with the coastal setting (e.g., ocean waves and faunal activity). Recently, there was an increase in the number and frequency of temporary events within the area, which has increased traffic-related noise to the area as well as point-source noise associated with events.

TOURISM AND TEMPORARY EVENTS

The Tourism and Temporary Events section describes the rise in visitor-serving amenities and uses and more recent upsurge in temporary events within the Avila URL. The Avila URL has been a popular tourist destination since the 1870s. More recently, the number of events and the number of visitors to the area has resulted in effects to traffic, parking, and an increase in point-source noise. Input from community members indicates a desire to limit and regulate events as well as accommodating and balancing the influx of tourists enjoying the natural and scenic areas the community has to offer.

COMMUNITY OUTREACH

Since the official funding approval by the Board of Supervisors in June 2016, Planning & Building has hosted four public workshops, seven subcommittee meetings, completed an online participatory mapping project, and provides monthly updates at the Avila Valley Community Advisory Council (AVAC) Meetings.

1 - INTRODUCTION

The intent of the 2018 Avila Community Plan Background Report (Background Report) is to provide an understanding of the existing conditions for the community within the Avila URL. This Background Report will ultimately inform the comprehensive Avila Community Plan update and establish a baseline for environmental review associated with the community plan update.

The comprehensive Avila Community Plan update was funded and authorized by the County of San Luis Obispo Board of Supervisors on June 13, 2016. The Avila Community Plan update was authorized by the Board of Supervisors to address growing community concern related to traffic congestion, safety issues, and future land use patterns.

COUNTY GENERAL PLAN

California planning law requires cities and counties to prepare and adopt a "comprehensive, long-range general plan" to guide future physical development (Government Code Section 65300). Comprehensive studies and community outreach are essential and required during the general plan update process to successfully guide long-range development. State law also specifies the content of general plans. A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. Per the Governor's Office of Planning and Research (OPR) 2017 General Plan Guidelines, topics from different elements may be combined, but all must be addressed within the general plan (OPR 2017).

State law also specifies the content of general plans and requires preparation of seven mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The County has elected to include four additional elements: Economic, Parks and Recreation, Off-shore Energy, and Agriculture, resulting in eleven equal-status general plan elements.

LAND USE ELEMENT

The Land Use Element (LUE), known as Title 22 (Inland) and Title 23 (Coastal) describes the official County policy and regulation on the orderly growth and development of land. As previously mentioned, the LUE is one of eleven elements of the San Luis Obispo County General Plan. The existing LUE has been prepared in accordance with state law regulating General Plans, and it has been adopted by the County Board of Supervisors. The LUE coordinates and implements policies and programs from all the other County general plan elements that affect land use, as well as provides policies and standards for the management of growth and development in each unincorporated community

and the rural areas of the county. The LUE also serves as a reference point and guide for future land use planning studies throughout the county. The LUE incorporates the Land Use Plan (LUP) portion of the County Local Coastal Program (LCP). The LUP has been certified by the California Coastal Commission.

For ease of understanding and administration, the LUP serves as the Land Use Element for the Coastal Zone, which is the area subject to the California Coastal Act of 1976. The LUP, together with the Coastal Zone Land Use Ordinance (CZLUO) and related maps, comprise the County's LCP. The LCP is consistent with standards and procedures contained in Public Resources Code Section 30510, et seq., that are established for the preparation, approval, and certification of Local Coastal Programs.

RESOURCE MANAGEMENT SYSTEM (RMS)

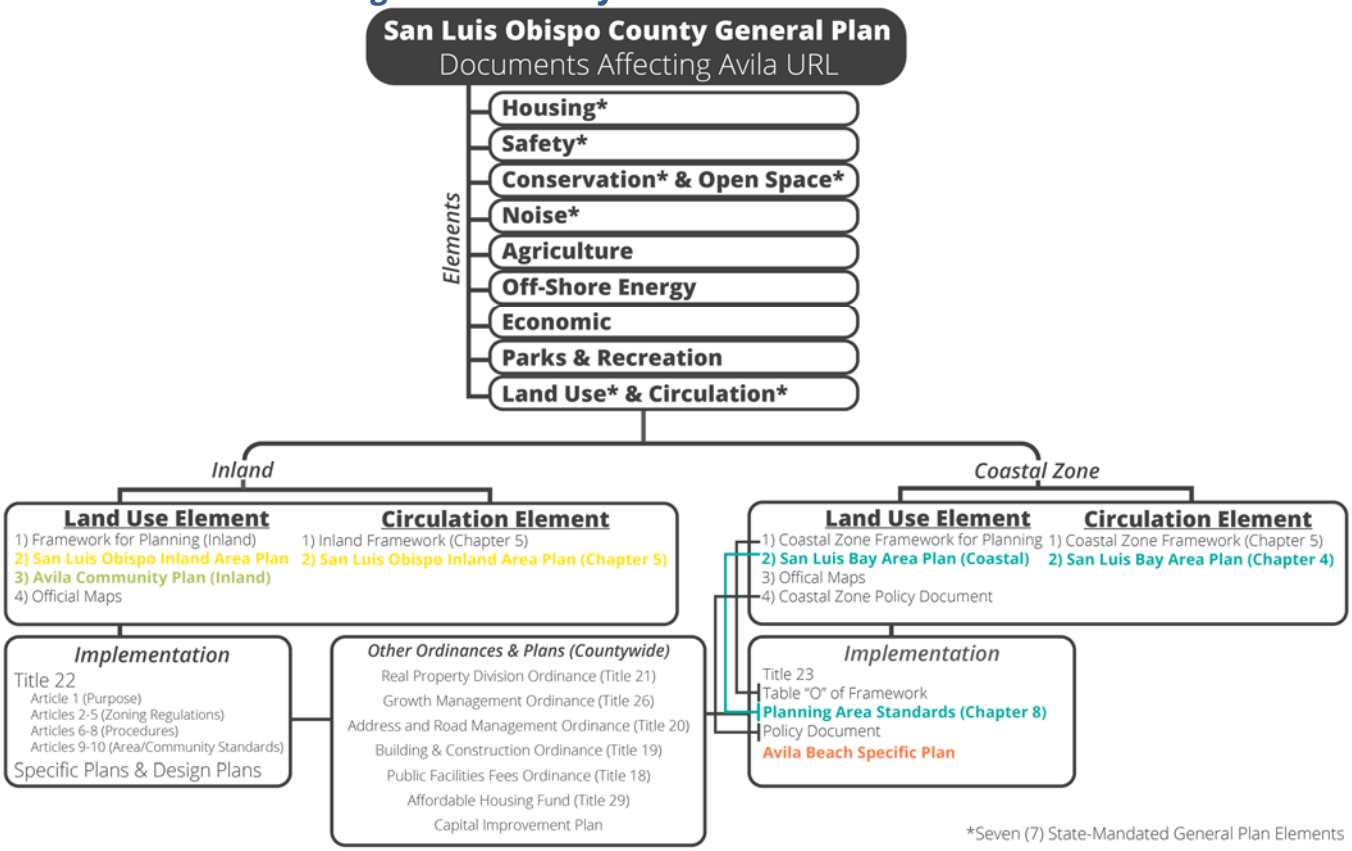
The Resource Management System (RMS) is described in the Framework for Planning, Part I of the Land Use Element of the County General Plan. The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. To accomplish this goal, the RMS focuses on collecting data, identifying problems, and helping decision-makers develop solutions for the County and for individual communities.

A key part of the RMS is the biennial Resource Summary Report (RSR), which addresses six resources: water, sewage disposal, schools, roads, air quality, and parks. The report is published by the Department of Planning and Building using information gathered from service providers, County agencies, reports from state and regional agencies, and other related research through environmental impact reports and plan updates. The primary purpose of the RSR is to provide a comprehensive summary of the County’s current state of natural and human made resources. Recommended actions in the RSR may also address resource use by existing development and recommend improvements to infrastructure and efficiencies. Information from the 2014-2016 RSR was used to describe current conditions of the Avila URL related to water, waste water, schools, circulation, air quality, and parks.

AVILA PLANNING DOCUMENTS

Figure 1.1, depicts the elements of the general plan and the documents that guide development in Avila.

Figure 1.1: County General Plan

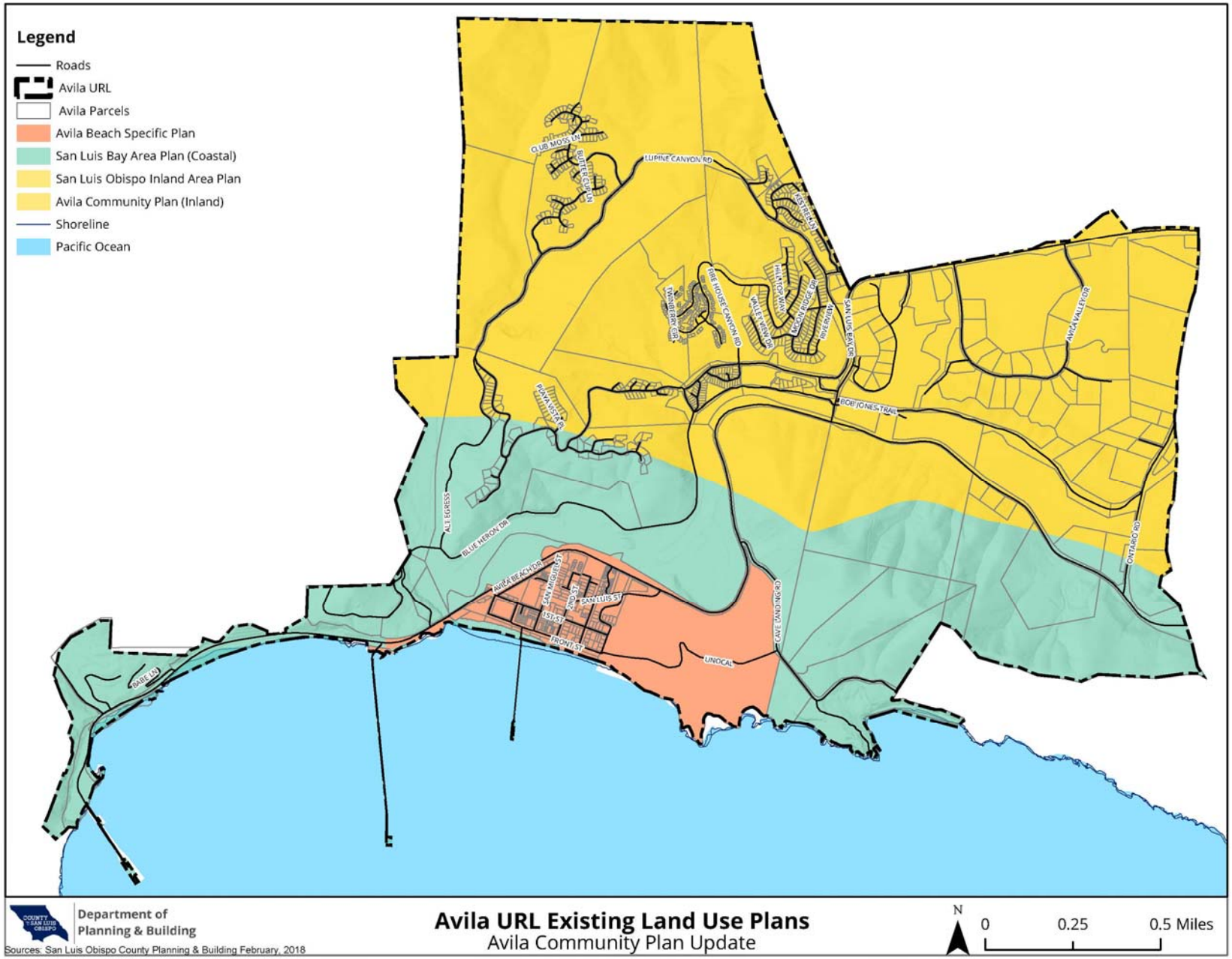


Source: County of San Luis Obispo Department of Planning & Building (2017)

The intent of this Community Plan Update is to create a comprehensive document that provides all relevant information on the community within the Avila URL. Typically, community plans guide land use decisions over a 20-year planning horizon. Prior to initiating, it is critical to establish existing baseline conditions. The Background Report will establish baseline conditions by assessing existing policies, programs, standards, and environmental conditions that affect the land within the Avila URL. The information established by this document will help to inform the comprehensive Avila Community Plan update. As seen in Figure 1.2, there are four existing County planning documents that guide Avila: The San Luis Obispo Inland Area Plan, Avila Community Plan (Inland), San Luis Bay Area Plan (Coastal), and the Avila Beach Specific Plan. The

Community Plan Update intends to compile all the relevant information about Avila from the four existing documents into one comprehensive document.

Figure 1.2: Existing Land Use Plans in URL



Source: County of San Luis Obispo Department of Planning & Building (2018)

SAN LUIS BAY AREA PLAN COASTAL (CERTIFIED FEBRUARY 25, 1988; REVISED AUGUST 2009)

The San Luis Bay Area Plan Coastal describes County land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. This area plan allocates land use throughout the planning area by land use categories. The land use categories determine land uses that may be established on a parcel of land, as well as defining their allowable density and intensity. The San Luis Bay Planning Area encompasses the south central coastal portion of the county, extending from Point Buchon and Montana de Oro on the north to the Nipomo Mesa on the south.

SAN LUIS OBISPO INLAND AREA PLAN (AUGUST 8, 2013)

The San Luis Obispo Inland Area Plan contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo Urban Reserve Line. It also contains regional policies and programs that affect both urban and rural areas. The plan establishes policies and programs for land use, circulation, public facilities, services, and resources for the rural portions of the planning area.

AVILA COMMUNITY PLAN (INLAND)

The Avila Community Plan describes County land use and transportation programs for a 20-year time frame in the community of Avila Beach. All information contained in this plan is now part of the San Luis Obispo Inland Area Plan.

AVILA BEACH SPECIFIC PLAN (CERTIFIED NOVEMBER 15, 2000; REVISED MARCH 2001)

The Avila Beach Specific Plan was adopted in 2000 with the purpose of creating a vision for rebuilding the town of Avila Beach following an oil spill and clean-up operation by the Unocal Corporation (Unocal). The cleanup resulted in much of the town's commercial district being demolished during the Unocal clean-up. The boundaries of the Avila Beach Community Services District serve as the project area of the specific plan. This includes the area bounded by Cave Landing Road to the east, the edges of the Avila Beach Drive right-of-way to the north and west, and the Pacific Ocean to the south. The Specific Plan represents the most recent planning document for the community and encompasses approximately 7% of the acreage of the URL.

SAN LUIS BAY ESTATES MASTER DEVELOPMENT PLAN (MASTER USE PERMIT – 1981; AMENDED 1987)

San Luis Bay Estates, a private development, covers approximately 1,050 acres in the north-west side of the Avila URL. The conditional use permit was granted in 1967 to development the property to include a gated residential community, a hotel, retail stores, offices, and a golf course. By the time the San Luis Bay Estates Master Development Plan was approved in 1981, a hotel, an 18-hole golf course, tennis facilities, a private water supply and sewage disposal systems, a fire station, private roads, the first unit of a mobile home park, and an office area adjacent to the entrance gate on San Luis Bay Drive were already constructed. The development plan divides development into six residential phases. The last phase of the permit is in the process of being built-out.

GENERAL PLAN AMENDMENT PROCESS

The General Plan may be amended whenever the Board of Supervisors deems it public necessity. Since the community plan is a part of the general plan, any changes require a general plan amendment. The following provides a brief description of the steps in the amendment process; however, more detail on the amendment process can be found in County Code 23.01.050.

1. Authorization: Amendments may be initiated by the Board of Supervisors upon its own motion; or by the Board of Supervisors upon acceptance of a petition from any interested party, including the Planning Director and/or Planning Commission.
2. Creation: During this stage, community outreach is continued. All relevant information to the Avila URL will be compiled into the draft community plan, and any changes and/or additions to the policies will be made. The intent of this step is to compile a comprehensive plan (inland and coastal) to guide land use decisions over a 20-year planning horizon.
3. Environmental Review: As required by the California Environmental Quality Act (CEQA), the plan update will be subject to an environmental review to determine if significant environmental impacts may result from the proposed changes. The review will result in either a Negative Declaration (ND) or a determination that an Environmental Impact Report (EIR) is required.
4. Planning Commission Hearing: The Planning Commission will hold a public hearing for the proposed amendment to the General Plan, pursuant to Section 23.01.060. The purpose of the hearing shall be to receive testimony from parties interested in the proposed amendment,

consider the recommendations of the Planning Director, and adopt a recommendation for the Board of Supervisors.

5. Planning Commission Recommendation: After the public hearing, the Planning Commission will provide written recommendation to the Board of Supervisors on the proposed amendment, setting forth the reasons for the recommendation and the relationship of the proposed amendment to affected general and specific plans.
6. Board of Supervisors Hearing: Upon receipt of the Planning Commission recommendation, the Board of Supervisors shall hold a public hearing pursuant to Section 23.01.060. The Board of Supervisors may approve, modify or disapprove the recommendation of the Planning Commission, provided that any modification of a proposed amendment by the Board of Supervisors not previously considered by the Planning Commission shall first be referred to the Planning Commission for report and recommendation. The Planning Commission is not required to hold a public hearing on such referral. Failure by the Planning Commission to report within 40 days after the referral shall be deemed approval of the proposed modification to the amendment.
7. California Coastal Commission Hearing: An amendment to the San Luis Obispo County Local Coastal Plan will not be accepted as effective until it is certified by the California Coastal Commission pursuant to Chapter 6, Article 2 of the California Coastal Act.
8. Board of Supervisors Hearing: If the California Coastal Commission approves the amendment with modifications, then the Board of Supervisors must adopt the modifications at a regular hearing.

DOCUMENT ORGANIZATION

The following chapters are divided into topic areas. Each topic area details the current regulations, current conditions, and outlines with there are emerging directions through three distinct sections. The “Regulatory Setting” section in each chapter provides a description of all federal, state, and local regulations related to the topic. The “Current Conditions” section provides a baseline for each topic and discusses constraints. Not all chapters include an “Emerging Directions” section, but if one is included, then this section provides any additional consideration and/or study needs during the update process.

2 - DEMOGRAPHICS

The following is a demographic profile of information on population, age, gender and employment in the Avila URL.

POPULATION

In 2015, the population within the Avila URL was 1,474,[2] which was approximately 1% of the unincorporated county population (SLOCOG, 2017). According to the most recent population projections, the URL may have 1,671 residents by 2050 (SLOCOG, 2017). The population within Avila URL is projected to increase at a slower rate than the rest of the unincorporated county. SLOCOG projects that the population within the Avila URL will increase on average 1.7% every five years as opposed to the 2% average increase in the remaining unincorporated county.

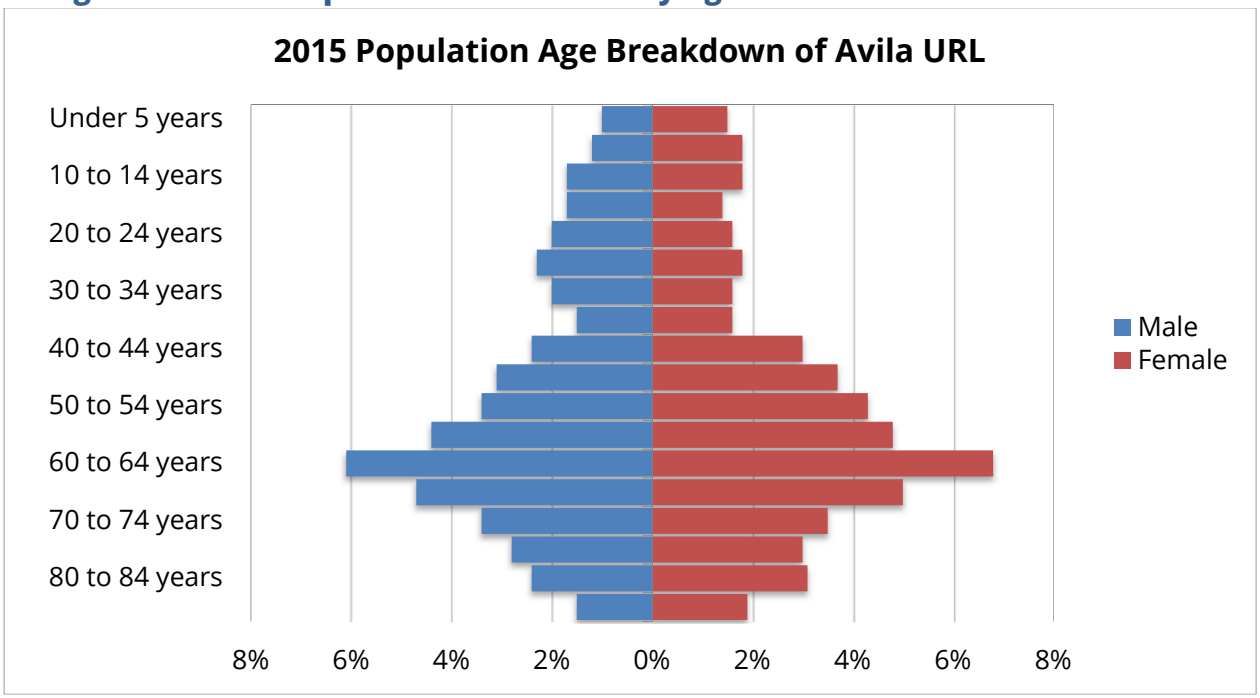
The population of Avila has increased and decreased over time. In 1977, the population in the Avila URL was under 400 residents, primarily located in the Town subsection. This number is significantly smaller than today's population since San Luis Bay Estates had yet to be constructed. In the 1970s, the Town subsection was considered an area for low-cost college-age/young adult housing. During this time, the Town subsection experienced a decline in population because of limited residential units and a high portion of housing stock dedicated as secondary residences. Today, the Town subsection is seeing a decrease in population due to economic and visitor-serving factors. A more detailed discussion on dwelling units and population can be found in Chapter 9 - Housing.

The age demographics have also changed since the 1970s. In 1976, 39.1% of the Town subsection's population was in the 20-29 age bracket. Forty years later, this age group makes up 4.1% of the URL population. Within the Avila URL, most of the population is in the over-50 age bracket. This age bracket represents 61% of the Avila URL population.

Looking at the county as a whole, the age breakdown between the Avila URL and the entire county are very different. The over-50 age bracket makes up the minority of the entire county at 36.6%. Figure 2.1 depicts the 2015 population breakdown by age and gender of Avila URL. Figure 2.2 shows the 2015 population breakdown by age and gender in the county.

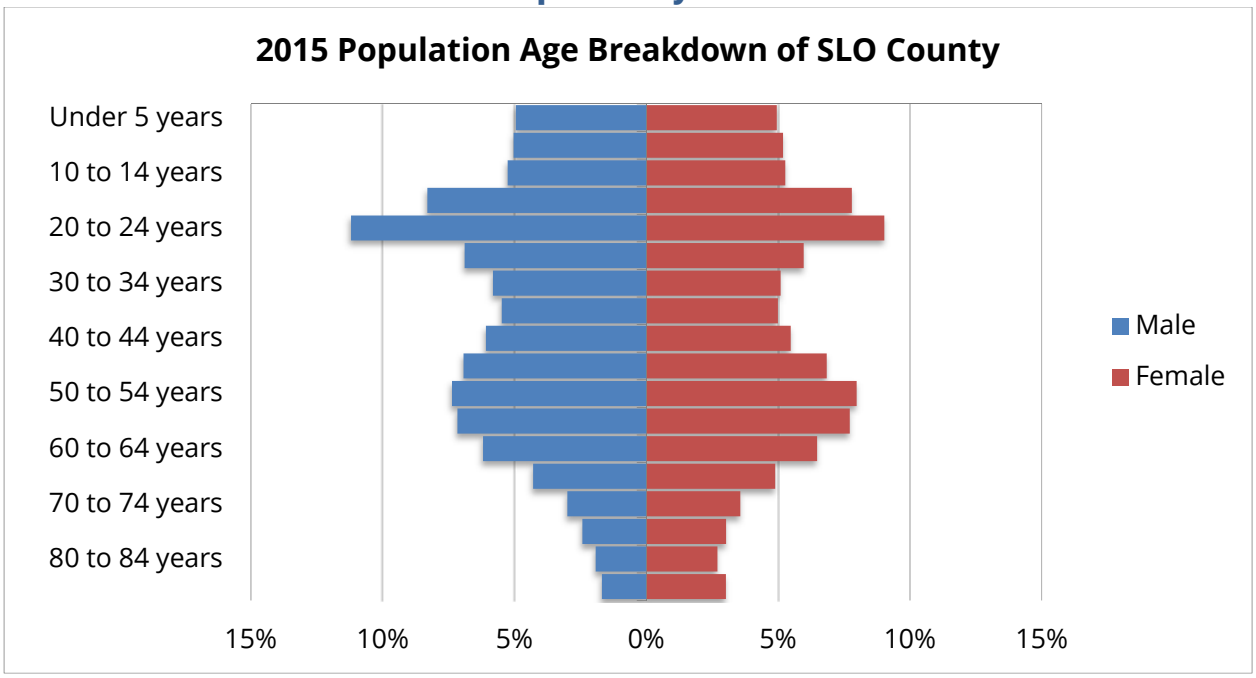
[2] The Department's projections rely on information from the State Department of Finance, the US Census Bureau, and models from the San Luis Obispo Council of Governments and the Regional Metropolitan Planning Organization. This information is coupled with historic building trends and known limiting factors.

Figure 2.1: 2015 Population Breakdown by Age and Gender of Avila URL



Source: 2010 Census DP-1-Geography-Avila Beach and 2015 San Luis Obispo County Population Projections

Figure 2.2: 2010 Population Breakdown by Age and Gender of San Luis Obispo County

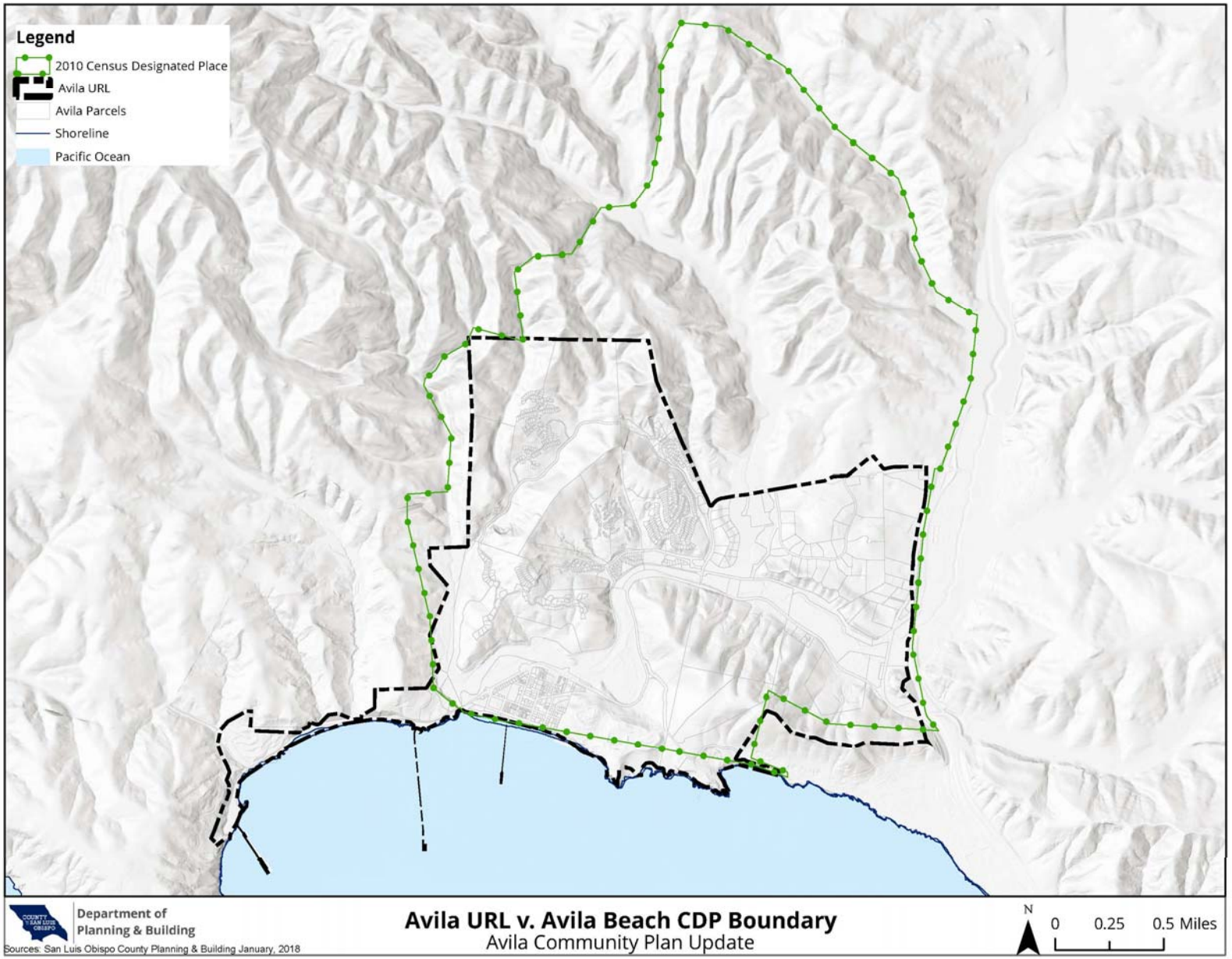


Source: 2010 Census DP-1-Geography-San Luis Obispo County

EMPLOYMENT

Avila Beach was recognized as a Census Designated Place (CDP) during the 2010 decennial census. CDPs are the statistical counterparts of incorporated places and are delineated to provide data for settled concentrations of population that are identifiable by name but are not legally incorporated under the laws of the state in which they are located. As seen in Figure 2.4, the Avila Beach CDP is larger than the Avila URL. As the Census collects the most consistent and comprehensive demographic information, a percentage of the Census figures was used in this analysis by factoring out the additional address points outside the Avila URL in the CDP.

Figure 2.4: Avila URL v. Avila Beach CDP Boundary

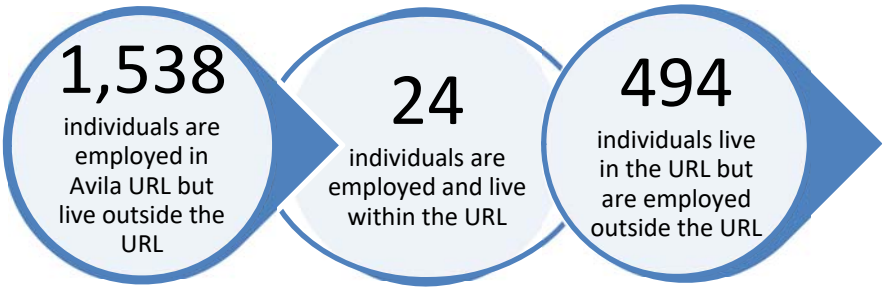


Source: County of San Luis Obispo Department of Planning & Building (2018)

According to the U.S. Census Bureau's On-the-Map 2015 Inflow/Outflow Report, there were 1,562 primary jobs within the Avila URL[3]. A primary job is defined as the one job that provides each person with the most earnings. Individuals that live outside the Avila URL held 98.5% of the primary jobs located within the URL (U.S. Census Bureau, 2015). As seen in Figure 2.5, only 4.6% of the population living within Avila Beach CDP were employed within the Avila URL.

Of the jobs located within the Avila URL, about 85% can be found in three employment sectors: Educational Services, Accommodation and Food Services, and Arts, Entertainment, and Recreation sectors. These job sectors are primarily visitor-serving which generate additional traffic to the area. Traffic within the community is a topic of concern due to limited roadway capacity, parking, and alternative emergency access.[4] Due to the lack of public transportation, most employees commute via single-occupancy in a vehicle. Forty-two percent (42%) of the employees that work within the Avila URL live no more than 10 miles away from their primary job in the Avila URL (U.S. Census Bureau, 2015).

Figure 2.5: 2015 Inflow/Outflow Counts of All Jobs in Avila URL



Of the residents within the Avila URL that are employed elsewhere, the top employment sectors are Health Care and Social Assistance, Accommodation and Food Services, and Educational Services. Forty-eight percent (48%) of the households within the Avila URL have a yearly income of $75,000 or more; which is slightly over the county at forty-one percent (41%).

[3] The original number has been adjusted by 9.2% to account for the dwelling units outside of the Avila URL.

[4] These constraints will be fully discussed in Chapter 7 – Circulation.

LAND USE CONNECTION

In summary, the population within the URL makes up 1% of the unincorporated county population and the population is projected to increase at a rate slower than the rest of the unincorporated county. Most residents fall within the over-50-age bracket. Of the residents that work, the majority commute elsewhere for employment. Residents within the Avila URL have an average yearly salary greater than those of the county. There are about 1,500 jobs within the Avila URL, most of which are related to tourism.

This information will be useful during the plan update because the build-out of the Avila URL will be assessed. Build-out capacity is an estimate of the likely ultimate population anticipated within the land use categories for the URL, including any limitations on density imposed by area plan or coastal zone land use ordinance standards. Knowing the current employment conditions, infrastructure constraints, and projected population are necessary to estimating this number. Build-out is revisited in Chapter 3–Land Uses and Chapter 9-Housing.

3 - LAND USES

This chapter summarizes applicable land use regulations and identifies existing land uses and community form.

REGULATORY SETTING

STATE

CALIFORNIA PLANNING LAW AND GENERAL PLAN GUIDELINES

California planning law requires cities and counties to prepare and adopt a "comprehensive, long-range general plan" to guide future physical development (Government Code Section 65300). To assist local governments in preparing general plans and the public in participating in that process, the Governor's Office of Planning and Research (OPR) periodically revises guidelines for the preparation and content of local general plans (Gov. Code § 65040.2). State law requires preparation of seven mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The County has elected to have four additional elements: Economic, Parks and Recreation, Off-shore Energy, and Agriculture, resulting in eleven equal status general plan elements. A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. Per the Governor's Office of Planning and Research (OPR) 2017 General Plan Guidelines,

topics from different elements may be combined, but all must be addressed within the general plan (OPR 2017).

CALIFORNIA COASTAL ACT AND CALIFORNIA COASTAL COMMISSION

The California Coastal Commission, the state's coastal protection and planning agency acting under the directive of the California Coastal Act of 1976 (Coastal Act; Public Resources Code Section 30000), was established by voter initiative to plan for and regulate new development, and to create strong policies to protect public access to and along the shoreline. The components of the Coastal Act most relevant to land use and development in the Coastal Zone in the planning area include:

- Chapter 3: Coastal Resources Planning and Management Policies – provides goals and objectives associated with California's coastal resources and associated public access, recreation, marine environment, land resources, development, and industrial development.
- Chapter 6: Implementation – establishes the process and procedure for the development and certification of LCPs in the Coastal Zone.
- Chapter 7: Development Controls – creates general provisions and procedures for development within the Coastal Zone to best achieve the goals and objectives identified in Chapter 3.

Ensuring that coastal-dependent uses are afforded locations and resources to succeed is one of the primary goals of the Coastal Act. Section 30255 requires that the County give priority within the Coastal Zone to uses that must be located near the coast to function. Coastal-dependent uses must be accommodated on or near the coast, and coastal-related uses must be accommodated near related coastal-dependent uses.

In addition to coastal-dependent and coastal-related uses, another priority for locations in the Coastal Zone is for visitor-serving uses such as retail, restaurants, and other attractions (Coastal Act Section 30222), and affordable overnight accommodations (Section 30213). Adequate parking, facilities, and accommodations must also be available and affordable to the general public. The Coastal Act also places a priority on recreational boating harbors and facilities serving the commercial fishing. The Coastal Act calls for these types of facilities to be protected and upgraded and, as much as possible, proposed recreational boating facilities shall not interfere with the needs of the commercial fishing industry (Section 30234).

The final Coastal Act requirement concerning priority uses in the Coastal Zone addresses the location and sustainable management of energy facilities. This includes both oil drilling activities (Section 30262) and emerging

technologies, such as solar arrays and wave energy converters, to provide renewable energy (Section 30253(d)).

REQUIREMENTS FOR LOCAL COASTAL PROGRAMS

To ensure maximum public access to the coast and public recreation areas, the Coastal Act directs each local government lying within the Coastal Zone to prepare an LCP consistent with Section 30501 of the Coastal Act, in consultation with the Coastal Commission and with public participation.

Until an LCP has been adopted by the local jurisdiction and certified compliant with the Coastal Act, the Coastal Commission retains permitting authority within the portion of a local jurisdiction located in the Coastal Zone. Section 30519(a) of the Coastal Act specifies that once an LCP has been developed for a municipality, development review authority is delegated to that local government.

REQUIREMENTS FOR COASTAL DEVELOPMENT PERMITS

A coastal development permit is required for development in the Coastal Zone that results in changes to the density or intensity of the use of land, changes in water use, and/or impacts to coastal access. The general provisions for coastal development permits are described in Section 30600 of Chapter 7 of the Coastal Act. This requirement is waived for emergency projects that are deemed necessary to protect life or property (although the project applicant is required to obtain a permanent coastal development permit once emergency conditions have passed).

The development permit review process is described in ordinances developed by local governments, pursuant to Section 30519. Additionally, Section 30519(b) specifies that requirements for coastal permits do not apply to development proposed in certain areas. These areas are outlined in Section 30600(a)(2), which states that a permit shall not be required for development on tidelands, submerged lands, or public trust lands, or for any development for which local permits are not usually required. Development in these areas is instead subject to review by the Coastal Commission. The requirements also do not apply to development by a port or harbor district if the LCP includes specific development plans for the area.

INDUSTRIAL DEVELOPMENT

Section 30260 states that "coastal-dependent industrial facilities" shall be encouraged so long as they are consistent with the values outlined in the Coastal Act, and there is minimization of any adverse impacts.

REQUIREMENTS FOR COASTAL ENERGY FACILITIES

Section 30413 explains that the Coastal Commission and the California Energy Commission (CEC) participate in decisions that are made regarding certain coastal areas that relate to energy resources. Section 30264 further explains that thermal electric generating power plants are permitted if the specific site is deemed appropriate by the CEC.

REGIONAL AND LOCAL

SLOCOG REGIONAL TRANSPORTATION (RTP)/ SUSTAINABLE COMMUNITIES STRATEGY (SCS)

Like all regional agencies in California, the San Luis Obispo Council of Governments (SLOCOG) is required by state and federal law to prepare, update and adopt a Regional Transportation Plan (RTP) every four years. SLOCOG is the region's Metropolitan Planning Organization and its purpose is to examine common regional problems and suggest solutions. SLOCOG's prime responsibilities include transportation planning and funding for the region, while also serving as a forum for the study and resolution of regional issues.

The 2014 RTP is the region's blueprint for a transportation system with the purpose of enhancing quality of life by meeting current and future mobility needs. The 2014 RTP strives to further enhance our quality of options for people and goods. The plan includes a strong commitment to creating a more sustainable transportation system that maximizes choice, addresses transportation issues holistically and is both visionary and attainable.

Over the last few decades there has been a continuing shift in land use patterns to more concentrated development. Urban reserve and service lines were adopted in the 1980s, together with a significant "down-zoning" of rural areas to lower density rural residential and higher agricultural minimum parcel sizes. More sustainable development goals, policies and strategies have also been integrated into many general plans. Many zoning codes have also been updated to modify setbacks, allowing mixed land uses and providing more flexibility. These regulatory changes, together with changing markets and housing preferences have resulted in more concentrated development patterns in urban areas.

Using Community 2050 as its foundation, SLOCOG adopted the 2010 RTP which included a Preliminary SCS. That plan identified various development

scenarios and SCS policies and actions. The plan proactively linked land use, transportation, and air quality for the first time. The 2014 RTP built on these prior efforts and formally addresses all requirements specified in SB 375.

THE COUNTY OF SAN LUIS OBISPO LAND USE AND CIRCULATION ELEMENT

The Land Use and Circulation Element (LUCE) is the broadest scope of the elements and it establishes the pattern for land use. To implement the LUCE the county uses Title 23: Coastal Land Use Ordinance and Title 22: Inland Land Use Ordinance. There are four general plan documents that affect Avila: The San Luis Obispo Inland Area Plan, Avila Community Plan (Inland), San Luis Bay Area Plan (Coastal), and the Avila Beach Specific Plan. These provide policies, programs and standards guiding land use within the Avila URL.

PORT SAN LUIS HARBOR DISTRICT MASTER PLAN (2004)

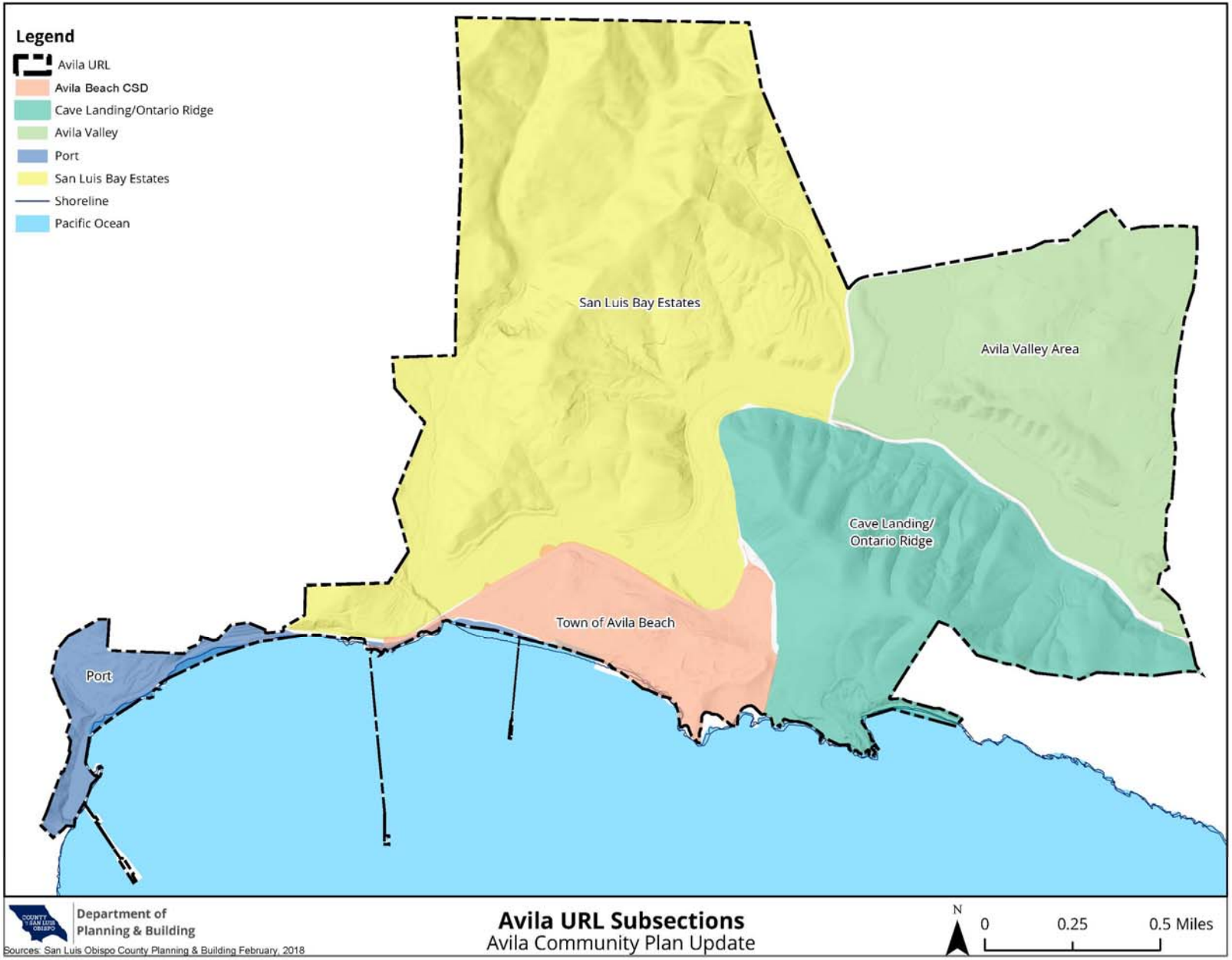
Port San Luis Harbor District manages San Luis Bay through the Port Master Plan (2004). This Plan sets forth the Harbor District's official public policy regarding the use and development of the land, piers, and tidelands under its administration. The Port Master Plan is both a policy plan and master development plan for the areas under the control of the Harbor District. The goals and policies set forth in Chapter 3 of the Master Plan are incorporated into the County Local Coastal Program (LCP) in the San Luis Bay Area Plan (Coastal). This plan must be consistent with the County's LCP. All activities of the Harbor District affecting the physical development of the harbor must be consistent with this Plan.

EXISTING CONDITIONS

AVILA URL SUBSECTIONS

The Avila URL includes the area bounded on the east by US 101, the city of Pismo Beach on the south, the coastal zone on the west, and the Irish Hills to the north. The URL is divided into five sub-subsections: San Luis Bay Estates, Avila Valley, Cave Landing/Ontario Ridge, the Town of Avila Beach, and Port San Luis. These subsections can be seen in Figure 3.1and are described below.

Figure 3.1: Subsections of Avila URL



Source: County of San Luis Obispo Department of Planning & Building Department (2018)

AVILA VALLEY

The subsection of Avila Valley is located at the easterly edge of the Avila URL, about two miles east of the town of Avila Beach. It is bound by US 101 to the east, by Ontario Ridge on the south, and by San Luis Bay Drive on the north and west. This subsection has a rural look by design and necessity due to the topographical features. Land in Avila Valley consists of several hazard areas including flood plains along the See Canyon and San Luis Obispo Creeks, and geologic hazard areas consisting of steep slopes. Only 8% of the total residential dwelling units can be found within Avila Valley.

SAN LUIS BAY ESTATES

The San Luis Bay Estates subsection lies north of Avila Beach Drive between San Luis Bay Drive on the east and San Luis Obispo Creek to the south, covering approximately 1,050 acres. San Luis Bay Estates is a private residential development and encompasses the entire subsection. Sixty-two percent (62%) of the residential dwelling units within the Avila URL are within San Luis Bay Estates.

A conditional use permit was granted in 1967 to develop the property to include a gated residential community, a hotel, retail stores, offices, and a golf course. In the 1980s, by the time the San Luis Bay Estates Master Development Plan was approved, a hotel, 18-hole golf course, tennis facilities, private water supply and sewage disposal systems, fire station, private roads, the first unit of a mobile home park, and an office area adjacent to the entrance gate on San Luis Bay Drive had already been constructed. The development San Luis Bay Estates was divided into six residential phases. The last phase of the plan is in the process of being built-out.

Within the subsection, there are pockets of development surrounded by open spaces, which was a condition in the Master Development Plan. Each phase of residential development includes the reservation of an area of open space to be reserved by perpetual easement to maintain a ratio of one acre of open space for each existing and proposed residential living unit. To satisfy this requirement, areas around the cluster developments are zoned open space, portions of the golf course are covered under Open Space Agreements and there is property within the Cave Landing/Ontario Ridge subsection that is included in the open space calculation. Throughout the development there is a trail system, which was intended to be in lieu of sidewalks. Since San Luis Bay Estates is a private community, none of the facilities are maintained or operated by the County.

CAVE LANDING/ONTARIO RIDGE

This subsection is on the southeast side of the Avila URL. The approximately 221 acres are bounded by the Pismo Beach city limits to the east, Avila Beach Drive to the north, Cave Landing Road to the West, and the Pacific Ocean to the south. The subsection encompasses the southerly slopes of Ontario Ridge and the bluffs and surrounding beaches of Pirates Cove. It is bordered on the west by the Union Oil Company tank farm (within the town of Avila Beach subsection). Access to Cave Landing is from Cave Landing Road via Avila Beach Drive. Most of the subsection is undeveloped other than three residential dwelling units (0.3% of the dwelling units in the Avila URL) and Sycamore Mineral Hot Springs, a spa and hot spring resort.

This subsection is known for the informal hiking trail along Ontario Ridge and Pirate's Cove with beach and coastal bluffs. There is no through-access as the subsection is barricaded at the easterly end where it abuts the Pismo Beach city limits. Cave Landing Road is within the County road system but is maintained at minimum standards with a narrow pavement width. The beach is a heavily used recreational resource; however, the lack of improved access and parking has resulted in considerable degradation of native vegetation and erosion along footpaths to the beach and cliff-top parking areas.

THE TOWN OF AVILA BEACH

The town of Avila Beach (Town) subsection is contained within the Avila Beach Community Services District boundary, which is approximately 165 acres. This subsection is bound by Avila Beach Drive to the north, the Pacific Ocean to the south and Cave Landing Road to the east. The Town subsection includes the main commercial hub of the Avila URL, the Unocal property and the Port San Luis Harbor District lands. As a result of the Unocal cleanup, most of the town has been redeveloped since the early 2000s, which has been guided by the Avila Beach Specific Plan (2001). The Unocal cleanup is discussed in Chapter 8 – Culture and History. Before the cleanup, this subsection contained the most residential dwelling units. Today, 37% of the residential dwelling units within the Avila URL are found within the Town subsection.

Due to the beach and the commercial activity in the subsection, residents and visitors intermingle most often in this region. Most of the visitor-serving businesses such as restaurants, gift shops, vacation rentals, and hotels are found within this subsection. As guided by the Avila Beach Specific Plan, the Town subsection is walkable and aesthetically consistent to keep the "small beach town" feeling.

PORT SAN LUIS

The Harbor District owns and controls both land and tideland properties at San Luis Obispo Bay, bounded by Point San Luis on the west, the Irish Hills to the north, City of Pismo Beach on the east, and the Pacific Ocean to the south three miles seaward. Port San Luis (Port) encompasses roughly 2,500 acres of water and 125 acres of land. Port San Luis Harbor District manages San Luis Bay through the Port Master Plan (2004). The goals and policies of this document can be found in the County's General Plan as part of the San Luis Bay Area Plan.

The uses of the Port subsection include both coastal-dependent enterprise and non-enterprise activities. Enterprise activities include commercial fishing and the oil industry, both of which play major roles in the creation and development of the Avila URL. Non-enterprise activities are primarily focused on visitor-serving recreational activities such as beach access, parking, and recreational boating. This subsection is not just an important economic and coastal resource for the Avila URL but for the State. The Coastal Act Section 30701 declares that the ports of the State of California are economic and coastal resources and are an essential element of the national maritime (including recreational) industries.

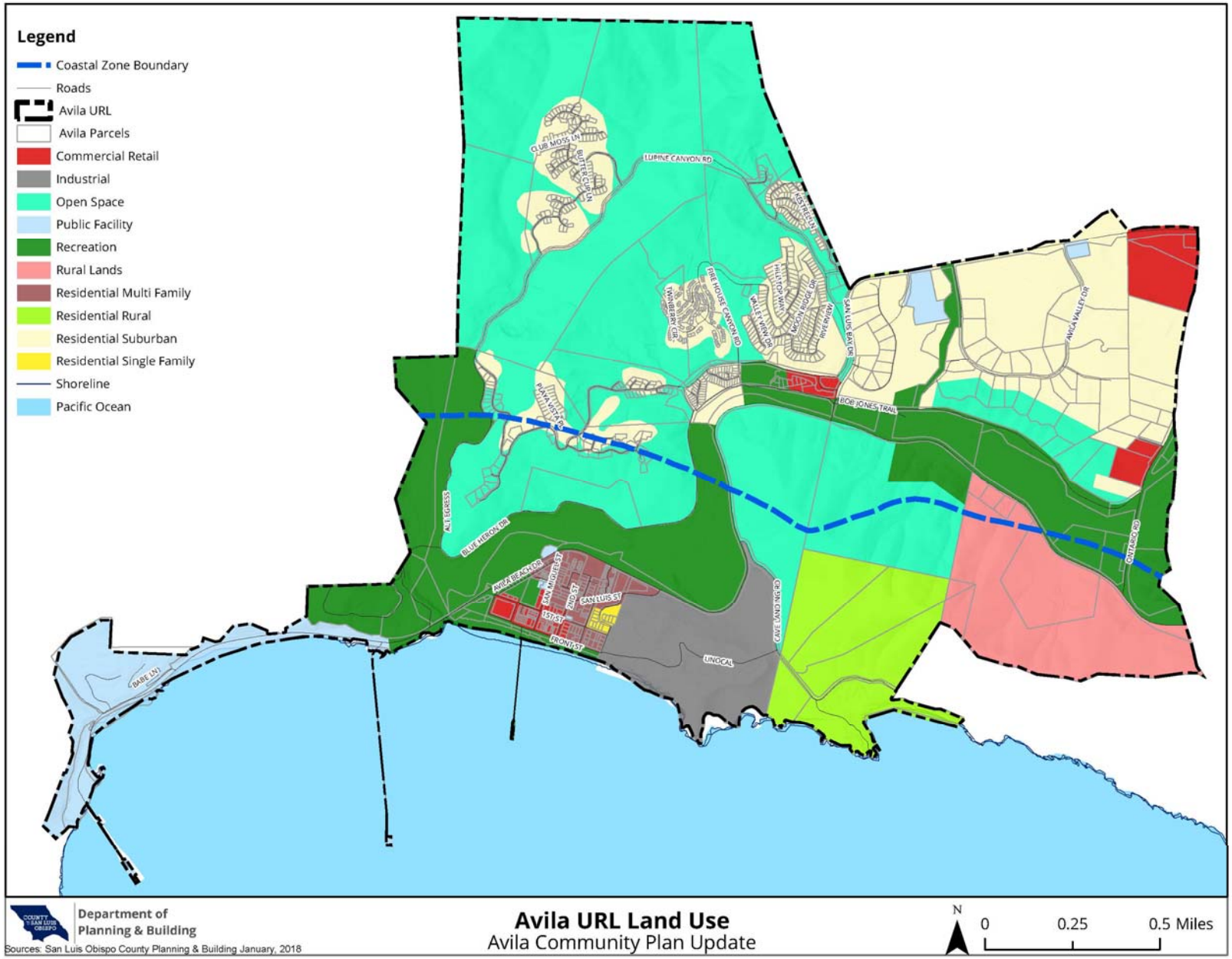
EXISTING LAND USES

There is approximately 2,220 acres within the Avila URL. The Avila URL is one of two urban reserve lines in the county to geographically include both coastal and inland zones. Land within the coastal zone is subject to the California Coastal Act of 1976 and the California Coastal Commission, which adds a layer of oversight when developing property in the coastal zone. Figure 3.2 is a land use map of the Avila URL and depicts the coastal zone boundary.

The Coastal Zone Boundary is defined by the California Coastal Act, which also defines and prioritizes coastal-dependent uses. The Coastal Act places a high priority on coastal-dependent uses, which includes prioritizing the protection and maximization of recreation and visitor-serving land uses including low- or moderate-cost amenities within the Coastal Zone. Visitor-serving uses include hotel and lodging accommodations, commercial fishing infrastructure and facilities, restaurants, parking facilities, and shopping or entertainment uses for visitors and tourists.

Within the Avila URL, there are ten land use categories. Table 3.1 shows land uses within Avila URL. Open space land uses comprise 38%, followed by residential land uses at 19%, and recreation land uses at 18%.

Figure 3.1: Land Use Map of Avila URL



Source: County of San Luis Obispo Department of Planning and Building (2018)

Table 3.1: Avila URL Land Use by Acre

Land Use Zone		Inland	Coastal	Total Acres	Total %
Commercial Retail (CR)	**Acres**	41.9	11.1	53	2%
	%	3.1%	1.3%		
Industrial (IND)	**Acres**		98.2	98.2	4%
	%		11.3%		
Open Space (OS)	**Acres**	693	157.5	850.5	38%
	%	51.2%	18.2%		
Public Facilities (PF)	**Acres**	10.1	86.3	96.4	4%
	%	0.7%	10%		
Recreation (REC)	**Acres**	179.8	214.1	393.9	18%
	%	13.3%	24.7%		
Rural Lands (RL)	**Acres**	12.6	132.1	144.7	7%
	%	0.9%	15.2%		
Residential Multi-Family (RMF)	**Acres**		30.1	30.1	1%
	%		3.5%		
Residential Rural (RR)	**Acres**		129.3	129.3	6%
	%		14.9%		
Residential Suburban (RS)	**Acres**	416.1	5	421.1	19%
	%	30.7%	0.6%		
Residential Single Family (RSF)	**Acres**		3.3	3.3	0.1%
	%		0.4%		
Total Acres	**Acres**	**1,353.5**	**867.0**	**2,220.5**	
Total %	**%**	**61%**	**39%**		**100%**

Source: County of San Luis Obispo Department of Planning and Building (2018)

LAND USE DEFINITIONS

Below are the definitions of land use categories established by the County of San Luis Obispo's Inland Land Use Ordinance, Title 22 and Coastal Land Use Ordinance, Title 23.

Commercial Retail (CR). The CR land use category designates space for Central Business Districts (CBD), Visitor-Serving Commercial, and Neighborhood Commercial areas. CBD areas provide centralized locations for business and public facilities that offer a wide range of commodities and services scaled to meet neighborhood and community shopping needs. Visitor-Serving Commercial areas provide services for highway travelers and uses associated with tourists and vacationers within urban areas. In the Coastal Zone, CR also provides Visitor-Serving Priority Areas (County of San Luis Obispo, 1988). Neighborhood Commercial areas provide convenient locations for retail commercial to meet daily shopping needs of residential uses. (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Industrial (IND). The IND land use category identifies areas suited to industrial activities that will not adversely affect adjacent areas of other uses. IND provides opportunities for the concentration of industrial uses to enable efficient use of transportation, circulation, and energy facilities (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Open Space (OS). The OS land use category consists of lands in public fee ownership, or private lands where an open space agreement or easement has been executed between property owner and County. In the Coastal Zone, OS may also be applied to areas left open as part of density transfer negotiated through the amendment process, or undeveloped portions of state park properties (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Public Facilities (PF). The PF land use category identifies land and structures committed to public facilities and public agency uses that benefit and meet the needs of the public (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Recreation (REC). The REC land use category identifies areas having recreational potential, providing for public park and recreation areas when not in conflict with surrounding rural and agricultural land uses. REC allows for recreation and resort-oriented development that will be incidental to outdoor recreation, and where significant public recreational resources are available in the immediate vicinity (County of San Luis Obispo, 1980). In the Coastal Zone, REC provides for visitor-serving recreational uses (County of San Luis Obispo, 1988).

Rural Lands (RL). The RL land use category consists of low population densities in rural areas outside of urban and village reserve lines where an open and natural countryside with very low development intensity is preferred. RL in the inland portion

of the County encourages rural development at very low densities that maximizes open space, watershed, and wildlife habitat areas (County of San Luis Obispo, 1980). In the Coastal Zone, RL permits rural development with very low densities, which maintains the character of rural and open areas, and maximizes preservation of watershed and wildlife habitat areas (County of San Luis Obispo, 1988).

Residential Multi-Family (RMF). The RMF land use category provides areas for residential development with a wide range of densities and housing types, including single-family dwellings, multi-family dwellings and mobile home developments. RMF relates high density residential development efficiently to community utilities and facilities, in addition to locating higher residential densities near commercial areas (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Residential Rural (RR). The RR land use category provides for residential development at a low-density compatible with a rural character and life-style that maintains the character of the open countryside and is compatible with surrounding agricultural uses. RR permits residential uses in areas where agriculture is clearly a secondary use (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Residential Suburban (RS). The RS land use category designates areas for lower density residential expansion and allows for single-family residential development on estate sized lots in a semi-rural suburban setting within urban and village areas or in older existing rural subdivisions (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Residential Single Family (RSF). The RSF land use category provides areas for single-family homes on urban-sized lots of less than one acre and mobile home developments in communities with full urban services. RSF provides housing within neighborhood context where social interaction is facilitated by allowing compatible non-residential uses such as small convenience stores, parks, and schools (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

LAND USES IN THE AVILA URL

COMMERCIAL RETAIL (CR)

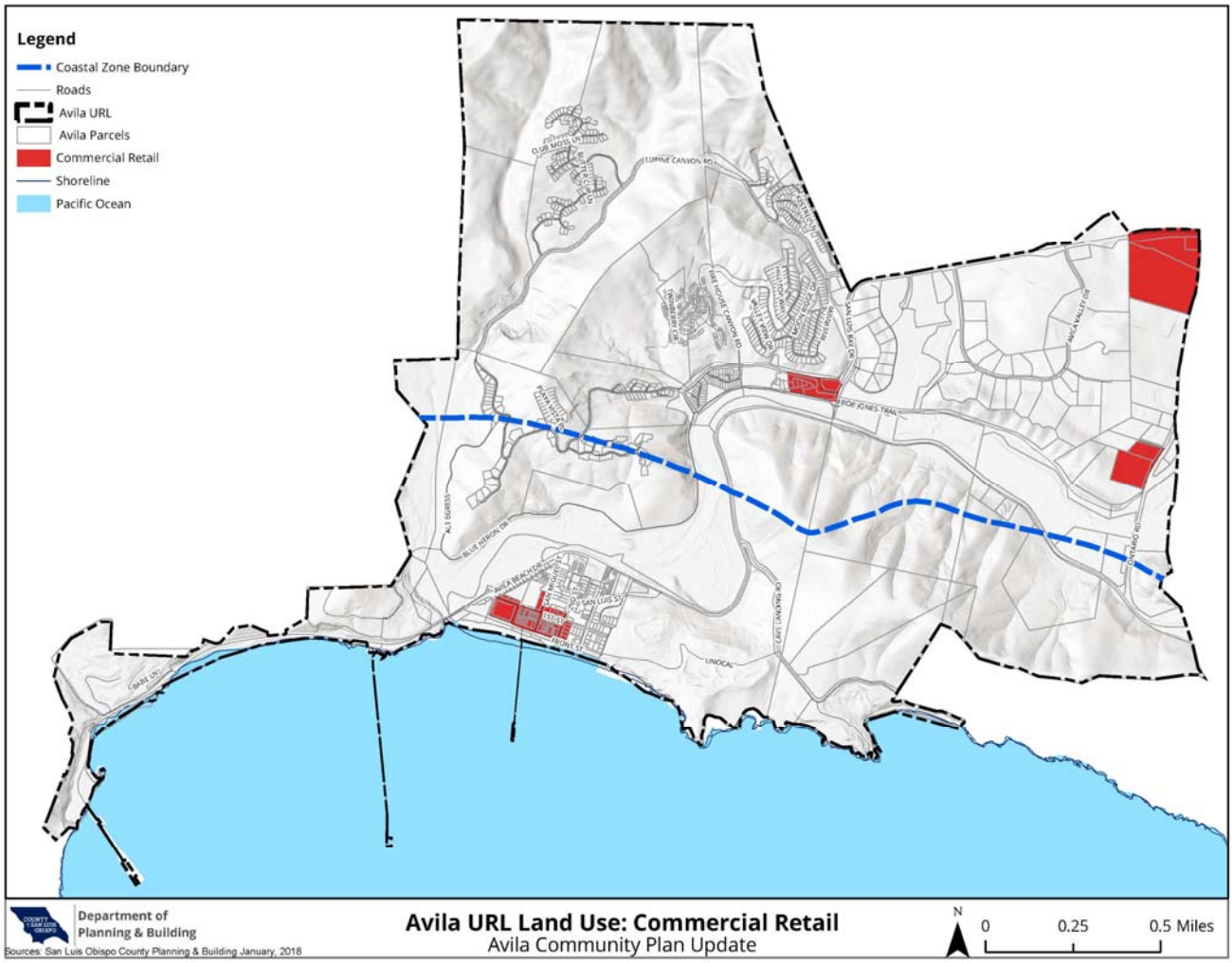
Commercial Retail makes up 2% of the land use in the Avila URL. Areas include: the Central Business District (CBD) in the Town subsection, the entrance to San Luis Bay Estates, and along Ontario Road in the Avila Valley subsection. The pockets of the commercial retail land use in the Avila URL can be seen in Figure 3.3.

The main entrance to San Luis Bay Estates has a hotel, restaurant/market, and private offices and businesses. This is the only area zoned commercial retail within the San Luis Bay Estates Development.

The CBD in the Town subsection is concentrated within the blocks between Front and First Streets, extending from San Juan Street to a point east of San Antonia Street. It is the economic hub of the Avila URL. As mentioned previously, most of this area was demolished as part of the Unocal cleanup in 1999. The uses prior to the demolition varied and included bars, restaurants, a mobile home park, motels, an auto repair shop, a grocery store and several residences. Now, the uses are geared more to visitor-serving uses such as a hotel, restaurants and tasting rooms along the Promenade, and vacation rentals.

Along Ontario Road, there are four CR parcels located on the corner of San Luis Bay Drive and two parcels closer to Avila Beach Drive. PG&E owns one of these lots, which is used as an education facility. The other two parcels are currently undeveloped and privately owned.

Figure 3.3: Commercial Retail Land Use



Source: County of San Luis Obispo Department of Planning and Building (2018)

INDUSTRIAL (IND)

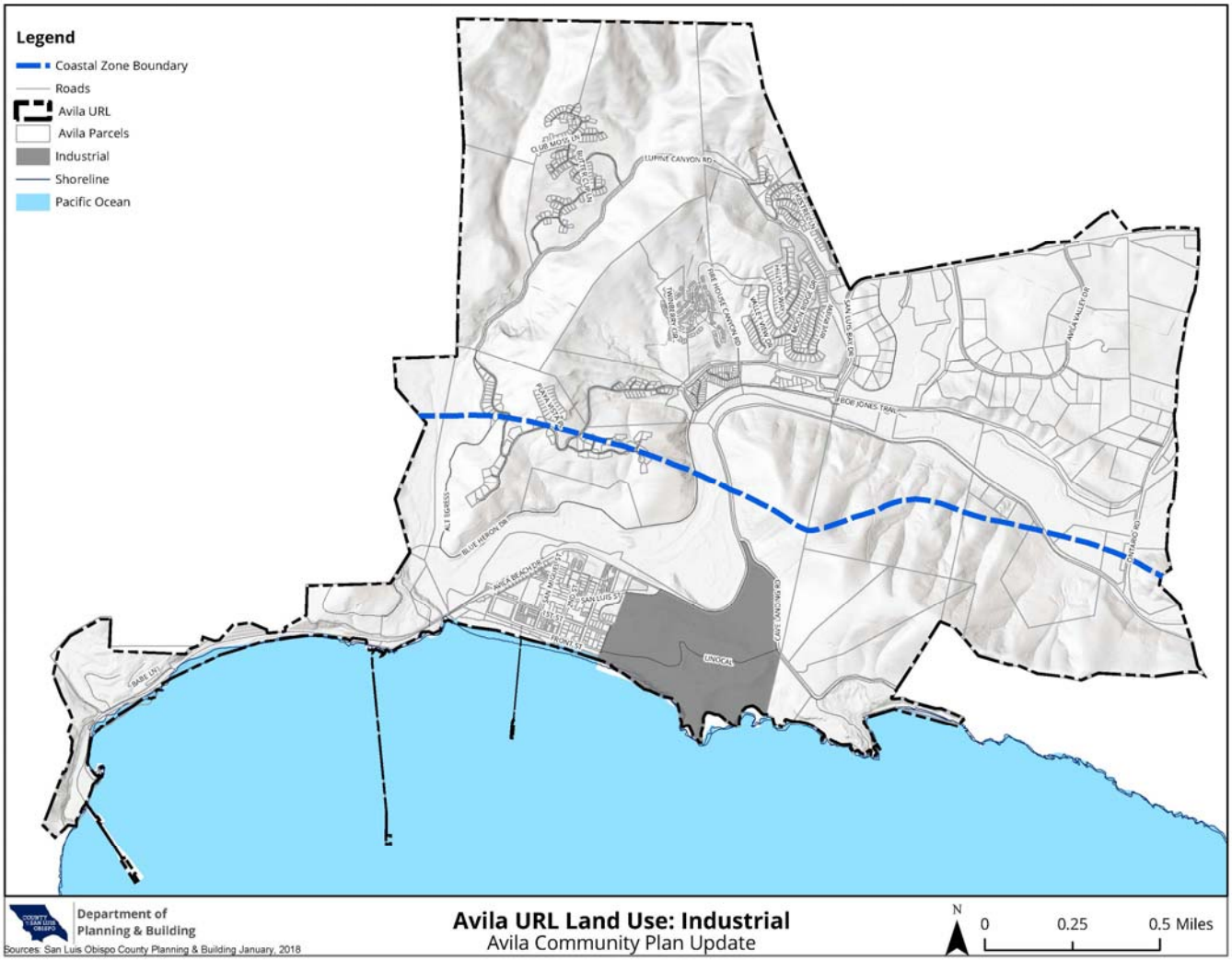
This land use designation only applies to the Unocal (a subsidiary of Chevron) property adjacent to the easterly edge of the town. The site is approximately 98 acres and located on a large hill overlooking the Town subsection (Figure 3.4).

The site was used as Unocal's tank farm for petroleum storage. The site is relatively flat with slopes of between 0-15%, but the site is surrounded by rather steep cliffs where slopes can extend over 30%. At one time, there were approximately 12 major storage tanks on the flat section of the site with small tanks and accessory buildings (i.e., water tanks, truck loading facilities) scattered throughout. In conjunction with the cleanup of petroleum contamination in town, Unocal removed the tanks and other facilities, except for water tanks.

The property is fenced, and access is restricted to Chevron officials. Chevron maintains the sewage disposal system and fire protection facilities but receives water

from the Avila Beach Community Services District. The tank farm site is a major visual feature in the Town subsection as it overlooks and can be seen from all vantage points from the town below. Chevron applied to rehabilitate the site in 2013. However, as of this writing, progress has not yet been made in developing a plan.

Figure 3.4: Industrial Land Use



Source: County of San Luis Obispo Department of Planning and Building (2018)

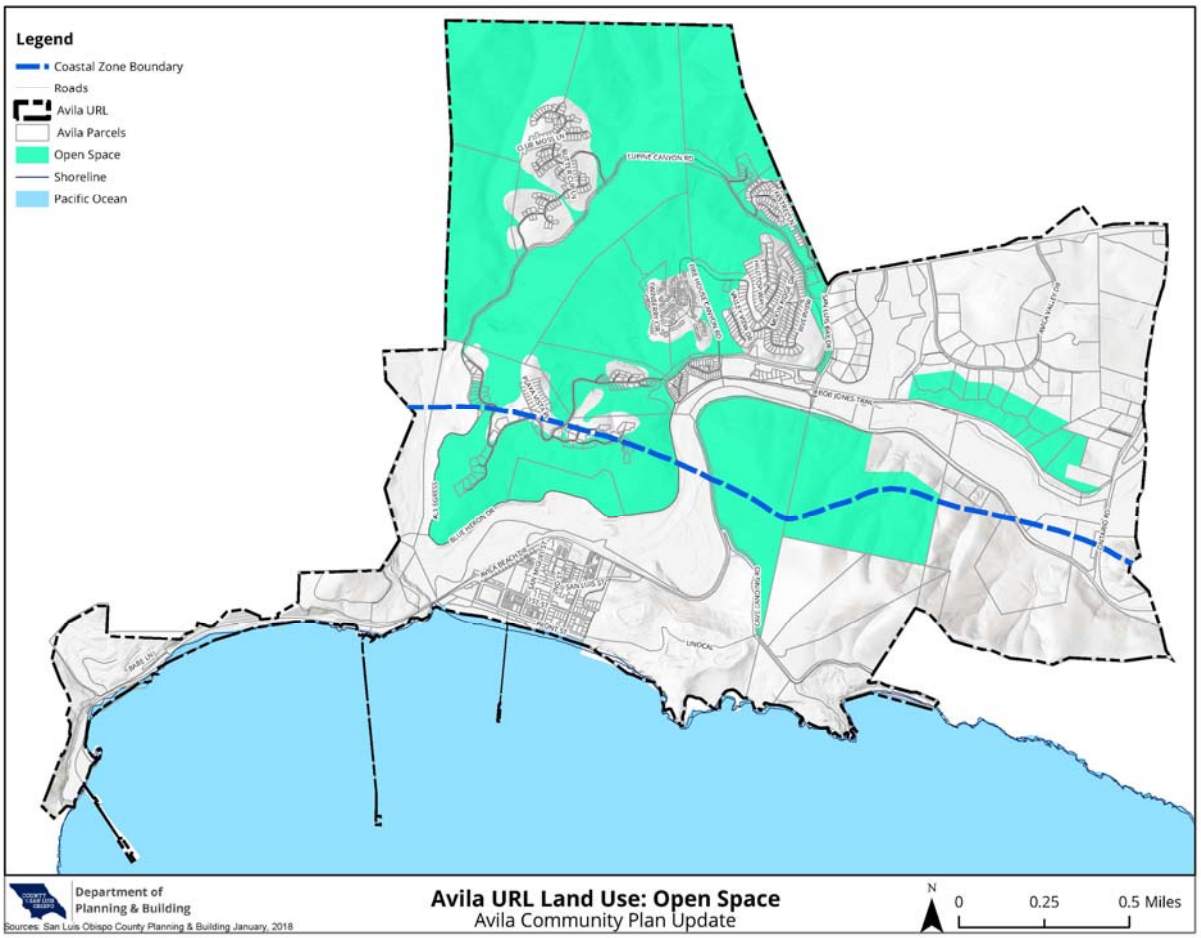
OPEN SPACE (OS)

The largest portion of land within the URL is zoned open space at 38% (Table 3.1). These areas include much of San Luis Bay Estates, the hills south of Avila Beach Drive near Cave Landing, and a segment of land along San Luis Obispo Creek north of Avila Beach Drive as depicted in Figure 3.5. Most of these lands are not open to the public serving as passive open space not used for active recreation. The exceptions are the Bob Jones Trail and the golf course.

A majority of the San Luis Bay Estates subsection is zoned open space, as a condition of the cluster development that was approved. Each phase of residential development includes the reservation of an area of open space to be reserved by perpetual easement to maintain a ratio of one acre of open space for each existing and proposed residential living unit. Throughout the development, there is a trail system which was intended to be in lieu of sidewalks, but these are private and not open to the public. The lot south of Avila Beach Drive in the Cave Landing/Ontario Ridge subsection was purchased to meet the amount of open space required to develop a portion of San Luis Bay Estates. It is extremely steep and heavily brush covered.

The segment of land along San Luis Obispo Creek north of Avila Beach Drive is subject to flooding. Since the Bob Jones Trail follows along the creek, low intensity recreational uses are permitted.

Figure 3.5: Open Space Land Use



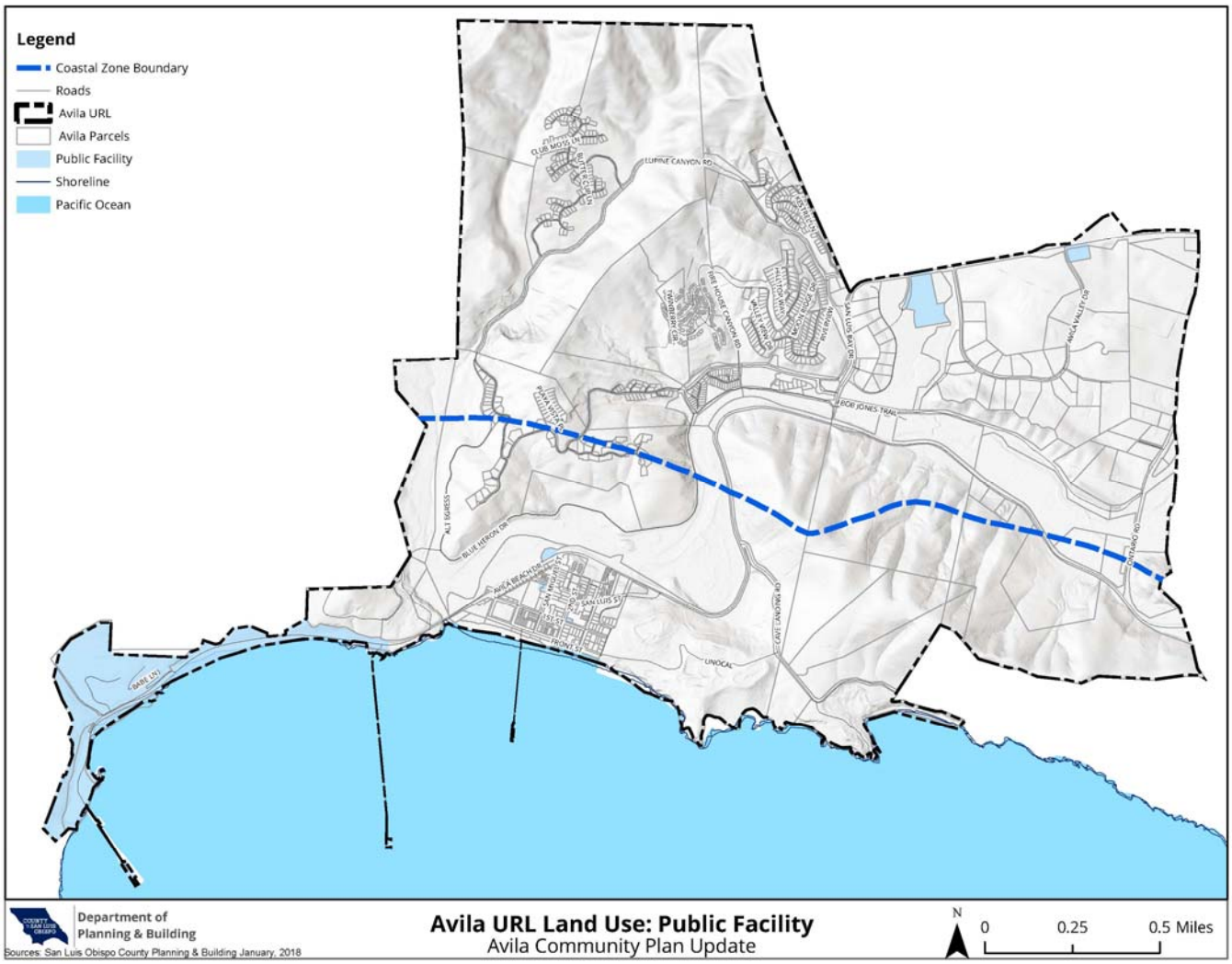
Source: County of San Luis Obispo Department of Planning and Building (2018)

PUBLIC FACILITIES (PF)

The Public Facilities land use category is applied to lands owned by public agencies. As seen in Figure 3.6, most of this land use category in the Avila URL is owned by or under a long-term lease by Port San Luis Harbor District. The PF land uses also includes the Community Service District (CSD) water treatment plant located on Avila Beach Drive, the fire station on First and San Luis Streets (now the Avila Beach Community Service District Office), the Avila Beach Community Center on San Miguel Street, and the Bellevue-Santa Fe Charter School on San Luis Bay Drive. Two of the three piers in the Avila URL, the Cal Poly and Harford piers, are included in this land use category. The Cal Poly pier serves as a research pier for California Polytechnic State University in San Luis Obispo. The Harford pier remains a working pier. There are two restaurants located on the pier, and motor vehicles are still able to drive down to the end. The history of the piers can be found in Chapter 8- Cultural and Historical Resources.

As mentioned in the Port Master Plan, the lands owned by Port San Luis Harbor District currently provide and are proposed to expand recreational uses over a series of phased development. These uses are compatible with the character of the harbor including, but not limited to, docking commercial and recreational boats, repair facilities, parking, storage, and visitor-serving and coastal dependent uses. One of the next phases of development for the district is the Harbor Terrace project which would consist of a campground, restrooms, parking, commercial and harbor uses for both the public and overnight guests. This development would move 25 RV camping spaces on Avila Beach Drive to the site which would allow for additional roadside parking.

Figure 3.6: Public Facilities Land Use



Source: County of San Luis Obispo Department of Planning and Building (2018)

RECREATION (REC)

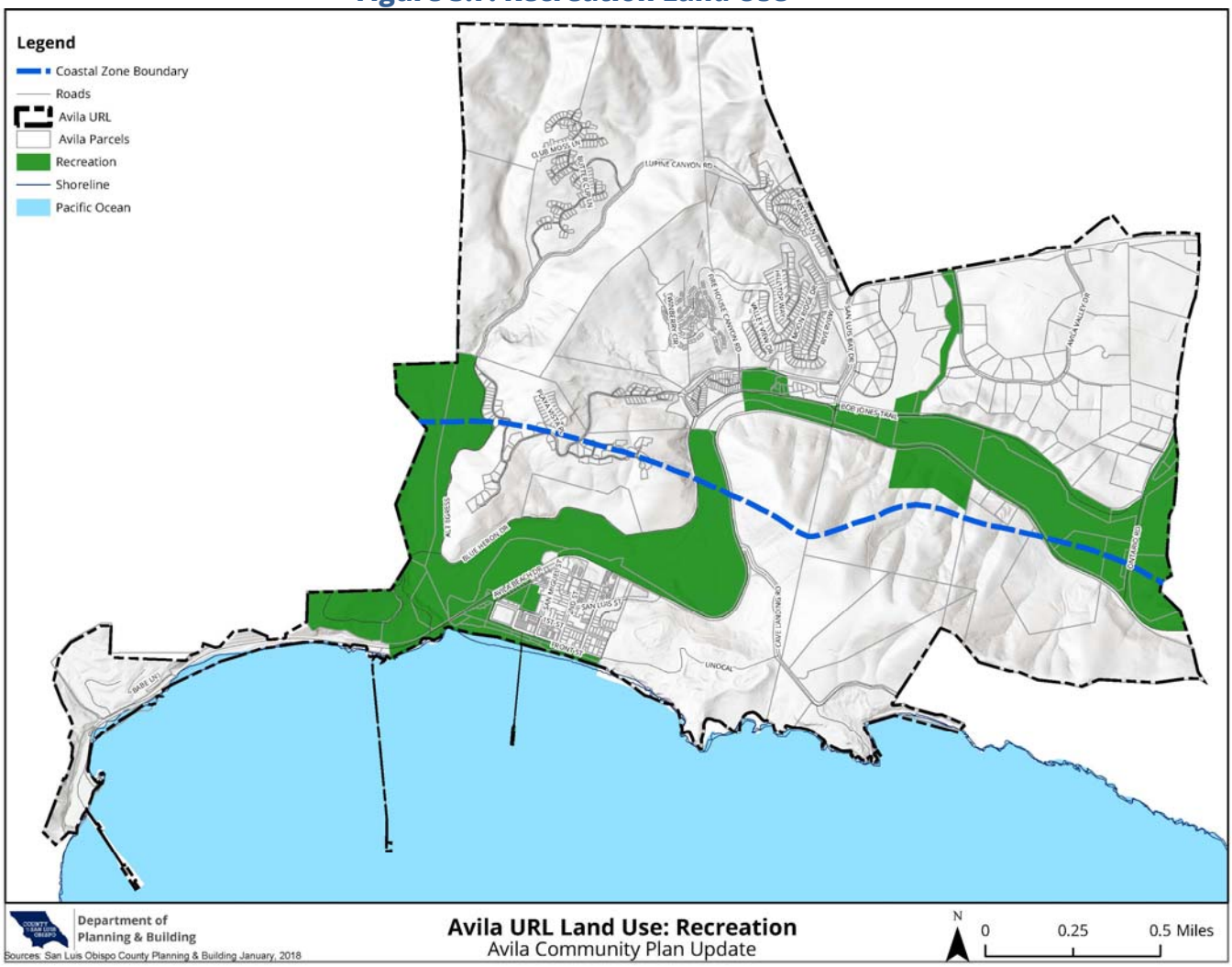
As seen in Figure 3.7, the Recreation land use category is found primarily along San Luis Obispo and See Canyon creek beds and to areas containing existing recreational development such as the privately-owned golf course, swimming pool, and tennis courts located in the San Luis Bay Estates subsection. A main feature within the recreation land use category is the Bob Jones Trail, a pedestrian/bicycle trail, which connects the Avila Valley subsection to San Luis Bay Estates and the Town subsections. There is an effort to connect the City of San Luis Obispo and Avila through this trail system.

The Recreation land use category extends the full length of Front Street and serves as a major draw to the community and visitors. Resources located on the beach include the Central Coast Aquarium, picnic facilities, playground equipment, restrooms,

and a public pier (Avila Pier). Both the beach and Avila Pier are operated and maintained by the Port San Luis Harbor District. Currently the pier is closed, and fundraising efforts have begun to stabilize the pier.

In the Avila Valley and Cave Landing/Ontario Ridge subsections, most of the businesses operating in the recreational land use category are visitor-serving. Avila Hot Springs pool and camper park, Avila KOA park, and the old Santa Fe School tasting room are all located along Ontario Road. Along Avila Beach Drive, Avila Barn provides local produce, and Sycamore Hot Springs has short-term rentals and a spa.

Figure 3.7: Recreation Land Use

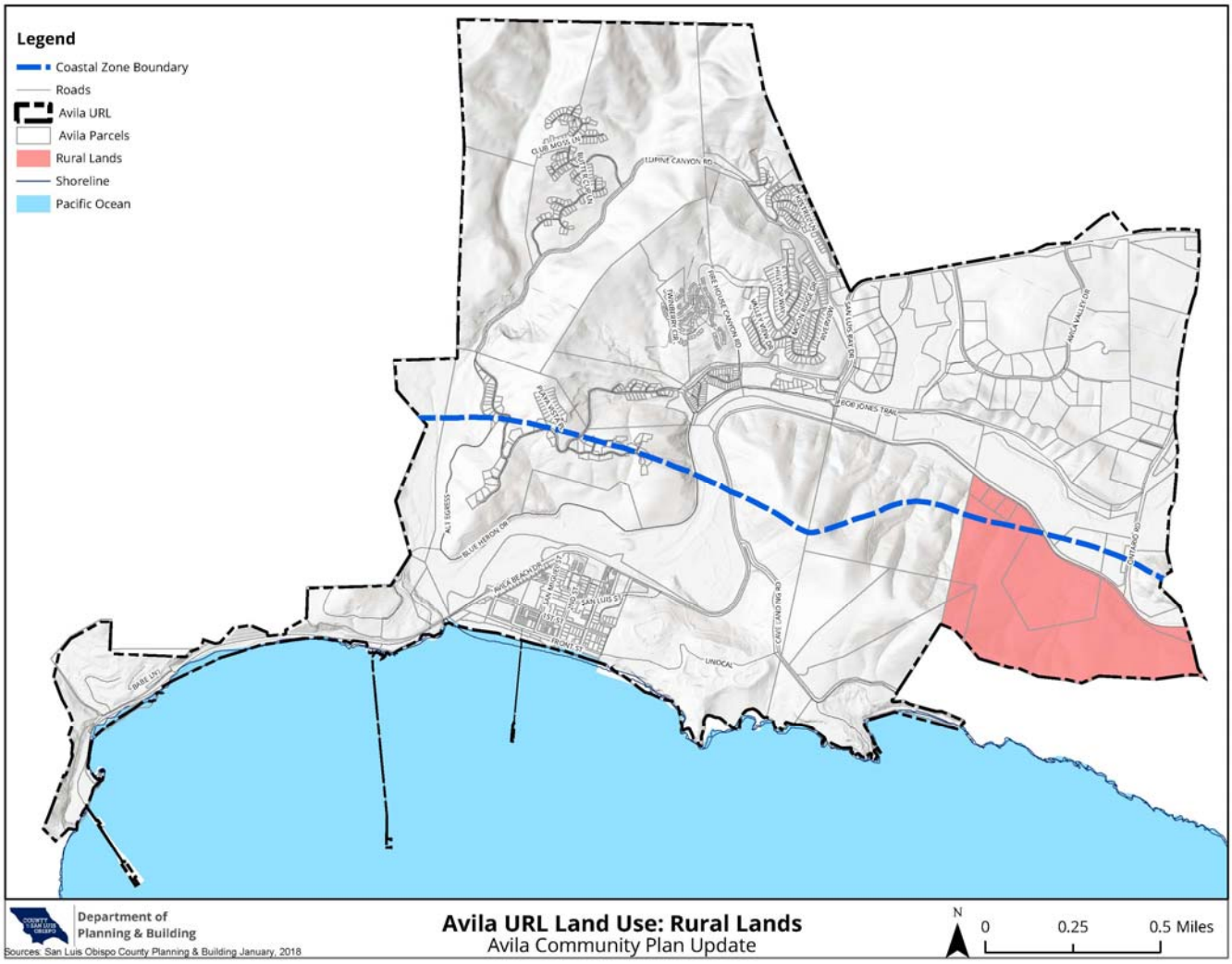


Source: County of San Luis Obispo Department of Planning and Building (2018)

RURAL LANDS (RL)

The Rural Lands land use category covers lands south of Avila Beach Drive on the northerly slopes of Ontario Ridge as seen in Figure 3.8. The area is extremely steep and heavily wooded and provides the southerly definition of Avila Valley. Any development must occur adjacent to Avila Road, not on the hillsides. The undeveloped portions of the properties are covered by open space easements. These rural lands provide a scenic backdrop from the urbanized coastal area of Pismo Beach to the south.

Figure 3.8: Rural Lands Land Use

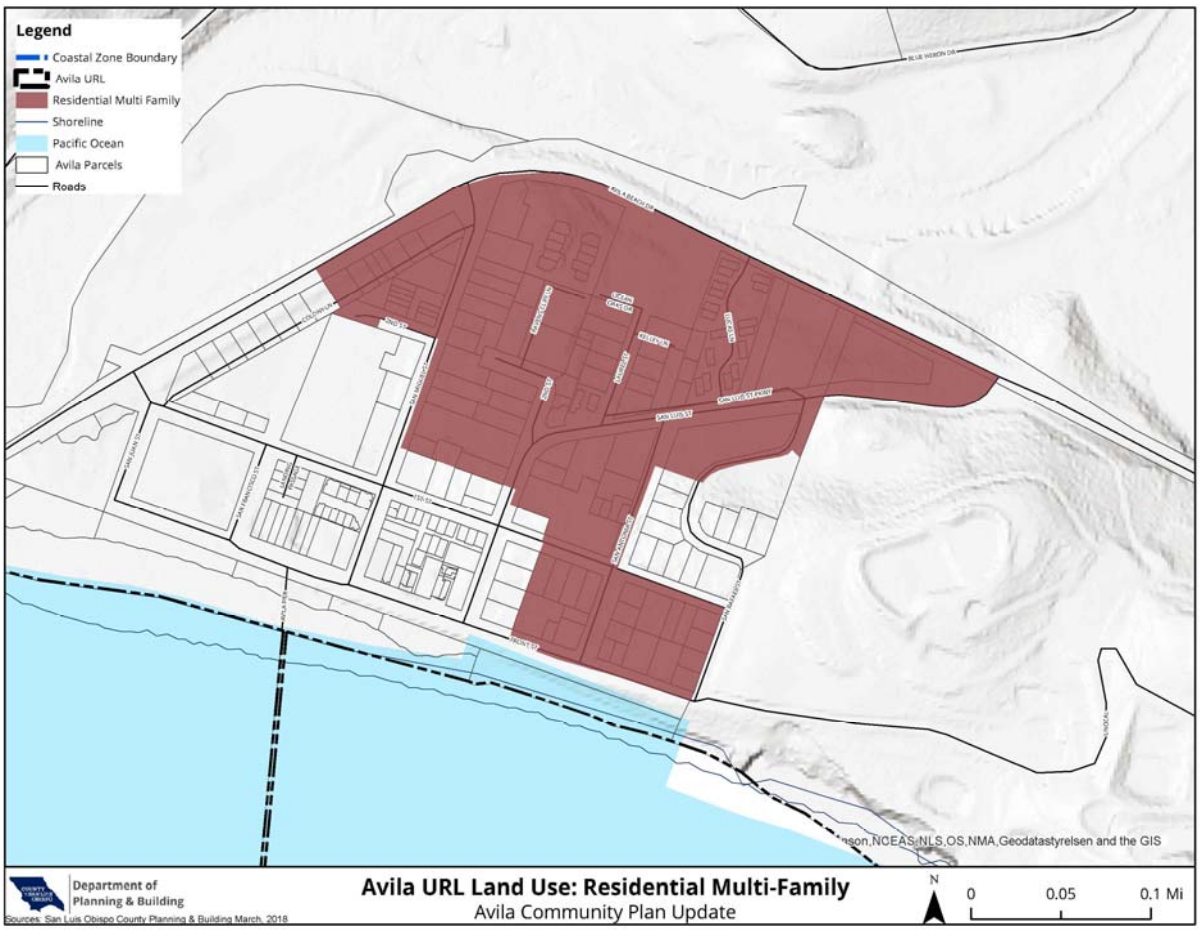


Source: County of San Luis Obispo Department of Planning and Building (2018)

RESIDENTIAL MULTI-FAMILY (RMF)

As seen in Figure 3.9, the Residential Multi-family land use category is only found in the Town subsection and makes up approximately 18% of the Town subsection. The dwelling units within this category include a combination of single-family residences and duplexes.

Figure 3.9: Residential Multi-Family Land Use

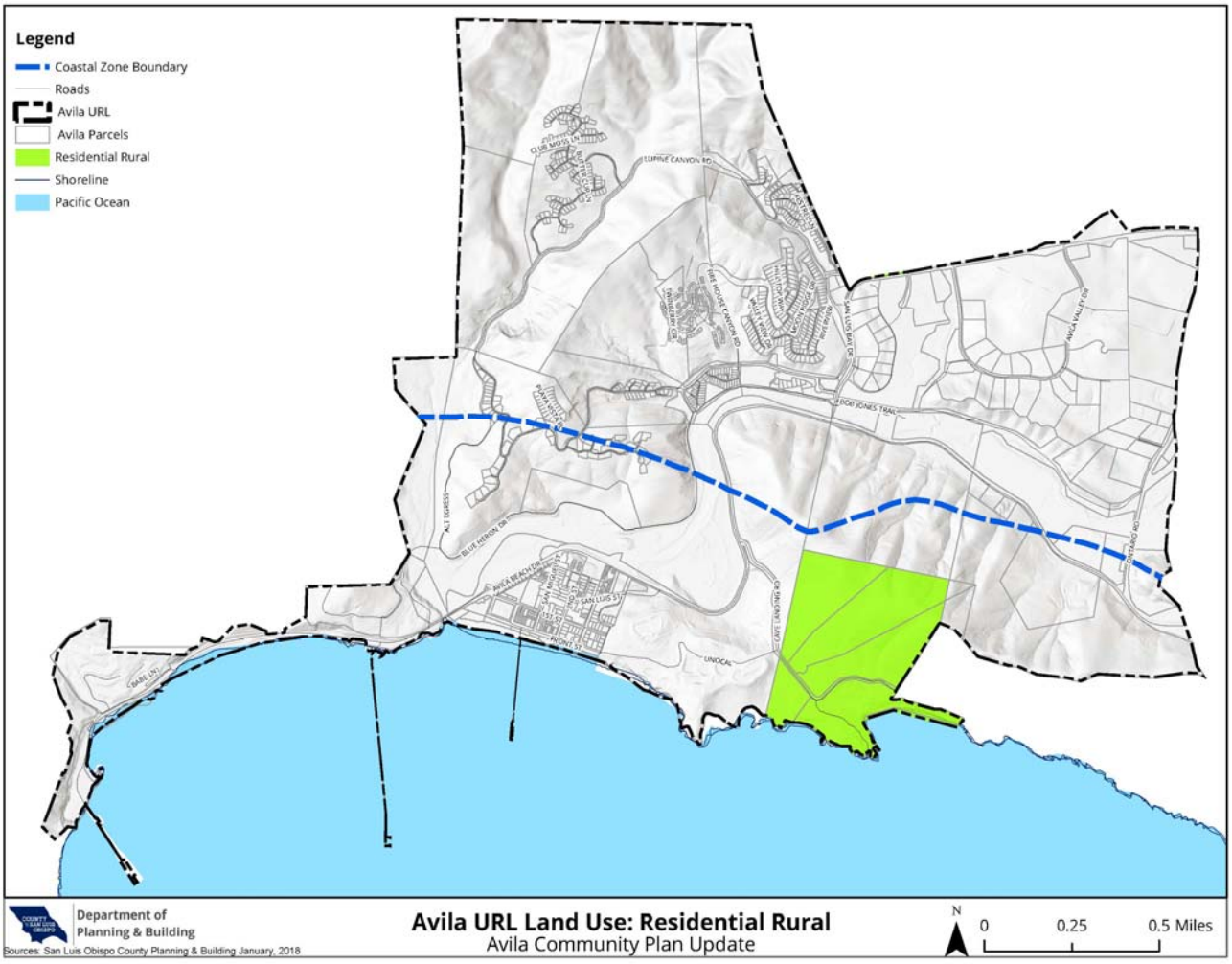


Source: County of San Luis Obispo Department of Planning and Building (2018)

RESIDENTIAL RURAL (RR)

As seen in Figure 3.10, there are four large parcels zoned Residential Rural. Each is located along Cave Landing. The parcels include culturally significant lands such as Mallagh Landing and Pirates Cove. Challenges such as service extensions outside existing subdivided areas, geological and archaeological resource protection, recreation and shoreline access opportunities, visual and scenic impacts are all factors when considering development on these properties. An improvement plan was proposed by County Parks and Recreation but was denied by the Coastal Commission in 2014. Since then, the cultural resource has continued to be a popular destination, however, due to the limited facilities and maintenance available, upkeep of the area has been limited. Part of the Ontario Ridge trail goes through this land use zone.

Figure 3.10: Residential Rural Land Use



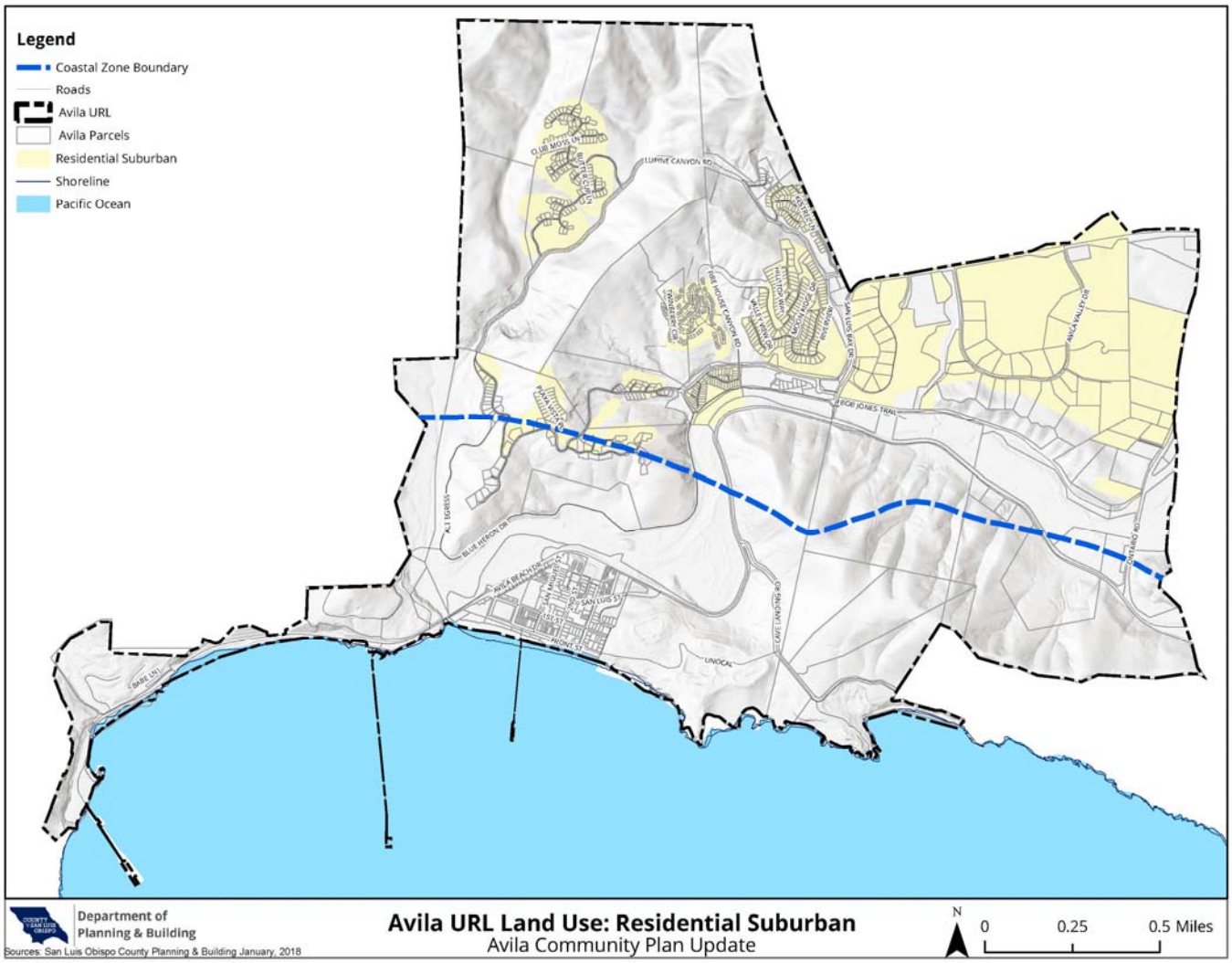
Source: County of San Luis Obispo Department of Planning and Building (2018)

RESIDENTIAL SUBURBAN (RS)

As seen in Figure 3.11, the pockets of development throughout the San Luis Bay Estates and Avila Valley subsections are zoned Residential Suburban. San Luis Bay Estates is made up of lower density residential clusters of single-family residences.

In Avila Valley, RS development is clustered toward the center and not immediately adjacent to the roadways or prominent hilltops. The suburban lots utilize specially designed individual sewage disposal systems and a community water supply system. The units are clustered, and the net density does not exceed one dwelling unit per 5 acres.

Figure 3.11: Residential Suburban Land Use

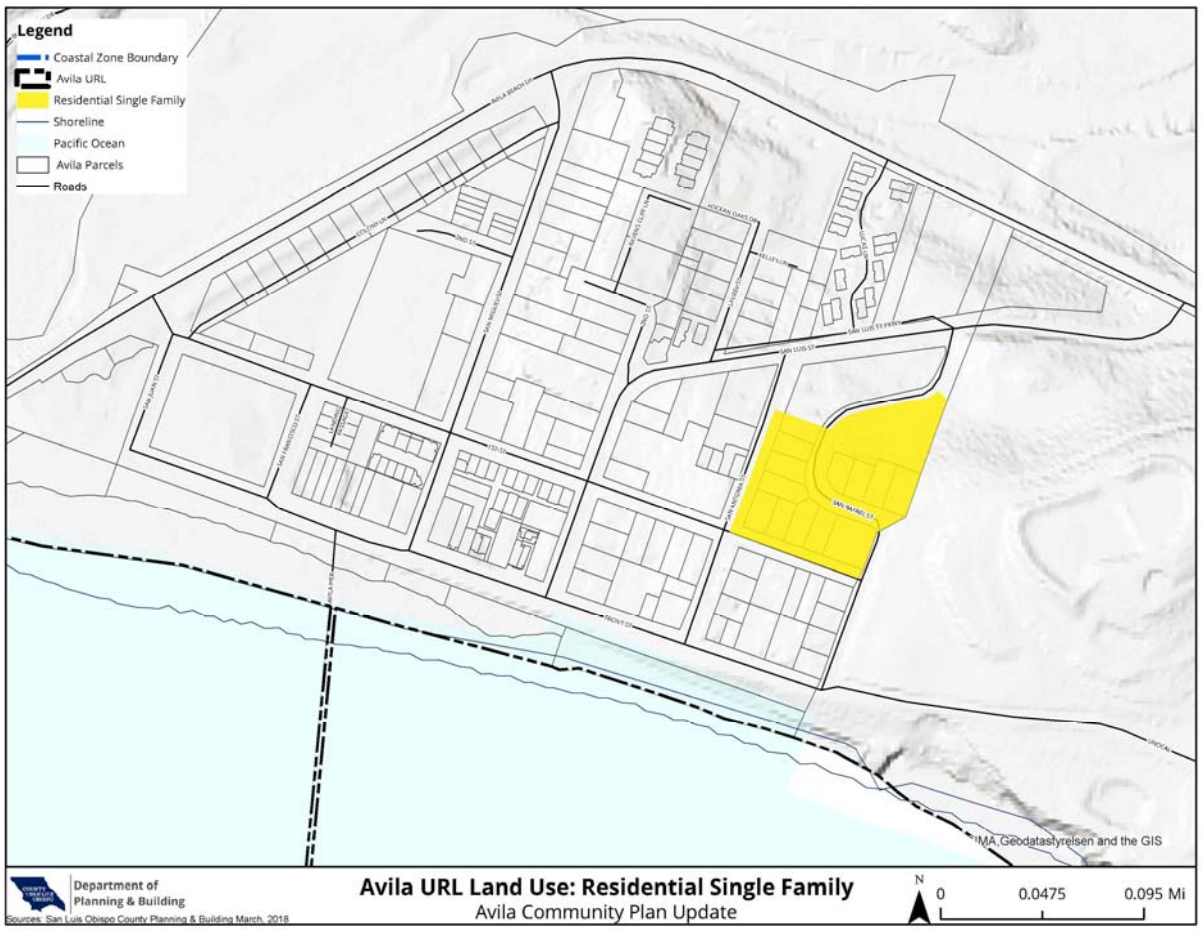


Source: County of San Luis Obispo Department of Planning & Building (2018)

RESIDENTIAL SINGLE FAMILY (RSF)

As seen in Figure 3.12, there is one block in the Town subsection that is residential single family. The block is bordered on the north by San Luis Street, on the west by San Antonio Street, on the south by First Street, and on the east by the Unocal property.

Figure 3.12: Residential Single-Family Land Use



Source: County of San Luis Obispo Department of Planning & Building (2018)

EMERGING DIRECTIONS

DESCRIPTION UPDATES

The community plan update will consolidate the land use related policies and standards into a single comprehensive document. Additional policies and standards may be considered as the existing plans are evaluated for consistency with concerns and needs of the community.

4 - AESTHETICS

This section provides a description of the subsections within the Avila URL and the aesthetic design and natural environmental qualities that make those subsections distinct regions.

REGULATORY SETTING

LOCAL

SAN LUIS BAY AREA PLAN (COASTAL)

The San Luis Bay Area Plan Coastal describes County land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. This area plan allocates land use throughout the planning area by land use categories. The following standards can be found in the San Luis Bay Area Plan and are related to view protection and open space preservation.

- In both the Residential Multi-Family and Residential Single-Family land use categories, all new residential development shall be designed to protect public view corridors to the beach and ocean (p.8-29).
- In the Rural Lands land use category, new development proposals are to include provisions for guaranteeing preservation of the steep wooded slopes south of Avila Road extending to Ontario Ridge. These areas are not open to the public unless desired by the property owner (p.8-31).

SAN LUIS OBISPO INLAND AREA PLAN

The San Luis Obispo Inland Area Plan contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo Urban Reserve Line. It also contains regional policies and programs that affect both urban and rural areas. The plan provides detail on special overlay land use categories such as combining designations which have special resources. Combining designations require a more detailed project review to avoid or minimize adverse environmental impacts. As stated in the San Luis Obispo Area Plan, Ontario Ridge is highlighted as a sensitive resource area. Ontario Ridge (SRA) is an important scenic backdrop for the Avila URL and open space agreements on the slopes should be obtained at the time of development proposals (p. IV.6-5).

AVILA BEACH SPECIFIC PLAN

The Avila Beach Specific Plan was adopted in 2000 with the purpose of creating a vision for rebuilding the town of Avila Beach following the Unocal oil spill and clean-

up operation. The cleanup resulted in the demotion of much of the town's commercial district. The Plan's vision incorporated pre-clean-up design of the buildings and a variety in building forms during rebuilding of Avila Beach. The standards and guidelines are divided into five sections, Affordable Housing and sections representing each of four land use districts- Front Street Commercial Retail (FCR), Commercial Retail (CR), Residential Multi-Family (RMF) and Residential Single-Family (RSF).

The plan focused on walkability and increasing the visual interest within the commercial district. To increase visual interest, the plan called for development to create variety along the street edge through variable building heights and setbacks in combination with elements such as balconies, awnings and overhangs. The intent of this design aspect was to generate opportunities for human interaction by incorporating places for people to gather. Human interaction was a driver in the type of development as well. The plan called for mixed use development with residential units on the second floor above first floor businesses which would provide a "neighborhood watch" over public areas such as public streets and pedestrian areas. Elements of town pre-clean-up are reflected through sign types and designs, building materials and building styles.

SAN LUIS BAY ESTATES MASTER DEVELOPMENT PLAN

The San Luis Bay Estates Master Development Plan was approved in 1981 evolving from a 1967 Conditional Use Permit. The 1981 permit, the Master Development Plan, established the development phases of San Luis Bay Estates, a private development, covering approximately 1,050 acres in the north-west side of the Avila URL. The development San Luis Bay Estates was divided into six residential phases. The last phase of the plan is in the process of being built-out. A visual analysis from Avila Beach Drive to the development was done to dictate the building zone location. Limiting development that is visible from Avila Beach Drive is a standard in the permit. The permit specifies height restrictions, the number of dwelling units to be developed in each phase, density, and open space requirements. Each development phase was required to come back to the Department of Planning and Building with specific detailed studies of on-site characteristics.

PORT SAN LUIS HARBOR DISTRICT MASTER PLAN

The Port San Luis Harbor District Master Plan addresses the logical and sensitive development of the State granted tidelands of San Luis Obispo Bay, integrates ecological, social, and fiscal objectives, and preserves the unique character of the rural waterfront. The Master Plan establishes one visual and scenic resource goal. The goal is to have "a landscape that reflects the context of its use and the natural setting with minimal impacts to scenic viewsheds." Policies that guide the aesthetics of

the Port include waterfront character protection, enhancing the visual quality of the bluffs & hillsides, renovating historic port properties using adopted guidelines, and incorporating visually pleasing designs (3-7).

EXISTING CONDITIONS

The two main roads in Avila, Avila Beach Drive and San Luis Bay Drive, provide a variety of views in Avila. Avila Beach Drive meanders along San Luis Creek providing views of steep hills covered in oak woodland, the Bob Jones bike trail, the Pacific Ocean, and the three piers. San Luis Bay Drive provides views of Avila Valley and local agriculture. Design standards are found in both the Avila Beach Specific Plan and the San Luis Bay Area Plan (Coastal). Design Standards within the URL have created a more densely developed town and clustered development in San Luis Bay Estates and Avila Valley. The focus was to create pockets of development surrounded by open space.

As stated earlier the approximately 2,220 acres of the Avila URL is divided into five subsections: Avila Valley, San Luis Bay Estates, Cave Landing/Ontario Ridge, the Town, and the Port. Each subsection has unique aesthetic character, but specific aesthetic design standards are limited. Most of the aesthetic detail is found in the Avila Beach Specific Plan which was completed for the redevelopment of the Town subsection.

The Avila Valley subsection encompasses both entrances to the Avila URL from either the San Luis Bay Drive or Avila Beach Drive's US 101 exists. Avila Valley has a rural look by design and necessity due to the topographical features defined by flood plains along two creeks, See Canyon and San Luis Obispo, and steep slopes. Residential dwelling units are set back from both creeks with pockets of agriculture. There are approximately 84 acres of agricultural crops making up 19% of the land within the subsection. Agricultural uses are limited to this subsection and not found within the land use category of agriculture.

The San Luis Bay Estates subsection is the largest of the five subsections with the most residential dwelling units. The development within this subsection contains a gated residential community, a hotel, an athletic club, retail stores, offices, and a golf course. The residential community was divided into six development phases. There are nine residential clusters each with individualized aesthetic design. Throughout the development there are trails connecting the residential clusters in place of sidewalks. The roads through San Luis Bay Estates are narrow making golf carts a common transportation mode within the development. The approval of this development required each phase of residential development to include the reservation of an area of open space to maintain a ratio of one acre of open space for each existing and proposed residential living unit.

To the left (or south) of the intersection of Avila Beach Drive and US 101 is the start of the Cave landing/Ontario Ridge subsection. This subsection encompasses the steep slopes of Ontario Ridge, the coastal bluffs and beaches of Pirates Cove. Most of this subsection includes undeveloped parcels other than Sycamore Mineral Hot Springs Resort and three residential dwelling units. This subsection is known for the informal hiking trail along Ontario Ridge and coastal bluffs to Pirate's Cove beach. There is no through-access as it is barricaded at the easterly end where it abuts the Pismo Beach city limits. Cave Landing Road is in the County road system but is maintained at minimum standards with a narrow pavement width. The beach is a heavily used recreational resource, however, the lack of improved access and parking has resulted in considerable degradation of native vegetation and erosion along footpaths to the beach and cliff-top parking areas.

Due to the Unocal cleanup, most of the town has been redeveloped since the early 2000s guided by the Avila Beach Specific Plan. Of the existing land use plans in the Avila URL, the Avila Beach Specific Plan contains the most detailed aesthetic standards. During the creation of the plan, a significant effort went into the document's creation including detailed text and visual design standards. Before the Unocal cleanup, the Town subsection was considered "funky" and one of the main design priorities in the plan is to "preserve the funky and eclectic character of Avila Beach." Today, the town looks very similar to the vision included in the Specific Plan; however, the town is not typically described as funky or eclectic as it once was.

Driving in from Avila Beach Drive, the Avila Beach Golf Course is to the right and the town is to the left. In town, there are hotels, retail shops, restaurants, a park looking out to the beach, the Central Coast Aquarium, residential units, a parking lot. As guided by the Avila Beach Specific Plan, the town is walkable and has a "small beach town" feel. The beach is a focal point along Front Street. Front Street between San Francisco and San Miguel Streets is closed to vehicles creating a Promenade in front of the Avila pier. This is where events such as the Friday Farmer's Market take place. Heading East on Front Street, the road increases in steepness and public access stops at San Rafael leading up to the Unocal property.

Traveling west down Avila Beach Drive, there is an unobstructed view of the Pacific Ocean. The second pier on the left is the Cal Poly research pier. There is parking along Avila Beach drive for those looking to access the beaches. There is limited RV parking along Avila Beach Drive before reaching the Diablo Canyon Front Gate, the entrance to Diablo Canyon Nuclear Powerplant. Avila Beach Drive dead-ends at the Port San Luis Harbor District parking lot. Visitors have access to the Harbor District office, three restaurants, sport fishing, and charter boats in this subsection. Vehicles are permitted to drive on Harford Pier. Walking along the pier sea life such as harbor seals dolphins, otters, and pelicans are commonly spotted. From this subsection,

hikers can access the Pecho Coast Trail to Point San Luis Lighthouse as part of a docent led hike (which is not within the URL).

EMERGING DIRECTIONS

DESIGN STANDARDS OF THE AVILA URL

In the last twenty years, the style of the town has been well established through the Specific Plan. However, contrary to the Specific plan, the community no longer identifies the town as "eclectic or funky". During the 2016 Kick-Off meeting, community members were asked to choose two adjectives that best describe the Avila URL. The top results were beautiful (38%), friendly (18%), and charming (17%). Eclectic (3%) and funky (1%) were the least selected out of the nine choices. Descriptions of the subsections and the aesthetic characteristics will be updated to better represent the existing aesthetic nature of the Avila URL. Additionally, maintaining the natural environment within the Avila URL is so important that the community highlights it as the community vision statement which can be seen in Chapter 14 - Community Outreach. The scenic qualities are a deep part of the community's character and major reason that the area is such a highly visited destination. These features include but are not limited to the unincorporated town of Avila, with its promenade, and coastline. The hillsides offer a clustered residential development (San Luis Bay Estates) surrounded by dense oak woodlands, the coastal view shed, and recreational open space opportunities. According to the Conservation and Open Space Element, the two-lane public road leading to the town, Avila Beach Drive, is suggested as a scenic corridor (9.14). Through the community plan update, standards related to hillside development, height restrictions, and scenic corridor will be reviewed to help mitigate visual impacts.

The community plan update will consider policies related to design aesthetics to meet the aesthetic goals of the community. A unified set of design guidelines will reduce the risk of inconsistency as well as provide a more streamlined approach to future updates.

5 - AIR QUALITY

This section outlines regulatory air quality standards, provides air quality conditions within the URL, and discusses how conditions would reasonably change given projected population, economic, and environmental conditions.

REGULATORY SETTING

FEDERAL

CLEAN AIR ACT

The federal Clean Air Act regulates air emissions from stationary and mobile sources to control air pollution in the United States. Under the Clean Air Act, the Environmental Protection Agency (EPA) establishes limits on six criteria pollutants through the National Ambient Air Quality Standards (NAAQS). These pollutants include ozone, carbon monoxide, nitrogen dioxide, lead, particulate Matter (PM 10) and particulate Matter (PM 2.5). To protect public health and welfare, the Clean Air Act sets standards for the six criteria pollutants. The Clean Air Act also gives the EPA the authority to limit emissions of air pollutants coming from sources such as chemical plants, utilities, and steel mills. Individual states or tribes may have more stringent air pollution standards, but they must meet the minimum standard requirements set by the EPA. Under the Clean Air Act, states must develop State Implementation Plans (SIPs) that outline strategies and control measures to attain air pollution standards under the Clean Air Act.

Table 5.2: Federal and State Ambient Air Quality Attainment Standards

Pollutant	Federal Standard	California Standard
Ozone	0.07 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.03 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 mg/m3 (3-mo avg)	1.5 mg/m3 (30-day avg)
Particulate Matter (PM10)	150 mg/m3 (24-hr avg)	50 mg/m3 (24-hr avg) 20 mg/m3 (annual avg)
Particulate Matter (PM2.5)	12 mg/m3 (annual avg) 35 mg/m3 (24-hr avg)	12 mg/m3 (annual avg)
ppm= parts per million mg/m3 = micrograms per cubic meter		

Source: CARB (2015)

STATE

CALIFORNIA CLEAN AIR ACT

The California Clean Air Act regulates air emissions from stationary and mobile sources to control air pollution in California. Under the California Clean Air Act, the California Air Resources Board prepares and enforces the federally required State Implement Plans to achieve and maintain National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS). The State standards set

limits for six criteria pollutants that are identical to or stricter than federal standards. The California Clean Air Act also sets ambient air standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

The California Clean Air Act directs the California Air Resources Board to designate Air Quality Management Districts (AQMDs). AQMDs obtain attainment designations if the concentrations of criteria air pollutants meet or are less than the SAAQS. AQMDs receive nonattainment designations if the concentrations of criteria air pollutants exceed the SAAQS. The California Air Resources Board, as the oversight agency, is responsible for regulating statewide air quality, but implementation and administration of SAAQS is delegated to the regional Air Pollution Control Districts (APCDs). APCDs are established for specific air basins and are primarily responsible for developing plans to meet SAAQS and NAAQS; creating control measures for non-vehicular sources of air pollution necessary to achieve and maintain SAAQS and NAAQS; implementing permit programs established for the construction, modification, and operation of air pollution sources; enforcing air pollution statutes and regulations governing non-vehicular sources; and developing employer-based trip reduction programs.

CRITERIA POLLUTANTS

The State of California and the U.S. Environmental Protection Agency (USEPA) adopted ambient air quality standards for six common air pollutants of primary public health concern: ozone, particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), and lead. These are called "criteria pollutants" because the standards establish permissible airborne pollutant levels based on criteria developed after careful review of all medical and scientific studies of the effects of each pollutant on public health and welfare. Air Quality Standards are used to designate a region as either "attainment" or "non-attainment" for each criteria pollutant. A non-attainment designation can trigger additional regulations for that region aimed at curbing pollution levels and bringing the region into attainment of the standards.

The NAAQS are generally less restrictive than CAAQS; however, the federal standards include regulatory penalties that the California Standards do not have. For most pollutants, the NAAQS allow a standard to be exceeded a certain number of times each calendar year without resulting in a non-attainment designation.

OZONE

Ozone is formed in the atmosphere by complex reactions involving pollutants and sunlight. The amount of ozone formed depends on both the concentration of pollutants, in addition to the intensity and duration of sunlight. Motor vehicles,

industrial and commercial combustion sources, and urban and rural burning are the principal sources of pollutants that contribute to ozone formation.

PARTICULATE MATTER (PM 2.5 AND PM10)

Ambient air quality standards have been established for two classes of particulate matter: PM10 (respirable particulate matter less than 10 microns in aerodynamic diameter), and PM2.5 (fine particulate matter 2.5 microns or less in aerodynamic diameter). Both consist of many different particles that vary in chemical activity and toxicity. In 1998, the California Air Resources Board (ARB) identified diesel particulate matter as a toxic air contaminant based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. PM2.5 is a greater health risk because the particles are smaller and can travel deeper into the lungs. Sources of particulate pollution include diesel exhaust; mineral extraction and production; combustion products from industry and motor vehicles; smoke from wildfires and prescribed burning; paved and unpaved roads; condensation of gaseous pollutants into liquid or solid particles; and windblown dust from soils disturbed by demolition, construction, agricultural operations, off-road vehicle recreation, and other activities.

SULFUR DIOXIDE

Sulfur dioxide (SO2) is a colorless gas generated by fossil fuel combustion from mobile sources such as vehicles, ships, and aircraft, in addition to stationary sources such as industry, homes, and businesses. SO2 may also be emitted by petroleum production and refining operations.

NITROGEN DIOXIDE, CARBON MONOXIDE AND LEAD

Nitrogen dioxide (NO2) is a brownish-colored air pollutant that irritates the eyes, nose and, throat, and can damage lung tissues. Carbon monoxide (CO) results from fuel combustion and can cause headaches and fatigue. Motor vehicles are the primary contributor of CO in outdoor air. Lead is extremely toxic. Exposure to high concentrations of lead, particularly in young children, can result in damage to the central nervous system, and may be associated with high blood pressure in adults. Human exposure to lead typically occurs via inhalation of air and ingestion of lead in food, soil, water or dust.

TOXIC AIR CONTAMINANTS

A toxic air contaminant (TAC) is defined as “an air pollutant which may cause or contribute to an increase in mortality, serious illness, or pose a present or potential hazard to human health.” Exposure to TACs can potentially increase the risk of contracting cancer and result in other adverse health effects (e.g., asthma, birth

defects and respiratory disease). TACs can cause health effects through both short-term, high-level, or "acute" exposure, in addition to long-term, low-level or "chronic" exposure.

TACs are not considered “criteria pollutants” but are significant in maintaining public health. The impacts of TACs tends to be highest near pollutant sources and decrease with distance to the affected receptor. Carcinogen are considered TACs and pose cancer-causing potential of TACs, which is a public health concern, because many scientists believe that there is no "safe" level of exposure. Any exposure to a carcinogen can pose some risk of causing cancer. Furthermore, many compounds have a synergistic effect where compounds interact and cause effects greater than that of each individual compound.

LOCAL

2001 CLEAN AIR PLAN

The 2001 Clean Air Plan outlines the San Luis Obispo Air Pollution Control District’s (SLOAPCD) strategies to reduce ozone precursor emissions from stationary and mobile sources. The SLOAPCD, Santa Barbara APCD, and Ventura County APCD comprise the South-Central Coast Air Basin. SLOAPCD regulates air quality in the San Luis Obispo County portion of the South-Central Coast Air Basin, and is responsible for attainment planning related to criteria air pollutants, development of District regulations, and enforcement. SLOAPCD created and maintains an Air Quality CEQA Handbook (last updated in 2012), establishing significance thresholds for various air pollutants.

RESOURCE MANAGEMENT SYSTEM (RMS)

The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. A key part of the RMS is the biennial Resource Summary Report (RSR), which provides a comprehensive summary of the County’s current state of natural and human made resources. Information from the 2014-2016 RSR was used to describe the current conditions of both countywide and Avila URL air quality.

EXISTING CONDITIONS

REGIONAL AIR QUALITY

The County of San Luis Obispo is approximately 3,316 square miles and can be divided into three general regions based on geography and meteorology: Coastal Plateau, Upper Salinas River Valley, and East County Plain. Though air quality in these three regions is distinct based on localized characteristics, the dividing physical

features only provide a limited barrier to the transport of pollutants between regions. The URL is located within the Coastal Plateau (SLOAPCD, 2001). On a regional basis, ozone is the pollutant of greatest concern within the coastal plateau.

The county's air quality is measured by multiple ambient air quality monitoring stations, including a station located in Grover Beach approximately 8 miles southeast of the Avila URL and a station located in San Luis Obispo approximately 6 miles northwest of the Avila URL. Ten permanent stations exist in the county; eight stations operated by the SLOAPCD and two stations (San Luis Obispo and Paso Robles) operated by the California Air Resources Board (CARB). Air quality monitoring is controlled by Federal and State quality assurance and control procedures to ensure data validity. Monitoring stations measure gaseous pollutant levels continuously, and averages each hour, 24 hours a day.

CRITERIA POLLUTANTS

The significance of a given pollutant can be evaluated by comparing its atmospheric concentration to state and federal air quality standards. These standards represent allowable atmospheric containment concentrations at which the public health and welfare are protected, and include a factor of safety. In San Luis Obispo, ozone and fine particulate are the pollutants of main concern, exceedances of state health-based standards for those pollutants are experienced in some areas of the county (Table 5.1). The county is designated as a non-attainment area for the state ozone and PM_{10} standards. The Avila URL is included in the readings from the San Luis Obispo station (County of San Luis Obispo 2014-2016 RSR).

Table 5.1: Recommended Levels of Severity for Air Quality

Criteria Pollutant	Area of County	Recommended Levels of Severity
Ozone	West County	II
Particulate Matter – PM2.5	SLO County (excluding the Nipomo Mesa)	II
Particulate Matter – PM10	SLO County (excluding the Nipomo Mesa)	II
Sulfur Dioxide (SO2)	Nipomo Mesa	I
Nitrogen Dioxide, Carbon Monoxide, Lead	SLO County	None
Toxic Air Contaminants	SLO County	None. LOS for Toxics not evaluated because toxics are not

		criteria pollutants and strategies are in place to mitigate impacts.

Source: The Department of Planning & Building 2014-2016 RSR

OZONE

Motor vehicles have historically represented about 50% of the ozone pollutant emissions generated in the county. That proportion has risen in recent years, and will continue to increase as the population increases, exacerbating an existing air quality problem. Ozone is at Level of Severity II (2014-2016 the County of San Luis Obispo's Resource Summary Report) as seen in Table 5.1. This means that the air monitoring shows one or more violations per year of a State Air Quality Standard and the county, or a portion of it, has been designated by the State as a non-attainment area.

PARTICULATE MATTER (PM 2.5 AND PM10)

According to APCD, development adjacent to a high-volume roadway, such as US 101, can present a significant health risk to residents. Diesel fueled trucks and cars traveling on roadways can expose residents to diesel particulate matter (DPM), which has been classified by the state as a toxic air contaminant and a carcinogen. As seen in Table 5.1, Particulate Matter – PM2.5 and Particulate Matter – PM10 are at Level of Severity II (2014-2016 the County of San Luis Obispo's Resource Summary Report). This means that the air monitoring shows one or more violations per year of a State Air Quality Standard and the county, or a portion of it, has been designated by the State as a non-attainment area.

SULFUR DIOXIDE

The state standard for SO2 was exceeded periodically on the Nipomo Mesa up until 1993. Equipment and processes at the facilities responsible for the emissions were upgraded as a result. Exceedances of the federal SO2 standard had not been measured in the county until the Federal 1-Hour SO2 standard was exceeded on May 19, 2013. The exceedance was measured at the Mesa 2 monitoring station, located immediately downwind of the Phillips 66 Santa Maria Refinery. The refinery was performing maintenance at the time, and process equipment that would normally control sulfur dioxide emissions was not operating. Releases of this type are unlikely to recur in the future, as the refinery is no longer permitted to operate without emission controls during scheduled maintenance procedures. As seen in Table 5.1, SO2, is at Level of Severity I in the Nipomo Mesa (2014-2016 the County of San Luis Obispo's Resource Summary Report). This means that the air monitoring shows periodic but infrequent violations of a CAAQS, with no area of the county designated by the State as a non-attainment area.

NITROGEN DIOXIDE, CARBON MONOXIDE, AND LEAD

Lead was last monitored in the county in 1987. Concentrations of lead in the ambient air dropped significantly after unleaded fuel use in vehicles became widespread. In the 2014-2016 the County of San Luis Obispo's Resource Summary Report, LOS is not recommended for NO2 in SLO County because the State and Federal standards for NO2 have never been exceeded in this county. LOS is not recommended for CO in SLO County because the State CO standards have not been exceeded in SLO County since 1975. LOS is not recommended for lead in SLO County because the county is in attainment of the State standard for lead.

TOXIC AIR CONTAMINANTS

The APCD has been successful in reducing levels of toxic air pollutants from existing sources while limiting impacts from new and modified sources within the County of San Luis Obispo. Current rules and policies continue to control and reduce toxic impacts; however, continued efforts are necessary to protect the health and welfare of the public. The USEPA reported recently that levels of benzene and lead, as well as mercury from man-made sources, are down more than 50% from 1990 levels (nationally, a 66% drop in benzene, 60% drop in mercury and 84% drop in lead). By 2030, USEPA expects reductions to be 80% of the 1990 levels.

AVILA URL AIR QUALITY

The Coastal Plateau is immediately inland from the Pacific Ocean and is typically 5 to 10 miles wide. It ranges in elevation from sea level to about 500 feet above sea level, and is bounded by the Santa Lucia Range to the northeast. Approximately 75% of the county population and corresponding portion of the commercial and industrial facilities are located within the Coastal Plateau. The Grover Beach station monitors wind direction and speed, and the San Luis Obispo stations monitors ozone, PM 10, PM 2.5, temperature, and humidity, in addition to wind direction and speed in the Coastal Plateau region and the Avila URL. Due to higher population density and closer proximity of urban areas, air pollutants per unit area are higher in this region than in other regions of the county. Motor vehicles are the primary source of long-term emissions (SLOAPCD 2012) within this region.

Air quality can become unhealthy within the Avila URL during periods where wind transports air pollution from outside of the URL, especially during significant smoke from wildfires. Air quality can also be significantly impacted near an emission source. Some locations within the Avila URL are affected by toxic emission sources, such as high-volume roadways, as of the six common air pollutants, the URL is most impacted by particulate matter especially diesel particulate matter (DPM), due to the proximity to US 101.

EMERGING DIRECTIONS

OZONE

Ozone has exceeded State ambient air quality standards and the county has been designated as a non-attainment area. Air quality is included in the Resource Management System (RMS), Chapter 4. The intent is to track emissions and ambient air quality in the planning area to provide an early alert system as air quality levels are noticeably degraded. Control measures recommended in the SLOAPCD's Air Quality Management Plan (AQMP) will be proposed for implementation as necessary when a given alert level is reached. The district is currently in the process of performing a comprehensive update to the AQMP.

PARTICULATE MATTER (PM 2.5 AND PM10)

PM2.5 and PM10 has exceeded State ambient air quality standards and the county has been designated as a non-attainment area due to high levels for diesel particulate matter (DPM). The most effective way to mitigate this health risk and reduce the exposure to DPM is to locate sensitive receptors (residences, schools, hospitals, nursing homes, etc.) away from the toxic source (US Highway 101) (SLOAPCD). Nonresidential land uses (such as parking lots, warehouses, etc.) could be located next to the roadway. Implementing strategies such as air filtration systems, sounds walls, and vegetation barriers has not been proven to be as effective as restricting development of sensitive receptors farther from the pollutant. If there are proposed zoning or standard changes in the update that are adjacent to US 101, mitigation measures would be considered.

6 – BIOLOGICAL RESOURCES

This section identifies the natural landscape and sensitive resources that are in the URL. It also summarizes applicable regulations related to these resources.

REGULATORY SETTING

FEDERAL

FEDERAL ENDANGERED SPECIES ACT

The United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) administer the Federal Endangered Species Act (ESA). The ESA requires each agency to maintain lists of imperiled native species and affords substantial protections to these listed species. The jurisdiction of the NMFS under the ESA is limited to the protection of marine mammals, marine fishes, and anadromous fish. All other species are subject to USFWS jurisdiction.

The USFWS and NMFS may list a species if it is endangered (at risk of extinction in all or a significant portion of its range) or threatened (likely to become endangered in the foreseeable future). Section 9 of the ESA prohibits the take of any wildlife species listed as endangered and most species listed as threatened. Take, as defined by the ESA, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Harm is defined as "any act that kills or injures the species, including significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering."

The ESA includes exceptions that allow an action to be carried out, even though the action may result in the take of a listed species, where conservation measures are included for the species. Section 7 of the ESA provides an exception for actions authorized (e.g., under a Section 404 permit), funded, or carried out by a federal agency, and Section 10 provides an exception for actions that do not involve a federal agency.

CLEAN WATER ACT, SECTION 404 – PROGRAMMATIC GENERAL PERMIT FOR WETLAND FILL.

The Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's waters, including wetlands, lakes, rivers, and coastal areas. Section 404 of the CWA regulates the discharge of dredged or fill material into the waters of the United States, including wetlands. The CWA holds that all discharges into the nation's waters are unlawful unless specifically authorized by a permit; issuance of such permits constitutes its principal regulatory tool.

The US Army Corps of Engineers (USACE) is authorized to issue Section 404 permits, which allow the placement of dredged or fill materials into jurisdictional waters of the United States under certain circumstances. The USACE issues two types of permits under Section 404: general permits (either nationwide permits or regional permits) and standard permits (either letters of permission or individual permits). General permits are issued by the USACE to streamline the Section 404 permitting process for statewide or regional activities that have minimal direct or cumulative environmental impacts on the aquatic environment. Standard permits are issued for activities that do not qualify for a general permit (i.e., that may have more than a minimal adverse environmental impact).

CLEAN WATER ACT, SECTION 401 – PROGRAMMATIC WATER QUALITY CERTIFICATION.

Under the CWA Section 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the United States must obtain certification from the state in which the discharge would

originate. All projects that have a federal component and may affect state water quality (including projects that require federal agency approval, such as issuance of a Section 404 permit) must also comply with CWA Section 401 and the state's Porter-Cologne Water Quality Control Act. In California, Section 401 certification is handled by the Regional Water Quality Control Boards (RWQCBs). Avila is under the jurisdiction of the Central Coast RWQCB, which is responsible for implementation of state and federal water quality protection guidelines. The Central Coast RWQCB implements the Water Quality Control Plan for the Central Coast Basin, a master policy document for managing water quality issues in the region.

MIGRATORY BIRD TREATY ACT.

The Migratory Bird Treaty Act (MBTA) of 1918, as amended, implements various treaties and conventions between the United States and Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Under the MBTA, taking, killing, or possessing migratory birds is unlawful, as is taking of any parts, nests, or eggs of such birds (16 U.S. Government Code 703). Take is defined more narrowly under the MBTA than under the ESA and includes only the death or injury of individuals of a migratory bird species or their eggs. As such, take under the MBTA does not include the concepts of harm and harassment as defined under ESA.

STATE

CALIFORNIA ENDANGERED SPECIES ACT

The California Department of Fish and Wildlife administers the California Endangered Species Act (CESA). The CESA prohibits the take of listed species and species formally under consideration for listing ("candidate" species) in California. A take is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (Fish and Game Code Section 86). Under this definition, and in contrast to Federal Endangered Species Act, CESA does not prohibit harm to a listed species. Furthermore, take under CESA does not include "the taking of habitat alone or the impacts of the taking." However, the killing of a listed species that is incidental to an otherwise lawful activity and not the primary purpose of the activity constitutes a take under CESA. California Endangered Species Act does not protect insects, but with certain exceptions prohibits the take of plants on private land.

CALIFORNIA FISH AND GAME CODE, SECTION 1600-1616 – MASTER STREAMBED ALTERATION AGREEMENT FOR STREAMBED MODIFICATIONS.

The CDFW has jurisdictional authority over streams, lakes, and wetland resources associated with these aquatic systems under California Fish and Game Code Section 1600 et seq. The CDFW has the authority to regulate work that will

"substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris waste or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake" (Fish and Game Code Section 1602). An entity that proposes to carry out such an activity must first inform the CDFW, and where the CDFW concludes that the activity will "substantially adversely affect an existing fish or wildlife resource," the entity proposing the activity must negotiate an agreement with the CDFW that specifies terms under which the activity may be carried out in a way that protects the affected wildlife resource.

CALIFORNIA FISH AND GAME CODE 3503 (BIRD NESTS)

Section 3503 of the California Fish and Game Code makes it "unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." The CDFW may issue permits authorizing take.

CALIFORNIA FISH AND GAME CODE 3503.5 (BIRDS OF PREY)

Section 3503.5 of the California Fish and Game Code prohibits the take, possession, or destruction of any birds of prey or their nests or eggs "except as otherwise provided by this code or any regulation adopted pursuant thereto." The CDFW may issue permits authorizing take of birds of prey or their nests or eggs pursuant to CESA or the Natural Community Conservation Planning Act.

CALIFORNIA COASTAL ACT

The Coastal Act outlines standards for development within the Coastal Zone and includes specific policies (see Division 20 of the Public Resources Code) that address issues such as terrestrial and marine habitat protection, commercial fisheries, and water quality. The Coastal Zone encompasses 1.5 million acres of land, and stretches from 3 miles at sea to an inland boundary that varies from several blocks in urban areas to as much as 5 miles in less developed areas. About 40% of the land within the URL is within the coastal zone. The Coastal Zone extends into federal waters under the federal Coastal Zone Management Act.

Chapter 3 of the Coastal Act contains the standards used by the California Coastal Commission in the review of coastal development permits and local coastal plans (LCP). The Coastal Act governs all development along the coast, and mandates protection of public access, recreational opportunities, and marine and land resources.

LOCAL

SAN LUIS BAY AREA PLAN

The San Luis Bay Area Plan Coastal describes county land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. The plan provides detail on special overlay land use categories such as combining designations which have special resources. Combining designations require a more detailed project review to avoid or minimize adverse environmental impacts. Ontario Ridge and San Luis Creek are highlighted as sensitive resource areas. It states that Ontario Ridge (SRA) is an important scenic backdrop for the Avila URL and open space agreements on the slopes should be obtained at the time of development proposals (p.7-1). The plan also designates San Luis Creek Estuary (SRA) is an important feeding and resting area for migratory water fowl and it supports steelhead rainbow trout.

TITLE 22: SAN LUIS OBISPO COUNTY LAND USE ORDINANCE

This Title is the Land Use Ordinance of the County of San Luis Obispo, Title 22 of the San Luis Obispo County Code. These regulations are established to protect and promote the public health, safety and welfare of the unincorporated inland areas of the County of San Luis Obispo. More particularly, Title 22 implements the General Plan and manages future growth of the county in compliance with the General Plan. It also assists the public in identifying and understanding regulations affecting the development and use of land in particular areas. Specific standards have been adopted for Avila. These standards are found in Article 10 of the Land Use Ordinance (Chapter 22.106 – San Luis Obispo Area Communities and Villages) and apply to development proposals in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

TITLE 23: SAN LUIS OBISPO COUNTY COASTAL ZONE LAND USE ORDINANCE (CZLUO)

Title 23, known as the Coastal Zone Land Use Ordinance (CZLUO), Title 23 of the San Luis Obispo County Code, was established to protect and promote the public health, safety and welfare of the unincorporated coastal areas of the County of San Luis Obispo. It functions to implement the San Luis Obispo County General Plan and the San Luis Obispo County Local Coastal Program, and manages the future growth of the county in accordance with those plans. As Title 22 does for the inland portions, the Coastal Zone Land Use Ordinance provides the principal method for implementation of the general plan by setting requirements for how particular land uses may be designed and developed in the coastal zone.

COASTAL POLICY DOCUMENT

The Coastal Policy Document (County of San Luis Obispo 2007) is part of the County's Local Coastal Program and Land Use Element (LUE). Some of the policies have been incorporated into the Coastal Zone Land Use Ordinance (CZLUO) and planning areas standards. The LUE is the coordinating mechanism for incorporating the policies of this document that have land use implications. In addition to amended portions of the LUE and the CZLUO, this document states the policy commitment of the County to implement the mandates of the Coastal Act. The document includes policies related to environmentally sensitive habitats, shoreline access, coastal watershed, visual and scenic resources, hazards, and air quality, among others.

EXISTING CONDITIONS

The URL encompasses a wide range of habitats, from marine to terrestrial. Habitat types include open water, marine intertidal, estuarine, riparian, sandy beach, coastal scrub, oak woodland, and annual grassland.

FLORA

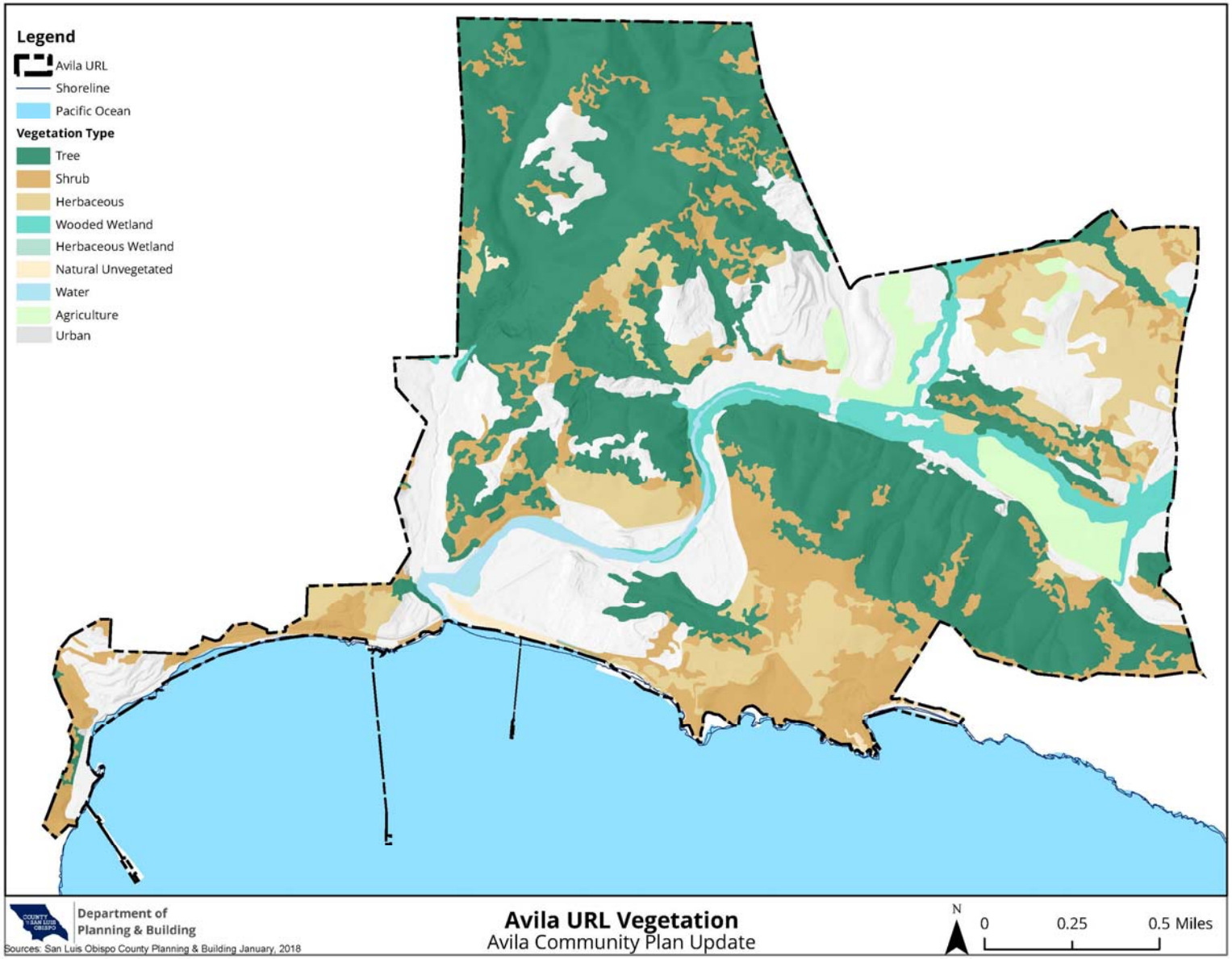
Within the URL, only a quarter of the land is categorized as urban; leaving the majority as natural landscape. Trees, shrub, and herbaceous regions make up approximately 66% of the URL (Figure 6.1). Tree-dominated habitats are predominately found along ridgelines and in the URL open space areas. On the coast and in Avila Valley, there are more drought resistant species in the herbaceous and shrub regions. Along San Luis Creek, vegetation is considered a wooded wetland.

As seen in Figure 6.1 and in Table 6.1, 39% of the URL is covered by tree species, like oaks and manzanita, which are typically found along steep ridgelines. Figure 6.2 illustrates the canopy density of oak woodlands within the URL. In the inland portion of the Avila URL, the County defines oak woodlands as a grouping of trees over one acre in area growing in a contiguous pattern and on a site of sufficiently uniform quality that is distinguishable as a unit, including any Stand within 500 feet; where the dominant trees are one or more of the following species: Blue oak (Quercus douglasii), Coast live oak (Quercus agrifolia), Interior live oak (Quercus wislizeni), Valley oak (Quercus lobata), and California black oak (Quercus kelloggii) (Chapter 22.58). About 300 acres have an oak woodland density of 75-100%.

The shrub region makes up 16% of the land within the URL. The flora species in these regions are highly variable and are generally dependent on topography, soils and slope aspect. Plants occurring in scrub communities are characterized as being aromatic, low growing and drought tolerant. Some common plant species include California sagebrush, coyote brush (Baccharis pilularis), monkeyflower (Mimulus sp.), poison oak (Toxicodendron diversilobum), California buckwheat (Eriogonum fasciculatum), and black sage (Salvia mellifera).

Herbaceous regions are dominated by grasses and shrubs, with or without scattered trees (which may have up to 10% cover). Herbaceous plants are non-woody plants, such as most ferns and grasses. These regions create suitable conditions for Pismo Clarkia (Clarkia speciosa ssp. Immaculata). The entire URL is listed as potential habitat for Pismo Clarkia. It is listed under the Federal Endangered Species Act as an endangered species.

Figure 6.1: Avila URL Vegetation Map

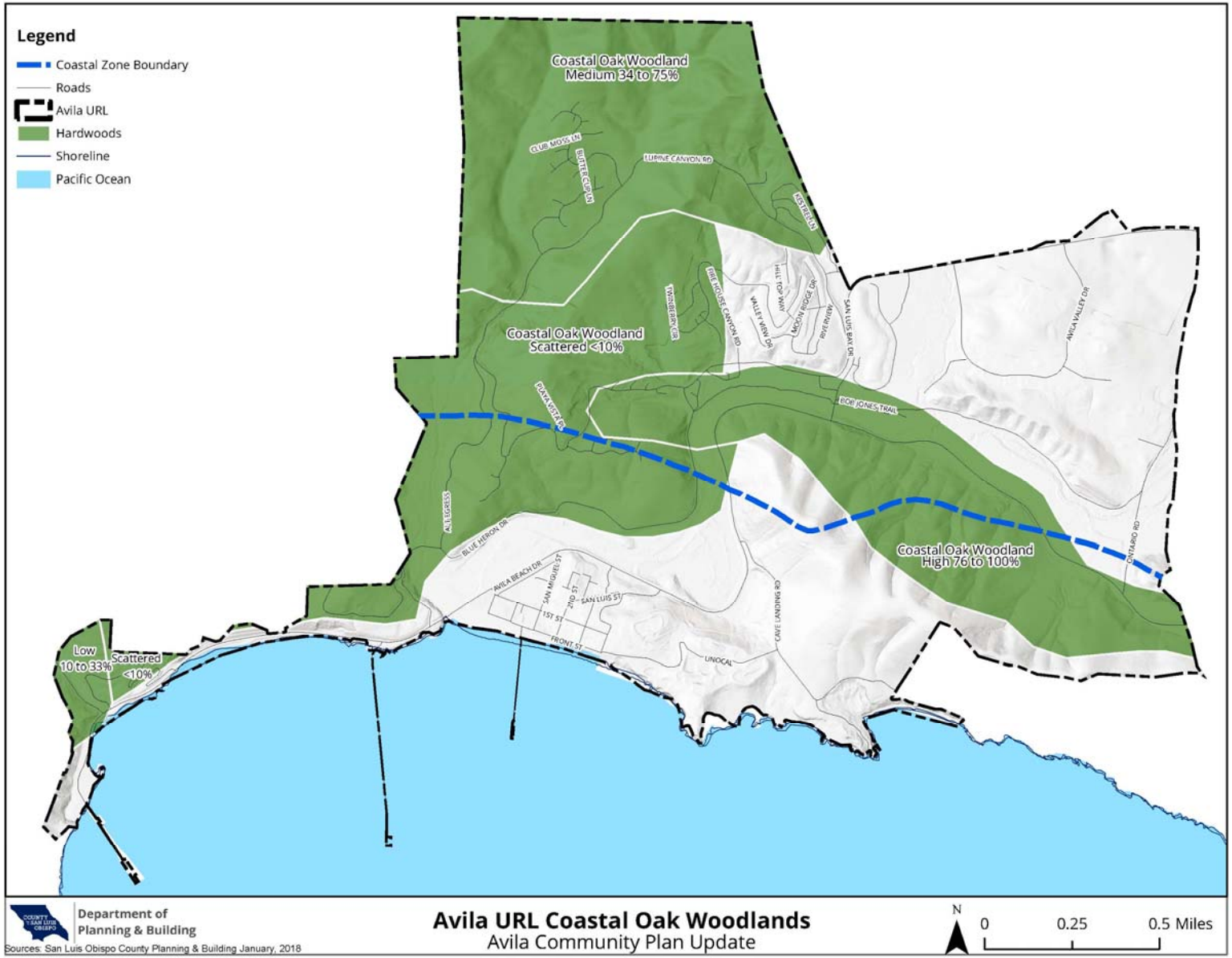


Source: The California Native Plant Society (2007) and the County of San Luis Obispo Department of Planning and Building (2018)

Table 6.1: Land acre of Vegetation

Name	Acres	Percent
Tree	856.52	39%
Urban	547.08	25%
Shrub	355.19	16%
Herbaceous	245.44	11%
Wooded Wetland	78.79	4%
Agriculture	74.83	3%
Water	25.60	1%
Natural Unvegetated	12.46	1%
Herbaceous Wetland	0.31	0%
Total	2,196.22	100%

Figure 6.2: Avila URL Oak Woodlands

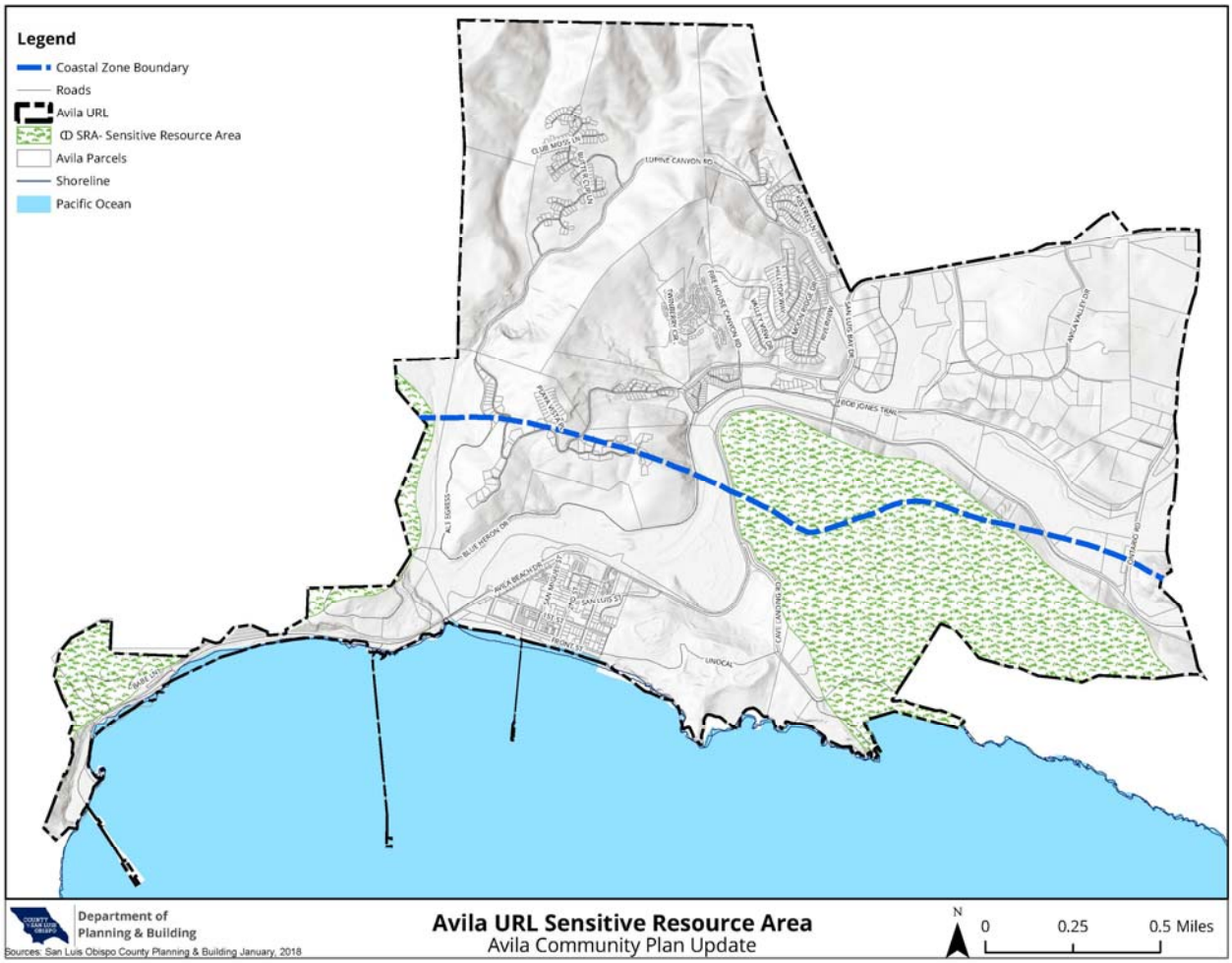


Source: The County of San Luis Obispo Department of Planning and Building (2018)

Combining designations are used to identify and highlight areas of the county having natural or built features which are sensitive, hazardous, fragile, of cultural or educational value, or of economic value as extractable natural resources (CZLUO Section 23.07.101).

The areas shown in Figure 6.3 are sensitive resource areas, which include the Coastal Terrace of Irish Hills and Ontario Ridge. The coastal terrace both north and south of Diablo Canyon, supports a variety of coastal species that differ from other coastal areas. The terrace area north of Diablo Canyon has outstanding scenic value, with volcanic formations. Ontario Ridge is a major ridge that forms an important scenic backdrop for the coastal area.

Figure 6.3: Avila URL Sensitive Resource Areas



Source: The County of San Luis Obispo Department of Planning and Building (2018)

FAUNA

The vegetation regions of the URL serve as habitat for a myriad of fauna species. The number of species found within the URL is dependent on the season and migration pattern of the species. This section provides a brief overview of fauna species and is not a full comprehensive inventory found within the URL.

Marine mammals such as harbor seals *(Phoca vitulina),* southern sea otter *(Enhydra lutris),* California sea lion *(Zalophus californicus),* dolphins (Family Delphinidae) and porpoises (Family Phocoenidae) can be spotted off the coast. On occasion, whales such as humpback (Megaptera novaeangliae) and orcas (Orcinus orca) can be spotted.

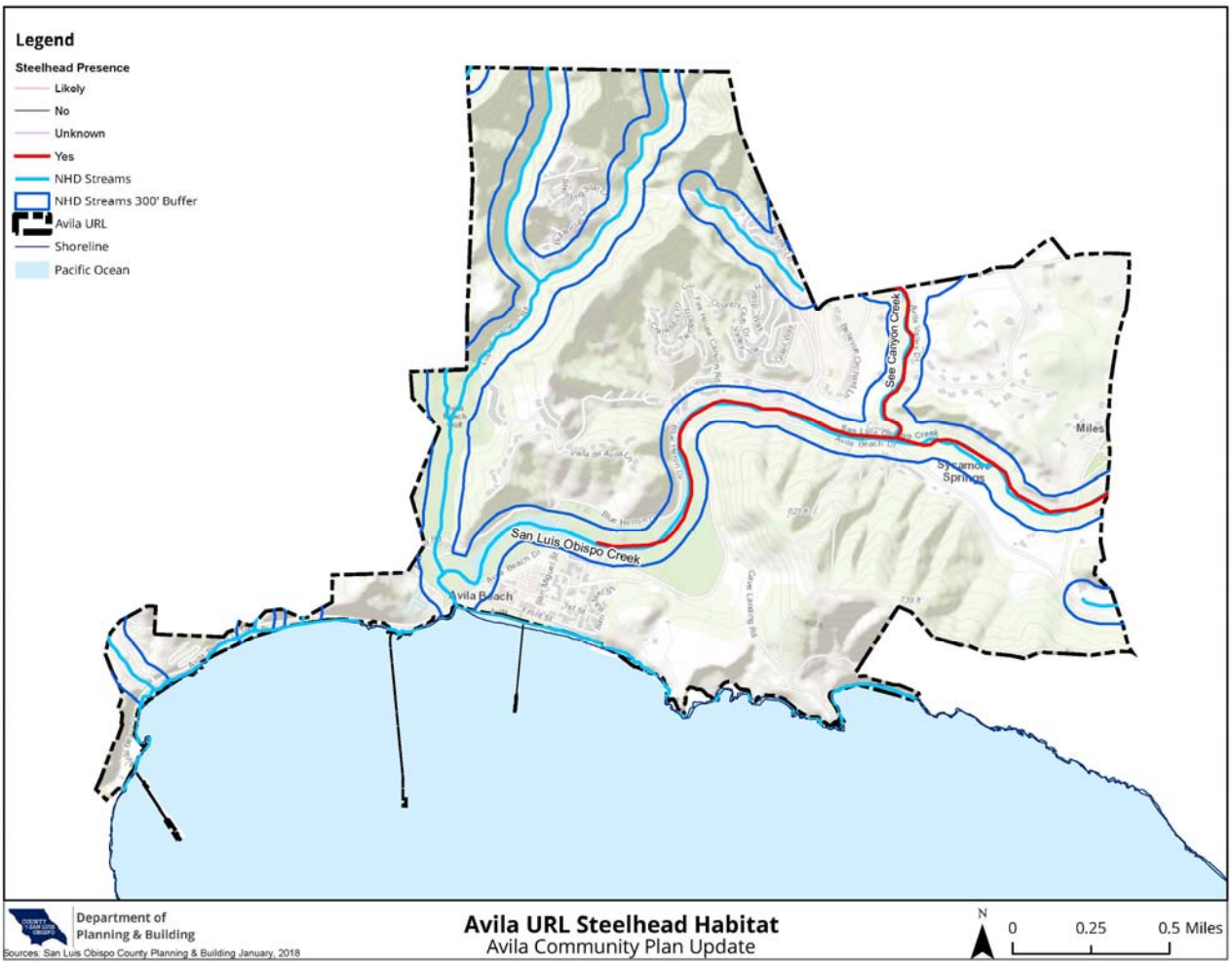
Around the beach regions, there are several invertebrate species, predominantly crustaceans such as sand crabs and beach hoppers, that have adapted to the wave action and shifting sands of the beach. These invertebrates attract numerous shorebirds such as long-billed curlews *(Numenius americanus)* and black-bellied plovers *(Pluvialis squatarola).* These species are most abundant during the winter. Along the piers and over the water are the California brown pelican and several species of gulls.

Within shrub and herbaceous habitats there are a wide variety of invertebrates, reptiles, birds, and mammals. Reptiles such as the gopher snake *(Pituphis catenifer),* western rattlesnake *(Crotalus oregannus bellen), and* western fence lizard *(Sceloporus occidentalis)* are common in the region. This habitat provides suitable breeding and/or foraging habitat for a wide variety of birds, including brown towhee *(Pipilo fuscus),* California thrasher *(Toxostoma redivivum),* and Anna's hummingbird *(Calypte anna).* The dense understory of scrub habitat provides considerable protection for small rodents and rabbits including shrews *(Sorex* sp.), mice *(Peromyscus* sp.}, woodrats *(Neotoma* sp.), and Audubon's cottontail *(Sylvilagus auduboni1).* Striped skunk *(Mephitis mephitis),* American badger *(Ta xidea taxus),* gray fox *(M ephitis mephitis),* bobcat *(Lynx rufus)* and coyote *(Canis latrans)* may also occur foraging on small rodents. Mule deer *(Odocoileus hemionus)* is also found specifically on the edge of the coastal scrub brush and within adjacent grassland habitats to the north.

The San Luis Obispo and See Canyon Creeks serve as steelhead habitat. Approximately 300 feet west of the San Luis Bay Drive Bridge along San Luis Obispo Creek is the Marre Weir, a sheet pile dam. It is managed by San Manuelito Mutual Water Company and ABR Priorities. This weir was installed to keep saltwater from infiltrating freshwater wells upstream; however, it serves as a partial barrier to migrating steelhead trout. In 2006, when steelhead trout was reconfirmed as a threatened species by Endangered Species Act of 1973 (National Marine Fisheries Service, 2016) As a result, in 2006, a low flow notch was cut into the weir to improve the fish passage for migrating steelhead trout. This notch was intended to lower fish

jump height, reduce sediment buildup, and meet fish migration patterns (State of California Regional Water Quality Control Board Central Coast Region, p.5). The continued maintenance of this weir is important for the community water and biological resources.

Figure 6.4: Avila URL Steelhead Habitat



Source: The County of San Luis Obispo Department of Planning and Building (2018)

The California Natural Diversity Database (CNDDB) is an inventory of the status and locations of rare plants and animals in California. CNDDB staff work with partners to maintain current lists of rare species. Table 6.2 lists the eleven-rare species that have been identified within the Avila URL.

Table 6.2: CNDDB Rare Species found in Avila URL

Scientific Name	Common Name
Agrostis hooveri	Hoover's Bent Grass
Arctostaphylos pilosula	Santa Margarita Manzanita
Bombus occidentalis	Western Bumble Bee
Castilleja densiflora var. obispoensis	San Luis Obispo Owl's-Clover
Coccyzus americanus occidentalis	Western Yellow-Billed Cuckoo
Danaus plexippus	Monarch - California Overwintering Population
Delphinium umbraculorum	Umbrella Larkspur
Eucyclogobius newberryi	Tidewater Goby
Rana draytonii	California Red-Legged Frog
Scrophularia atrata	Black-Flowered Figwort
Senecio aphanactis	Chaparral Ragwort

EMERGING DIRECTIONS

The community plan update will consider additional policies to protect the unique biological features within the Avila URL, specifically in context to existing protective policies and community input to further protect biological resources.

7 - CIRCULATION

This section provides an in-depth look at the existing transportation network within the URL and the applicable regulatory framework for transportation facilities. An assessment of the existing transportation network is used to identify existing needs and provide a context for potential goals and objections through the Community Plan Update Process.

REGULATORY SETTING

FEDERAL

HIGHWAY CAPACITY MANUAL

Transportation Research Board (TRB) is a division of the National Research Council of the United States which serves as an independent adviser to the President of the United States of America, the Congress and federal agencies on scientific and technical questions related to national transportation. TRB publishes the Highway

Capacity Manual, last updated in 2016, which provides methods and guidelines for computing capacity and quality of service of highway facilities.

The ability of roads to carry vehicular traffic (capacity) depends on several factors: the number of travel lanes, the nature of topographic features, the presence and width of roadway shoulders, and the number of other vehicles all affect the capacity of roads. The Highway Capacity Manual sets standards for these and other factors which determine traffic "Levels of Service" (LOS) ranging from level "A" to "F" which are defined as follows:

LOS "A" Free flow: Unlimited freedom to maneuver and select desired speed.

LOS "B" Stable flow: Slight decline in freedom to maneuver.

LOS "C" Stable flow: Speed and maneuverability somewhat restricted.

LOS "D" Stable flow: Speed and maneuverability restricted. Small increases in volume cause operational problems.

LOS "E" Unstable flow: Speeds are low; freedom to maneuver is extremely difficult. Driver frustration is high during peak traffic periods.

LOS "F" Forced flow: Stoppages for long periods. Driver frustration is high at peak traffic periods.

Level of Service is a useful measure of the relationship between the volume of traffic on a given roadway and the capacity of the roadway to operate safely and efficiently. San Luis Obispo County has established LOS “C” as the threshold for the acceptable operation of roadways and interchanges in rural areas and LOS “D” in urban areas. When a roadway or interchange is projected to operate below these Levels of Service, the County initiates a process to identify, design, fund and construct the necessary improvements to ensure an acceptable LOS is achieved and maintained.

STATE

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans is responsible for operating and maintaining the state highway system. The Caltrans Highway Design Manual (HDM) establishes uniform policies and procedures to carry out the highway design functions of Caltrans. If local projects have an impact on the state highway system, Caltrans provides general guidance regarding the preparation of traffic impact studies. They provide a traffic study examples and the methodology to use when evaluating operating conditions on the state highway

system. The target LOS for Caltrans is to maintain between LOS 'C' and LOS 'D' on State highway facilities.

COMPLETE STREETS ACT

Beginning January 1, 2011, the California Complete Streets Act of 2008 (Assembly Bill 1358) requires revisions of any city or county general plan or circulation element to accommodate all roadway users. This includes pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, and users of public transportation. This bill aims to provide a balanced, multi-modal transportation network that is appropriate to the rural, suburban, or urban context of the general plan.

CALIFORNIA BICYCLE TRANSPORTATION ACT

The intent of the California Bicycle Transportation Act is to incorporate the needs of bicyclists in the transportation system though design and development. The act requires the consideration of commuter needs in route selections with physical and property safety as a major planning component. The act also requires facilities accommodate bicyclists of all ages and skills. The act provides definitions, considerations, and design requirements.

Section 890.4 of the Streets and Highways Code provides the classifications of bikeways. They are defined as "all facilities that provide primarily for, and promote, bicycle travel." The four classifications are also defined below per the Streets and Highway Code:

- Class I Bikeway (Bike Path or Shared Use Path): "Provide(s) a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized."
- Class II Bikeway (Bike Lane): "Provide(s) a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted." Bike lanes typically provide for one-way bicycle travel adjacent to the motor vehicle lane. Class II Bike Lanes can be adjacent to the travel lane or separated by a striped buffer.
    - According to San Luis Obispo County Traffic Regulation Code "no person shall park a vehicle at any time at any location designated…as a bicycle lane, except authorized emergency vehicles, County authorized maintenance vehicles and where a parking lane has been delineated adjacent to the bicycle lane by use of parking space lines, tees or edge stripe.

- Class III Bikeway (Bike Route): "Provide(s) a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians or motorists." Bike Routes provide continuity to other bicycle facilities.
- Class IV Bikeway (Cycle Track or Separated Bikeway): "Promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking."

SENATE BILLS 375 (SB 375)

Senate Bill (SB) 375 (2008) requires that regional transportation plans include a Sustainable Community Strategy (SCS) to reduce greenhouse gas emissions from passenger vehicles and light trucks.

SENATE BILL 743 (SB 743)

Senate Bill 743 (SB 743) was passed by the State Legislature in 2013 directing the Governor's Office of Planning and Research to develop new guidelines for the evaluation of transportation impacts under the CEQA. CEQA treats auto delay and congestion, commonly measured using LOS, as an environmental impact. SB 743 requires the CEQA Guidelines to prescribe an analysis that better accounts for transit and reducing greenhouse gas emissions.

The draft guidelines identify Vehicle Miles Traveled (VMT) as the primary metric used to recognize transportation impacts in place of vehicular LOS because it satisfies the explicit goals of SB 743 and is already used in CEQA to study greenhouse gas and energy impacts. VMT is also used in planning to meet regional Sustainable Community Strategies.

SB 743 creates a new exemption for certain projects that are consistent with a specific plan, and eliminates the need to evaluate aesthetic and parking impacts of a project, in some circumstances. The intent of SB 743 is to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

REGIONAL

SLOCOG REGIONAL TRANSPORTATION (RTP) / SUSTAINABLE COMMUNITIES STRATEGY

The San Luis Council of Governments (SLOCOG) prepared a Regional Transportation Plan/Sustainable Communities Strategy in 2014. It presented the blueprint for regional transportation system within the County. The RTP identifies

multimodal improvements to the County's transportation system over the next 20 years with a focus on expanding the region's transportation choices.

LOCAL

THE COUNTY OF SAN LUIS OBISPO LAND USE AND CIRCULATION ELEMENT

The Land Use and Circulation Element (LUCE) establishes the pattern for land use. This element defines the components of the street circulation system and describes how roads function to carry traffic between destinations. The circulation plan maps in the area plans show the locations of roads according to these functional classifications. Roads are classified by using a hierarchy of how the road functions to carry traffic between destinations. The highest road classification is a Principal Arterial Road, such as US 101 and the lowest being a Local Road, such as Avila Valley Drive. Of the four roadway classifications, the majority of the roads are classified as local roads; however, five roads within the Avila URL are considered collectors.

RESOURCE MANAGEMENT SYSTEM (RMS)

The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. A key part of the RMS is the biennial Resource Summary Report (RSR), which provides a comprehensive summary of the County's current state of natural and human made resources. Information from the 2014-2016 RSR was used to describe the current conditions of circulation within the Avila URL.

THE COUNTY OF SAN LUIS OBISPO COUNTY BIKEWAYS PLAN

San Luis Obispo County prepared the 2015 San Luis Obispo County Bikeways Plan to identify and prioritize bikeway facilities throughout the unincorporated area of the County including, bike lanes, routes, parking, connections with public transportation, educational programs, and funding. Changes in existing conditions or proposed land uses may result in future modifications to the recommendations contained in this plan. Major updates to the plan are prepared every five (5) years.

THE COUNTY OF SAN LUIS OBISPO COUNTY PUBLIC IMPROVEMENT STANDARDS

The San Luis Obispo County Public Improvement Standards establish the minimum requirements for the design and construction of any public improvement in the County of San Luis Obispo. Per the Public Improvement Standards, roadway cross-sections are designed based on the type of road (rural or urban) and the future average daily traffic (ADT) volume.

THE COUNTY OF SAN LUIS OBISPO PARKS AND RECREATION ELEMENT

The Parks and Recreation Element (2006) establishes policies and programs to provide and maintain parks, recreation, and natural areas within San Luis Obispo County. The County Parks and Recreation Element contains a network of Class I "Bike Trails" as well as "Multi-Use Trails" that are required to meet specific standards of minimum width of eight (8) feet for two-way traffic and multi-use trail standards of 12 feet for two-way bicycle travel. The County Parks and Recreation Department is the primary administrator of trails, including the planning, design, construction, and maintenance. Per the County Parks and Recreation Element, "A multi-use trail may have originally been designed to provide a facility for bicyclists separated from other traffic, but trails often see greater use by pedestrians, joggers, and sometimes even equestrians. The planning and design of multi-use paths should therefore take into account the various skills, experience and characteristics of these different users."

COUNTY OF SAN LUIS OBISPO ENERGYWISE PLAN

The County of San Luis Obispo adopted the EnergyWise Plan (EWP)in November 2011. The EWP is required by the Conservation and Open Space Element (COSE) of the General Plan and is intended to facilitate the goals of the COSE, though implementation of the reduction measures contained in this plan will require action by the Board of Supervisors. This Plan builds upon the goals and strategies of the COSE to reduce local Greenhouse Gas emissions (GHG). It also identifies how the County will achieve the GHG emissions reduction target of 15% below baseline levels by the year 2020 in addition to other energy efficiency, water conservation, and air quality goals identified in the COSE. This Plan also assists the County's participation in the regional effort to implement land use and transportation measures to reduce regional greenhouse gas emissions from the transportation sector by 2035. The EWP states that public and private investment in the improvement of bicycle and pedestrian networks will result in a 2% decrease in vehicle miles traveled.

SAN LUIS BAY AREA PLAN

Ordinance No. 2702 amended various sections of the San Luis Bay Area Plan (Coastal) with the goal of providing an equitable framework for managing traffic capacity of Avila Beach and San Luis Bay Drives. A standard in the ordinance requires traffic studies in the Avila Beach area to collect vehicle counts during the second week in May. Development of this standard was based on results from an *Avila Beach Drive Resource Capacity Study* (Wilbur Smith Associates, September 1992). The methodology is not consistent with current engineering practices and is the only one of its kind in the county. The policies and standards of Ordinance No. 2702 have been in place for over twenty years, and the area served by these roadways has undergone a number of significant changes since time of adoption. Staff evaluated the programs and standards set forth by Ordinance No. 2702 with the goal of informing the public, stakeholders

and decision-makers about its various provisions, and to determine whether they remain relevant in 2016.

Within this document, is a standard related to Level of Service (LOS) on the two main access roads into the Avila URL. The standard states,

> *"Avila Beach Drive and San Luis Bay Drive Level of Service. Reserve a portion of the Avila Beach Drive road capacity to serve coastal dependent uses and do not subject Avila Beach Drive to traffic levels exceeding Level of Service (LOS) "C" overall. The LOS for Avila Beach Drive and San Luis Bay Drive shall be based on the average hourly weekday two-way 3:00 p.m. to 6:00 p.m. traffic counts to be conducted during the second week in May of each year. Fire access lane requirements will comply with the adopted fire code for the County of San Luis Obispo. Further, significant disruptions to the environmentally-sensitive habitat of San Luis Obispo Creek and its associated riparian habitat areas shall be avoided. Unavoidable impacts shall provide equivalent offset mitigation and enhancement measures (8-8)."*

This standard was studied in the 2015 Avila Transportation Evaluation and on July 19th, 2016 Board of Supervisors directed Planning and Building to remove language pertaining to the *second week of May* traffic methodology from San Luis Bay Area Plan as a part of the Avila Beach Community Plan Update process.

THE COUNTY OF SAN LUIS OBISPO BOARD OF SUPERVISORS

In 2016, staff was directed by the Board of Supervisors to evaluate the transportation programs in Avila. From the evaluation, there were three key findings that staff identified about the traffic methodology. These findings included:

- The "2nd Week in May" methodology was intentionally reverse-engineered to achieve LOS C at build-out (2035) to avoid the need to widen Avila Beach Drive. In the early 1990s, there were three studies published on traffic in Avila Beach alluding to the fact that Avila Beach Drive would need to be widened to keep up with capacity demand. At that time, the finding was not supported by the community or Board, so staff was directed to look at non-summer weekday traffic to avoid the need for road widening.
- The methodology is not accomplishing what it was created to avoid. Traffic circulation along Avila Beach Drive would degrade from LOS C to LOS D at build-out under the 2nd week in May Methodology, thus triggering the need to widen Avila Beach Drive.
- The methodology is not consistent with current engineering practices and results in an under representation of actual traffic congestion experienced by the community.

Planning & Building and Public Works staff presented three recommendations at the July 19th, 2016 Board of Supervisors Meeting. The following direction was unanimously approved. The Board directed:

- Planning and Building to remove language pertaining to the second week of May traffic methodology from San Luis Bay Area Plan as a part of the comprehensive Avila Beach Community Plan Update process;
- Public Works to identify a department-based procedure on traffic methodology for the Community of Avila Beach. This effort is still on-going; and
- Staff to require all Environmental Impact Reports to evaluate both the traffic impacts during the second week in May and during the most appropriate time relative to the proposed land use as an interim approach until the Avila Beach Community Plan Update is finalized.

EXISTING CONDITIONS

Circulation of a community is not solely focused on roadways. The roads, access points, modes, and parking infrastructure form the circulation network of the Avila URL and each can affect how well roadways perform. Access to the Avila URL and traffic flow are impacted by highway interchanges and secondary access. Transportation mode share between automobiles, alternative transportation, and trucks also impacts the flow of traffic within the Avila URL. Modes such as biking, walking, and transit are considered alternative transportation. Having a portion of total trips in and out of the Avila URL using alternative transportation alleviates traffic congestion and helps the County achieve both state and local GHG reduction targets. Having parking facilities available also impacts movement and access into the Avila URL.

ROADWAYS

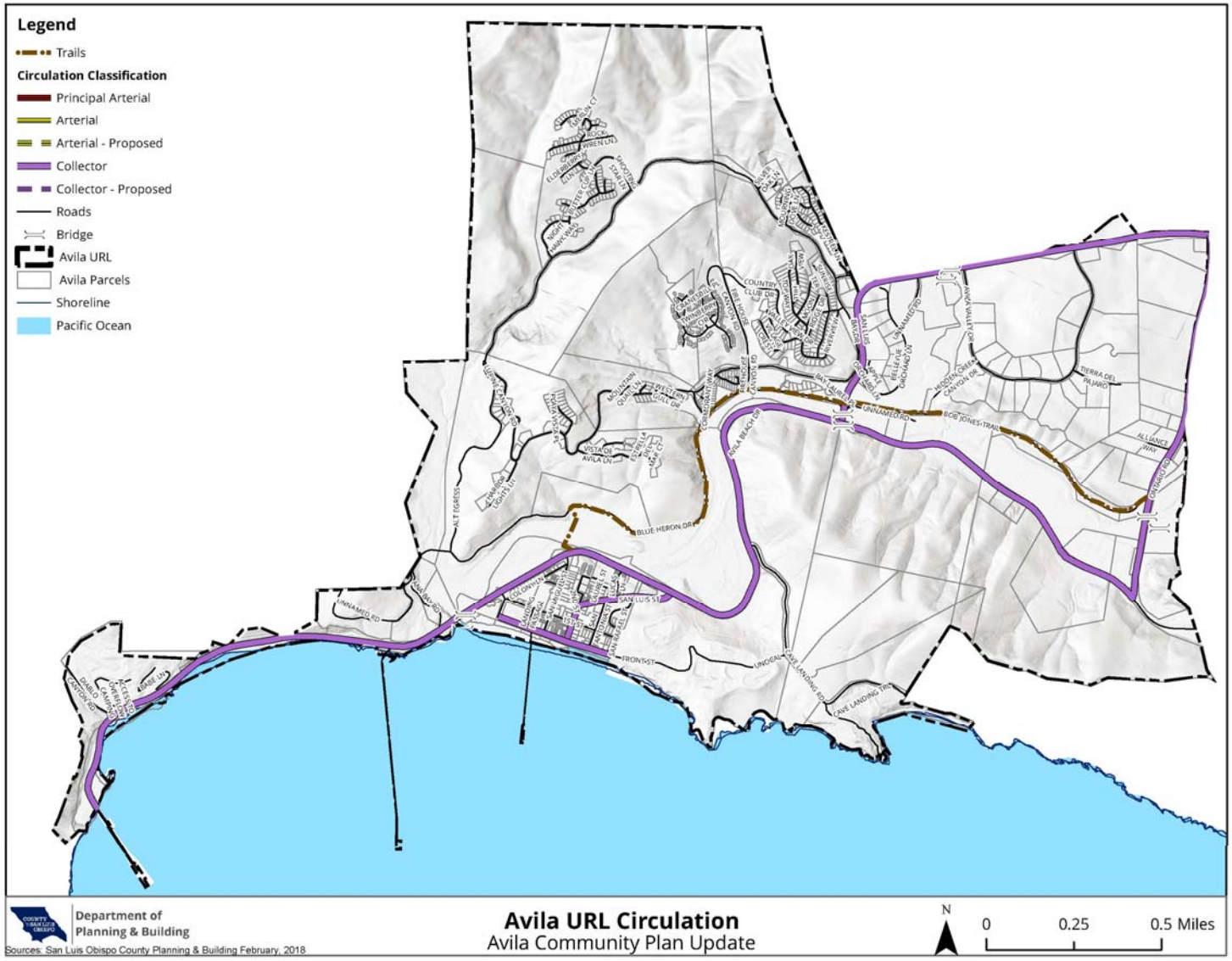
Along the eastern boundary of the Avila URL is US 101. US 101 is the primary interstate providing regional and statewide access north and south. Avila Beach Drive and San Luis Bay Drive are the two main collectors that bisect the Avila URL. These two roads also serve as the only access points to and from US 101 and are the only ways to access the Avila URL coast from the interior. As seen in Figure 7.1, Avila Beach Drive follows along San Luis Creek running west to east. San Luis Bay Drive bisects Avila Beach Drive providing access to the San Luis Bay Estates and Avila Valley subsections as well as See Canyon Road, which is outside the Avila URL. Between San Luis Bay Drive and Avila Beach Drive, Ontario Road runs parallel to US 101. The Bob Jones Trail, a pedestrian and bicycle trail within the Avila URL, is located between Ontario Road in Avila Valley and San Juan Street in the town subsection.

The five most heavily used roads in the Avila URL are classified as collectors. They include: Avila Beach Drive, San Luis Bay Drive, Ontario Road, San Luis Street, and

Front Street. These roads enable traffic to move to and from local roads, arterial roads and activity centers (The County of San Luis Obispo's Land Use and Circulation Element). They serve as the principal arterial of residential areas and carry a relatively high volume of traffic. Avila Beach Drive is the most heavily used road within the Avila URL. However, the 2014-2016 RMS recommended no Level of Severity for Avila Beach Drive based on the 2nd week in May traffic methodology dictated by the San Luis Bay Area Plan. The remaining roads are classified as local roads which are used primarily for access to adjacent property.

Traffic through Avila is composed of three main users: PG&E employment; recreational use; and residential use. Avila Beach Drive serves as the main access point to PG&E's Diablo Canyon Power Plant for the projected 1,866 employees (San Luis Obispo Chamber of Commerce, 2017). The access road is located just northeast of the Port San Luis. Recreational and tourist traffic is drawn towards the town subsection, Port subsection, and the golf course. San Luis Street, San Miguel Street, and 1st Street serve as access points into the beach and the central business district from Avila Beach Drive. The number of these trips increases seasonally, specifically during the summer and/or holiday months.

Figure 7.1: Avila URL Circulation Map



Source: The County of San Luis Obispo Department of Planning and Building (2018)

INTERCHANGES

The interchanges that provide access to and from the Avila URL are located at Avila Beach Drive/US 101 and San Luis Bay Drive/US 101. The operations of these intersections are measured using the Level of Service indicator. Through the RSR, the Planning and Building Department monitors the interchanges using Level of Severity. San Luis Obispo County has established Level of Service (LOS) C as the threshold as the acceptable operation of roadways and interchanges in rural areas and LOS "D" in urban areas. If an interchange is projected to operate below the adopted Level of Service, the County initiates a process to identify, design, fund and construct the necessary improvements to ensure an acceptable LOS is achieved and maintained.

Table 7.1, contains Levels of Service and recommended level of severity for existing conditions (2016) and build-out conditions for the US 101 interchange operations in Avila according to the 2014-2016 RSR.

Table 7.1: RSR Interchange Level of Service and Severity in Avila

US 101 Interchange	Existing Levels of Service[1]		Build-out Levels of Service1		Level of Severity
	Southbound (SB) Ramps	Northbound (NB) Ramps	SB Ramps	NB Ramps	
San Luis Bay Drive	B	E	B	F	III
Avila Beach Drive	D	A	F	B	III

Source: Department of Planning and Building 2014-2016 RSR

The Avila Beach Drive/US 101 ramps are configured such that the on-ramp forms a T-intersection near the US 101 southbound off-ramp/Shell Beach Road intersection. According the 2014-2016 RSR, the intersection is severely constrained and extensive queuing occurs on the ramps which causes significant delays during peak hour periods. These ramps have a Level of Severity III, which means that traffic volume projections indicate that the interchange is operating at Level of Service D. Since these interchanges are in a rural area and are projected to operate below LOS C, the County initiated a Project Study Report (PSR) to begin addressing the issue.

A Project Study Report (PSR) was completed in May 2016 through a capital improvement project. In the fall of 2017, the Possible Alternative and Engineering Design stage started. In this phase, three alternatives will be compared: Roundabouts on both southbound (west) and northbound (east) off-ramps/onramps of US 101,

Roundabout only on the southbound (west) off-ramp/on-ramp of US 101, and No-build. This study will also consider including a Park & Ride and bus stop at the southwest corner of Avila Beach Drive and Shell Beach Drive. The preliminary estimates for this project fall between $4 to $7 million dollars. Currently, no funding has been earmarked for this project.

The San Luis Bay Drive/US 101 southbound ramps are configured such that the intersections are near the Ontario Road intersection. During peak hour periods, the interchanges are severely constrained and extensive queuing occurs on the side street and ramp approaches. Interchange improvements at this location are included in the current 2018 Avila Circulation Study which is an update to the 2015 Draft Circulation Study. According to the 2014-2016 RSR, it is also recommended that this ramp be at Level of Severity III. An improvement project has not been identified.

ALTERNATIVE TRANSPORTATION

BIKE FACILITIES

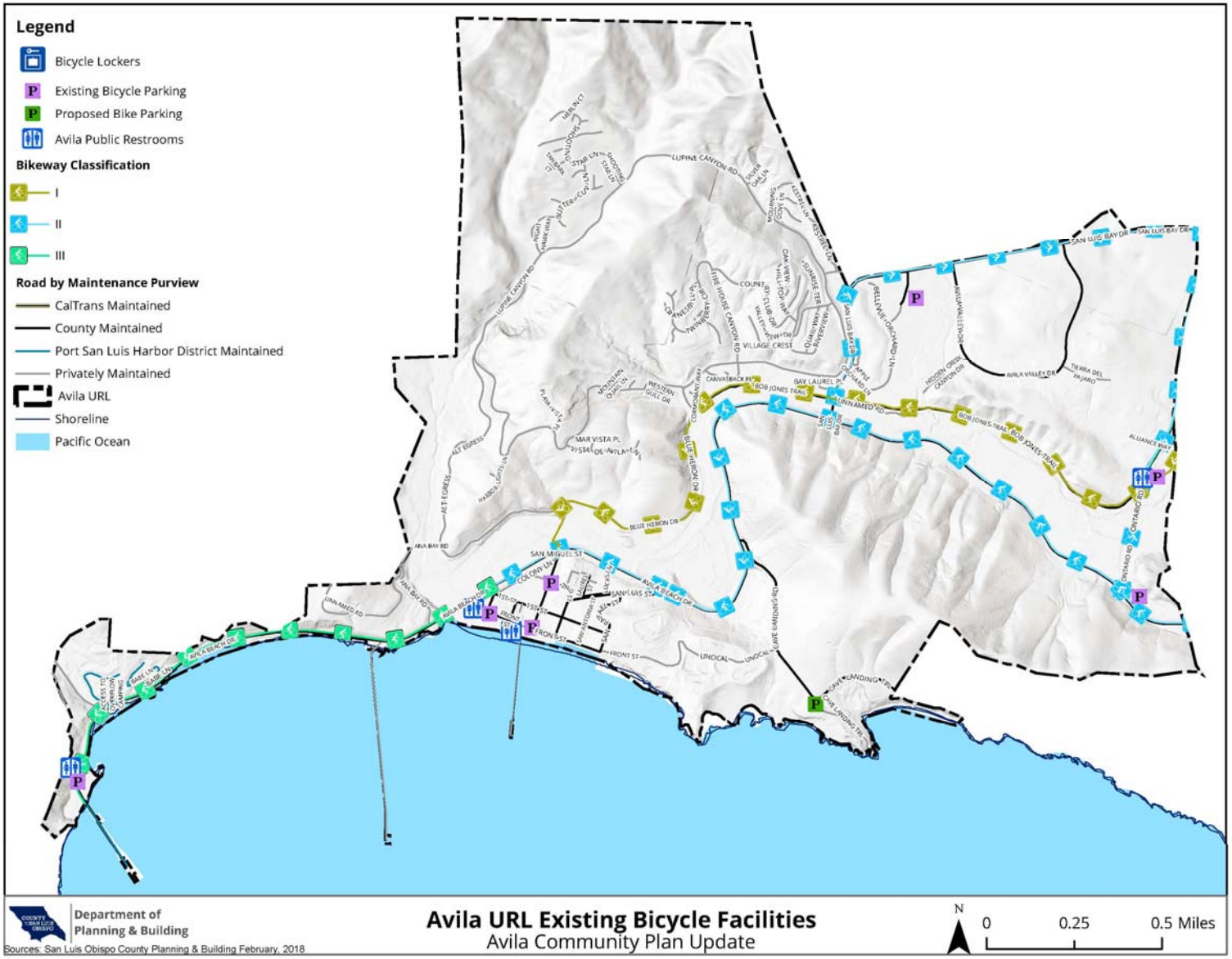
The current bicycle and trail network within the Avila URL consists of seven Class I, Class II, and Class III bicycle facilities. Figure 7.2, depicts the bike facilities located within the Avila URL which includes existing bikeways, bike parking, and public restrooms.

The Bob Jones Trail is the only Class I bike path within the Avila URL. It is a completely separated path for pedestrians and bicycle users. As seen in Figure 7.2, the Bob Jones Trail starts at the Ontario Road park-and-ride lot, travels west along San Luis Obispo Creek, through the golf course along Blue Heron Drive and ends at Avila Beach Drive and San Juan Street. Funding to connect and continue this path between the Ontario Road park-and-ride lot and the City of San Luis Obispo is an on-going effort.

Ontario Road, San Luis Bay Drive, and Avila Beach Drive between US 101 and San Juan Street are classified as Class II meaning that the adjacent lane is exclusive or semi-exclusive for bicycle use. Avila Beach Drive west of San Juan is classified as a Class III bike lane, which is a shared lane with other roadway users. Additional proposed bicycle facilities to be located in the Avila URL are outlined in Table 7.2.

Bike parking and public restrooms can be found in the Avila Valley, town and port subsections. These locations can be seen in Figure 7.2. Through the San Luis Obispo County's Bikeway Plan, an inventory of the number of bicycle parking stalls was created. Table 7.3 inventories the location of and number of parking stalls between the years 1995, 2010, and 2015. In 2015, there were 80 stalls within the Avila URL and the only proposed parking stall location is at Cave Landing.

Figure 7.2: Avila Bike Facilities



Source: 2015-2016 San Luis Obispo County Bikeways Plan

Table 7.2: List of Current and Proposed URL Bike Infrastructure

Status	Class	Roadway	From	To
Proposed	II	Avila Beach Drive	First Street	San Luis St
Proposed	II	Avila Beach Drive	San Luis Bay Drive	Ontario Road
Proposed	II	Ontario Road	Bob Jones Bikeway	Higuera Street
Proposed	II	San Luis Bay Drive	Bob Jones Bikeway	Ontario Road
Proposed	I	Connector (Bob Jones Trail)	San Luis Obispo	Avila Beach

Source: The County of San Luis Obispo Bikeways Plan (2015-2016)

Table 7.3: Bike Parking Inventory

Type of Facility	Location		Number of Spaces		
	Name of Site	Address	1995	2010	2015
Business	Avila Hot Springs	250 Avila Beach Drive	6	0	0
	Fat Cats Café	3920 Avila Beach Drive	0	4	4
	PG&E Information Center	Ontario Rd.	20	20	20
	Avila Beach Post Office	191 San Miguel St.	0	5	5
	Avila Beach Promenade	Pier on Front St.	0	0	22
Park	Avila Beach	Front St.	0	25	14
	Port San Luis	3900 Avila Beach Drive	0	7	7
School	Bellevue Santa Fe Elementary	1401 San Luis Bay Drive	16	9	8
Proposed	Cave Landing Road Trailhead	Cave Landing	-	-	-

Source: The County of San Luis Obispo Bikeways Plan (2015-2016)

TRANSIT

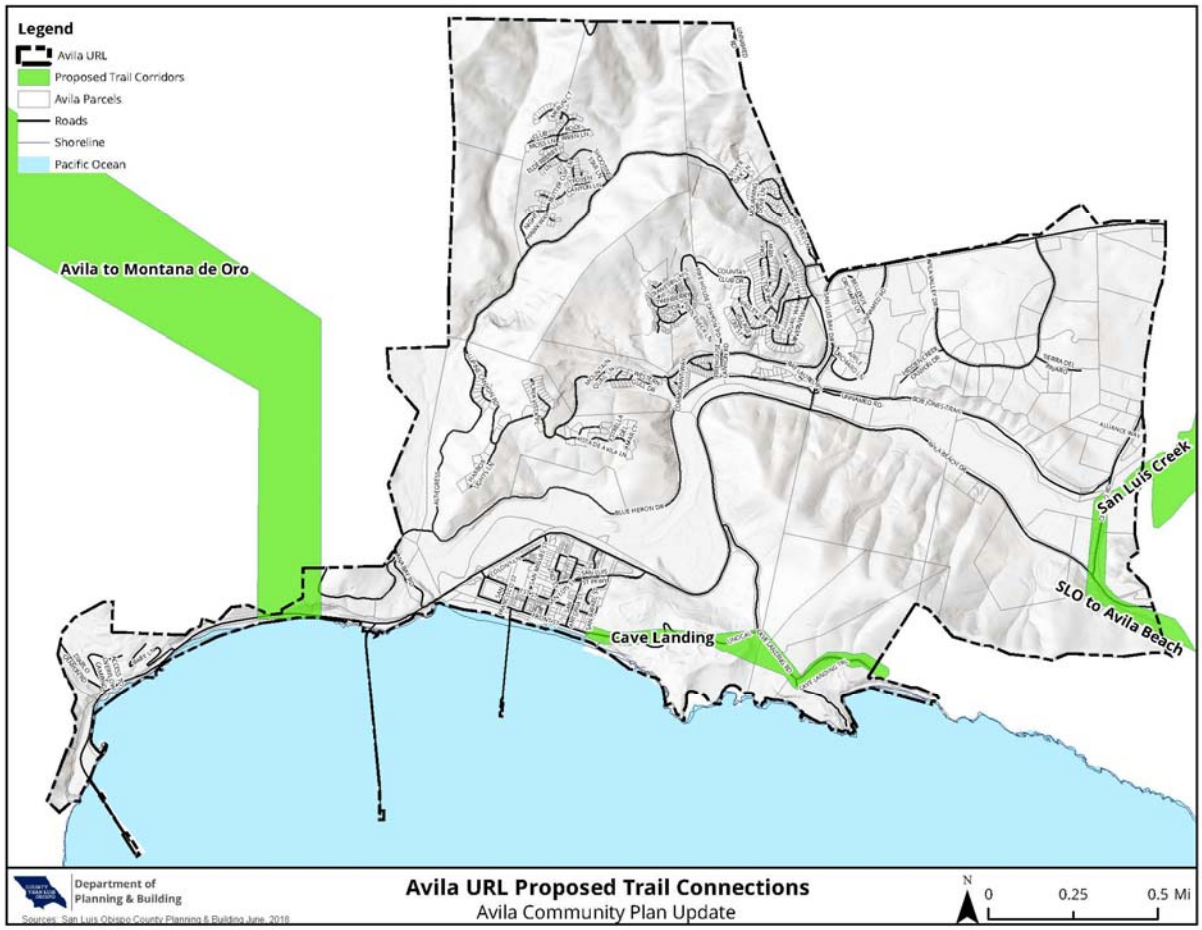
Transit service is limited within the Avila URL. A free trolley service managed by the San Luis Obispo Regional Transit Authority runs between the months of April and October, with no service in winter. The trolley services run between the Pismo Beach Premium Outlets (outside the URL) to and from Port San Luis on Friday, Saturday, and Sunday.

PEDESTRIAN NETWORK

As a result of the Unocal clean-up, the pedestrian network and circulation pattern in Avila Beach was modified to enhance pedestrian movement toward the beach. However, the traditional grid pattern within the town subsection and its historic beach-oriented character was retained. Front Street was reconstructed to include a pedestrian-only zone, also known as the Promenade, between San Francisco and San Miguel Streets. This space is a flexible space used for pedestrians, outdoor vendors, special events such as the Friday Farmer's Market, and restaurant seating. There is also a mid-block passageway that was intended to create a pedestrian connection between the Promenade and parking lot located at 1st and San Miguel Streets.

As stated earlier, the Bob Jones Trail is a multi-use trail for pedestrians and bicyclists traveling between Ontario Road and San Juan Street. It is the only designated trail within the Avila URL that is maintained by the County, however, the County of San Luis Obispo Parks and Recreation Element includes four proposed trails that either connect or are within the Avila URL. Figure 7.4 depicts the potential location of these proposed trail connections. The proposed trails would connect the town and cave landing/Ontario Ridge subsections, Avila URL to Montaña de Oro State Park to the West, and the City of San Luis Obispo to the Avila URL.

Figure 7.3: Proposed Trail Connections within Avila



Source: The County of San Luis Obispo Department of Planning and Building (2018)

PARKING

EXISTING PARKING STOCK

The Port San Luis Harbor District commissioned a parking management plan in 2013 which inventoried existing parking spaces within the Town and Port subsections. The study found a total of 1,771 stalls within these subsections (San Luis Harbor District, p.16). Table 7.4, shows the profile of parking by sub-area; a third of the communities parking supply is located along Avila Beach Drive. Nearly 50% of the supply is either in the town parking lot located at 1st and San Miguel Street or on local streets within the town subsection.

Table 7.4: Parking Stalls per Location

Parking Location	Stalls	Percent
Avila Beach Dr.	582	33%
Port San Luis Lot	287	16%
Town of Avila On Street	525	30%
Town Parking Lot	377	21%
Total	1,771	100%

Source: Port San Luis Harbor District Parking Management Plan, p.16

The study also inventoried which streets within the town provided on-street parking. Over 25% of the on-street parking in the town of Avila is found on Front Street and another 20% is found on 1st Street (San Luis Harbor District, p.18). Table 7.5 provides an inventory and location of parking stalls. At over 65%, Front, 1st, San Miguel, and San Luis Streets provide the most on-street parking. A total of 525 on street parking stalls are located within the town subsection.

Table 7.5: Parking Stalls per Town Street

Street	Stalls	Percent
Front	137	26%
1st	104	20%
2nd	18	3%
San Juan	33	6%
San Francisco	26	5%
San Miguel	60	11%
San Luis	52	10%
San Antonia	48	9%
San Rafael	47	9%
On Street Total	525	100%

Source: Port San Luis Harbor District Parking Management Plan, p.18

PROPOSED PARKING

The existing parking lot located at 1st and San Miguel Streets has approximately 377 parking stalls. According to the 2013 Parking Management Plan, a second deck could add approximately 325 additional stalls (Port San Luis Harbor District, p. 39). The cost of this structure was estimated using a rough cost per stall of $22,000. According to the study, the estimated cost to construct the expanded parking structure would be more than $7,150,000 (p.39). Adding a second deck to the lot was studied as an

alternative to better manage parking; however, it was not recommended due to the need for additional studies on the proposed alternative strategies (Port San Luis Harbor District, p.38). Strategies such as satellite parking, parking outside of the town subsection and shuttling in, are recommended before funding a larger infrastructure projects such as a parking structure.

According to the 2015 Draft Avila Circulation Study, parking in Avila Beach is already at or near capacity during the summer weekends and holidays (p.36). At current build-out, the estimated development of the planned land uses in the town subsection will result in a parking demand of about 200 stalls (2009 Circulation Study). Since the Avila URL is accessed via two collectors from US 101, routing drivers to a satellite parking lot would be easily implemented. The 2015 Circulation Study suggests two locations for the satellite parking facilities: the existing PG&E visitor center on Ontario Road to intercept traffic from the north and a new lot near the Avila Beach Drive/US 101 interchange. The PG&E visitor center maintains 75 stalls with minimal capital cost. A lease agreement between the County and PG&E would be needed for seasonal use. The second potential location is near the Avila Beach Drive/US 101 interchange and is estimated to have 115 stalls. As seen in Table 7.6, with an additional 220 stalls, the parking percent change would be over 12%.

Table 7.6: Potential Parking within the Avila URL

Location	Stalls
Bob Jones Trail Park & Ride Lot Expansion	30
PG&E Education Center	75
Avila Beach Drive near US 101	115
Total Potential Range	220

SECONDARY ACCESS

Avila Beach Drive from San Luis Bay Drive west is considered a "one-way in, one-way out" road. In the event of an evacuation, the current emergency route includes the Bob Jones Trail, which runs parallel to Avila Beach Drive and is only one lane. Secondary access is a concern because the population within the Avila URL can swell from 1,400 residents to six times as many visitors depending on weather conditions and special events. This variable population shift can create gridlock along the roadways, parking constraints, and additional challenges to an evacuation.

A previous study determined that it was not feasible to widen Avila Beach Drive from the town subsection to US 101 due to the environmental constraints of San Luis

Creek on one side and the steep hills on the other (*2015 Draft Avila Circulation Study and Traffic Impact Fee Update, p. 33)*. Another alternative identified emergency evacuation route often discussed consists of a northerly road from the end of Avila Beach Drive to Montaña de Oro State Park. The route would begin at the gated entrance of the PG&E Diablo Canyon Nuclear Power Plant and continue for seven miles along an unpaved road one-lane road (*2015 Draft Avila Circulation Study and Traffic Impact Fee Update, p. 33)*. In March of 2018, PG&E submitted a land use application to improve to the North Ranch Road to meet County Fire standards for two-way roads. The intent is to provide an all-weather emergency access/exit route from Diablo Canyon Power Plant to the community of Los Osos. According to County Fire, this road cannot be constructed to meet California Fire Code and Public Road Standards which limits the use of this road for emergency equipment only and public use would not be allowed due to environmental and cultural resources issues.

Historically, the Cave Landing Road to Bluff Drive segment leading to Shell Beach was considered an alternative evacuation route (Avila Beach Circulation Study, 2009). As stated in the 2006-2007 San Luis Obispo County Civil Grand Jury Report, Cave Landing Road is a dirt road that should be upgraded and designated as exit route from Avila Beach to Shell Beach. Per estimates done in the Avila Beach 2009 Circulation Study, the estimated cost to upgrade and designate Cave Landing Road as an alternative route is $6,000,000 to $10,000,000, largely due to the need to construct a structure to bridge a significant landslide that has closed Cave Landing Road. In the San Luis Bay Area Plan (Coastal) no provision should be made for through traffic between Avila Beach and Pismo Beach to preserve the residential character of the Sunset Palisades area in Pismo Beach (p.6-7).

EMERGING DIRECTIONS

ROADWAY CLASSIFICATIONS

The existing information as discussed in this section on Avila URL roads will be revised to be consistent with the findings in the more recent 2015 Draft Avila Circulation Study conducted by Public Works.

ROAD CAPACITY

County staff and the San Luis Harbor District will collaborate on developing a defined threshold for a “road capacity” standard found in the San Luis Bay Area Plan.

PARKING

The County Department of Public Works is evaluating long term and short-term solutions to the parking conditions during peak holiday and weekends. Studying the

practical and financial viability of additional satellite parking locations will be done through the new 2018 Circulation Study.

The community plan update will evaluate the effects of visitor serving uses on parking, rental availability, and home prices in the Avila URL. Additional policies will be considered to accommodate for additional parking facilities and the concerns of the community.

ROADWAY CONGESTION

The County Department of Public Works is identifying a department-based procedure on traffic methodology for the Avila URL. A new methodology will provide a better understanding of infrastructure and travel demand management strategies to alleviate the traffic congestion in the Avila URL. Travel demand strategies could include additional satellite parking, increased transit service, traffic signal timing. Through the environmental review process, traffic safety enhancements, such as establishing formal emergency routes and coordinated planning around large temporary events, will be reviewed to lessen the impact on the roadway.

SECONDARY ACCESS

The community plan update process will include collaboration with property owners to evaluate and consider alternatives for circulation patterns into and out of the Avila URL.

8 – CULTURAL AND HISTORICAL RESOURCES

This chapter discusses the Avila URL's history and identifies existing historical and cultural resources. It also provides the regulatory conditions relating to historical, cultural, and paleontological resources.

REGULATORY SETTING

FEDERAL

Cultural resources are considered during federal undertakings chiefly under Section 106 of the National Historic Preservation Act of 1966 (as amended) through one of its implementing regulations; 36 CFR 800 (Protection of Historic Properties); and the National Environmental Policy Act. The definition of a federal undertaking includes any project requiring a federal permit, license, or approval. Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the National Historic Preservation Act, and Section 106 of 36 CFR 800.3–800.10. Other federal laws include the Archeological Data Preservation Act of 1974, the

American Indian Religious Freedom Act of 1978, the Archaeological Resources Protection Act of 1979, and the Native American Graves Protection and Repatriation Act of 1989, among others.

Section 106 of the National Historic Preservation Act (16 United States Code [USC] 470f) requires federal agencies to consider the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings (36 CFR 800.1). The significance of any adversely affected historic property is assessed and mitigation measures are proposed to reduce any impacts to an acceptable level. Historic properties are listed in or are eligible for listing in the National Register of Historic Places per the criteria listed below (36 CFR 60.4):

> The quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:
>
> - Are associated with events that have made a significant contribution to the broad patterns of our history; or
> - Are associated with the lives of persons significant in our past; or
> - Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> - Have yielded, or may be likely to yield, information important in prehistory or history.

STATE

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The California Environmental Quality Act (CEQA) requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC] Section 21084.1). If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to preserve the resource. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that,

without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources, a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines Section 15064.5[a] [1-3]).

ASSEMBLY BILL 52

Assembly Bill 52 (AB 52) establishes a consultation process with all California Native American Tribes on the Native American Heritage Commission List, federally and non-federally recognized Tribes. It is intended to include consideration of Tribal Cultural Values in determination of project impacts and mitigation through CEQA. The Bill requires a lead agency to provide tribal notice and meaningful consultation.

SENATE BILL 18

Senate Bill 18 (SB 18) was passed in 2004 and requires cities and counties to consult with California Tribal Governments anytime a city or county amends or adopts its General Plan. The requirements of SB 18 are separate from the CEQA process.

LOCAL

LOCAL COASTAL LAND USE ORDINANCE (TITLE 23)

As stated before, to implement the LUCE the county uses Title 23: Coastal Land Use Ordinance. Within this ordinance, there are procedures to protect of archaeological resources within and not within the archaeologically sensitive areas combining designation (23.07.104 and 23.04.200). If a proposed development is either within 100 feet of the bank of a coastal stream (as defined in the Coastal Zone Land Use Ordinance) or within 300 feet of such stream where the slope of the site is less than 10 percent, the development is subject to the standards for the Archaeologically Sensitive Areas Combining Designation in Chapter 23.07.

CONSERVATION AND OPEN SPACE ELEMENT (COSE)

The Conservation and Open Space Element (COSE) is part of the County's General Plan and is used as a tool to protect and preserve unique community resources. Conservation is the planned management, preservation, and wise utilization of natural resources and landscapes to ensure their availability in the future. The COSE contains goals, policies, and strategies to conserve, protect, and restore biodiversity and open space. The plan outlines cultural resources such as historic sites, visual resources such as scenic corridors, and water resources.

HISTORY

OBISPEÑO CHUMASH

The URL is within an area of central California with a history of prehistoric occupation extending over 9,000 years ago. The prehistory of Avila can essentially be divided into three major time Periods: The Early Period, Middle Period, and Late Period. Archaeological evidence from Early Period sites (9,000-3,000 years before present [B.P.]) suggest coastal dwellers emphasized the processing of small seeds (as evidenced by mano and metate grinding stones), hunting of large land mammals and sea mammals, fishing, and collection of shellfish. Sites were often located on elevated land forms for protection and normally were relatively small (Gibson 1993).

The subsequent Middle Period (between approximately 3,000 and 950 years B.P.) is indicated by the use of mortar and pestle and increased fishing from boats. Village site locations tended to be larger than in the Early Period, suggesting increasing social interaction and cooperation over a wider geographical range.

During the Late Period (between 950 and 200 years B.P.), subsistence practices continued to diversify, featuring use of the bow and arrow instead of spear to capture smaller land mammals, and greater use of boats for open ocean fishing with nets. Shell beads that had been used for exchange throughout previous time periods increased in number and size, suggesting a sophisticated economic exchange system. Along with technological and economic developments, Chumash social systems evolved with large villages governed by chiefs (Greenwood 1978).

By 1805, most of the Native Americans in the Chumash villages were displaced (Gibson 1993). The area now encompassing the town of Avila Beach formerly was the home of the Obispeño Chumash Indian community of Sepjato (Greenwood 1978 in Parker 1992).

SPANISH SETTLEMENT

The historic record of the URL began with the Spanish explorer Juan Cabrillo, who was said to have entered San Luis Bay in 1592, which he named Todos Santos. When the Spanish began to settle California in the eighteenth century using a system of missions and Presidios, Mission San Luis Obispo de Tolosa was established in 1772 at San Luis Obispo, 10 miles inland from the URL.

When Mexico declared independence from Spain in 1822, it secularized the missions and began to give or to sell former mission lands to Presidio soldiers. In 1839, Miguel Avila, son of a soldier at the Santa Barbara Presidio, petitioned Governor Alvarado for land around San Luis Bay. In 1842, he was granted the Rancho San Miguelito, consisting of 22,135 acres, including the present URL. Miguel Avila raised cattle and grain on his rancho (Krieger, p.53). A major drought in 1863-64 killed Avila' s cattle and in 1867 he was forced to sell his adobe house and portions of the shoreline

(to the west of present Avila Beach) to a San Luis Obispo businessman, John Harford in 1867 (Dickerson, p.75). When Avila died in 1874, his wife and sons plotted the town of Avila on the beach adjacent to San Luis Creek to pay taxes on the remaining ranch property.

THE RISE OF SHIPPING

By the 1870s, when the town was laid out, the bay had become a trading center, bringing goods and travelers to San Luis Obispo from Los Angeles and San Francisco, and providing those cities with agricultural produce from the inland San Luis Obispo valley. The first wharf, Mallagh's Landing, at Cave Landing to the east of the project area, was built in the 1850s and bought by David Mallagh in 1860. Peoples Wharf was built in 1869, in town between San Luis and San Miguel Streets, by John Harford. A hotel and warehouse were built on Front Street where the wharf met the shore (Angel, p.322).

Harford sold Peoples Wharf and built a third pier, Harford Pier, in 1873 at the western end of San Luis Bay where the landing was more sheltered. He also constructed a narrow-gauge railroad from the wharf to the town. At the same time, a narrow-gauge railroad line was being built from Avila to San Luis Obispo, by the San Luis Obispo and Santa Maria Valley Railroad. This railroad company, financed by businessmen from San Francisco, bought Harford's Wharf and railroad for $30,000 in 1875 and leased Peoples Wharf. The Avila brothers gave land for a depot and right-of-way. The railroad was completed to San Luis Obispo in 1876 and to Los Alamos in 1882 (Angel, p.320). A tidal wave in 1878 destroyed Peoples Wharf, which was never rebuilt, leaving the Harford Wharf with a monopoly (Dickerson 1989:5).

San Luis Bay became an important shipping port for the region because of its location and the federal breakwater. The harbor is one of two on California's central coast between Monterey and Santa Barbara, a nautical distance of over 240 miles (Port San Luis Harbor District, March 2018). Authorized in 1888, the federal breakwater was completed in 1913 protect Port San Luis Harbor and the town of Avila Beach. Port San Luis is the only harbor of refuge in the region when the neighboring Morro Bay harbor is closed due to certain storm conditions. With the arrival of the Southern Pacific Railroad in San Luis Obispo, trade development declined in Avila. County produce formerly shipped to Los Angeles and San Francisco came to be shipped by rail, particularly when the coast route was completed in 1901 (Aquinid).

In the hopes of repairing facilities and commerce generation, the citizens of southern San Luis Obispo County voted to create and fund a Harbor District for the Port San Luis Area in 1954 (Port San Luis, 2018). The State owns and typically manages the waters out to three miles. As a result of the Harbor District's creation, the State

Legislature granted the Harbor District the area's tidelands in trust in 1954 (Port San Luis, 2018).

THE OIL INDUSTRY

In the early 1900s, the oil industry brought Avila's economy back. Union Oil brought oil from Santa Maria in tankers mounted on narrow gauge tracks to ship from Harford's Wharf. By 1906 sufficient oil trade occurred at the wharf for the United States Customs Office to declare the Port an official Port of Entry, thus allowing international shipping, particularly for petroleum. By 1907, three oil companies, Union Oil, Phillips, and Standard Oil shipped their products from Port San Luis and Avila (Lings, p.61). In 1906, Union Oil built a 6-inch pipeline from the Santa Maria oil fields to Port San Luis.

In 1909, the Independent Oil Producers Agency, a group of 150 small companies in the oil-rich San Joaquin Valley asked Union Oil to become a sales agent for them. Needing a way to deliver this vast quantity of oil to the sea for shipping, Union Oil in alliance with the Independent Oil Producers Agency formed the Producers Transportation Company to construct an 8-inch 245-mile pipeline from the San Joaquin Valley to Avila. This was the largest pipeline project built before World War I. A tank farm was built in San Luis Obispo to store 27,000,000 barrels of oil (Krieger 1988: 61; Welty 1966:147-8).

In 1907, the current public wharf was built in town to compete with Harford's Wharf. Oil activity increased at Avila. In 1910, there were four new oil tanks on the eastern hills. Additionally, the Pacific Coast Company, owners of Harford's Wharf, built an oil pier at Avila in 1914, when the large tankers found landing at Harford's Wharf treacherous (Dickerson, p. 77). A 3 to 4-inch oil pipeline was laid under San Miguel Street. Luigi Marre leased the property at the north end of San Miguel Street for an oil refinery (Lings, p.68). Between 1914 and 1922 San Luis Bay became the "largest crude oil shipping port in the world" (Dickerson, p.75).

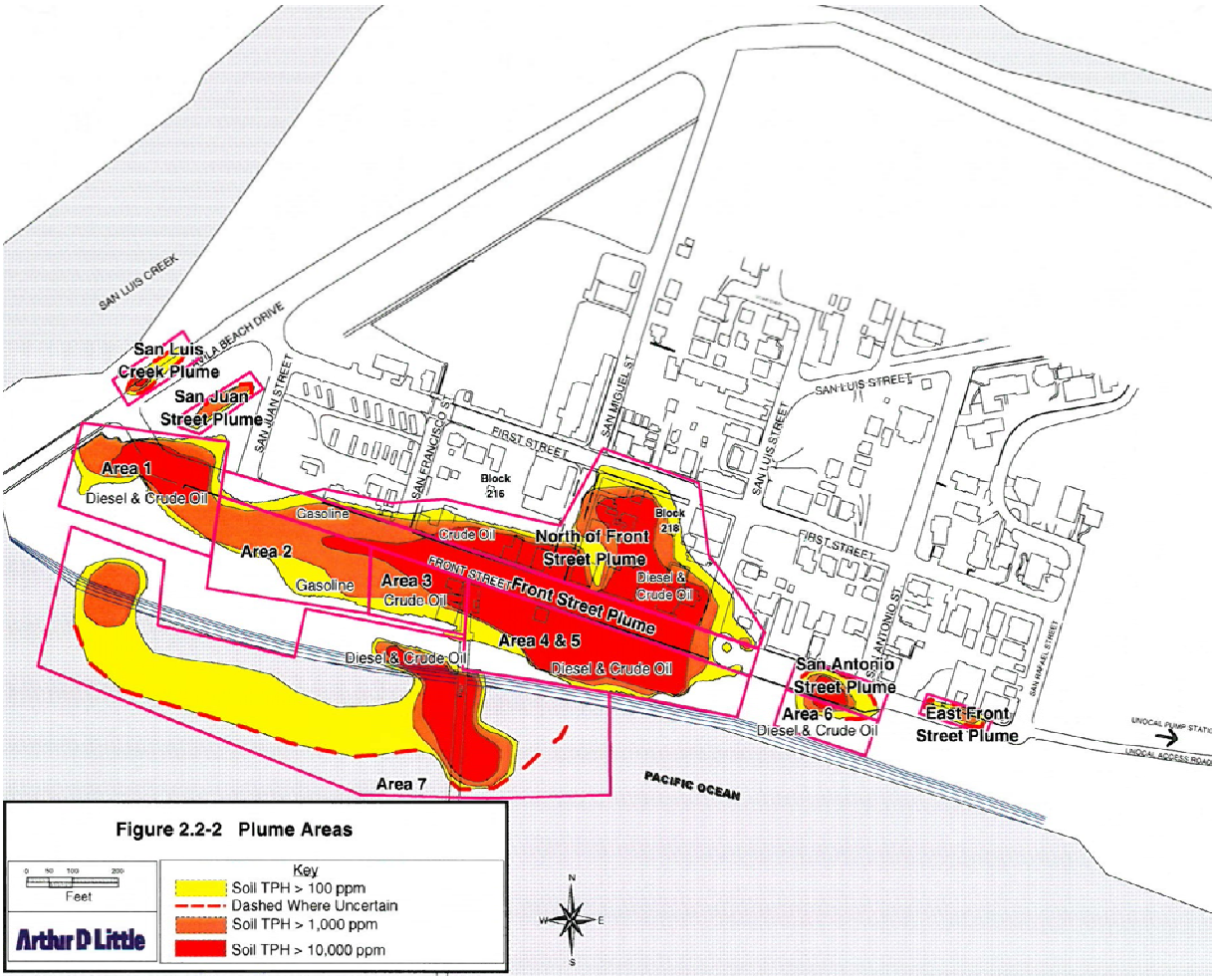
Between 1910-1997, Unocal Avila Terminal facility was used for petroleum hydrocarbon storage and transfer activities. Petroleum products including gasoline, diesel, fuel oil and crude oil were pumped from the terminal through a network of underground pipelines beneath Front Street to Avila Beach Drive and over the San Luis Obispo Creek bridge to the Cal Poly Pier formerly the Unocal pier.

The initial discovery of hydrocarbons in the soil happened in 1988 (Avila Beach Final EIR). A town wide assessment was completed in 1990. In 1991, the Regional Water Quality Control Board (RWQCB) directed Unocal to submit a cleanup plan outlining different clean-up solutions. Between 1991 and 1994, there were interim clean-up solutions such as soil vapor extraction (SVE)/bioremediation system and air sparge/biosparge (Avila Beach Final EIR). In 1994, 1995, and 1996, cleanup or abatement orders were submitted to Unocal.

In 1997, a full Environmental Impact Report was completed to evaluate Unocal's proposed cleanup project. During the EIR process the clean-up was divided into three main areas: the beach, which is divided into the west beach (Areas 1, 2 and 3) and east beaches (Areas 4, 5 and 6, the Avila pier acts as a dividing point); the Front Street area; and the area north of Front Street. These areas can be seen in Figure 8.1 along with the estimated total petroleum hydrocarbon (TPH) contamination level. The primary reason for the breakdown into three areas was based on the intensity of the use in each of the areas. The beach is public and is used for recreation. Front Street is used for public vehicles and pedestrian transportation, and for business access. Below the street are the Unocal pipelines and the town's utilities. North of Front Street, the primary use is for business and residential structures. All three areas had gasoline-grade (C4 to C10), diesel-grade (C1o to C 2s), and crude or residual- grade (C25 to C4o) hydrocarbons in the subsurface. About 1,480 samples were taken between 1989-1997 (Avila Beach Final EIR). Soil contamination was identified an estimated 539,000 square feet of plume contamination (Avila Beach Final EIR).

In 1997, Unocal was sued under Proposition 65 for illegally discharging toxic substances into a drinking water source. California's Proposition 65, also called the Safe Drinking Water and Toxic Enforcement Act, was enacted in 1986. It is intended to help Californians make informed decisions about protecting themselves from chemicals known to cause cancer, birth defects, or other reproductive harm. In 1998, Unocal agreed to pay up to $200 million for the clean-up. Removal was completed by excavating much of the beachfront portion of the town and part of the beach itself, replacing with clean sand, and facilitating the reconstruction of the town. Most of Front Street was torn down, the contaminated soil excavated up to 15 feet deep, and the commercial properties rebuilt.

Figure 8.1: Areas of Contamination (1997)



Source: Avila Beach Final EIR (1997)

TOURISM

Beginning in the 1870s, Avila catered to tourists. Luigi Marre's two story Italianate hotel along the cliffs adjacent to the Harford Wharf provided food and lodging for boat passengers as well as those residents of San Luis Obispo who took the Saturday excursion train to Avila for picnics. There was also a hotel at the waterside adjacent to Peoples Wharf. In the 1930s and 1940s, Avila was a popular swimming beach.

Fishing was an additional industry in the town. During World War II the United States military took control of the wharves and all sea traffic. The Yacht Club was used first by Army troops, and later by the Navy and the Coast Guard until 1946 (Bentley, 8-A). After the war, Avila remained largely a tourist resort and a working and pleasure harbor.

EXISTING CONDITIONS

The Avila URL is within an area of Central California that has a history of prehistoric occupation extending over 9,000 years ago and it is culturally significant to the Chumash. The town of Avila Beach is located on the home of the Obispeño Chumash Indian community of Sepjato (Greenwood 1978) which suggests that there would be archeological resources within the Avila URL. To be designated as an archaeologically sensitive area, the area needs to be identified on the rural parcel number list prepared by the California Archaeological Site Survey Office on file with the Planning & Building Department, delineated by the official maps (Part III) of the Land Use Element, or a parcel containing a known archaeological site recorded by the California Archaeological Site Survey Office (23.07.104).

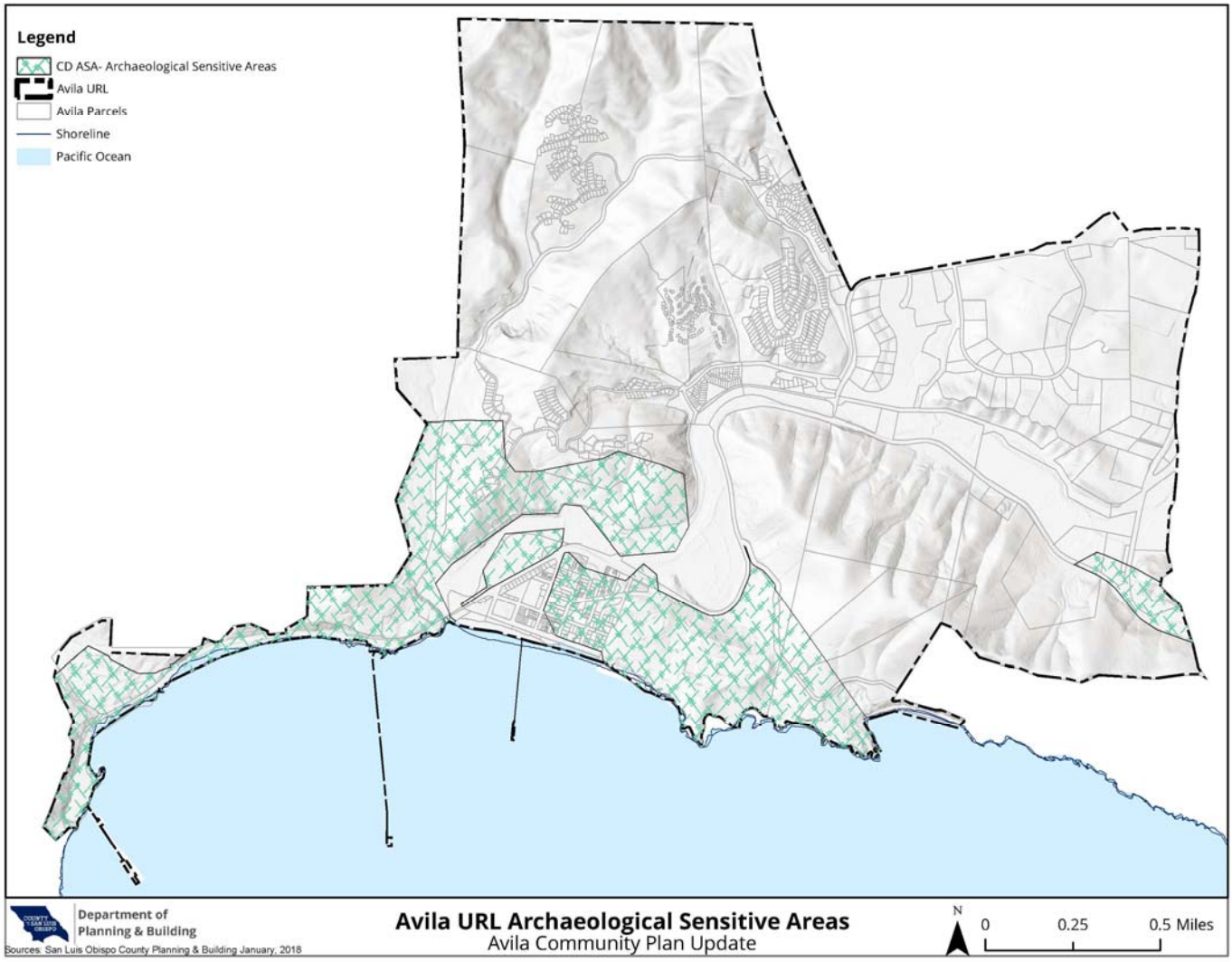
As depicted in Figure 8.2, all the current archeologically sensitive areas within the Avila URL fall within the coastal zone. About 50% of land within the coastal zone is designated as an archaeologically sensitive area. To develop on property that is within the archeologically sensitive regions, a preliminary site survey is required by a qualified archaeologist knowledgeable in local Native American culture and approved by the Environmental Coordinator (CZLUO, 23.07.104). Even if the site is not within the Archaeologically Sensitive Areas Combining Designation, development that is either within 100 feet of the bank of a coastal stream or is within 300 feet of such stream where the slope of the site is less than 10 percent. will require site survey and possibly mitigation (23.04.200).

There are two Historic Site Combining designations within the Avila URL. The Historic Site combining designation is applied to areas of the county by the Official Maps of the Land Use Element to recognize the importance of archeological and historic sites, structures and areas important to local, state, or national history. One site is off Bellevue Orchard Lane and the other is near Sycamore Springs Resort. As stated in Title 22 and Title 23, development within these parcels requires a minimum parcel size, minor use permit, and environmental review.

As mentioned above, the town subsection has the highest density of older structures within the Avila URL. However, due to the Unocal clean-up, much of the town has been rebuilt since the late 1990s. Prior to Unocal clean-up demolition, each building over 50 years of age was evaluated to determine significance. Only two buildings on Front Street- the Avila Grocery Store and the San Luis Yacht Club- were found to be historically significant (Merriam 2006:4). Both buildings were removed and then restored to their original locations at the completion of Unocal's clean-up efforts. Only three historic non-residential buildings remain in the town, including the Avila Grocery Store (est. 1917), San Luis Yacht Club (est. 1941), and Avila Schoolhouse (est. 1913) (GANDA, 2008).

Avila has three remaining piers (from east to west): Avila Pier, Cal Poly Pier formerly known as the Unocal Pier, and Harford Pier. The San Luis Harbor District maintains both the Avila and Harford Piers and leases the Cal Poly Pier to California Polytechnic State University. In 2015, the Avila Pier was closed to visitors due to instability and weight limit issues. There is currently an effort to rehabilitate the Avila Pier which is spearheaded by the Friends of the Avila Pier. In May 2017, District Maintenance staff completed work on a section of the pier near the closure gate and moved the gate out an additional 90 feet. The projected cost to rehabilitate the Pier is estimated at $17 million. The Cal Poly Pier, formerly known as the Unocal pier, is used as a research facility for the University but opens twice a year to the public. In 2001, Unocal gifted the pier to the University for their marine science education program and Port San Luis Harbor District granted a 49-year ground lease to the University for these purposes. The Harford Pier is home to recreational and commercial fishing, as well as two restaurants and a seafood market. It is still open to vehicles.

Figure 8.2: Archaeological Sensitive Areas



Source: The County of San Luis Obispo Department of Planning and Building (2018)

EMERGING DIRECTIONS

Through the update process, the list of historic buildings and sites will be updated within the Avila URL. Staff will also work with Port San Luis Harbor District to remain informed on the happenings of the Avila Pier rehabilitation. Additionally, staff has had introductory meetings with yak tityu - Northern Chumash Tribe and Northern Chumash Tribal Council and will continue working with local tribes on a regular basis during the update process as required by SB 18 and AB 52.

9 - HOUSING

This chapter discusses the current housing conditions in the Avila URL and provides a glance at the impact visitor-serving vacation rentals have on housing availability. It also provides the regulatory conditions related to housing and vacation rentals.

REGULATORY SETTING

LOCAL

COUNTY OF SAN LUIS OBISPO HOUSING ELEMENT

The Housing Element is one of seven required elements of the County's General Plan. Its primary purpose is to facilitate the provision of needed housing in the context of the Land Use Element of the General Plan and related ordinances. Its secondary purpose is to meet the requirements of state law and achieve certification by the California Department of Housing and Community Development, which in turn will help the County qualify for certain funding programs offered by the State. The State requires an update to the Housing Element every eight years.

LAND USE ORDINANCE (TITLE 22 AND 23)

The Land Use Ordinances (Title 22 and 23) provides the principal method for implementation of the general plan by setting requirements for how particular land uses may be designed and developed in the coastal zone (Title 23) and inland (Title 22). Specifically, residential uses (i.e. Single Family, Secondary Dwellings, Vacation Rentals) identified as allowable, are subject to the provisions of Title 22 or 23.

EXISTING CONDITIONS

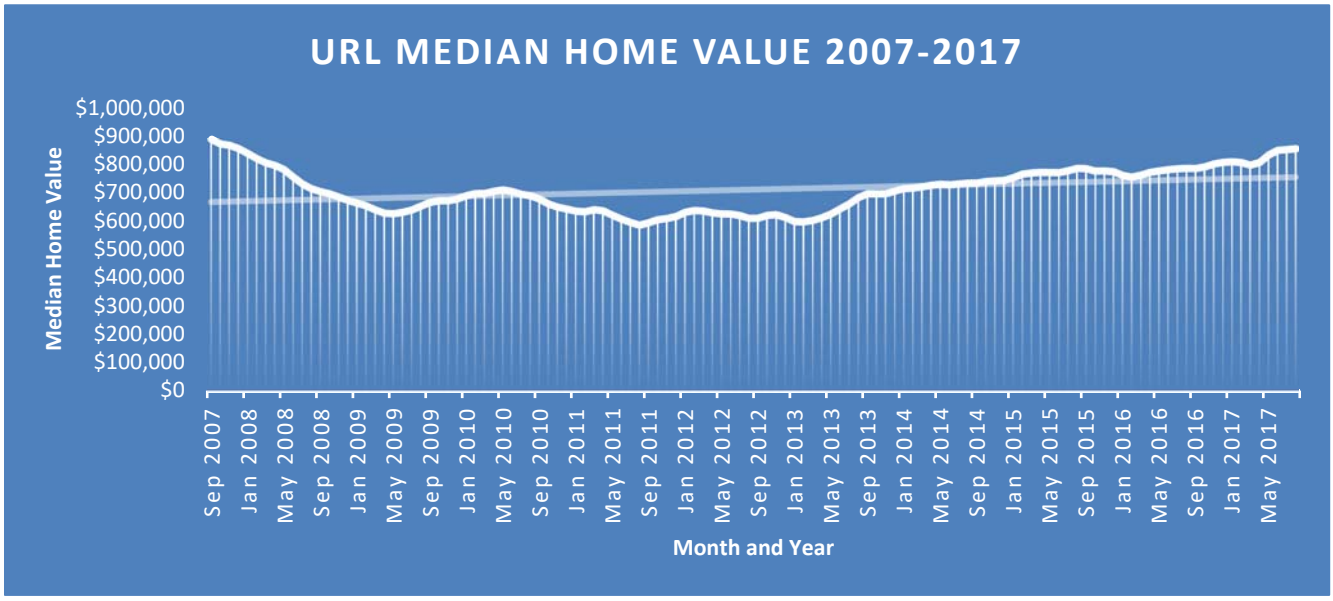
According to the County's 2014-2019 Housing Element, there is a chronic undersupply of housing that is affordable and suitable for locally employed persons within the County. The element calls for coordinated public and private actions to facilitate more housing affordable to residents. As stated before, the population of the Avila URL is 1% of the unincorporated county population (SLOCOG, 2017). Of the population in the Avila URL, 35% are employed (U.S. Census Bureau, 2010). The Average age of the population within the Avila URL is over 50, the majority are retired, and the land value is high. Affordable housing within the URL is limited and the likelihood improving the county's limited supply of affordable housing within the Avila URL is unlikely.

Currently, there are 1,062 residential dwelling units within the Avila URL with an occupancy rate of 1.38 persons per unit. Most of the units are owner-occupied at

62.8%, which is slightly higher than the countywide total at 59.7% (American Fact Finder, 2010). Most of the Avila URL dwelling units are in the San Luis Bay Estates and Town subsections. The dwelling units within these subsections make up 93% of the units within the Avila URL.

Cost of owning a home in the URL is higher than the median for the county. As of April 2017, San Luis Obispo County's median home value was $530,000 (CoreLogic). The median home value in the Avila URL is $850,000 (Zillow). Figure 9.1 charts the median home value in Avila for the last ten years which shows an increasing trendline.

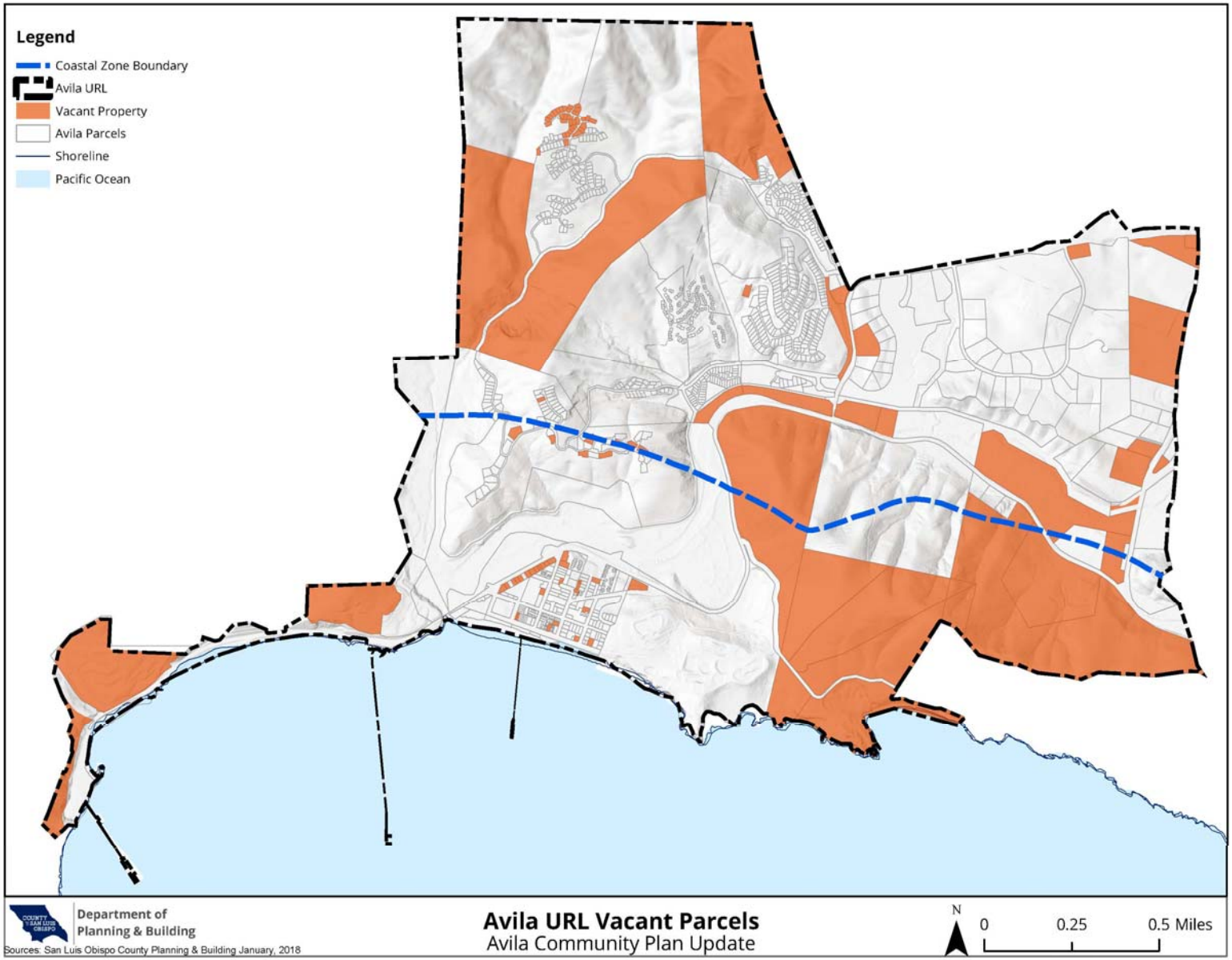
Figure 9.1: URL Median Home Value



Source: Zillow Market Trend Reports (2017)

These market conditions lend itself to increased interest in development; however, most of the land within the URL has already been developed. Vacant parcels make up thirty-one percent of the URL as seen in Figure 9.2. Of the vacant parcels, thirty-eight percent (38%) of the undeveloped land is zoned open space and will likely remain vacant. Of the 2,220 acres in the Avila URL, nineteen percent (19%) are currently developable.

Figure 9.2: Vacant Parcels in the URL



Source: The County of San Luis Obispo Department of Planning and Building (2018)

Developable land is scarce and home values are high, which are both conditions that limit population growth. Based on the current growth rate, build-out is not expected to be reach until 2080 with a population of 2,204. This projection increases about one-percent every five years. Population projections up to 2050 can be seen in Table 9.1. As policies and zoning are updated, the build-out projections will be revisited.

Table 9.1: Avila Population Projections 2010-2050

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Avila Inland	1,054	1,061	1,086	1,111	1,136	1,162	1,189	1,199	1,209
Avila Coastal	410	413	422	432	442	444	454	458	462
Total	1,464	1,474	1,508	1,543	1,578	1,606	1,643	1,657	1,671

Source: The County of San Luis Obispo Department of Planning and Building (2017)

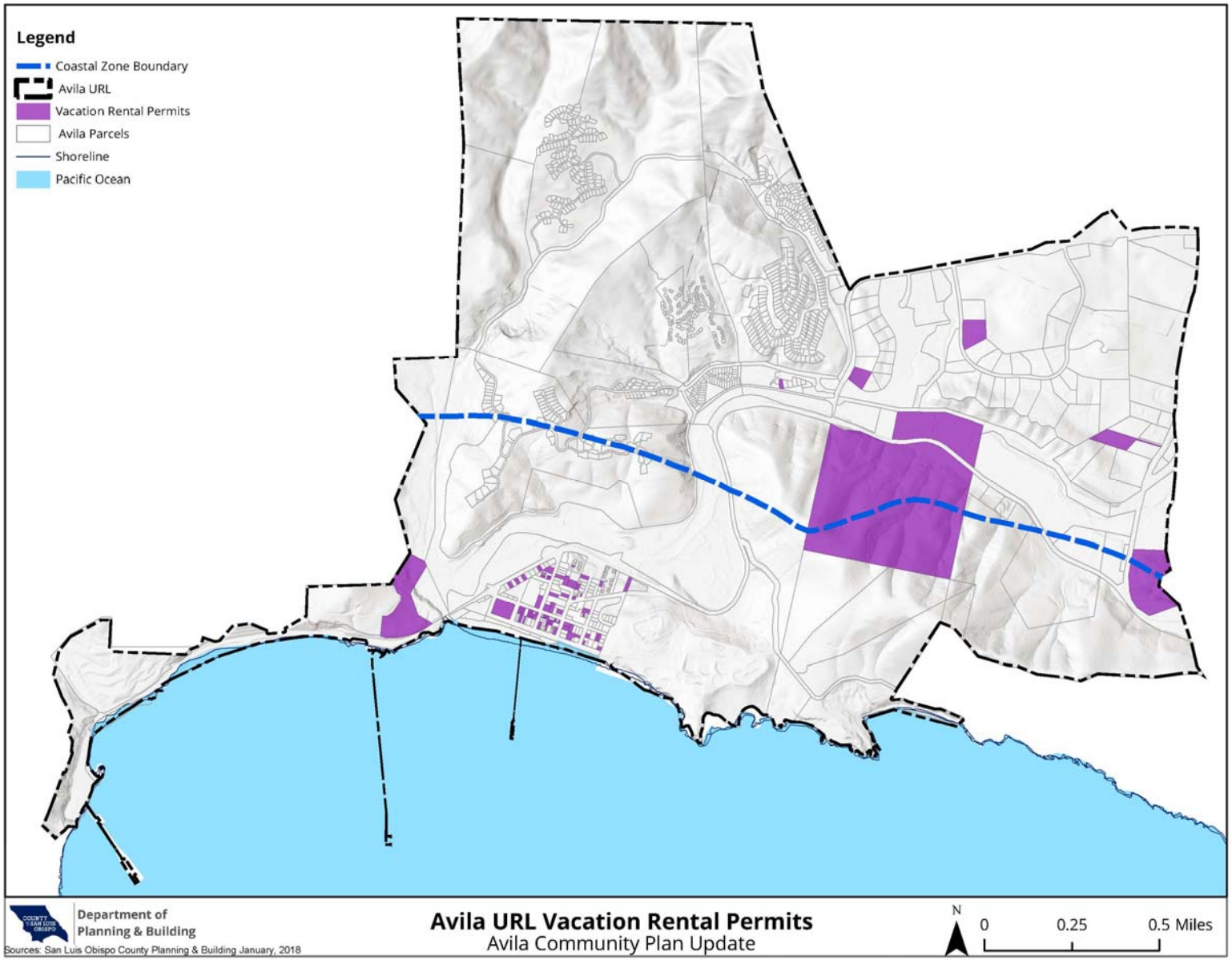
VACATION RENTALS

As shown in Figure 9.3, there are 70 permitted vacation rentals including 10 hotel/motels within the Avila URL. Seven permits are outside the town subsection. Of the total housing stock in the town, 17% are used as permitted vacation rentals. For a vacation rental to be permitted, businesses must have a license and collect Transient Occupancy Tax (TOT).

The Auditor-Controller-Treasurer-Tax Collector (ACTTC) administers the County's TOT program, which receives money collected by lodging businesses from guests. TOT collected by operators from their guests helps fund County services, such as law enforcement and road maintenance. Lodging businesses are required to collect 9% TOT and 1% for the Tourism Marketing District (TMD) assessment, which goes to promote tourism in the area. The Tourism Business Improvement District (TBID) within the Avila URL also requires lodging operators to collect an additional 2% assessment. Within the URL, there is 12% (9% TOT + 1% TMD + 2% TBID) added to the rent charges collected from guests.

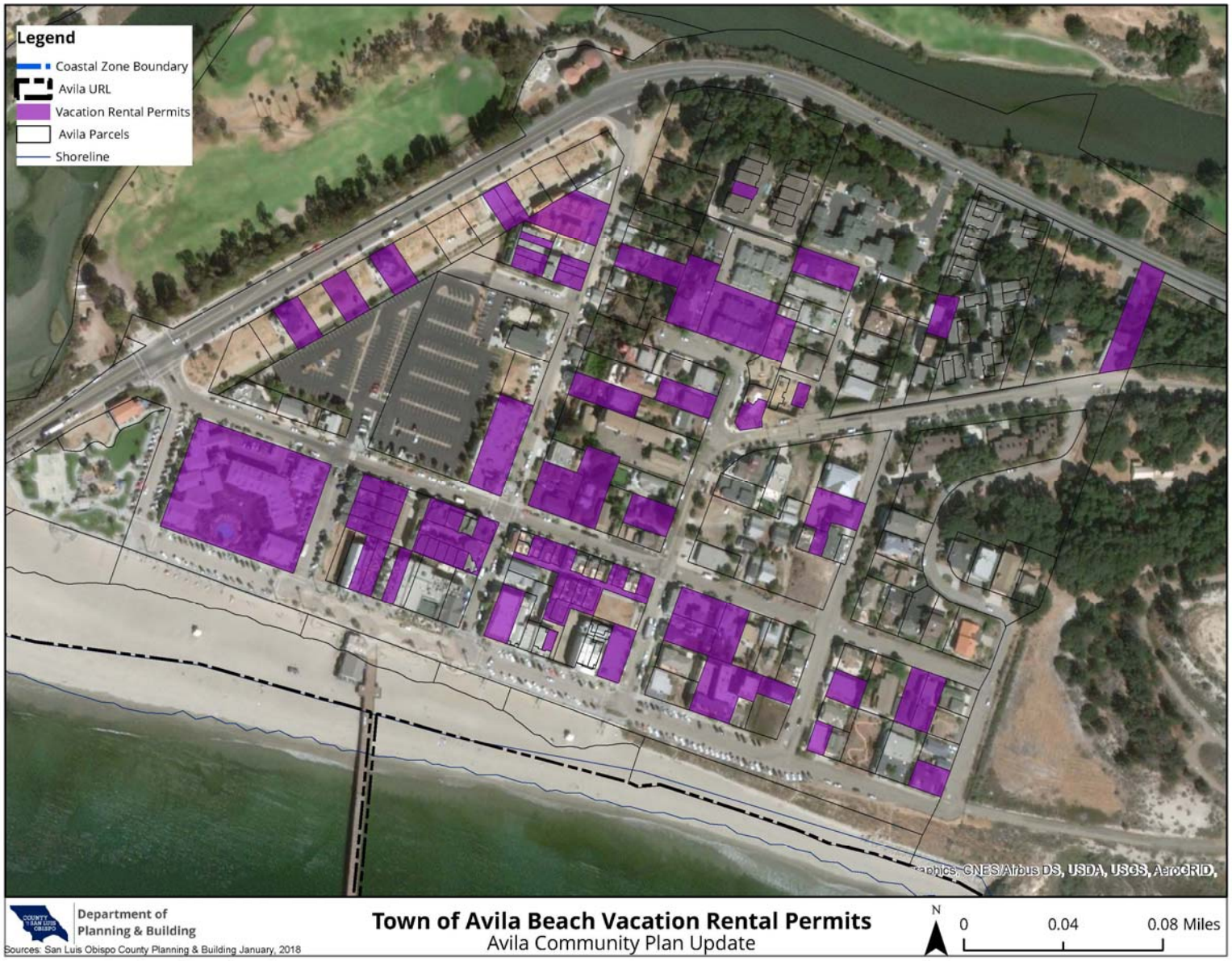
According to the County Tax Collector, Avila collects the third most TOT of the 19 unincorporated communities in the county behind Cambria and San Simeon. The yearly dollars collected since fiscal year 2008-2009 have increased by 51%. Figure 9.5 shows the steady increase of TOT collected in the URL.

Figure 9.3: URL Vacation Rental Permits



Source: The County of San Luis Obispo Department of Planning and Building (2018)

Figure 9.4: Town Subsection Current Vacation Rental Permits (2018)



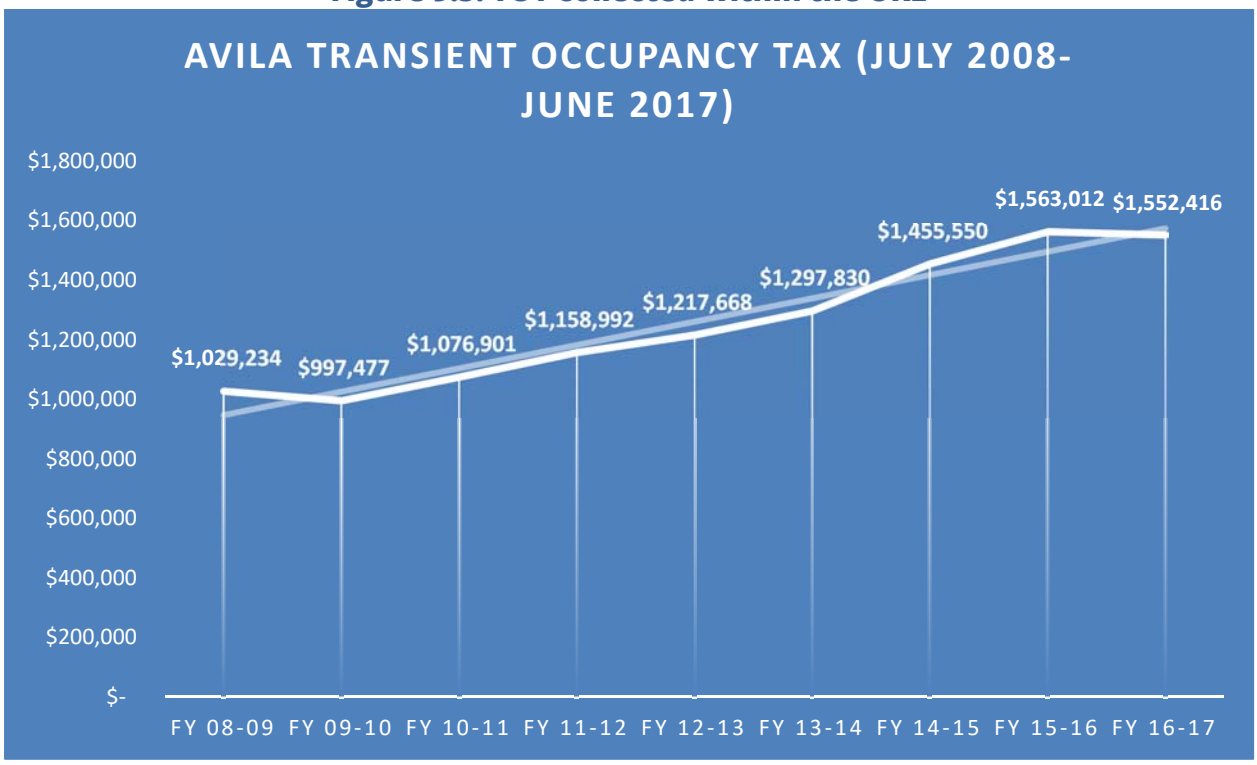
Source: The County of San Luis Obispo Department of Planning and Building (2018)

Table 9.2: Percentage of Vacation Rental Housing Units

Location	Housing Units	Number of Vacation Rentals	Percent of Housing Units
Cambria	4,062	339	8%
San Simeon	301	7	2%
Avila (Town)	368	62	17%
Cayucos	2,354	276	12%
SLO County	117,315	1,195	1%

Source: American Fact Finder (2010), The County Auditor-Controller-Treasurer-Tax Collector (2018)

Figure 9.5: TOT collected within the URL



Source: The County Auditor-Controller-Treasurer-Tax Collector (2017)

EMERGING DIRECTIONS

ASSESSING BUILD-OUT CAPACITY

As stated before, build-out capacity is an estimate of the likely ultimate population anticipated within the land use categories for the Avila URL, including any limitations on density imposed by area plan or coastal zone land use ordinance standards. It represents the beginning of a transition from a growing population to a

stable, slower growing population as most of the parcels in the Avila URL are developed. Thirty-one percent of the land within the Avila URL is undeveloped with the majority of that in the coastal zone. As developable parcels become more scarce, they become more expensive and less likely to be developed, unless the supply is increased through higher density approval through the update process. The primary value of the build-out capacity estimate is an indicator of the long-term effects of land use policies on the economy, particularly in terms of the plan providing opportunities for new development. Through the update process, land uses, which determine build-out, will be evaluated.

VACATION RENTALS

Vacation rentals have become a concern for community members, making up 17% of the total housing stock. Vacation rentals can exacerbate existing parking and traffic constraints as well as reduce the number of fulltime residents. The two community priorities related to vacation rentals include:

- The increase in vacation rentals has reduced the number of full-time community residents which impacts Avila's sense of community. The 50-foot minimum distance requirement (23.08.165b) in the Avila Beach vacation rental ordinance may need to be revisited.
- Develop vacation rental regulations for all of Avila. Currently, the vacation rental ordinance only applies to the coastal zone.

The community plan update will consider amending existing policies within the Avila URL to address the trends in vacation rentals.

10 - PUBLIC FACILITIES AND SERVICES

This chapter identifies existing public facilities and services in the URL including fire protection, parks, police services, schools, water, and waste water. This chapter also summarizes applicable regulations required for each type of infrastructure or service.

REGULATORY SETTING

FEDERAL

NATIONAL FLOOD INSURANCE PROGRAM

In 1968, Congress created the National Flood Insurance Program (NFIP) to help provide a means for property owners to financially protect themselves from flood damages. The NFIP offers flood insurance to homeowners, renters, and business owners if their community participates in the NFIP. Participating communities agree to adopt and enforce floodplain management ordinances that meet or exceed Federal Emergency Management Agency (FEMA) requirements to reduce the risk of flooding. These ordinances should reduce future flood risks to new construction in Special Flood Hazard Areas (SFHA). The SFHAs and other risk premium zones applicable to each participating community are depicted on Flood Insurance Rate Maps. FEMA manages the NFIP and oversees the floodplain management and mapping components of the program.

CLEAN WATER ACT AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

Authorized by the Clean Water Act in 1972, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Any industrial, municipal, or other facility which discharges directly to surface waters must obtain permits through the authorized states. In California, the State Water Resources Control Board (SWRCB) serves as the authorized agency to issue NPDES permits.

STATE

POLICE AND FIRE

FIRE PREVENTION FEE (AB X1 29)

On July 7, 2011, AB X1 29 was signed into law, establishing the Fire Prevention Fee. The bill required the state Board of Forestry and Fire Protection to establish emergency regulations to implement the new fee at an amount not to exceed $150 per habitable structure within the State Responsibility Area plus an inflation cost adjustment factor. The state uses the money collected from fees to fund a variety of fire prevention activities as specified in the law.

CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

In accordance with the California Code of Regulations, Title 8, Sections 1270 and 6773, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly

combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

UNIFORM FIRE CODE

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code also contains specialized technical regulations related to fire and life safety.

SCHOOLS

CALIFORNIA DEPARTMENT OF EDUCATION FACILITIES AND PLANNING DIVISION

The California Education Code contains various provisions governing the siting, design, and construction of new public schools (e.g., Education Code Sections 17211, 17212, and 17212.5). In addition, to help focus and manage the site selection process, the Department of Education's School Facilities and Planning Division has developed screening and ranking procedures based on criteria commonly affecting school selection (Education Code Section 17251[b], Title 5 of the California Code of Regulations, Section 14001[c]). The foremost consideration in the selection of school sites is safety. Certain health and safety requirements are governed by state statute and Department of Education regulations. In selecting a school site, a school district typically considers factors such as proximity to airports and railroads, proximity to high-voltage power transmission lines, presence of toxic and hazardous substances, and hazardous air emissions within one-quarter mile.

SCHOOL FACILITY FEES EDUCATION

Code Section 17620 authorizes school districts to levy a fee, charge, dedication, or other requirement against any development project for the construction or reconstruction of school facilities, provided that the district can show justification for levying of fees. Government Code 65995 limits the fee to be collected to the statutory fee (Level I) unless a school district conducts a Facility Needs Assessment (Government Code Section 65995.6) and meets certain conditions. These fees are adjusted every two years in accordance with the statewide cost index for Class B construction, as determined by the State Allocation Board.

SB 50 (1998) instituted a new school facility program by which school districts can apply for state construction and modernization funds. This legislation-imposed limitations on the power of cities and counties to require mitigation for school facility impacts as a condition of approving new development. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property" (Government Code Section 65996[b]). Additionally, a local agency cannot require participation in a Mello-Roos district for school facilities; however, the statutory fee is reduced by the amount of any voluntary participation in a Mello-Roos district. Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation" under the California Environmental Quality Act.

WATER AND WASTEWATER

SENATE BILL 610

Senate Bill (SB) 610 (Section 21151.9 of the Public Resources Code and Section 10910 et seq. of the Water Code) requires the preparation of water supply assessments for large developments (e.g., for projects of 500 or more residential units; at least 500,000 square feet of retail commercial space; or at least 250,000 square feet of office commercial space). It is unlikely that this type of development will occur in Morro Bay.

GROUNDWATER MANAGEMENT ACT

The Groundwater Management Act, AB 3030, signed into law in 1992, provides a systematic procedure for, but does not require, an existing local agency to develop a groundwater management plan. This section of the code provides such an agency with the powers of a water replenishment district to raise revenue to pay for facilities to manage the basin (extraction, recharge, conveyance, and quality). In some basins, groundwater is managed under other statutory or juridical authority (such as adjudicated groundwater basins) and is not subject to the provisions of this act for groundwater management plans.

WATER CONSERVATION ACT OF 2009

The Water Conservation Act of 2009 (SB X7-7) affects urban water and agricultural water. The2020 Water Conservation Plan sets forth a statewide road map to maximize the state's urban water efficiency and conservation opportunities between 2009 and 2020 and beyond for urban water. It aims to set in motion a range of activities designed to achieve the 20 percent per capita reduction in urban water demand by 2020. These activities include improving an understanding of the variation

in water use across California, promoting legislative initiatives that incentivize water agencies to promote water conservation, and creating evaluation and enforcement mechanisms to ensure regional and statewide goals are met.

LOCAL

RESOURCE MANAGEMENT SYSTEM (RMS)

The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. A key part of the RMS is the biennial Resource Summary Report (RSR), which provides a comprehensive summary of the County's current state of natural and human made resources. Information from the 2014-2016 RSR was used to describe the current conditions of parks, schools, water and waste water in the Avila URL.

POLICE AND FIRE

CAL FIRE/SAN LUIS OBISPO COUNTY FIRE CONSOLIDATED FIRE PROTECTION STRATEGIC PLAN

The Cal Fire/San Luis Obispo County Fire Consolidated Fire Protection Strategic Plan, adopted in 2012, is a planning document that serves as a guide for the Board of Supervisors and other partners in the Cal Fire/San Luis Obispo County Fire consolidated fire protection program. It identifies desired levels of service for fire protection, assesses the current delivery system, and forecasts necessary changes to fire protection services. The plan describes and presents data regarding fire protection in the county using community demographics, service levels, staffing models, governance, and funding options.

WATER AND WASTEWATER

THE LOW RESERVOIR RESPONSE PLAN

The Low Reservoir Response Plan (LRRP) describes a set of actions that the San Luis Obispo County Flood Control and Water Conservation District (District) Zone 3 will implement when the amount of water in storage within the Lopez Reservoir drops below 20,000 Acre-Feet (AF) provided that the District's Board of Supervisors has declared an emergency related to Zone 3. The purpose of the LRRP is to limit downstream releases and municipal diversions from Lopez Reservoir during periods of low reservoir storage (i.e. less than 20,000 AF) to preserve water within the reservoir, above the minimum pool level, for a minimum of 3 to 4 years under continuing drought conditions.

MUNICIPAL STORM WATER MANAGEMENT PROGRAM

The Storm Water Management Program (SWMP) was prepared by the County of San Luis Obispo to comply with mandatory requirements of the U.S. Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Phase II Final Rule and the State Water Resources Control Board Water Quality Order No. 2003-0005-DWQ, NPDES General Permit No. CA CAS000004, "Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems" (MS4 General Permit). The NPDES Phase II Final Rule was adopted in December 1999 and requires operators of small municipal separate storm sewer systems (MS4s) located in designated urbanized areas (UAs) and in areas meeting certain regulatory criteria to develop and implement SWMPs. The State's MS4 General Permit was adopted on April 30, 2003 and implements the NPDES Phase II Final Rule in California.

THE PORT

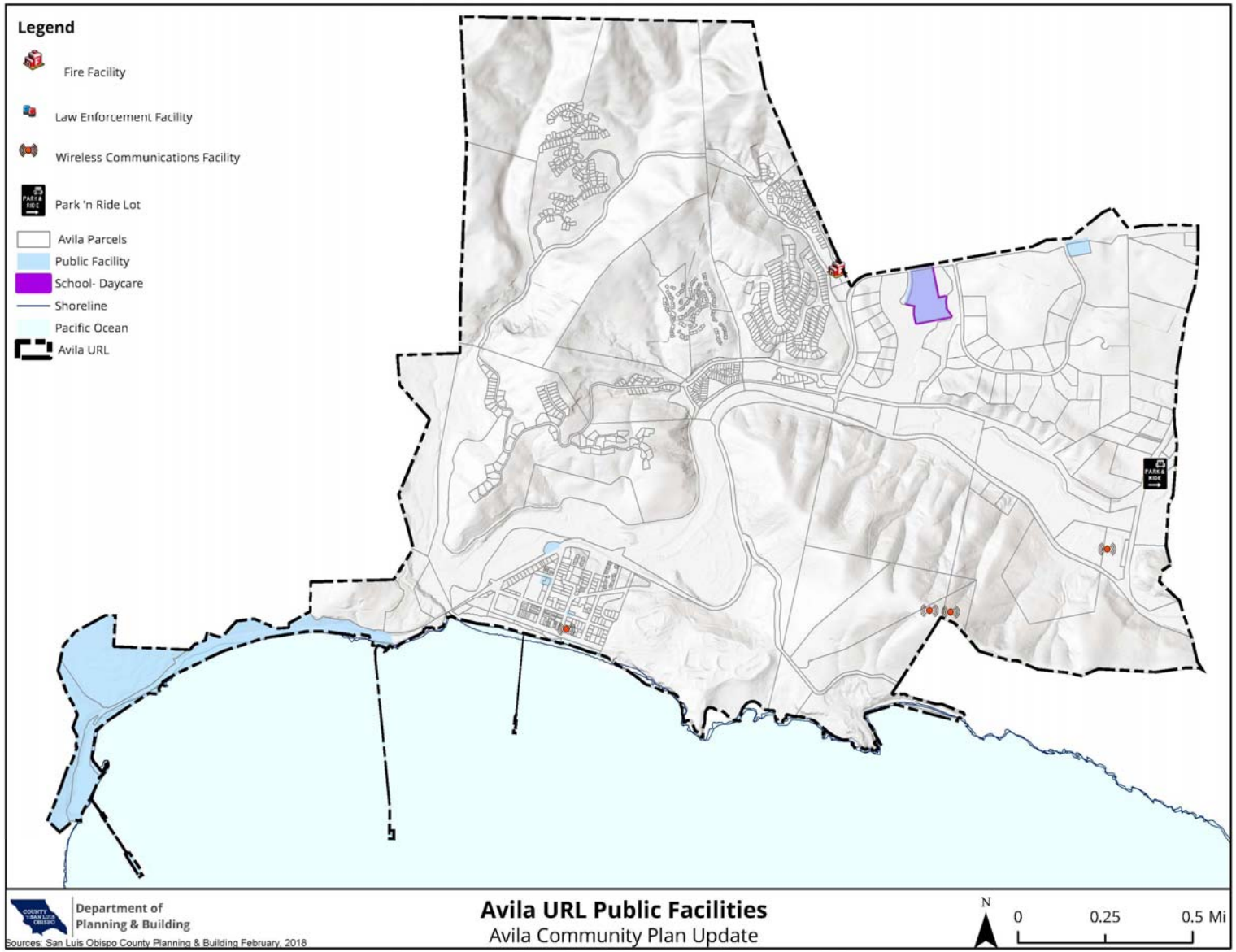
PORT SAN LUIS HARBOR DISTRICT MASTER PLAN

The Port San Luis Harbor District Master Plan addresses the logical and sensitive development of the State granted tidelands of San Luis Obispo Bay, integrates ecological, social, and fiscal objectives, and preserves the unique character of the rural waterfront. Overlapping mandates for the administration of Port properties requires balancing the needs of numerous harbor users, as well as the resources required to serve them, such as waterfront locations, capital, and infrastructure improvements. Furthermore, all planning activities must be implemented in a responsible way to safeguard environmental resources including land and water ecosystems, scenic views, and the waterfront character.

EXISTING CONDITIONS

Within the Avila URL, there is a port, fire station, an elementary school, five water purveyors, and one wastewater facility. Below is more detail of the public facilities and services found within the Avila URL. Figure 10.1 shows the location of the facilities.

Figure 10.1: Public Facilities in the URL



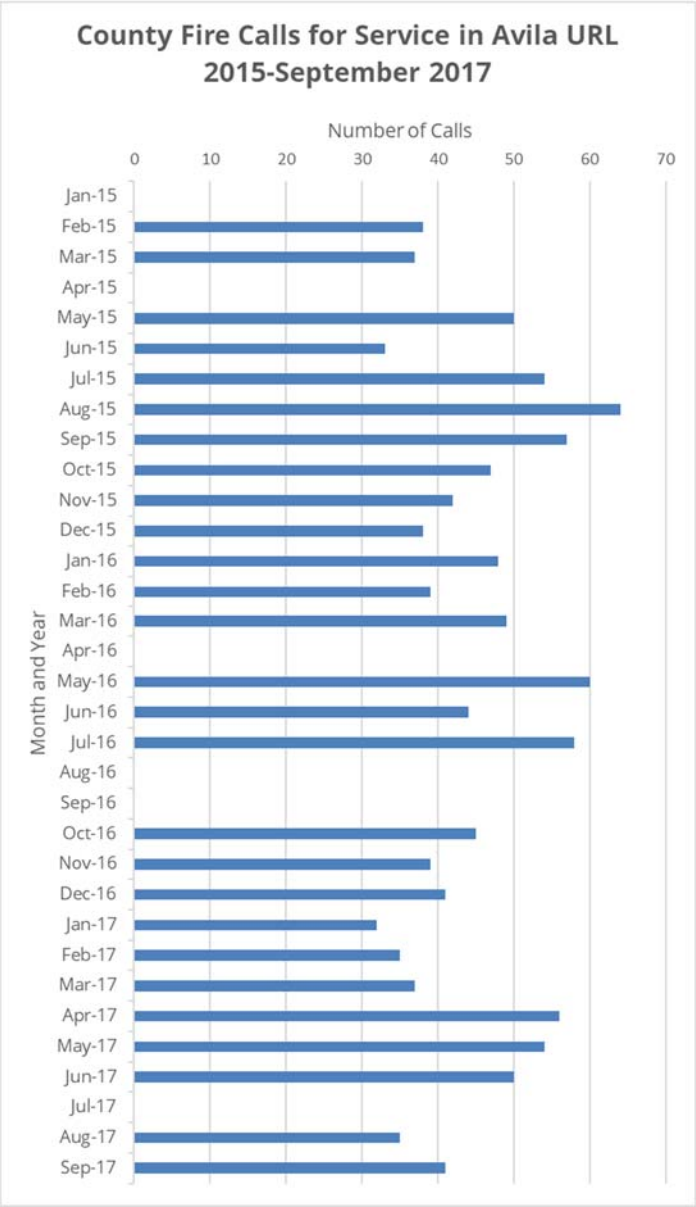
Source: The County of San Luis Obispo Department of Planning and Building (2018)

FIRE PROTECTION

San Luis Obispo County Fire Department and Avila Beach Community Services District operate cooperative fire protection for the Community of Avila. San Luis Obispo County Fire Station 62 is located at 1551 Sparrow Road. Station 62 has a varied response area, which includes the hills west of US 101 in Avila Valley, US 101 from the southern rim of San Luis Obispo to Pismo Beach, Avila Valley, Avila Beach, Port San Luis and Pirates Cove. Diablo Canyon Nuclear Power Plant is also located in Station 62's response area.

According to County Fire, an estimated six wild fires have burned under 50 acres within the Avila URL within the last five years. To help mitigate the fire risk, County Fire has a comprehensive vegetation management plan and stays engaged with the community. County Fire provides the number of service calls during the month. The number of service calls from January 2015- September 2017 is depicted in Figure 10.2. On average, 70% of calls are for medical aid and 30% are rescue or fire (County Fire).

Figure 10.2: Avila URL Fire Service Calls 2015-September 2017



Source: County Fire (2015-2017)

PARKS

Community parks are intended to meet the recreational needs of a community by providing facilities and there are two parks within the Avila URL. The first and only maintained park is Avila Beach Park, a 2.5-acre facility, located between Avila Beach Drive and San Juan Street. The park includes a pirate ship fort, picnic tables, swings, basketball & volleyball courts, and bathrooms. The second is Pirates Cove, an undeveloped park facility. Over the last few years, the Parks Department has tried to

improve conditions; however, efforts were halted by the Coastal Commission because coastal access is a primary issue with the Commission and they did not feel the plan as proposed met the needs of the whole.

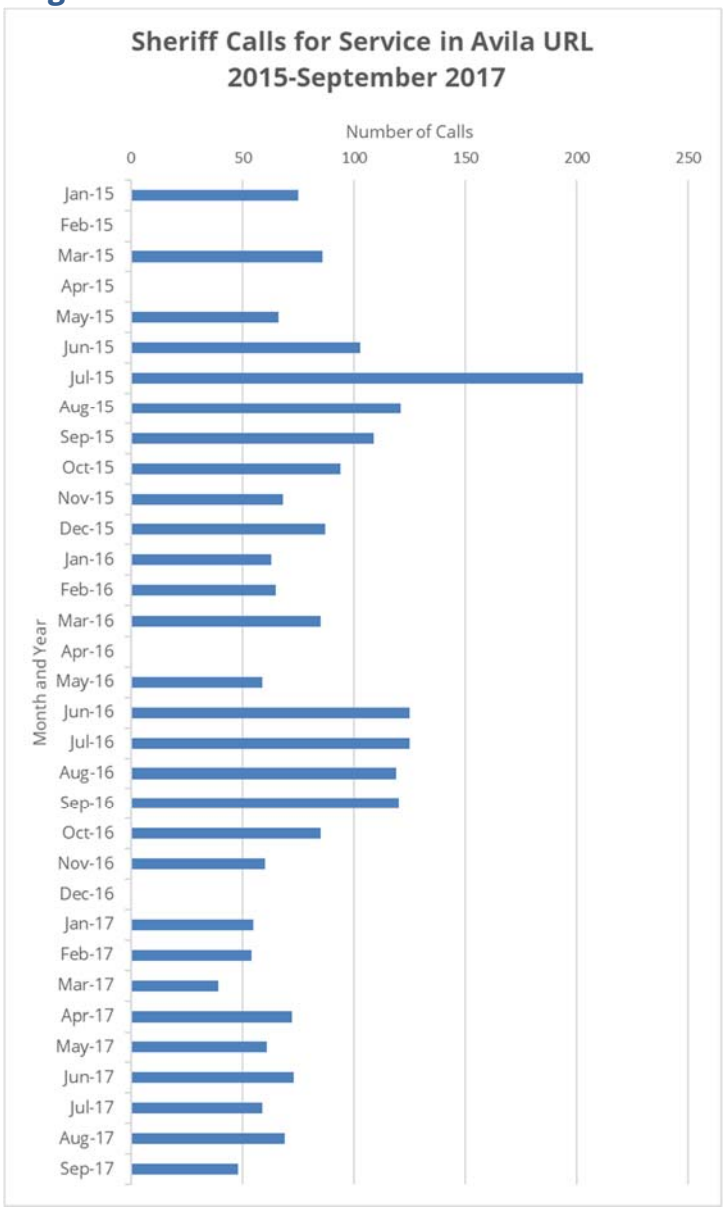
According to the 2014-2016 RSR, Avila has 1.0 acre or less of community parkland per 1,000 persons which puts availability of parks in the Avila URL at a level of severity III. To improve park availability, the RSR recommends continuing to pursue strategies for the acquisition and development of parks, including the dedication of parkland and the collection of development impact and public facility fees.

POLICE SERVICES

Law enforcement services within the Avila URL are provided by the Sheriff's Patrol Division. Deputies respond to calls for service, conduct proactive law enforcement activities, and perform initial investigations of crime. Patrol personnel are deployed from three stations throughout the county: Coast Station, North Station, and South Station. The Coast Station patrols from Avila Beach to San Simeon and from the Los Padres mountain range to the Pacific Ocean.

Figure 10.3 shows the reported number of service calls made from January 2015-September 2017. This data provides a snapshot of the number of incidents within an approximate two-year period.

Figure 10.3: Avila URL Sheriff Calls for Service



Source: The County of San Luis Obispo Sheriff's Department (2015-2017)

SCHOOLS

The San Luis Coastal Unified School District (SLCUSD) provides public school services for children who attend school within the URL. Belleview-Santa Fe Charter School is the only school facility within the URL and serves students K-6th grade.

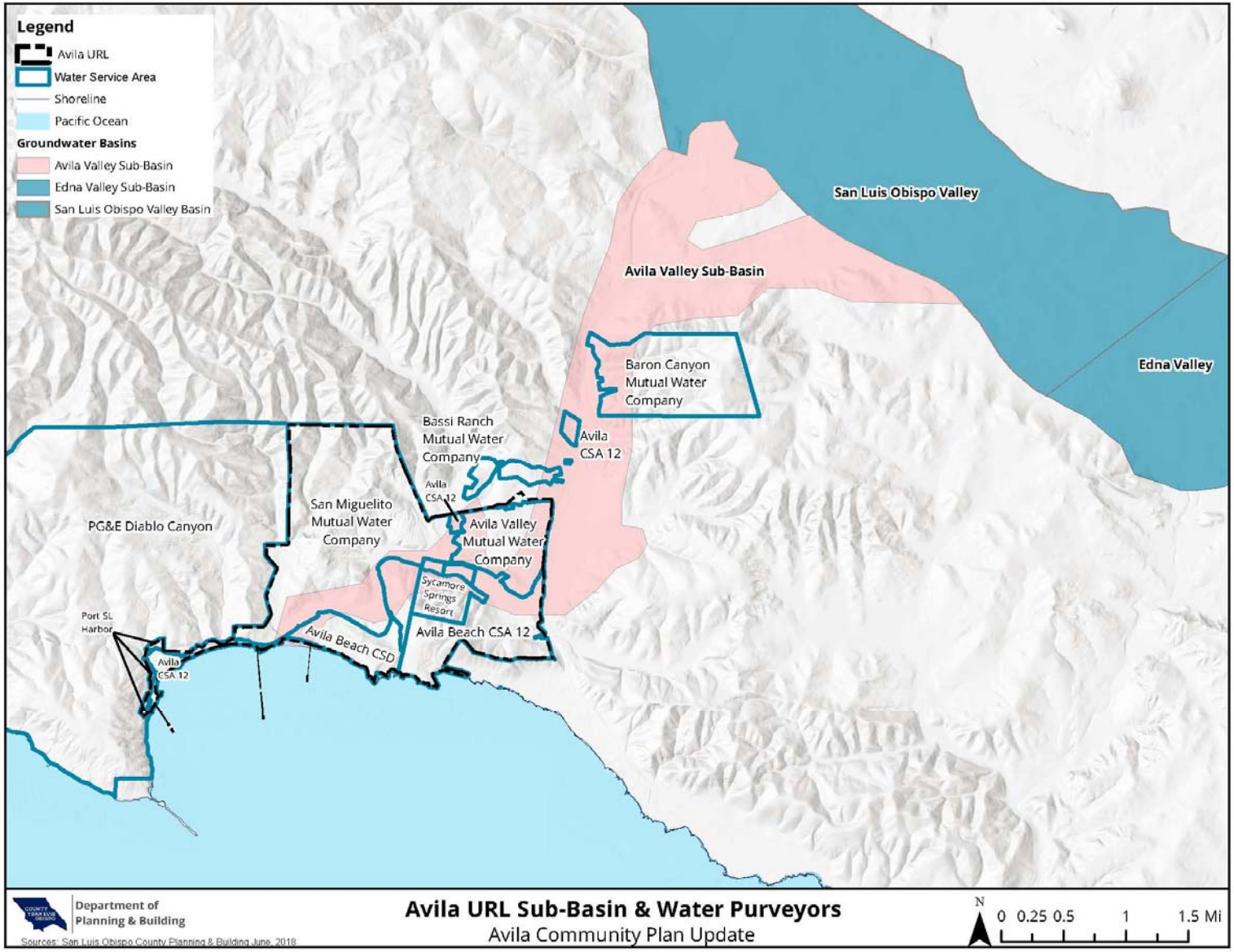
According to the 2010 Census, about 10 percent of the population in Avila is between the ages of 5 and 19. Students within the URL who do not attend Belleview attend Elementary, middle school, and high school within SLCUSD. Table 10.1 depicts enrollment and capacity for school years 2014-2015 and 2015-2016. During the 2015-2016 school year, enrollment increased by 3%. According to the 2014-2016 RSR, there is no recommended level of severity for Belleview-Santa Fe Charter School.

Elementary school enrollment in SLCUSD has generally trended upward over the past 10 years but has remained below capacity. In calculating the maximum practical capacity, SLCUSD includes all rooms that could be used for classrooms but excludes rooms used for weight training, special education and day care. For elementary schools in the district, the recommended Level of Severity is II. Middle school enrollment has trended slightly upward over the past 10 years and is expected to remain below capacity for the next seven or more years. There is no recommended Level of Severity for middle school. High school enrollment in the district has trended slightly downward over the past 10 years and is expected to remain below capacity for the next seven or more years. There is no recommended Level of Severity for high school.

WATER

Within the Avila URL, water is distributed from three water sources: State Water Project (SWP), Lopez Lake Reservoir, and Avila Valley Sub-Basin. Most of the available water in the Avila URL is surface water from the State and Lopez Lake; however, the Avila Valley Sub-basin serves as a portion of development and community wells. There are five water purveyors that distribute the water from these sources to the community. In the Avila URL, the water purveyors include the Avila Beach CSD, Avila Valley Mutual Water Company (MWC), San Miguelito MWC, County Service Area (CSA 12), and Port San Luis. Figure 10.5 is a map of the Avila Valley Sub-Basin and where the Avila URL water purveyors serve.

Figure 10.5: Sub-Basin Map and Water Purveyors of Avila



Source: Planning & Building Department, 2014-2016 RSR

According to the 2014-2016 RSR, the State Water Project (SWP) supplies the most water to the Avila URL at 49%. As seen in Table 10.1, four of five water purveyors in the Avila URL receive part of their water supply from the SWP including Avila Beach CSD, Avila Valley MWC, San Miguelito MWC, and CSA 12. The SWP is considered a supplementary source of water since hydrologic variability, maintenance schedules, and repair requirements can cause reduced deliveries or complete shutdown of the delivery system. Since delivery to the Central Coast began, the SWP has provided between 50 and 100 percent of the contracted allocations, but recently, the drought coupled with pumping restrictions in consideration of endangered species habitat lowered that amount to 35 percent in 2008 and 40 percent in 2009.

The Lopez Lake Reservoir supplies 39% of the water in the Avila URL (2014-2016 RSR). Avila Beach CSD, Avila Valley MWC, CSA 12 and Port San Luis receive water from Lopez Lake. The County Flood Control and Water Conservation District Zone 3 (Zone 3) funds the operations of the Lopez Project which includes Lopez Lake and Dam, Lopez Terminal Reservoir, Lopez Water Treatment Plant, and Distribution System. Zone 3 provides drinking water to the five cities communities of Arroyo Grande, Avila Beach, Grover Beach, Oceano CSD, and Pismo Beach. In December 2014, Zone 3 adopted The Low Reservoir Response Plan which will help ensure a reliable water supply to Lopez Lake customers, including CSA 12.

The Avila Valley Sub-Basin supplies 18% of the water in the URL distributed by Avila Valley MWC and San Miguelito MWC (2014-2016 RSR). The sub-basin is not recognized by the state and no basin yield numbers have been published. According to the 2014-2016 RSR, individual water users within the CSA 12 boundary could request an exemption to install a private well and pump water from the Avila Valley Sub-Basin. It is unknown the number of users with private wells (2014-2016 RSR).

According to the 2010 Master Water Report, the primary constraints on water availability in the Avila Valley Sub-Basin are physical limitations, environmental demand, and elevated nitrates. Since it is a shallow alluvial deposit, the sub-basin is more susceptible to drought and the release from the City of San Luis Obispo Water Reclamation Facility into San Luis Obispo Creek significantly offsets storage losses, but are intended to support steelhead habitat. The Marre Weir, located at the San Luis Obispo Creek Estuary is a metal sheet pile structure that spans the width of the creek. The purpose of the weir is to prevent saltwater intrusion into the groundwater upstream. Below the Marre Weir, seawater intrusion is the primary constraint to water availability.

Table 10.1: Avila URL Existing and Forecasted Water Supply and Demand

Avila URL Existing and Forecasted Water Supply and Demand					
Demand	**Avila Beach CSD**	**Avila Valley MWC**	**San Miguelito MWC**	**CSA 12**	**Port San Luis**
FY 2015/2016 Demand (AFY)	74.7 [1]	27.6 [1]	125.5 [1]	68 [2]	35
Forecast Demand in 15 Years (AFY)	143	31	359	67	35
Forecast Demand in 20 Years (AFY)	166	31	383	66	67
Buildout Demand (30 Or More Years) (AFY)	162-170[3]	30-32[3]	373-393[3]	65-68[3]	67-69[3]
Supply					
State Water Project[4]	66 [5]	20	275	7 [6]	0
Lopez Lake Reservoir	68	12	0	61	100
Avila Valley Sub-Basin	0	20	118	Uncertain [7]	0
Total Supply:	134	52	393	68	100
Water Supply Versus Forecast Demand	Water demand projected over 20 years will not equal or exceed the estimated dependable supply. This is due primarily to a lack of information regarding the safe yield of the sub-basin.				

Notes:

1. See Table II-1. Current year data for agriculture and rural are from 2012.
2. 2011 data.
3. The low end of the forecast demand range assumes 5% additional conservation (beyond what has already been accomplished) at buildout for all urban users.
4. State Water Project average allocation assumes 66 percent of contract water service amount.
5. Avila Beach CSD has a 100 AFY allocation from the State Water Project, but no drought buffer. Therefore, the 66 percent assumption for State Water Project delivery is 66 AFY.
6. Seven (7) AFY of SWP water allocated to the San Luis Coastal Unified School District.
7. Individual water users within CSA 12 boundary could request an exemption to install a private well and pump water from the Avila Valley Sub-basin. It is unknown the number of users with private wells, but it is likely minimal.

Source: Planning & Building Department, 2014-2016 RSR

SURFACE WATER

The California Department of Water Resources (DWR) owns and operates the State Water Project (SWP). In 1963, the San Luis Obispo County Flood Control and Water Conservation District (District) contracted DWR for 25,000 AFY of State Water. The SWP began delivering water to the Central Coast in 1997 upon completion of the Coastal Branch conveyance and treatment facilities, serving Santa Barbara and San Luis Obispo Counties.

Table 10.2 provides a summary of SWP allocations to Avila URL water purveyors by providing the water service amount, drought buffer, and total reserve allocations. It also provides the average, maximum and minimum allocations based on the range of deliveries. For long-term planning, it is assumed that SWP contractors will receive 66 percent of the maximum allocation in each year. To receive a greater portion of State Water during times of reduced deliveries, most agencies have entered into "Drought Buffer Water Agreements" with the County for use of an additional portion of the County's excess capacity of SWP allocation.

Table 10.2: State Water Project Water Service Amounts (AFY) To Avila URL Water Purveyors

Contractor	Water Service Amount	Drought Buffer	6% Allocation Year	66-69% Allocation Year	100% Allocation Year
San Miguelito MWC	275	275	16.5	181.5	275
Avila Beach CSD	100	100	6	66	100
Avila Valley MWC	20	60	1.2	39.6	20
Total:	**395**	**435**	**24**	**287**	**395**

Note: Table amended to reflect accurate information (Source: San Miguelito MWC 2018)

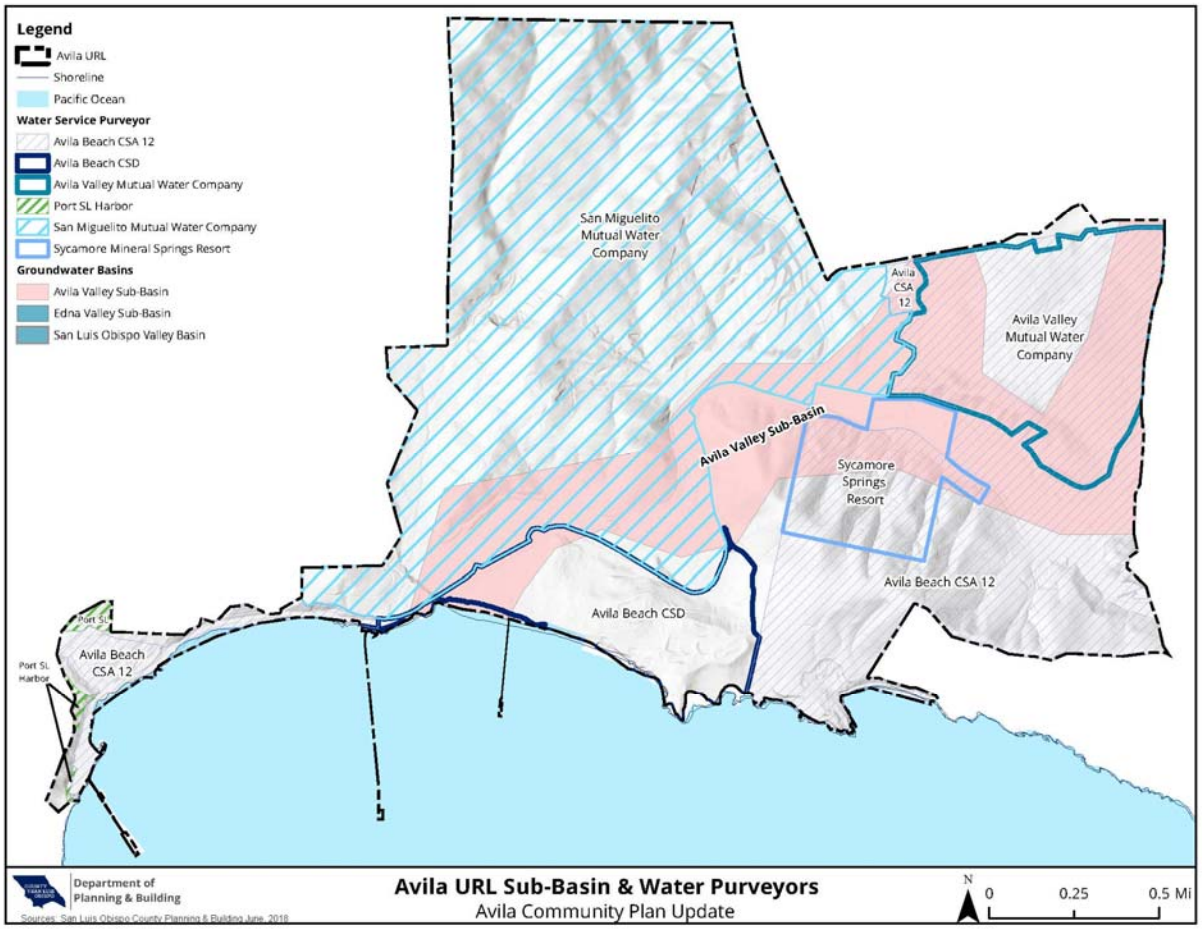
Source: San Luis Obispo Flood Control and Water Conservation District (2016)

GROUND WATER

Avila Valley Sub-Basin is a part of the San Luis Valley Ground Water Basin. The Avila Valley Sub-Basin (WPA 6) encompasses approximately 1,100 acres along the San Luis Obispo Creek floodplain between the Los Osos Valley fault and the Pacific Ocean, which is almost 7 miles (Master Water Plan). Figure 10.5 is a map of the Avila Valley Sub-Basin and how it geographically relates to the San Luis Obispo Valley Ground Water Basin. This Sub-Basin is made up of alluvial deposits of San Luis Obispo Creek and tributaries to the ocean at Avila Beach. These alluvial deposits are typically less than 60 feet deep and are comprised of river gravel and sand beds overlain by floodplain silts and sands. Production of water depends on the alluvial deposits.

WATER PURVEYORS

Figure 10.6: Water Purveyors of Avila



Source: The Department of Planning & Building 2014-2016 RSR

AVILA BEACH COMMUNITY SERVICES DISTRICT

The Avila Beach Community Services District (CSD) supplies its customers with domestic water service, wastewater service and fire protection, among other services. The water supply for the Avila Beach CSD is contracted through CSA 12, and consists of both Lopez Reservoir (68 AFY) and State Water (100 AFY) allocations for a total supply of 168 AFY. Water quality for both Lopez Lake and State Water treated sources meets both primary and secondary standards for drinking water, though regular monitoring of the treatment process is necessary to make appropriate adjustments to account for seasonal changes in the quality of Lopez Lake water.

AVILA VALLEY MUTUAL WATER COMPANY

Avila Valley Mutual Water Company (MWC) serves a small cluster of homes (28 connections) in the Avila Valley area. Avila Valley MWC receives its water supply from

surface sources. The 2008 water demand was 32 AFY. The Avila Valley MWC contracts with the County Flood Control and Water Conservation District for a 20 AFY allocation of State Water and 60 AFY of Drought Buffer, which is distributed through Zone 3 facilities. 12 AFY allocation of Lopez Lake water procured from CSA 12, bringing its total supply to 32 AFY. The Avila Valley MWC also owns two wells which have been in regular service since 2012 after an upgrade to the filtration system.

SAN MIGUELITO MUTUAL WATER COMPANY

San Miguelito MWC serves the San Luis Bay Estates area. The 2008 population served 620 connections and a build-out population of 930 connections. The San Miguelito MWC receives its water supply from both surface and groundwater sources. It contracts with the District for a 275 AFY allocation of State Water and 275 AFY of Drought Buffer, which is wheeled through Zone 3 facilities. Additional water is pumped from three local wells that draw water from the aquifer fed by San Luis Obispo Creek. The San Miguelito MWC's goal is to provide consumers with a 70/30 blend of surface and well water. The wells are used in conjunction with State Water and used exclusively when State water is not available. San Miguelito MWC has adequate supply to meet both existing and future water requirements. Quality of San Miguelito MWC water is similar to others using water from Lopez Lake. Raw well water is treated for iron and manganese and mixed with Lopez Lake water prior to delivery.

CSA 12

CSA 12 provides 61 AFY of Lopez Reservoir water to customers in the rural area east of Avila Beach and transfers up to 100 AFY of Lopez Reservoir water through its piping system to Port San Luis. Port San Luis currently uses only 35 percent (35 AFY) of that allocation. In addition, CSA 12 transfers water through its piping system to Avila Beach CSD, Avila Valley MWC, and San Miguelito MWC. Water supplies for CSA 12 also include 7 AFY from the State Water Project which is allocated to the SLCUSD.

WASTEWATER

Both Avila Beach CSD and San Miguelito MWC operate wastewater collection, treatment, and disposal systems within the URL. The Avila Beach CSD serves the Town and Port San Luis. The CSD treatment plant has a design flow of 0.2 MGD; current (2016) average daily flows are 0.055 MGD, or 27% of design capacity. According to the 2014-2016 RSR, he plant is expected to operate well below capacity for the next five years or more.

The San Miguelito MWC serves San Luis Bay Estates. The treatment plant, which is located outside the Avila URL in Wild Cherry Canyon, has a permitted flow of 0.15 MGD averaged over 30 days. Its design capacity exceeds 0.17 MGD. According to the

2014-2016 RSR, the treatment plant is expected to operate well below capacity for the next five years or more.

Table 10.3: Recommended Levels of Severity for Wastewater Treatment

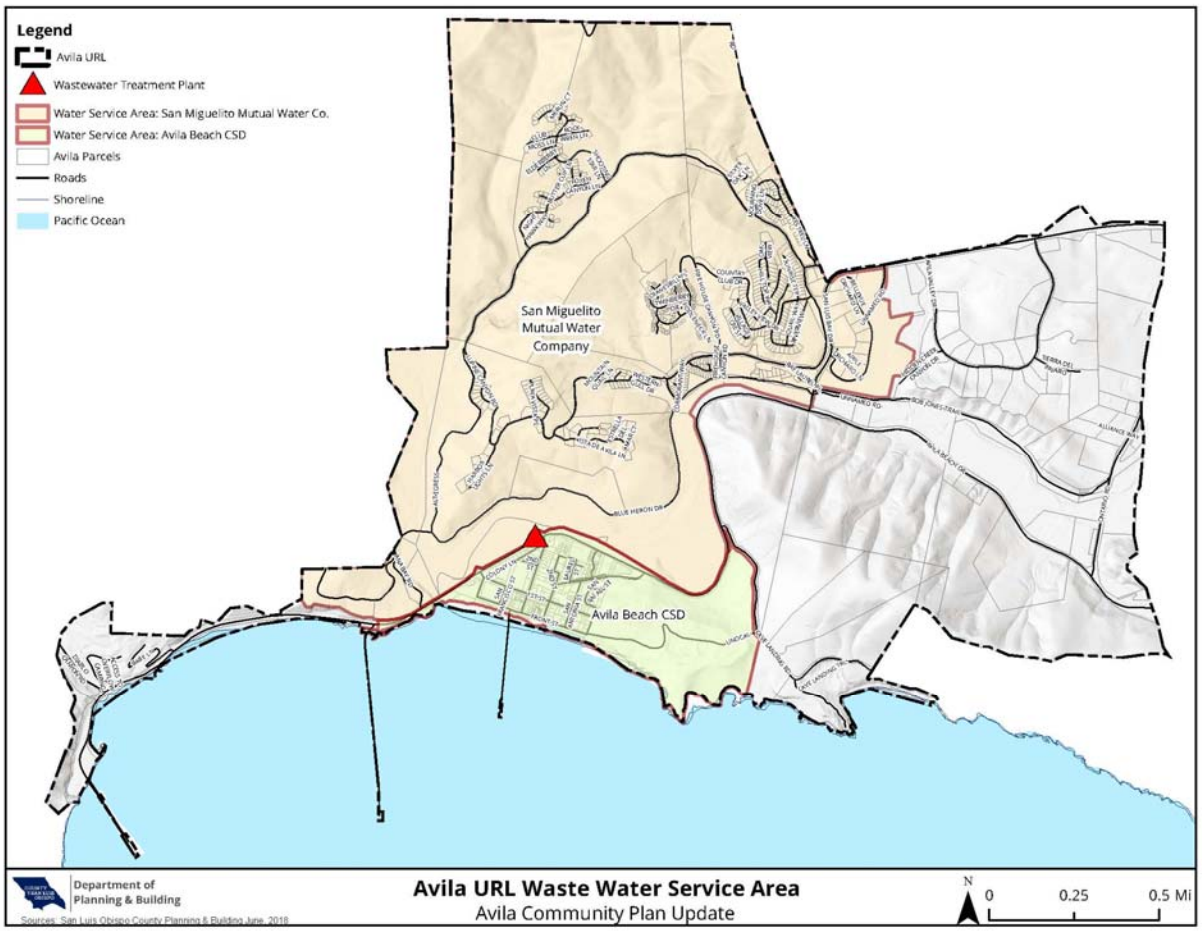
	2016 Service Area Population	2016 Average Daily Flow (MGD)	2020 Service Area Population	2020 Estimated Average Daily Flow (MGD)	Design Flow[1] (MGD)[2]	Percent of Design Flow In 2020	Recommended Levels of Severity
Avila Beach CSD	1,533	0.055	1,542	0.089	0.2	45%	None
San Miguelito Mutual Water Company	612	0.069	626	0.071	0.15	45%	None

Sources: San Luis Obispo County Department of Public Works, 2016; Central Coast RWQCB, 2016; SLOCOG, 2016

Notes:

1. Design Flow = average daily dry weather flow in million gallons per day.
2. MGD = Million gallons per day

Figure 10.7: San Miguelito MWC and Avila Beach CSD Wastewater Service Areas



Source: The Department of Planning & Building 2014-2016 RSR

EMERGING DIRECTIONS

FIRE PROTECTION

According to the State Fire Code, Avila Beach Drive is considered a dead-end road west of San Luis Bay Drive. There are traffic flow issues during the summers and weekends along Avila Beach Drive and illegal parking along roads like Cave Landing which can delay response time. It is important to keep Cave Landing Road accessible due to the critical communication infrastructure located on Ontario Ridge. Fire safety policies will be reviewed, and updates will be considered and coordinated with County Fire.

WATER

In 2016 the County initiated a study of the San Luis Obispo Valley groundwater basin to determine, among other factors, the safe yield. There is uncertainty regarding the safe yield of the Avila Valley Sub-basin. A conservative forecast of future demand for urban users suggests that the available supply will be equaled or exceeded at General Plan build-out. According to the Housing Element, water availability is adequate for current build-out of the Avila URL; however, future development would have to find additional water availability. Some future development projects have been included in water and wastewater capacity build-out projections even though they are not included in the County's General Plan. SMMWC is an example of a purveyor that has included some future projects in their Master Plan. The cumulative water demand of the proposed community plan will be evaluated through the environmental review process.

11 - Hazards

This section outlines the natural and human-caused vulnerabilities that pose a reasonable threat within the URL. It summarizes the nature of the vulnerability, the risk level, and any past hazard events.

REGULATORY SETTING

FEDERAL

NATIONAL FLOOD INSURANCE PROGRAM

Administered by the Federal Emergency Management Administration (FEMA), the National Flood Insurance Program (NFIP) provides subsidized flood insurance for property owners in communities. The NFIP establishes regulations that limit development in flood-prone areas. The boundaries of flood-prone areas are determined by FEMA's Flood Insurance Rate Maps, which provide flood information and identify flood hazards in the community. In certain high-risk areas, federally regulated or insured lenders require property owners to have flood insurance before issuing a mortgage.

EARTHQUAKE HAZARDS REDUCTION ACT

The Earthquake Hazards Reduction Act was passed in 1977 to reduce the threat to life and property from earthquakes by establishing the National Earthquake Hazards Reduction Program (NEHRP). In the 1990s, the act was significantly amended by the NEHRP because it redefined agency responsibilities, program goals, and objectives. Lead by FEMA, the NEHRP addresses many factors related to earthquake safety,

including improved understanding and prediction of earthquake-related hazards and vulnerabilities, improved building codes and land use practices, development of more resilient design and construction techniques, improved mitigation capacity, and accelerated effective implementation of earthquake-related research.

NUCLEAR REGULATORY COMMISSION

The Nuclear Regulatory Commission (NRC) was established in 1974 to ensure the safe use of radioactive materials for civilian purposes, and is responsible for licensing and regulating civilian use of radioactive materials. Areas under the NRC's regulatory purview include nuclear reactors for power plants and civilian research, the use and transport of nuclear materials for civilian purposes, and safe disposal of radioactive waste materials. The NRC's role includes licensing the operation of nuclear power plants, and it is responsible for ensuring that these power plants operate safely.

STATE

CALIFORNIA GOVERNMENT CODE – SAFETY ELEMENT

California Government Code Section 65302(g) includes specific requirements for the safety element of local general plans. It specifies that safety elements must address the risk resulting from surface rupture, ground shaking, ground failure, tsunami, dam failure, mudslides and landslides, subsidence, liquefaction, other known geologic hazards, flooding, and wild land and urban fires, to the extent that these hazards are present in the community. It requires safety elements to include mapping of known seismic and geologic hazards, and to address evacuation routes, military installations if applicable, peak load water requirements, in addition to minimum road widths and clearances around structures. Safety elements must address several specific items related to flooding and wildfires as outlined in Government Code Sections 65302(g)(3) and 65302(g)(4).

SENATE BILL 379

Senate Bill 379 (2015) requires the County to review the safety element and update as necessary to include climate adaptation and resiliency strategies. The bill requires the update to include a set of goals, policies, and objectives based on a vulnerability assessment that identifies both the risks that climate change poses to the local jurisdiction, the geographic areas at risk from climate change impacts, and specified information from federal, state, regional, and local agencies.

ASSEMBLY BILL 2140

Assembly Bill (AB) 2140 (Government Code Sections 8685.9 and 65302.6) passed in 2006. AB 2140 allows local communities to adopt a local hazard mitigation plan (LHMP) into the safety element, and specifies certain elements that must be included in the LHMP if a community chooses to prepare one. Typically, when a federal

disaster is declared, FEMA will provide disaster relief funds up to 75 percent of the total cost of eligible reconstruction activities. Of the remaining 25 percent not covered by FEMA, the California state government can contribute up to 75 percent (18.75 percent of the total), leaving 25 percent of the remaining costs (6.25 percent of the total) to be covered by the local governments. AB 2140 allows the state to pay for more of the funding not covered by FEMA if the local government has incorporated an LHMP into its safety element, decreasing the amount of disaster relief funds that must be provided by the local government. By including the LHMP in the safety element, communities can also ensure the two documents are consistent.

HAZARDOUS WASTE CONTROL ACT

The Hazardous Waste Control Act (Health and Safety Code Sections 25100 et seq.) describes requirements for the proper management of hazardous wastes in California. Hazardous materials are defined under the California Health and Safety Code Section 25141 (Hazardous Waste Control Act) as a substance that causes "an increase in mortality or an increase in serious, irreversible, or incapacitating illness," or poses "a substantial present or potential hazard to human health or the environment … when improperly treated, stored, transported, or disposed of, or otherwise managed." This includes a wide variety of substances, such as flammable or explosive materials, infectious materials, corrosive substances, or other dangerous materials including poisons or radioactive substances. This Act establishes a statewide hazardous waste management program similar to the one created by the Federal Resource Conservation and Recovery Act, but is more stringent. It covers several areas, including identifying and classifying hazardous waste, generation and transportation of hazardous waste, design and permitting of hazardous waste facilities (including recycling, treatment, storage, and disposal facilities), treatment standards, facility operation and staff training, and closure of facilities and liability requirements. The Hazardous Waste Control Act also lists more than 800 hazardous and potentially hazardous materials and requirements associated with them.

EMERGENCY SERVICES ACT

California's Emergency Services Act (California Government Code Sections 8550-8668) includes several provisions to protect the health, safety, and property of state residents. Through this Act, California developed an emergency response plan to coordinate services between federal, state, and local agencies. The plan is administered by the California Office of Emergency Services (Cal OES), and involves other groups such as the California Environmental Protection Agency, the California Highway Patrol, regional water and air quality agencies, and local disaster response offices.

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621) addresses hazards from surface fault rupture. It requires the California Geologic Survey (CGS) to map areas around active and potentially active faults where fault rupture may prove a hazard. Under the act, no structures intended for human occupancy can be built across an active fault, and structures for human occupancy built within an area of around 200 to 500 feet from an active fault can only be permitted following the completion of a fault location report. Structures within fault rupture hazard zones must incorporate siting and design recommendations into planning and construction to reduce the risk from this hazard.

SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act (Public Resources Code Sections 2690–2699.6) addresses seismic and geologic hazards beyond fault rupture. It directs the California Geological Survey to prepare maps identifying seismic hazard zones and encourages local governments to include policies that reduce seismic hazards in the safety elements of their general plans. Under the Seismic Hazards Mapping Act, development projects within a seismic hazard zone must prepare a geotechnical report identifying and delineating any applicable seismic hazards before the project is approved. After local governments approve these reports, they must be submitted to the State Geologist.

CALIFORNIA BUILDING STANDARDS CODE

The California Building Standards Code (BSC, Title 24 of the California Code of Regulations) contains minimum standards for all new construction and significant remodels of existing structures that address a variety of issues. Parts of the BSC address safety from hazards, particularly around seismic hazards and fires. Requirements of the BSC include minimum standards for structural design, necessary tests and inspections, provisions addressing building foundations, and standards for the use of certain materials.

LOCAL

COUNTY OF SAN LUIS OBISPO'S LOCAL HAZARD MITIGATION PLAN

Hazard mitigation plans assist communities in reducing risk from natural hazards by identifying resources, information, and strategies for risk reduction, while helping to guide and coordinate mitigation activities. The County of San Luis Obispo's Local Hazard Mitigation Plan (LHMP) provides guidance on how to reduce risk from natural hazards. The LHMP works in conjunction with other County plans, including the General Plan, and hazard mitigation plans developed for specific programs such as flood control and fire prevention.

SAN LUIS BAY AREA PLAN

The San Luis Bay Area Plan Coastal describes county land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. The plan provides detail on special overlay land use categories such as combining designations which have potentially hazardous conditions. Combining designations require a more detailed project review to avoid or minimize adverse effects of hazardous conditions on proposed projects. San Luis Obispo and See Canyon Creeks are highlighted as flood hazards. As stated in the San Luis Bay Area Plan, the drainage courses of San Luis Obispo and See Canyon Creeks should be maintained in their natural state and native vegetation and habitats retained (p.7-2).

SAN LUIS OBISPO INLAND AREA PLAN

The San Luis Obispo Inland Area Plan contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo Urban Reserve Line. It also contains regional policies and programs that affect both urban and rural areas. The plan provides detail on special overlay land use categories such as combining designations which have potentially hazardous conditions. Combining designations require a more detailed project review to avoid or minimize adverse effects of hazardous conditions on proposed projects. As stated in the San Luis Bay Area Plan, the drainage courses of San Luis Obispo and See Canyon Creeks should be maintained in their natural state and native vegetation and habitats retained (p. IV.6-1). The plan also states that San Luis Obispo Creek and major tributaries (Stenner, Brizzolari and Prefumo creeks) are subject to flooding (P. IV.6-1).

TITLE 23: SAN LUIS OBISPO COUNTY COASTAL ZONE LAND USE ORDINANCE (CZLUO)

Title 23, known as the Coastal Zone Land Use Ordinance (CZLUO), Title 23 of the San Luis Obispo County Code, was established to protect and promote the public health, safety and welfare of the unincorporated coastal areas of the County of San Luis Obispo. It functions to implement the San Luis Obispo County General Plan and the San Luis Obispo County Local Coastal Program, and manages the future growth of the county in accordance with those plans. As Title 22 does for the inland portions, the Coastal Zone Land Use Ordinance provides the principal method for implementation of the general plan by setting requirements for how particular land uses may be designed and developed in the coastal zone.

THE SAN LUIS OBISPO COUNTY EMERGENCY OPERATIONS PLAN (EOP)

The San Luis Obispo County Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies within or affecting San Luis Obispo County. The purpose of the EOP is not intended to provide specific procedures or detailed emergency response plans but to provide an overview of emergency management in the San Luis Obispo County Operational Area.

NUCLEAR POWER PLANT EMERGENCY RESPONSE PLAN

The San Luis Obispo County/Cities Nuclear Power Plant Emergency Response Plan outlines the authorities, concepts, and operating procedures for responding to potential radiological emergency situations in San Luis Obispo County that may occur at the Diablo Canyon Power Plant. It is the component of the EOP which facilitates emergency operations and enhances the County's preparedness in initiating protective actions for the public in the event of radiation release.

EXISTING CONDITIONS

DROUGHT

A drought is considered a lengthy period when precipitation is substantially below normal levels. The lack of water may cause water shortages where supplies are limited. The wells within the Avila URL and part of the San Luis Bay Estates water supply rely on groundwater from the Avila Valley Sub-Basin. This is a shallow alluvial deposit sub-basin that is less than 60 feet deep and comprised of river gravel and sand beds. Shallow alluvial deposits are typically more susceptible to drought impacts (SLO Regional Water Management Group, 2014). The Avila URL also receives water allocations from the State Water Project, which has provided between 50 and 100 percent of the contracted allocations. Recently, the drought coupled with pumping restrictions in consideration of endangered species habitat lowered the amount of state water to 35 percent in 2008 and 40 percent in 2009. In addition to the State Water Project, Avila Beach CSD, Avila Valley MWC, and CSA 12 receive water from Lopez Lake.

Drought conditions have caused water use restrictions throughout the State and County, in addition to increased water rates. In severe cases, water shortages can occur in agricultural activities and communities, as water supply does not meet water demand. Droughts also increase the risk of flooding and fires, as harden soils become less permeable to water and water stressed vegetation becomes dry and brittle.

FLOODING

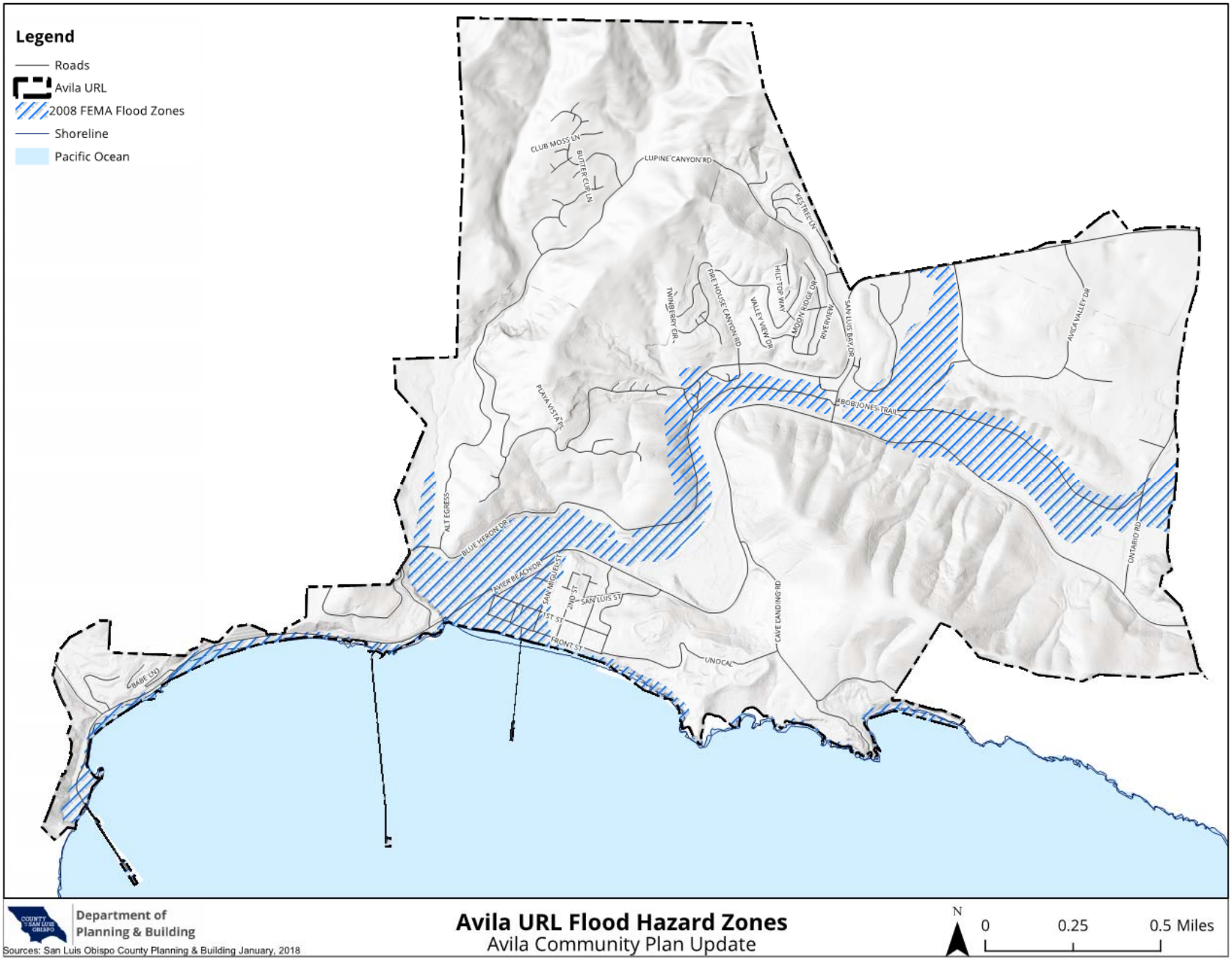
A flood is defined as an overflowing of water onto an area of land that is normally dry (LHMP, p.93). Floods can occur in multiple ways, including:

- Water level in a body of water rising higher than the water body's banks, causing it to overflow;
- Heavy precipitation overwhelming the ability of soil to absorb water or storm drains to carry it away, causing water to build up;
- Wave run-up;
- Infrastructure failure, such as a burst water tank or pipe; and
- Exceptionally high tides due to storm surges, sea level rise, or some combination of these events.

For floodplain management purposes, the Federal Emergency Management Agency (FEMA) often uses the term "100-year flood" or "500-year flood" to describe the size or magnitude of a flooding event (LHMP, p.93). A 100-year flood is one that has a 1 percent (one in 100) chance of occurring in any given year, while a 500-year flood is one that has a 0.2 percent (one in 500) chance of occurring in an average year. This does not mean that a 100-year or 500-year flood will only occur once every 100 or 500 years, as high magnitude events may occur more frequently. The severity of 100-year or 500-year flooding events may change over time.

Figure 11.1 illustrates low-lying areas along See Canyon, San Luis Obispo Creek, and the ocean are most prone to flooding within the Avila URL. Critical infrastructure within the Avila URL, such as the roads, parking, and public facilities have historically flooded. The flood hazard zone overlays sections of Avila Beach Drive, San Luis Bay Drive, and Ontario Road (Figure 11.1), which flood every 25 years or less (Waterway Management Plan, 2003, p.34). The parking lot within Avila Beach floods consistently during the rainy season (January-March). In 2016, County Public Works spent $60,000 pumping the parking lot (Avila Beach Community Services District, 2017). Public Works created the 2017 Conceptual Design Report that evaluated three alternatives addressing the flooding issue. This report recommended a permanent pumping system installation with an estimated cost of $375,000, and projected operations and maintenance cost of approximately $25,000 annually (Avila Beach Community Services District, 2017). The 2017-2018 Capital Improvement Program (CIP) compiled by the County identifies a flood control project to provide a pumping system for the parking lot culvert outfall, and mitigate the flooding. This is considered a long-term project as it has a timeframe of more than five years, going beyond 5-year CIP timeframe.

Figure 11.1: Avila URL Flood Hazard Zones



Source: Federal Emergency Management Agency (2017)

HAZARDOUS MATERIAL

The California Department of Toxic Substances Control (DTSC) maintains a list known as the Cortese List, which identifies sites with hazardous materials and necessary cleanup activities. Some materials are always considered hazardous or potentially hazardous, while others only pose a danger in specific conditions. Avila is included on the Cortese List because of the Unocal oil spill in 1992 and subsequent remediation.

The California State Water Resources Control Board (SWRCB) also maintains a list of sites with hazardous materials that may contaminate groundwater supplies. The Avila URL contains nine of these sites. In Avila Beach, there is only one open case, which is the former Unocal Tank Farm site, with six additional sites closed, but related to the Unocal oil cleanup. Two more are located on Valley farms, due to agricultural runoff. This site is enrolled in the Irrigated Lands Regulatory Program (ILRP). ILRP was initiated in 2003 and updated in 2012 to prevent waste discharge from agricultural runoff and protect surface and groundwater.

DIABLO CANYON NUCLEAR POWER PLANT CLOSURE

Diablo Canyon Nuclear Power Plant is located six miles northwest of the of the Avila URL, with the main entrance to the facility along Avila Beach Drive. The plant is the last operational nuclear power plant in California and will be closing in 2025 with the expiration of its operating license. The 2-unit plant was designed in the late 60's and the first unit online in 1985 (Hazard Mitigation Plan, 2014). The plant is designed to use slightly enriched uranium dioxide (UO_2) as a fuel, which poses no major concern in its un-irradiated state, as it has very low radioactivity. However, after going through nuclear fission in the core during operation of the reactor, the fuel becomes extremely radioactive from fission by-products. The highly radioactive by-products are the primary hazard posed by the plant (Nuclear Power Plant Emergency Response Plan, p.9).

The facility is located on the coast and is within proximity to the Hosgri fault line just offshore, raising concerns that it may be vulnerable to both seismic hazards and coastal hazards such as tsunamis. Diablo Canyon was originally designed to withstand a 6.75 magnitude earthquake, and was renovated to withstand a 7.5 magnitude earthquake. The plant is currently equipped with extensive seismic monitoring and safety systems to shut down promptly in the event of significant ground motion.

The primary safety concern for the Avila Beach URL is the accidental release of nuclear materials into the environment. In case of an emergency, nuclear power plants have a four-tiered system based on federal regulations. Federal regulatory guidelines classify radiological emergency conditions into: unusual event, alert, site area emergency, and general emergency. Unusual events are the lowest level of

classification with increasing severity towards general emergency. In a general emergency, residents within the Avila URL may be asked to shelter in place or to evacuate. The Nuclear Regulatory Commission and the Environmental Protection Agency determined that a federally defined Emergency Planning Zone (EPZ) for the plume exposure pathway is an area roughly 10-miles in radius around the nuclear power plant. As seen in Figure 11.2, the Diablo Canyon EPZ is divided into 12 Protective Action Zones (PAZ), which help organize emergency planning and response actions into specific areas familiar to both emergency response agencies and the public (Figure 11.2). The Avila Beach URL is outside the 6-mile limit and is in Protective Action Zone (PAZ) 3 (Figure 11.2).

Although the Diablo Canyon Power Plant will not be relicensed to operate after 2026, there will continue to be some risk of nuclear material release from the site. The United States has not designated a long-term repository for high-level radioactive waste produced by nuclear power plants; thus, this material will continue to be stored on the power plant site following closure. While the Diablo Canyon facility and its on-site storage containers prevent the release of radioactive material and are built to withstand natural disasters such as earthquakes, a radiation event is nevertheless possible.

Figure 11.2: Evacuation Planning Zones

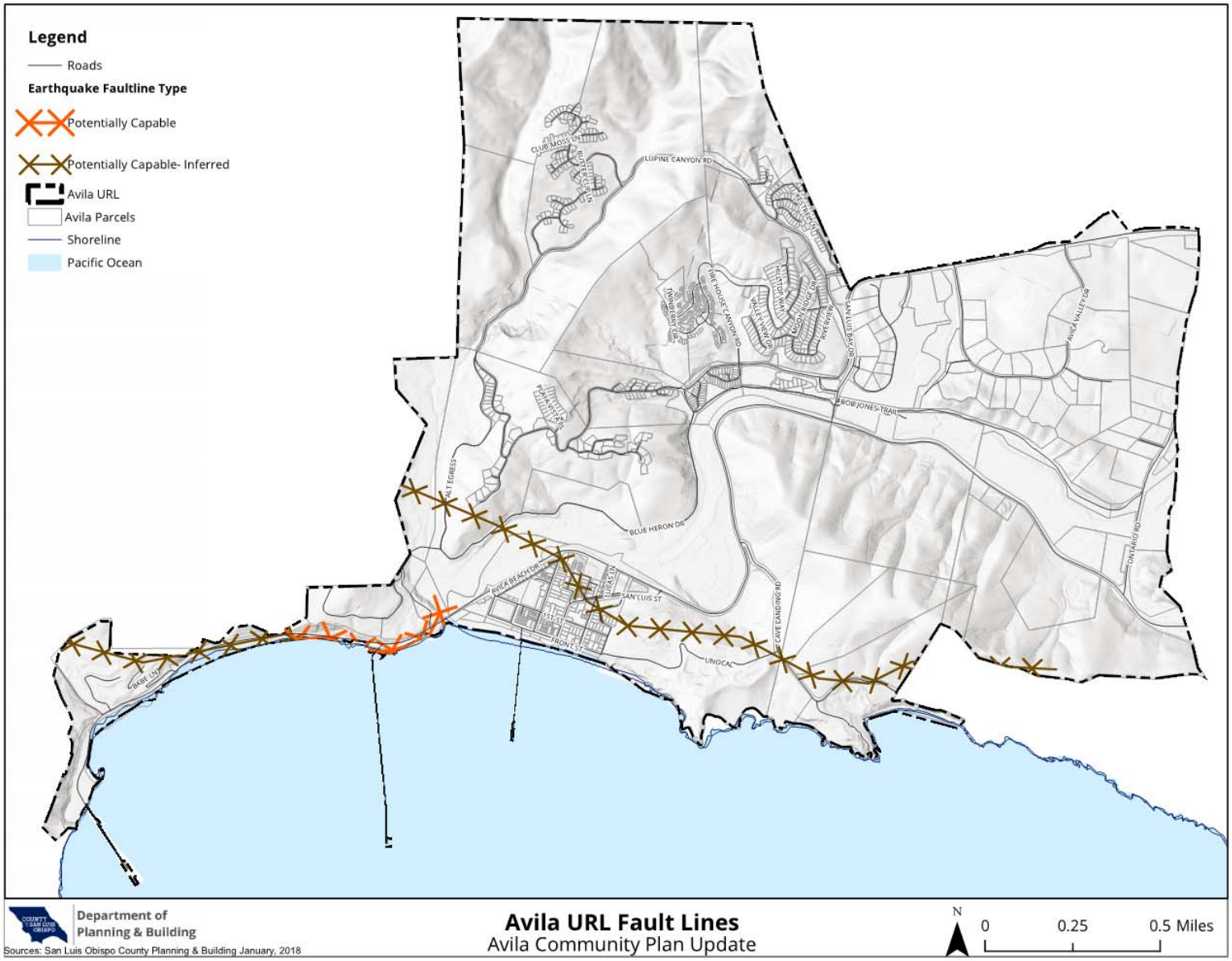
Source: The County of San Luis Obispo Office of Emergency Services (2017)

SEISMIC HAZARDS

An earthquake is a sudden, rapid shaking of the ground caused by the breaking and shifting of rock beneath the earth's surface (Hazard Mitigation Plan, p.28). Most earthquakes occur at the boundaries where the plates meet, commonly called faults, however, some earthquakes occur in the middle of plates. A fault is a fracture in the earth's crust along which movement has occurred either suddenly during earthquakes or slowly during a process called creep. Cumulative displacement may be tens or hundreds of miles over geologic timescales. For hundreds of millions of years, the force of plate tectonics has shaped the Earth as the plates forming the Earth's surface move slowly over, under, and past each other. Sometimes the movement is gradual. At other times, the plates are locked together, unable to release the accumulating energy. When the accumulated energy grows strong enough, the plates break free, causing the ground to shake.

The Avila URL contains two fault lines running through the southern portion of the area (Figure 11.3). Neither of the faults are considered active, with designations of potentially capable and potentially capable-inferred (Figure 11.3). In 1916, a 5.1 magnitude earthquake occurred offshore of the Avila URL in San Luis Bay. The earthquake reportedly resulted in tumbling smokestacks of the Union Oil Refinery at Port San Luis, and a landslide that blocked the railroad tracks (Hazard Mitigation Plan). The maximum intensity appears to be approximately VI on the Mercalli intensity scale, or 5.0 magnitude, but the available descriptions of the shaking are somewhat limited. Mercalli intensity VI typically results in ground shaking felt by all, many frightened, and some heavy furniture moved or fallen plaster (USGS).

Figure 11.3: Fault Lines Present in URL



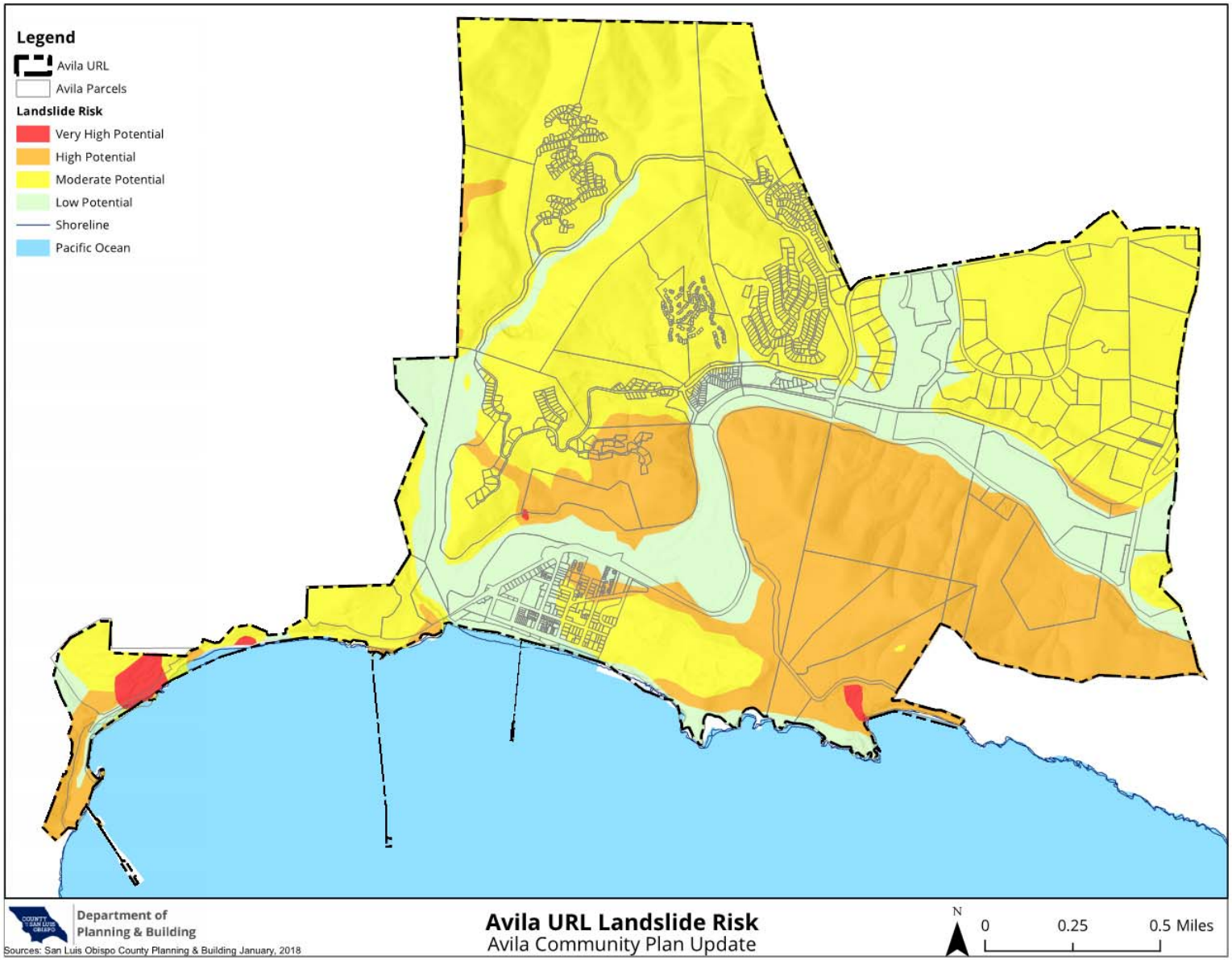
Source: County of San Luis Obispo Planning & Building Department (2018)

LANDSLIDE

A landslide is considered a geologic hazard where the force of gravity combines with other factors to cause earth material to move or slide down an incline (Hazard Mitigation Plan, 2014). Slopes between 34 and 37 degrees have the greatest potential for sliding through natural or manmade forces. There are predictable relationships between local geology and landslides, rockslides, and debris flows as part of the continuous process of erosion. Slope stability is dependent rock type, moisture content, slope steepness, and natural or man-made undercutting (Hazard Mitigation Plan). Slope instability may also result from natural processes, such as the erosion of the toe of a slope by a stream or ground shaking caused by an earthquake. Slopes can also be modified artificially by grading, or the addition of water or structures to a slope. Development occurring on a slope can substantially increase the frequency and extent of slope stability hazards.

Figure 11.4 illustrates the three locations within the Avila URL with very high landside potential. The largest area is along Port San Luis along Avila Beach Drive and highest potential area is South of Avila Beach Drive and east of Cave Landing Road, as the very high designation is surrounded by high potential landslide designation.

Figure 11.4 Landslide Risk

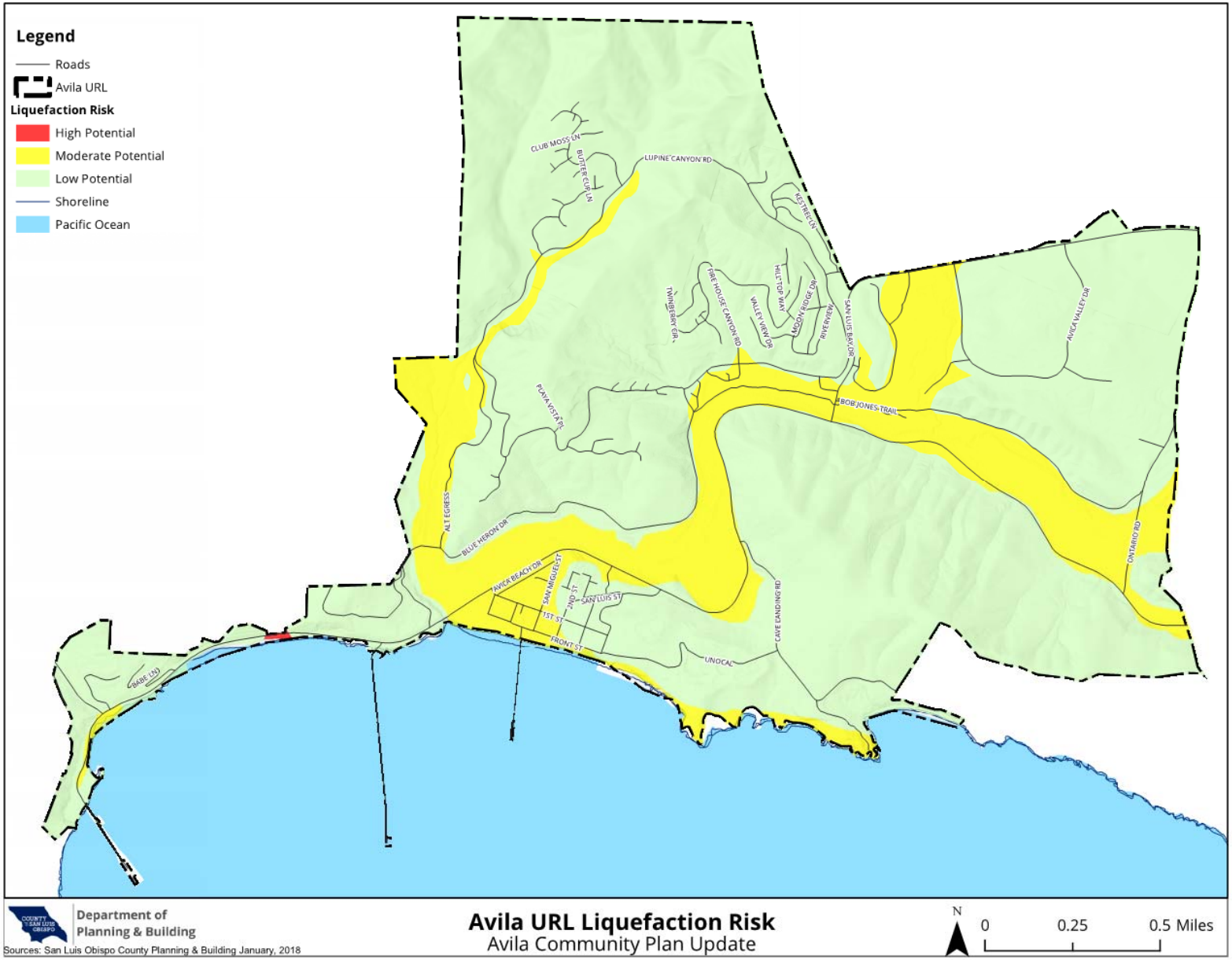


Source: County of San Luis Obispo Planning & Building Department (2018)

LIQUEFACTION

Liquefaction occurs when ground shaking causes the mechanical properties of some fine grained, saturated soils to liquefy and act as a fluid (Hazard Mitigation Plan, 2014, p.28). Ground shaking causes an increase in soil pore water pressure resulting in a sudden loss of soil strength (Hazard Mitigation Plan, 2014, p.28). Within the Avila URL Liquefaction risks are located along the creeks and coastline (Figure 11.5). As seen in Figure 11.5, most of the liquefaction hazard areas are at a moderate risk for liquefaction; however, the section along Avila Beach Drive towards the Port has high risk potential for liquefaction.

Figure 11.5 Liquefaction Risk



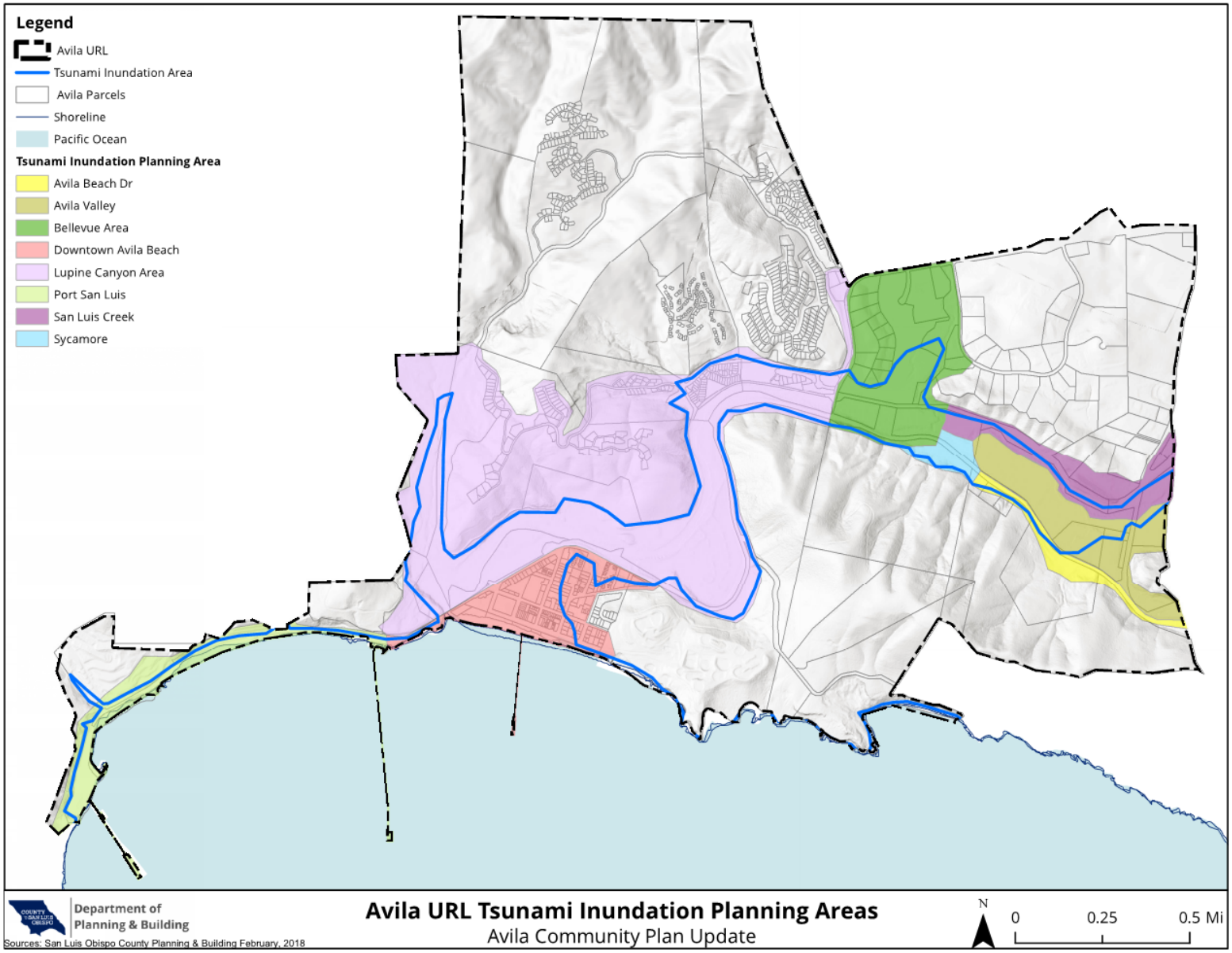
Source: County of San Luis Obispo Planning & Building Department (2018)

TSUNAMI

According to the County of San Luis Obispo's Hazard Mitigation Plan, a tsunami is a wave, or a series of waves, caused by a displacement of the ocean floor, usually by movement along a fault (2014). In deep ocean water, tsunamis may travel as fast as 600 miles per hour. As they approach the shore, waves may increase in size, causing extensive damage to coastal structures.

The Avila URL contains 8 separate Tsunami Planning Areas, including Avila Beach Drive, Avila Valley, Bellevue Area, Downtown Avila Beach, Lupine Canyon Area, Port San Luis, San Luis Creek, and Sycamore (Figure 11.6). The Tsunami Planning Areas are identified in the 2005 Tsunami Response Plan as specified areas that would be impacted by a tsunami and designate the evacuation location in case of a tsunami. The Tsunami Planning Areas are separated based on the severity of impacts and evacuation locations. The tsunami inundation area extends inland within and adjacent to San Luis Obispo Creek (Figure 11.6). Three out of the nine recorded tsunami have impacted the Avila URL between 1946 and 1964, with the largest height at 1.6 meters in 1964 (Table 11.1).

Figure 11.6: Avila URL Tsunami Inundation Area



Source: County of San Luis Obispo Planning & Building Department (2018)

Table 11.1: Tsunami History

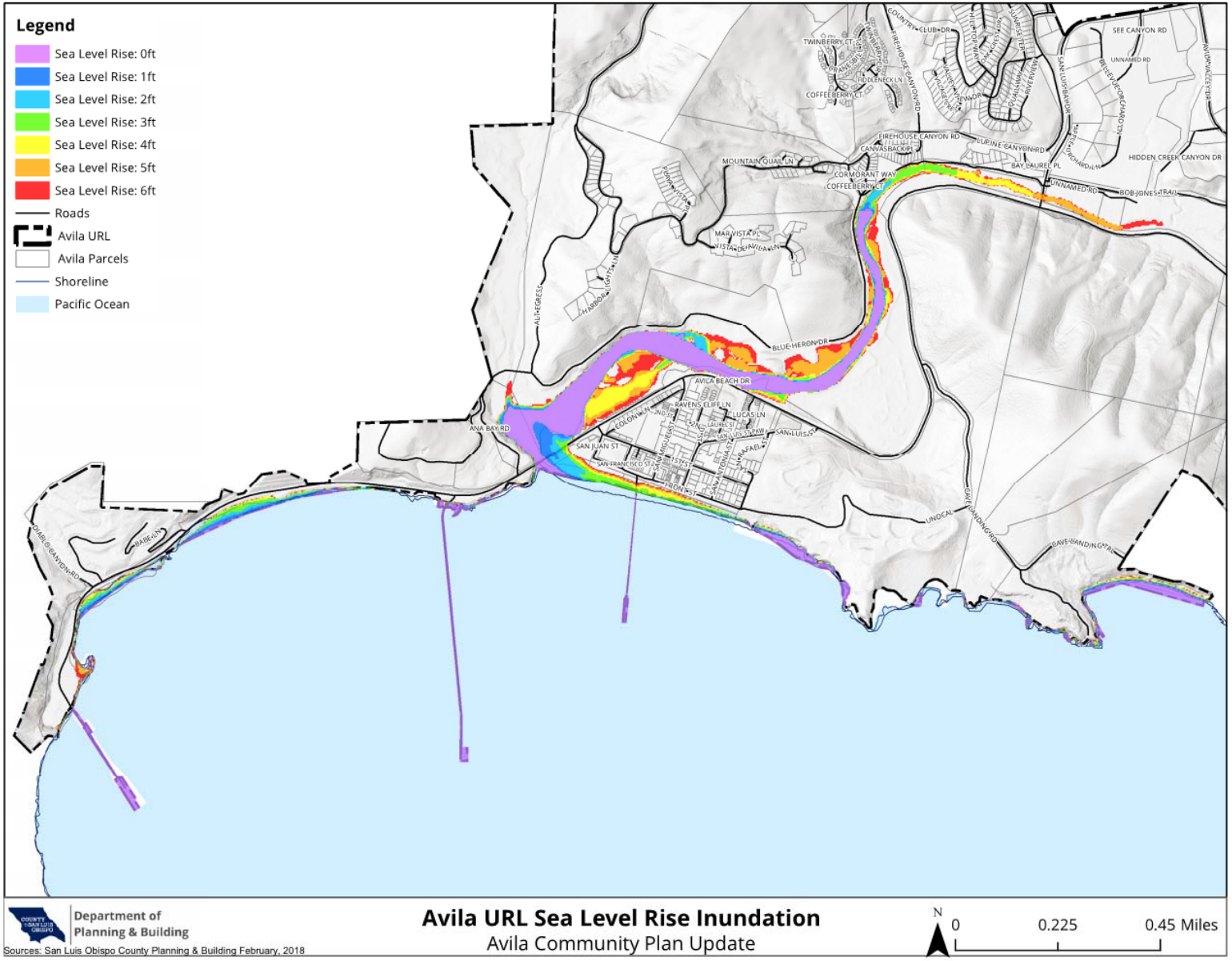
Avila & Morro Bay	4/1/1946	Height 1.3 Meters Source Magnitude: (Ms) 7.3	Source location: Alaska Source Event: E Aleutian Islands Travel Time: 5 Hours
Avila Beach	11/4/1952	Height 1.4 Meters Source Magnitude: (Ms) 8.2 (Mw) 9	Source location: Russia Source Event: Kamchatka Travel Time: 8 Hours
Avila & Morro Bay	3/28/1964	Height 1.6 Meters Source Magnitude: (Ms) 9.2	Source location: Alaska Source Event: Gulf of Alaska Travel Time: 5 Hours

Source: County of San Luis Obispo Planning & Building Department (2018)

SEA LEVEL RISE

Thermal expansion of the ocean and increased contributions from melting glaciers have resulted in a rise in sea levels that is projected to continue (CCC, 2015) (Figure 11. 7). The timing and severity of localized sea level rise is uncertain due to regional coastline characteristics and future global emissions of greenhouse gas emissions (GHGs). The *State of California Sea-Level Rise Guidance: 2018 update* provides projections for future sea level rise based on GHG emission scenarios and Port San Luis tide gauge readings (CNRA, 2017). With a baseline year of 2000, high emission scenarios, and low risk aversion assets, sea levels are likely to rise 0.5 feet by 2030, 1 foot by 2050 with 16% probability, and 3.1 feet by 2100 with a 20% probability (CNRA, 2017). Beyond 2100, sea level rise projection has a high uncertainty because of GHG reduction measures and melting of ice sheets in Greenland and Antarctica (CNRA, 2017). Figure 11.7 shows which areas within the Avila URL will be impacted by the general rise in sea levels in one-foot increments from zero to six feet.

Figure 11.7: Avila URL Sea Level Rise Inundation

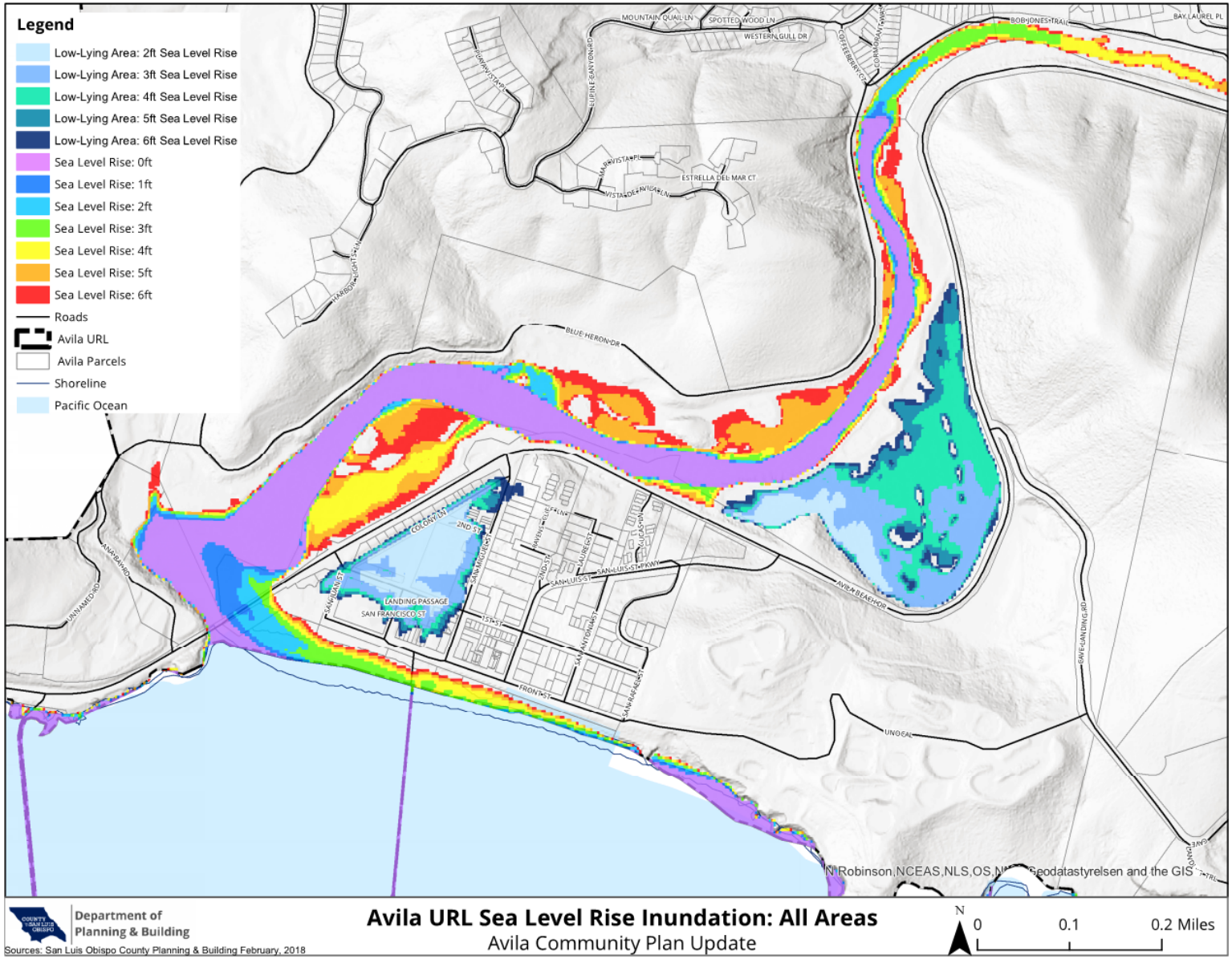


Source: NOAA Coastal Services Center Sea Level Rise Data (2012)

Rising sea levels create subsequent coastal hazards, including increased intensity of coastal storms and flooding, inundation, and erosion. Within the Avila URL, the shoreline, cliffs, and areas adjacent to San Luis Creek have the highest potential for impacts from coastal hazards (Figure 11.7). Low-lying areas such as the parking area in Avila Beach and the area between the golf course and Cave Landing Road are at risk for inundation depending on the rise in sea levels (Figure 11.8).

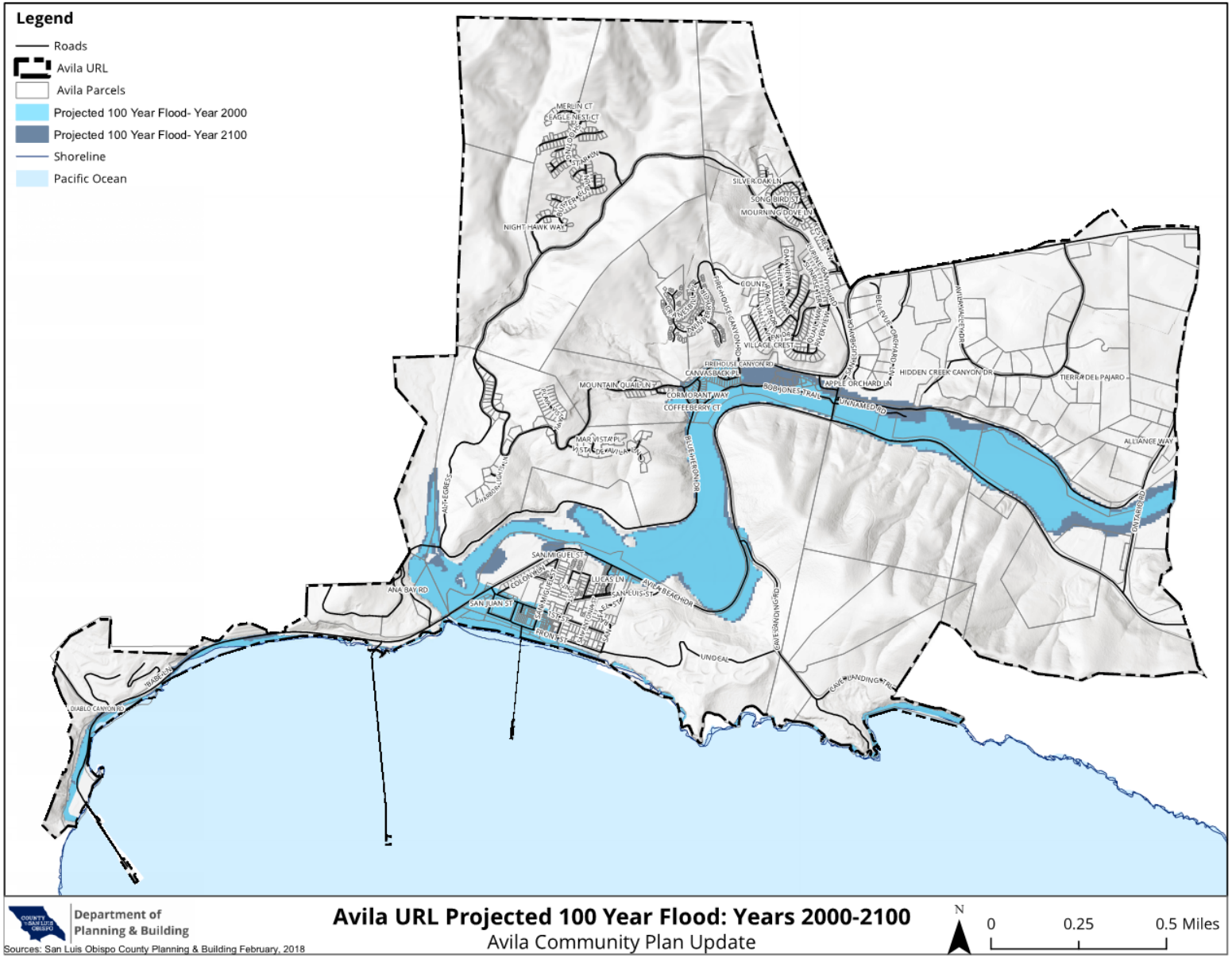
Sea level rise can also increase coastal storm intensity due to warmer waters that hold more energy. This could result in a short-term increase in sea levels, causing flooding within the Avila URL. Figure 11.9 shows the Pacific Institute's projection of 100-year coastal flooding from the years 2000 and 2100. Areas adjacent to the coastline and San Luis Obispo Creek are most vulnerable to flooding within the Avila URL (Figure 11.9).

Figure 11.8: Avila URL Sea Level Rise Inundation: Low Lying Areas



Source: NOAA Coastal Services Center Sea Level Rise Data (2012)

Figure 11.9: Avila URL Projected 100-Year Flood: Years 2000-2100



Source: NOAA Coastal Services Center Sea Level Rise Data (2012)

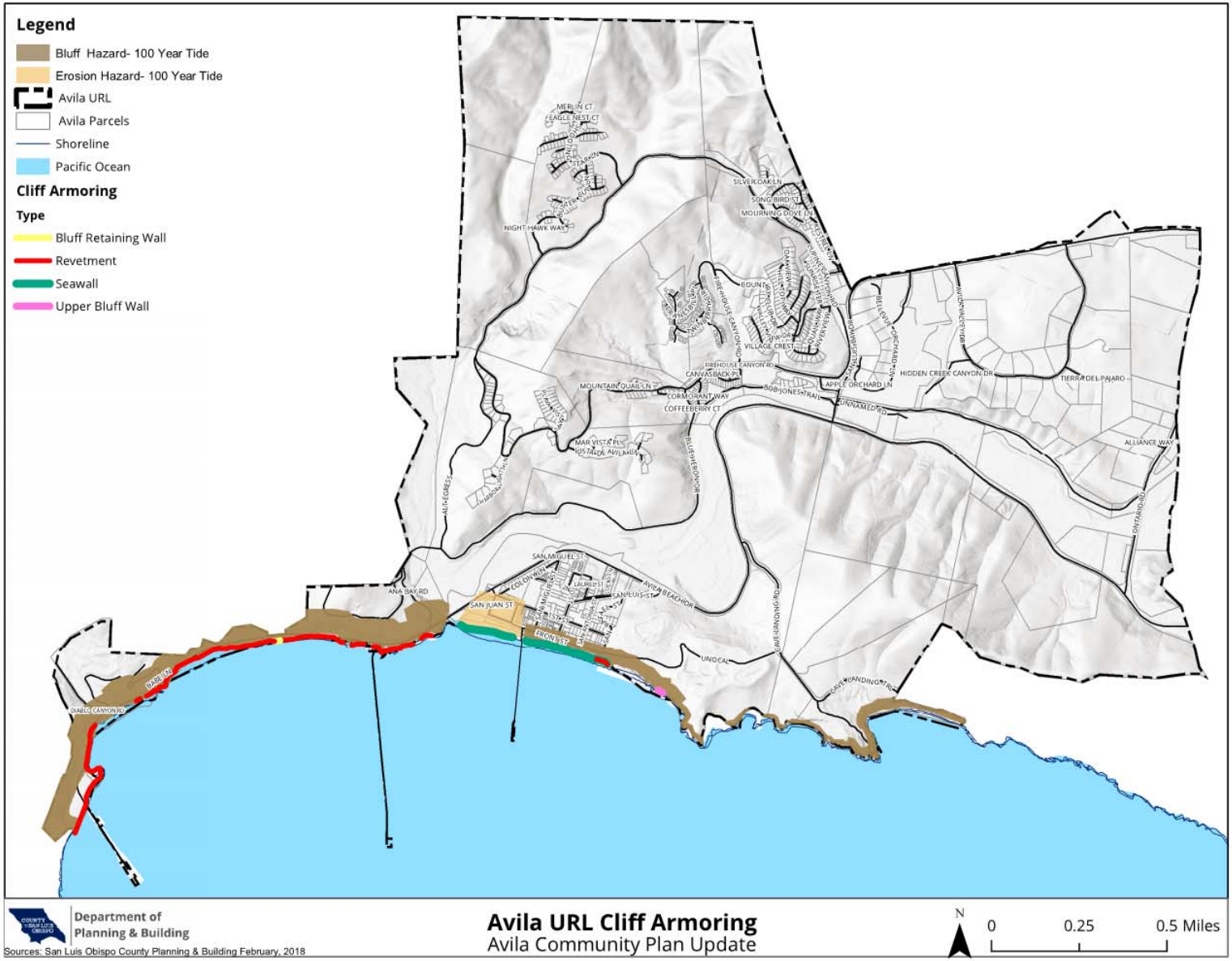
COASTAL EROSION

Coastal erosion is a natural geological process caused by currents, storms, earthquakes, wind, waves, tides, and the gradual movement of tectonic plates. The process of coastal erosion depends on factors such as geologic formation, groundwater seepage, and exposure to wave energy. Erosion wears away the beaches and bluffs along the shorelines episodically, driven by rising sea levels, large coastal storms, flooding, and powerful ocean waves. This occurs primarily during periods of intense wave action that coincides with high tides. Rates of erosion are reported as a yearly average and historical coastal erosion rates range from three inches to one foot per year. According to the County of San Luis Obispo's Hazard Mitigation Plan, coastal erosion rates can be accelerated by a rise in the sea level and increased intensity of coastal storms (2014, p.122). Figure 11.10 shows areas within the Avila URL that are at risk to bluff and erosion hazards.

Historic storms have shown that Port San Luis and the beaches are susceptible to coastal hazards resulting from storm waves, as Port San Luis and the coastline surrounding San Luis Bay are well protected from the predominant northwesterly swells by the 2,300-foot-long Port San Luis breakwater, but little protection is offered from southerly swells. Port San Luis area is backed by 100-foot-high cliffs, which descend eastward into approximately 30-foot-high cliffs. Old Port Beach and Cal Poly Pier have rock revetments adjacent to Avila Beach Drive to protect the roadway from storm surge (Figure 11.10). This region is classified with a "moderate risk" with respect to possible coastal damage incurred by storm waves.

Just east of the mouth of the San Luis Obispo Creek, and extending eastward to Fossil Point, the Town is fronted by a 300-foot-wide beach, which is protected by a series of bluff walls and seawalls between front street and the shoreline. This area was severely damaged by a winter storm in 1983, causing landslides, cracking of foundations and roads, and damaged piers. Currently, this area is protected by a series of bluff and sea walls between front street and the shoreline (Figure 11.10). Pirates Cove, from Fossil Point proceeding eastward to Shell Beach, has offshore rocks and sea stacks backed by high (30-100 feet) eroding cliffs. Rates of cliff erosion range from four to seven inches per year for the Shell Beach coastline, catalyzed by catastrophic rock falls According to the Hazard Mitigation Plan, this stretch of coastline as a "high risk" with respect to possible coastal damage incurred by storm waves (p.123-124).

Figure 11.10: Avila URL Erosion Hazards and Cliff Armoring

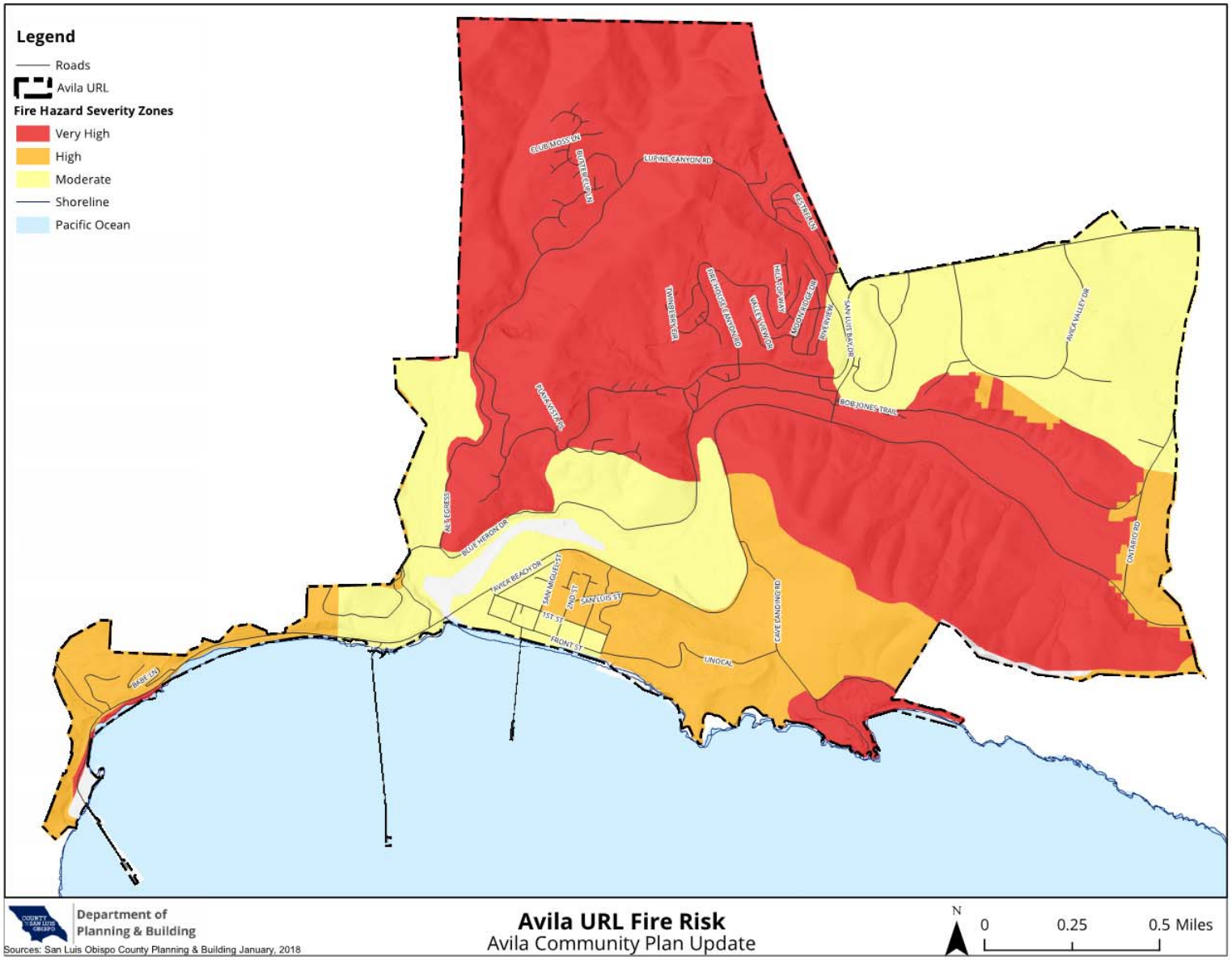


Source: Pacific Institute (2009); USGS (2017)

WILD FIRE

A wildfire is considered an uncontrolled fire spreading through vegetative fuels, posing danger and destruction to life and property (Hazard Mitigation Plan, 2014, p.96). The County has a Mediterranean climate, with warm dry summers and cool, moderately wet winters. According to the Safety Element, throughout the County rainfall averages between 20-25 inches per year in the coastal areas (p.27). Due to warm and dry summers, the risk of wildfires is highest in the late summer and early fall. Much of the land within the Avila URL is within the very high fire hazard zone (Figure 11.11). According to historical records, there has not been a major fire within the URL.

Figure 11.11: Avila URL Fire Risk



Source: County of San Luis Obispo Planning & Building Department (2018)

EMERGING DIRECTIONS

HAZARDOUS MATERIALS

Risk relating to hazardous materials exposure are relatively low within the Avila URL, because of the Unocal remediation. Industrial hazards do not exist in the Avila URL since the removal of the equipment and tanks at Unocal's tank farm and marine terminal in 1999. Valley Farms is currently regulated by the Irrigated Lands Regulatory Program to reduce high nutrient loads from agricultural runoff. New hazardous material sites are governed by the State Hazardous Waste Control Act, which details procedures for remediating hazardous waste sites.

DIABLO CLOSURE

Though the Diablo Canyon Nuclear Power Plant is not within the Avila URL, it is important to consider the effects the decommissioning will have on the community. Specifically considering impacts to traffic, the storage of hazardous waste, communitywide emergency preparedness, future land use of the site, and the cumulative economic impacts to the community and County. It is projected that PG&E will complete a site-specific decommissioning plan for the facility over the next three years. PG&E will pursue a site-specific decommissioning plan for the facility before making any decisions on the disposition of the Diablo Canyon lands. As part of this process, PG&E will conduct outreach, enabling stakeholders to help shape the future use of PG&E's land plans prior to finalizing the site-specific plan.

FLOODING AND SEA LEVEL RISE

Based on FEMA flood hazard maps utilized for the National Flood Insurance Program (NFIP), flooding within the Avila URL occurs on Avila Beach Drive, San Luis Bay Drive, and Ontario Road, as well as the parking lot in Avila Beach (Figure 11.1) The County developed a 2017 Conceptual Design Report that evaluated three alternatives addressing the flooding issue, which including a flood control project in the parking lot in Avila Beach. The County Emergency Operation Plan addresses planned response to major flooding hazards.

The Avila URL will be impacted by rising sea levels over the next century due to changes in global climate. Rising sea levels will likely cause increased intensity in coastal storms, erosion, and inundation of low-lying areas. The County is currently conducting a sea level rise vulnerability assessment for the entire coastal in the county to determine which coastal communities and assets will be at risk to sea level rise utilizing data from the Coastal Storm Modeling System (CoSMoS). This system is a dynamic modeling approach developed by the United State Geological Survey (USGS) to create

detailed projections of coastal flooding and erosion from sea level rise. This includes short and long-term shoreline change models, which convey how the physics of coastal storms will impact communities. CoSMoS scales down coastal storms to local levels, based on wind and pressure from global climate models. The County vulnerability assessment will provide a basis for adaptation measures to protect the health and safety of coastal communities.

WILDFIRE

Avila Beach Drive is considered a dead-end road west of San Luis Bay Drive with and most of the URL in a the "very high risk" fire zone. There are traffic flow issues during the summers and weekends along Avila Beach Drive including illegal parking along roads like Cave Landing which delay fire personnel response time. County Fire has expressed concern over the possible delay these conditions may create for emergency responders. As part of the community plan update, fire safety policies will be reviewed, and updates will be considered and coordinated with County Fire.

12 - NOISE

This chapter outlines the regulatory framework for noise within the Avila URL, identifies existing noise conditions, and summarizes applicable emerging directions.

REGULATORY SETTING

FEDERAL

FEDERAL CODE OF REGULATIONS, TITLE 23: HIGHWAYS, PART 772 (23 CFR 772)

Title 23, Part 772 of the Federal Code of Regulations contains procedures for abatement of highway traffic noise and construction noise The Federal Highway Administration (FHWA) established these criteria to be considered for the design of federal or federally funded highway projects. Part 772 of the federal regulations sets noise limits for medium and heavy trucks (over 4.5 gross tons). The federal standard for truck pass-by noise at 15 meters (50 feet) is 80 dBA. Federal regulatory controls on truck manufacturers implement these standards. 23 CFR 772 provides procedures for conducting highway project noise studies and implementing noise abatement measures to help protect the public health and welfare and supply noise abatement criteria. Procedures also establish requirements for the transmittal of information to local officials for planning and designing of highways. Noise abatement must be considered for a Type I project (construction of a highway at a new location) if the project is predicted to result in a traffic noise impact. A traffic noise impact should be conducted when the project results in a substantial noise increase, or when the predicted noise levels approach or exceed the noise abatement criteria specified in the

regulations. 23 CFR 772 leaves the interpretation of defining what constitutes a substantial increase or the approach of the study up to states.

TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT

The Federal Transportation Administration (FTA) published a transit noise and vibration impact assessment as guidance for vibration impacts. The FTA establishes noise standards for federally funded transit projects and identified the human annoyance response to vibration levels as 80 VdB.

FEDERAL CODE OF REGULATIONS, TITLE 24, PART 51 (24 CFR 51)

Title 24, Part 51 of the Federal Code of Regulations contains regulations for environmental criteria and standards relating to housing and noise. The US Department of Housing and Urban Development (HUD) is the regulatory agency from this section of the federal code. HUD seeks to create quality affordable housing for all Americans and uses its platform to improve the quality of life. To achieve its goals and fulfill its mission, HUD established exterior noise criteria for evaluating projects located in high noise areas (e.g., near an airport, road, or railroad). 24 CFR 51 states exterior noise criterion of 65 dBA DNL noise levels or less are satisfactory for residential land uses.

STATE

CALIFORNIA CODE OF REGULATIONS (TITLE 24)

The California Code of Regulations, California Building Code (Title 24), contains standards for allowable interior noise levels associated with exterior noise sources. Title 24 states interior noise levels shall not exceed 45 dB in a habitable room within a home or structure. The standards apply to new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family residences (e.g., apartments). The code also states that residential structures located where annual Ldn or CNEL exceed 20 dB shall require an acoustical analysis. This shows that the proposed building design will achieve allowable interior noise levels.

CALIFORNIA GOVERNMENT CODE SECTION 65302(F)

California Government Code Section 65302(f) requires all general plans to include a noise element that addresses noise-related impacts in the community. The California Office of Planning and Research (OPR) has prepared guidelines for the content of the noise element, which includes the development of current and future noise level contour maps. These maps must include contours for the following sources:

- Highways and freeways;
- Primary arterials and major local streets;

- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, and military airport operations, aircraft flyovers, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants including, but not limited to, railroad classification yards; and
- Other stationary ground noise sources identified by local agencies as contributing to the community noise environment.

LOCAL

COUNTY OF SAN LUIS OBISPO NOISE ELEMENT

The San Luis Obispo County General Plan includes a Noise Element that provides a policy framework for addressing potential noise impacts in the community planning process. The purpose is to minimize future noise incompatibilities. The Noise Element consists of a Policy Document and Acoustical Design Manual, which contains noise exposure maps intended for use as a screening device to determine when a proposed development may be exposed to excessive noise levels and require mitigation.

COUNTY OF SAN LUIS OBISPO INLAND AND COASTAL LAND USE ORDINANCES, (TITLE 22 AND TITLE 23)

Title 23 and Title 22 contain a noise ordinance that implements the goals and policies of the Noise Element. The ordinance establishes standards for acceptable exterior and interior noise levels, in addition to describing how to measure noise levels. The intent of the noise ordinance is to protect persons from excessive levels of noise within or near various residential development and other specified noise-sensitive land uses. Tables 12.1 and 12.2 depict the exterior and interior noise level standards.

Table 12.1: Exterior Noise Level Standards

	Daytime (7AM-10PM)	Nighttime (10 PM-7AM)
Hourly Equivalent Sound Level (dB)	50	45
Maximum level, dB	70	65

Source: The County of San Luis Obispo Title 22 & 23

Table 12.2: Interior Noise Level Standards

	Daytime (7AM-10PM)	Nighttime (10 PM-7AM)
Hourly Equivalent Sound Level (dB)	40	35
Maximum level, dB	60	55

Source: The County of San Luis Obispo Title 22 & 23

MEASURING NOISE

DECIBELS

Noise refers to sound pressure variations audible to the ear that depends on the sound amplitude, frequency, and the individual's capability to hear the sound. Other than amplitude and frequency, a listener's judgment of noise is largely dependent on the current activity and attitude regarding the sound source. The two primary characteristics of sound are amplitude (loudness) and frequency (pitch). Frequency is measured in decibels (dB) using the A-weighted sound pressure level (dBA). The perceived loudness of sound is measured with the A-weighting scale.

Intervening structures or distance between the generator and a noise-sensitive land use, can reduce noise to sensitive receptors such as residential uses, schools, and hospitals. A single row of buildings between the receptor and the noise source reduces the noise level by approximately 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA.

EQUIVALENT NOISE LEVEL (L_{EQ})

The duration of sound is an important factor, as sounds that occur over a long period of time are most likely to cause direct physical damage or environmental stress. The equivalent noise level (L_{eq}) is one of the most frequently used noise metrics to consider both duration and a sounds power level. L_{eq} is considered the single steady A-weighted level, which is equivalent to the same amount of energy as contained in the actual fluctuating levels over a specified period (essentially, the average noise level).

OTHER NOISE MEASUREMENT UNITS

Other important noise measurement units occur at night because noises tend to be more disturbing during these hours. Community noise is measured using day-night average level (L_{DN}) or Community Noise Equivalent Level (CNEL). L_{DN} is the 24-hour average noise level with an additional 10 dBA for noise occurring during nighttime (10 p.m. to 7 a.m.) hours. CNEL is the 24-hour average noise level with an additional 5 dBA for noise occurring from 7 p.m. to 10 p.m. and an additional 10 dBA for noise occurring from 10 p.m. to 7 a.m. Noise levels described by L_{DN} and CNEL do not differ by more than 1 dBA.

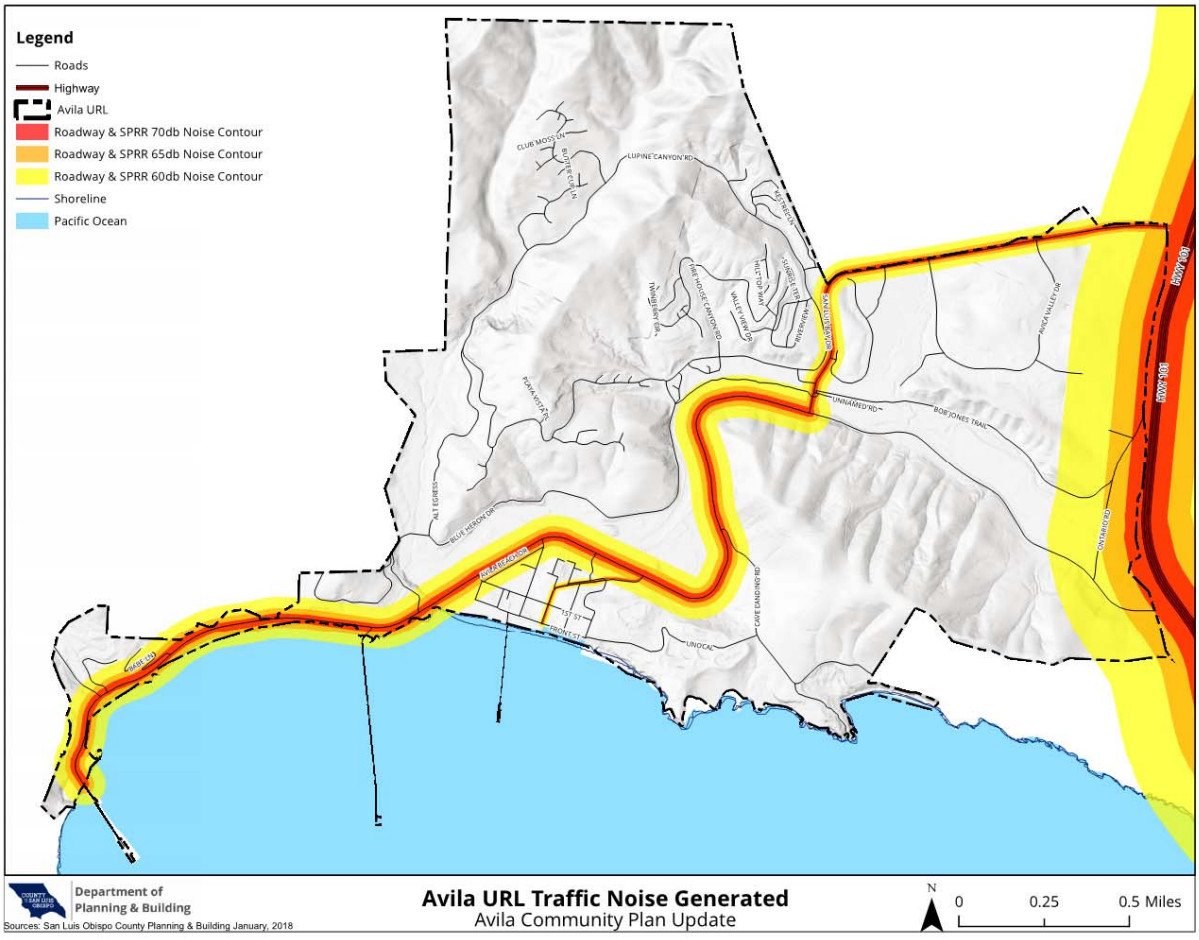
EXISTING CONDITIONS

NOISE CONDITIONS IN THE URL

The Avila URL is considered a relatively quiet area. The most pervasive source of noise in the Avila URL includes roadway traffic from US 101, San Luis Bay Drive, Avila Beach Drive, and San Luis. Other sources of noise include pedestrians, commercial and recreational activities, temporary events, and sounds associated with the coastal setting (e.g., ocean waves and faunal activity).

Figure 12.1 shows noise contours adopted in the Noise Element of the County's General Plan. The route to Avila Beach from San Luis Bay Drive to Avila Beach Drive generates the majority of roadway noise within the interior of the Avila URL. Recently, there was an increase in the number and frequency of temporary events within the area, which has increased traffic-related noise as well as point-source noise associated with events.

Figure 12.1: Traffic Noise Generated within the URL



Source: County of San Luis Obispo Planning & Building Department (2018)

EMERGING DIRECTIONS

Based on community input, the greatest noise source is temporary and re-occurring annoyances related to special events. The Community Plan update will consider additional policies to address noise from temporary events in the Avila URL.

13- TOURISM AND TEMPORARY EVENTS

This chapter identifies existing conditions that are created by tourism and temporary events within the Avila URL. It also provides the regulatory setting that currently exists to guide visitor-serving uses.

REGULATORY SETTING

STATE

CALIFORNIA COASTAL COMMISSION

A focus of the California Coastal Commission is to maintain coastal access. Temporary events provide economic and social benefits but must also be examined for any encroachments on coastal access. As detailed in the regulatory setting below, the Coastal Commission's Local Coastal Program (LCP) Update Guide specifies the impact of temporary events on loss of public access, stating that "temporary events staged on beaches also limit use by the general public, especially when they would commit large areas to special, commercial events on most summer weekends. The LCP should address such topics as the type, location, and intensity of such events, including scheduling, transportation to the event, how the location of the event will affect public use, signage, mitigation measures, and clean-up" (California Coastal Commission 2013). The County's LCP as well as Title 22 and Title 23 do provide a set of standards for temporary events.

LOCAL

Within the San Luis Bay Area Plan as well as Title 22 (22.30.610) and Title 23 (23.08.248), there is a set of standards that are established for temporary events. Although Title 22 does not include the Coastal Development Permit requirement. The following text is the temporary events set of standards found in the coastal zone (County's LCP and Title 23).

1. *Temporary Events: Where allowed as S-17 uses by the Land Use Element, temporary events in the town of Avila Beach are subject to the following standards:*
    a. *Permit Requirements: Minor Use Permit approval, except as follows:*

b. *Public Events. Except as otherwise provided in this section, no land use permit is required for: Events occurring in approved theaters, convention centers, meeting halls or other approved public assembly facilities; or*
c. *Admission free events held at a public park or other land in public ownership when conducted with the approval of the public agency having jurisdiction, provided that the event is conducted in accordance with all applicable provisions of this title; or*
d. *Other free admission events which are eight hours or less in duration and are operated by nonprofit organizations.*
e. *In accordance with the Coastal Commission Guidelines for Temporary Events adopted on January 12, 1993, a Coastal Development Permit shall be required for any temporary events that meet all of the following criteria:*
    i. *are held between Memorial Day weekend and Labor Day; and,*
    ii. *occupy all or a portion of sandy beach area; and,*
    iii. *involve a charge for general public admission or seating where no fee is currently charged for use of the same area (not including booth or entry fees).*
f. *However, temporary events may be excluded from coastal development permit requirements when:*
    i. *the fee is for preferred seating only and more than 75% of the provided seating capacity is available free of charge for general public use; or,*
    ii. *the event is less than one day in duration or,*
    iii. *the event has previously received a coastal development permit and will be held in the same location, at a similar season, and for the same duration, with operating and environmental conditions substantially the same as those associated with the previously approved event.*
g. *Notwithstanding the above provisions, a temporary event may be subject to coastal development permit review if unique or changing circumstances exist that have the potential for the temporary event to have a significant adverse impact on coastal resources. Such circumstances may include:*
    i. *the event, either individually or together with other temporary events scheduled before or after the particular event, precludes the general public from use of a public recreational area for a significant period of time;*
    ii. *the event and its associated activities or access requirements will either directly or indirectly impact environmentally sensitive habitat areas, rare or endangered species, significant scenic resources, or other coastal resources such as public access opportunities, visitor and recreational facilities, water-oriented activities, marine resources,*

biological resources, agricultural lands, and archaeological or paleontological resources;

iii. *the event is scheduled between Memorial Day weekend and Labor Day and would restrict public use of roadways or parking areas or otherwise significantly impact public use or access to coastal waters;*

iv. *the event has historically required a coastal development permit to address and monitor associated impacts to coastal resources.*

h. *In the event of any conflict regarding a determination by San Luis Obispo County as to whether a temporary event requires a coastal development permit, the matter shall be referred to the Executive Director of the Coastal Commission for resolution (San Luis Bay Area Plan, p.8-9-8-10).*

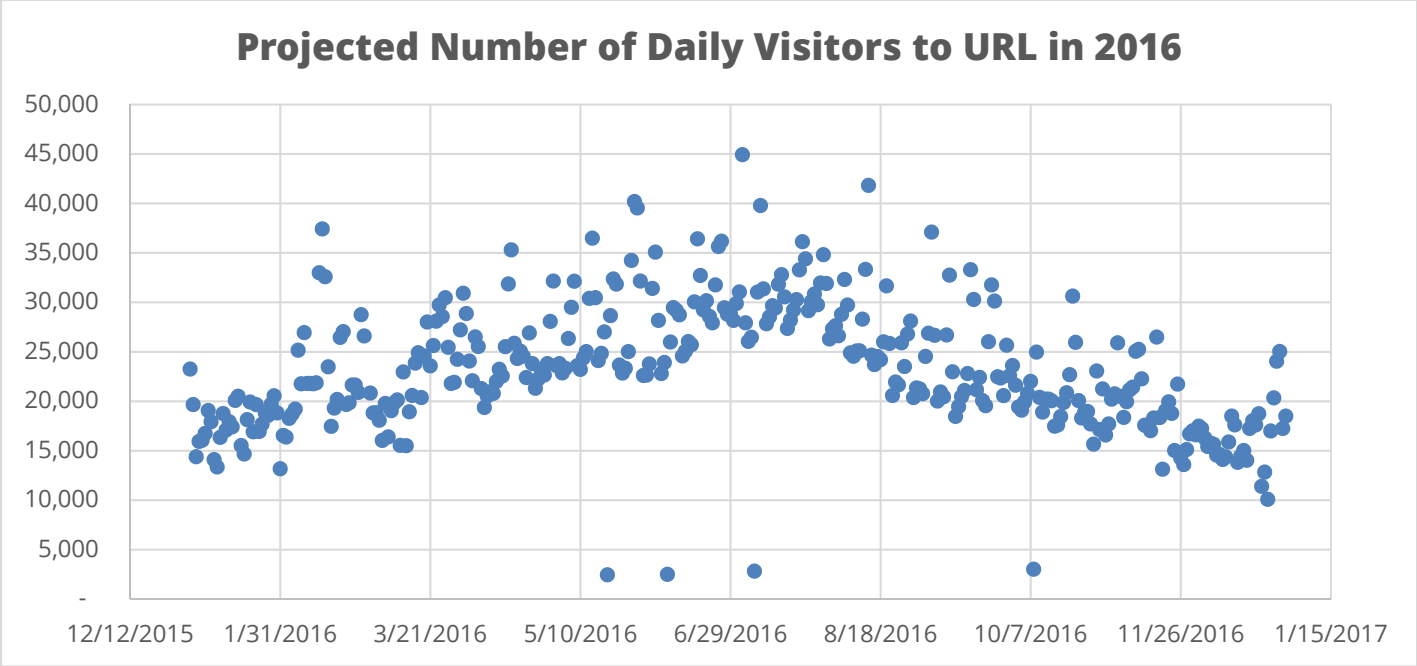
EXISTING CONDITIONS

Since the 1870s, the Avila URL has been a popular tourist destination with the traditional high season being between the Memorial Day and Labor Day holidays. Figure 13.1 depicts the projected number of visitors to the Avila URL for every day in 2016. The number of days with over 30,000 visitors is the highest between May-July. These numbers were provided by a vehicle counter on Avila Beach Drive and vehicle occupancy counts done by the Public Works Department. In 2016, the highest visited day was July 3rd with an estimated 45,000 visitors and the lowest was December 25th with an estimated 10,000 visitors. The research suggests that the traditional high season between the Memorial Day and Labor Day holidays is starting to expand earlier into the spring and later into fall depending on weather conditions and special events (temporary events, migrating whales, etc.).

As the data shows, summers are the high season. However, in the last five years the off-peak seasons have seen an increase in visitors. This might be correlated to the number of temporary events that take place within the Avila URL. In the last twenty years, hosting temporary events within the Avila URL has gained in popularity. For the purposes of this document, a temporary event is considered any gathering that is advertised and open to the public. A comprehensive list of events that occur within the Avila URL can be found in Appendix A.

The frequency and number of temporary events has increased. As seen in Table 13.1, there has been a 56% increase in the number of recorded events within the URL between 2013 and 2017. In the last 2 years, the number of events has increased. Since 2015, the County of San Luis Obispo's Parks Department has seen an increase of 9% in the number of registered events in the Promenade. The Port has also seen an increase in permitted events.

Figure 13.1: Projected Number of Daily Visitors to URL in 2016



Source: San Luis Obispo County Department of Public Works traffic counts (2017)

Table 13.1: Number of Recorded Events

Year	Number of Recorded Events	Percent Change over previous year	Percent change over 2013
2013	52		
2014	50	-4%	-4%
2015	50	0%	-4%
2016	71	42%	37%
2017	81	14%	56%

Source: Department of Planning and Building List of Avila URL Events (2017)

EMERGING DIRECTIONS

Because of its location and visitor-serving amenities, temporary events are a common occurrence within the Avila URL. Events have increased in consistency and in attendance. The Community Plan update will consider additional policies to address the increase in temporary events in the Avila URL, specifically related to conditions that exacerbate circulation issues, the degree to which is currently unknown.

14-COMMUNITY OUTREACH

Since the official funding approval by the Board of Supervisors in June 2016, Planning & Building has hosted four public workshops, seven subcommittee meetings, and completed an online participatory mapping project. Staff will continue to conduct extensive public outreach throughout the process, below is a brief description of the outreach efforts to date.

OCTOBER 27TH, 2016 WORKSHOP

On October 27th, 2016, Planning & Building hosted the Envision Avila Kick-Off Meeting with about 90 community members attending. Staff's presentation included a description of the content within a community plan update, the projected timeline, and introduced the new clicker technology, a real-time polling data technology that allowed staff to poll the attendees on questions ranging from favorite community features to the style and tone of the vision statement.

FEBRUARY 9TH, 2017 WORKSHOP

Thursday, February 9th, Planning and Building Staff hosted the second Envision Avila Workshop with about 50 community members attending. The workshop was focused on introducing the participatory mapping project and crafting a vision statement for the community.

PARTICIPATORY MAPPING PROJECT

Through a partnership with Cal Poly's Natural Resources Management & Environmental Sciences Department, input on the Community Plan Update was made more accessible. The landscape mapping site was a participation tool that allowed respondents to map community assets and constraints as well as propose land use changes. This kind of mapping project has been done all over the world, but it is the first time for the County. There were two parts to the project, a spatial mapping tool and a non-spatial set of survey questions, for participants to provide feedback. The first asked respondents to mark valued places and indicate land use preferences within the urban reserve line. The second was a short survey to learn about the respondent. This was just one of the many ways that residents and visitors informed the Community Plan Update. The mapping tool was available February 27th, 2017 - March 27th, 2017. Cal Poly also hosted mapping support office hours for individuals that do not have access to a computer and or are having difficulties using the mapping tool. These office hours were held twice at the Avila Beach Community Center. Cal Poly is currently working on submitting a paper to a planning journal using this study.

JUNE 8TH, 2017

About 50 community members attended the third Envision Avila Workshop on June 8th, 2017. The agenda included presenting the vision statement, community priorities & constraints, and a series of round table discussions regarding community priorities. The discussions were centered around vacation rentals, events, traffic, parking, and the future land use of Diablo. Each table had five minutes to brainstorm solutions. After the circuit, the workshop came together and debriefed on proposed solutions.

NOVEMBER 2ND, 2017

During the November 2nd Workshop, thirty-seven community members began crafting temporary event standards for the Community Plan Update. The workshop started with an introduction to the background report and a timeline recap. The attendees were then asked to participate in three table discussions. At the first table, attendees were asked to define an event. The second table discussed non-profit events, and the third table focused on compiling a community impact list. The outcome of these discussions was summed up during the workshop debrief.

AVAC UPDATE SUBCOMMITTEE

Six members of the community serve on the AVAC Update Subcommittee which was originally created to work with County Staff on traffic issues in Avila. Since June 2016, staff has hosted seven subcommittee meetings. These meetings are typically bimonthly.

LIST OF COMMUNITY PRIORITIES

At the start of this update effort, the subcommittee was asked to compile a list of priorities and constraints to be addressed through the community plan. A list of 35 community priorities and 11 constraints was returned. Each reflects the community's local desires and preferences. Some are out of the scope of the update but will remain listed. Tables 14.1 and 14.2 depict the number of priorities/constraints.

Table 14.1: Avila Community Priorities

35	Theme	Priority
11	Circulation	Traffic control on San Luis Bay Drive and Avila Beach Drive is imperative to ensure public safety for residents and visitors
		Improve the safety of San Luis Bay Drive/Ontario Road/US 101 intersection
		Improve Avila Beach Drive/Shell Beach Road/US 101 intersection
		Consider alternatives to roadway expansions: - Events permitted only at non-peak traffic times, with all event parking onsite or in reserved spaces outside of Avila - Intercept parking lots outside Avila with shuttle/trolley/bus services & bicycle vending - Avila Beach parking structure to reduce congestion from parking searches - Message Boards on or near US 101 for status of parking availability - Weekend bus service to Avila from SLO
		Additional North/South Coastal route
		Utilize K30 traffic evaluation method to get a true value of existing traffic congestion
		Address safety issues to Harford Pier regarding bicycle lanes, pedestrian paths, street crossings and traffic speed limits
		Add a pedestrian path along the bluff on Front Street from the promenade uphill in front of current parking spaces
		Provide a full width bicycle lane on Avila Beach Drive from Freeway 101 to Port San Luis
		Lengthen the right turn lane from First Street, Avila Beach Drive, San Juan intersection to alleviate congestion
		Road development must preserve the current beauty and environmental features this area is noted for (2)
1	Events	Enforce County existing Events Ordinance
1	Historic	The historic Port San Luis Lighthouse needs to have continued access

6	Land Use	Roof top decks and height restrictions need to be addressed especially in the recreational zoning category.
		The open spaces on the Diablo Canyon property such as Wild Cherry Canyon need to be preserved as open space. (5)
		Limit hillside development, with specific controls for visual impacts, erosion, preservation of existing aquifers and compliance with existing circulation study and safety evacuation situations (2)
		Limits on up lighting in open spaces to preserve dark skies
		Review zoning regulations for incompatible adjacent zoning
		Define the specifics of recreational zoning land use category
3	Parking	Metered parking on holidays/weekends in Avila Beach commercial area
		Consider residential area parking restrictions on holidays/weekends
		Revise parking requirements for both commercial and residential new building
1	Port	Maintain and adhere to current Port San Luis Harbor District Master plan which includes: District Priorities, Fiscal Considerations, Harbor Users, Environment, Offshore Resources, Onshore Resources, Access, Services, and Safety
3	Recreation	Hiking trails on the Diablo Canyon property will need to be maintained and available for public use
		Cave Landing should become a managed regional park with restricted parking hours
		Avila Point should be open space with a coastal trail.
3	San Luis Bay Estates	Maintain current SLBE Master Development Plan
		Maintain gated community
		Golf course uses should be limited to those in the SLBE Master Plan
2	Vacation Rentals	The increase in vacation rentals has reduced the number of fulltime community residents which impacts Avila's sense of community. The 50-foot minimum in the Avila Beach vacation rental ordinance needs review.
		Develop vacation rental regulations for all of Avila

4	Water	Protect San Luis Creek and weir (water quality and habitat)
		Secure provision of Wild Cherry Canyon for sewer capacity (San Miguelito Mutual Water Company)
		Resource Management Study of water, sewer, septic, capacities for all areas in AVAC boundaries (2)
		Explore other potential water supplies

Table 14.2: Avila Community Constraints

11	Theme	Constraint
4	Circulation	Emergency access in case of evacuation through Harford Road and Blue Heron Drive
		Current roads, San Luis Bay Drive and Avila Beach Drive, are at maximum capacity
		Lack of parking in Avila Beach restricts travel on San Luis Bay Drive and Avila Beach Drive all the way to Freeway 101
		Proposed widening of Avila Beach Drive is severely impacted by environmental alteration, slope, geology, creek and the character of the beautiful valley
1	Community	Community change from neighborhood to tourist/vacation rentals has affected availability of participants for boards, committees, etc.
2	Diablo	Hazardous waste removal from proposed development and Diablo Canyon decommissioning (2)
		PG&E decommissioning process will require the removal of concrete, equipment and other operating materials, which will be handled by trucks removing those items from the power plant. Many trucks will travel on Avila Beach Drive and San Luis Bay Drive hourly for years to come. Therefore, the "Wear and Tear" on our streets needs to be calculated along with the impact to traffic circulation.
1	Land Use	Overbuilding of town area, tear down one, build three, etc., has created negative impacts such as increase in vacation rentals, and parking issues.
1	Parking	Parking requirements for new building are inadequate for both commercial and residential
1	Safety	In the event of flood caused closures to Avila Beach drive significant safety problems with evacuation of residents, businesses and Diablo Canyon power plant exist.
1	Water	Water and sewer capacity

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APPENDIX A: LIST OF EVENTS 2011-2017 WITHIN THE AVILA URL

Appendix A: List of Events 2011-2017 within the Avila Urban Reserve Line

Year	#	Date	Title	Location
2011	1	Friday, June 03, 2011	Avila Beach Fish & Farmers Market	Promenade
	2	Thursday, July 07, 2011	27th Annual Central Coast Wine Classic	Golf Course
	3	Sunday, September 04, 2011	A SLO Symphony "Pops Concert" by the Sea	Golf Course
	4	Saturday, September 24, 2011	Ode to Tomatoes	Sycamore Mineral Springs Resort
	5	Saturday, October 15, 2011	7th Annual Oaktober Festival	Golf Course
	6	Friday, October 21, 2011	Sea Fare 2011	Golf Course
	7	Friday, October 21, 2011	Concours d'Elegance Car Show	Golf Course
2012	1	Friday, June 08, 2012	Avila Beach Fish and Farmers Market	Promenade
	2	Sunday, June 24, 2012	Summer Solstice Concert	Golf Course
	3	Wednesday, July 04, 2012	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	4	Thursday, July 12, 2012	28th Annual Central Coast Wine Classic	Golf Course
	5	Saturday, July 21, 2012	Avila Motoring Invitational	Golf Course
	6	Tuesday, July 24, 2012	Sublime with Rome	Golf Course
	7	Sunday, September 02, 2012	Pops by the Sea	Golf Course
	8	Saturday, September 29, 2012	Wilco with special guest Jonathan Richman	Golf Course
	9	Friday, October 05, 2012	Supper at Sunset	Sycamore Mineral Springs Resort
	10	Saturday, October 06, 2012	Party in the Garden	Sycamore Mineral Springs Resort
	11	Friday, October 26, 2012	Haunted Lighthouse	Lighthouse
	12	Saturday, November 03, 2012	2012 Harvest Celebration	Golf Course
	13	Friday, November 09, 2012	Surfing for Hope	Beach
	14	Sunday, November 18, 2012	Winter Fest Boutique	Avila Bay Athletic Club
	15	Saturday, December 08, 2012	Avila Beach Winter Holiday Event	Promenade
	16	Saturday, December 15, 2012	Point San Luis Lighthouse Annual Holiday Celebration	Lighthouse
2013	1	Saturday, February 09, 2013	Love at the Lighthouse	Lighthouse
	2	Friday, March 15, 2013	Cuvee Bistro & Champagne Bar Grand Opening	Cuvee
	3	April 12th, 2013-September 27th, 2013	Avila Beach Farmer's Market Fridays (25 of them)	Promenade
	4	Saturday, March 09, 2013	Ocean Activities Day	Aquarium
	5	Saturday, March 23, 2013	Easter Festival	Community Center
	6	Saturday, May 11, 2013	1st Annual Wellness Fair	Sycamore Mineral Springs Resort
	7	Saturday, May 11, 2013	Mother's Day Victorian Tea at the Lighthouse	Lighthouse
	8	Sunday, May 12, 2013	Mother's Day at Cuvee	Cuvee
	9	Thursday, May 16, 2013	Amgen Tour Stage 5 Finish Concert	Parking Lot
	10	Thursday, May 16, 2013	Amgen Tour of California	Beach/Promenade
	11	Saturday, May 25, 2013	Avila Beach Tequila Festival	Golf Course
	12	Sunday, May 26, 2013	Avila Beach Blues Festival featuring Steve Miller Band	Golf Course
	13	Sunday, June 09, 2013	Blarney at the Beach	Golf Course
	14	Sunday, June 23, 2013	Summer Solstice Festival	Golf Course
	15	Thursday, July 04, 2013	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	16	Thursday, July 11, 2013	Annual Central Coast Wine Classic	Golf Course
	17	Sunday, July 21, 2013	Festival Mozaic: Fringe Series - String Theory	Golf Course
	18	Sunday, September 01, 2013	POPS by the Sea 2013	Golf Course
	19	Saturday, September 14, 2013	"Catch" of the Central Coast	Harford Pier
	20	Saturday, September 21, 2013	805 Beach Festival	Golf Course
	21	Friday, September 27, 2013	SAVOR Adventure Tour: Blending Peace, Serenity and Spice i	Sycamore Mineral Springs Resort
	22	Friday, September 27, 2013	SAVOR Adventure Tour: Golf Seaside in Avila Beach	Golf Course
	23	Saturday, October 05, 2013	Albacore Feed	Community Center
	24	Saturday, October 12, 2013	Apple Harvest Festival	Community Center
	25	Friday, November 01, 2013	Rockin' Harvest on the Coast	Golf Course
	26	December 4,2013-December 28,2013	Make Merry at the Lighthouse (Wednesdays and Saturdays)	Lighthouse
	27	Saturday, December 07, 2013	Winter Holiday in Avila Beach	Community Center
	28	Saturday, December 14, 2013	Holiday at the Port	Port
2014	1	Friday, April 11, 2014- September 26, 2014	Avila Beach Farmer's Markets (25 of them)	Promenade
	2	Saturday, February 01, 2014	Avila Beach's Family Beach Clean-Up and Art Projects	Aquarium/ Beach
	3	Saturday, February 01, 2014	Marine Stewardship Family Programs	Golf Course
	4	Friday, February 14, 2014	Love at the Lighthouse	Lighthouse
	5	Friday, February 28, 2014	Central Coast Aquarium's Sharks After Dark	Golf Course
	6	Saturday, April 26, 2014	Beneath the Surface: Marine Cleanup & Earth Day Festival	Aquarium / Harbor
	7	Saturday, May 03, 2014	Hops & Hogs Chef's Throwdown	Sycamore Mineral Springs Resort
	8	Saturday, May 10, 2014	Mother's Day Victorian Tea at the Lighthouse	Lighthouse
	9	Friday, May 23, 2014	4th Annual Avila Beach Party	Golf Course
	10	Saturday, May 24, 2014	Avila Beach Tequila Festival	Golf Course
	11	Sunday, May 25, 2014	Avila Beach Blues Festival	Golf Course
	12	Saturday, June 07, 2014	Central Coast Oyster & Music Festival	Golf Course
	13	Sunday, June 22, 2014	Summer Krush with Gavin DeGraw and Matt Nathanson	Golf Course
	14	Friday, July 04, 2014	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	15	Thursday, July 10, 2014	Central Coast Wine Classic	Golf Course
	16	Sunday, July 20, 2014	Festival Mozaic Fringe Series: 3 Leg Torso	Golf Course
	17	Friday, August 15, 2014	Movie Night at the Beach	Golf Course
	18	Saturday, August 16, 2014	Thank You Whales Celebration	Community Center
	19	Saturday, August 16, 2014	805 Beach Festival	Golf Course

The Planning and Building Department compiled the most comprehensive list based on available information; however, staff recognizes this is not a complete list.

Appendix A: List of Events 2011-2017 within the Avila Urban Reserve Line

	20	Saturday, August 23, 2014	The Mac and Cheese Festival	Golf Course
	21	Sunday, August 31, 2014	POPS by the Sea	Golf Course
	22	Saturday, September 13, 2014	Forever Never Land	Golf Course
	23	Thursday, September 25, 2014	SAVOR Adventure Tour: Create Botanical Spa Products with S	Sycamore Mineral Springs Resort
	24	Saturday, October 04, 2014	Avila Apple Festival's "Meet the Growers" Farm to Table Dinr	Community Center
	25	Sunday, October 19, 2014	Lighthouse Jubilee - The McKinley Boys	Lighthouse
	26	Friday, November 07, 2014	Harvest on the Coast	Golf Course
2015	1	Sunday, January 01, 2017	Avila Beach Polar Bear Plunge	Beach
	2	Friday, January 23, 2015	Sharks after Dark with John Lindsey	Aquarium
	3	Friday, February 06, 2015	Spaghetti Dinner and bingo	Avila Beach Community Center
	4	Friday, April 10, 2015-September 25, 2015	Avila Beach Farmer's Markets (25 of them)	Promenade
	5	Saturday, May 02, 2015	Winemakers Dinner	Sycamore Mineral Springs Resort
	6	Sunday, May 24, 2015	Avila Beach Blues Festival	Golf Course
	7	Thursday, May 28, 2015	To Oak or Not to Oak?	Sycamore Mineral Springs Resort
	8	Friday, May 29, 2015	The Fashion & Evolution of Chardonnay	Golf Course
	9	Saturday, May 30, 2015	Taste Like a Somm Double-Blind Winemaker Dinner	Sycamore Mineral Springs Resort
	10	Sunday, August 02, 2015	Rootfire at the Beach Concert	Golf Course
	11	Friday, August 07, 2015	Above & Beyond: We Are All We Need Concert	Golf Course
	12	Saturday, August 08, 2015	Point San Luis Lighthouse History Tour for National Lighthou	Lighthouse
	13	Friday, August 14, 2015	Food Truck Festival & Concert	Golf Course
	14	Saturday, August 15, 2015	Mac & Cheese Festival	Golf Course
	15	Saturday, August 15, 2015	Central Coast Wine Classic	Golf Course
	16	Monday, August 17, 2015	Lighthouse Jubilee - The San Luis Obispo Symphony Fiddlers	Lighthouse
	17	Friday, September 04, 2015	Fall Live Music Series (& Food Truck!)	Golf Course
	18	Saturday, September 12, 2015	"Catch" of the Central Coast	Harford Pier
	19	Sunday, September 20, 2015	Avila Apple Festival	Community Center
	20	Friday, September 25, 2015	SAVOR Adventure Tour: Take to the Sea with Avila Beach	Golf Course
	21	Friday, October 02, 2015	Avila Beach Party	Golf Course
	22	Wednesday, October 28, 2015	SLO Granfondo	Golf Course
	23	Saturday, November 07, 2015	Harvest on the Coast	Golf Course
	24	Saturday, November 14, 2015	Giro Della Costa Centrale	Beach
	25	Sunday, November 15, 2015	Festivale Italiano	Golf Course
	26	Thursday, December 31, 2015	New Year's Eve Party with Dave Aguallo	Custom House
2016	1	Friday, January 01, 2016	Avila Beach Polar Bear Plunge	Golf Course
	2	Thursday, January 21, 2016	Sharks After Dark Featuring Travis Norton	Golf Course
	3	Sunday, February 14, 2016	Love at the Lighthouse	Lighthouse
	4	Saturday, February 20, 2016	Avila Beach Bird Sanctuary Day	Beach
	5	Friday, April 8, 2016- September 30th, 2016	Avila Beach Farmer's Markets (25 of them)	Promenade
	6	Friday, April 29, 2016	Movie Night at the Beach: Big Hero 6	Golf Course
	7	Saturday, April 30, 2016	Beneath the Surface Beach Clean-Up	Beach/Harbor
	8	Saturday, April 30, 2016	Winemaker's Dinner | Défi du Vin Français	Sycamore Mineral Springs Resort
	9	Thursday, May 12, 2016	Vintners Wine Tech Symposium	Sycamore Mineral Springs Resort
	10	Friday, May 13, 2016	Pét-Nat, Sparkling Wine & Oysters Gala	Golf Course
	11	Friday, May 13, 2016	Wente Clone Comparative Tasting	Golf Course
	12	Friday, May 13, 2016	French Forum: Exploring The Wonders of French Chardonna	Sycamore Mineral Springs Resort
	13	Friday, May 20, 2016	Movie Night at the Beach: Happy Feet!	Golf Course
	14	Friday, May 27, 2016	Rodrigo y Gabriela	Golf Course
	15	Saturday, May 28, 2016	5th Annual Avila Beach Tequila Festival	Golf Course
	16	Sunday, May 29, 2016	Avila Beach Blues Festival	Golf Course
	17	Friday, June 10, 2016	Movie Night at the Beach: Wreck-It Ralph	Golf Course
	18	Saturday, June 18, 2016	5th Annual Avila Beach Mac and Cheese Fest!	Golf Course
	19	Sunday, July 03, 2016	Slightly Stoopid, SOJA, The Grouch, Eligh & Zion I	Golf Course
	20	Saturday, July 09, 2016	Central Coast Oyster & Music Festival	Golf Course
	21	Friday, July 15, 2016	Movie Night at the Beach: Brave	Golf Course
	22	Wednesday, July 27, 2016	Tacos on the Terrace	Golf Course
	23	Saturday, July 30, 2016	Avila's Pop Up Beach Lounge: Free Event	Golf Course
	24	Saturday, August 06, 2016	Central Coast Wine Classic	Golf Course
	25	Sunday, August 14, 2016	SOLD OUT: Rebelution "Falling into Place" Summer Tour 201	Golf Course
	26	Saturday, August 20, 2016	Avila Beach Summer Jam: Zongo All-Stars, The Kicks and Res	Golf Course
	27	Thursday, August 25, 2016	Michael Franti & Spearhead's SOULROCKER Tour	Golf Course
	28	Sunday, September 04, 2016	The Tedeschi Trucks Band - special guests Nicki Bluhm and T	Golf Course
	29	Saturday, September 10, 2016	SLO Heart Walk	Promenade/ Avila Beach
	30	Saturday, September 10, 2016	SLO Ultra at Wild Cherry Canyon	Wild Cherry Canyon
	31	Saturday, September 17, 2016	Coastal Cleanup Day	Beach
	32	Saturday, September 17, 2016	Avila Apple Festival	Community Center
	33	Saturday, September 17, 2016	Backwoods Beach Party with Chris Young!	Golf Course
	34	Saturday, September 17, 2016	"Catch" of the Central Coast	Harford Pier
	35	Friday, September 23, 2016	The Feels Beachside Music & Art Festival	Golf Course
	36	Thursday, September 29, 2016	ZZ Top	Golf Course
	37	Thursday, October 06, 2016	BubblyFest By The Sea	Golf Course
	38	Friday, October 21, 2016	Willie Nelson	Golf Course

The Planning and Building Department compiled the most comprehensive list based on available information; however, staff recognizes this is not a complete list.

Appendix A: List of Events 2011-2017 within the Avila Urban Reserve Line

	39	Saturday, October 29, 2016	SLO Granfondo	Beach
	40	Friday, November 04, 2016	Harvest on the Coast	Golf Course
	41	Saturday, November 12, 2016	The Golden Shore with David Helvarg	Golf Course
	42	Friday, November 18, 2016	Galantis	Golf Course
	43	Thursday, November 24, 2016	Avila Beach Turkey Trot	Beach
	44	Saturday, November 26, 2016	Santa's Doggie Parade	Promenade
	45	Saturday, December 10, 2016	Santa's Doggie Parade	Promenade
	46	Wednesday, December 21, 2016	Make Merry at the Lighthouse	Lighthouse
	47	Friday, December 23, 2016	Holiday Open House with Jaxon Camaero	Golf Course
2017	1	Sunday, January 01, 2017	Avila Beach Polar Bear Plunge	Beach
	2	Friday, January 06, 2017	Friday Music Nights!	Golf Course
	3	Monday, January 09, 2017	Mommies & Guppies January 9th	Golf Course
	4	Friday, January 13, 2017	Friday Music Nights!	Golf Course
	5	Thursday, January 19, 2017	Sharks After Dark-Central Coast Marine Life	Central Coast Aquarium
	6	Friday, January 20, 2017	Friday Music Nights!	Golf Course
	7	Friday, January 27, 2017	Friday Music Nights!	Golf Course
	8	Tuesday, February 14, 2017	Avila's Little Italy - Valentine's Dinner	Golf Course
	9	Saturday, February 18, 2017	Avila Beach Bird Sanctuary & Wildlife Day	Beach
	10	Saturday, February 18, 2017	Finally! Avila Beach Lifeguard Tower Mural Celebration	Promenade
	11	Sunday, February 19, 2017	Brunch on Wheels	Golf Course
	12	Sunday, March 19, 2017	Brunch on Wheels	Golf Course
	13	Friday, April 7, 2017 – September 29, 2017	Avila Beach Farmer's Markets (25 of them)	Avila Beach
	14	Sunday, April 16, 2017	Brunch on Wheels	Golf Course
	15	Saturday, April 29, 2017	Beneath the Surface Beach and Dive Cleanup	Golf Course
	16	Friday, May 19, 2017	Dunegrass Boys (Concert &Movie)	Avila Valley Barn
	17	Sunday, May 21, 2017	Brunch on Wheels	Golf Course
	18	Saturday, May 27, 2017	Avila Beach Tequila Festival	Golf Course
	19	Sunday, May 28, 2017	24th Annual Avila Beach Blues Festival	Golf Course
	20	Monday, May 29, 2017	Unfinished Business Memorial Day Jam	Golf Course
	21	Saturday, June 10, 2017	Blasé Beach Club ft. Duke Dumont	Golf Course
	22	Saturday, June 17, 2017	Good Vibes Summer Tour Featuring Rebelution & More!	Golf Course
	23	Saturday, June 24, 2017	Mac & Cheese Festival	Golf Course
	24	Friday, June 30, 2017	Movie Night at the Beach: The Jungle Book!	Golf Course
	25	Tuesday, July 04, 2017	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	26	Friday, July 07, 2017	Relix Presents: UB40 featuring Ali Astro and Mickey	Golf Course
	27	Saturday, July 08, 2017	Central Coast Oyster & Music Festival	Golf Course
	28	Sunday, July 09, 2017	Avila Beach Yoga and Art Festival	Golf Course
	29	Sunday, July 23, 2017	Brunch on Wheels	Golf Course
	30	Sunday, August 06, 2017	Sounds of Summer Tour - Slightly Stoopid	Golf Course
	31	Friday, August 18, 2017	Rancid & Dropkick Murphy's	Golf Course
	32	Friday, August 18, 2017	Big Wednesday (Concert & Movie)	Avila Valley Barn
	33	Sunday, August 20, 2017	Brunch on Wheels	Golf Course
	34	Friday, August 25, 2017	Trombone Shorty & Orleans Avenue w/ St. Paul & The Broke	Golf Course
	35	Saturday, September 09, 2017	Ballet at the Barn	Avila Valley Barn
	36	Sunday, September 10, 2017	Wine, Women & Shoes	Golf Course
	37	Saturday, September 16, 2017	SLO Heart Walk	Promenade/Avila Beach
	38	Saturday, September 16, 2017	Avila Beach Oktoberfest	Golf Course
	39	Sunday, September 17, 2017	Brunch on Wheels	Golf Course
	40	Friday, September 22, 2017	The Sandlot: Movie Night at the Beach	Golf Course
	41	Saturday, September 23, 2017	Avila Apple Festival Dinner	Community Center
	42	Wednesday, October 04, 2017	Backwoods Beach Party/Gary Allan	Golf Course
	43	Thursday, October 05, 2017	Bubblyfest by the Sea	Golf Course
	44	Sunday, October 22, 2017	Brunch on Wheels	Golf Course
	45	Friday, October 27, 2017	Casper: Movie Night at the Beach	Golf Course
	46	Saturday, October 28, 2017	SLO Granfondo	Avila Beach
	47	Saturday, October 28, 2017	Autumn Jam	Golf Course
	48	Friday, November 03, 2017	Harvest on the Coast, November 3-5, 2017	Golf Course
	49	Saturday, September 9 & 10, 2017	SLO Ultra	Wild Cherry Canyon
	50	Friday, November 10, 2017	Horizon Tour	Golf Course
	51	Friday, November 10, 2017	Harvest Hard Cider Dinner	Gopher Glen
	52	Friday, November 17, 2017	Kid Cudi Concert	Golf Course
	53	Friday, November 3, 2017	Schoolhouse Rocks/D. Castello Band	Silver Horse Winery
	54	Saturday, November 11, 2017	Avila Beach Party	Golf Course
	55	Saturday, November 18, 2017	Pier Party 2	Golf Course
	56	Sunday, November 19, 2017	Brunch on Wheels	Golf Course
	57	Sunday, November 05, 2017	Sunday Brunch/Megan Steinke	Silver Horse Winery

The Planning and Building Department compiled the most comprehensive list based on available information; however, staff recognizes this is not a complete list.

Appendix D

Avila Economic Development Perspectives

DRAFT MEMORANDUM

To: Kimmie Nguyen, County of San Luis Obispo

From: Benjamin C. Sigman and Ashley Boots

Subject: Avila Economic Development Perspectives

Date: November 20, 2020

The County of San Luis Obispo (County) engaged Economic & Planning Systems, Inc. (EPS) to provide a qualitative view of economic development opportunities and constraints in the Avila community. EPS engaged a roster of stakeholders representing various perspectives on economic development in the Avila community, including local employers, business leaders, and real estate experts.

EPS conducted a series of stakeholder interviews by phone and video conference, primarily in a one-on-one setting. The stakeholders provided insights concerning evolving local economic conditions, and the potential for planning and economic development actions to enhance economic opportunity in the community.

EPS conducted nine interviews with ten economic development stakeholders. We are grateful for contributions made by the participants in the interview process:

Chuck Davidson, President and CEO, Visit SLOCAL

John King, Owner, Sycamore Springs/ King Ventures

Justin Hodges, Owner and Lead Instructor, Avila Beach Surf School

Loreli Cappel, Senior Project Director, Economic Vitality Corporation

Maria Kelly, Executive Director, Economic Vitality Corporation

Raven Lukehart, General Manager, Avila Valley Barn

Rob Rossi, Owner, Avila Golf Resort/ Rossi Enterprises

Terri Hicks, Owner, Seven Sisters Vacation Rentals

Trish Kesselring, Owner, Peloton Cellars

Vincent Shay, Owner, Avila Beach Paddlesports

The Economics of Land Use

EPS

Economic & Planning Systems, Inc.
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www.epsys.com

The Avila economic development interviews allowed participants to opine on current economic conditions and to provide input on planning and economic strategy. The goal of the interview process is to establish an understanding of current and potential future economic activities in the community. Based on background information and interview findings, EPS synthesized Avila's primary economic strengths, weaknesses, opportunities, and threats. This effort identifies salient economic development considerations for the Avila Community Plan.

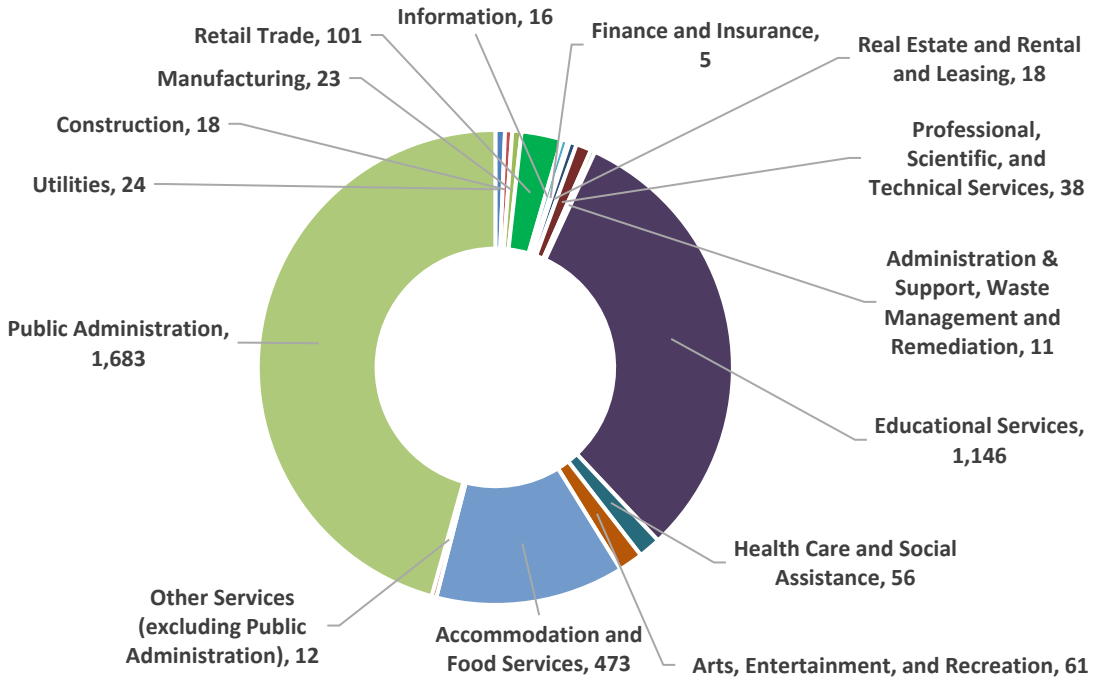
Avila Economic Overview

Avila is a 6-square-mile unincorporated community located in the Central Coast subregion of San Luis Obispo County. The beach itself, which is less than a half mile long, serves as a regional draw of visitors, and the local economy depends on these visitors. The local population is only about 1,273 residents, up by nearly 25 percent since 2010.[1] The community population is older than California as a whole, with a median age of 63.3, compared to 37.5 statewide. Median household income (in inflation-adjusted dollars) has increased over the years, from $70,513 in 2010 to $84,455 in 2018, but did drop from $100,076 in 2017.[2]

Local Economy

The Town of Avila economy relies upon tourism activity, while the broader community also supports a very significant number of public administration and educational services jobs. **Figure 1** presents the distribution of employment in Avila, including tourism-related industries like Accommodation and Food Service, and Arts, Entertainment, and Recreation.

Figure 1. The Avila Economy—Jobs by Industry (2017)



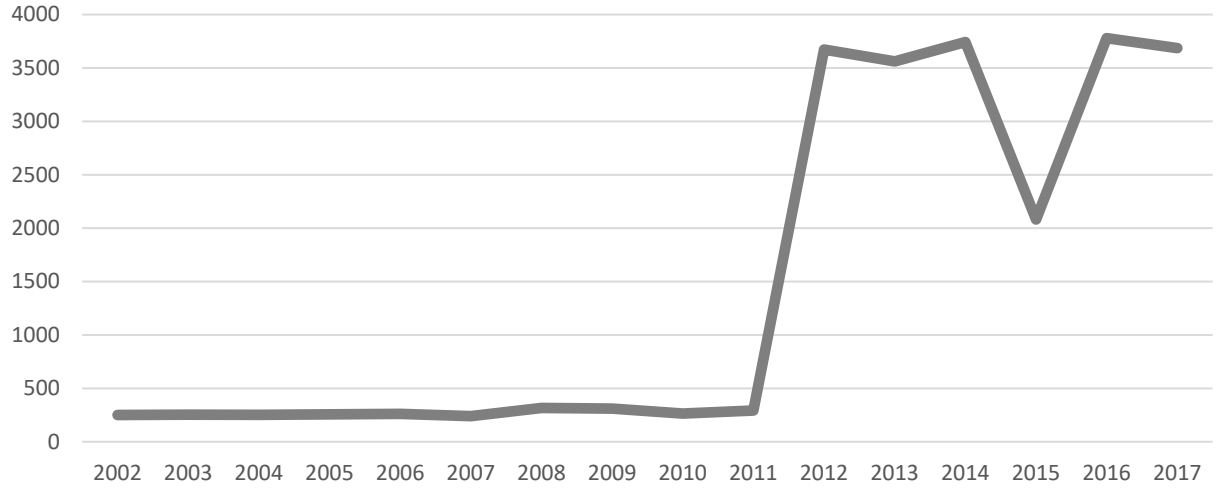
Source: US Census Bureau; LEHD On The Map data for Avila Beach CDP.

[1] 2018 American Community Survey 5-Year Estimate (Table B01003).

[2] 2010 - 2018 American Community Survey 5-Year Estimate (Table S1901).

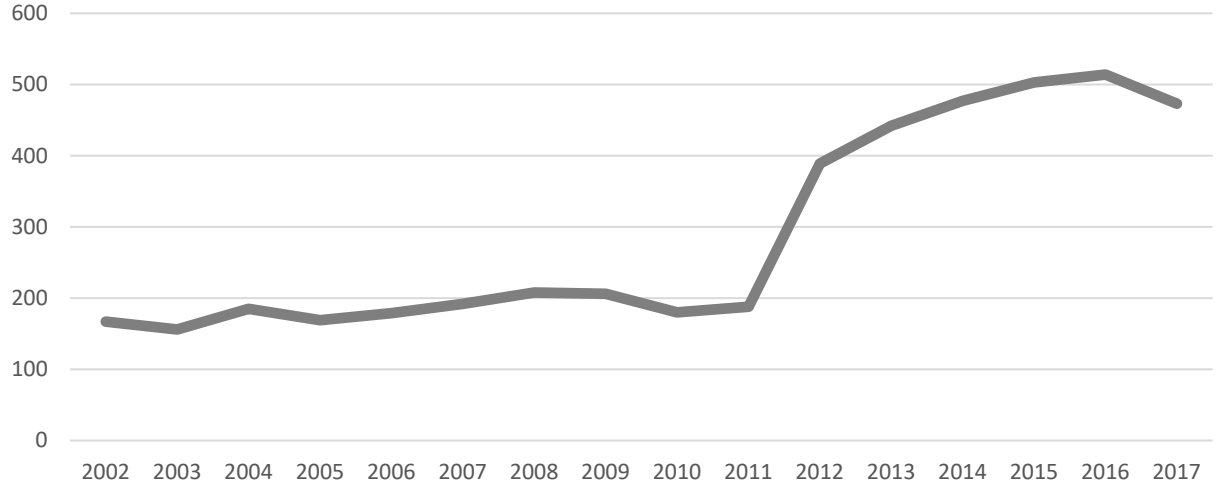
The number of jobs in Avila saw a dramatic jump from 2011 to 2012, when over a thousand new educational services jobs arrived in the community. After a drop in 2015 due to job losses in Transportation and Warehousing, Wholesale Trade, and Other Services (excluding Public Administration), jobs numbers recovered but are currently on a slight downward trend (**Figure 2**). Accommodation and Food Service jobs, and Retail jobs have been growing over the years, especially since 2011, but have both seen decreases in the most recent year, down 41 jobs and 13 jobs respectively (**Figure 3** and **Figure 4**). Arts, Entertainment, and Recreation jobs saw the same boom in 2011, but have dropped by 54 percent since 2015 (**Figure 5**).

Figure 2. The Avila Economy—Total Jobs Trend



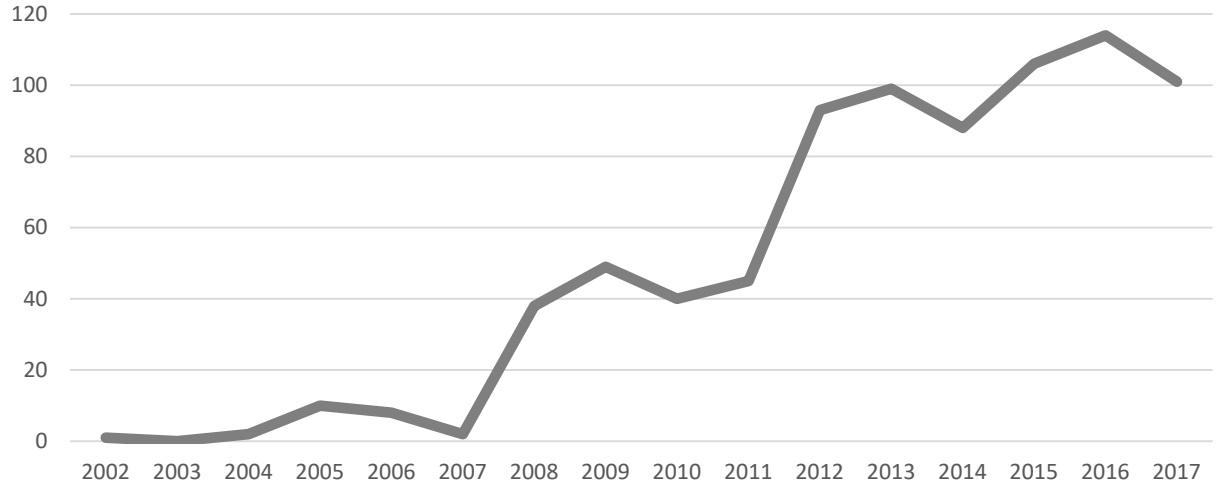
Source: US Census Bureau; LEHD On The Map data for Avila Beach CDP.

Figure 3. The Avila Economy—Accommodation and Food Service Jobs Trend



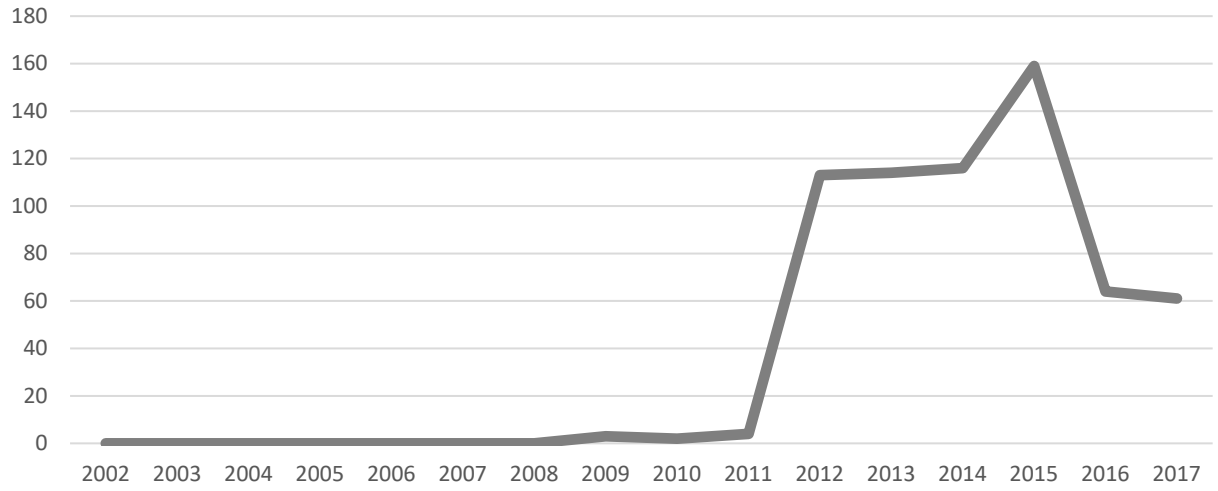
Source: US Census Bureau; LEHD On The Map data for Avila Beach CDP.

Figure 4. The Avila Economy—Retail Jobs Trend



Source: US Census Bureau; LEHD On The Map data for Avila Beach CDP.

Figure 5. The Avila Economy—Arts, Entertainment, and Recreation Jobs Trend



Source: US Census Bureau; LEHD On The Map data for Avila Beach CDP.

Strengths-Weaknesses-Opportunities-Threats (SWOT) Analysis

An understanding of local and external factors affecting economic development in the community may inform the strategic direction and priorities of the Community Plan update. This Strengths-Weaknesses-Opportunities-Threats (SWOT) Analysis seeks to organize qualitative information gathered from interviews to evaluate Avila's economic conditions and opportunities to identify salient economic development considerations.

The economic development interview outputs are organized by categorizing comments into positive and negative factors (strengths and weaknesses) and forward-looking assessments (opportunities and threats). Strengths and weaknesses tend to be current characteristics that are inherent to the location, some of which can be influenced by or integrated into economic development efforts in the short and medium term. Forward-looking factors, opportunities and threats, are influenced by outside forces, some of which may be beyond the control of local the community and its planning process.

EPS prepared this research as the nation and world seek to address the coronavirus pandemic, an unprecedented public health crisis. During March and April 2020, the economic fallout from the pandemic was significant and abrupt. Given that the length and severity of the coronavirus pandemic are still unknown, economic implications will depend fundamentally on how the crisis unfolds. The current consensus is that negative economic impacts are likely to dissipate, although the exact pace and timeframe for economic recovery remain unclear.

While the Avila Community Plan is long range planning and the economic development interviews did not focus on Covid-related challenges, respondents did comment that Avila appears to be faring relatively well. One business owner reported "having an exceptional year because people are locked down and they have more time to spend outside of their home." Shelter in place has allowed people to work from anywhere in the world, and Avila is a desirable choice. In thinking about future demand, another business owner expressed strong optimism for growth. "It's not like we're going to going to build something and they will come. They're coming, and were going to build something."

The following offers a digest of the economic development interviews conducted for the Avila Community Plan. The points made by respondents and summarized here have been organized by theme. The reporting is intentionally anonymous and no direct quotations are attributed. The following interview summary has not been fact checked and does not reflect EPS professional opinion.

Strengths

Unique Climate and Beach

Avila's most often cited strength is its local microclimate. It is well known locally as the sunniest and warmest beach in the County. When it is foggy elsewhere, Avila Beach often is the place beachgoers seek out for sun. The beach is completely south facing, and protected from stronger winds and waves within the bay. In addition, the Avila beach-front promenade is also a draw. Noted as "the biggest public improvement in any of the beach towns in years", the promenade has become well known regionally since it was completed and respondents commented that it attracts more visitors to town.

Photo credit: RRM Design Group

Ample Recreation / Entertainment Opportunities

Avila is commended for a number of high-quality outdoor activities. In addition to beach recreation, the area is known for biking, hiking, and birding. The bike trails are especially treasured, with the Bob Jones Trail serving as an attraction to residents and tourists alike. Additionally, humpback whale viewing from the fishing pier has been a boon for local tourism, a unique experience that has attracted throngs of visitors. Another important outdoor activity in Avila is events at the Avila Beach Golf Resort. With some events generating thousands of visits to Avila, outdoor concerts and other events at the Golf Resort make this venue a distinctive asset. Being one of only two major venues in San Luis Obispo County, the Golf Resort's events often draw local and regional attendees, as well as tourists.

Photo Credit: Bruce W. Howard, the Tribune

Charming and Safe Community

Avila is commonly characterized as "one of the last charming California beach communities", and the "cool, quaint, quintessential California beach community with the boardwalk". It's a kid and family-friendly destination for visitors, and feels safe to those that live and work there. One interviewee commended "the sheriff on doing an outstanding job in keeping area safe." Part of Avila's draw also seems to be in its predictability of its recreation and leisure offerings. According to one interviewee, "Everyone who goes to Avila, whether it's for dinner or drinks, knows what they're going for, and wants more of the same."

Downtown Destination

Avila's compact but charming downtown layout creates an approachable, walkable entertainment district that appeals to locals and visitors. With restaurants, shops, and hotels concentrated within a 12-block district, businesses benefit. According to local proprietors, downtown is thriving and businesses recognize the value of being in Avila's downtown. Downtown Avila is an economic strength regionally, with one interviewee stating they are "very encouraged by what's going on in this area (the County) and Avila is one of the key assets." Accommodation businesses downtown have been doing very well, with occupancies anecdotally reported at above 85 percent, and some short-term vacation rentals charging upwards of $1,000 per night in some cases. One interviewee reported that "Avila is as good as parts of Big Sur", in terms of desirability, market demand, and revenue potential.

Infrastructure and Public Services

Economic development interviews probed on the adequacy of local infrastructure, including access, water supply, and sewer services. Generally, Avila is considered well served with sufficient capacity to support current populations and planned growth. One interviewee reported that the Avila has plenty of water and sewer capacity, three emergency routes, and robust fire-protection services. While infrastructure and public services reportedly are non-prohibitive to business, some interviewees did find room for improvement, as discussed below.

Weaknesses

Constrained Capacity

Roadway Access

Avila Beach Drive's role as the primary artery in and out of the community is viewed by some as a hinderance that will always limit capacity. This limited access is a source of "resident heart ache and heart burn" when its clogged up, and visitors fear there is "no way to get out of community if road is closed."

Parking

A number of interviewees cited limited parking as a key issue, particularly for business owners downtown, but also for visitors wanting to enjoy the beach for the day. From a visitor perspective, the lack of parking can divert would-be visitors altogether (i.e., because visitors anticipate a chaotic experience, they choose another destination). One interviewee suggested that when potential visitors contemplate a trip Avila Beach, they may start to go elsewhere in search of convenience, stating "you're probably not going to be able to find parking. You should probably just go to Cayucos – the beach less travelled."

Because beachgoers arrive to Avila earlier in the day, they tend to absorb all the parking, leaving few spots for late-arriving visitors. For business owners, the limited parking means employees sometimes drive around searching for a spot for 40 minutes. Even worse, customers can spend just as long searching for a spot, never find one, and decide not to visit their establishment at all. These parking constraints may be limiting business potential. One respondent indicated that their growth is challenged by parking access, and if they can't continue to grow the business will not be able to stay in Avila.

Land Supply

From a land availability perspective, Avila is largely built out, and this build out contributes to crowded conditions. Some interviewees view the community as already at full capacity, with no growth potential. One interviewee said that in their built-out state "the place is saturated." Many reported that the community cannot support additional overnight accommodations because they don't see where they could be developed. Besides increasing visitation to daytime activity draws like spas or wedding venues, interviewees stated they "don't know what else Avila can really handle".

Seasonal Economy

A challenge to the Avila economy is its lack of year-round activity and foot traffic. In the winter, people do not visit the Coast in the same numbers. Plainly, it is "hard for a business to make it 12 months out of the year, if [tourism] is their primary business." The high concentration of visitor-serving businesses in the economy also means that there is a limited diversity of business activity. One respondent noted that "If you were staying for a couple days, you wouldn't have everything you needed in one place." Interviewees also stated that the needs of the residents and senior community need to be attended to, whether it's more restaurants, or shops, or services, for the economy to feel more balanced and resilient.

Ongoing Maintenance and Local Reinvestment

A business owner who is also a resident noted that Avila is one of the larger contributors to Transient Occupancy Tax (TOT) revenue for the County, but doesn't feel like these funds come back to the community proportionately. Citing instances of underinvestment in maintenance, such as in the summertime when Avila is flooded with garbage and sidewalks and gutters are

dirty, more transparency for TOT-fund uses would be appreciated. The respondent also noted that the Avila Beach Pier (closed for three years) and the sea containers that have been stored in the beachside parking lot for nearly two years are issues the community would like to see remedied as quickly as possible.

Slow Growth Sentiment

Businesses are cognizant of the resident aversion towards growth in their community. Described as "NIMBYism" (Not in My Backyard), respondents indicate that the resident population generally is not supportive of business expansions or additional visitors coming to town. Some residents in businesses have experienced challenging neighborhood relations, with some local residents "trying to control an entire area, rather than recognizing that other people have rights."

Limited Wayfinding

For businesses that aren't fortunate enough to be located directly on the waterfront promenade, getting enough foot traffic can be challenging. One interviewee attempted to increase the visibility of their business by teaming up with neighbor businesses to get a sign installed. After a lengthy approval process, and the contribution of their own funds, they were able to get a sign. Unfortunately, it's a "very tiny and ugly" one. Their small business success hinges on customers being able to find their services, and simple improvements such as better signage visibility or a kiosk with a map could result in more customers reaching more businesses.

Infrastructure Inadequacies

While one business owner stated that Avila had sufficient infrastructure, others brought up a differing perspective. One business representative reported trying to work with the Community Services District to extend the sewer line out to reach his business, and had a number of challenges with the process, primarily owing to neighbors who do not support the applicant's proposed extension. The applicant noted potential environmental consequences from not letting the business and others connect, as the current septic system is susceptible to periodic floods. Claiming witness to the KOA mobile home park system contamination of the creek during those floods, this interviewee shared that "fines are on the verge of being issued because of the creek's unacceptable water quality".

Governance

A number of governing entities have jurisdiction in Avila, including the Community Services District, the San Luis Obispo Local Agency Formation Commission (LAFCO), and Port San Luis Harbor District. An interviewee desired for these public-serving agencies to collaborate more effectively. Respondents indicated that the Port San Luis Harbor District in particular can be challenging to work with, and some view District parameters governing the beach area are restrictive. Management polices aren't communicated to the public in a clear and transparent fashion. For some small businesses that rely on the waterfront (e.g., surf schools), operating at Avila Beach has become too restrictive. One business reported leaving Avila for State beaches where regulation is more supportive for business use. From this interviewee's perspective, better local governance is needed.

Opportunities

Alternative Access

While automobile access to Avila continues to be challenging, the business community sees opportunities to bring people into Avila by non-automotive means, including by bike, bus, or boat. The bike trails in and around Avila are well used, and creating more connections by bike

trail would be a low-impact avenue for increasing access. Numerous respondents cited the bike path connection between Avila and San Luis Obispo as an important priority, from both a local-serving and a tourist perspective. “All I know is that once its in, its going to be dynamic and amazing,” praised one interviewee.

Bringing people in via buses or shuttles from an off-site parking location could also be an effective strategy for easing roadway congestion and promoting economic development. An example is observed in the free trolley service that runs from the Pismo Outlet Centers. Some commented that this service could be expanded, and incentives to ride could be continued (e.g., “trolley bucks” that can be used at the farmer’s market).

Increased access from the water also may be an option worth exploring. Interviewees mused about potential water shuttle service operating between Morro Bay, Avila, and Pismo Beach. Such service could take advantage of existing pier infrastructure and effectively bring people in for a daytime experience. Capturing tourism from expedition ships, as was planned by Lindblad Expeditions and National Geographic a few years ago, also brings possibilities, although the challenge of disembarking in rough seas would have to be somehow managed. In general, there does seem to be a “huge potential market for more coastal opportunities.”

Development and Growth

Avila Point is one of the few remaining development opportunities in the area. Interviewees suggested that the site should be carefully planned to increase economic benefit from the Avila Community Plan. The concept of turning the area into a park was viewed with some disapproval, due in part to access issues and suitability for recreation. Another perspective was that the “place needs to be viewed as regional resource that entertains people.” Others pointed out that the site already is well served by infrastructure and is well positioned for development.

In addition to thinking about the future of Avila Point, interviewees commented that growing small businesses locally is desirable, including mobile businesses such as food carts or trucks. Interviewees indicated that local regulations are a barrier to entry. However, expansion of a variety of small businesses could lead to more breadth and diversity in the local economy.

Finally, Avila’s Coastal Zone accommodations regulations are restrictive, and might be reconsidered. Additional licensing of housing for vacation rentals would increase accommodation supply, without necessarily having to build additional structures to achieve the same end. One interviewee explained that currently within the Coastal Zone, the County overlays a stipulation of only allowing one vacation license every 50 yards. If additional vacation rental licensing is allowed, additional tourism would benefit local business.

Year-Round Economy

Avila is a beautiful destination, around the clock and around the year, but is currently visited primarily during the daytime in the summer months. Promoting what Avila has to offer during the “shoulder seasons” could be a way to bring steadier business to the local economy. Drawing in more activity in the morning and evening is another strategy that could promote business activity, without overburdening current capacity constraints.

Community Events

Expanding events that highlight Avila’s unique brand could help to sustain and enhance the economy. Beyond the big events that are held at the Golf Resort, the Apple Festival is a beloved family-friendly event in town that showcases one of Avila’s best assets. Creating more events similar to the Apple Festival, that promote uniquely-Avila offerings, would be well-supported. In

terms of further events programming ideas, one interviewee cited Arroyo Grande as a community to look to.

Growing the Business Community

An interviewee recalled that there used to be a business association that would meet on a regular basis, but that dissolved after a few key members moved away. The Avila Beach Civic Association has emerged as a substitute, but is more focused on the residents than businesses. A re-establishment of the business-focused association would be welcomed, as some businesses have noticed a disconnect between businesses in Main Avila and the Port San Luis Harbor District in particular. Having a unified association could bring benefit to all of the businesses, with more voices effectively communicating concerns and needs among the community. “If we had representation at a bigger group, I think things could get done. It’s so fractured down here,” expressed a different interviewee.

Traffic Flow Clarity and Street Improvements

While the number of roads in Avila is limited, the way they are laid out can still lead to some confusion around traffic flow, with an interviewee specifically citing frustrations when trying to go navigate downtown. More one-way streets, that could be opened up to two ways for emergencies, might be worth studying. Also related to street infrastructure, the same interviewee explained that the County hasn’t built curb and gutter cuts in parts of the residential area. This leads to confusion around where parking is allowed, and where pedestrians are safe. There should be better delineation for automobiles and pedestrians in these areas. Furthermore, increased emphasis on traffic calming could improve safety on Avila’s streets. Lastly, respondents expressed interest in attendant-staffed parking, to encourage efficient parking and to ease congestion.

Threats

Diablo Closure

Currently supporting approximately 1,500 high-paying jobs, PG&E’s Diablo Canyon Power Plant future closure is anticipated to affect the County economy. Some respondents believe the impact will be “bigger than people imagine.” However, impacts likely will be dispersed throughout the County, and the local economic impact in Avila may be relatively minor. With an average of 200 Diablo employees estimated to live in most of the County’s cities, the constricting of expendable income will likely be felt more in those locations than in areas without Diablo-employed residents. While Avila is home to the plant, respondents indicated that economic effects in Avila are not expected to be dramatic, due to limited employee spending in the community.

Rising Property Values

The increase in property values, while a boon to owners, could be detrimental for some business operations. If business costs continue to escalate, it will be increasingly challenging for local businesses to survive in Avila. Rising costs of business are a concern throughout California, but the issue is particularly pointed in land constrained, high-barrier-to-entry coastal California communities.

Fire Protection Risk

Some interviewees did express concern over water capacity from Lopez Lake. One interviewee noted that Lopez Water is periodically shut down, creating fire protection risk in Avila. Ontario Road, the road hugging Cabrillo Highway from San Luis Obispo, was also claimed to not have fire coverage. The interviewee expressed that while their process to get a permit approved has been

arduous (taking two years, and costing several hundred thousand dollars in traffic fees) the County “shouldn’t be issuing more permits to anyone if they’re not going to take care of life safety matters”.

Appendix E

Avila Overnight Accommodations Existing Conditions

DRAFT MEMORANDUM

To: Kimmie Nguyen, County of San Luis Obispo

From: Benjamin C. Sigman, Ashley Boots, and Taylor Henry

Subject: Avila Overnight Accommodations Existing Conditions

Date: March 19, 2021

The Economics of Land Use

The County of San Luis Obispo (County) engaged Economic & Planning Systems, Inc. (EPS) to evaluate market conditions for overnight accommodations within Avila, with a focus on assessing availability and pricing of "Lower-Cost Overnight Accommodations" (LCOA). Many coastal communities in California face high demand for overnight visits, but have a limited supply of LCOA. Hotel, motel, and short-term rental room rates have increased significantly over the years, making overnight stays prohibitively expensive for many Californians and visitors to the State.

The California Coastal Commission (CCC) has expressed a growing concern that the lack of LCOA in the Coastal Zone statewide is limiting access to the coast. The California Coastal Act (CCA) addresses this concern, stating "Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred" (see Section 30213). This LCOA research effort seeks to characterize accommodation supply, location, and average daily rates (ADR) for overnight accommodations in within Avila.

For this effort, EPS developed an inventory of accommodations, including various types of existing visitor-serving overnight accommodations in the community's Coastal Zone and inland areas. EPS accounted for hotels and motels, as well as short-term rentals, campgrounds, and other accommodations that accommodate visitors to Avila. EPS collected and synthesized accommodations data to help the County understand the key characteristics of accommodations in Avila. The reporting categories provided here are consistent with CCC guidance for LCOA assessment.

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Methodology

Defining Low Cost Lodging

The California Coastal Commission generally divides overnight accommodations into three cost categories— "lower," "moderate," and "higher" cost. In a report produced for one of its public workshops on the topic of LCOA, the Commission provided guidance on the cost categories generally associated with different types of accommodations.[1] According to the CCC:

- "Campgrounds, cabins and hostels are typically lower cost by their nature." Previous CCC workshop reports reconfirm that these types of accommodations are generally defined as lower cost accommodations.
- "Short term vacation rentals can provide a lower cost option, especially for larger groups or families, but because it is difficult to find data on short term vacation rentals, it is not clear how large a role they play in providing lower cost accommodations." While the Commission expresses general support for the provision of short-term vacation rentals (STVRs) in the Coastal Zone, it does not provide further guidance on how to define the cost category of these accommodations.
- "Hotels are by their nature more expensive than hostels, campgrounds and most cabins. Thus, the Commission's determination of the rate of a lower cost hotel cannot be used to represent the definition of all lower cost overnight accommodations." This statement clarifies that the calculation of a lower-cost threshold, as defined below, is only directly applicable to the analysis of the ADRs of hotel and motel rooms.

The definition of cost categories relied on by this analysis is based on ADR thresholds. Establishing cost tiers helps to provide a better understanding of the "affordability" of Avila's accommodation supply, and also helps establish target rates that can be utilized in formulating LCOA policies.

The CCC recommends that local governments determine the "lower-cost" threshold ADR per unit using an approach called the "simplified Robinson" methodology.[2] Using this methodology, the lower-cost threshold would be the lower of either:

- 125 percent of the statewide annual ADR for all surveyed hotels and motels as determined by Smith Travel Research (STR) or
- The ADR for the local area for the "economy" segment of hotels and motels as determined by STR.

The CCC report also provides guidance on defining "moderate" and "higher" cost accommodations. Moderate-cost accommodations are those with ADRs that fall between the low-cost threshold and 125% of the statewide ADR per room. "Higher" cost accommodations are those rooms with ADRs above the moderate-cost threshold.

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[1] Ainsworth, John, et al. California Coastal Commission, 2016, pp. 1–84, *Public Workshop: Lower Cost Visitor Serving Accommodations*.

[2] Ibid.

Cost Thresholds for Avila

Using STR data provided by Visit California, EPS found that the year-to-date statewide ADR in September 2020 was $127.83. Applying the first calculation described in the "simplified Robinson" methodology results in an ADR of $160 ($128 x 125 percent). Continuing with the methodology, the next step in determining the community's lower-cost threshold is to compare this ADR to the ADR of economy hotels in Avila.

STR categorizes participating hotels and motels into four tiered classes: budget, economy, mid-price, and upscale. Within Avila, STR classifies only one establishment as "economy". Due to the small sample size and related privacy limitations, STR was unable to release its data on ADRs for the economy class subset in Avila. Given this data limitations, and based on the CCC guidance detailed above, EPS determined that the low-cost threshold for Avila should be set at 125 percent of statewide ADR, $160 per room per night.[3]

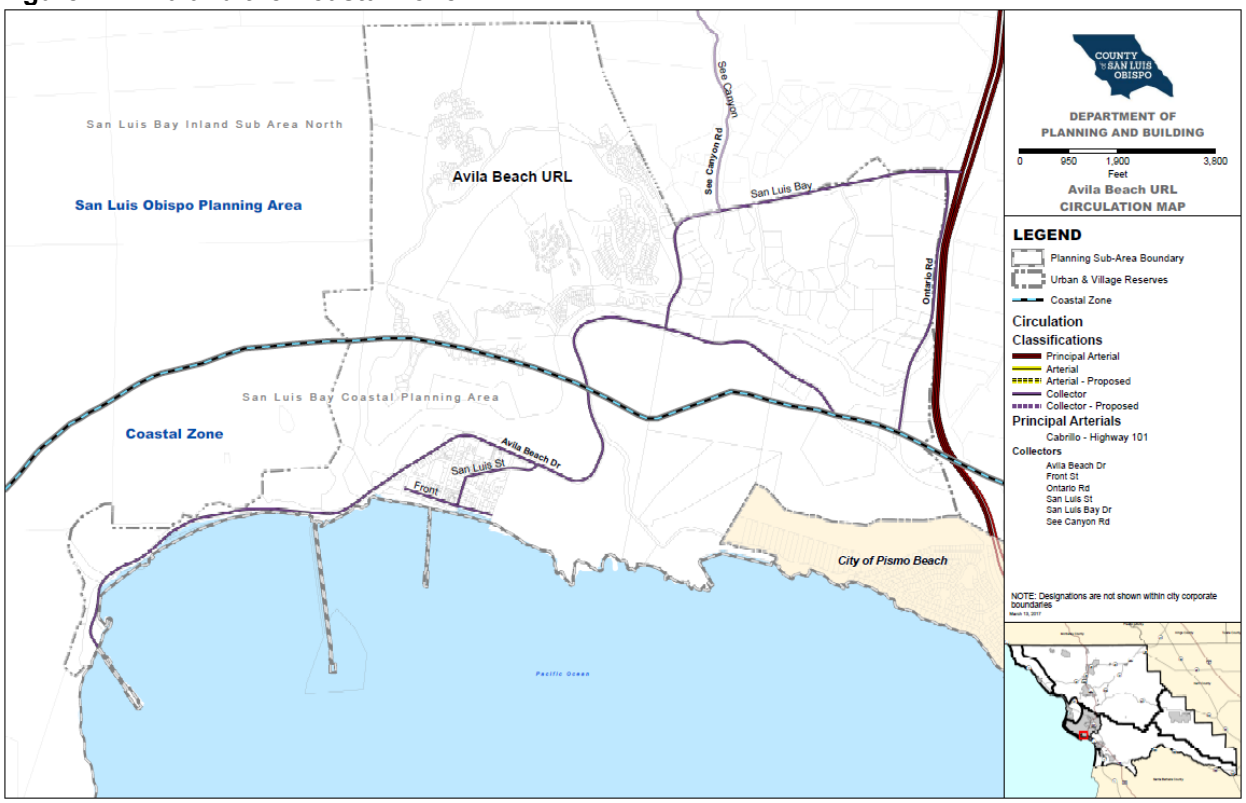
Inventory Boundary and Accommodation Inventory

EPS used the CCC's definition of the "Coastal Zone" to geographically identify the coastal areas for the Avila accommodation inventory. Statewide, the CCC recognizes the Coastal Zone as land and water areas extending seaward to the state's outer limit of jurisdiction (i.e., three miles offshore) including all offshore islands and extending inland generally 1,000 yards from the mean high tide line. In significant coastal estuarine, habitat, and recreational areas, it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards.[4] **Figure 1** shows the Avila Coastal Zone geography. EPS relied on STR's database of hotels and motels, local tourism resources, internet sources, County business tax records, and short-term rental listings to identify overnight accommodations, room counts, sites, and other characteristics for Avila.

[3] Based on the methodology provided by the CCC for the other cost categories, there is no distinction between low-cost and moderate-cost accommodations in Avila, while higher cost accommodations are rooms with ADRs higher than $160.

[4] See Coastal Act Section 30103.

Figure 1. Avila and the Coastal Zone



Source: San Luis Obispo County

Accommodation Rates

Lodging, rentals, and camping prices were obtained using internet searches of availability on each accommodation's website. For all accommodations except STVR (due to such discrepancy in availability between individual properties), EPS randomly selected weekend date in November 2020 as a point of comparison. The rates recorded do not include cleaning fees, services fees, occupancy fees, or taxes.

Units and Capacity

EPS investigated facility capacities to support per-night cost calculations. Capacities indicated for each facility represent the number of units on site multiplied by the maximum number of people per unit as informed by the facility's website or through interviews with hotel staff. Using capacity data, the recorded "Per Night Per Person Cost" calculation is useful for comparisons across the accommodation categories (e.g., hotel rooms vs. STVR), though may not reflect the actual cost per person per night. Consequently, the average cost per person per night reflects the lowest possible cost at full capacity per unit.

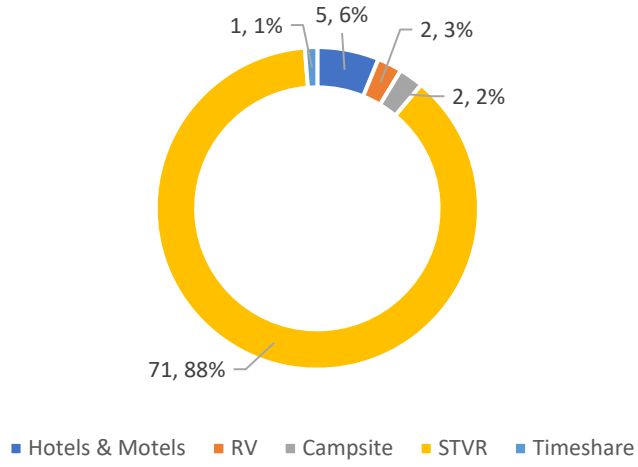
Inventory Summary

The inventory reflects accommodation properties open for business in Avila as of October 2020. Accommodation projects in the development pipeline (i.e., proposed projects and projects currently under construction) are not included in this inventory. One such project, the Harbor Terrace campsite and cabin development at Port San Luis Harbor, is currently under construction. While not counted in the inventory data or analysis because rental rates are not yet known, the Harbor Terrace project will have a notable effect on overall accommodation capacity in Avila. The project will provide 95 RV sites, 56 camp sites, and 31 cabins. A complete list of the overnight accommodations in the Coastal Zone and Inland Area included in the analysis is presented in **Appendix A**.

Accommodations by Type

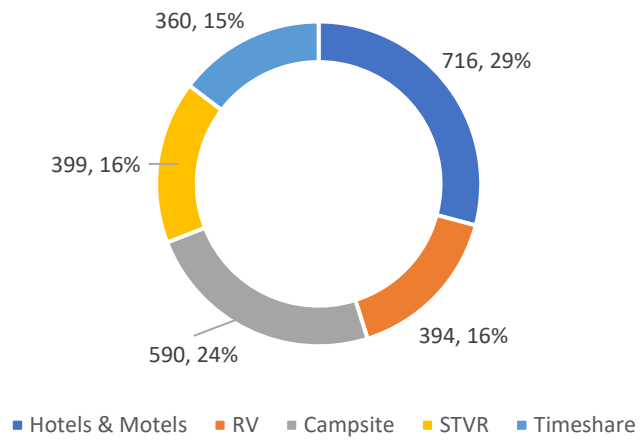
EPS research identifies 81 overnight accommodation options with a total capacity for 2,459 guests in Avila. STVR heavily dominate the composition of Avila's market (**Figure 2**). However, after adjusting for the guest capacity of each facility, the breakdown of accommodations by different categories is more balanced, with hotels providing the highest overall capacity (**Figure 3**).[5]

Figure 2. Accommodations by Category (Facility Count and Distribution)



[5] A timeshare is defined as a shared ownership model of vacation real estate in which property is jointly owned by multiple parties, and shared under allotments of usage (most often one-week increments).

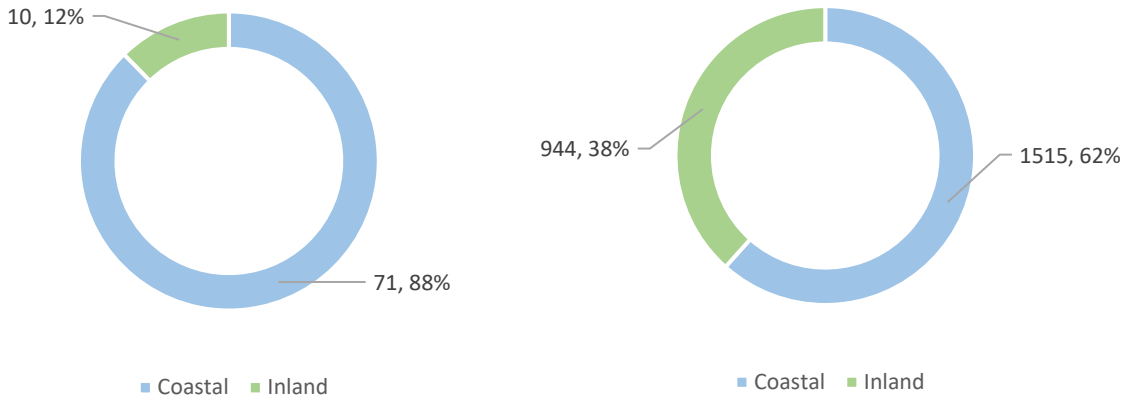
Figure 3. Accommodations by Category (Guest Capacity and Distribution)



Accommodations by Location

Accommodation facilities are largely located within Avila's Coastal Zone. Capacity consideration again balances out this picture, with nearly 40 percent of Avila's capacity located Inland (**Figure 4**).

Figure 4. Accommodations by Location (Left: Facility Count and Distribution, Right: Guest Capacity and Distribution)



Accommodation Cost

To determine the appropriate cost thresholds for analysis, EPS relies on a "Cost per Night" calculation. The "Cost per Night per Person" calculation is also included in the inventory for reference. The latter calculation seeks to provide a normalized comparison that accounts for differences in occupant capacities, which can be quite significant when comparing hotel rooms to STVRs. The adjustment captures the situation in which higher capacity accommodations can have significantly lower per-person costs.

Nearly 90 percent of accommodation options in Avila fall in the high-cost category, as shown in **Figure 5**. Even after accounting for capacity, high-cost accommodations still make up nearly 60 percent of the overnight options. Comparing accommodations by cost and location, the overwhelming majoring of high-cost facilities are located in the Coastal Zone (94 percent), while there are double the number of low-cost facilities Inland versus the Coastal Zone (6 versus 3) (**Figure 6**). Looking at accommodations by cost and type, all of the Avila hotels and motels, as

well as timeshares, are high cost facilities. All RV and campsite accommodations are low cost facilities, and STVR, while primarily high cost, do contribute some to the low-cost supply (**Figure 7**).

Figure 5. Cost Inventory (Left: Facility Count and Distribution, Right: Guest Capacity and Distribution)

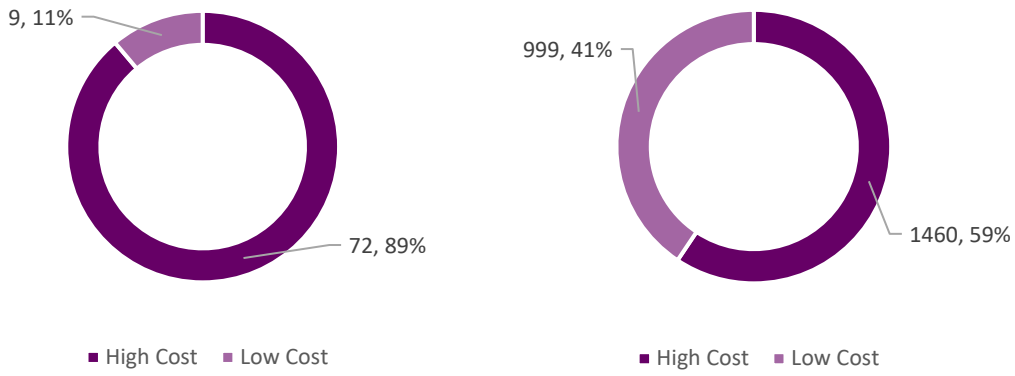


Figure 6. Facility Count and Distribution (Left: High Cost, Right: Low Cost)

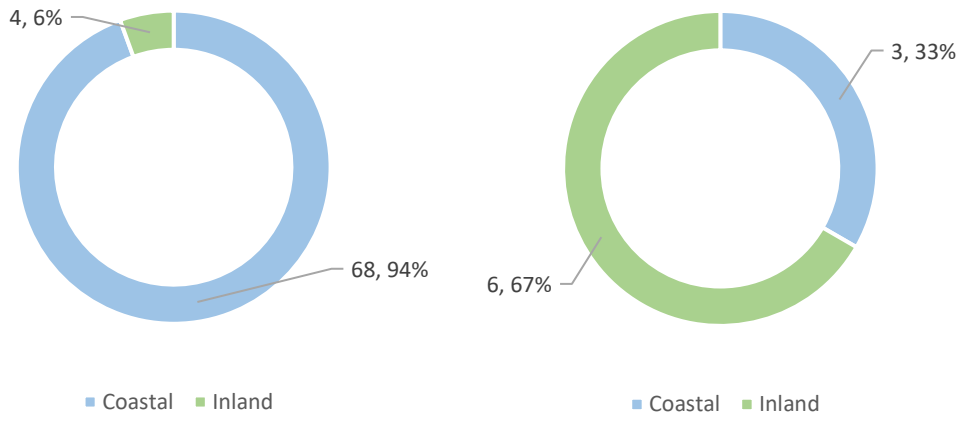
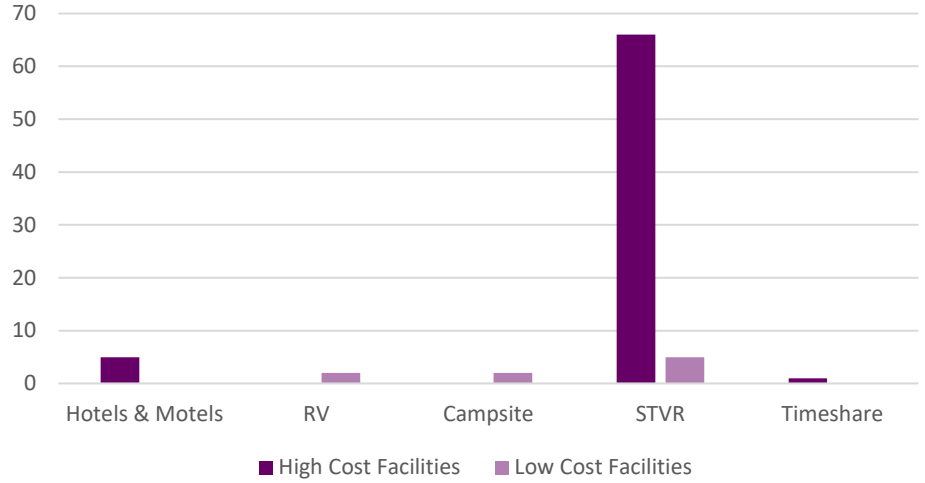


Figure 7. Cost by Category



Policy Recommendation

The accommodation research reveals that while LCOA are available in Avila, the majority of accommodations are higher cost. The inventory analysis finds that only about one in ten (11 percent) of facilities and four in ten (41 percent) of accommodation capacity within Avila are low cost. To increase the supply of low-cost accommodations, San Luis Obispo County could explore the implementation of a LCOA in-lieu fee program.

LCOA units may be required through Coastal Development Plan negotiations with the CCC or through a Community Plan Policy that requires high- and moderate cost accommodation developments to deliver new LCOA, either through delivery of LCOA or participation in an in-lieu fee program which applies to new hospitality development.

This section describes potential program methodologies that could be employed in Avila to mitigate the impacts of new accommodations development and support the provision of LCOAs. EPS recommendations draw from CCC reports and fee programs currently established in other coastal cities; and includes the implementation steps needed to establish the program.

The CCC recommends approaches for LCOA mitigation programs that would protect, produce, and preserve LCOA in the Coastal Zone.[6] Potential program parameters address both existing and new hotel developments, and are as follows:

1) New development that eliminates existing LCOA units should either be denied, or required to replace eliminated units at a 1:1 ratio, either with in-kind replacement or an in-lieu fee.

2) New high-cost accommodation developments should provide a percentage of new units as lower-cost, either on-site or through payment of a corresponding in-lieu fee.

3) New moderate-cost accommodation developments should provide a portion of new units as lower-cost, either on-site or through payment of a corresponding in-lieu fee, at a lower proportion than required for high-cost accommodation developments.

The CCC additionally recommends that in-lieu fees should be charged in perpetuity, in order to support the production of new LCOA units and their ongoing operations and maintenance. The recommendation suggests the fees be charged for a period of 20-30 years, after which time the fee-paying development would be reassessed to determine if it is still high or moderate-cost—and therefore would continue to pay in-lieu fees—or if it had become a lower-cost accommodation, in which case it would cease to pay the fees.

The CCC had recommended a base in-lieu fee of $30,000 per low-cost room required, to be adjusted annually for inflation. This fee number was based on estimates for new hostel development provided to the CCC by Hosteling International in 2007. However, in its recent workshop series on LCOA, the CCC expressed that this fee—even as adjusted for inflation—is likely inadequate to account for the true cost of developing LCOA units, particularly new lower-cost hotel rooms (as opposed to new hostel beds). The CCC committed to revisiting its approach to calculating the in-lieu fee, based on a broader set of factors impacting the cost of developing LCOA units. However, since the 2016 workshop, a new recommended fee has not been set.

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[6] Ainsworth, John, et al. California Coastal Commission, 2016, pp. 1–84, *Public Workshop: Lower Cost Visitor Serving Accommodations*.

Recent recommendations for Land Use Plan (LUP) amendments related to the calculation of in-lieu fees have suggested that cities should calculate the fees based on financial feasibility analyses for developing lower-cost units that are specific to local market conditions. For example, in the City of Santa Monica, a feasibility analysis estimated that a hypothetical "market-rate", midscale hotel development in the City's Coastal Zone could support a fee level of up to $15,250 per room on average.

Recommended Parameters for Avila

Based on review of the CCC guidance and existing programs in other communities, EPS recommends the following considerations for a LCOA program in Avila:

- **Avoid LCOA loss.** The elimination of existing LCOA units should be avoided as much as possible.
- **Study Policy Options.** Development of new high- and moderate-cost overnight accommodations, regardless of whether or not they eliminate existing LCOA, could be required to build LCOA or pay an in-lieu fee. The County should consider an in-depth policy study.
- **In-Lieu Fee Considerations.** If the County desires a LCOA in-lieu fee, the maximum allowable in-lieu fee amount should be calculated based on an analysis of the financial feasibility of developing new LCOA units. The maximum fee will be equivalent to any calculated financial gap associated with providing LCOA. The County may adopt a fee below the maximum to the extent that other incentives can be brought to bear. Also, fee levels to be charged on new overnight accommodation development likely would be determined based on specific attributes of the project. When establishing the in-lieu fee program, the County will define the set of attributes which will be used to determine the fee level for new developments.

Mitigation Program Implementation Steps

A LCOA mitigation policy and program must reflect local market conditions and development feasibility. A variety of unique factors should be considered when determining LCOA policy and program details, including the financial feasibility of new LCOA given market conditions and the cost of developing LCOA units. EPS recommends that County consider a hotel development financial feasibility analysis. The feasibility analysis would rely on a financial model which considers the feasibility of high- and moderate-cost accommodation feasibility, and compares the cost of developing a prototypical lower-cost hotel development with project value (i.e., financial subsidy requirement analysis). Given the likelihood that total project costs will exceed project value, the analysis estimates the financial subsidy needed to deliver and operate a typical LCOA facility. The in-lieu fee would be structured to provide the necessary subsidy, and the County (likely along with development partners) would use funding to provide LCOA.

Appendix Table 1. Avila Lodging Establishments

Facility Name	Location	Category	Units	People per Unit	Capacity	Percent of Total Capacity	Cost Per Night[1]	Price Category (Per Night)	Cost Per Night Per Person	Price Category (Per Night Per Person)
San Luis Bay Inn	Coastal	Timeshare	144	2.5	360	14.6%	$269	High	$108	Low
Avila Lighthouse Suites	Coastal	Hotels & Motels	54	5.0	270	11.0%	$579	High	$116	Low
Avila La Fonda Hotel	Coastal	Hotels & Motels	28	2.2	62	2.5%	$458	High	$207	High
Inn at Avila Beach[2]	Coastal	Hotels & Motels	32	2.0	64	2.6%	$309	High	$155	Low
Avila Village Inn	Inland	Hotels & Motels	30	2.0	60	2.4%	$269	High	$135	Low
Sycamore Mineral Springs Resort & Spa	Inland	Hotels & Motels	72	3.6	260	10.6%	$404	High	$112	Low
Port San Luis RV Campground	Coastal	RV	39	10	390	15.9%	$69	Low	$7	Low
Avila / Pismo Beach KOA	Inland	Campsite	102	5.4	554	22.5%	$93	Low	$17	Low
Beachside Farm Campground	Inland	Campsite	6	6	36	1.5%	$59	Low	$10	Low
Glamping in the "Cozy Gnome Home"	Inland	RV	1	4	4	0.2%	$125	Low	$31	Low
Villa Risa Central Coast New Modern Spanish Home	Coastal	STVR	1	8	8	0.3%	$396	High	$50	Low
Amazing Avila House only 150 yards from the beach	Coastal	STVR	1	7	7	0.3%	$244	High	$35	Low
Blue Wave of Avila	Coastal	STVR	1	8	8	0.3%	$364	High	$46	Low
SUNSET seekers wanted in Avila Beach	Coastal	STVR	1	5	5	0.2%	$512	High	$102	Low
356 Front Street	Coastal	STVR	1	6	6	0.2%	$303	High	$51	Low
Blue Skies - Avila Beach Condo	Coastal	STVR	1	6	6	0.2%	$418	High	$70	Low
Luxurious condo BEACH FRONT in Avila Beach	Coastal	STVR	1	6	6	0.2%	$959	High	$160	Low
"The Treehouse"/studio in oaks. Ocean 5+min. walk	Coastal	STVR	1	3	3	0.1%	$134	Low	$45	Low
75 San Antonia	Coastal	STVR	1	6	6	0.2%	$396	High	$66	Low
196 Front Street	Coastal	STVR	1	4	4	0.2%	$233	High	$58	Low
Waterfront Resort in Avila Beach	Coastal	STVR	1	4	4	0.2%	$188	High	$47	Low
Avila Beach House	Coastal	STVR	1	6	6	0.2%	$259	High	$43	Low
Seven sisters *New HOME* 5 min to beach & downtown	Coastal	STVR	1	6	6	0.2%	$363	High	$61	Low
Avila Beach Oceans 353	Coastal	STVR	1	5	5	0.2%	$350	High	$70	Low
358 Front Street	Coastal	STVR	1	8	8	0.3%	$326	High	$41	Low
Avila Beach Retreat	Coastal	STVR	1	7	7	0.3%	$381	High	$54	Low
Otter Lofts	Coastal	STVR	1	3	3	0.1%	$225	High	$75	Low
Avila Beach, Beach Front Bungalo	Coastal	STVR	1	3	3	0.1%	$352	High	$117	Low
Seven Sisters AVILA VILLA breathtaking ocean view	Coastal	STVR	1	4	4	0.2%	$432	High	$108	Low
Avila Beach amongst the Oaks	Coastal	STVR	1	6	6	0.2%	$229	High	$38	Low
Studio condo - ocean view - 50 steps to beach	Coastal	STVR	1	4	4	0.2%	$316	High	$79	Low
AVILA BREEZE new condo	Coastal	STVR	1	6	6	0.2%	$356	High	$59	Low

Appendix Table 2. Avila Lodging Establishments (Continued)

Facility Name	Location	Category	Units	People per Unit	Capacity	Percent of Total Capacity	Cost Per Night[1]	Price Category (Per Night)	Cost Per Night Per Person	Price Category (Per Night Per Person)
AMORE AVILA	Coastal	STVR	1	6	6	0.2%	$415	High	$69	Low
28 San Miguel	Coastal	STVR	1	4	4	0.2%	$233	High	$58	Low
215 San Miguel	Coastal	STVR	1	8	8	0.3%	$228	High	$29	Low
Bare Feet Retreat MONTHLY RENTAL	Inland	STVR	1	4	4	0.2%	$131	Low	$33	Low
219 San Miguel	Coastal	STVR	1	6	6	0.2%	$228	High	$38	Low
65 San Miguel	Coastal	STVR	1	8	8	0.3%	$394	High	$49	Low
Kelsey Family Beach House	Coastal	STVR	1	8	8	0.3%	$425	High	$53	Low
Avila Beach Bungalow 358	Coastal	STVR	1	2	2	0.1%	$177	High	$89	Low
Executive Home Aloha Avila	Inland	STVR	1	2	2	0.1%	$156	Low	$78	Low
Seven Sisters AVILA BEACH GEM	Coastal	STVR	1	8	8	0.3%	$419	High	$52	Low
NEW LOOK! BIKINI BUNGALOW 50 ft to beach	Coastal	STVR	1	10	10	0.4%	$526	High	$53	Low
Otter Lofts II	Coastal	STVR	1	8	8	0.3%	$425	High	$53	Low
Seven Sisters BEACHY KEEN	Coastal	STVR	1	4	4	0.2%	$460	High	$115	Low
Avila Beach Escape *BEST PRICE*	Coastal	STVR	1	6	6	0.2%	$308	High	$51	Low
Sandy's Place	Coastal	STVR	1	8	8	0.3%	$475	High	$59	Low
Beach Open! 3 min walk to beach!	Coastal	STVR	1	6	6	0.2%	$433	High	$72	Low
245 San Miguel	Coastal	STVR	1	4	4	0.2%	$228	High	$57	Low
Large Suite in Waterfront Resort in Avila Beach	Coastal	STVR	1	5	5	0.2%	$189	High	$38	Low
90 San Luis Street Unit D	Coastal	STVR	1	4	4	0.2%	$200	High	$50	Low
Seven Sisters BEACH HAPPY	Coastal	STVR	1	9	9	0.4%	$538	High	$60	Low
341 1st Street	Coastal	STVR	1	6	6	0.2%	$425	High	$71	Low
Avila Beach Bungalow 356	Coastal	STVR	1	2	2	0.1%	$177	High	$89	Low
90 San Luis Street Unit B	Coastal	STVR	1	2	2	0.1%	$200	High	$100	Low
90 San Luis Street Unit A	Coastal	STVR	1	4	4	0.2%	$182	High	$46	Low
90 San Luis Street Unit C	Coastal	STVR	1	6	6	0.2%	$280	High	$47	Low
Landing Passage! Just steps from the boardwalk.	Coastal	STVR	1	3	3	0.1%	$255	High	$85	Low

Appendix Table 3. Avila Lodging Establishments (Continued)

Facility Name	Location	Category	Units	People per Unit	Capacity	Percent of Total Capacity	Cost Per Night[1]	Price Category (Per Night)	Cost Per Night Per Person	Price Category (Per Night Per Person)
Quiet location, studio, minutes from the beach!	Coastal	STVR	1	2	2	0.1%	$170	High	$85	Low
AVILA TIDES - Beautiful décor AMAZING roof deck	Coastal	STVR	1	7	7	0.3%	$448	High	$64	Low
61 San Miguel	Coastal	STVR	1	6	6	0.2%	$396	High	$66	Low
365 1st Street	Coastal	STVR	1	6	6	0.2%	$366	High	$61	Low
SEVEN SISTERS Surf In Surf Out	Coastal	STVR	1	11	11	0.4%	$566	High	$51	Low
The Apple Cottage: Just off the 101	Inland	STVR	1	2	2	0.1%	$89	Low	$45	Low
Charming LUCKY ONE historic Avila Beach 2cottage	Coastal	STVR	1	4	4	0.2%	$148	Low	$37	Low
Avila Valley Farmhouse	Inland	STVR	1	12	12	0.5%	$1,097	High	$91	Low
Peaceful Downtown Beach Living (noise sensitive)	Coastal	STVR	1	4	4	0.2%	$278	High	$70	Low
55 San Miguel	Coastal	STVR	1	8	8	0.3%	$439	High	$55	Low
SUMMER DELIGHT with BIG ocean views ~ 30 nite min	Coastal	STVR	1	4	4	0.2%	$171	High	$43	Low
Avila Beach Ocean View	Coastal	STVR	1	4	4	0.2%	$456	High	$114	Low
New Avila Beach Home with "Wow Amenities & Views	Coastal	STVR	1	16	16	0.7%	$1,371	High	$86	Low
Laguna beach cottage with an ocean view	Coastal	STVR	1	3	3	0.1%	$180	High	$60	Low
Hidden Paradise - Casa Monte	Inland	STVR	1	10	10	0.4%	$925	High	$93	Low
Avila BOHO Beach Studio	Coastal	STVR	1	2	2	0.1%	$244	High	$122	Low
Beautiful Private Large Suite in Avila Beach	Coastal	STVR	1	6	6	0.2%	$550	High	$92	Low
Timeshare by the week, sometimes avail 21 days out	Coastal	STVR	1	4	4	0.2%	$172	High	$43	Low
Avila BOHO Beach Shack…2 bedrooms	Coastal	STVR	1	4	4	0.2%	$451	High	$113	Low
FURNISHED OCEANFRONT PARADISE	Coastal	STVR	1	6	6	0.2%	$231	High	$39	Low
July 10-17th 2020	Coastal	STVR	1	4	4	0.2%	$214	High	$54	Low
Casa San Miguelito -- Steps Away from Avila Beach!	Coastal	STVR	1	6	6	0.2%	$595	High	$99	Low
Avila BOHO Beach Shack…3 bedrooms	Coastal	STVR	1	4	4	0.2%	$579	High	$145	Low

[1] Based on available rates for Saturday, November 14th - 15th.
[2] Required a two-night minimum.

Appendix F

Avila Community Plan Update and EIR Hydrogeology Study

TECHNICAL MEMORANDUM

Avila Community Plan Update and Environmental Impact Report – Hydrogeology Study

To: Lexi Journey, MESM, Rincon Consultants, Inc.

From: Nate Page, PG, GSI Water Solutions, Inc.
David O'Rourke, PG, CHG, GSI Water Solutions, Inc.

Appendices Appendix A: Regulated Compounds and Associated MCLs Under CCR Title 22
Appendix B: Comprehensive GAMA Data Set (electronic only)

Date: October 23, 2020

1. Introduction

GSI has prepared this hydrogeologic study of the geographic area encompassed by the Avila Urban Reserve Line (Avila URL) and greater Avila Valley Subbasin (Basin) for Rincon Consultants (Rincon). This work is conducted in support of Rincon's development of two documents: the Avila Community Plan Update (ACPU) and the associated Environmental Impact Report (EIR). This technical memorandum includes a summary of existing regulations and other guidance documents related to water use in the Avila URL; an analysis of existing water supply sources and facilities, including imported surface water and local groundwater; a summary of projected future water demand; and an evaluation of the ability to meet these projected demands. This technical memorandum also identifies and discusses feasible mitigation measures that may be included in the project to minimize potential effects related to future groundwater availability. An overview of the Avila URL and greater Basin area is shown on Figure 1.

2. Regulatory Summary

2.1 Title 22 Drinking Water Standards

The applicable regulatory framework affecting water users in the Basin is the California Code of Regulations (CCR) Title 22 water regulations, which establish guidelines and requirements for the public drinking water supplier that are protective of human health. The Title 22 regulations define maximum contaminant levels (MCLs) for 116 water quality constituents, including metals, inorganic chemicals, radionuclides, bacteriological quality, volatile organic chemicals (VOCs), and non-volatile synthetic organic compounds (SOCs). The list of regulated compounds and their associated MCLs are included as an appendix to this document. Specific requirements for sampling of both source and treated water are described in the regulations; these requirements include monitoring programs, sampling locations, sampling frequency, laboratory detection limits, reporting requirements, and additional details for specific chemical constituents.

2.2 Groundwater Under the Direct Influence of Surface Water

Surface water diverted for use as a public water supply requires a higher degree of treatment than groundwater, since groundwater moving through the aquifer generally experiences some filtration via the mechanism of physical movement through the pore space of the alluvial sands and gravels. Alluvial wells which are recharged from nearby surface water flow sometimes have constituents indicative of surface water quality. When this occurs, the pumped groundwater may be classified as Groundwater under the direct influence of surface water (GWUDISW), and a treatment may be required as if the water was surface water. Currently none of the supplies of water purveyors in the Basin are classified as GWUDISW; however these regulations should be considered during any future plans for groundwater production from the alluvial aquifer.

Title 22 defines GWUDISW as any water beneath the surface of the ground with significant occurrence of insects or other macroorganisms, algae, or large-diameter pathogens (such as *Giardia lamblia* or *Cryptosporidium*) or significant and relatively rapid shifts in water characteristics (such as turbidity, temperature, conductivity or pH) that closely correlate to climatological or surface water conditions. Any public water system drawing from alluvial deposits of an active stream may potentially be classified as GWUDISW if pathogen sampling standards are not met. Frequently, a minimum setback from the active channel of 150 feet (ft) is considered a "rule of thumb" indicator that the well is far enough away from the surface water to allow for natural riverbank filtration and soil aquifer treatment processes to occur, preventing pathogen intrusion. However, per Title 22 the official GWUDISW classification depends on pathogen sampling analyses. Such classification generally requires additional levels of treatment because the pathogens identified in this regulation are resistant to disinfection from simple chlorination.

2.3 Sustainable Groundwater Management Act.

In 2014, the California legislature passed the Sustainable Groundwater Management Act (SGMA) to require groundwater resources management and achievement of several diagnostic sustainability goals in most groundwater basins throughout the State. The informally named[1] Avila Valley Subbasin (Basin) is not a recognized basin in the California Department of Water Resources (DWR) Bulletin 118[2], and is not subject to the requirements of SGMA. However, the San Luis Obispo Valley Groundwater Basin (SLO Basin), immediately upstream on San Luis Obispo Creek, is identified as a high-priority basin by the California Department of Water Resources (DWR), and is therefore subject to the requirements of SGMA (DWR, 2018). Two Groundwater Sustainability Agencies (GSAs)— County of San Luis Obispo GSA and the City of San Luis Obispo GSA—are currently developing a Groundwater Sustainability Plan for the SLO Basin which will be filed with DWR by January, 2022. Agencies conducting future planning activities for the Avila Valley Subbasin should remain informed on SGMA-related projects and management activities in the SLO Basin to the extent that SLO Basin projects and management activities might affect groundwater conditions and surface water flows in the Avila Basin.

[1] The Avila Valley Subbasin (Basin) was identified as the "extension of the San Luis Obispo Creek alluvial deposits between the Los Osos Valley Fault and the Pacific Ocean" in the 2012 San Luis Obispo County Master Water Report (Carollo, 2012).

[2] Developed and distributed by the California Department of Water Resources, California's Groundwater (Bulletin 118) is the State's official publication on the occurrence and nature of groundwater throughout California. The publication defines the boundaries and describes the hydrologic characteristics of California's groundwater basins and provides information on groundwater management and recommendations for the future.

3. Review of Existing Water Supply Sources

3.1 State Water Project and Lopez Reservoir

3.1.1 State Water Project

DWR owns and operates the State Water Project[3] (SWP). In 1963, the San Luis Obispo County Flood Control and Water Conservation District (SLOFC&WCD) contracted with DWR for 25,000 acre-feet per year (AFY) of SWP water, commonly referred to as its "Table A" allocation[4] (SLO County, 2018). Initiation of delivery of SWP supplies began in 1997 upon completion of the SWP's Coastal Branch pipeline and treatment facilities. The Coastal Branch facilities convey water from a diversion on the main SWP aqueduct near Kettleman City to San Luis Obispo and Santa Barbara Counties. Water in the Coastal Branch pipeline is treated to drinking water standards at the Polonio Pass Water Treatment Plant. SWP water from the Coastal Branch is delivered to water purveyors within the Avila URL through the Lopez pipeline, which is connected to the Coastal Branch near the intersection of Orcutt Road and Lopez Drive (WSC, 2017). From this connection, SWP water is conveyed to the Lopez Water Treatment Plant where it discharges into the potable water clear well. Raw Lopez Reservoir (Lopez) water is also conveyed in a separate pipeline from Lopez Reservoir to the Lopez Water Treatment Plant for treatment and discharge to the clear well (WSC, 2017). Treated Lopez and SWP water is commingled and delivered through the Lopez pipeline, which consists of approximately 13 miles of pipeline that terminates at the Port San Luis Harbor within the Avila URL.

SWP water is not used as the primary supply for any purveyor in the Basin. SWP water is a supplementary water supply source for the water supply demands within the Avila URL area, because multiple factors affecting the overall SWP system can significantly reduce the actual amount delivered in any given year, including hydrologic variability (i.e., years of low rainfall/snowpack), and facility maintenance and repair requirements.(Carollo, 2012). To improve reliability, water purveyors within the Avila URL have entered into drought buffer water agreements with SLOFC&WCD.[5] The contracts between DWR and SWP contractors, including SLOFC&WCD, define the terms and conditions governing the water delivery and cost for SWP supplies. Amounts specified in the SWP Table A allocations are used as the basis for apportioning available supply to each contractor and as a factor in calculating each contractor's share of the SWP's costs (WSC, 2017). SLOFC&WCD's Table A contract amount is 25,000 AFY (DWR, 2003). However, the Central Coast Water Authority (CCWA)[6] and SLOFC&WCD have entered into a Master Water Treatment Agreement, which defines the available capacity for treatment and conveyance for SLOFC&WCD as 4,830 AFY (WSC, 2017). As SLOFC&WCD has a greater Table A allocation than its treatment and conveyance capacity in the Coastal Branch, it can use this "excess allocation" as a "drought buffer" to improve reliability for its subcontractors (WSC, 2017).

[3] The California State Water Project (SWP) is a water storage and delivery system of reservoirs, aqueducts, power plants and pumping plants operated by the Department of Water Resources.
[4] The amount of SWP water received by each SWP contractor each year is determined by multiple factors, including the contractor's maximum contracted allotment (referred to as its Table A allocation) and the annually-projected amount of available water supply deliverable by the SWP system.
[5] Drought buffer water is water that has no pipeline capacity for delivery. Rather, it is used to increase deliveries when Table A allocations are less than 100 percent. For example, if Table A allocations were 50 percent of contracted amounts, the contractor would receive 50 percent of its Table A allocation without a drought buffer, but would receive an additional 50 percent with a drought buffer of equivalent size to its Table A allocation (WSC, 2017). No matter how much drought buffer is purchased, the SWP contractor will receive no more than 100 percent of its Table A allocation.
[6] The Central Coast Water Authority (CCWA) is a public entity organized under a joint exercise of powers agreement dated August 1, 1991, by the cities and special districts responsible for the creation and maintenance of water resources in portions of the North County, Santa Ynez Valley, and the South Coast areas of Santa Barbara County (https://www.ccwa.com/about-us).

3.1.2 Lopez Reservoir

The Lopez Project was constructed in 1968–1969 and is operated by SLOFC&WCD Zone 3 (Zone 3). Lopez water has historically been a reliable source of water supply in the region (WSC, 2017). The Lopez total capacity is 51,990 acre-feet (AF) with a usable storage capacity of 49,200 AF. The annual safe yield of the reservoir is 8,730 AFY with 4,530 AFY apportioned to contract agencies and the remaining 4,200 AFY reserved for downstream releases to maintain environmental flows and agricultural water obligations (WSC, 2017). Lopez water is delivered to water purveyors within the Avila URL under contract with the County Service Area #12 (CSA 12). In years when less water is required for downstream releases, additional water (known as surplus water) may be made available to the Zone 3 member agencies, including CSA 12 (WSC, 2017).

Water quality for both SWP and Lopez treated sources meets both primary and secondary standards for drinking water. Regular monitoring of the Lopez water treatment process is conducted to ensure that appropriate adjustments are made to accommodate seasonal changes in the quality of that water source (Carollo, 2012).

3.2 Water Purveyors

Water purveyors in the Avila URL and in the Basin use both imported surface water supplies and local groundwater resources as part of their water supply portfolio. Five water purveyors distribute water from these sources to the community within the Avila URL; one private spa, a hot spring resort, serves water to the spa and several short-term rental units. These water purveyors and private resort are as follows:

- Avila Beach Community Services District (CSD)
- Avila Valley Mutual Water Company (MWC)
- San Miguelito MW
- CSA 12
- Port San Luis Harbor District
- Sycamore Mineral Springs Resort

Avila Beach CSD was established in 1997 to provide water and wastewater services to 150 acres in the Avila Beach region of San Luis Obispo County. The Avila Beach CSD provides water and sewer service to approximately 355 connections (WSC, 2017). Avila Beach CSD is a subcontractor to the SLOFC&WCD for 100 AFY of SWP Table A water and 100 AFY of SWP drought buffer water (effective as of January 2017) in addition to being a subcontractor to CSA 12 for 68 AFY of Lopez water, providing a total supply of 168 AFY (WSC, 2017). Avila Beach CSD does not own or operate any groundwater production wells.

Avila Valley MWC was established in 1983 to provide water to a small cluster of homes located on 261 acres within the Avila URL. Avila Valley MWC currently provides water to 28 connections (SLO County, 2018). Avila Valley MWC is a subcontractor to the SLOFC&WCD for 20 AFY of SWP Table A water and 60 AFY of SWP drought buffer water in addition to being a subcontractor to CSA 12 for 12 AFY of Lopez water, providing a total surface water supply of 32 AFY. The Avila Valley MWC also owns two Basin wells that have been in regular service since 2012 after an upgrade to the filtration system (SLO County, 2018). The wells had been used only for emergency backup purposes prior to 2012 (Carollo, 2012).

San Miguelito MWC was established in 1979 to provide water to the San Luis Bay Estates area. The 2016 population served was 1,450 via 640 connections (LAFCO, 2016). The buildout maximum is 930 connections (SLO County, 2018). The San Miguelito MWC receives its water supply from both surface and groundwater sources. San Miguelito MWC is a subcontractor to the SLOFC&WCD for 275 AFY of SWP Table A water and 275 AFY of SWP drought buffer water, providing a total surface water supply of 275 AFY. Additional water is pumped from three wells that draw water from the shallow aquifer in the Basin. The San Miguelito MWC's goal is to provide consumers with a 70/30 blend of surface and well water (SLO County, 2018). The wells are used

in conjunction with SWP water and used exclusively when SWP water is not available. San Miguelito also operates 2 golf course irrigation wells, which are completed in bedrock outside of the Basin. The entire golf course irrigation demand (approximately 150 AFY) is satisfied by these wells and is considered to be separate from the supply and demand analysis done for this study.

Port San Luis Harbor District manages Port San Luis Harbor, which serves the public with commercial and recreational boating, fishing and coastal-related opportunities. Port San Luis Harbor includes Hanford Pier, Harbor terrace, Fishermen's Beach, Port Beach, Cal Poly Research Pier, light station (outside Avila URL), Avila Pier, Avila Beach, and Pirate's Cove (SLO County, 2018). Port San Luis Harbor has contracted for 100 AFY of Lopez water from CSA 12; however, the current water use of the harbor is only approximately 20 AFY and is expected to increase to only approximately 40 AFY at buildout.[7]

CSA 12 is one of several County Service Areas located in San Luis Obispo County, managed by the County Board of Supervisors. The Lopez Reservoir is operated by Zone 3, of which CSA 12 is a member. All Lopez water delivered to water purveyors within the Avila URL is done so under subcontract with CSA 12. In addition to the Lopez water subcontracted to Avila Beach CSD, Avila Valley MWC, and Port San Luis Harbor, CSA 12 delivers 61 AFY of Lopez water directly to customers in the rural area east of the community of Avila Beach and 7 AFY of SWP water to the San Luis Coastal Unified School District (SLO County, 2018).

Sycamore Mineral Springs Resort serves domestic water to its spa facility and several short-term rental units via its small public water system. The resort does not receive any imported surface water and relies entirely on groundwater pumped from two wells believed to be completed in the Avila Valley Basin alluvium.[8] The hot springs water source is from the underlying bedrock formations which are not considered as part of this evaluation.

The existing surface water supply portfolios for each of the water purveyors located within the Avila URL are summarized in Table 3-1 and the locations of each are shown on Figure 1. The groundwater supply portion is discussed in further detail below in Section 3.3.

[7] Personal communication with Chris Munson, Port San Luis Harbor Facilities Manager, September 16, 2020.
[8] Personal communication with Brad Hagemann, General Manager of both Avila Beach CSD and San Miguelito MWC, and contract operator of Avila Valley MWC, September 18, 2020).

Table 3-1. Avila URL Water Purveyors and Existing Water Supplies

Water Purveyor	SWP Supply (AFY)		Lopez Supply (AFY)	Total Surface Water Supply (AFY)	Pumps Groundwater from Avila Valley Basin ?
	Water Service Amount (Table A)	Drought Buffer			
Avila Beach CSD	100	100[1]	68	168	---
Avila Valley MWC	20	60	12	32	Yes
San Miguelito MWC	275	275	---	275	Yes
Port San Luis Harbor	---	---	100	100	---
CSA 12[2]	7[3]	7[3]	61[4]	68	Private wells only[5]
Sycamore Mineral Springs Resort	---	---	---		Yes

Notes

Acronyms: CSD – Community Services District, MWC – Mutual Water Company, CSA – County Service Area, SWP – State Water Project, AFY – acre-feet per year

[1] Avila Beach CSD added 100 AFY of drought buffer to their 100 AFY Table A allocation in late 2016 that became effective in January 2017 (WSC, 2017). Prior to this, Avila Beach CSD did not have a SWP drought buffer.

[2] The Lopez Reservoir is operated by SLOFC&WCD Zone 3 (Zone 3) of which CSA 12 is a Zone 3 member. All Lopez water delivered to water purveyors within the Avila URL is done so under subcontract with CSA 12.

[3] Seven AFY of SWP water are allocated to the San Luis Coastal Unified School District, contracted through County CSA 12. Entities within CSA 12 have been noted as being interested in an additional 30 AFY of SWP water if it becomes available (Carollo, 2012).

[4] Provided to customers in the rural area east of the community of Avila Beach.

[5] CSA 12 does not operate any production wells. Groundwater produced within the CSA 12 service area are from private wells only (regulated through County of San Luis Obispo Environmental Health Services).

There are also two MWCs located outside the Avila URL, but with service areas that intersect slightly with the Basin. These are the Bassi Ranch MWC and the Baron Canyon MWC (Figure 1). Both of these MWCs rely entirely upon groundwater and are known to have at least two wells each (according to the California Safe Drinking Water Information System [SDWIS]), however, few additional details, including specific well locations or well completion information, are known. Based on data collected from the California State Water Resources Control Board (SWRCB) GeoTracker GAMA database (GAMA), it seems possible that the Bassi Ranch and Baron Canyon MWC wells are completed in bedrock units, outside of the Basin.

3.3 Avila Valley Subbasin Groundwater

The informally named Avila Valley Subbasin includes the alluvial deposits of San Luis Obispo Creek and tributaries to the ocean at Avila Beach (Figure 1). These alluvial deposits are typically less than 100 ft deep and are composed of river gravel and sand beds overlain by floodplain silts and sands. Wells in the alluvium yield as much as several hundred gallons per minute (Carollo, 2012). Wells outside the Basin in the underlying bedrock units may produce more than 100 gallons per minute (Carollo, 2012). Some of the deep wells produce warm water in the vicinity of Sycamore Mineral Springs and San Luis Bay Estates.

Avila Valley MWC, San Miguelito MWC, and Sycamore Mineral Springs Resort (assumed) produce groundwater from the Basin, as do the agricultural and private water wells of overlying users in the valley. According to the 2016–2018 SLO County Resource Summary Report Public Review Draft (RSR) (SLO County, undated), individual water users within the CSA 12 boundary can request an exemption to install a private well and pump water from the Basin. The total number of users with private wells is unknown, but it assumed to be at least seven based on currently available data (discussed further in Section 3.3.2).

The primary constraints on groundwater usage in the Basin are physical limitations, environmental flow requirements, and elevated nitrate concentrations (Carollo, 2012).

Groundwater in the Basin is supplied from the shallow alluvial aquifer. The primary components of recharge to the aquifer are deep percolation of precipitation that falls on the aquifer, and percolation of streamflow. Streamflow in San Luis Obispo Creek in the Basin has a natural flow component (which exhibits typical seasonal fluctuations) and a significant component derived from discharge of effluent from the SLO WRF (which has a more regular year round flow pattern). The primary components of discharge from the aquifer are groundwater pumping, outflow to the ocean, and evapotranspiration from the shallow aquifer.

The Marre Weir, located approximately 1.3 miles upstream from the mouth of San Luis Obispo Creek, is a metal sheet pile structure that spans the width of the creek. This structure was installed in the early 1970s for the purpose of mitigating against seawater intrusion into the Basin groundwater upstream. Prior to installation of the weir, seawater intrusion had occurred as far up the valley as the confluence with See Canyon Creek (Carollo, 2012). There has been no documented seawater intrusion since the construction of the Marre Weir (Carollo, 2012). Below the Marre Weir, seawater intrusion is the primary constraint to water availability.

The following sections describe the characterization of the Basin alluvial aquifer, including an inventory of existing wells, summary of known well production and historical water level records, and presentation of groundwater quality data.

3.3.1 Avila Valley Subbasin Hydrogeologic Characterization

GSI received and reviewed 195 well completion reports (WCRs) for wells located within the Avila URL and greater Basin area from the County of San Luis Obispo Environmental Health Services (EHS). Of these WCRs, 24 were determined to have been drilled within the Basin boundary (see Figure 2).[9] Of these 24 wells, only 17 were determined to be completed at least partially within the Basin alluvial aquifer (3 of these 17 wells are partially competed in the underlying bedrock as well). The locations of each of these 24 wells as provided by EHS were verified or corrected. It must be noted that WCR databases received from the EHS are known to sometimes contain well location errors or omissions, therefore there may be an unknown number of wells in addition to these 24 documented wells that exist within the Basin footprint.

3.3.1.1 Basin Aquifer Geometry

The lithologic logs from the 24 WCRs were used in conjunction with the lateral extent of alluvium, identified on the Geology of the Arroyo Grande 15′ Quadrangle, San Luis Obispo County, California geologic map (Hall, 1973) to assess the geometry of the Basin alluvial aquifer. These data sets were input into Leapfrog® Works[10] which was used to develop a three-dimensional (3D) model and geologic cross sections of the Basin. Due to the absence of borehole data in some portions of the Basin (Figure 2) professional judgment was used during lithologic modeling to guide the Leapfrog interpolation engine toward a modeling result that honors the available borehole data and appears structurally reasonable. Further subsurface investigation is required to verify the Basin geometry interpreted in these locations.

[9] This means that these wells were drilled within the footprint of the Basin, providing valuable lithologic borehole data used to determine the depth and geometry of the Basin alluvial aquifer. However, this does not mean that each of these wells has been completed within the Basin alluvial aquifer.

[10] Leapfrog® Works is a 3D geologic modeling and design software package made by Seequent Ltd. Leapfrog® Works uses an implicit 3D interpolation technology called Fast Radial Basis Function (FastRBF™) which allows scattered 3D data to be described by a single mathematical function and quickly rendered as a surface at any resolution (Seequent Ltd., 2020).

The Basin covers an area of approximately 1,400 acres and varies in depth from 0 to approximately 100 ft. The Basin alluvial thickness is presented in map form on Figure 2, and in cross sectional view on Cross Section AA' (Figure 3) and Cross Section BB' (Figure 4). A 3D rendering of the Basin is presented on Figure 5.

3.3.1.2 Avila Valley Alluvial Aquifer Characteristics

Fourteen of the available WCRs included enough information from an initial well test performed by the well driller to estimate the aquifer parameters of transmissivity (T) and hydraulic conductivity (K). No other aquifer testing information was available, despite data requests made to Avila Valley MWC and San Miguelito MWC. The information provided on these 14 WCRs includes an estimated discharge rate (Q), total drawdown observed during the test(s), and specifications of the aquifer of completion and perforated interval of the well. Eleven of these wells are completed in the Basin alluvial aquifer and 3 of the wells are completed in the underlying bedrock. These basic well test data provided on the WCRs were plugged into one of two empirical equations developed from the modified nonequilibrium (Jacob) equation to estimate T (Driscoll, 1986. Appendix 16.D). Two equations are given, one for confined aquifer conditions and one for unconfined aquifer conditions. These equations are given here:

$$T = \frac{Q}{s} \times 2000 \ (confined\ conditions) \qquad \textbf{Equation 1}$$

$$T = \frac{Q}{s} \times 1500 \ (unconfined\ conditions) \qquad \textbf{Equation 2}$$

The unconfined conditions equation was used for the 11 wells completed in the Basin alluvial aquifer and the confined conditions equation was used for the 3 wells completed in the underlying bedrock. The geometric mean of the Basin alluvial aquifer T results is 3,665 gallons per day per foot (gpd/ft). Hydraulic conductivities were calculated for each well by dividing the calculated transmissivity by the length of the perforated interval of each well. The geometric mean of the Basin alluvial aquifer hydraulic conductivity results is 12 feet per day (ft/day). The geometric mean of the underlying bedrock T results is 165 gpd/ft and the geometric mean of the underlying bedrock K results is 0.06 ft/day. The results of the estimated T and K calculations for each well are shown in Table 3-2 and their distributions are shown on Figure 6.

Table 3-2. Summary of Aquifer Testing Results

Date of Test	Well ID	Pumping Rate (gpm)	Drawdown (ft)	Transmissivity [1] (gpd/ft)	Perforated Interval (ft)	K (ft/day)
Basin Alluvial Wells						
11/15/2005	WP1008959	9	80	169	40	0.56
9/5/1984	WP1018072	25	45	833	30	3.71
10/14/2014	WP1013015	13	22	886	78	1.52
10/14/2014	WP1013016	13	22	886	38	3.12
7/16/1976	WP1022212	45	22	3,068	60	6.84
12/12/1991	WP1004300	103	50	3,090	73	5.66
10/17/1986	WP1017068	190	20	14,250	44	43.3
9/14/1984	WP1018077	100	10	15,000	20	100
2/11/2003	WP1011052	249	22	16,977	30	75.7
3/28/1989	WP1014671	100	8	18,750	40	62.7
9/5/1984	WP1018071	75	5	22,500	30	100
			Geometric Mean:	**3,665**		**12.1**
Bedrock Wells						
3/10/2008	WP1007350	4.17	214	29	200	0.02
5/23/1986	WP1016850	65	300	325	690	0.06
5/22/2018	WP1026044	75	236	477	400	0.16
			Geometric Mean:	**165**		**0.06**

Notes

[1] Transmissivity was calculated using empirical equations developed from the modified nonequilibrium (Jacob) equation (Driscoll, 1986. Appendix 16.D).

Abbreviations: ft – foot or feet, gpd/ft – gallons per day per foot, gpm – gallons per minute, K – hydraulic conductivity

3.3.2 Inventory of Existing Wells

As previously discussed, GSI received and reviewed 195 WCRs for wells located within the Avila URL and greater Basin area from the EHS. Of these WCRs, only 17 were determined to have been completed at least partially within the Basin alluvial aquifer and 7 of these wells are completed within CSA 12 (within the Avila URL). These 17 wells, plus the two Avila Valley MWC wells, the three San Miguelito MWC wells, and the two Sycamore Mineral Springs Resort (assumed to be completed in the Basin alluvium) comprise the total number of known wells completed in the Basin. The locations of these 24 wells are shown on Figure 7. As mentioned above, due to potential errors or omissions associated with the EHS WCR database, there may be an unknown number of wells in addition to these 24 wells that are completed within CSA 12 and/or within the Basin. Although the Bassi Ranch and Baron Canyon MWC wells are assumed to be completed in bedrock units outside of the Basin, they are also shown on Figure 7.

3.3.3 Well Production Records and Historical Water Level Data

3.3.3.1 Well Production

Municipal and Domestic Groundwater Production

Several years of groundwater production data were provided by Avila Valley MWC and San Miguelito MWC. These data show that Avila Valley MWC has produced an average total of 3 AFY over the period of 2015–

2019, with a minimum of 1 AFY (in 2019) and a maximum of 4 AFY (in 2015).[11] San Miguelito MWC has produced 62 AFY on average over the period of 2013–2019, with a minimum of 35 AFY (in 2019) and a maximum of 100 AFY (in 2014). No other primary production data sets are available. Therefore, annual production has been estimated for the 17 EHS WCR wells completed in the Basin and Sycamore Mineral Springs Resorts and for the agricultural irrigation demands within the Basin.

Published per capita use data are used to estimate non-metered pumping. Of the 17 EHS WCR wells, 14 are used for rural domestic purposes (the other 3 are assumed to be used for agricultural irrigation production, which is analyzed separately, below). For each of these 14 rural domestic wells, a total water demand per well is 0.75 AFY/domestic unit (per well) is applied (GSSI, 2014). Of this amount, 38 percent is used indoors and returns to the Basin through onsite septic systems (GSSI, 2014). Therefore, calculated total annual pumpage for rural domestic use is 11 AFY, with a return flow of 4 AFY, resulting in an effective total annual production of 7 AFY.

According to the County of San Luis Obispo Open Data Water Purveyors' geographic information systems (GIS) dataset[12] (updated August 2020), the Sycamore Mineral Springs Resort serves an estimated population of 200 annually. Based on an average of 2.5 people per household in San Luis Obispo County,[13] this equates to approximately 80 rural domestic units and therefore a total annual pumped volume of 60 AFY. Although it is known that San Miguelito MWC has been taking a portion of the resort's wastewater for treatment in Wild Cherry Canyon, outside of the Basin[8], the wastewater volumes collected are unknown. Also unknown is the percentage of pumped groundwater that is used indoors at the resort. Therefore, the same 38 percent return flow to the Basin is used, resulting in an effective total annual production of 37 AFY.

Agricultural Irrigation Production

Average annual agricultural irrigation production was estimated using a GIS data set of crop types and acreage from the office of the San Luis Obispo County Agricultural Commissioner, and crop-specific water duty factors from the Irrigation Training and Research Center (ITRC) at California Polytechnic State University, San Luis Obispo. The irrigated agricultural lands occurring in the Basin were identified as (1) orchard crops including apples, apricots, peaches, pears, and berry crops, including blackberries and raspberries; (2) various rotational crops; and (3) vineyards. Each of these crop types were tallied as separate acreages occurring within the Basin, based on the 2018 GIS data set from the Agricultural Commissioner's office. The ITRC crop water duty factors applied to these acreages were taken from the typical year, water balance specific[14] Zone 6 tables for drip/micro irrigation.[15] The estimated annual agricultural irrigation production is 547 AFY using a 10 percent factor to allow for return flows that percolate back into the Basin aquifer, giving an effective total annual production of 491 AFY. Approximately 53 AFY of this effective pumping occurs on 27 acres of crop land within CSA 12, inside the Avila URL

This equates to an estimated total annual groundwater production of 600 AFY from the Basin alluvial aquifer. A summary of total average annual production from the Basin by producer is provided in Table 3-3. A qualitative level of confidence for each estimate is also included.

[11] These are reported as effective pumping volumes, using a 38 percent return flow via septic system percolation.
[12] https://opendata.slocounty.ca.gov/datasets/water-purveyors
[13] https://www.census.gov/quickfacts/sanluisobispocountycalifornia
[14] ITRC produces both 'water balance' and 'irrigation scheduling & design' specific tables. This study relies on the water balance specific table.
[15] http://www.itrc.org/etdata/data/dmtypwb6.pdf

Table 3-3. Summary of Average Annual Groundwater Production from the Basin

Groundwater Producer	Total Annual Production (AFY)	Notes
Avila Valley MWC	3	Average (2015–2019), high confidence
San Miguelito MWC	62	Average (2013–2019), high confidence
Sycamore Mineral Springs Resort	37	Estimated Average, low confidence
Rural Domestic Wells	7	Estimated Average, medium confidence
Agricultural Irrigation Wells	491	Estimated Average, medium confidence
Total:	600	

Notes

AFY – acre-feet per year, MWC – Mutual Water Company

3.3.3.2 Historical Water Level Data

A limited amount of historical water level measurements are available that could augment the initial water levels reported on WCRs. Avila Valley MWC and San Miguelito MWC responded to data requests with only anecdotal water level information, summarized here:

- The Avila Valley MWC wells have average static water levels of 11.0 ft to 14.5 ft below ground surface (bgs) and average pumping water levels of 32 ft to 40 ft bgs.
- The San Miguelito MWC wells have average static water levels of 17.5 ft to 19.5 ft bgs and average pumping water levels of 23.5 ft to 26.5 ft bgs.

Initial water levels recorded on the WCRs for the 17 Basin alluvial wells range from 5 ft to 29 ft bgs, with an average of 13 ft bgs (as recorded over a period from 1984 through 2018).

There are not enough available historical water level data to determine water level trends, long-term or otherwise. However, because the Basin has a shallow alluvial aquifer overlying bedrock, streambed percolation from the constant flows (~4,000 AFY) from the City of San Luis Obispo WRF are likely sufficient to maintain relatively stable groundwater levels. [8]. In addition, runoff from rainfall events that generate flow in the overlying streams provide for rapid natural recharge to the shallow alluvial aquifer following periods of lowered groundwater levels.

3.3.4 Groundwater Quality

The Basin alluvium extends to the ocean, but the freshwater portion of the alluvium is limited to the portion upstream of the Marre Weir. Prior to installation of this weir in the early 1970s, seawater intrusion had occurred as far up the valley as the confluence with See Canyon Creek (Carollo, 2012). Since the installation of the weir and with the supplemental flow from the City of San Luis Obispo wastewater treatment plant, there have not been any documented observations of seawater intrusion upstream of the weir (Carollo, 2012), as demonstrated by the groundwater quality data presented in the following sections.

Groundwater quality samples have been collected and analyzed throughout the project area for various studies and under various regulatory programs. Historical groundwater quality data from the SWRCB GAMA database were compiled for this analysis. With a few exceptions, most of the available water quality data is from wells with unknown well completion information. Therefore, this groundwater quality analysis is based on the assumption that it includes both Basin alluvial aquifer and surrounding bedrock water quality data.

In general, the quality of groundwater in the Basin is good. Water quality trends in the Basin reflect general equilibrium, with some areas of improving water quality and few significant trends of degradation of water quality. The distribution, concentrations, and trends of several major water quality constituents are presented in the following sections. The comprehensive GAMA data set analyzed for this study is included as Appendix B (electronic format).

3.3.4.1 Groundwater Quality Suitability for Drinking Water

Groundwater in the Basin is generally suitable for drinking water purposes. Drinking water standards for MCLs and secondary MCLs (SMCLs) are established by federal and state agencies. MCLs are legally enforceable standards, while SMCLs are guidelines established for nonhazardous aesthetic considerations such as taste, odor, and color. Water quality data from public supply wells were analyzed to identify exceedances of drinking water standards. The data reviewed consist of 289 sampling events from 53 wells in the study area, collected between April 1987 and July 2020.

The most common water quality standard exceedances in the Basin are exceedances of the SMCLs for iron and manganese. Iron samples from 10 of 17 wells exceeded the corresponding SMCL in 71 out of 132 samples collected; manganese samples from 10 of 17 wells exceeded the corresponding SMCL in 106 of 129 samples.

Other water quality standard exceedances in the Basin include

- Exceedances of the SMCL for total dissolved solids (TDS), which equaled or exceeded the standard in 14 of 36 wells in 24 out of 155 samples.
- Exceedances of the MCL for nitrate, which equaled or exceeded the standard in 2 of 33 wells in 8 out of 261 samples collected.
- Chloride samples from 1 of 37 wells exceeded the corresponding SMCL in 1 of 153 samples collected.
- Arsenic samples from 1 of 17 wells exceeded the corresponding MCL in 6 out of 132 samples collected.
- Bromate samples from one well exceeded the corresponding MCL in two out of two samples collected.
- Fluoride samples from 1 of 17 wells exceeded the corresponding MCL in 1 out of 78 samples collected.
- There was a single exceedance of the MCL for gross beta.
- Benzene samples from 2 of 26 wells exceeded the corresponding MCL in 2 out of 69 samples collected.
- Methyl tert-butyl ether (MTBE) samples from one well exceeded the corresponding MCL in 1 out of 77 samples.
- Sodium concentrations in 14 of 17 wells exceeded the San Luis Obispo region water quality objective (WQO) of 50 milligrams per liter (mg/L) in 110 of 116 samples collected.
- Boron samples from 6 of 20 wells exceeded the corresponding WQO in 8 of 36 samples collected.

3.3.4.2 Distribution and Concentrations of Point Sources of Groundwater Constituents

Potential point sources of groundwater quality degradation were identified using the SWRCB Geotracker website. Table 3-4 summarizes information from the website for open/active sites. Figure 8 shows the locations of these potential groundwater contaminant point sources and the locations of completed/case closed sites. Based on available information, there are not any known groundwater contamination plumes at these sites.

Table 3-4. Potential Point Sources of Groundwater Degradation

Site ID/ Site Name	Site Type	Constituent(s) of Concern (COCs)	Status
Conoco-Phillips Site # 5143 (T10000002287)	Cleanup Program Site	Crude oil, diesel, gasoline	Open - Site Assessment as of 7/13/2010
Harbor Terrace Project (T10000013237)	Cleanup Program Site	Naphthalene, polynuclear aromatic hydrocarbons (PAHS), total petroleum hydrocarbons (TPH)	Open - Site Assessment as of 9/18/2019
Unocal Avila Tank Farm (SI607992666)	Cleanup Program Site	Arsenic, asphalt, benzene, crude oil, diesel, gasoline, heating oil/fuel oil, kerosene, MTBE/tertiary butyl alcohol/other fuel oxygenates, mercury (elemental), other chlorinated hydrocarbons, other metal, other petroleum, other solvent or non-petroleum hydrocarbon, PAHS), toluene, waste oil/motor / hydraulic/lubricating, xylene	Open - Assessment & Interim Remedial Action as of 6/13/2019

3.3.4.3 Distribution and Concentrations of Diffuse or Natural Groundwater Constituents

The distribution and concentration of several constituents of concern are discussed in the following subsections. Groundwater quality data were evaluated from the GAMA data set. The data reviewed consist of 289 sampling events from 53 wells in the study area, collected between April 1987 and July 2020. Each of the constituents is compared to its drinking water standard. This report focuses only on constituents most likely to be affected by potential future projects and activities. The constituents discussed below are chosen because:

1. The constituent has a drinking water standard or water quality objective (WQO), and
2. Concentrations have been observed above the drinking water standard or WQO.

Total Dissolved Solids

TDS is defined as the total amount of mobile charged ions, including minerals, salts or metals, dissolved in a given volume of water. TDS concentration is commonly expressed in mg/L. TDS is a constituent of concern in groundwater if it is been detected at concentrations greater than its SMCL of 1,000 mg/L. The TDS SMCL has been established for color, odor, and taste, rather than for human health effects. This SMCL includes a recommended standard of 500 mg/L, an upper limit of 1,000 mg/L and a short-term limit of 1,500 mg/L. TDS water quality results ranged from 370 to 1,700 mg/L with an average of 849 mg/L. TDS samples from 14 of 36 wells exceeded the corresponding SMCL in 24 out of 155 samples collected. Concentrations of TDS in five wells slightly increased between 2013 and 2017. Three of these wells are owned by the San Miguelito MWC (wells 4010003-007,[16] 4010003-009, and 4010003-011) and two are owned by the Avila Valley MWC (wells 4000716-001 and 4000716-004). Concentrations of TDS in these wells has remained stable or decreased since 2017. The regional distribution and trends of TDS concentrations are shown on Figure 9.

[16] This style of well identification (xxxxxxx-xxx) is unique to the Geotracker GAMA water quality database. These well IDs are not used by the water purveyors.

Nitrate

Nitrate (as N) may occur naturally, but is frequently associated with the presence of agricultural fertilizers or on-site domestic wastewater treatment (i.e., septic) systems. It has been detected at concentrations greater than the MCL of 10 mg/L (when reported as N; the MCL is 45mg/L when reported as NO3). Nitrate water quality results range from non-detect to 19.2 mg/L. Nitrate samples from 2 of 33 wells exceeded the corresponding MCL in 8 out of 261 samples collected. Seven of the 8 exceedances occurred in one well, well 4000563-001, located just north of the Basin. Nitrate concentrations in this well have been stable. However, the most recent sample, collected in 2019, measured 6.1 mg/L, which is below the MCL and previous measured concentrations. In general, concentrations of nitrate are stable throughout the Basin. No trends of increasing concentration of nitrates are evident. The regional distribution and trends of nitrate concentrations are shown on Figure 10.

Arsenic

Arsenic has been detected at concentrations greater than the MCL of 10 µg/L. Arsenic water quality results ranged from non-detect to 14 µ/L. Arsenic samples collected from one well, the Avila Valley MWC well 4000716-001, exceeded the corresponding MCL in 6 out of 132 samples collected. Arsenic concentrations in this well vary slightly over time. There is no discernible trend of arsenic concentrations in this well or in the study area.

Fluoride

Fluoride has been detected at concentrations its MCL of 2 mg/L. Fluoride water quality results ranged from 0.1 mg/L to 7.9 mg/L. Fluoride samples collected from one well, the San Miguelito MWC well 4010003-011, exceeded the corresponding MCL in a single sample collected in 1995. Fluoride concentrations in this well have remained below the MCL since 1995, as have concentrations from all other wells in the study area.

Chloride

Chloride is a constituent of concern because it has been detected at concentrations greater than the SMCL of 500 mg/L and because, coupled with sodium, it can provide warning of potential seawater intrusion to the Basin aquifer. The chloride SMCL has been established for primarily taste considerations. This SMCL includes a recommended standard of 250 mg/L, an upper limit of 500 mg/L and a short-term limit of 600 mg/L. Chloride water quality results ranged from 10 mg/L to 554 mg/L with an average of 106 mg/L. Chloride samples from 1 of 36 wells exceeded the corresponding SMCL in 1 out of 153 samples collected. Chloride concentrations increased in three wells owned by the San Miguelito MWC in the southern portion of the Basin, (wells 4010003-009, 4010003-007, and 4010003-011) between 2013 and 2016. Chloride concentrations in these wells have been decreasing since 2016. The regional distribution and trends of chloride concentrations are shown on Figure 11.

Sodium

Sodium is an unregulated constituent and therefore does not have a regulatory standard. However, coupled with chloride, monitoring of sodium concentrations can provide warning of potential seawater intrusion to the Basin aquifer. Sodium concentrations have exceeded the San Luis Obispo region WQO of 50 mg/L in 32 of 37 wells and 143 of 153 samples collected. Sodium concentrations increased in three wells owned by the San Miguelito MWC in the southern portion of the Basin (wells 4010003-009, 4010003-007, and 4010003-011) between 2013 and 2016. Sodium concentrations in these wells have stabilized or decreased since 2016. The regional distribution and trends of sodium concentrations are shown on Figure 12.

Iron

Iron is a constituent of concern because it has been detected at concentrations greater than the SMCL of 300 micrograms per liter (µg/L). Iron water quality concentrations ranged from 69 to 12,000 µg/L with an average of 1,147 µg/L. One of Baron Canyon MWC's wells, 4000214-002, assumed to be completed in bedrock, exhibited the greatest concentrations of iron. Iron concentrations in the San Miguelito MWC well 4010003-007 and the Avila Valley MWC well 4000716-001 have increased over time. Iron concentrations of the San

Miguelito MWC well 40010003-009 decreased between 2006 and 2014 and have slightly increased since 2015.

Manganese

Manganese is a constituent of concern because it has been detected at concentrations greater than the SMCL of 50 µg/L. Manganese water quality results ranged from 20 µg/L to 960 µg/L with an average of 406 µg/L. Manganese concentrations for three wells owned by the San Miguelito MWC (wells 40010003-007, 40010003-009, and 40010003-011), and two wells owned by the Avila Valley MWC (wells 4000716-004 and 4000716-001) exhibit trends of rising manganese concentrations. Manganese concentrations for the San Miguelito wells gradually increased from 1987 to 2006. Concentrations of manganese then stabilized until 2012, when concentrations of the five wells began decreasing. Manganese concentrations decreased until 2014 and then increased from 2014 to 2017. Manganese concentrations have been stable since 2017.

Other Constituents

Other constituents found in exceedance of their respective regulatory standards include bromate, gross beta, benzene, and MTBE. Two bromate exceedances occurred in a Bassi Ranch MWC well in December 2006 and January 2007. A single gross beta exceedance occurred in a Sycamore Mineral Springs Resort well in 2007. The benzene and MTBE exceedances have occurred in monitoring wells associated with the coastal Unocal oil facility, located outside the Basin area. Each of these exceedances occurred in samples from a small number of wells, indicating isolated occurrences of these elevated constituent concentrations, rather than widespread occurrences affecting the entire Basin. There are not enough data in the GAMA dataset to determine trends of the elevated concentrations of bromate, gross beta, benzene, and MTBE.

4. Current and Projected Future Water Demand

4.1 Current Demand

Based on the review of existing water supply sources presented in Section 3, the water purveyors in the Avila URL import 309 AFY of surface water from SWP and/or Lopez sources, on average. This accounts for 66 percent of the average annual water demand within the Avila URL. The water purveyors also produce approximately 158 AFY of groundwater from the Basin alluvial aquifer within the Avila URL on average. Note that this includes 56 AFY that is attributed to private rural domestic use and private agricultural irrigation occurring within CSA 12. This accounts for about 34 percent of the average annual Avila URL water demand. The current Avila URL water demand is 467 AFY, based on this analysis.

The current water demand outside of the Avila URL, but within the Basin is approximately 442 AFY, based on estimates of rural domestic pumping and irrigated agriculture demand. The total current estimated water demand for the Basin, including the Avila URL, is 909 AFY, satisfied with 309 AFY of imported surface water (or 34 percent of the total) and approximately 600 AFY of groundwater pumping from the Basin (66 percent of the total).

Note that return flows to the Basin aquifer from septic systems or agricultural irrigation are addressed in this analysis by subtracting the estimated return flows from the estimated volumes of pumped groundwater to determine effective or 'net' groundwater production. These return flows do not apply to sewered areas, including Avila Beach CSD, San Miguelito MWC, Port San Luis Harbor, and a portion of Sycamore Mineral Springs Resort. The current water demands are summarized in Table 4-1.

Table 4-1. Current Water Demand Summary

Water Purveyor or Groundwater Producer	Imported Surface Water				Groundwater		Total (AFY)
	SWP Supply (AFY)	Lopez Supply (AFY)	Total Surface Water (AFY)	% of Total Demand	Avila Valley Basin Groundwater (AFY)	% of Total Demand	
Avila URL Area							
Avila Beach CSD	81[1,2]		81	100%	---	---	81
Avila Valley MWC	29[1]		29	91%	3	9%	32
San Miguelito MWC	110	---	110	64%	62	36%	173
Port San Luis Harbor	---	20	20	100%	---	---	20
CSA 12[3]	7	61	68	55%	56[4]	45%	124
Sycamore Mineral Springs Resort	---	---	0	0%	37	100%	37
Avila URL Totals:			**309**	66%	**158**	34%	**467**
Basin Area Outside of Avila URL							
Rural Domestic Wells[5]	---	---	0	0%	3	100%	3
Agricultural Irrigation Wells[5]	---	---	0	0%	439	100%	439
Basin Totals (outside of Avila URL):			**0**	0%	**442**	100%	**442**
Grand Totals:			**309**	34%	**600**	66%	**909**

Notes

Acronyms: AFY – acre-feet per year, CSD – Community Services District, CSA – County Service Area, Lopez – Lopez Reservoir, MWC – Mutual Water Company, SWP – State Water Project, % - percent

[1] Imported water sources as provided were not segregated; therefore they are presented as the lump sum of SWP and Lopez water.

[2] Water demand is based on average demand for the period 2012–2016 (WSC, 2017)

[3] CSA 12 surface water demands are based on the water supply numbers presented in the 2018 Avila Community Plan Background Report (SLO County, 2018).

[4] CSA 12 Basin groundwater demand is based on estimates of average annual effective pumping for 7 rural domestic wells and agricultural irrigation demands on 27 acres within the Avila URL.

[5] Includes production only from wells located outside of the Avila URL, but within the Basin.

4.2 Projected Future Demand

The projected future water demands for the Avila URL and greater Basin area are based on interviews with water purveyor personnel, review of the Water Resources Analysis Technical Memorandum prepared for Avila Beach CSD (WSC, 2017), review of the 2012 San Luis Obispo County Master Water Report (Carollo, 2012), and review of materials compiled in the 2018 Avila Community Plan Background Report (SLO County, 2018).

4.2.1 Avila URL Projected Future Demand

Based on communications with Brad Hagemann, general manager of both Avila Beach CSD and San Miguelito MWC and contract operator of Avila Valley MWC, the projected future water demands presented in the 2018 Avila Community Plan Background Report (SLO County, 2018) are accurate for Avila Valley MWC and San Miguelito MWC. However, the projected future water demand for Avila Beach CSD is better represented in the

Water Resources Analysis Technical Memorandum prepared for Avila Beach CSD (WSC, 2017). These projected future water demands are presented in Table 4-2.

The projected future water demand for Port San Luis Harbor (Harbor) is based on conversation with Chris Munson, facilities manager at the Harbor. According to Mr. Munson, the 35 AFY water demand for the Harbor presented in the 2018 Avila Community Plan Background Report (SLO County, 2018) is overstated and represents an earlier period when more fish processing occurred. The current Harbor water demand of 20 AFY is expected to increase to its projected buildout water demand of 40 AFY as early as next year due to the planned opening of the Harbor Terrace Campground[7].

CSA 12 demand for imported surface water is expected to remain steady at 68 AFY (SLO County, 2018), although entities within CSA 12 have been noted as being interested in an additional 30 AFY of SWP if it becomes available (Carollo, 2012). For the purposes of this study, the CSA 12 projected surface water demand will remain constant at 68 AFY. The projected groundwater demand in CSA 12 is expected to increase by approximately 1.3 AFY to 58 AFY, based on projected rural domestic demand (discussed in further detail below).

No information regarding projected future water demand is available for the Sycamore Mineral Springs Resort. It is assumed that the current estimated demand of 37 AFY is the buildout demand and will remain steady.

4.2.2 Projected Future Demand of the Basin – Outside of Avila URL

The projected future water demands for agricultural irrigation and rural domestic use in the Basin, outside of the Avila URL, is based on growth projections for Watershed Planning Area 6 (WPA 6) in the 2012 San Luis Obispo County Master Water Report (Master Water Report) (Carollo, 2012). The Master Water Report projects an ultimate 41 percent increase in rural domestic demand on average within WPA 6, which results in a projected rural domestic buildout demand of 5 AFY within the Basin, outside of the Avila URL.

The Master Water Report projects that agricultural irrigation demands will remain essentially steady within WPA 6 (Carollo, 2012). Based on review of current land use data in the Basin, there is limited room for agricultural expansion. Considering that most of the agricultural land in the Basin is already dedicated to high-value crops, it is unlikely that significant changes to crop types would be made in the future. For these reasons, the projected future agricultural irrigation demands of the Basin are expected to remain steady at 492 AFY (53 AFY of this occurring in CSA 12, within the Avila URL and 439 AFY occurring outside the Avila URL).

The projected future water demands for the water purveyors and other groundwater producers in the Avila URL and greater Basin area are presented in Table 4-2.

Table 4-2. Projected Future Water Demands

Water Purveyor or Groundwater Producer	Forecast Demand in 15 Years (AFY)	Forecast Demand in 20 Years (AFY)	Buildout Demand (30 or More Years) (AFY)	Percent Increase from Current Demand at Buildout
Avila URL				
Avila Beach CSD[1]	101	105	108	33%
Avila Valley MWC[2]	31	31	32	0%
San Miguelito MWC[2]	359	383	393	127%
Port San Luis Harbor[3]	40	40	40	100%
CSA 12[4]	125	125	126	1%
Sycamore Mineral Springs Resort	37	37	37	0%
Avila URL Totals:	**693**	**721**	**736**	**57%**
Basin - Outside of Avila URL				
Rural Domestic Wells[5]	4	4	5	41%
Agricultural Irrigation Wells[5]	439	439	439	0%
Basin Totals (outside of Avila URL):	**443**	**443**	**444**	**0%**
Grand Total:	**1,136**	**1,164**	**1,179**	**30%**

Notes

Acronyms: AFY – acre-feet per year, CSD – Community Services District, CSA – County Service Area, MWC – Mutual Water Company,

[1] Source: Water Resources Analysis Technical Memorandum prepared for Avila Beach CSD (WSC, 2017).

[2] Source: 2018 Avila Community Plan Background Report (SLO County, 2018).

[3] Source: personal communication with Chris Munson, September 2020.

[4] Based on rural domestic and agricultural irrigation demand analysis and review of 2012 San Luis Obispo County Master Water Report (Carollo, 2012), and the 2018 Avila Community Plan Background Report (SLO County, 2018).

[5] Based on rural domestic and agricultural irrigation demand analysis and review of 2012 San Luis Obispo County Master Water Report (Carollo, 2012).

5. Sustainability Assessment

The future water supply sustainability for the Avila URL and greater Basin areas was assessed by comparing current water supplies, including imported surface water and Basin groundwater sources (see Section 3), to the projected future buildout water demands identified in Section 4. The results of this comparison are presented in Table 5-1. The sustainability assessment also includes a review of projected SWP and Lopez water supply reliability and an assessment of groundwater availability in the Basin aquifer.

Table 5-1. Water Supply Sustainability Assessment Summary

Water Purveyor or Groundwater Producer	Current Surface Water Supply (AFY)	Buildout Demand (30 Or More Years) (AFY)	Groundwater Pumping Required to Meet Demand at Buildout (AFY)
Avila URL			
Avila Beach CSD	168	108	---
Avila Valley MWC	32	32	---
San Miguelito MWC	275	393	118
Port San Luis Harbor	100	40	---
CSA 12[2]	68	126	58
Sycamore Mineral Springs Resort	---	37	37
Avila URL Totals:	**643**	**736**	**212**
Basin - Outside of Avila URL			
Rural Domestic Wells	---	5	5
Agricultural Irrigation Wells	---	439	439
Basin Totals (outside of Avila URL):	**—**	**444**	**444**
Grand Total:	**643**	**1,179**	**656**

Notes

Acronyms: AFY – acre-feet per year, CSD – Community Services District, MWC – Mutual Water Company, CSA – County Service Area

Green highlighting = buildout demand is satisfied with existing surface water supplies (normal year),

Yellow highlighting = buildout demand is only partially or not satisfied with existing surface water supplies.

As indicated in Table 5-1, the projected buildout water demands of Avila Beach CSD, Avila Valley MWC, and Port San Luis Harbor are expected to be satisfied by currently available surface water supplies. In the case of both Avila Beach CSD and the Harbor, the projected buildout water demands are significantly less than the current surface water supplies. This level of supply buffer is appropriate for these two water purveyors, as neither has the ability to produce groundwater. Avila Valley MWC's existing surface water supply is equivalent to its projected buildout demand, providing no buffer, but the MWC can also rely upon its two wells for an additional 7 AFY when needed (based on 2015 pumping data).

Table 5-1 shows that water purveyors San Miguelito MWC, CSA 12, and Sycamore Mineral Springs Resort will need to produce groundwater from the Basin to meet their respective projected buildout water demands. San Miguelito MWC will need to produce 118 AFY to meet the projected buildout demand. This is 56 AFY more, on average, than San Miguelito MWC has historically produced since 2013, but only 18 AFY more than was produced in 2014. Note that CSA 12 projected demand is only 2 AFY more than the current demand and that Sycamore Mineral Springs Resort demand is projected to remain steady. Therefore, San Miguelito MWC represents the only significant increase in groundwater pumping projected within the Avila URL.

Outside of the Avila URL, the groundwater pumping required to sustain rural domestic and agricultural irrigation demand is projected to remain essentially the same as it has been to satisfy current demands. Therefore, the total groundwater pumping required to satisfy the projected buildout demand of the Basin (656 AFY, including the Avila URL) is only 56 AFY greater than the current groundwater pumping demand (600 AFY). Assuming sufficient reliability of future surface water supplies, this increase in groundwater pumping is not

expected to cause long term water level declines in normal rainfall years. This is discussed in further detail below.

5.1 Assessment of Future Surface Water Supply Reliability

According to the Water Resources Analysis Technical Memorandum prepared for Avila Beach CSD (WSC, 2017), Lopez water supply is expected to meet contractor's full allocation amounts, except in the third year of multiple dry years when it will be reduced by 10 percent. In some years, contracted agencies also receive surplus water from Lopez depending upon yearly requirements for downstream releases (WSC, 2017). The SLOCFC&WCD monitors the potential for surplus water availability consistent with the water supply agreement. However, for planning purposes, surplus Lopez water is not included as a reliable supply (WSC, 2017).

The SWP supply reliability is far less consistent than the Lopez supply reliability from year to year. DWR's SWP 2015 Final Delivery Capability Report estimates that the long-term average of Table A deliveries under historical conditions was approximately 62 percent of the maximum Table A amount (DWR, 2015). The maximum delivery is estimated to be 98 percent and the minimum delivery is estimated to be 11 percent (DWR, 2015). The long-term average of 62 percent is assumed to be the average-year (normal year) supply available to Avila URL contractors. Each Avila URL SWP user has a drought buffer that is at least as big as its Table A allocation. This means that on any average (or slightly less than average) year in which the SWP Table A allocation is set above 50 percent, each Avila URL contractor will receive 100 percent of its Table A allocated amount. However, the likelihood that 62 percent of the maximum Table A amount is available varies in single dry and multiple dry years (WSC, 2017). WSC (2017) based single-dry and multiple-dry years scenarios on the lowest historical SWP percentage allocations, which are 5 percent in 2014 (single-dry year), and 15 percent, 5 percent, and 20 percent for 2013, 2014, and 2015 respectively (multiple-dry years).

For the purposes of this study, these normal year, single-dry year, and multiple-dry year SWP percentage allocations are applied to the Table A allocations and drought buffer amounts for each of the four SWP contractors in the Avila URL. The 10 percent reductions for Lopez water are applied to the third year of a multiple-dry year period for each of the four Lopez contractors in the Avila URL area. As presented in Table 5-2, the results of this analysis show that, during dry years, the Avila URL water purveyors may need to make up for as much as 360 AFY of reduced surface water supplies.

Table 5-2. Surface Water Supply Reliability by Water Year Type

Water Purveyor	Normal Allocations (AFY)		Normal Year	Single Dry Year (2014)	Multiple Dry Years		
	Table A (SWP only)	Drought Buffer (SWP only)			Year 1 (2013)	Year 2 (2014)	Year 3 (2015)
SWP Percentage Allocation:			62%[1]	5%	35%	5%	20%
Lopez Percentage Allocation:			100%	100%	100%	100%	90%
SWP Allocations by Water Year Type (AFY)							
Avila Beach CSD	100	100	100	10	70	10	40
Avila Valley MWC	20	60	20	4	28	4	16
San Miguelito MWC	275	275	275	27.5	192.5	27.5	110
CSA 12	7	7	7	0.7	4.9	0.7	2.8
Lopez Allocations by Water Year Type (AFY)							
Avila Beach CSD	68		68	68	68	68	61.2
Avila Valley MWC	12		12	12	12	12	10.8
Port San Luis Harbor	100		100	100	100	100	90
CSA 12	61		61	61	61	61	54.9
Totals by Water Year Type (AFY):			**643**	**283**	**536**	**283**	**386**
Reduction from Normal Year (AFY):			**—**	**360**	**107**	**360**	**257**

Notes

[1] Each Avila URL SWP contractor has a drought buffer that is at least as big as its Table A allocation. This means that, on any average or slightly less than average year in which the SWP Table A allocation is set above 50%, each Avila URL contractor will receive 100% of its Table A allocated amount. SWP contractors can receive no more than 100% of their Table A allocation no matter how much drought buffer they have purchased.

AFY – acre-feet per year, CSA – County Service Area, CSD – Community Services District, Lopez – Lopez Reservoir, MWC – Mutual Water Company, SWP – State Water Project

5.2 Assessment of Groundwater Reliability

Groundwater reliability was assessed using a simplified water budget approach, based on a normal water year. This simplified water budget approach is considered appropriate because the Basin has maintained a relatively stable level of saturation in response to the consistent discharge of approximately 4,000 AFY from the City of San Luis Obispo WRF, and the associated recharge of the alluvial aquifer via percolation of streamflow. This assumption is supported by the presence of perennial flow in the creek even during dry years.

5.2.1 Groundwater Inflows

Historical streamflow data for San Luis Obispo Creek were used to develop a surface water budget for the Basin. Streamflow data documented in a Creek Lands Conservation (CLC) report (CLC, 2019) for the mouth of the San Luis Obispo Creek and monitoring locations upstream within the contributing watershed were analyzed to determine the volume of surface water that percolates to groundwater within the Basin. This streambed percolation was found to be 417 AFY for a normal water year (2016). Other sources of recharge to the Basin include return flows from golf course irrigation (15 AFY), return flows from imported surface water use in areas using septic systems (34 AFY), direct percolation of precipitation, and flux with underlying bedrock formations (discussed further below).

5.2.2 Groundwater Outflows

Groundwater outflows include groundwater production from the Basin by Avila Valley MWC and San Miguelito MWC, rural domestic users, and pumping to support agricultural irrigation. The total groundwater pumping in the Basin is 600 AFY based on an analysis of current average conditions (Table 3-3). Other groundwater outflows include subsurface groundwater outflow to the Pacific Ocean (80 AFY)[17], riparian evapotranspiration (316 AFY)[18], and potential flux with underlying bedrock formations. The sum of groundwater outflows is 995 AFY, based on current average conditions (assuming zero net flux with underlying bedrock).

5.2.3 Groundwater Balance

As discussed in Section 3.3.3.2, the Basin is maintained at a relatively stable level of saturation by the historically reliable discharge of approximately 4,000 AFY from the City of San Luis Obispo WRF into San Luis Obispo Creek[8]. Therefore, on average, change in storage is assumed to be zero for the Basin. It follows that the total inflows equal total outflows; i.e., average groundwater inflows are also 995 AFY. By back-calculation, the sum of direct percolation of precipitation and flux with underlying bedrock formations must provide an additional 529 AFY recharge to the Basin on average. Based on an analysis of total Basin acreage and long-term average precipitation, the total potential direct percolation of precipitation is approximately four times this estimate. Under saturated conditions, the Basin is unable to accept further recharge into storage, and the excess water remains in the creek and is discharged to the Pacific Ocean. This is also seen in the surface water budget study used to calculate streambed percolation. The average WRF effluent discharged in the upstream reaches of the creek is approximately 4,000 AFY. Similar to the excess potential direct percolation of precipitation, excess potential recharge (or "rejected recharge") from the WRF effluent remains in the creek and discharges to the Pacific Ocean. Note that, within the Basin, environmental water demands for maintaining steelhead habitat are required. A minimum of 1,807 AFY of WRF effluent releases are required to maintain minimum flows in support of steelhead habitat in San Luis Obispo Creek (City of SLO, 2018). This evaluation indicates that the Basin is in balance with the current pumping amount of 600 AFY. However, if groundwater elevations were lower, the lowered water levels would create additional storage availability in the aquifer, which would induce additional recharge to occur from percolation of additional streamflow volumes and deep percolation of precipitation. Therefore, it is likely that the Basin could remain in balance if additional groundwater pumping was implemented.

5.2.4 Groundwater Availability Analysis

Based upon the determination above that the Basin groundwater system is in balance with the historical pumping amount of 600 AFY, the Basin is capable of consistently yielding that amount of groundwater, and possibly more, under existing conditions.

However, in September 2015, after several years of drought conditions, flows in the San Luis Obispo Creek were recorded below the environmental water demand flows for steelhead near the San Luis Bay Drive Bridge (CLC, 2019). This occurred despite WRF flows equaling 3,420 AF for the year. Although water levels remained high enough to maintain flow in the creek, this lower-than-normal flow observed in September 2015 indicates that groundwater levels in the Basin may have been below normal at that time. This is based on a discharge measurement from a single day; it is not necessarily indicative of long term conditions that do not meet the environmental flow demand.

Conversely, during normal and wet years, runoff from rainfall events provide for rapid natural recharge to the shallow Basin alluvial aquifer and likely provide subsurface groundwater recharge from underlying bedrock formations throughout the spring and summer months. Flows in San Luis Obispo Creek were recorded in excess of the environmental water demand flows for steelhead trout during seven other biannual observation

[17] Estimated using a Darcian flux calculation.
[18] Estimated using LandFire Existing Vegetation Type (EVT) land use data (https://www.landfire.gov/evt.php) to determine riparian acreage and a static riparian water duty factor of 4.5 AF-acre/year.

events occurring between spring 2015 and fall 2018 (CLC, 2019). During the wet year of 2017, recorded flows exceeded the environmental water demand flows by nearly a factor of 10 during spring and by more than a factor of 6 in the fall. In the normal precipitation year of 2016, recorded flows exceeded the environmental water demand flows by a factor of approximately 1.5, on average in the spring, and by nearly a factor of 4 in the fall. These excess flows in the creek suggest that in normal to wet years, the Basin safe yield may be greater than 600 AFY.

In summary, a Basin groundwater availability estimate of 600 AFY is a conservative estimate for availability in normal and wet years and may also be reasonable for single dry years. Potential components of additional recharge to the aquifer, such as additional percolation of precipitation or percolation of streamflow, would likely occur in the aquifer if the storage space was available. This "rejected recharge" may result in additional recharge occurring if groundwater levels decline, providing some buffer to allow for additional groundwater development. The projected buildout groundwater demand for the Avila URL and greater Basin is estimated to be an annual average of 656 AFY, an increase of about 10% over current pumping amounts, including agricultural pumpage. This increase in average groundwater demand may not be an issue in normal and wet years, but periods of extended drought may require monitoring and potential conservation of groundwater supplies. Compounding this is the estimation that, during dry years the Avila URL water purveyors may need to make up for as much as 360 AFY of reduced surface water supplies.

Generally, the term "safe yield" implies a robust evaluation of inflows and outflows over at least one extended hydrologic period including at least one wet period, dry period, and normal period (generally measured in decades), and analysis of time series of groundwater elevation data in wells within the study area in response to the climatic conditions and pumping. There are no long term data of water levels for any wells in the Basin, so a traditional "safe yield" estimate cannot be provided.

5.3 Potential for Subsidence and Seawater Intrusion

Subsidence can occur if groundwater elevations are reduced below layers of saturated compressible clay or peat in the aquifer. Because the shallow alluvial deposits of the Basin are maintained at a relatively stable level of saturation by the historically reliable discharge of approximately 4,000 AFY from the City of San Luis Obispo WRF, the Basin is not considered to at significant risk for subsidence.

The Marre Weir, located approximately 1.3 miles upstream from the mouth of San Luis Obispo Creek, is a metal sheet pile structure that spans the width of the creek and was installed in the early 1970s for the purpose of mitigating against seawater intrusion into the Basin groundwater upstream. Prior to installation of the weir, seawater intrusion had occurred as far up the valley as the confluence with See Canyon Creek (Carollo, 2012). The weir appears to be an effective barrier to seawater intrusion, as no documented seawater intrusion has occurred since its construction (Carollo, 2012). Below the Marre Weir, seawater intrusion and associated water quality degradation are the primary constraints to groundwater usage.

6. Potential Mitigation Measures

Based on estimated future water demands, it is estimated that groundwater pumpage in the Basin may need to increase approximately 10% (from 600 AFY currently to 656 AFY at buildout, Table 5-1). Because groundwater elevations in the aquifer are maintained at high levels due to regular recharge from streamflow percolation (consistently supplied via effluent discharge from the SLO WRF), this level of normal year groundwater development is likely sustainable. When an extended drought occurs again, with multiple dry years in succession, the required groundwater pumping may result in localized depressions in the water table surface. However, at the end of the drought, when normal to wet years occur again, the aquifer will be recharged from the rainfall and streamflow associated with these weather patterns. Additionally, because of the consistency of the effluent releases from the SLO WRF, drought impacts will be limited. During drought years, various projects and/or management actions may be considered to help bolster short-term water supplies during the drought.

It is recommended that the Avila URL water purveyors assess opportunities to bolster and diversify their supply portfolios to ensure reliability during dry years. As suggested by WSC (2017), potential supply opportunities may include new sources, such as recycled water or desalinated water, and new allocations of existing sources through transfers or agreements with neighboring water purveyors. As laid out in the 2012 San Luis Obispo County Master Water Report (Carollo, 2012), the SLOFC&WCD has 15,273 AFY of unsubscribed SWP allocation commonly referred to as the "excess allocation." Hydraulics, treatment plant capacity, and contractual terms and conditions limit how the excess allocation can be used. Regardless, optimizing the use of SWP water is the management strategy that is likely the most feasible option to consider for Avila Beach CSD, Avila Valley MWC, San Miguelito MWC, and CSA 12 (Carollo, 2012).

Administrative mechanisms to address supply shortages may include instituting or enhancing conservation programs or implementing Drought Response and Management Plans to target specific demand reductions under various supply condition scenarios (WSC, 2017).

As previously discussed, there are no historical time series of groundwater elevation data for wells in the Basin. An additional management action that could benefit Basin management in the future is a regular coordinated monitoring program to collect water levels data from wells in the Basin. This data would be useful to support future estimates of groundwater availability in the Basin.

7. Conclusions and Discussion

This technical memo presents the results of GSI's analysis of available groundwater data in the Avila Beach Subbasin. Data were collected via data requests from County of San Luis Obispo EHS, SWRCB GAMA, previous consultants' and County reports and planning documents, and interviews with management of water utilities in the Basin. Not all data requested were obtained.

Water suppliers in the Basin are bound by the regulatory framework codified in Title 22, which establishes primary and secondary water quality standards for public drinking water supplies that are protective of human health. There are no SGMA requirements directly applicable to groundwater management in the Basin, but San Luis Obispo Valley Groundwater Basin, immediately upstream of the study area, is currently in the process of developing a Groundwater Sustainability Plan. Avila Basin planning agencies should remain informed regarding SLO Basin activities to the extent that they might affect surface water flows and groundwater conditions in the Avila Subbasin. None of the water purveyors in the Avila are currently classified as GWUDISW.

The major water purveyors in the Basin are Avila Beach CSD, Avila Valley MWD, San Miguelito MWD, CSA 12, Port San Luis Harbor District, and Sycamore Mineral Springs Resort. Water purveyors in the Basin have access to surface water supplies (SWP water and/or Lopez water) and/or local groundwater as sources of supply for their service areas. SLOFC&WCD has a greater Table A allocation than its treatment and conveyance capacity, it can use this "excess allocation" as a "drought buffer" to improve reliability for its subcontractors (WSC, 2017). During the recent drought from 2011 through 2016, all water suppliers were able to meet demands without any significant disruption to service.

Groundwater and aquifer lithologic data were reviewed, and cross sections of the alluvial aquifer in the Basin are presented. Maximum thickness of the alluvial aquifer is estimated at about 100 feet in the Basin. A summary of aquifer hydraulic characteristics is presented based on available data. Reported well yields range from about 10 gpm to about 250 gpm (Table 3-2). Mean values of transmissivity and hydraulic conductivity are 3,665 gpd/ft and 12.1 ft/day, respectively (Table 3-2). Current total pumping in the Basin is estimated at 600 AFY, with agricultural irrigation pumping outside the Avila URL area accounting for over 80% of the pumping (Table 3-3). Historical water level data are not available for any wells in the Basin other than initial water levels reported on WCRs. Water quality of groundwater in the Basin is generally good. Periodic or isolated instances of exceedances of water quality standards are summarized. Previous observed instances of

salt water intrusion during drought periods appears to have been mitigated with the installation of Marre Weir in the 1970s.

A water balance approach is presented to assess long term amount of groundwater availability. Because SLO WRF effluent discharge dominates the surface water flow regime in the Basin, and because most of the discharged effluent flows through the Basin to the ocean, the alluvial aquifer is maintained at an effectively "full" level due to recharge from percolation of streamflow. Additionally this recharge maintains water levels such that long term water level declines are not known to occur in the Basin, resulting in no net change of storage over the long term. Under the concept of rejected recharge, if water levels were to decline, this conditions would result in additional recharge being available to offset the storage reduction associated with water level declines. As such, it is likely that the Basin could sustain an increase in groundwater pumping beyond the current level of 600 AFY. However, the lack of available data make it difficult to estimate what magnitude of increased pumping is possible without undesirable results. Increased pumping during extended droughts may result in locally reduced water levels during the drought, but when surface water flows return to normal levels, the aquifer is effectively recharged to a "full" condition.

Normal year water demand is anticipated to increase from its current level of 909 AFY (with 600 AFY supplied from groundwater, and 309 AFY supplied from surface water, Table 3-3) to a 30-year buildout demand of 1,179 AFY, an increase of about 30%. Assuming sufficient reliability of future surface water supplies, this projected increase in water demand is expected to be sustainable in normal years. However, based on the analyses of future water supply reliability presented above, pumping during extended drought periods may result in localized areas of lowered groundwater elevations. However, these conditions will be temporary and will recover when normal rainfall conditions resume.

9. References

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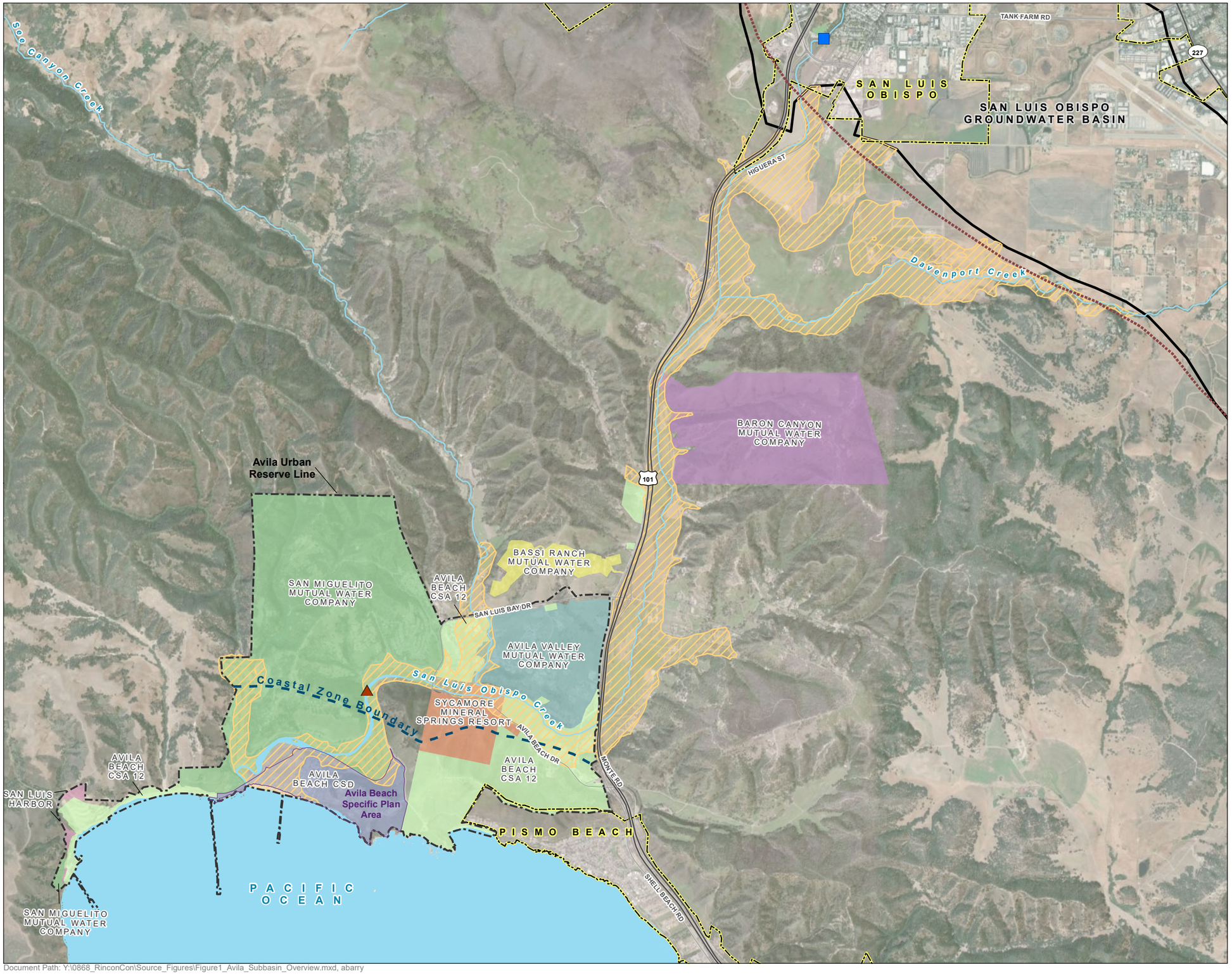
FIGURE 1

Avila Urban Reserve Line and Greater Avila Valley Subbasin Overview

Avila Community Plan Update and EIR – Hydrogeology Study



LEGEND

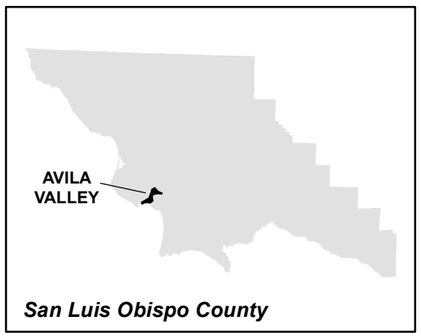
- City of San Luis Obispo WRF
- Marre Weir
- Coastal Zone Boundary
- Los Osos Valley Fault (approximate)
- Avila Valley Subbasin (Basin)
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin

Avila Valley Service Areas

- Avila Beach CSA 12
- Avila Beach CSD
- Avila Valley Mutual Water Company
- Baron Canyon Mutual Water Company
- Bassi Ranch Mutual Water Company
- Port San Luis Harbor
- San Miguelito Mutual Water Company
- Sycamore Mineral Springs Resort

All Other Features

- Major Road
- City Boundary
- Watercourse
- Waterbody



N

0 1,500 3,000 4,500
Feet

NOTE

WWTP: Water Reclamation Facility

Date: October 21, 2020

Data Sources: DWR Bulletin 118, USGS, ESRI

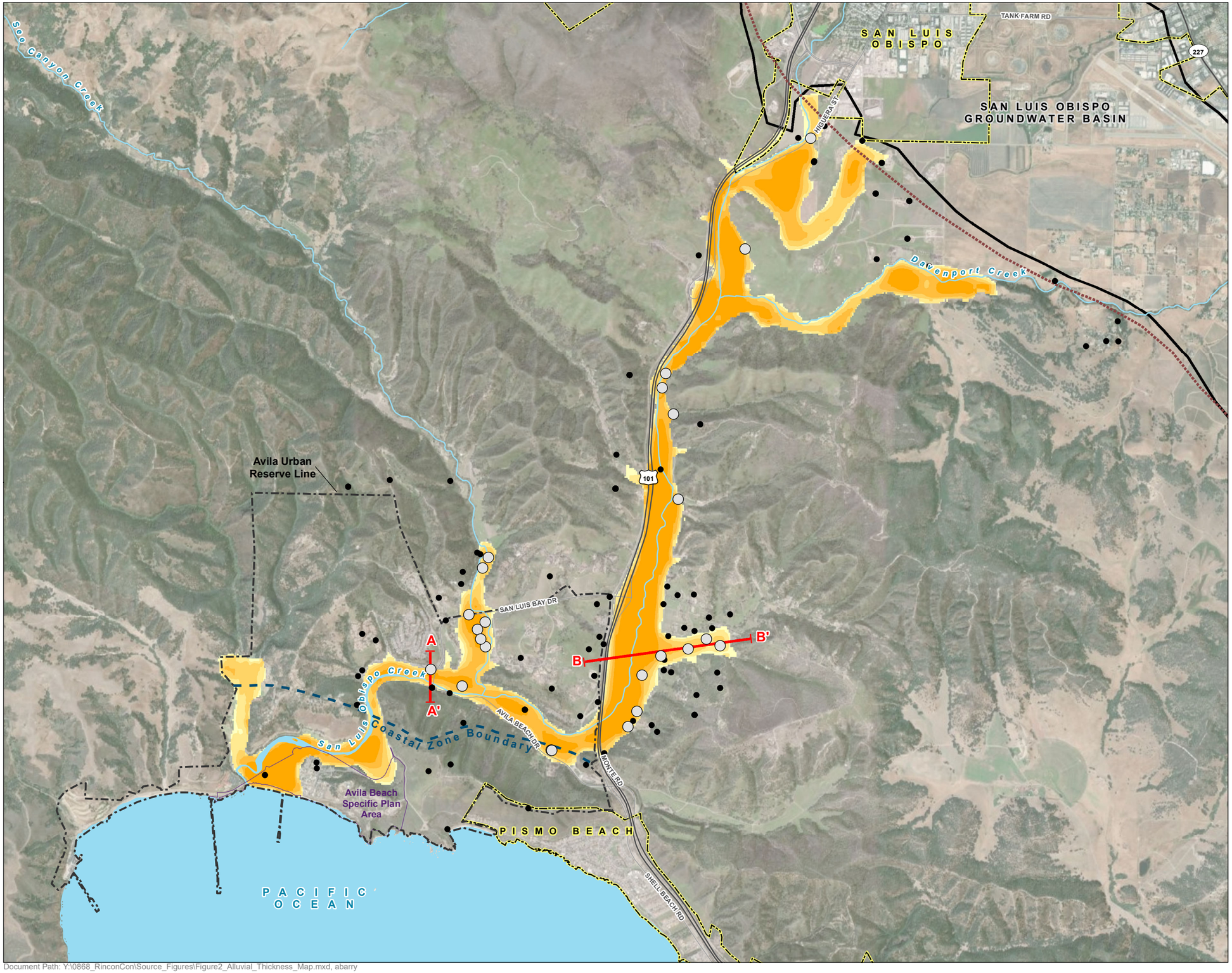
GSI Water Solutions, Inc.

Document Path: Y:\0868_RinconCon\Source_Figures\Figure1_Avila_Subbasin_Overview.mxd, abarry

FIGURE 2

Alluvial Thickness Map

Avila Community Plan Update
and EIR – Hydrogeology Study



LEGEND

- Well Location
- SLO County Env. Health Services WCR Well Locations- Not Used
- Cross Section Line

Alluvial Thickness (ft)

- 1 - 20
- 21 - 40
- 41 - 60
- 61 - 80
- 81 - 100

All Other Features

- Coastal Zone Boundary
- Los Osos Valley Fault (approximate)
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin
- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500
Feet

Date: October 21, 2020
Data Sources: DWR, USGS, ESRI

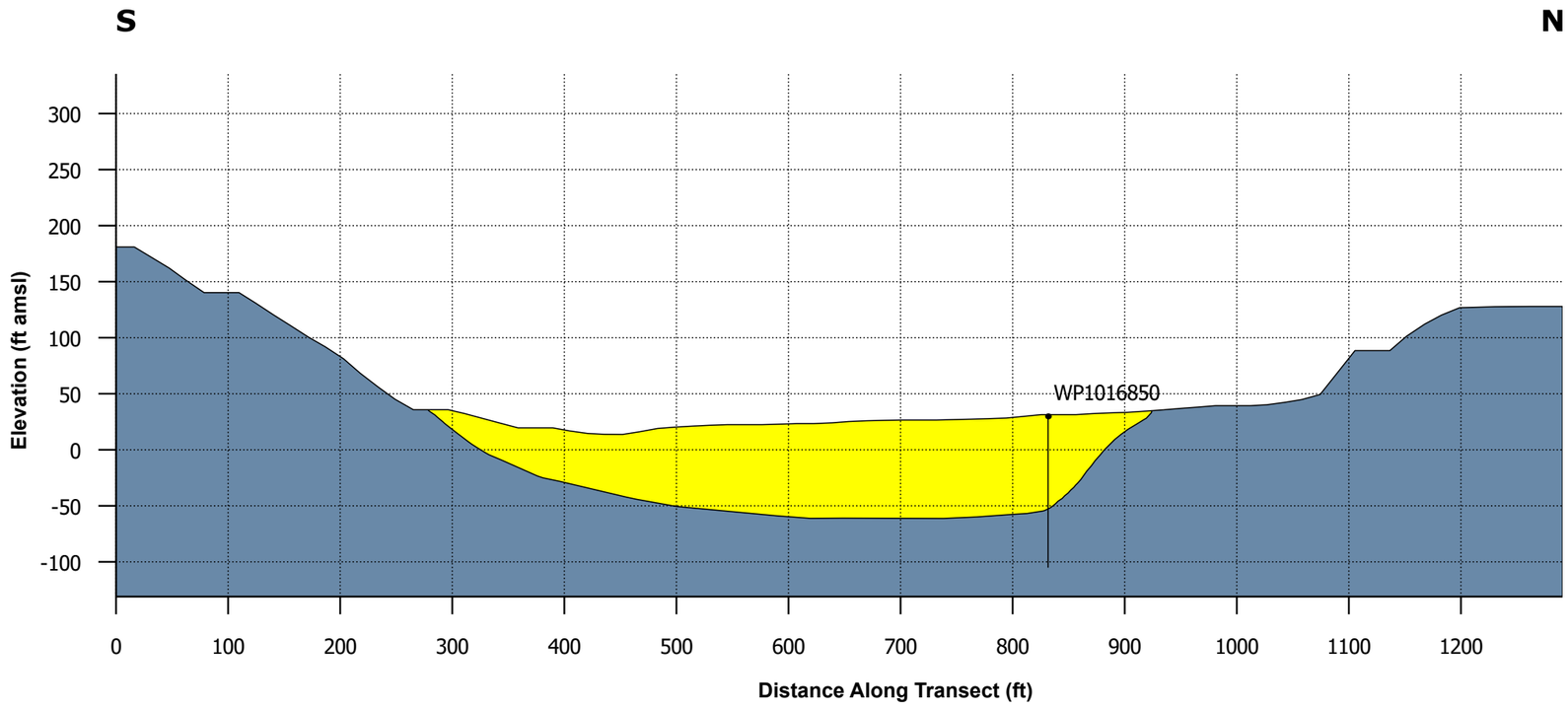
GSI Water Solutions, Inc.

Document Path: Y:\0868_RinconCon\Source_Figures\Figure2_Alluvial_Thickness_Map.mxd, abarry

FIGURE 3

Cross Section A-A'

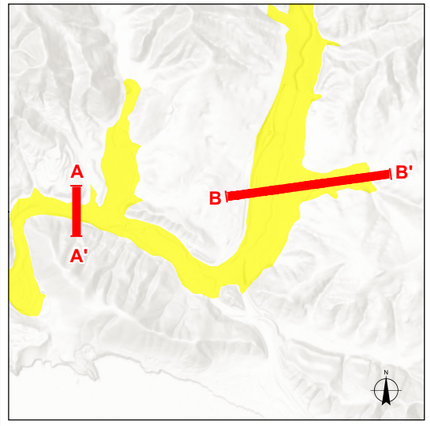
Avila Community Plan Update
and EIR – Hydrogeology Study



LEGEND

- Alluvium
- Bedrock

CROSS SECTION OVERVIEW

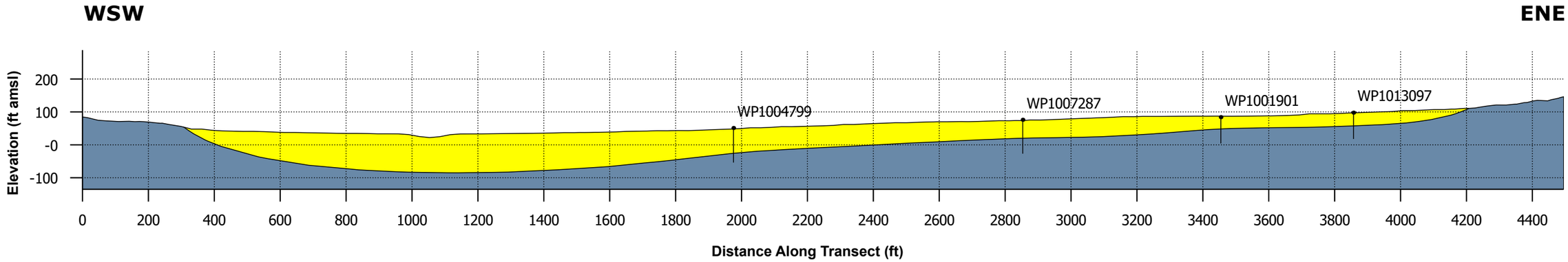


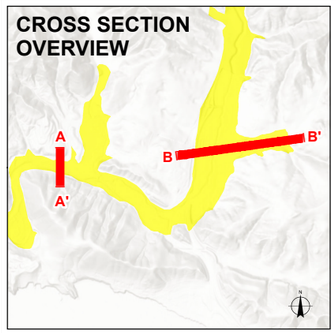
NOTES

Scale 1:1,600
Vertical Exaggeration: 1x
S: 5749261, 2265395
N: 5749261, 2266686

GSI Water Solutions, Inc.

Y:\0868_RinconCon\Source_Figures





LEGEND

- Alluvium
- Bedrock

NOTES

Scale 1:3,800
Vertical Exaggeration: 1x
WSW: 5754488, 2266523
ENE: 5758939, 2267149

FIGURE 4

Cross Section B-B'

Avila Community Plan Update
and EIR – Hydrogeology Study

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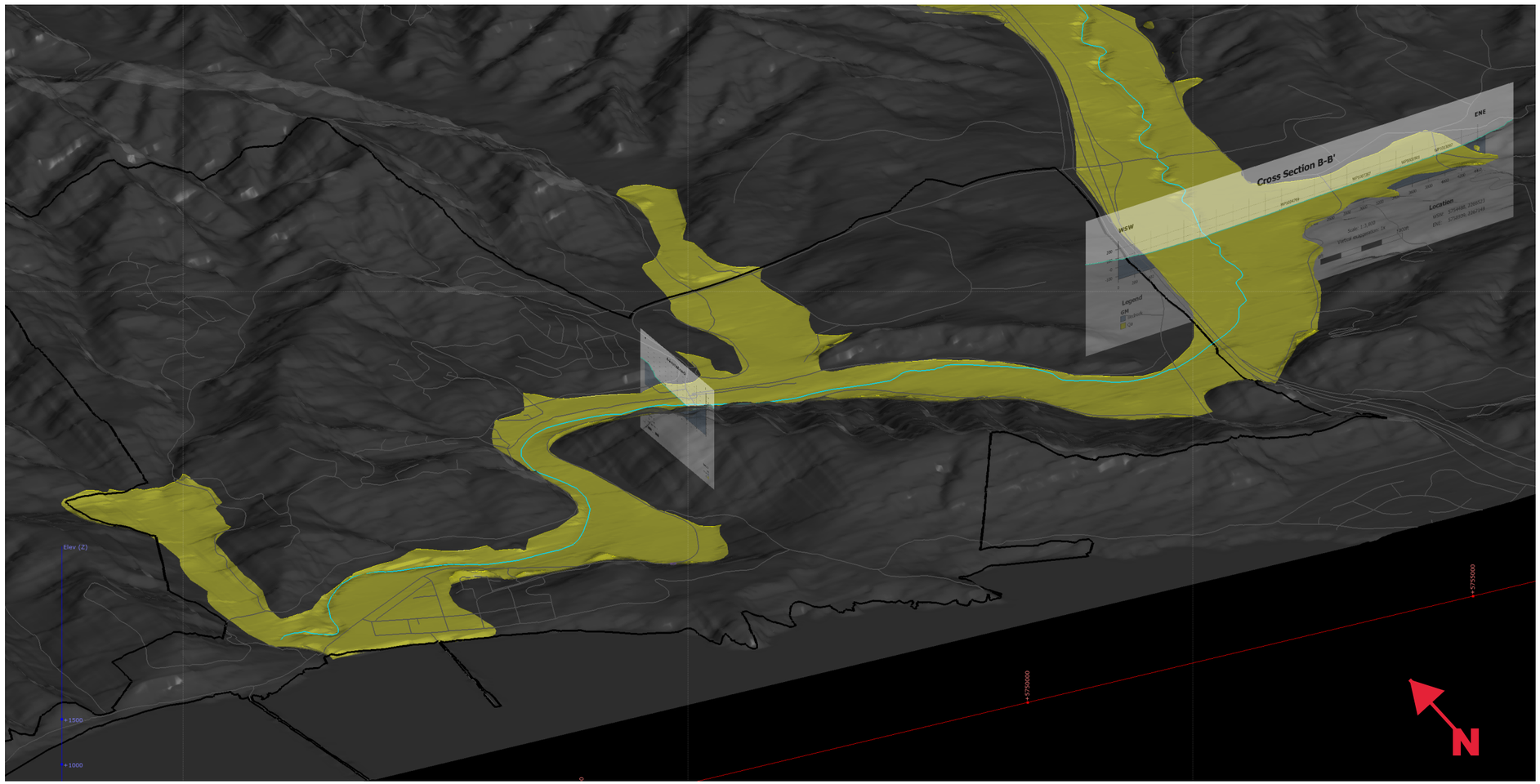
FIGURE X

3D Cross Section View

Avila Community Plan Update
and EIR – Hydrogeology Study



LEGEND

- Alluvium
- Bedrock

GSI Water Solutions, Inc.

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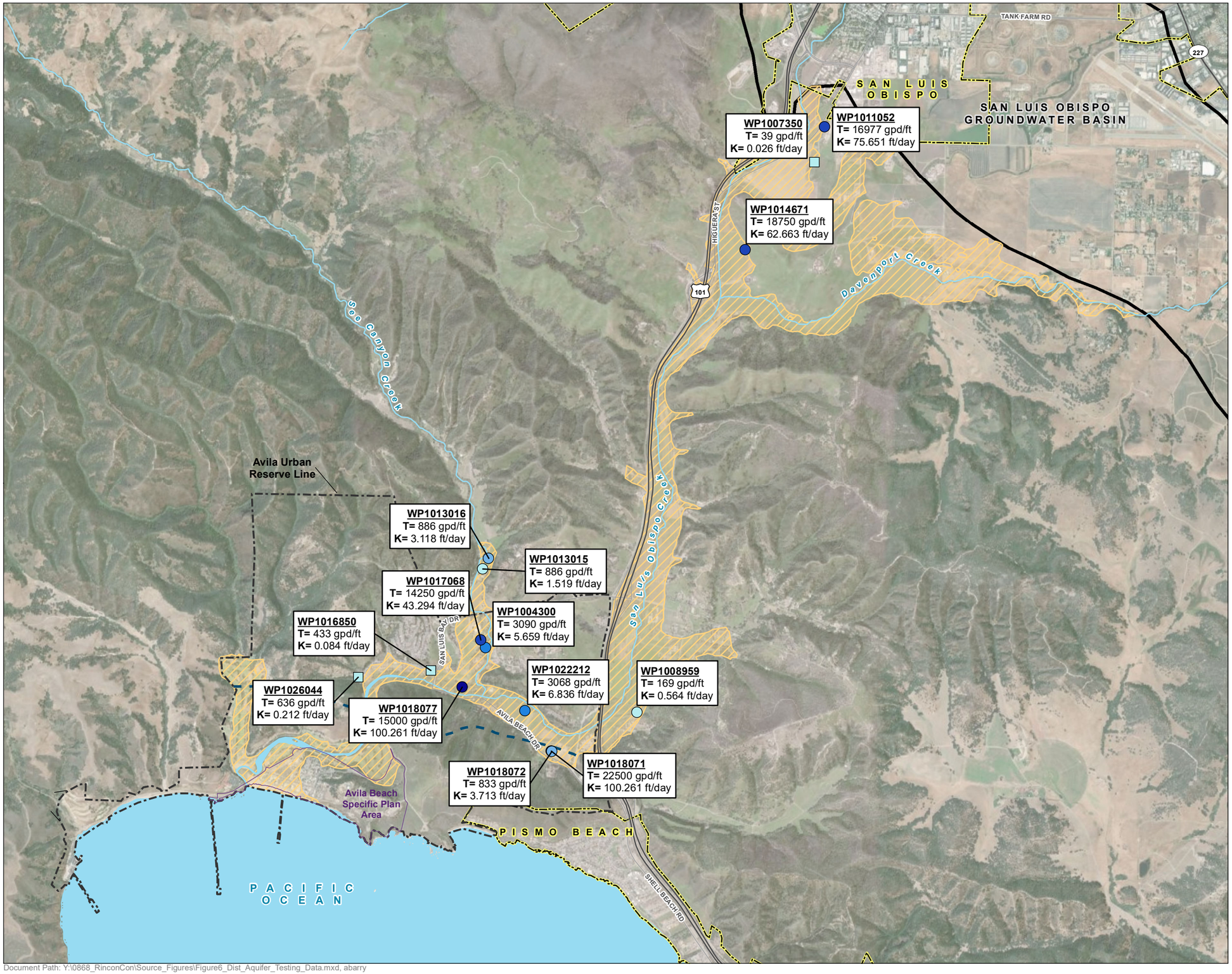
FIGURE 6

Distribution of Aquifer Testing Data

Avila Community Plan Update and EIR – Hydrogeology Study



LEGEND

Aquifer

- Bedrock
- Alluvium

K (ft/day)

- 0.026 - 1.519
- 1.520 - 3.713
- 3.714 - 6.836
- 6.837 - 75.651
- 75.652 - 100.261

All Other Features

- Coastal Zone Boundary
- Avila Valley Subbasin (Basin)
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin
- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500

Feet

Date: October 21, 2020

Data Sources: DWR Bulletin 118, USGS, ESRI

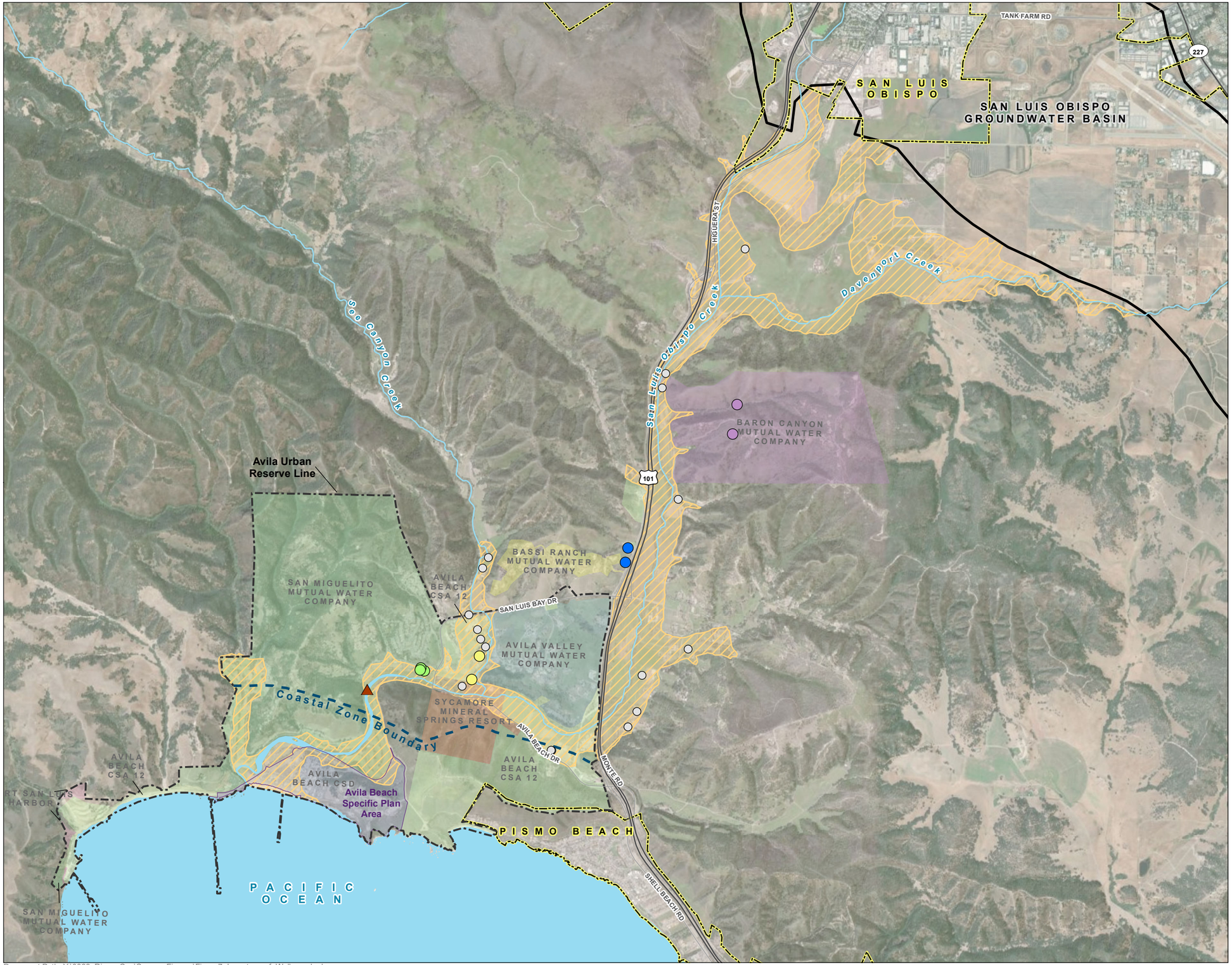
GSI Water Solutions, Inc.

Document Path: Y:\0868_RinconCon\Source_Figures\Figure6_Dist_Aquifer_Testing_Data.mxd, abarry

FIGURE 7

Inventory of Wells

Avila Community Plan Update
and EIR – Hydrogeology Study



LEGEND

Public Water System Wells

- Avila Valley MWC
- San Miguelito MWC
- Baron Canyon MWC (outside of basin)
- Bassi Ranch MWC (outside of basin)
- SLO County Env. Health Services WCR Completed in Basin
- Marre Weir
- Coastal Zone Boundary
- Avila Valley Subbasin (Basin)
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin

Avila Valley Service Areas

- Avila Beach CSA 12
- Avila Beach CSD
- Avila Valley Mutual Water Company
- Baron Canyon Mutual Water Company
- Bassi Ranch Mutual Water Company
- Port San Luis Harbor
- San Miguelito Mutual Water Company
- Sycamore Mineral Springs Resort

All Other Features

- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500
Feet

Date: October 21, 2020
Data Sources: DWR, USGS, ESRI

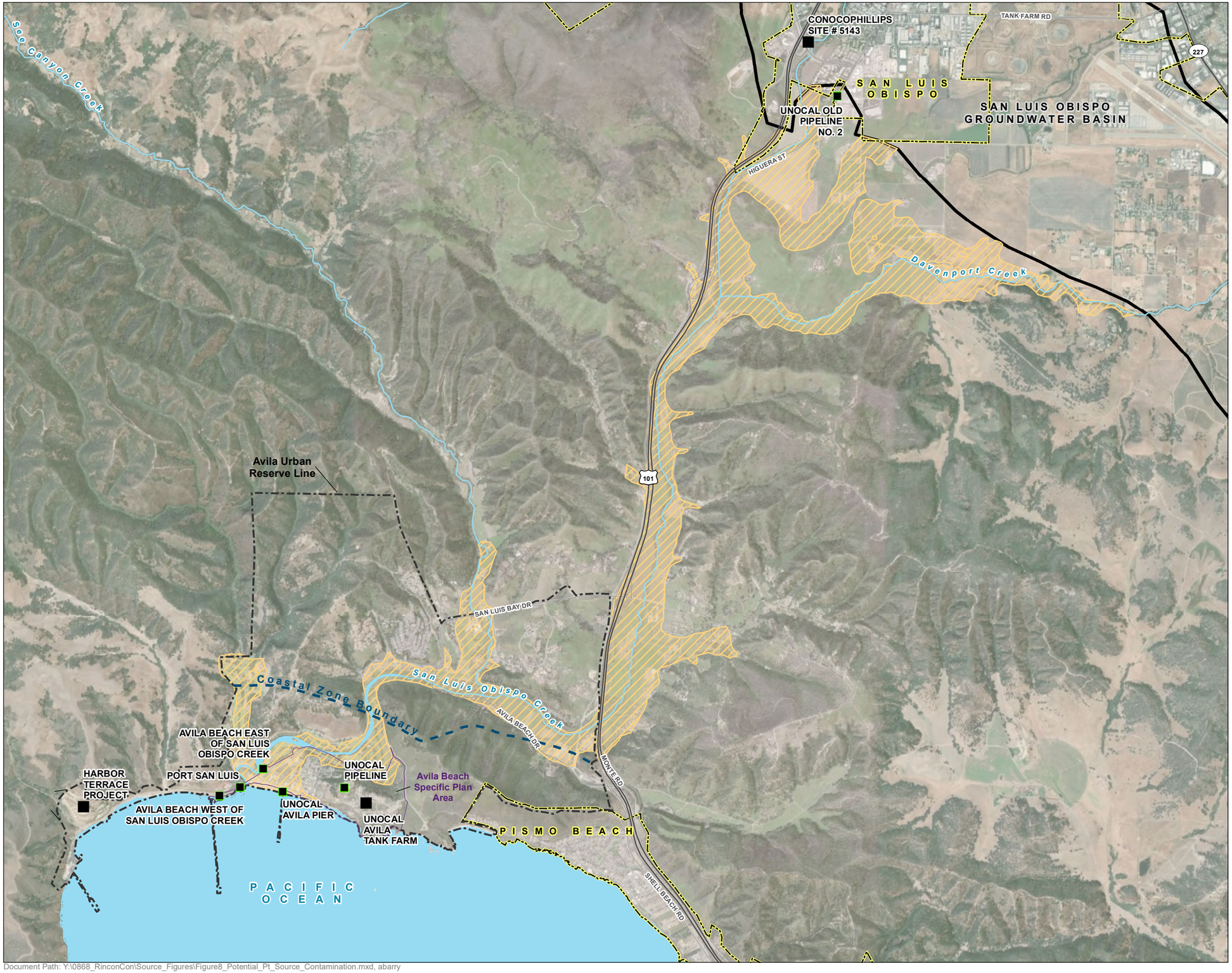
GSI Water Solutions, Inc.

Document Path: Y:\0868_RinconCon\Source_Figures\Figure7_Inventory_of_Wells.mxd, abarry

FIGURE 8

Location of Potential Point Sources of Groundwater Contaminants

Avila Community Plan Update and EIR – Hydrogeology Study



LEGEND

- Potential Groundwater Contamination Point Source
- Completed- Case Closed
- Coastal Zone Boundary
- Avila Valley Subbasin (Basin)
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin

All Other Features

- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500
Feet

Date: October 21, 2020
Data Sources: DWR Bulletin 118, USGS, ESRI

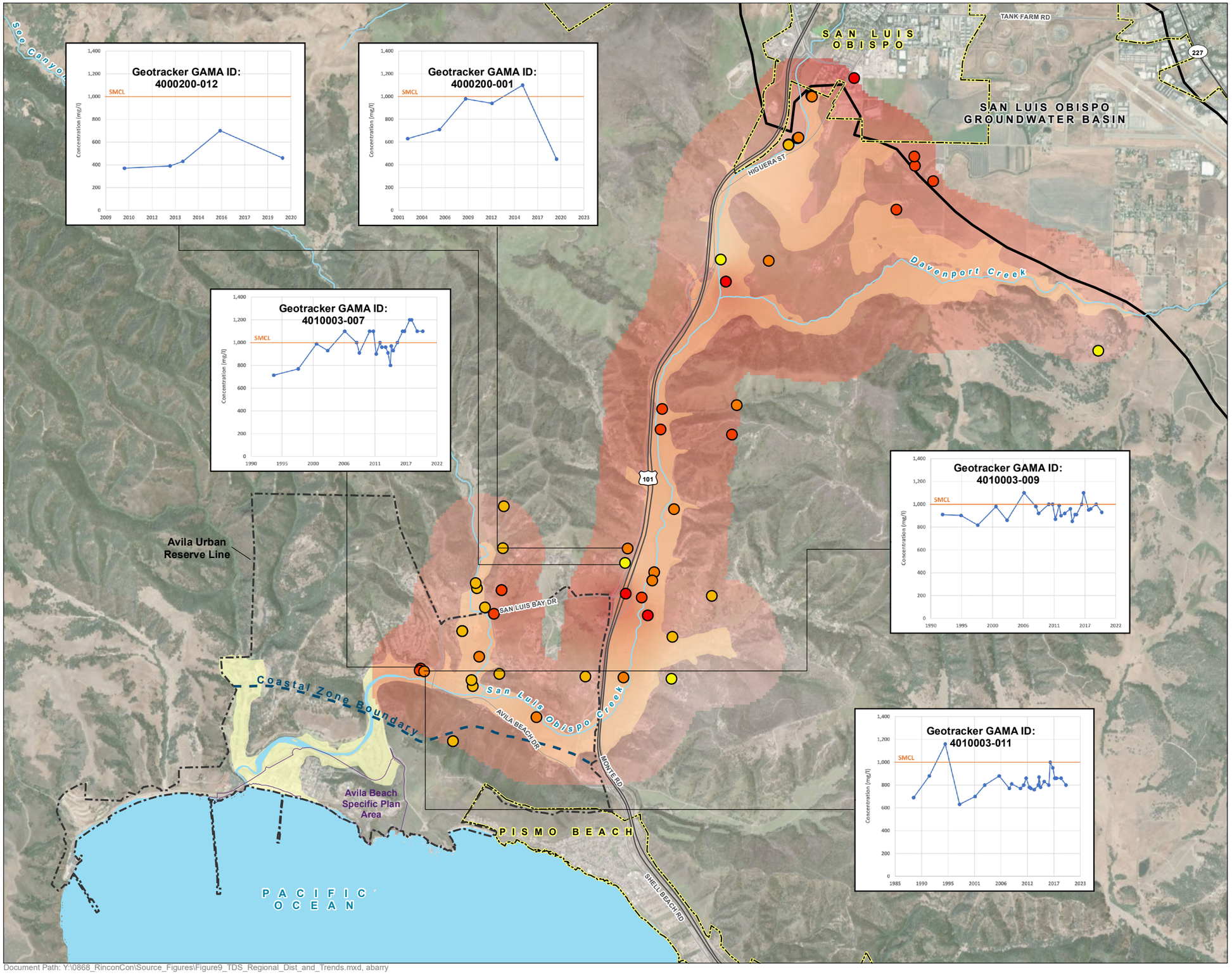
GSI Water Solutions, Inc.

Document Path: Y:\0868_RinconCon\Source_Figures\Figure8_Potential_Pt_Source_Contamination.mxd, abarry

FIGURE 9

Total Dissolved Solids (TDS) Regional Distribution and Trends

Avila Community Plan Update and EIR – Hydrogeology Study



LEGEND

Avila Valley Subbasin (Basin)

TDS Points (mg/L)

- 290 - 470
- 471 - 680
- 681 - 844
- 845 - 1049
- 1050 - 1600

TDS Interpolation (mg/L)

1506

282

All Other Features

- Coastal Zone Boundary
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin
- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500

Feet

Date: October 21, 2020

Data Sources: DWR, USGS, ESRI, Rincon

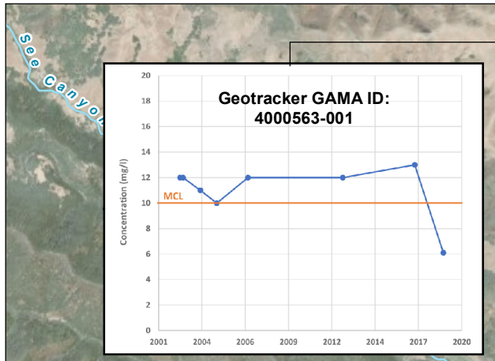
GSI Water Solutions, Inc.

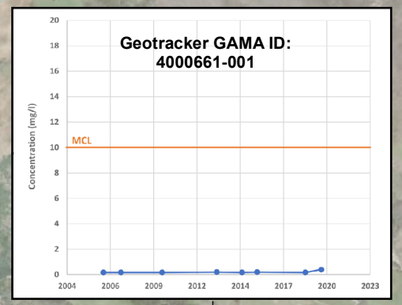
Document Path: Y:\0868_RinconCon\Source_Figures\Figure9_TDS_Regional_Dist_and_Trends.mxd, abarry

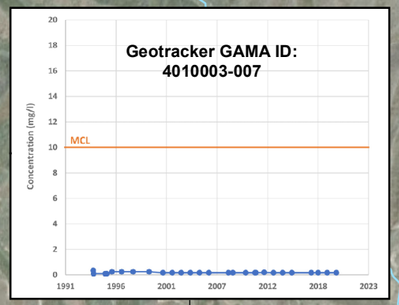
FIGURE 10

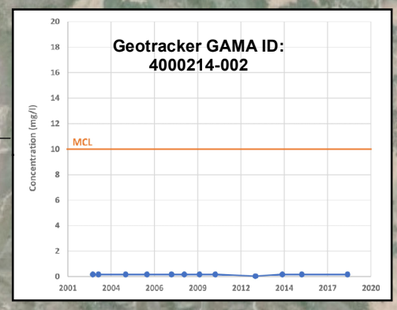
Nitrate (as N)
Regional Distribution and Trends

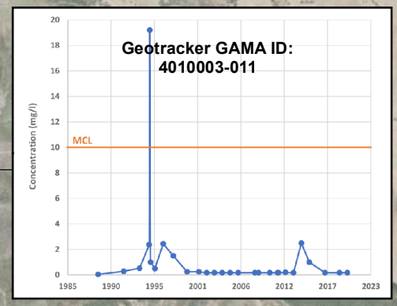
Avila Community Plan Update
and EIR – Hydrogeology Study











SAN LUIS OBISPO

SAN LUIS OBISPO GROUNDWATER BASIN

TANK FARM RD

227

HIGUERA ST

Davenport Creek

San Luis Obispo Creek

Avila Urban Reserve Line

SAN LUIS BAY DR

101

Coastal Zone Boundary

AVILA BEACH DR

MONTE RD

Avila Beach Specific Plan Area

PISMO BEACH

SHELL BEACH RD

PACIFIC OCEAN

LEGEND

Avila Valley Subbasin (Basin)

Nitrate Points (mg/L)

- 0.01 - 0.55
- 0.56 - 1.68
- 1.69 - 3.80
- 3.81 - 11.01
- 11.02 - 21.45

Nitrate Interpolation (mg/L)

20

-0.6

All Other Features

- Coastal Zone Boundary
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin
- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500
Feet

Date: October 21, 2020
Data Sources: DWR, USGS, ESRI, Rincon

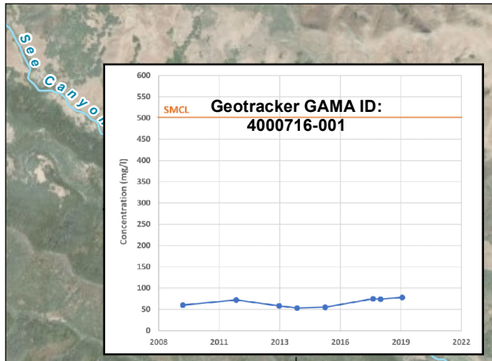
GSI Water Solutions, Inc.

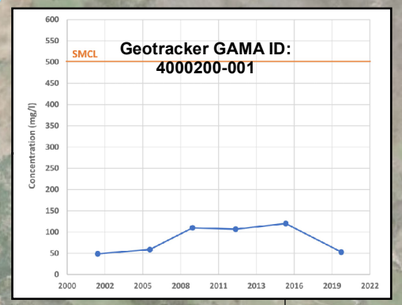
Document Path: Y:\0868_RinconCon\Source_Figures\Figure10_Nitrate_Regional_Dist_and_Trends.mxd, abarry

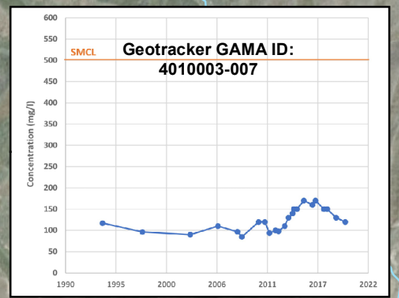
FIGURE 11

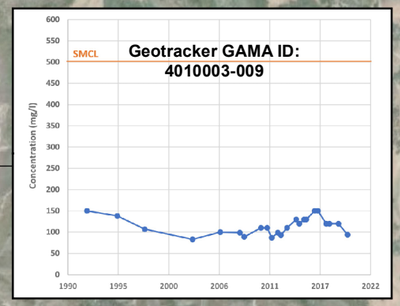
Chloride
Regional Distribution and Trends

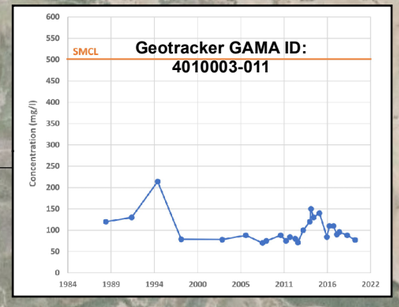
Avila Community Plan Update
and EIR – Hydrogeology Study











SAN LUIS OBISPO

SAN LUIS OBISPO GROUNDWATER BASIN

TANK FARM RD

227

HIGUERA ST

Davenport Creek

San Luis Obispo Creek

SAN LUIS BAY DR

101

AVILA BEACH DR

MONTE RD

SHELL BEACH RD

Avila Urban Reserve Line

Coastal Zone Boundary

Avila Beach Specific Plan Area

PISMO BEACH

PACIFIC OCEAN

LEGEND

- Avila Valley Subbasin (Basin)

Chloride Points (mg/L)

- 28 - 53
- 54 - 94
- 95 - 155
- 156 - 235
- 236 - 554

Chloride Interpolation (mg/L)

521
18

All Other Features

- Coastal Zone Boundary
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin
- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500
Feet

Date: October 21, 2020
Data Sources: DWR, USGS, ESRI, Rincon

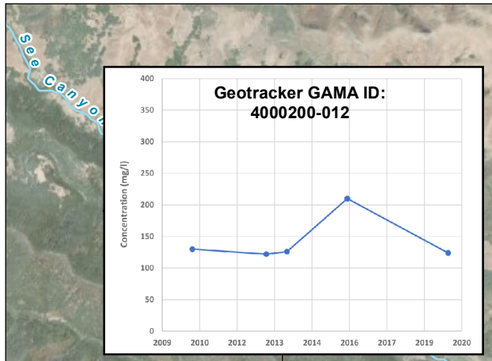
GSI Water Solutions, Inc.

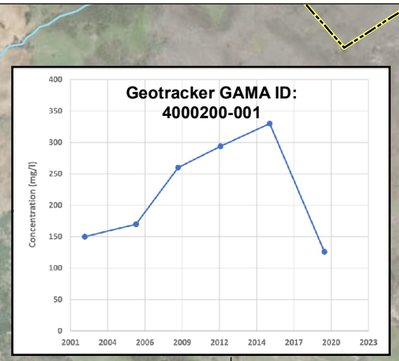
Document Path: Y:\0868_RinconCon\Source_Figures\Figure11_Chloride_Regional_Dist_and_Trends.mxd, abarry

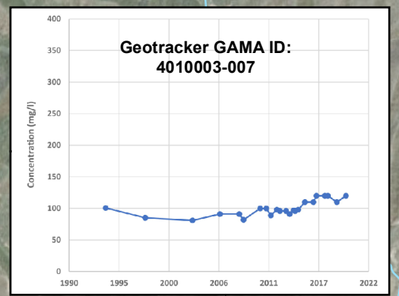
FIGURE 12

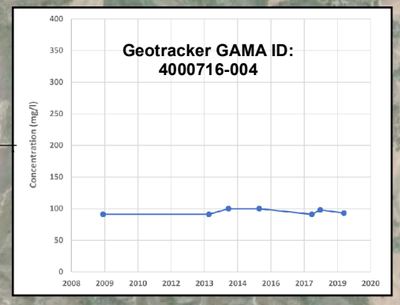
Sodium
Regional Distribution and Trends

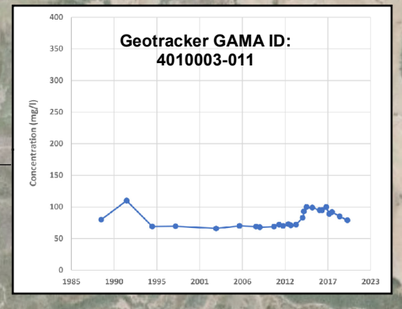
Avila Community Plan Update
and EIR – Hydrogeology Study











LEGEND

Avila Valley Subbasin (Basin)

Sodium Points (mg/L)

- 30 - 47
- 48 - 82
- 83 - 130
- 131 - 222
- 223 - 394

Sodium Interpolation (mg/L)

373
31

All Other Features

- Coastal Zone Boundary
- Avila Urban Reserve Line (Avila URL)
- Avila Beach Specific Plan Area
- San Luis Obispo Groundwater Basin
- Major Road
- City Boundary
- Watercourse
- Waterbody

N

0 1,500 3,000 4,500
Feet

Date: October 21, 2020
Data Sources: DWR, USGS, ESRI, Rincon

GSI Water Solutions, Inc.

Document Path: Y:\0868_RinconCon\Source_Figures\Figure12_Sodium_Regional_Dist_and_Trends.mxd, abarry

Appendix G

Preliminary Geotechnical Report

DRAFT

Preliminary Geotechnical Report

Avila Community Plan Update

San Luis Obispo County, California

Yeh Project No.: 218-514

December 31, 2020

Prepared for:

Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, California 93401
Attn: Ms. Lexi Journey, MESM

Prepared by:

Yeh and Associates, Inc.
391 Front Street, Suite D
Grover Beach, California 93433
Phone: 805-481-9590

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

391 Front Street, Suite D
Grover Beach, CA 93433
(805) 481-9590
www.yeh-eng.com

December 31, 2020

Project No. 218-514

Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, California 93401

Attn: Ms. Lexi Journey, MESM

Subject: **DRAFT Preliminary Geotechnical Report, Avila Community Plan Update, San Luis Obispo County, California**

Dear Ms. Journey:

Yeh and Associates, Inc. is pleased to submit this preliminary geotechnical report that provides geotechnical considerations as input to preparation of the Avila Community Plan Update and Environmental Impact Report (EIR) for the area within the Avila Urban Reserve Line (URL) in San Luis Obispo County, California. This report was prepared in accordance with our subcontract agreement with Rincon dated July 10, 2020.

This evaluation consisted of a program of field reconnaissance and an evaluation of flooding, erosion, and slope instability and landslides that may result in deposition of sediment (i.e., sedimentation) within the Avila URL. This report includes a discussion of typical design measures to mitigate potential adverse drainage, erosion and sedimentation impacts from increased surface runoff and grading associated with grading for projects within the Avila URL. Graphics showing streams and watersheds, regional geology, and Natural Resources Conservation Service (NRCS) soil properties within the URL are presented on plates attached to this report. We appreciate the opportunity to be of service. Please contact Gresh Eckrich at 805-616-0399 or geckrich@yeh-eng.com if you have questions or require additional information.

Sincerely,

YEH AND ASSOCIATES, INC.

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Senior Project Manager

Reviewed by:

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1. PURPOSE AND SCOPE OF STUDY

Yeh and Associates was retained by Rincon Consultants to provide geotechnical considerations as input to preparation of the Avila Community Plan Update and Environmental Impact Report for the area within the Avila Urban Reserve Line (URL) in San Luis Obispo County, California. The location of the site is shown on Figure 1.

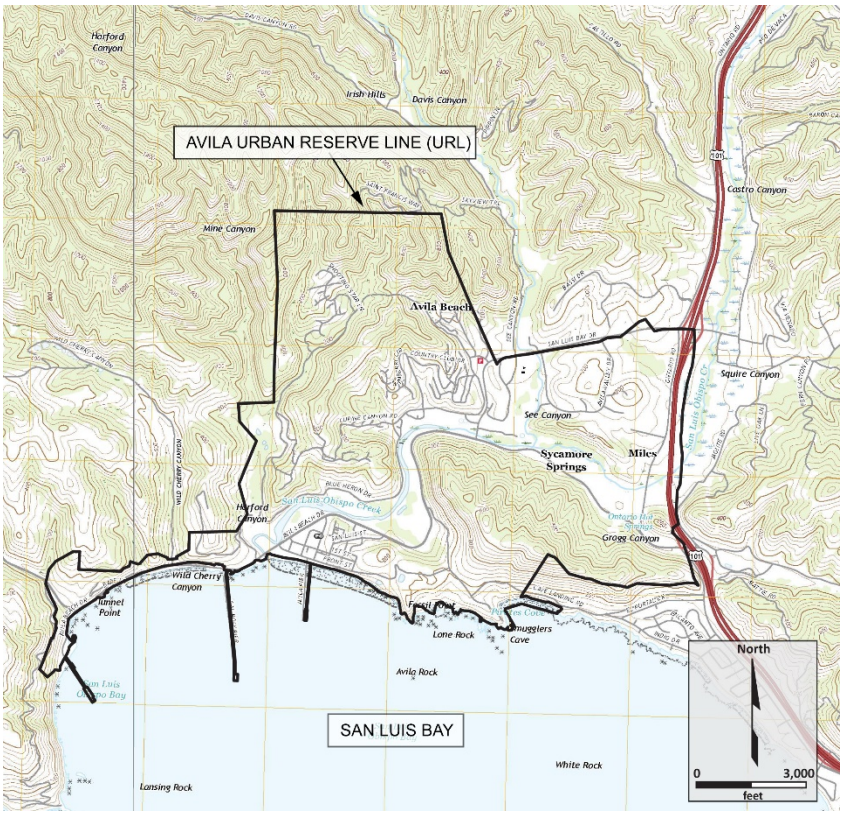

Figure 1: Project Location Map

The geotechnical evaluation consisted of a review of published maps prepared by the County of San Luis Obispo (County of SLO), United States Geological Survey (USGS), the Federal Emergency Management Agency (FEMA), and the Natural Resource Conservation Service (NRCS), and performing a site reconnaissance within the URL on November 23, 2020, to observe site conditions, review the site geology, and review evidence of erosion and sedimentation. This report includes a discussion of typical design measures to mitigate potential adverse drainage, erosion and sedimentation impacts from increased surface runoff associated with grading for projects within the URL.

2. PROJECT UNDERSTANDING

The overall project will consist of preparing an update to the Avila Community Plan and the associated Environmental Impact Report (EIR). There are approximately 2,220 acres of land within the Avila URL. Land use categories predominantly consist of residential, commercial, rural, recreational, and public facilities properties. The former Unocal property at Avila Point overlooking the Town of Avila is the only property categorized as Industrial land.

The Avila URL is accessed from Highway 101 from San Luis Bay Drive and Avila Beach Drive. San Luis Bay Drive merges into Avila Beach Drive, a two-lane road, and terminates at the parking lot

at Port San Luis Harbor, near the entrance to Diablo Canyon Nuclear Power Plant. The power plant is not within the Avila URL; however, Avila Beach Drive is the main access road through the URL and serves as the main entrance to the power plant. There is no secondary access into or out of the community. Within the Avila URL, there is a port, fire station, an elementary school, five water purveyors, and one wastewater facility. The five water purveyors in the Avila URL distribute water from three sources: State Water Project, Lopez Lake Reservoir, and Avila Valley Sub- Basin.

2.1 EXISTING SITE

The terrain in the site vicinity generally consists of the relatively flat floodplains of San Luis Obispo Creek and See Canyon Creek, and the moderately to steeply sloping hills and intervening drainages that drain towards San Luis Obispo Creek and See Canyon Creek. Plate 1 shows hillshade topographic data (PG&E 2010), the San Luis Obispo Creek watershed, sub-watersheds, and streams defined by the County of San Luis Obispo (2019a).

San Luis Obispo Creek generally flows west and southwest through the URL towards San Luis Bay. See Canyon Creek flows south until its the confluence with San Luis Obispo Creek near Sycamore Springs. Drainages at the west end of the URL are outside of the San Luis Obispo Creek watershed. Those drainages flow south to San Luis Bay through Harford Canyon, Wild Cherry Canyon, Diablo Canyon, and one unnamed canyon.

Elevations range from sea level along San Luis Bay to approximately 920 feet at the north end of the URL. Slope grades range from approximately 2 percent or less in the floodplain to approximately 60 percent in the hills.

2.2 PROPOSED IMPROVEMENTS

Proposed improvements within the Avila URL are anticipated to consist of commercial and residential development, transportation and wastewater infrastructure, and remediation of the former Unocal property at Avila Point. The following proposed improvements are listed in the Avila Community Plan Background Report (County of SLO 2018), Draft Existing Traffic Conditions Report prepared for the Avila Community Plan Update (Central Coast Transportation Consulting 2020). We understand these are relatively large-scale anticipated projects that will need to consider the potential for adverse drainage, erosion and sedimentation impacts from increased surface runoff and grading.

2.2.1 DEVELOPMENT

Residential development within Avila Valley is clustered toward the center of the valley and not immediately adjacent to the roadways or prominent hilltops. Future development within Avila Valley is anticipated to occur on the relatively flat terrain adjacent to Avila Road, not on the hillsides (County of SLO 2018).

The San Luis Bay Estates development occupies approximately 1,050 acres in the hills located along the northwest side of the Avila URL. The development plan for San Luis Bay Estates divides development into six residential phases. The last phase of the plan is in the process of being developed along the slopes of Harford Canyon. The Harbor Terrace development is under construction and includes approximately 150 campsites, cabin/bungalow/yurt-type units, 12,000 square feet of visitor serving commercial uses, harbor uses, restrooms, and 48,000 square feet of parking. The Avila Valley Advisory Council's website (http://avac-avila.org/current-issues/) describes additional development that may occur within the URL.

2.2.2 TRANSPORTATION

The following proposed transportation improvements are listed in the Draft Existing Traffic Conditions Report prepared for the Avila Community Plan Update (Central Coast Transportation Consulting 2020).

- Future vehicle, pedestrian, and vehicle access from Front Street to the Tank Farm site.
- Interchange improvements at Avila Beach Drive and Highway 101.
- Bicycle and pedestrian path between Avila Beach and Shell Beach via Cave Landing Road.
- Second Street hillside stairway to San Miguel Street.
- Class I or II bikeways on San Luis Bay Drive, Cave Landing Road from San Luis Bay Drive to Shell Beach Road at the Pismo Beach city limits. (Note: Cave Landing Road does not intersect San Luis Bay Drive.)
- Pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club, and Avila Valley.
- See Canyon Road widening.

2.2.3 WASTEWATER

The proposed Avila Beach Community Services District Wastewater Treatment Plant Redundancy Project will include installation of a Membrane Bioreactor (MBR) treatment plant and lift station improvements. Installation of the proposed MBR unit and construction of an appurtenant retaining wall would result in a total of 1,100 cubic yards of cut/fill and a total area of disturbance of approximately 5,000 square feet. The proposed lift station improvements

would result in a total of 260 cubic yards of cut/fill, and a total area of disturbance of approximately 5,100 square feet (Oliveira Environmental Consulting 2020).

2.2.4 REMEDIATION

The Avila Point project is focused on developing an approved environmental remediation plan for the former Unocal property, and may eventually result in additional development of the site for commercial purposes (https://avilapoint.com/whats-planned/).

3. GEOLOGIC SETTING

The project is located within the Coast Ranges geologic and geomorphic province, which extends from the Transverse Ranges in southern California to the Klamath Mountains in northern California and into Oregon. The province is characterized by north-northwest trending mountain ranges composed of sedimentary, volcanic, and metamorphic formations comprising predominantly Jurassic and Cretaceous age rocks with Tertiary to Quaternary age rocks and soil commonly overlying the older formations along the flanks and foothills of those ranges. Quaternary age alluvium and colluvium are found above the rock within intervening drainages, valleys, and coastal areas.

The regional geology in the site vicinity as mapped by Hall et al. (1979) and Wiegers (2011) is shown on Plate 2. Hall et al. (1979) and Wiegers (2011) mapped alluvium, landslide deposits, and six bedrock formations within the Avila URL. Plate 3 shows soil types mapped by the Natural Resources Conservation Service (NRCS). The soil types shown were classified by the NRCS according to the Unified Soil Classification System (USCS). The mapped geologic units are described further below. NRCS soil types derived from weathering of geologic units are noted where the delineated areas appear consistent between the geologic map and NRCS map.

Alluvium (Qya). Wiegers (2011) mapped alluvium within the low-lying floodplains of San Luis Obispo Creek, See Canyon Creek, and the unnamed stream that drains Harford Canyon. The alluvium is predominantly mapped as silty clayey sand (SC-SM) and lean clay (CL).

Landslide Deposits (Qls). Hall (1973) mapped a landslide at the western end of the URL, within the limits of the Harbor Terrace development. Wiegers (2011) mapped a landslide in the southeast corner of the URL, near the trail connected to Cave Landing Road.

Pismo Formation, Squire Member (Tps). Wiegers (2011) described the Squire Member of the Pismo Formation as massive, white, calcareous, fine- to medium-grained, quartzose to arkosic,

silty sandstone. Soil derived from weathering of the unit predominantly consists of silty sand (SM).

Pismo Formation, Belleview Member (Tpb/Tpbc). The Belleview Member of the Pismo Formation was described by Wiegers (2011) as light gray, bedded, resistant sandstone and interbedded siltstone, diamotaceous siltstone, claystone, and silty diatomite. Soil derived from weathering of the unit predominantly consists of silty sand (SM) and lean clay (CL).

Pismo Formation, Gregg Member (Tpg/Tpgb). Wiegers (2011) described the Gregg Member of the Pismo Formation as massive, white, soft to resistant, medium-grained, buff-weathering sandstone and locally bituminous sandstone. Soil derived from weathering of the unit predominantly consists of silty sand (SM) and silty clayey sand (SC-SM).

Pismo Formation, Miguelito Member (Tpm). The Miguelito Member of the Pismo Formation was described by Wiegers (2011) as brown to buff, moderately resistant, interbedded siltstone and claystone. Soil derived from weathering of the unit predominantly consists of silty gravel (GM).

Pismo Formation, Edna Member (Tpeb). Wiegers (2011) described the Edna Member of the Pismo Formation as buff, massive, fine- to coarse-grained, bituminous sandstone.

Monterey Shale (Tmc/Tmb). The Monterey Shale was described by Wiegers (2011) as white to reddish-brown shale interbedded with resistant chert and tan to yellowish white siltstone and dolomitic claystone. Soil derived from weathering of the unit predominantly consists of silty gravel (GM).

Obispo Formation (Tot/Tor). Wiegers (2011) described the Obispo Formation as coarse-grained tuff and resistant, hard, fine-grained, zeolotized[1] tuff. Soil derived from weathering of the unit predominantly consists of fat clay (CH).

Unnamed Sedimentary Rocks (Ks)/Atascadero Formation (Kas). The unnamed sedimentary rocks were described by Hall (1979) as interbedded white, gray, tan, brown, or dark-greenish brown hard, arkosic, wacke, medium-grained sandstone and interbedded, greenish-brown or black claystone and siltstone, with locally hard, gray, altered, siliceous sandstone near Port San

[1] Zeolites are porous, framework, aluminosilicate minerals that contain significant water and exchangeable cations. Zeolites often form through the interaction of volcanic rocks and ash with alkaline groundwater.

Luis. Dibblee and Minch (2006) mapped Atascadero Formation in the same area and described the formation as light gray to light brown, highly fractured sandstone with interbedded gray, micaceous clay shale. Soil derived from weathering of the unit predominantly consists of lean clay (CL).

Franciscan Metavolcanics (KJfmv). Hall (1979) described the metavolcanic rocks as primarily metamorphosed basalt (greenstone) and diabase that is considered to be tectonic blocks on or within or below Franciscan mélange. Soil derived from weathering of the unit predominantly consists of lean clay (CL).

Franciscan Mélange (KJfm). The mélange was described by Hall (1979) and Dibblee and Minch (2006) as pervasively sheared, greenish-black to dark gray claystone with exotic blocks that typically consist of graywacke[2], blueschist[3], metavolcanic rocks, chert, and serpentinite. These blocks can range from fractions of an inch to thousands of feet in size and are relatively resistant to weathering. Hall et al. (1979) noted the original structure of the mélange has been destroyed by shearing and mixing. Soil derived from weathering of the unit predominantly consists of lean clay (CL). The Franciscan Mélange is commonly associated with expansive soil, creep, slope instability and landsliding.

Serpentinite (sp). Hall (1979) described the serpentinite as locally serpentinized[4] ultramafic rocks. Serpentinite is a rock type composed of hydrothermally altered ultramafic minerals, and commonly contains naturally occurring asbestos (NOA).

4. FLOODING, EROSION AND SEDIMENTATION

Yeh reviewed the potential for flooding, erosion, and slope instability and landslides that may result in deposition of sediment (i.e., sedimentation) within the Avila URL. The potential for flooding, erosion and sedimentation was evaluated based on FEMA flood mapping, the USGS Coastal Storm Modeling System (CoSMoS) study, reports of historic storm damage, and Natural Resources Conservation Service (NRCS) maps. The potential for slope instability and landslides

[2] Graywacke is a sedimentary rock characterized by poorly sorted angular grains of sand to gravel sized particles with a matrix of clay minerals. It is commonly formed by submarine landslides.
[3] Blueschist is a metamorphosed ultramafic rock typically associated with low temperature, high pressure metamorphic conditions (e.g. shallow subduction zone).
[4] Serpentinization is a metamorphic process whereby minerals within a rock (usually ultramafic) are altered by a change in heat and pressure, and the addition of water. Typically, the minerals olivine and pyroxene alter to the mineral serpentine.

was evaluated based on a review of geologic maps, reports of historic landsliding, and County of SLO (2020a) landslide risk maps.

4.1 FLOODING

Flooding along waterways typically occurs as a result of excessive rainfall or snowmelt that creates water flows exceeding the capacity of channels. Flooding along shorelines is usually a result of coastal storms that generate storm surges or waves above normal tidal fluctuations. Development that increases impervious surface areas and off-site water conveyance can increase the frequency and severity of flooding.

Potential flood impacts include accelerated erosion of stream channels and shorelines, scour of structure foundations within the flood zone, and sedimentation by floodwaters or wave action. Infrastructure such as culverts, storm drains, and pipelines within the flood zone can be obstructed by debris accumulation or buoyed by floodwaters, resulting in additional damage. Flooding can also inundate treatment plants, contaminate water supplies, damage agricultural resources, and prevent the safe passage of people and flood-fighting resources. Sedimentation in a stream channel can reduce the flood capacity of the channel.

Figure 2 shows the FEMA (2020) 100-year and 500-year flood zones mapped in the vicinity of the Avila URL. Low-lying areas along See Canyon Creek, San Luis Obispo Creek, and along San Luis Bay are within the FEMA 100-year flood zone (1-percent annual chance of flood). The western half of the town of Avila is mapped within the 500-year flood hazard zone (0.2-percent annual chance of flood) at elevations of approximately 16 feet or lower (NAVD88). The 500-year flood hazard zone boundary is approximately 100 feet east of and parallel to San Miguel Street.

Figure 2: FEMA Flood Map; no scale

4.1.1 Historic Flooding and Storm Damage

Critical infrastructure within the Avila URL, such as the roads, parking, and public facilities have historically flooded. Sections of Avila Beach Drive, San Luis Bay Drive, and Ontario Road reportedly flood every 25 years or less. The Avila Beach public parking lot floods consistently during the rainy season and the County Public Works Department pumped the parking lot in 2016 (County of SLO 2018).

The County of SLO (2019b) reported that the wastewater treatment plant was inundated by floods in January and February 1969. Housing developments in the area experienced landslide activity as well as cracking of foundations and roads. Additionally, flooding damage occurred near the town of Avila during January and March 1995 storms, when high flow and debris blockages caused extensive damage to several bridges across San Luis Obispo Creek.

Historic storms have resulted in coastal flooding and storm waves that have damaged coastal structures. An approximately 100-foot section of the Avila Beach Pier was destroyed during a February 1960 storm. High tides and severe storm waves during the El Niño storm in March

1983 damaged the concrete seawall that runs parallel to Front Street and damaged development within the community of Avila Beach. The Union Oil Pier, Avila Beach Pier and portions of Avila Beach Drive were also severely damaged (County of SLO 2018).

4.2 EROSION

Yeh evaluated the potential for two predominant types of erosion: surface runoff erosion (i.e., sheet and rill erosion) and coastal erosion. Runoff erosion consists of the removal of soil from the land surface by the action of rainfall and runoff. Coastal erosion consists of beach sand removal and coastal bluff retreat by wave action and sea level rise.

4.2.1 SURFACE RUNOFF EROSION

Plate 4 shows erodibility factors (K) mapped by the NRCS. The erodibility factor indicates the susceptibility of a soil to sheet and rill by erosion by water. Values of K generally range from 0.02 to 0.69; however, the K value of soils mapped within the Avila URL range from 0.02 to 0.37. The higher the K value, the more susceptible the soil is to surface runoff erosion. There are areas within the Avila URL that have not been rated by NRCS. The NRCS (2020) map is intended to be used as a general guide for land use planning purposes only. It should not be considered as a substitute for performing appropriate drainage and erosion studies, or a substitute for providing proper site design and engineering of individual projects.

NRCS estimated K values of 0.2 or greater for the silty sand (SM) and lean clay (CL) mapped within the URL. Silty sand (SM) is mapped as a predominant soil type derived from weathering of the Squire, Belleview, and Gregg members of the Pismo Formation. Lean clay (CL) is mapped as the predominant soil comprising the alluvium near the confluence of San Luis Obispo Creek and See Canyon Creek, and as a predominant soil type derived from weathering of the Squire Member of the Pismo Formation, the Unnamed Sedimentary Rocks/Atascadero Formation, the Franciscan Metavolcanics, and the Franciscan Mélange.

Figure 3: Sedimentation Photos

Eroded sediment in V-ditch on Lupine Canyon Road (left); talus in catchment along Avila Beach Road (right)

We observed evidence of erosion consisting of sediment and talus[5] cones accumulating on and along the edge of roadways, including within v-ditches and catchments (see Figure 3). The sediment we observed typically consisted of silty sand (SM) and silty gravel (GM) derived from the Squire and Belleview Members of the Pismo Formation and the Monterey Shale. We also observed evidence of erosion along See Canyon Road consisting of a reduced roadway shoulder that likely resulted from bank erosion and incision along See Canyon Creek (see Figure 4).

[5] Talus is an outward sloping and accumulated heap or mass of rock fragments of any size or shape derived from and lying at the base of a rocky slope, and formed chiefly by gravitational falling, rolling, or sliding.

Figure 4: Eroded Roadway Shoulder on See Canyon Road

Historic Surface Runoff Erosion. We understand based on discussions with the County Public Works Department (2020b) that County forces have performed about 400 storm damage repairs on Avila Beach Drive since 2005. We understand those storm damage events predominantly consisted of roadway debris and obstructed drainage infrastructure resulting from erosion and surficial slope instability along the road. Additionally, the County (2020c) reported historic localized flooding along Colony Lane and First Street due to an obstructed culvert.

4.2.2 Coastal Erosion

Coastal erosion is typically caused by wind and wave action associated with storm surges or waves above normal tidal fluctuations. Coastal erosion occurs episodically, typically during large storms and periods of intense wave action that coincide with high tides. Waves erode the coastline at varying rates, depending upon the geology and wave energy. Coastal structures such as piers and onshore structures built near the edge of bluffs can be impacted by bluff

retreat due to wave action. Erosion of beach sand removes the natural barrier which protects landforms, such as bluffs, and manmade structures from the potentially destructive wave action. Artificial shoreline barriers such as seawalls and rock revetment can also modify natural depositional environments and adversely affect shorelines.

Although most of Avila Beach is protected by 10 to 20-foot-high seawalls and rock revetment along Port San Luis and Front Street (see Figure 5), low-lying areas are potentially exposed to wave run-up and flooding. Avila Beach is partially sheltered from northerly swells by the Point San Luis Breakwater but is vulnerable to coastal storms originating from the southwest (County of SLO 2019b).

Figure 5: Rock Revetment along Avila Beach

The Coastal Storm Modeling System (CoSMoS) is a dynamic modeling approach that has been developed by the United States Geological Survey (USGS 2020, Barnard et al. 2018) in order to allow more detailed predictions of coastal flooding due to both future sea-level rise and storms integrated with long-term coastal evolution (i.e., beach changes and cliff/bluff retreat) over large geographic areas (100s of kilometers). Rather than relying on historic storm records, CoSMoS uses wind and pressure from global climate models to project coastal storms under changing climatic conditions during the 21st century. Rising sea levels will drive shorelines farther inland and beaches could be completely lost over the next century as the beaches are squeezed between the rising seas and bluffs or urban infrastructure (Barnard 2019). The CoSMoS cliff retreat projections consider two scenarios: 1) one that ignores coastal armoring, such as seawalls and revetments, and allows the cliff to retreat unimpeded (“Do Not Hold the Line”); and 2) another that assumes that current coastal armoring will be maintained and 100% effective at stopping future cliff erosion ("Hold the Line"). The CoSMos tool is intended to provide users with more information to manage and meet their own planning horizons and specify degrees of risk tolerance (Barnard et al. 2018).

Historic Coastal Erosion. As noted above, historic storms have shown that structures in both Port San Luis and Avila Beach are susceptible to damage resulting from storm waves, especially those generated from southerly swells (County of SLO 2018). The County of SLO (1999) reported the Unocal oil storage tanks formerly located at Avila Point were "endangered by cliff erosion" before the tanks were removed.

4.3 Slope Instability and Landslides

The down-slope movement of earth material, either as a landslide, debris flow, mudslide, or rockfall, are part of the continuous, natural process of erosion. Landslides and slope instability can occur as a result of erosion at the toe of a slope by a stream or wave action, wet weather, weak soils, improper grading, improper drainage, slopes oversteepened by grading, adverse geologic structure, ground shaking caused by earthquakes, or a combination of these factors. Proposed improvements on slopes can increase the potential for slope instability. Slope instability can occur in the form of creep, slumps, progressive translation or rotational failures, rockfall, debris flows, or erosion. Slope movement can result in permanent changes to topography and drainage patterns, such as the temporary damming of drainages and associated flooding, erosion, and sedimentation. (County of SLO 1999).

Figure 6 shows the County of SLO's (2020a) map of landslide risk within the Avila URL. The potential for landslide risk predominantly ranges from low to high, according to the County's rating system, which is predominantly rated based on existing slope grades and mapped geology. The County of SLO's (2020a) map is intended to be used as a general guide for land use planning purposes only. It should not be considered as a substitute for performing appropriate geologic and geotechnical investigations, or a substitute for providing proper site design and engineering of individual projects. The potential for landslides was rated "very high" in the areas mapped as Quaternary landslides by published geologic maps (Hall 1979, Wiegers 2011) at Pirate's Cove near Cave Landing Road and at the Harbor Terrace Development.

Historic Landslides. Following a period of heavy precipitation in December 1996 and January 1997, numerous landslides consisting of shallow earth flows, debris flows, and slumps occurred in the Irish Hills between the DCPP and Avila Beach. Debris from two landslides that occurred along Avila Beach Road temporarily blocked the road and access to the DCPP (PG&E 1997). Yeh and Associates (2019) identified nine landslides (historic and pre-historic) within the limits of the Harbor Terrace development. We understand landslide hazards have been identified by

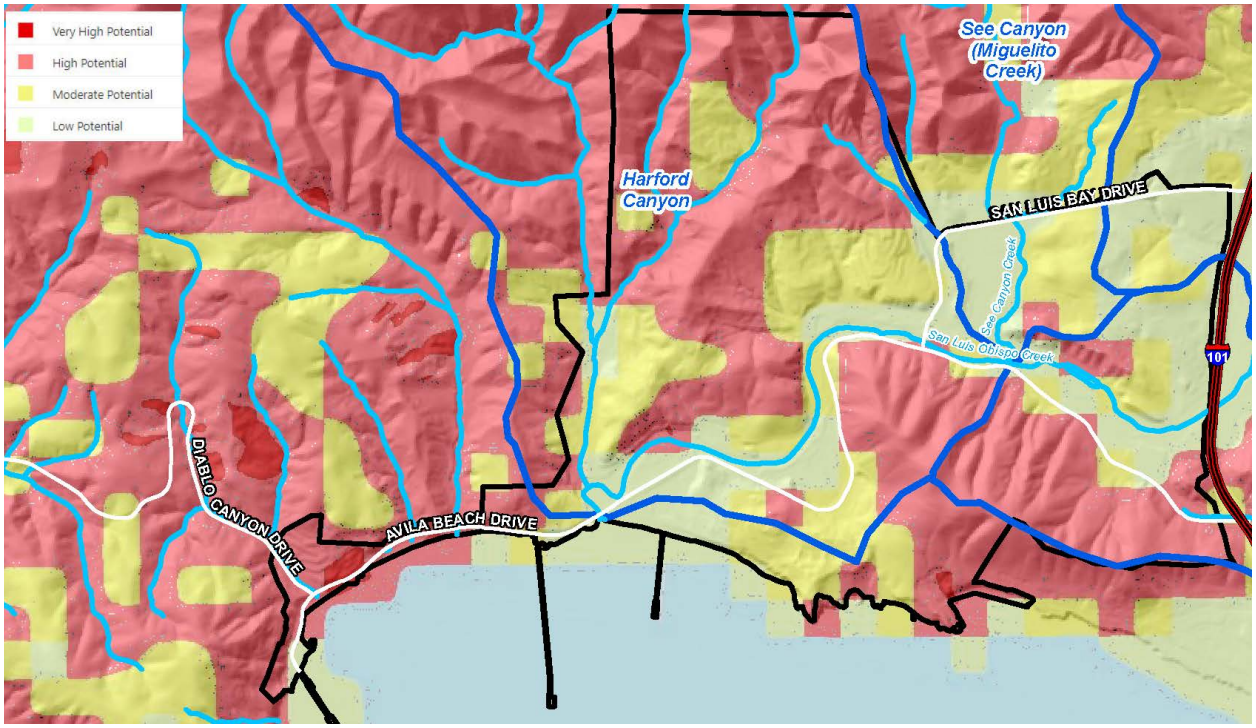

Figure 6: Landslide Risk Map (County of SLO 2020a); no scale

previous studies in the San Luis Bay Estates development and Pirates Cove recreational area; however, those studies were not reviewed for this study.

5. PRELIMINARY GEOTECHNICAL CONSIDERATIONS

The following preliminary geotechnical considerations consist of typical design measures to mitigate potential adverse drainage, erosion and sedimentation impacts from increased surface runoff associated with grading for projects within the URL. Slope instability and landslides are also common sources of sedimentation, as displaced soil and rock masses typically consist of relatively loose and erodible material that can temporarily block or alter drainages and adversely impact adjacent improvements.

Sections 19.12/22.52/23.05.020 et seq. of the San Luis Obispo County Land Use Ordinance and Coastal Zone Land Use Ordinance, Titles 19, 22, and 23 of the County Code, contain the County's grading ordinance. This ordinance outlines specific requirements for grading permits, procedures for reviewing and approving grading permits, inspection requirements for completed grading projects, and erosion and drainage requirements.

5.1 Drainage and Erosion

The County of SLO's (2017) *Post Construction Requirements Handbook* provides guidance and direction on how to comply with post-construction stormwater requirements within San Luis Obispo County. Land Use Ordinance Section 22.52.110 and Coastal Zone Land Use Ordinance Section 23.05.040 et seq. require that the control of drainage and drainage facilities minimize harmful effects of stormwater runoff and resulting inundation and erosion on proposed projects, and protect neighboring and downstream properties from drainage problems resulting from new development (County of SLO 2017). Typical mitigation measures for drainage and erosion include providing:

- Drainage such that surface water does not run over slopes or pond on pavements, slabs, or adjacent to foundations in a concentrated flow;
- Downspouts to collect roof drainage and direct surface water to drainage pipes or areas away from foundation areas;
- Down drains, solid pipes, or lined ditches to carry water to the base of slopes.
- Energy dissipation and erosion control devices at the outlet of drainage devices and in areas of concentrated runoff to reduce the potential for erosion;
- Landscaping and maintenance of graded areas and slopes to assist the establishment of vegetation and reduce the potential for erosion; and
- Suitable vegetation, erosion control mats (where needed), and proper surface drainage to reduce the potential for erosion to impact slopes and assist in establishing suitable vegetation.

Landform grading is a technique to shape engineered slopes to more stable, naturally shaped slopes. Concave slopes allow water and vegetation to concentrate at flow lines. Grasses and groundcovers are planted on the convex portions of the slopes. Landform grading is intended to reduce erosion potential, runoff, and water quality degradation associated with grading (County of SLO 2017).

5.2 Slope Instability and Landslides

The County of SLO (2013) provides minimum standards for geologic and geotechnical studies prepared by a certified engineering geologist and/or geotechnical engineer to address slope

stability and landslide hazards. Typical mitigation measures for slope instability and landslides include:

- Performing site specific evaluations to estimate the hazard potential and to identify engineering design methods to reduce the potential for slope instability and landslides;
- Addressing the potential for slope instability and landslides to impact improvements proposed on or adjacent to slopes, or adjacent to a beach or coastal bluff;
- Providing drainage improvements to collect and convey water away from slopes;
- Coordination between the civil engineer and the project engineering geologist and/or geotechnical engineer during design of graded slopes and drainage improvements, and continued coordination during construction;
- Grading cut and fill slopes to an inclination of 2h:1v or flatter. Slope stability analyses are typically performed for steeper slope inclinations. Fill slopes are typically steepened by using internal geosynthetic reinforcement, retaining walls, and/or select backfill; and
- Involvement of the project engineering geologist and/or geotechnical engineer during construction to confirm preliminary findings reported during initial studies.

Titles 22 and 23 of the County Code define general requirements for identifying Geologic Study Areas (GSA) that would require a geology report to address landslide hazards. The County of SLO's (2013) Guidelines for Engineering Geology Reports states that areas within urban reserve lines mapped as moderately high to high landslide risk, and areas "along the coast with bluffs and cliffs greater than 10 feet in vertical relief" are considered GSAs. As noted in Section 3, the Franciscan Mélange is a geologic unit commonly associated with creep, slope instability and landsliding. It is recommended that cut slopes in the Franciscan Mélange be designed by a certified engineering geologist and/or geotechnical engineer based on slope stability analyses. The cut slope design should be peer reviewed by the County of SLO reviewing geologist.

Section 23.04.118 of the Land Use Ordinance and the County of SLO (2013) provide methods to evaluate the potential for bluff retreat. It is recommended to consider the USGS (2020) CoSMoS tool in bluff retreat evaluations.

6. LIMITATIONS

Yeh prepared this report for Rincon Consultants and their authorized agents only. It is not intended to address issues or conditions pertinent to other parties, projects or for other uses. This report is for preliminary planning purposes only and is not intended for use in final design or construction. This study has been conducted in general accordance with currently accepted geotechnical practices in this area for use by the client for planning purposes. Any modifications

to the recommendations of this report or approval of changes made to the project should not be considered valid unless they are made in writing.

7. REFERENCES

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Harford Canyon
See Canyon (Miguelito Creek)
Lower SLO Creek
Davenport Creek
SAN LUIS BAY DRIVE
See Canyon Creek
San Luis Obispo Creek
Squire Canyon
101
DIABLO CANYON DRIVE
AVILA BEACH DRIVE
Gragg Canyon

1 inch = 2,000 feet

0 2,000 Feet

Urban Reserve Line

Subwatersheds of the San Luis Obsipo Watershed

Hillshade created from PG&E Diablo Canyon Power Plant Diablo Canyon (2010) and Los Osos (2011) Lidar datasets.
Streams shapefile from SLO Watershed Project, http://slowatershedproject.org/resources/
Subwatersheds delineated by Questa Engineering, 2019. Shapefiles received from San Luis Obispo County.

N

Avila URL Watersheds and Streams

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

AVILA COMMUNITY PLAN
San Luis Obispo County, California

PLATE 1

Project Number: 218-514

Date: December 2020

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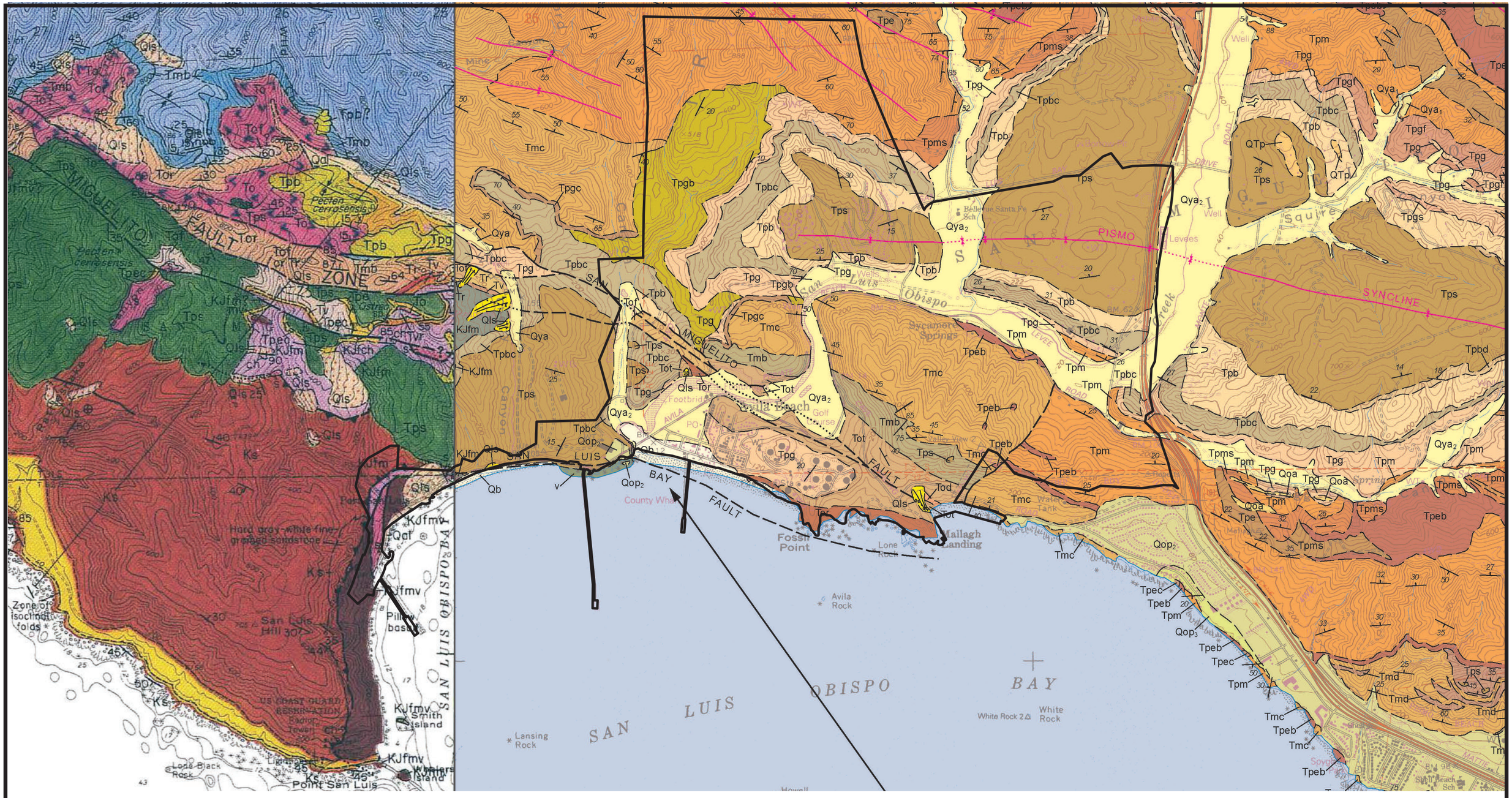


LEGEND:

- Qya — Alluvium Deposits (Holocene)
- Qls — Landslide Deposits (Holocene)
- Tps — Pismo Formation, Squire Member (Pliocene to Miocene)
- Tpb — Pismo Formation, Belleview Member - sandstone and siltstone (Pliocene to Miocene)
- Tpbc — Pismo Formation, Belleview Member - claystone, siltstone, and sandstone (Pliocene to Miocene)
- Tpg — Pismo Formation, Gregg Member - sandstone (Pliocene to Miocene)
- Tpgb — Pismo Formation, Gregg Member - bituminous sandstone (Pliocene to Miocene)
- Tpm — Pismo Formation, Miguelito Member (Pliocene to Miocene)
- Tpeb — Pismo Formation, Edna Member - bituminous sandstone (Pliocene to Miocene)
- Tmc — Monterey Shale - chert (Miocene)
- Tmb — Monterey Shale - siltstone and dolomitic claystone (Miocene)
- Tot — Obispo Formation - tuff (Miocene)
- Tor — Obispo Formation - zeolitized tuff (Miocene)
- Ks — Unnamed Sedimentary Rocks (Upper Cretaceous) - named Atascadero Formation [Kas] by Dibblee and Minch (2006)
- KJfm — Franciscan Melange (Cretaceous to Jurassic)
- KJfmv — Franciscan Metavolcanic Rocks (Cretaceous to Jurassic)
- s — Serpentinite (Jurassic)

North

0 2000 feet

Base Map: Hall et al. (1979) Geologic Map of San Luis Obispo-San Simeon Region, California; Weigers (2011) Preliminary Geologic Map of Pismo Beach 7.5' Quadrangle, San Luis Obispo County, California

Yeh and Associates, Inc.
Consulting Engineers & Scientists

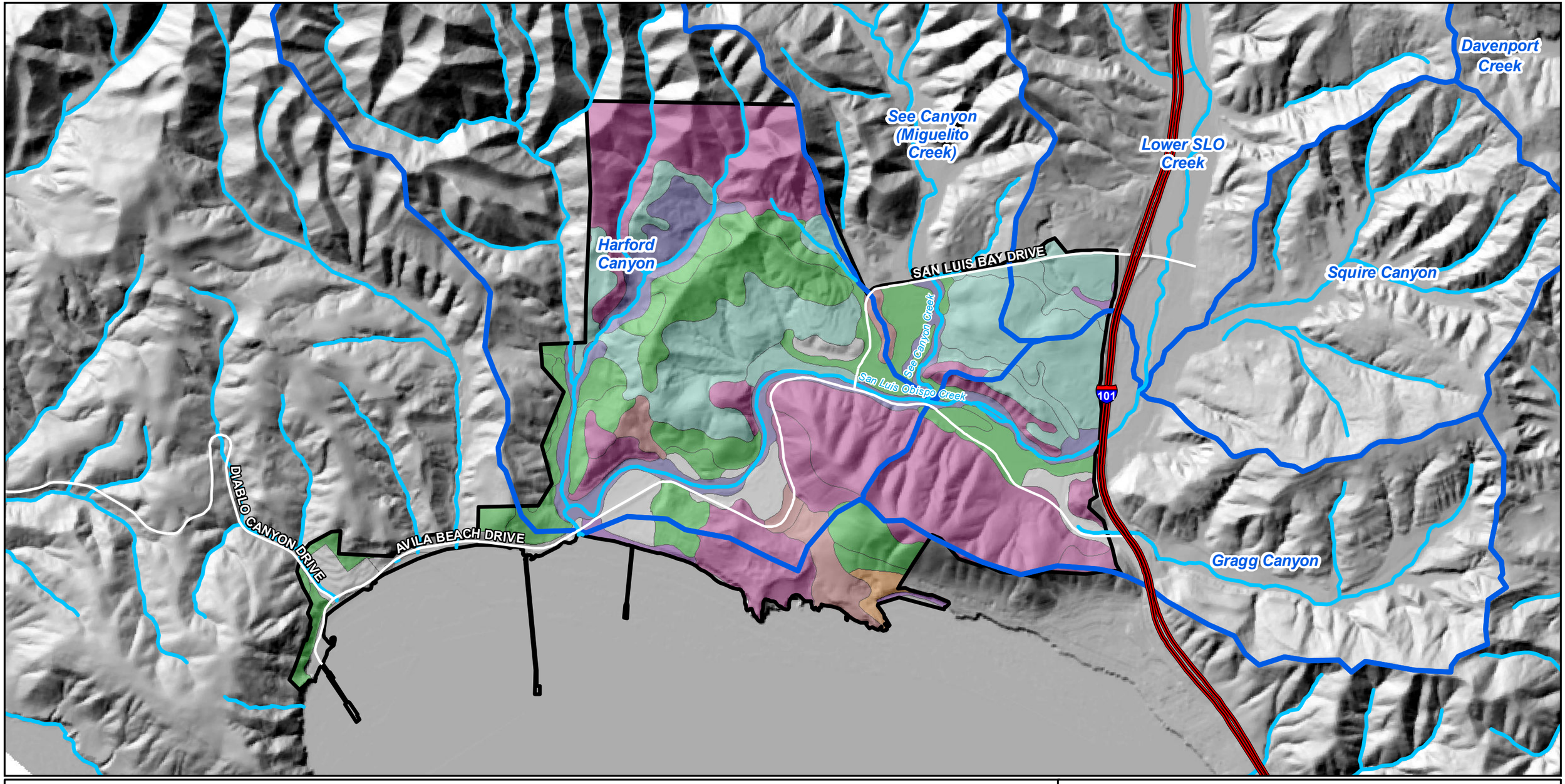
REGIONAL GEOLOGIC MAP

PROJECT NAME:
AVILA COMMUNITY PLAN
San Luis Obispo County, California

2

PROJECT NUMBER: 218-514

REVISION DATE: 11.12.2020



1 inch = 2,000 feet

0 2,000 Feet

Urban Reserve Line

Subwatersheds of the San Luis Obispo Watershed

USCS Soil Types

SP	SC	CL
SM	ML	CH
SC-SM	GM	Not rated or not available

N

Soil information obtained from Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at the following link: http://websoilsurvey.sc.egov.usda.gov/. Accessed [10/13/2020].
Hillshade created from PG&E Diablo Canyon Power Plant Diablo Canyon (2010) and Los Osos (2011) Lidar datasets.
Streams shapefile from SLO Watershed Project, http://slowatershedproject.org/resources/
Subwatersheds delineated by Questa Engineering, 2019. Shapefiles received from San Luis Obispo County

NRCS Soil Types

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AVILA COMMUNITY PLAN
San Luis Obispo County, California

PLATE 3

Project Number: 218-514

Date: December 2020

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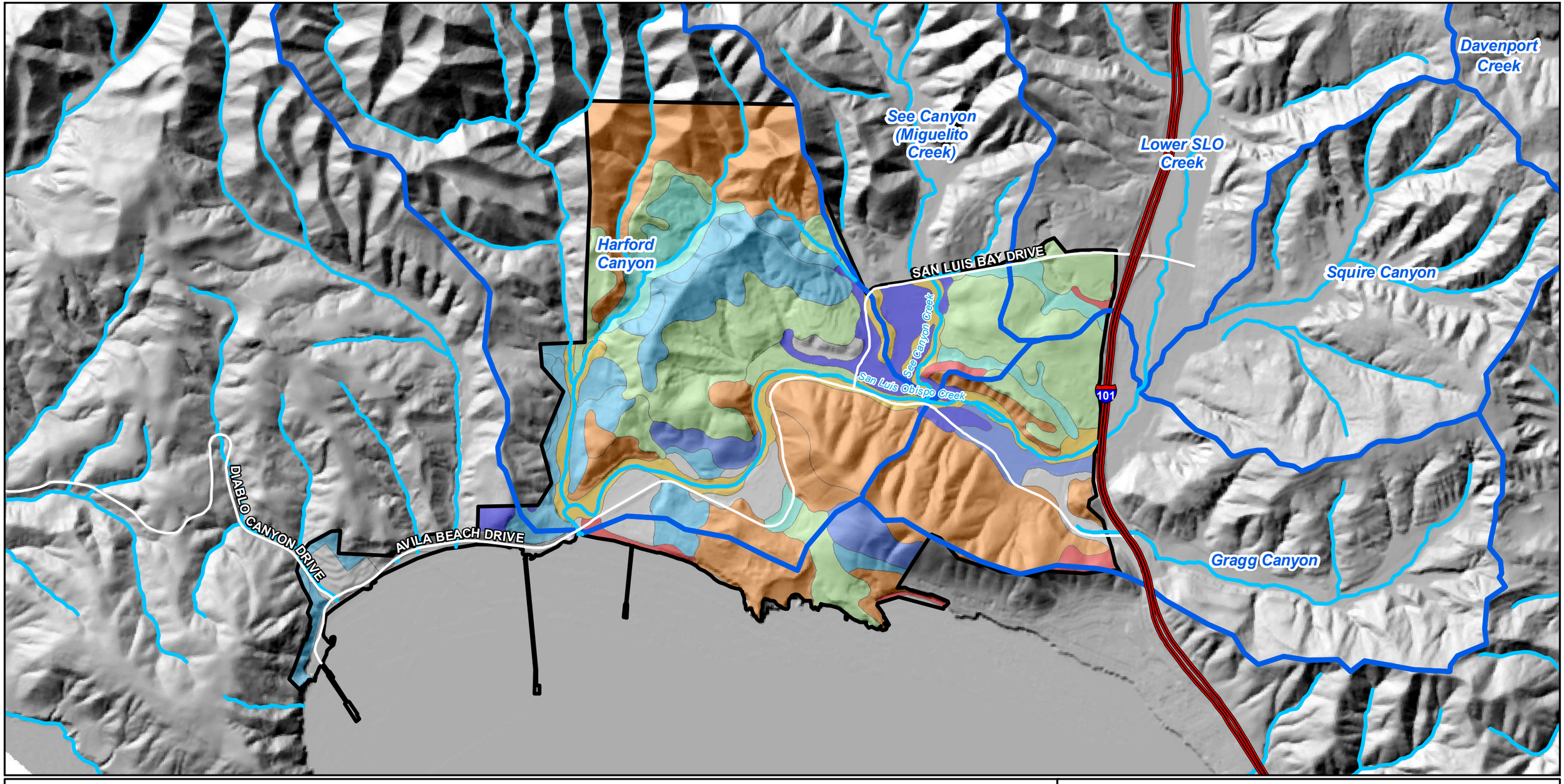

1 inch = 2,000 feet

0 2,000 Feet

Urban Reserve Line

Subwatersheds of the San Luis Obispo Watershed

Erodibility Factor (K)

.02	.17	.32
.05	.20	.37
.10	.24	Not rated or not available
.15	.28	

N

Soil information obtained from Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at the following link: http://websoilsurvey.sc.egov.usda.gov/. Accessed [10/13/2020].
Hillshade created from PG&E Diablo Canyon Power Plant Diablo Canyon (2010) and Los Osos (2011) Lidar datasets.
Values of K range from 0.02 to 0.69. The higher the value, the more susceptible the soil is to sheet and rill erosion by water.
Streams shapefile from SLO Watershed Project, http://slowatershedproject.org/resources/
Subwatersheds delineated by Questa Engineering, 2019. Shapefiles received from San Luis Obispo County

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NRCS Erosion Factors

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AVILA COMMUNITY PLAN
San Luis Obispo County, California

PLATE 4

Project Number: 218-514

Date: December 2020

Appendix H

Existing Transportation Conditions Report

Avila Community Plan

Draft Existing Transportation Conditions Report

Prepared For: Rincon Consultants, Inc

Central Coast Transportation Consulting

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Morro Bay, CA 93442

(805) 316-0101

September 2020

Executive Summary

This Avila Community Plan update will create a framework for planning in the Avila area within the Avila Urban Reserve Line (URL). Numerous planning and other documents exist for the area including:

- San Luis Obispo Area Plan
- San Luis Bay Area Plan (Coastal)
- Avila Beach Specific Plan
- Avila Beach Community Plan
- Regional Transportation Plan
- Avila Beach Circulation Study
- Port Master Plan
- Parking Management Plan
- Avila Parking Study
- Park and Ride Study

These documents and studies are discussed in detail throughout the report.

INTERSECTION AND ROADWAY OPERATIONS

Existing summer weekday and weekend levels of service (LOS) were evaluated at area intersection and roadways. Avila Beach Drive west of San Luis Bay Drive is currently operating at LOS D under K100 and weekday PM conditions and LOS E under peak summer conditions consistent with the recommended policies and goals. All other study roadways operated acceptably under existing conditions during the weekday and weekend peak hour conditions except for Shell Beach Road which operated at LOS D under weekday conditions. However, no improvements are recommended.

All study intersections operated acceptably under existing conditions during the summer weekday PM and Saturday midday peak hour conditions except the following:

- Avila Beach Dr/Ontario Rd (#5): The intersection operates at LOS F during the weekday PM peak hour, LOS E during Saturday midday peak hour, and meets the peak hour signal warrant. Signalization is included in the Avila Road Improvement Fee program.
- Avila Beach Drive/US 101 SB Ramps/Shell Beach Road (#6): The intersection operates at LOS F during the weekday PM and Saturday midday peak hours and meets the peak hour signal warrant. A roundabout is included in the Avila Road Improvement Fee program and design is currently underway.
- San Luis Bay Drive/US 101 NB Ramps (#11): The intersection operates at LOS E during the weekday PM peak hours and does not currently meet the peak hour signal warrant. An Intersection Control Evaluation is currently being prepared for the interchange including traffic signal and roundabout alternatives.

NEXT STEPS

Following development of the Community Plan land use alternatives, CCTC will develop cumulative intersection and roadway volumes and analyze cumulative conditions with and without the Community Plan update including vehicle miles traveled (VMT). Recommendations for land use, intersections, roadways, pedestrian and bicycle facilities, transit, parking, emergency/secondary access, transportation demand management, special events, and vacation rentals will be included.

Contents

Introduction

This report summarizes the existing transportation and operating conditions in Avila Beach as well as the proposed improvements and next steps for the Avila Community Plan update.

BACKGROUND

The intent of the Avila Community Plan update is to create a comprehensive document that provides all relevant information on the community within the Avila Urban Reserve Line (URL). Various planning documents have been prepared for the Avila area. The previous Avila Beach Community Plan addressed land use and circulation issues for the inland portion of the community outside of the coastal zone and is incorporated into the San Luis Obispo Area Plan as the San Luis Bay Inland North Sub Area. The San Luis Bay Area Plan (Coastal) addresses land use and circulation for the portion of Avila Beach within the coastal zone. The Avila Community Plan update will include the coastal zone and all land in the Avila URL and be incorporated into the Area Plans, Land Use Element, and General Plan.

In addition to the Area Plans, the following documents contain recommended improvements and goals for development in the Avila Area:

- Avila Beach Specific Plan
- Avila Beach Community Plan
- Regional Transportation Plan
- Avila Beach Circulation Study
- Port Master Plan

The planning areas and study locations are shown on **Figure 1**.

AVILA BEACH DRIVE CAPACITY

The San Luis Coastal Area Plan contains a 1992 Policy which directed the following, "Reserve a portion of the Avila Beach Drive road capacity to serve coastal dependent uses and do not subject Avila Beach Drive to traffic levels exceeding Level of Service (LOS) "C" overall. The LOS for Avila Beach Drive and San Luis Bay Drive shall be based on the average hourly weekday two-way 3:00 p.m. to 6:00 p.m. traffic counts to be conducted during the second week in May of each year." The policy aimed to approximate the 345th annual highest hour as the baseline capacity evaluation and did not intend to measure weekend and summer traffic.

As directed by the County Board of Supervisors, the 2018 Avila Circulation Study and Road Improvement Fee (RIF) Update (GHD, 2019) analyzed and recommended a new metric for estimating capacity of Avila Beach Drive using the 100th annual highest hour (K100). The adopted Avila Circulation Study proposes and recommends the following for the Area Plan update:

- *Policy:* LOS D shall be the standard for roadway and intersection operations along Avila Beach Drive. LOS D shall be maintained for the K100 volume, based on the 3-year average traffic census, updated annually, and collected on Avila Beach Drive west of San Luis Bay Drive.
- *Goal:* On Avila Beach Drive, strive to maintain LOS D or better conditions, and strive to maintain or reduce frequency of LOS E conditions, especially during special events or the peak summer season.

The following analysis applies this recommended policy and LOS goal.

STUDY LOCATIONS

The following intersections along Avila Beach Drive and San Luis Bay Drive are evaluated for the summer weekday evening (4:00-6:00 p.m.) and summer Saturday midday (11:00 a.m.-1:00 p.m.) time periods:

1. Avila Beach Drive/First Street
2. Avila Beach Drive/San Miguel Street
3. Avila Beach Drive/San Luis Street
4. Avila Beach Drive/San Luis Bay Drive
5. Avila Beach Drive/Ontario Road
6. Avila Beach Drive/US 101 Southbound Off-Ramp /Shell Beach Road
7. Avila Beach Drive/US 101 Southbound On-Ramp
8. Avila Beach Drive/US 101 Northbound Off-Ramp /Monte Road
9. San Luis Bay Drive/Ontario Road
10. San Luis Bay Drive/US 101 Southbound Ramps
11. San Luis Bay Drive/US 101 Northbound Ramps

The following roadway segments are evaluated for the summer weekday and weekend peak hour time periods:

1. Avila Beach Drive - West of US 101 Southbound Ramps
2. Avila Beach Drive - West of San Luis Bay Drive
3. Avila Beach Drive - East of Lighthouse Road
4. First Street - South of Avila Beach Drive
5. Ontario Road - South of San Luis Bay Drive
6. San Luis Street - South of Avila Beach Drive
7. San Luis Bay Drive - North of Avila Beach Drive
8. San Luis Bay Drive - West of Ontario Road
9. San Miguel Street - South of Avila Beach Drive
10. Shell Beach Road - South of Avila Beach Drive

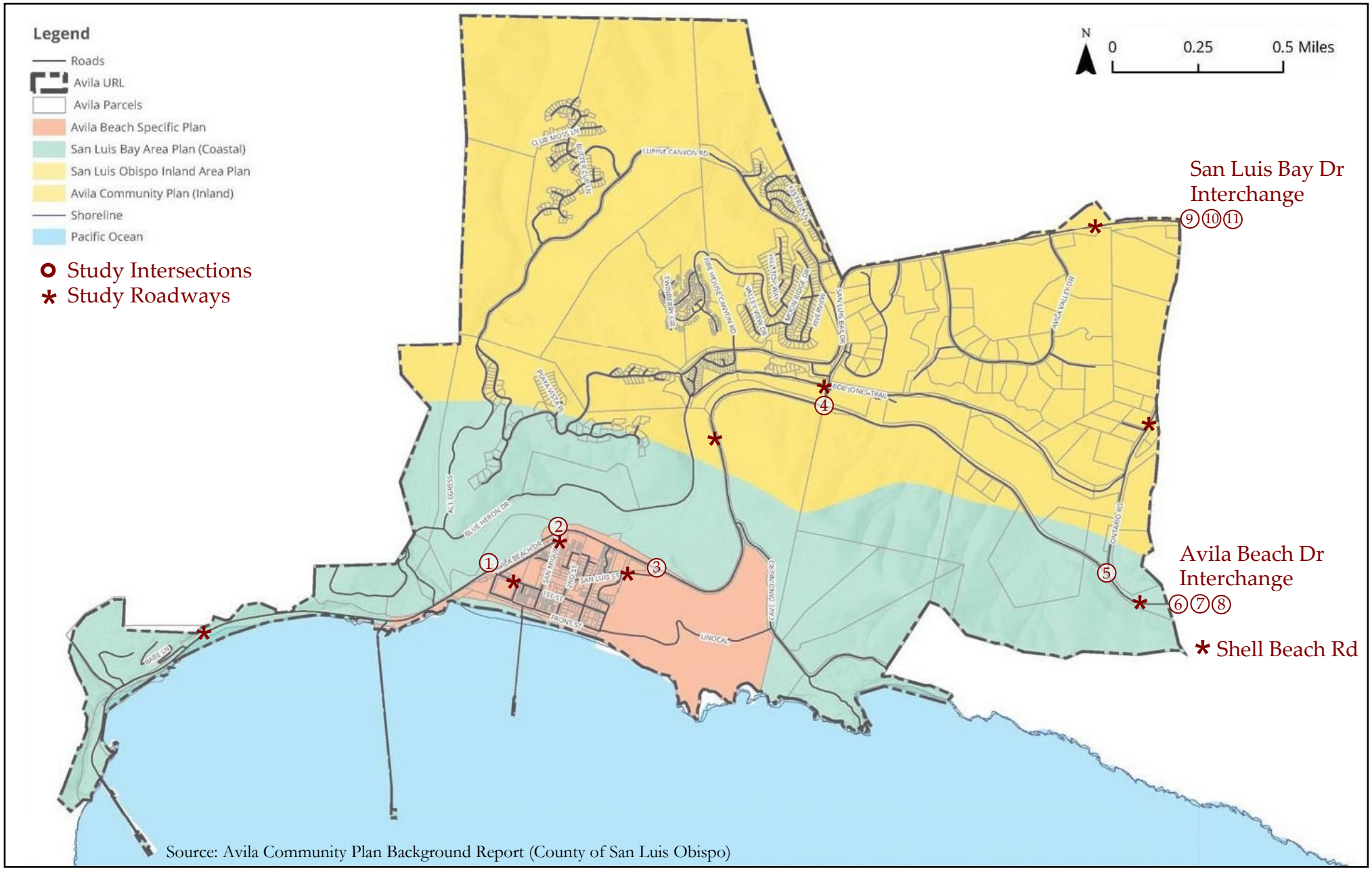
The general location of the study intersections and roadway segments are shown on **Figure 1**. The study locations were evaluated under existing conditions using available traffic counts, the K100 volume, and the existing transportation network as detailed in the next section of this report.

Cumulative conditions will be evaluated with the existing General Plan land use and proposed Community Plan land use in subsequent analyses.

In addition to the intersection and roadway analysis, the following are included in the existing transportation conditions:

- Pedestrian and Bicycle Circulation
- Emergency Access
- Transit Service
- Parking Conditions
- Special Events
- Vacation Rentals
- Transportation Demand Management

Figure 1: Planning Areas and Study Locations



Source: Avila Community Plan Background Report (County of San Luis Obispo)

Existing Circulation Network

The following section describes the existing roadway network including functional classifications, volumes and trip origins and destinations as well as the pedestrian, bicycle, emergency access, transit, parking, special event and vacation rental conditions.

ROADWAY NETWORK CLASSIFICATIONS

For transportation planning purposes, 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.

For the Avila area, the San Luis Bay Area Plan (Coastal) currently defines the functional classifications. The document has not been updated since 2009 and more recent studies have modified the functional class for analysis purposes. **Table 1** summarizes the existing and proposed roadway network classifications as well as other roadway characteristics.

Table 1: Roadway Network Classifications

Roadway Network Classifications					
		Classification			
Street	Limits	Existing[1]	Proposed	Speed Limit (mph)	Notes
Avila Beach Dr	Port San Luis to Monte Rd	Collector	Arterial	40 & 45	Access to US Highway 101
First St	Avila Beach Dr to San Rafael St	Minor	Collector	-	
Front St	San Juan St to San Miguel St	Collector	Minor	-	
Monte Road	Avila Beach Dr to North end	Minor	-	-	
Ontario Rd	Higuera St to Avila Beach Dr	Collector	-	40 & 50	Frontage Road
San Luis Bay Dr	Avila Beach Dr to Monte Rd	Collector	Arterial	50	Access to US Highway 101
San Luis St	Front St to Avila Beach Dr	Collector	-	-	
San Miguel St	Front St to Avila Beach Dr	Minor	Collector	-	
See Canyon Rd	San Luis Bay Dr to SLO City	Collector	Minor	-	Portion of route unpaved
Shell Beach Rd	Avila Beach Dr to Pismo Beach	Unknown	Collector	45	Frontage Road

1. Source: San Luis Bay Area Plan (Coastal), 2009.

The proposed functional classifications are consistent with the Avila Circulation Study except for Monte Road and See Canyon Road. The roads are analyzed as collectors in the Avila Circulation Study; however, the roadway volumes are low, and the roadways provide direct access to parcels with through traffic discouraged. In addition, the northern section of See Canyon Road is unpaved, and the minor classification is recommended. Monte Road between Avila Beach Drive and the US Highway 101 Northbound On-Ramp could be classified as a collector.

We recommend Avila Beach Drive and San Luis Bay Drive be designated as arterials due to regional traffic, San Miguel Street and First Street be designated as collectors due to access to Avila Beach Drive, and Front Street be designated a local road since the connection to Avila Beach Drive was eliminated. The Shell Beach Road designation is not clearly defined; however, the collector designation is recommended.

San Antonia Street, San Francisco Street, San Juan Street, San Rafael Street, Second Street and *Laurel Street* are all existing two-lane minor roads located in Downtown Avila Beach.

US Highway 101 is a north-south principal arterial connecting Los Angeles to San Francisco. Near Avila, it is a four-lane freeway with full access interchanges at Avila Beach Drive and San Luis Bay Drive. There is an auxiliary lane serving southbound traffic roughly between the San Luis Bay Drive and Spyglass Drive interchanges.

The pedestrian and bicycle facilities are discussed later in the report.

AVILA BEACH DRIVE

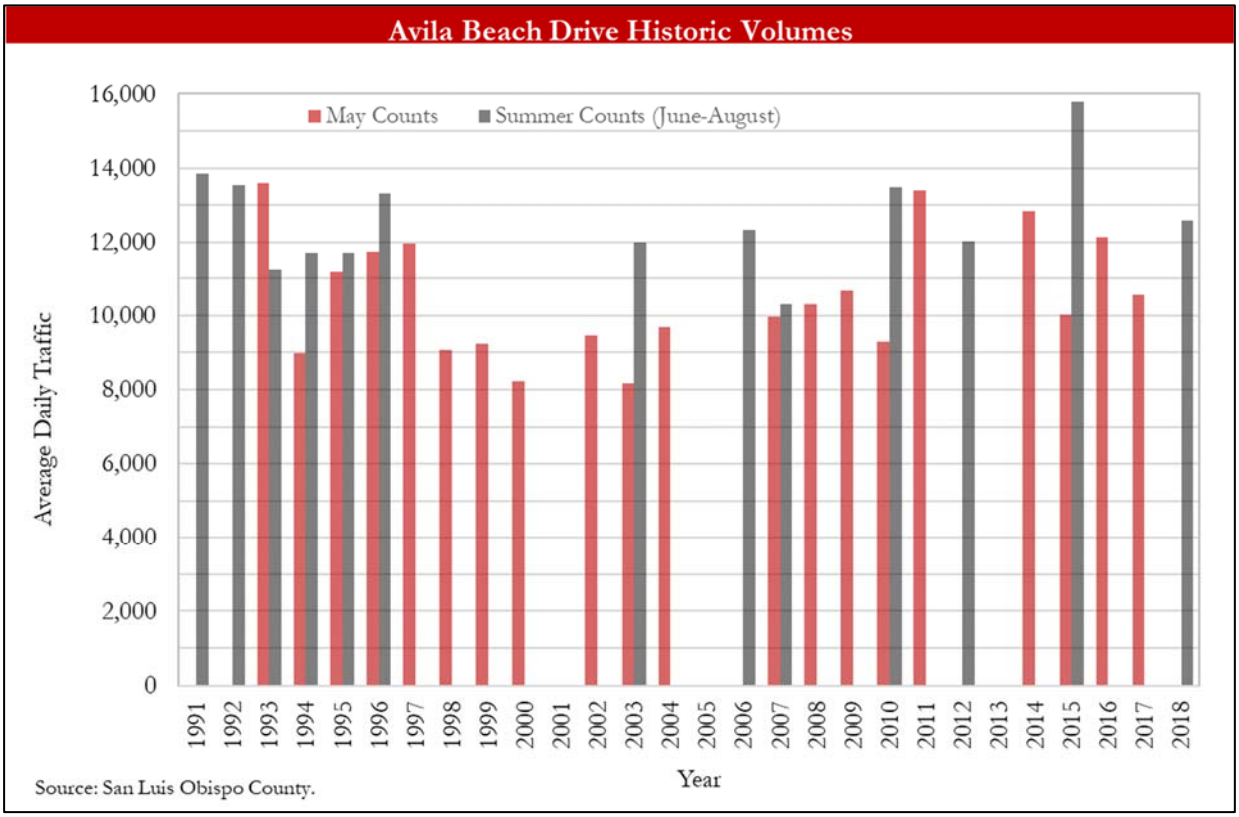
This section summarizes the Avila Beach Drive historic volumes, permanent count station, StreetLight data, K100 volume, and trip origins and destinations.

Sizing transportation infrastructure requires tradeoffs between cost, vehicle operations, and pedestrian and cyclist accessibility. Infrastructure sized to accommodate infrequent peaks would be underutilized during most of the year, would be very costly to build, and would discourage pedestrian and bicycle travel by increasing vehicle speeds and exposure due to lengthened crossings. Undersized infrastructure would result in regular vehicle congestion. To balance these issues the County has adopted a K100 target which represents the 100th highest annual hour averaged over three years. This is a higher volume than the second week of May target used in previous circulation studies and reflects the community's desire to account for non-weekday traffic levels which are typically higher in Avila.

Historic Volumes

The County of San Luis Obispo maintains a traffic count database dating back to the early 1990s. Traffic volumes typically fluctuate hourly, daily, monthly, and yearly. **Exhibit 1** summarizes the historic May and Summer volumes on Avila Beach Drive west of San Luis Bay Drive.

Exhibit 1: Avila Beach Drive Historic Volumes



Volumes on Avila Beach Drive have fluctuated over the past thirty years but have generally remained below 14,000 vehicles. Current traffic volumes are very similar to traffic volumes in the 1990s. Note that the capacity thresholds for Avila Beach Drive are based on the hourly, not daily volumes, but this data shows that there has not been a notable increase in traffic over the past thirty years.

Permanent Count Station

In 2015, County Public Works installed a permanent count station on Avila Beach Drive west of San Luis Bay Drive to obtain directional hourly flows throughout the year. Beginning in 2017, the count station began malfunctioning. Data from 2018 and 2019 is not comprehensive as one or more lanes were non-operational for many months. No roadway data is available for January 2017, from June to November 2017 only eastbound data is available, from April to August 2018 there was an eastbound malfunction, in March 2019 and from June to August 2019 there was an eastbound malfunction, and from September to December 2019 there is no data on some days. In 2020, the existing in-pavement device was removed and replaced with a radar device.

StreetLight Data

StreetLight Data is a company that collects and processes anonymized location records from smart phones and navigation devices in connected cars and trucks and adds context from numerous other sources like parcel data and digital road network data to develop volumes, origins-destinations, trip purpose, trip speed, and trip length metrics among others. StreetLight Data was compared to the permanent count station data (when functional) and used to validate the K100 volume as well as the intersection counts.

StreetLight Data is available beginning in 2016. The Avila Beach Drive permanent count station was fully operational in 2016 and began malfunctioning in January 2017. **Table 2** compares the permanent count station and StreetLight data for all of 2016 as well as summer 2016.

Table 2: Permanent Count Station and StreetLight ADT Comparison

Permanent Count Station and StreetLight ADT Comparison				
		Count Station	Streetlight	
Location	Date	ADT	ADT	% Difference
Avila Beach Dr w/o San Luis Bay Dr	January-December 2016	10,218	10,951	7.2%
	June-August 2016	12,469	11,988	-3.9%
Source: StreetLight Data, 2020.				

All volumes are within seven percent or less consistent with acceptable model target values. Note that StreetLight Data will be used to determine trends, origins and destinations, and other roadway characteristics and is not being used for the level of service or capacity analysis.

K100 Volume

The K100 volume is representative of the 100th highest annual hour averaged over three years. The Avila Circulation Study analyzed 2015 through 2017 permanent count station data to obtain the K100 volume. The K100 volume for 2015 was 1,415 vehicles, 2016 was 1,347 vehicles, and 2017 was 1,436 vehicles with a three-year average of 1,399 vehicles per hour. The study recommended the K100 volume be updated annually, based on the 3-year average traffic census on Avila Beach Drive west of San Luis Bay Drive. However, the 2018 and 2019 permanent count station data is not comprehensive, and the average cannot be updated using this census.

To determine if the 2015 to 2017 K100 volume is still representative of 2017 to 2019 conditions, StreetLight data for the ADT as well as the weekday PM and Saturday Midday peak hours was compared to permanent count station data for 2016 through 2019. **Table 3** summarizes the annual volumes and **Table 4** summarizes the summer volumes between June and August.

Table 3: Avila Beach Drive Annual Traffic Volume Variation

Annual Traffic Volume Variation				
		Average Daily	Average Hourly Volume	
Road Segment	Year	Traffic (ADT)	Weekday PM	Weekend MID
Avila Beach Dr (West of San Luis Bay Dr)	2016	10,951	862	1,259
	2017	11,106	771	1,457
	2018	11,001	826	1,351
	2019	10,707	813	1,303
Source: Streetlight Data. Includes data from January through December of each year. 2015 data not available. Weekday PM data is the average hourly volume between 4-6 p.m. on a Tuesday through Thursday. Weekend midday (MID) volume is the average hourly volume between 11 a.m.-1 p.m. on Saturday and Sunday.				

Table 4: Avila Beach Drive Summer Traffic Volume Variation

Summer Traffic Volume Variation				
		Average Daily	Average Hourly Volume	
Road Segment	Year	Traffic (ADT)	Weekday PM	Weekend MID
Avila Beach Dr (West of San Luis Bay Dr)	2016	11,988	958	1,299
	2017	12,141	927	1,352
	2018	13,201	1,042	1,347
	2019	12,048	958	1,348
Source: Streetlight Data. Includes data from June through August of each year. 2015 data not available. Weekday PM data is the average hourly volume between 4-6 p.m. on a Tuesday through Thursday. Weekend midday (MID) volume is the average hourly volume between 11 a.m.-1 p.m. on Saturday and Sunday.				

As noted in the Avila Circulation Study, The K100 volume on Avila Beach Drive is representative of LOS D conditions, and the peak season transitional months, or peak "shoulders" of May, August, and September.

The peak volume fluctuates between years and there is no clear trend. We recommend continuing to use the K100 value of 1,399 vehicles for the Avila Community Plan analysis since data indicates this value is representative of current conditions.

Avila Beach Trip Origins and Destinations

In addition to volume data, the StreetLight data provides the estimated origins and destinations on identified roadways. **Table 5** summarizes the 2019 annual and summer Avila Beach origins and destinations.

Table 5: Roadway Origin and Destination

Roadway Origin-Destination			
		All Vehicles	
		Weekday	Weekend
Roadway Segment	Origin-Destination	%	%
Annual (January - December 2019)			
Avila Beach Dr West of San Luis Bay Dr (without Diablo Canyon)	*Avila Beach*	*20.8%*	*19.5%*
	North Coast[1]	3.4%	3.1%
	North County[2]	4.4%	5.1%
	San Luis Obispo (Cal Poly)	0.2%	0.2%
	San Luis Obispo (Other)	**32.9%**	**31.7%**
	South County[3]	**29.4%**	**28.7%**
	Monterey County	0.3%	0.3%
	Santa Barbara County	6.7%	8.0%
	Other	1.4%	2.7%
Summer (June - August 2019)			
Avila Beach Dr West of San Luis Bay Dr (without Diablo Canyon)	*Avila Beach*	*20.0%*	*19.0%*
	North Coast[1]	3.6%	3.4%
	North County[2]	5.4%	6.3%
	San Luis Obispo (Cal Poly)	0.1%	0.1%
	San Luis Obispo (Other)	**32.4%**	**29.7%**
	South County[3]	**29.0%**	**28.4%**
	Monterey County	0.3%	0.3%
	Santa Barbara County	7.1%	8.7%
	Other	2.2%	3.6%

Source: Streetlight Data, 2020. Locations and analysis based on zip codes. Weekday includes Tuesday through Thursday.
North Coast includes Cayucos, Cambria, Los Osos, Morro Bay and San Simeon.
North County includes Atascadero, Creston, Paso Robles, San Miguel, Santa Margarita, Shandon and Templeton.
South County includes Arroyo Grande, Grover Beach, Nipomo, Oceano and Pismo Beach.

This data shows the following characteristics of traffic on this segment of Avila Beach Drive:

- Weekday and weekend trips have similar location characteristics.
- Approximately 20 percent of traffic is local with the full trips occurring within Avila zip code.
- 30 percent or more trips come from the San Luis Obispo area.
- Approximately 30 percent of trips come from the South County areas.
- Three percent or less of trips come from other areas outside of San Luis Obispo, Santa Barbara, and Monterey counties.

Overall, in 2019 80% of trips were visitors with approximately 11% employee and 9% resident trips.

DIABLO CANYON ROAD

Access to Diablo Canyon Power Plant is provided through a gated entrance on Diablo Canyon Road just west of Avila Beach Drive near Port San Luis. Data has been periodically collected on the roadway, but no detailed

data has been compiled. **Table 6** and **Table** 7 summarize the 2018 and 2019 annual and summer traffic volume variations for Diablo Canyon Road using Streetlight Data.

Table 6: Diablo Canyon Annual Traffic Volume Variation

Diablo Canyon Annual Traffic Volume Variation				
		Average Daily	Average Hourly Volume	
Road Segment	Year	Traffic (ADT)	Weekday PM	Weekend MID
Diablo Canyon Rd	2018	1,770	485	18
(West of Avila Beach Dr)	2019	1,904	503	20
Source: Streetlight Data. Includes data from January through December of each year. Weekday AM and PM data is the average hourly volume between 7-9 a.m. and 4-6 p.m. on a Tuesday through Thursday. Weekend midday (MID) volume is the average hourly volume between 11 a.m.-1 p.m. on Saturday and Sunday.				

Table 7: Diablo Canyon Summer Traffic Volume Variation

Diablo Canyon Summer Traffic Volume Variation				
		Average Daily	Average Hourly Volume	
Road Segment	Year	Traffic (ADT)	Weekday PM	Weekend MID
Diablo Canyon Rd	2018	2,074	491	21
(West of Avila Beach Dr)	2019	2,262	684	40
Source: Streetlight Data. Includes data from June through August of each year. Weekday AM and PM data is the average hourly volume between 7-9 a.m. and 4-6 p.m. on a Tuesday through Thursday. Weekend midday (MID) volume is the average hourly volume between 11 a.m.-1 p.m. on Saturday and Sunday.				

The data shows that between 485 and 684 weekday PM peak hour vehicles are generated by the power plant. This constitutes more than one third of the weekday PM peak hour volumes on Avila Beach Drive. The plant generates 40 or fewer trips during the weekend midday peak hour.

Diablo Canyon Power Plant is scheduled to be decommissioned in 2025. Operations at the plant will continue during the decommission process. However, decommissioning of the plant will likely improve weekday PM peak hour conditions as well as the K100 volume.

PEDESTRIAN AND BICYCLE CIRCULATION

The following section summarizes the existing pedestrian and bicycle circulation in the Avila area.

Existing Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals at all signalized intersections. The signalized intersection of Avila Beach Drive/First Street (#1) has three crosswalks, pedestrian and bicycle signals and access to sidewalks and the Bob Jones Trail. The signalized intersection of Avila Beach Drive/San Luis Bay Drive (#4) does not have crosswalks or pedestrian signals. The following summarizes the existing sidewalks by roadway:

- *Avila Beach Drive:* Existing sidewalk on south side of road from San Luis Creek Bridge to San Miguel Street.
- *First Street:* Continuous sidewalk on south side from Avila Beach Drive to San Luis Street, intermittent on north side. Minimal sidewalk east of San Luis Street.
- *San Francisco Street and San Juan Street:* Continuous sidewalk on both sides.
- *San Luis Street and San Miguel Street:* Continuous sidewalk on both sides south of First Street, intermittent sidewalk north of First Street.

- *Ontario Road, San Luis Bay Drive, San Antonia Street, and San Rafael Street:* No or minimal existing sidewalks.

Sidewalk infill typically occurs with adjacent development.

Existing Bicycle Facilities

Bicycle facilities in the study area consist of Class I, II, and III bikeways. A Class I bike path provides a separate right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. A Class II bike lane provides a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic. Class III bike routes consist of a roadway that is shared between bicycle and vehicle traffic with supplemental bike signage. Existing bikeways in Avila include the following.

- *Avila Beach Drive:* Existing Class III bike route west of First Street, existing Class II bike lanes between San Luis Street and San Luis Bay Drive.
- *Bob Jones Trail:* Existing Class I bike path from First Street to Ontario Road.
- *Ontario Road:* Existing Class II bike lanes between Avila Beach Drive and the Bob Jones Trailhead. Existing Class III bike route between the Bob Jones Trail and Higuera Street.
- *Shell Beach Road:* Existing Class II bike lanes.

The signalized intersection of Avila Beach Drive/First Street (#1) has bicycle signal heads.

Existing Pedestrian and Bicycle Volumes

Pedestrian and bicycle volumes can fluctuate dramatically hourly and daily. **Table 8** summarizes available daily volumes counts on Avila Beach Drive and Ontario Road including bicycles, pedestrians, and heavy vehicles. The volumes were collected by the County of San Luis Obispo to determine the mode split on various County roadways.

Table 8: Roadway Mode Split

Roadway Mode Split									
				Daily Volume			Mode Split		
Roadway	**Location**	**Count Date**	**Total**	**Bike**	**Ped**	**HV**	**Bike**	**Ped**	**HV**
Avila Beach Dr	West of San Luis Bay Dr	May 2017	12,125	57	0	161	0.5%	0.0%	1.3%
		June 2017	13,344	57	2	184	0.4%	0.0%	1.4%
Ontario Rd	South of Higuera St	June 2015	1,187	143	5	22	12.0%	0.4%	1.9%
		June 2016	1,299	179	20	20	13.8%	1.5%	1.5%
		April 2017	1,427	142	6	13	10.0%	0.4%	0.9%
Source: County of San Luis Obispo. All volumes were collected on a Tuesday, Wednesday or Thursday.									

On Avila Beach Drive less than one percent of users were cyclists. Over ten percent of users of Ontario Road were cyclists, indicating that this is a popular and heavily utilized route.

Intersection turning movements counts also contain pedestrian and bicycle volumes and SLOCOG conducts an annual volunteer count program. **Table 9** summarizes the peak hour pedestrian and bicycle volumes from available counts between 2015 and 2019.

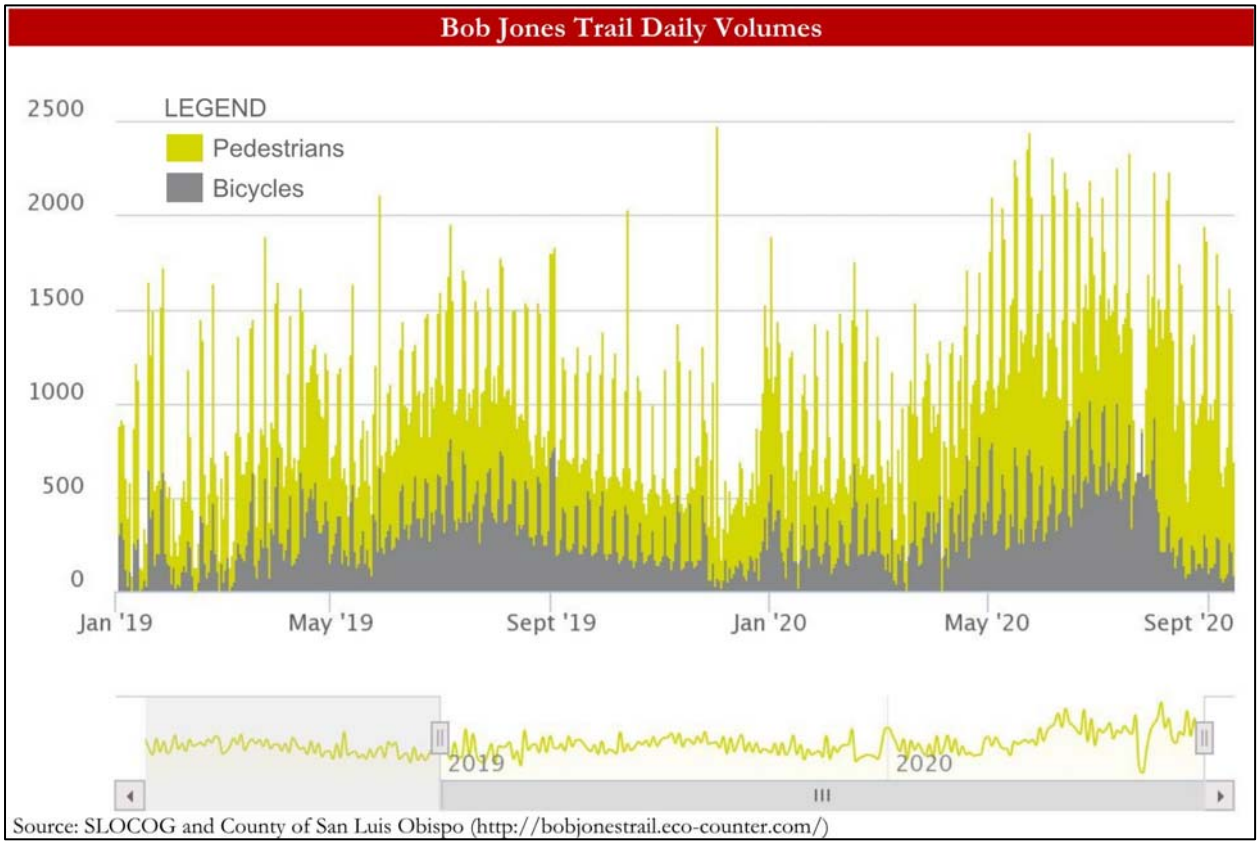
Table 9: Peak Hourly Pedestrian and Bicycle Volumes

Peak Hourly Pedestrian and Bicycle Volumes			
		Peak Hour Volume[1]	
Roadway	**Location**	**Bike**	**Ped**
Avila Beach Dr	East of Ontario Rd	28	-
	West of San Luis Bay Dr	20	2
	West of First Street	45	-
Bob Jones Trail	North of Avila Beach Dr	79	172
Ontario Rd	South of Higuera St	35	6
	South of San Luis Bay Dr	20	-
	North of Avila Beach Dr	24	-
San Luis Bay Dr	West of Ontario Rd	10	-
Shell Beach Rd	South of Avila Beach Dr	31	-

1. Peak hour volume is highest hour from available counts. Bob Jones Trail assumed based on two-hour count. Pedestrian volumes not provided at intersection count locations.

Daily pedestrian and bicycle information is also available for the Bob Jones Trail on http://bobjonestrail.eco-counter.com/. **Exhibit 2** shows the daily counts for pedestrians (green) and bicycles (grey) on the Trail. Trail usage has increased since COVID 19, and over 2,000 people use the trail on a typical weekend day and over 1,000 people use it on most weekdays.

Exhibit 2: Bob Jones Trail Daily Volumes



EMERGENCY ACCESS

Avila Beach Drive is the only public roadway providing access to and from Avila Beach. Emergency vehicle access currently permitted through Blue Heron Drive connecting to Coffeeberry Place. Blue Heron Drive begins at the Avila Beach Golf Resort and travels north of San Luis Creek. Coffeeberry Place is a private road located in San Luis Bay Estates with access via a gate at the south end. Approximately three quarters of a mile of Blue Heron Drive is shared with the existing Bob Jones Trail.

TRANSIT SERVICE

The San Luis Obispo Regional Transit Authority (RTA) provides regional fixed-route and dial-a-ride services to San Luis Obispo County. Route 10 serves the South County, with a stop in Pismo Beach. The Avila Beach Trolley provides free fixed route service between Pismo Beach and Avila Beach on Friday evenings, Saturdays, and Sundays from April through September. Weekend service is provided hourly between 10:00 a.m. and 6:00 p.m. The Trolley connects to the South County Transit network which serves the Five Cities area with four routes.

Due to COVID-19 conditions, the Avila trolley is not currently running.

PARKING CONDITIONS

Studies have been prepared over the past ten years to document and identify parking conditions and potential solutions in Avila Beach. The Port San Luis Harbor District prepared a Parking Management Plan (C2 Consult,

2013) and the County of San Luis Obispo prepared the Avila Beach Parking Study (TJKM, 2019). The following section summarizes the existing parking conditions and proposed improvements.

Parking Supply

The existing parking supply in Avila Beach is summarized in **Table 10**.

Table 10: Existing Parking Supply

Existing Parking Supply		
Parking Location	**Estimated Spaces**	**Notes**
Downtown		
On-Street	780	Three hour and unrestricted
Off-Street (USPS)	18	15 minute, customer only
Off-Street (Downtown Parking Lot)	353	Pay parking
West of San Luis Creek		
On-Street	470	No overnight parking
Off-Street (Pier)	16	Two hour parking
Off-Street (Port San Luis)	240	
Off-Street (Golf Course)	140	Customer and event parking only
Remote Parking		
Bob Jones Trailhead	50	Additional unimproved spaces
PG&E Education Center	70	Not open for public parking
Avila Beach Drive at US 101 Lot	10-15	Future lot
Source: Avila Parking Study, 2019. CCTC, 2020.		

There are over 1,880 parking spaces available to the Public in Downtown Avila and west of San Luis Creek with over 1,500 of the spaces free. Bike parking is also provided at the following locations:

- Front Street at San Francisco Street, San Miguel Street, and San Luis Street
- Port San Luis
- United States Post Office
- PG&E Education Center
- Bellevue Santa Fe Elementary

Parking Demand

The 2013 Parking Management Plan observed high demand and utilization in the Downtown core and parking lot. For the 2019 Avila Parking Study, TJKM observed parking conditions on Sunday in summer 2018 and observed the following:

- At 11:00 a.m., over half of the block faces, mostly along 1st and Front Streets, experienced over 95 percent occupancy with a few blocks showing 70 to 85 percent occupancy. Parking was generally available along the upper sections of San Rafael Street and other blocks away from the beach.
- At 2:00 p.m., most block faces experienced full occupancy with less than ten spaces open, scattered along several blocks. Parking along the upper sections of San Rafael Street and other blocks away from the beach was getting occupied as well.
- Avila Beach Drive between San Juan Street to west of the creek had several spaces available around 11:00 a.m. and fully occupied by 2:00 p.m.

- Certain block faces registered over 100 percent occupancy as vehicles were parked illegally within the intersections. In addition, many vehicles were parked leaving six to ten feet in-between two vehicles, wasting limited curb space.
- The eastern side of Avila Beach Drive, beyond Lucas Lane, had lower occupancy levels which indicates that even though parking spots were available, people still preferred to park closer to the beach, even if it meant parking illegally.
- The Downtown lot experienced very heavy demand throughout the observation period. As soon as a vehicle left a space, another vehicle immediately occupied the space, rendering the Lot consistently at full capacity. The US Postal Services Lot located adjacent to the First Street Lot was fully occupied, even though numerous posted signs indicated that the lot was for USPS customers only.

CCTC observed parking conditions on Saturday, September 5th, 2020, during Labor Day weekend. The observed occupancies were higher than the 2018 observations in all locations further confirming that parking in Avila is fully utilized during peak periods. The parking observations are summarized below:

- At 11:00 a.m., some parking was available on Avila Beach Drive east of San Miguel Street and west of the Cal Poly Pier, San Luis Street north of Second Street, and San Miguel Street.
- At 2:00 p.m., all locations were 95 to 100 percent occupied except for Avila Beach Drive between Lucas Lane and San Luis Street which was 85 to 95 percent occupied.
- Parking at Port San Luis was 95 to 100 percent occupied at 11:00 a.m. and 2:00 p.m.
- Many blocks also had over 100 percent occupancy with vehicles parked illegally.
- Commercial loading was observed blocking the travel lane on San Miguel Street south of First Street.
- Parking at PG&E Education Center on Ontario Road was gated with just two PGE vans parked inside at 11:00 a.m. and 2:00 p.m.
- Parking at Johnson Ranch was 50 percent occupied at 11:00 a.m. and 25 percent occupied at 2:00 p.m.
- Parking at the Bob Jones Lot was 70 percent occupied at 11:00 a.m. and 60 percent occupied at 2:00 p.m.
- Parking at Cave Landing was 70 percent occupied at 11:00 a.m. and 95 percent occupied at 2:00 p.m.

There is also a history of rental business utilizing a parking lane for business activities which has been prohibited by ordinance.

The high occupancy rates result in increased traffic as drivers search for a parking space and illegal parking, including parking in a red zone, within an intersection or longer than the maximum time limit.

Pricing parking appropriately is generally recognized as one of the most effective tools in managing parking demand, particularly when alternative means of access (e.g. transit, bicycle, and pedestrian access) are provided.

SPECIAL EVENTS

County Ordinance Title 22 and 23 specify when a Minor Use Permit or Coastal Development Permit are required for public events. The provisions do not contain any specific transportation requirements and draft special events ordinances detailing requirements have not been adopted.

County Resolution 2008-0152 established policies regarding improvements for developments and special events in rural areas. For new developments, when the event peak hour trips are less than 100 only a roadway safety analysis is required, between 101 and 200 peak hour trips a quarter mile of improvements are also required,

between 201 to 400 peak hour trips a half mile of improvements are required and for over 400 peak hour trip a mile of improvements to the nearest intersection are required.

The Avila Beach Golf Resort conducts multiple events throughout the year. The golf course provides free event parking including 360 paved spaces and 2,410 temporary parking spaces on the fairway per the Avila Circulation Study.

Events typically occur in Avila on a Friday, Saturday or Sunday and can impact traffic operations. The Avila Circulation Study appendix describes special event traffic impacts. During 2017, events occurred on 17 of the 30 weekends between May and November. Of the 22 events, six out of nine concert days (67%), and six out of 13 festival days (46%) exceeded the peak hour LOS E threshold. LOS E operations occurred on 55% of all days with events.

TDM strategies will be recommended to reduce the frequency of LOS E conditions on Avila Beach Drive during special events and the peak summer season.

VACATION RENTALS

The Avila Community Plan Background Report (County of San Luis Obispo, 2018) estimated that vacation rentals comprise 17 percent of the total housing stock. Community members are concerned that vacation rentals exacerbate parking issues. The Coastal Zone Ordinance (Title 23) specifies the vacation rental requirements including traffic and parking as summarized below:

- Traffic generated by the residential vacation rental shall not exceed the type of vehicles or traffic volume normally generated by a home occupied by a full-time resident in a residential neighborhood. For purposes of this section, normal residential traffic volume means up to 10 trips per day.
- All parking associated with a Residential Vacation Rental shall be entirely on-site, in the garage, driveway or otherwise out of the roadway. Tenants of Residential Vacation Rentals shall not use on-street parking at any time.

The current on-street parking conditions do not require compliance with the ordinance and enforcement would be difficult.

Existing Traffic Operations

TRAFFIC ANALYSIS METHODOLOGY

The following section describes the level of service (LOS) thresholds and agency standards for the study intersection and roadways. LOS is quantitative rating ranging from A through F, with LOS A representing free-flow conditions and LOS F representing congested conditions when the volume exceeds capacity.

Level of Service Thresholds

The level of service (LOS) thresholds for intersections are based on the Highway Capacity Manual (HCM) and are presented in **Table 11**. For side-street-stop controlled intersections the overall intersection average delay per vehicle is provided followed by the worst approach average delay per vehicle in parentheses. The LOS is reported only for the worst approach for these intersections consistent with the HCM.

Table 11: Intersection Level of Service Thresholds

Intersection Level of Service Thresholds			
Signalized Intersections[1]		**Stop Controlled Intersections[2]**	
Control Delay (sec/vehicle)	**Level of Service**	**Control Delay (sec/vehicle)**	**Level of Service**
≤ 10	A	≤ 10	A
> 10 - 20	B	> 10 - 15	B
> 20 - 35	C	> 15 - 25	C
> 35 - 55	D	> 25 - 35	D
> 55 - 80	E	> 35 - 50	E
> 80 or v/c >1	F	> 50 or v/c > 1	F
1. Source: Exhibit 19-8 of the Highway Capacity Manual 6th Edition.			
2. Source: Exhibits 20-2 and 21-8 of the Highway Capacity Manual 6th Edition.			

The LOS thresholds for roadways are based on the HCM as well as the Florida Department of Transportation guidelines. **Table 12** summarizes the roadway level of service thresholds consistent with the Avila Circulation Study.

Table 12: Roadway Level of Service Thresholds

Roadway Level of Service Thresholds					
	Level of Service Capacities (Maximum Hourly Volume)				
Roadway Type	**A**	**B**	**C**	**D**	**E**
Arterial (Two-lanes with LTL)	1,052	1,203	1,365	1,535	1,719
Arterial (Two-lanes without LTL)	1,001	1,149	1,300	1,460	1,635
Avila Arterial (Two-lanes with LTL)	150	470	940	1,500	2,290
Avila Arterial (Three-lanes with LTL)	1,655	1,900	2,150	2,420	2,715
Collector (Two-lanes with LTL)	-	-	610	1,260	1,345
Collector (Two-lanes without LTL)	-	-	580	1,200	1,280
Source: Avila Circulation Study and Road Improvement Fee Update, 2019. LTL= Left Turn Lane.					

The roadways segment LOS is used for "planning level" analysis. Corridor operations and recommended improvements are typically dependent on intersection operations.

Level of Service Standards

The following summarizes the Caltrans and County LOS Standards:

- *Caltrans Facilities:* Caltrans controls the US Highway 101 mainline and ramp intersections. Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities, where LOS C is acceptable, but LOS D is not.
- *County of San Luis Obispo:* The adopted 2018 Avila Circulation Study and Road Improvement Fee Update recommends the following:
    - *Policy:* LOS D shall be the standard for roadway and intersection operations along Avila Beach Drive. LOS D shall be maintained for the K100 volume, based on the 3-year average traffic census, updated annually, and collected on Avila Beach Drive west of San Luis Bay Drive.
    - *Goal:* On Avila Beach Drive, strive to maintain LOS D or better conditions, and strive to maintain or reduce frequency of LOS E conditions, especially during special events or the peak summer season.

The County standard level of service policy on all other roadways is LOS D within the Urban Reserve Line (URL) and LOS C outside the URL.

INTERSECTION AND ROADWAY VOLUMES

New weekday peak hour intersection turning movement counts and seven-day roadway segment ADT counts were collected in July 2019 prior to COVID-19 conditions. The July 2019 turning movement counts represent summer weekday PM peak hour conditions. The roadway segment counts include both weekday and weekend summer conditions.

As previously shown in **Table 3** and **Table 4**, the summer weekday PM peak hour is higher than the annual weekday PM peak hour. The July 2019 weekday PM peak hour count collected between 4:00 and 6:00 p.m. at Avila Beach Dr/San Luis Bay Dr (#4) showed 1,401 vehicles per hour on Avila Beach Drive west of San Luis Bay Drive of consistent with K100 conditions.

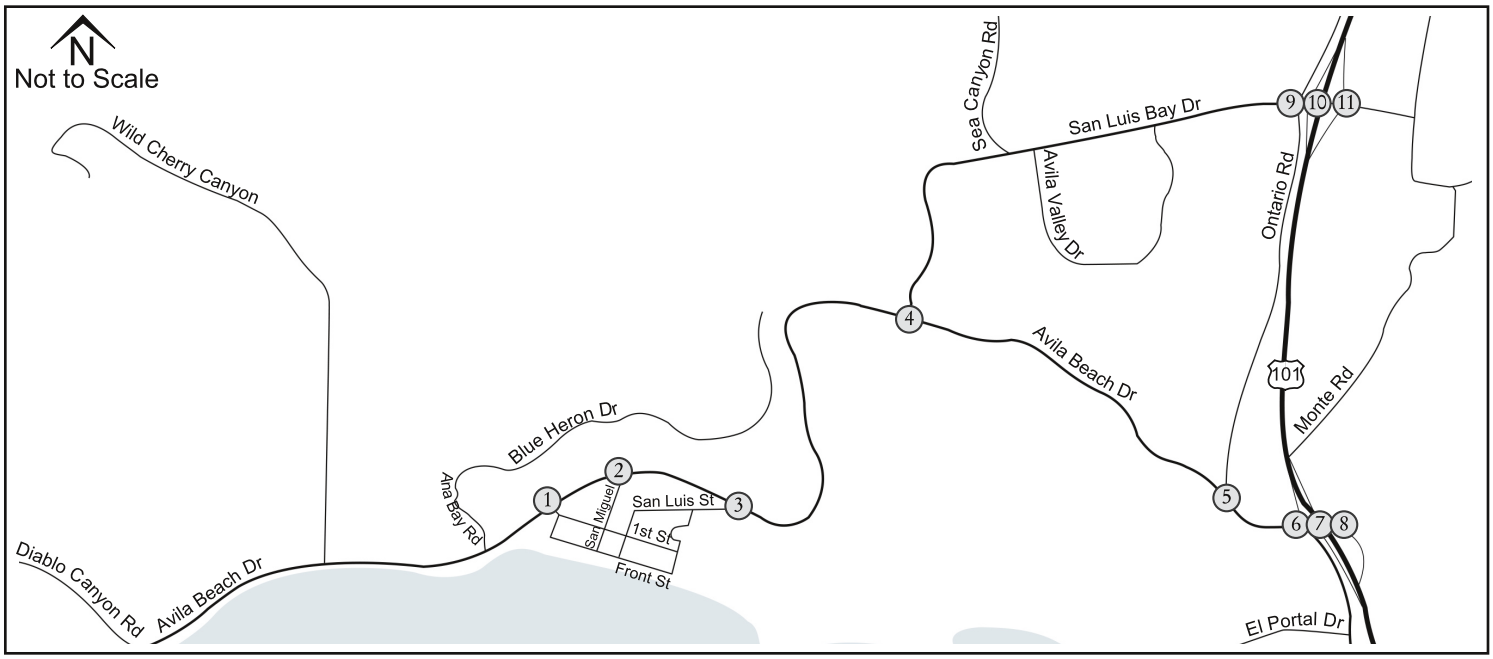
Summer Saturday midday intersection turning movement counts between 11:00 a.m. and 1:00 p.m. were available from August 2016 for most of the study intersections. The counts were collected on Saturday, August 20th and 27th, with the August 20th count showing higher vehicle volumes. The August 20th, 2016 count showed 1,188 vehicles per hour on Avila Beach Drive west of San Luis Bay Drive, 17.8% less than K100 conditions. To represent K100 conditions the intersection volumes were increased by 17.8%.

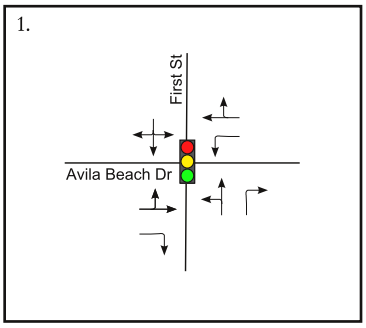
For the San Luis Bay Drive interchange intersections including: San Luis Bay Drive/Ontario Road (#9), San Luis Bay Drive/US 101 SB Ramps (#10), and San Luis Bay Drive/US 101 NB Ramps (#11), Summer Saturday midday intersection turning movement counts were obtained from the County. The turning movement counts were conducted on June 10th, 2017 and were used in the Draft Intersection Control Evaluation Step 1 (GHD, 2019). Based on special event data, there was a concert with approximately 1,700 attendees on that day and the intersection volumes were not modified.

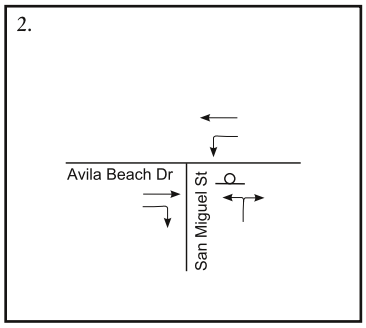
Field observations were conducted to observe traffic operating conditions and signal timings on Saturday, September 5, 2020, during Labor Day weekend. Turning movement counts were also conducted at Avila Beach Drive/First Street (#1) and Avila Beach Drive/San Luis Bay Drive (#4) during the midday peak hour. The count showed 1,495 vehicles per hour on Avila Beach Drive west of San Luis Bay Drive, higher than K100 conditions.

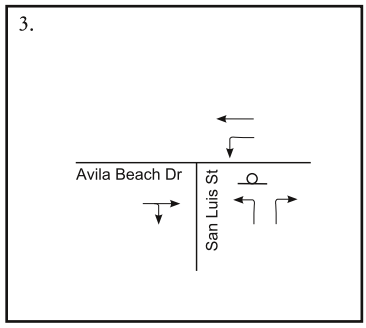
The existing lane configurations are shown on **Figure 2** and the existing turning movement volumes are shown on **Figure 3**.

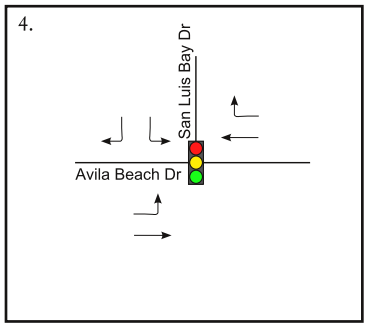
Figure 2: Existing Lane Configurations

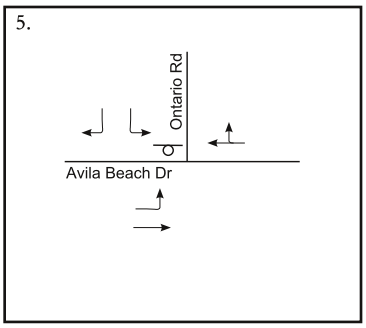


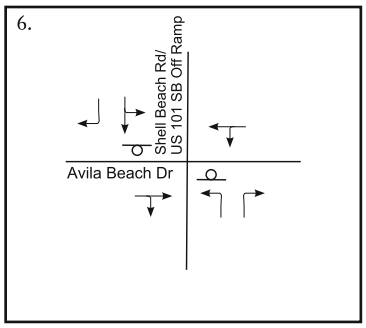


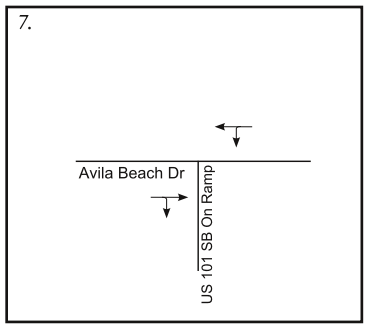


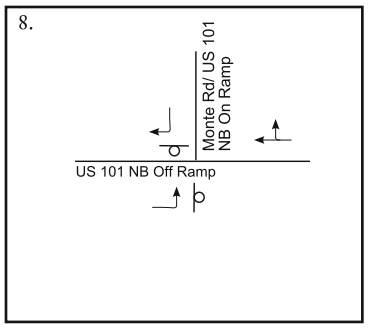


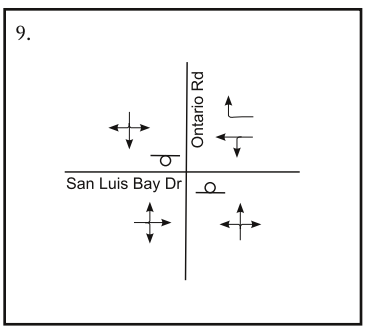


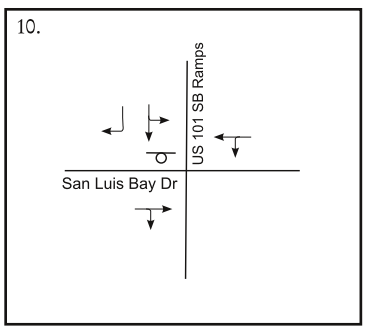


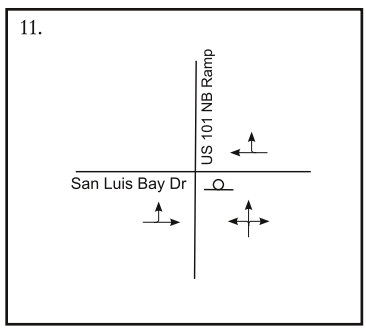










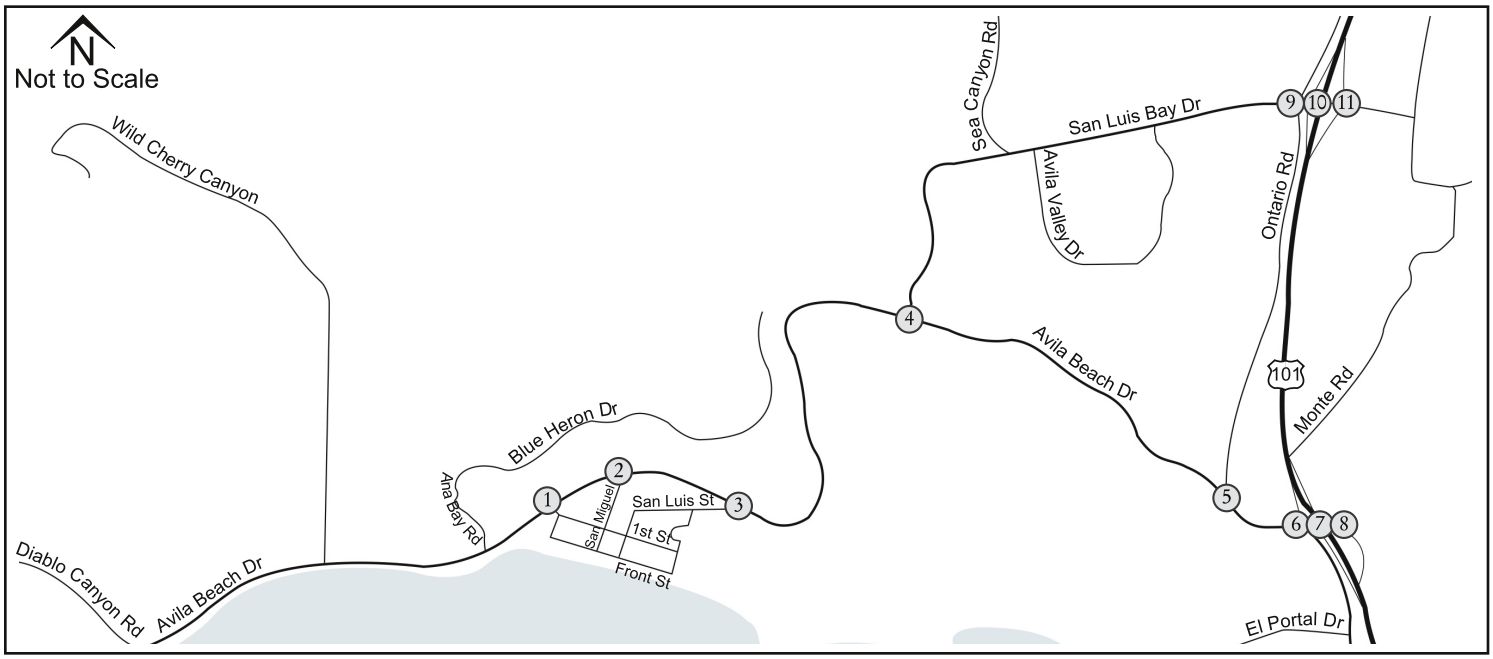


Legend:

- Traffic Signal
- (x) - Study Intersection
- Stop Sign

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

Figure 3: Existing Traffic Volumes



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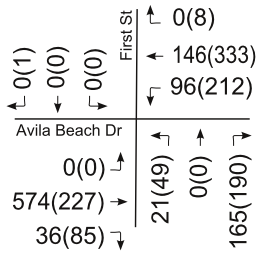

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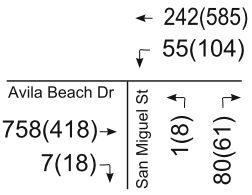

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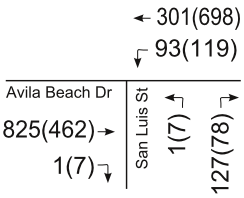

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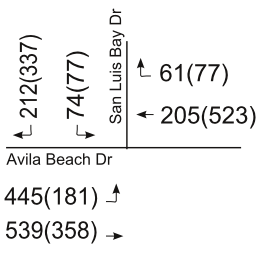

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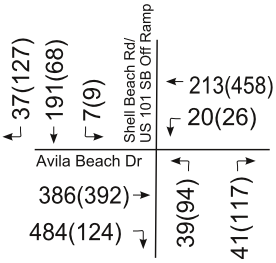

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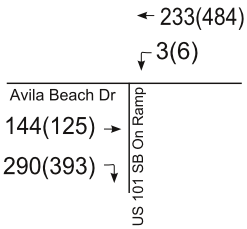

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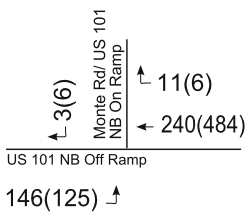

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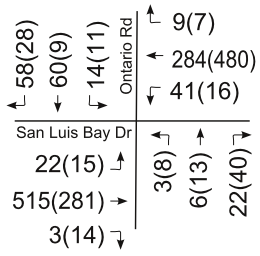

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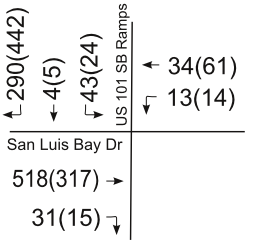

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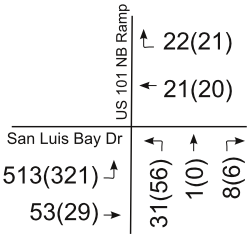

Legend:

xx(yy) - Weekday PM(Saturday MID) Peak Hour Traffic Volumes

(x) - Study Intersection

INTERSECTION OPERATIONS

The master Synchro files were obtained from the County and modified based on existing geometry and signal timing. Two percent trucks were assumed at all intersections consistent with the Avila Circulation Study. The study locations were analyzed using the Synchro 10 software package. The HCM 6th Edition methodologies were applied except as noted. **Table 13** shows the existing LOS for the study intersections.

Table 13: Existing Intersection Levels of Service

Existing Intersection Levels of Service					
Intersection	**Control**	**Peak Hour**	**Delay[1] (sec/veh)**	**LOS**	**Signal Warranted**
1. Avila Beach Dr/First St	Signal	Weekday PM Saturday MID	23.5 21.2	C C	Existing
2. Avila Beach Dr/San Miguel St	TWSC	Weekday PM Saturday MID	1.7 (17.6) 1.6 (15.3)	- (C) - (C)	-
3. Avila Beach Dr/San Luis St	TWSC	Weekday PM Saturday MID	2.7 (21.5) 1.7 (14.9)	- (C) - (C)	-
4. Avila Beach Dr/San Luis Bay Dr	Signal	Weekday PM Saturday MID	13.9 19.4	B B	Existing
5. Avila Beach Dr/Ontario Rd	TWSC	Weekday PM Saturday MID	**12.4 (61.4)** **7.3 (49.3)**	**- (F)** **- (E)**	**Yes**
6. Avila Beach Dr/US 101 SB Off-Ramp/ Shell Beach Rd	TWSC	Weekday PM Saturday MID	**25.9 (155.4)** **29.2 (169.6)**	**- (F)** **- (F)**	**Yes**
7. Avila Beach Dr/US 101 SB On-Ramp	TWSC	Weekday PM Saturday MID	- -	A A	-
8. Avila Beach Dr/US 101 NB Off-Ramp/ Monte Rd	TWSC	Weekday PM Saturday MID	- -	A A	-
9. San Luis Bay Dr/Ontario Rd	AWSC	Weekday PM Saturday MID	21.3 16.1	C C	-
10. San Luis Bay Dr/US 101 SB Ramps	TWSC	Weekday PM Saturday MID	3.9 (10.6) 6.4 (11.6)	- (B) - (B)	-
11. San Luis Bay Dr/US 101 NB Ramps	TWSC	Weekday PM Saturday MID	**9.2 (39.4)** 8.2 (19.0)	**- (E)** - (C)	No

1. HCM 6th average control delay in seconds per vehicle. HCM 2000 used for Avila Beach Dr/First St (#1) for bicycle phase. For two-way stop controlled (TWSC) intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.
Note: Unacceptable operations shown in **bold** text.

Using the counts conducted on Saturday, September 5, 2020, during Labor Day weekend, Avila Beach Drive/First Street (#1) and Avila Beach Drive/San Luis Bay Drive (#4) would operate at LOS D and C, respectively, during the midday peak hour.

The following intersections operate below the County's LOS target:

- Avila Beach Dr/Ontario Rd (#5): The intersection operates at LOS F during the weekday PM peak hour and LOS E during the Saturday midday peak hour and meets the peak hour signal warrant. During the weekday PM peak hour, the southbound left turn 95th percentile queue length was approximately

seven vehicles. Signalization is included in the Road Improvement Fee with expected construction in 2025.

- Avila Beach Drive/US 101 SB Ramps/Shell Beach Road (#6): The intersection operates at LOS F during the weekday PM and Saturday midday peak hours and meets the peak hour signal warrant. Caltrans approved a Project Study Report-Project Development Support document in May 2016 and is proceeding with the Project Approval and Environmental Document phase for interchange improvements at this location. The Intersection Control Evaluation Step 2 (Kittelson & Associates, 2019) for this intersection confirmed that a roundabout at Shell Beach Road and the US 101 Southbound Ramps is the preferred traffic control type. The study also concluded that the single lane roundabout would result in acceptable operations during near-term and cumulative conditions. The improvements are included in the Road Improvement Fee program. Funding has been programmed through the design phase of the project.
- San Luis Bay Drive/US 101 NB Ramps (#11): The intersection operates at LOS E during the weekday PM peak hour. However, the intersection does not currently meet the peak hour signal warrant. During the weekday PM peak hour, the northbound left turn 95th percentile queue length was less than two vehicles. An Intersection Control Evaluation is currently being prepared for the interchange. The Draft Intersection Control Evaluation Step 1 included traffic signal and roundabout alternatives and concluded that roundabouts are preferred based on the collision cost analysis and benefit/cost ratio. Step 2 of the Intersection Control Evaluation will finalize the recommendation with additional analysis.

ROADWAY OPERATIONS

Table 14 summarizes the 2019 peak hour roadway LOS from the Avila Circulation Study as well as the 2019 weekend peak hour volumes and LOS.

Table 14: Existing Roadway Levels of Service

Existing Roadway Levels of Service							
				Weekday		Weekend	
Street	Segment	Facility Type	Lanes	PHV[2]	LOS	PHV[3]	LOS
Avila Beach Dr	West of US 101 SB Ramps	Avila Arterial w/LTL	2	1,188	D	1,379	D
	West of San Luis Bay Dr	Avila Arterial w/LTL	2	1,401	D	1,495	D
				K100=1,399	D	-	-
	East of Lighthouse Rd	Avila Arterial w/LTL	2	651	C	619	C
First St	South of Avila Beach Dr	Collector	2	471	C	759	D
Ontario Rd	South of San Luis Bay Dr	Collector	2	80	C	137	C
San Luis St	South of Avila Beach Dr	Collector	2	193	C	403	C
San Luis Bay Dr	North of Avila Beach Dr	Arterial w/LTL	2	720	A	785	A
	West of Ontario Rd	Arterial	2	821	A	933	A
San Miguel St	South of Avila Beach Dr	Collector	2	175	C	403	C
Shell Beach Rd	South of Avila Beach Dr	Collector	2	**825**	**D**	540	C

1. Weekday peak hour volumes (PHV) obtained from the Avila Circulation Study, 2019.
2. Weekend peak hour volumes (PHV) are the highest hourly volume on Saturday or Sunday from the July 2019 roadway counts. For Avila Beach Drive west of San Luis Bay Drive, the volume was obtained from the September 2020 peak hour count.

All roadways operate acceptably during the weekday and weekend peak hour conditions except for Shell Beach Road which operates at LOS D during the weekday PM peak hour. Shell Beach Road is south of the URL and

subject to the LOS C standard; however, due to the speed limit of 45 MPH and lack of driveways, the road likely operates closer to an arterial with acceptable LOS. No improvements are recommended.

Avila Beach Drive is currently operating at LOS D under K100 and weekday PM conditions and summer midday conditions. The goal on Avila Beach Drive is to "maintain LOS D or better conditions and strive to maintain or reduce frequency of LOS E conditions, especially during special events or the peak summer season." The Road Improvement Fee includes an additional eastbound lane on Avila Beach Drive between San Luis Street and San Luis Bay Drive.

VEHICLE MILES TRAVELED

The County has not adopted vehicle miles traveled (VMT) thresholds at this time. The SLOCOG Travel Demand Model (TDM) was used to estimate the VMT. **Table 15** summarizes the existing VMT for the San Luis Obispo Region and **Table 16** summarizes the existing VMT for the Avila area. Year 2045 results are provided for comparison and will be refined to conform to County thresholds if defined as well as the existing and proposed community plan in the next phase of analysis.

Table 15: Regional Vehicle Miles Traveled

Regional VMT Analysis								
	Total	Demographics		VMT By Trip Purpose[1]			VMT Efficiency Metrics	
Year	Regional VMT	Employees	Population	Residential VMT	Office VMT	Retail VMT	Residential VMT/Capita	Office VMT/Emp
2020	8,899,234	117,276	246,732	4,480,333	1,595,434	5,631,405	18.16	13.60
2045	10,297,323	136,042	279,361	5,055,320	1,691,375	6,606,915	18.10	12.43

1. Residential VMT is produced by households; office VMT is attracted to offices; and retail VMT is attracted to retail uses. There is some overlap between these categories so totals do not equal regional VMT.
Source: SLOCOG TDM, CCTC, 2020

Table 16: Regional Vehicle Miles Traveled

Avila Area[1] VMT Analysis							
	Demographics		VMT By Trip Purpose			VMT Efficiency Metrics	
Year	Employees	Population	Residential VMT	Office VMT	Retail VMT	Residential VMT/Capita	Office VMT/Emp
2020	1,012	1,674	13,697	8,218	37,316	8.18	8.12
2045	1,380	1,693	12,507	12,006	53,957	7.39	8.70
Change	*368*	*18*	*-1,190*	*3,788*	*16,641*	*-0.79*	*0.58*

1. Zones labeled Avila Beach plan area in the SLOCOG Model plus TAZ 2006 (Port San Luis). Does not include Diablo Canyon.
Source: SLOCOG TDM, CCTC, 2020.

Avila produces a lower rate of residential VMT per capita and office VMT per employee than the Countywide average. Note that the TDM is intended to forecast typical weekday conditions and does not include a scenario specific to weekends. The VMT analysis will be refined as future land use alternatives and County VMT standards are defined.

COLLISION ANALYSIS

The following section describes the collision history and analysis at the study intersection and roadways. CCTC obtained traffic collision data from the Statewide Integrated Traffic Records System (SWITRS) for 2015 through 2019 and the County's 2013-2017 Roadway Safety Report was also reviewed. The County is currently updating the Safety Report and information will be added as available.

Intersections

The following describes the collision patterns at each of the study intersections:

- Avila Beach Dr/First St (#1): The collision rate was higher than the County average rate; however, collision frequency has decreased since 2015.
- Avila Beach Dr/San Miguel St (#2): The collision rate was higher than the County average rate; however, no collision pattern is present, and the collisions are not correctable by intersection control.
- Avila Beach Dr/San Luis St (#3): The collision rate was lower than the County average rate and no collision pattern is present.
- Avila Beach Dr/San Luis Bay Dr (#4): The collision rate was lower than the County average rate and no collision pattern is present.
- Avila Beach Dr/Ontario Rd (#5): The collision rate was lower than the County average rate and no collisions were reported at the intersection in 2018 or 2019.
- Avila Beach Dr/US 101 SB Off-Ramp/Shell Beach Rd (#6): Intersection has history of collisions due to the proximity to the adjacent intersection and a roundabout is currently being designed.
- Avila Beach Dr/US 101 SB On-Ramp (#7): Intersection is adjacent to Shell Beach Road and is included in the roundabout currently being designed.
- Avila Beach Dr/US 101 NB Off-Ramp/Monte Rd (#8): The Northbound off-ramp speed is a concern and improvements will be included with the planned roundabout.
- San Luis Bay Dr/Ontario Rd (#9): All-way stop control was installed at the intersection in June 2019. No collisions were reported in 2019 following installation.
- San Luis Bay Dr/US 101 SB Ramps (#10): Intersection is near the all-way stop at Ontario Road and no collisions were reported in 2019 following installation.
- San Luis Bay Dr/US 101 NB Ramps (#11): No existing collision pattern is present.

Roadways

- Avila Beach Drive: The collision rate was lower than the County average rate except for west of First Street.
- First Street: The collision rate on First Street was higher than the County average rate. Approximately 60 percent of collisions occurred with parked vehicles. No collision concentration is present.
- San Luis Bay Drive: The collision rate was lower than the County average rate.

Approximately half of the collisions on Front Street, San Antonia Street, San Francisco Street, San Juan Street, San Luis Street, San Miguel Street, and San Rafael Street occurred with parked motor vehicles.

Proposed Improvements

The following section summarizes the proposed improvements included in planning and other approved documents.

PLANNING DOCUMENTS

The Avila Area planning documents include Avila Beach Specific Plan, San Luis Bay Area Plan (Coastal), Avila Beach Community Plan, and San Luis Obispo Area Plan.

Avila Beach Specific Plan

The Avila Beach Specific Plan was created as a result of the demolition required for the Unocal clean-up project with a focus on the Downtown area and Tank Farm site. The plan was adopted 2001 and many of the improvements detailed in the plan have been completed. The following items from the plan have not been completed.

- Sidewalks (portions of First Street, Front Street, and San Miguel Street not complete).
- Directional signage (partially complete).
- Future vehicle, pedestrian, and vehicle access to from Front Street to Tank Farm site.
- Transit stop on First Street at San Francisco Street.
- Bike rack at Downtown (Earl's alley) parking lot
- Bicycle and pedestrian path between Avila Beach and Shell Beach via Cave Landing Road.
- Second Street hillside stairway to San Miguel Street.

San Luis Bay Area Plan (Coastal)

The San Luis Bay Area Plan (Coastal) contains the following transportation improvements:

- Class I or II bikeways on San Luis Bay Drive, Cave Landing Road from San Luis Bay Drive to Shell Beach Road at the Pismo Beach city limits, and Shell Beach Road to Highway 1. (Note: Cave Landing Road does not intersect San Luis Bay Drive.)
- Pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club, and Avila Valley.

Avila Beach Community Plan

The Avila Beach Community Plan was adopted in 2014 with content last updated in 1980. The plan included the inland portion of the community outside of the coastal zone and is incorporated into the San Luis Obispo Area Plan as the San Luis Bay Inland North Sub-area and includes San Luis Bay Estates. The plan includes the following transportation improvements:

- Class I or II bikeways on San Luis Bay Drive.
- Avila Valley Transportation System Management (TSM) and Transportation Demand Management (TDM) Programs.
- Pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club, and Avila Valley.

San Luis Obispo Area Plan

The San Luis Obispo Area Plan noted the need for left turn lanes at the intersection of Avila Beach Drive/San Luis Bay Drive (#4) and a Class I bikeway along San Luis Creek which have both been completed. In addition, the following transportation improvements are noted in the document:

- Class I bikeway on San Luis Bay Drive. (Note: Plan pre-dated Bob Jones Trail as a Class I)
- See Canyon Road widening for safe width. (Note: Widening extents not included)
- Possible widening of US Highway 101 to six lanes from Avila Beach Drive to Madonna Road.

GOALS

Table 17 summarizes the transportation goals from the area planning documents and other approved documents and studies.

Table 17: Summary of Transportation Goals

Summary of Transportation Goals	
#	**Goal**
Avila Beach Specific Plan	
Goal 2	Improve Avila's image, streetscape and infrastructure.
Goal 6	Recognize the community's desire to acquire jurisdiction over the beach, pier and parking lot, currently administered by the Port San Luis Harbor District.
Goal 7	Improve bicycle, pedestrian and vehicular circulation in Avila Beach.
Goal 8	Provide safe pedestrian access to the beach.
Goal 9	Provide adequate parking in Avila Beach in balance with enhanced pedestrian facilities and transit services.
Goal 10	Promote and encourage the use of alternatives to single occupant vehicles for access to Avila Beach.
Parking Management Plan	
Goal i	Provide adequate, convenient and available parking for fishermen, customers, employees, beachgoers and visitors at the harbor.
Goal ii	Provide adequate, convenient and available parking for customers, employees, beachgoers and visitors in Avila Beach.
Goal iii	Address potential spillover parking into adjacent residential neighborhoods.
Goal iv	Plan for increased use of transit and other alternative means of transportation.
Avila Beach Parking Study	
Goal	To address parking capacity constraints and seek alternatives to balance and enhance mobility and safety for all travel modes, and thereby maintain a vibrant economic environment where businesses and special events continue to thrive.
Avila Circulation Study	
Goal 1	To provide an appropriate and efficient transportation system to serve the present and future needs of the Avila Valley and Port San Luis.
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.
Goal 4	To ensure the transportation system accommodates build-out of the land uses designated by the San Luis Bay Area Plan, both Inland and Coastal portions.
Goal 5	To identify a framework for information sharing, coordination and implementation of transportation-related issues among stakeholders.

Goals from the previous Avila Beach Community Plan are consistent with the Area Plans. The San Luis Bay Area Plan (Coastal) and San Luis Obispo Area Plan goals are broader and do not focus specifically on transportation. Transportation goals for the Avila Community Plan update will be recommended.

CAPITAL IMPROVEMENT PROJECTS

This section summarizes the capital improvement projects included in the Avila Circulation Study, Regional Transportation Plan, and Port Master Plan.

Avila Circulation Study

The 2018 Avila Circulation Study and Road Improvement Fee (RIF) Update was adopted by the County Board of Supervisors in November 2019 and analyzed the existing and cumulative capacity of area intersections and roadways based on the existing General Plan land uses. **Table 18** summarizes the capital improvement projects in the circulation study.

Table 18: Circulation Study Improvements

Circulation Study Improvements				
Roadway	**Location**	**Recommended Improvement(s)**	**% RIF**	**Expected Construction**
Road Improvement Fee Projects				
Avila Beach Dr	Shell Beach Rd to Monte Rd	Roundabout and/or other intersection improvements	50%	2020
Avila Beach Dr	San Luis St to San Luis Bay Dr	Two EB lanes, one WB, turn lanes and bike lanes	26%	2035
Avila Beach Dr	at San Luis St	Signalization and intersection improvements	50%	2025
Avila Beach Dr	at San Miguel St	Signalization and intersection improvements	50%	2025
Avila Beach Dr	at Ontario Rd	Signalization and intersection improvements	50%	2025
San Luis Bay Dr	Ontario Rd to Monte Rd	Widen overcrossing, add turn lane, signalize	50%	2035
Circulation Study		Updates thru 2035	100%	
Discretionary Projects				
Avila Beach Dr	First St to San Luis St	Widening for bike lanes	0%	-
Avila Beach Dr	San Luis Bay Dr to Ontario Rd	Widening for bike lanes	0%	-
Avila Beach Dr		60 stall intercept parking lot	0%	-
Avila Beach Dr	Port San Luis to Unocal Pier	Pedestrian Walkway Study	0%	-
Cave Landing Rd	Avila Beach to Pismo Beach	Construct trail in ex. easement	0%	-
San Luis Bay Dr	Avila Beach Dr to Bay Laurel Pl	Widening for bike lanes	0%	-
Harbor District Lot	at 1st St and San Francisco St	2nd Deck	0%	-
Parking Management Plan			20%	-
Completed Projects				
San Luis Bay Dr	Avila Valley Dr to Ontario Rd	Bridge Replacement and Widening to three lanes	24%	Complete
Avila Beach Dr	at First St	Signalization and intersection improvements	0%	Complete
Avila Beach Dr	at Cave Landing Rd	Intersection Improvements	100%	Complete
Ontario Rd	Higuera St to Bob Jones Trail	Widening for bike lanes	0%	Complete
Source: Avila Circulation Study and Road Improvement Fee Update, 2019.				

The impact fee is pursuant to the Mitigation Fee Act, as set for in Sections 66000 et seq. of the California Government Code (Assembly Bill 1600). The fee calculation must show that there is a reasonable relationship

between the need for the improvement and the proposed development as well as the portion of cost of the improvement attributable to development. The current RIF is $10,304 per peak hour trip.

Regional Transportation Plan

The SLOCOG 2019 Regional Transportation Plan (RTP) includes the Avila Beach Drive and San Luis Bay Drive interchange improvements as well as the traffic signals on Avila Beach Drive at San Miguel Street and San Luis Street. The park and ride facilities at the Bob Jones Trailhead and the intersection of Avila Beach Drive/Shell Beach Road are also included. On US Highway 101, access and operational improvements are included in the RTP.

Port Master Plan

The Port San Luis Harbor District Port Master Plan was completed in 2004 and updated in 2007. The Plan was created as the governing policies for land and water uses at Port San Luis and is incorporated into the San Luis Obispo County's Local Coastal Program (LCP) for the San Luis Bay Planning Area. **Table 19** summarizes the transportation improvements included in the plan and the status. At the time of the study all improvements were planned within ten years.

Table 19: Port San Luis Master Plan Improvements

Port San Luis Master Plan Improvements		
Improvement	**Description**	**Status**
Port San Luis Pier and Parking Area		
Pier Bike Racks	Racks near pier terminus and parking	-
West Pier Walkway	Expand pier by up to 20 feet for walkway	-
East Pier Walkway	Upgrade existing walkway	Partially Completed
Trolley Stop	Improve trolley stop near restrooms	Partially Completed
Waterfront Pedestrian Path	Improve path and move boat hoist	Partially Completed
Central Pedestrian Path	Designate path from restrooms to pier	Partially Completed
Bike Storage	Provide convenient, secure and well-lighted racks	Partially Completed
Parking Area	Reconfigure parking area	Completed
East Parking Lot	New lot for peak parking demand	-
Port San Luis Bike Lanes	Bike Lanes from Avila Beach to Port San Luis	Partially Completed
North of Port San Luis		
Woodyard Pedestrian Overlook	New parking, path to Harbor Terrace and trolley stop	-
Beach Stairs & ADA Access	New beach access in various locations	-
Shoreline Connection	Allow/assist with pathway on bluffs from Port to Avila Beach	-
Harbor Terrace	New mixed-use with lodging and pedestrian improvements	Under Construction
Avila Beach Dr Bike Lanes	Work with County on continuous bike/pedestrian facilities	-
Source: Port San Luis Master Plan, 2004 & 2007.		

Although no specific improvements are included for the existing Downtown Avila parking lot the plan includes the potential for conversion of 17 parking spaces into leasable space. The Harbor Terrace development is under construction and includes approximately 150 campsites, cabin/bungalow/yurt-type units, 12,000 square feet of visitor serving commercial uses, harbor uses, restrooms, 48,000 square feet of parking, and a proposed crosswalk across Avila Beach Drive. The Harbor Terrace project is not completing any portion of the shoreline connection.

Improvements were made to the Port San Luis Harbor parking area approximately ten years ago including reconfiguring the parking lot, adding a westbound bike lane, new public restrooms, sidewalk, trolley stop, and a bike rack. However, the central and waterfront paths are not continuous and have obstructions.

Three parking spaces have been closed for the use of Fat Cats outdoor dining during COVID-19 conditions.

PEDESTRIAN AND BICYCLE FACILITIES

The latest San Luis Obispo County Bikeways Plan was adopted in 2016 and latest Parks and Recreation Element was adopted in 2006. **Table 20** summarizes the proposed pedestrian and bicycle facilities included in the Bikeways Plan and Parks and Recreation Element.

Table 20: Proposed Pedestrian and Bicycle Facilities

Proposed Pedestrian and Bicycle Facilities	
Project	**Description**
County Bikeways Plan	
Avila Beach Drive Bike Lanes	Proposed Class II bike lanes along entire corridor (Existing Class II from San Luis Street to San Luis Bay Drive).
Ontario Road Bike Lanes	Proposed Class II bike lanes along entire corridor (Existing bike lanes Bob Jones Trail to Higuera Street).
San Luis Bay Drive Bike Lanes	Proposed Class II bike lanes between US 101 and Avila Beach Drive.
County Parks and Recreation Element	
Bob Jones Trail (also in County Bikeways Plan)	Proposed connection to Octagon Barn and City of San Luis Obispo (existing Class I from First Street to Ontario Road).
Cave Landing Trail	Proposed trail from Cave Landing Road to Bluff Drive (Existing unimproved trail)
Hartford Pier Trail (California Coastal Trail)	Proposed pedestrian and bicycle facility from First Street to Hartford Pier.
Wild Cherry Canyon Trail	Proposed trail from Avila Beach Drive to Los Osos.
Source: County Bikeways Plan, 2015; County Parks and Recreation Element, 2006.	

The recommended pedestrian and bicycle improvements are consistent with other approved documents except for Cave Landing Road. The San Luis Bay Area Plan (Coastal) currently includes Class I or II bikeways on San Luis Bay Drive and Cave Landing Road. The Parks and Recreation Element includes the Cave Landing Trail. However, no bikeway is included in the County Bikeways Plan on Cave Landing Road between Avila Beach Drive and the existing unimproved trail.

SECONDARY/EMERGENCY ACCESS

Avila Beach Drive is the only roadway providing access to and from Avila Beach. There is currently emergency access via Blue Heron Drive, the Bob Jones Trail and San Luis Bay Estates. The Avila Circulation Study includes an additional eastbound lane on Avila Beach Drive between San Luis Street and San Luis Bay Drive for capacity and evacuations. Secondary access has also been proposed at the following locations:

- *Cave Landing Road:* Historically, the Cave Landing Road to Bluff Drive in Shell Beach was an evacuation route; however, access was restricted by a land slide. The County of San Luis Obispo prepared a feasibility study to construct an all-weather access roadway from the existing terminus to Bluff Drive.

The study identified environmental and cost constraints and the roadway is not currently being pursued. (Note: Waiting to obtain copy of report from County.)

- *Diablo Canyon:* In March of 2018, PG&E submitted a land use application to provide an all-weather emergency access/exit route from Diablo Canyon Power Plant to the community of Los Osos. However, public use would not be allowed due to environmental and cultural resources issues.

TRANSPORTATION DEMAND MANAGEMENT

The following section summarizes the transit, parking, special event, and vacation rental transportation demand management (TDM) strategies proposed in the Avila area.

Transit Improvements

Prior to COVID-19 transit was only provided during the summer season to the Five Cities Area. As shown in **Table 5**, approximately 20% of Avila origins or destinations are in the South County and an additional 20% are in San Luis Obispo. The RTP includes a shuttle replacement budget. However, no future service from Avila to San Luis Obispo is identified.

Parking Recommendations

In 2017, SLOCOG completed a Park and Ride Study for the County. The existing Bob Jones Trailhead parking lot and expansion was identified as a relief to parking in Avila. The study also identified the proposed park and ride lot at the southwest corner of Avila Beach Drive and Shell Beach Drive which will likely be constructed at the time of the adjacent roundabout proposed. Both of the projects are included in the RTP.

Table 21 summarizes the parking recommendations from the 2013 Parking Management Plan and **Table 22** summarizes the parking recommendations from the 2019 Avila Beach Parking Study.

Table 21: Parking Management Plan Recommendations

Parking Management Plan Recommendations	
Recommended Timing	**Description**
Short Term	
Harbor Parking Pass Program	Similar to Downtown lot with employee passes
Harbor Parking Meters	~35 high demand spaces on pier/harbor area
Downtown Core Parking Meters	Front, First, San Francisco, San Miguel and San Luis
Residential Parking Program	
Enforcement	
Boat Trailer Parking	
Towne Trolley	Recommended hourly service to San Luis Obispo
Long Term	
Satellite Parking Lots	Bob Jones, PG&E and Avila Beach Dr at US 101
Town Parking Structure	Option, not recommended
Harbor Terrace Development Parking	Portion of site dedicated to parking
Boat Trailer Parking in Terrace Area	
Private Parking	Overflow parking during peak season or events
Source: Parking Mangement Plan, 2003.	

Table 22: Avila Beach Parking Study Recommendations

Avila Beach Parking Study Recommendations	
Recommended Timing	**Description**
Short Term	
Parking Time Limits	Expand three hour restriction
Beach Loading Zones	
Residential Parking Permit Program	Permit to avoid hourly restriction
Employee Permit Parking Program	Paid permits to avoid hourly restriction
Parking Wayfinding Signs	Static and/or dynamic
Enforcement	Enforce time limits and illegal parking
Mid Term	
One Way Street Conversion and Angled Parking	Includes First Street and south of
Weekend/Holiday Employee Parking at Remote Lots	Bob Jones Trailhead or PG&E Education Center lot
Long Term	
Smart Meters and Demand Based Pricing	In Downtown core
Parking Payment by Smart Phone	
New Parking Facilities	Avila Beach Drive at San Juan Street and US 101
Source: Avila Beach Parking Study, 2019.	

Both studies recommended enforcement as a short-term measure; however, the timing of other improvements including meters and additional paid parking differed.

The proposed parking facility at Avila Beach Drive west of US 101 was proposed to have 115 spaces in the Parking Management Plan, the interchange planning document include approximately 30 to 40 spaces.

Special Events

The Avila Circulation Study also included additional memos prepared by GHD including special event and TDM recommendations as follows:

- *Recommendation #1:* Continue to provide free parking spaces on the golf course during special events while also providing a free shuttle from remote or satellite parking lots during larger attendance events with parking in the remote or satellite lots incentivized.
- *Recommendation #2:* Schedule special event start and end times to occur outside of the peak hour, based on traffic flow along Avila Beach Drive west of San Luis Bay Drive. During the summer peak season, events with 2,000 attendees or more should be scheduled to not coincide with peak operations.
- *Recommendation #3:* Event organizers shall obtain an encroachment permit for "Event Parking" directional signage and provide a 200-foot long temporary right turn lane along Avila Beach Drive at the First Street entrance to improve operational flow along the roadway. Site circulation and queuing at the event entrance (First Street access) can also be improved by having two entry lanes into the golf course for event parking.
- *Recommendation #4:* Install temporary or permanent changeable message signs on Avila Beach Drive and San Luis Bay Drive prior to their intersection. The changeable message signs will aim to direct people to utilize the satellite parking lots when there is a special event and/or when public parking is at capacity. These parking lots could be made more attractive by adding retail opportunities such as food trucks/stands, subsidized parking costs, bike rentals, etc.
- *Recommendation #5:* Consider satellite parking lots with shuttle buses for special events with over 2,000 attendance during the Peak Season, and over 3,000 attendance during the Off-Peak Season. The satellite parking lots should be located close to US 101, on Ontario Road at the current Park & Ride Lot, and/or at the southwest corner of Avila Beach Drive at Shell Beach Drive.
- *Recommendation #6:* Consider a secondary access to the Golf Course parking for special events at or in between San Miguel Street and Cave Landing Road with access at San Miguel Street via a new traffic signal consistent with RIF.
- *Recommendation #7:* Add an outbound (eastbound) travel lane on Avila Beach Drive from San Luis Street to San Luis Bay Drive consistent with RIF.

Vacation Rentals

The Avila Community Plan will develop and expand vacation rental regulations outside the coastal zone and may increase the distance between vacation rental units, cap the total allowable vacation rental units or set a maximum number of vacation rental units per block. Increasing the number of time duration parking spots and Residential Parking Permit Programs may eliminate some parking concerns and require vacation rental vehicles to park on-site, pay, or park in less desirable areas. Vacation rental parking strategies will be recommended.

Community Plan

The following section summarizes the land use scenarios, proposed forecasting methodology, and next steps for the transportation section of the Avila Community Plan and EIR.

LAND USE SCENARIOS

The community plan land use alternatives include the following three areas:

- *Avila Point:* The area is currently zoned Industrial. Potential land use changes include modifying to Recreation, Residential, or Open Space.
- *Cave Landing:* The area is zoned Residential Rural. Additional land use regulations for the zone or potential Open Space are being considered.
- *Town of Avila:* Potential land use changes in the area include modifying areas from Single Family Residential to Multi Family Residential and extending the Commercial Retail designation on Front Street.

The existing land use of the Avila Resort and Cottages area allows a flexibility of land uses under the current designation and alternatives are not being considered.

Table 23 summarizes the trip generation rates for various land uses per the Institute of Transportation Engineers (ITE) *Trip Generation Manual* 10th Edition. This is provided to show relative traffic intensity of various potential land uses.

Table 23: ITE Trip Generation Rates

ITE Trip Generation Rates						
	ITE		Weekday		Saturday	
Land Use	Code	Units	Daily	PM	Daily	Rate
Single Family Detached Housing	210	DU	9.44	0.99	9.54	0.93
Multi Family Low Rise	220	DU	7.32	0.56	8.14	0.70
General Light Industrial	110	KSF	4.96	0.63	1.99	0.41
General Office Building	710	KSF	9.74	1.15	2.21	0.53
Shopping Center	820	KSF	37.75	3.81	46.12	4.50
High-Turnover (Sit Down) Restaurant	932	KSF	112.18	9.77	122.40	11.19
Hotel	330	Rooms	8.36	0.60	8.19	0.72
Source: ITE Trip Generation Manual, 10th Edition. DU = Dwelling units; KSF = Thousand square feet.						

CUMULATIVE FORECASTS

Cumulative conditions will represent build-out of the land uses in the Community Plan. The Cumulative no project scenario will be consistent with the County's existing General Plan. Cumulative volumes will be derived from the Avila Circulation Study, US 101/San Luis Bay Drive Interchange ICE Step 1, and US 101/Avila Beach Drive Interchange ICE Step 2 documents. Forecasts will be developed for the Community Plan alternatives using the SLOCOG Travel Demand Model (TDM) and the cumulative no project volumes. Cumulative conditions will represent 2045 conditions.

Under Cumulative conditions a peak hour factor (PHF) of 0.92 will be used for the intersection analysis. However, if the existing PHF is higher, the existing PHF will be used. Under Cumulative Conditions, the following roadway improvements will be assumed:

- Roundabout at Avila Beach Dr/Ontario Rd (#5) and Avila Beach Dr/US 101 SB Off-Ramp/Shell Beach Rd (#6) intersections
- Two eastbound lanes on Avila Beach Drive between San Luis Street and San Luis Bay Drive.

NEXT STEPS

The next steps in the transportation analysis of the Avila Community Plan update are as follows:

- Finalize Community Plan Land Use Alternatives
- Develop Cumulative Volumes
- Analyze Cumulative Intersection and Roadway Conditions
- Analyze Cumulative Vehicle Miles Traveled (VMT)
- Recommend preferred Community Plan Land Use Alternative
- Recommend policies, programs, and standards for:
    - Intersections and Roadways
    - Pedestrian and Bicycle Facilities
    - Secondary/Emergency Access
    - Transportation Demand Management
    - Transit
    - Parking
    - Special Events
    - Vacation Rentals

Please let us know if you have any questions.

Resources

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Transportation Research Board. 2017. Highway Capacity Manual, 6th Edition.

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Appendix A: Traffic Counts

Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Drive @ 1st Street
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1805
LONGITUDE -120.7359
WEATHER Clear

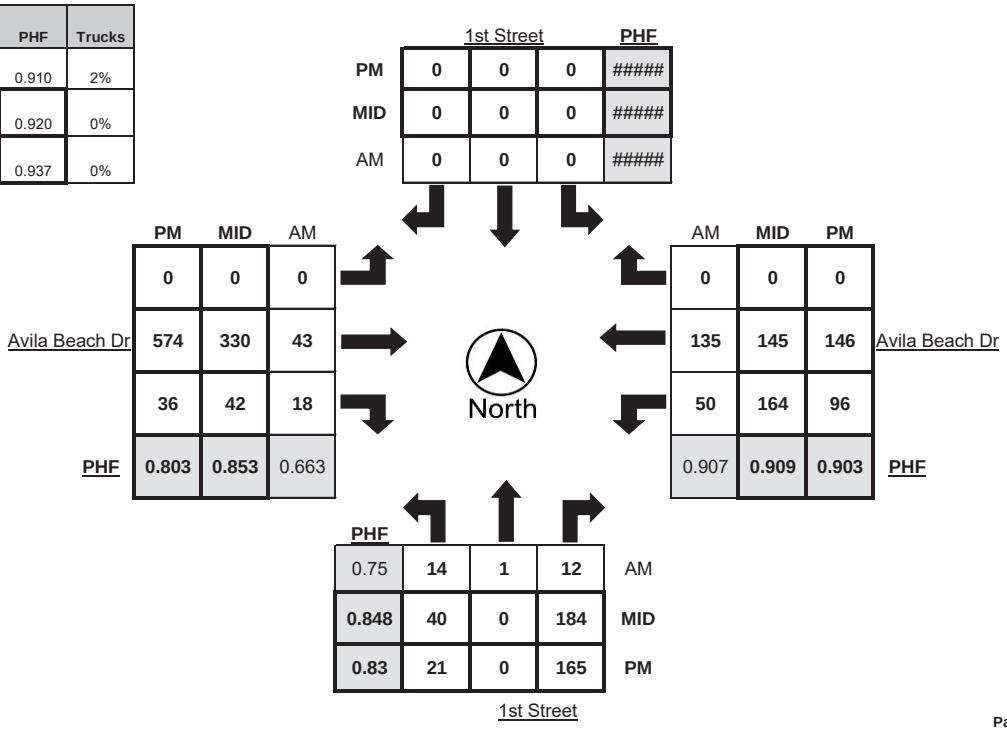
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	0	2	0	0	0	0	0	0	18	1	1	3	30	0	0
7:15 AM - 7:30 AM	1	0	3	0	0	1	0	0	0	16	4	0	5	46	1	0
7:30 AM - 7:45 AM	0	0	3	0	0	0	0	0	0	18	1	0	8	34	0	4
7:45 AM - 8:00 AM	1	0	3	0	0	0	0	0	0	11	0	1	7	20	0	0
8:00 AM - 8:15 AM	4	0	2	0	0	0	0	0	0	10	4	0	7	39	0	1
8:15 AM - 8:30 AM	5	1	2	0	0	0	0	0	0	8	4	0	11	34	0	2
8:30 AM - 8:45 AM	2	0	2	0	0	0	0	0	0	8	4	2	19	32	0	0
8:45 AM - 9:00 AM	3	0	6	0	0	0	0	0	0	17	6	0	13	30	0	0
TOTAL	**17**	**1**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**106**	**24**	**4**	**73**	**265**	**1**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	10	0	34	0	0	0	0	0	0	53	11	1	38	47	0	1
2:15 PM - 2:30 PM	11	0	34	1	0	0	0	0	0	65	15	2	41	31	0	0
2:30 PM - 2:45 PM	9	0	47	0	0	0	0	0	0	46	12	2	55	49	0	2
2:45 PM - 3:00 PM	14	0	39	0	0	0	0	0	0	49	9	1	36	40	0	0
3:00 PM - 3:15 PM	4	0	54	0	0	0	0	0	0	64	12	0	46	35	0	0
3:15 PM - 3:30 PM	13	0	39	0	0	0	0	0	0	100	9	0	39	46	0	0
3:30 PM - 3:45 PM	8	0	40	0	0	0	0	0	0	88	12	0	34	33	0	0
3:45 PM - 4:00 PM	15	0	51	0	0	0	0	0	0	78	9	0	45	31	0	0
TOTAL	**84**	**0**	**338**	**1**	**0**	**0**	**0**	**0**	**0**	**543**	**89**	**6**	**334**	**312**	**0**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	9	0	61	0	0	0	0	0	0	77	10	1	37	38	0	0
4:15 PM - 4:30 PM	10	0	46	0	0	0	0	0	0	106	9	0	27	36	0	0
4:30 PM - 4:45 PM	3	0	53	0	0	0	0	0	0	134	9	1	19	42	0	1
4:45 PM - 5:00 PM	5	0	33	0	0	0	0	0	0	155	7	2	24	43	0	0
5:00 PM - 5:15 PM	3	0	33	0	0	0	0	0	0	179	11	1	26	25	0	0
5:15 PM - 5:30 PM	9	0	28	0	0	0	0	0	0	128	6	0	27	34	0	0
5:30 PM - 5:45 PM	6	0	41	0	0	0	0	0	0	76	8	0	37	21	0	0
5:45 PM - 6:00 PM	5	0	30	0	0	0	0	0	0	69	12	0	22	31	0	0
TOTAL	**50**	**0**	**325**	**0**	**0**	**0**	**0**	**0**	**0**	**924**	**72**	**5**	**219**	**270**	**0**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	14	1	12	0	0	0	0	0	0	43	18	2	50	135	0	3
3:00 PM - 4:00 PM	40	0	184	0	0	0	0	0	0	330	42	0	164	145	0	0
4:15 PM - 5:15 PM	21	0	165	0	0	0	0	0	0	574	36	4	96	146	0	1

	PHF	Trucks
AM	0.910	2%
MID	0.920	0%
PM	0.937	0%



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Drive @ 1st Street
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1805
LONGITUDE -120.7359
WEATHER Sunny and Clear

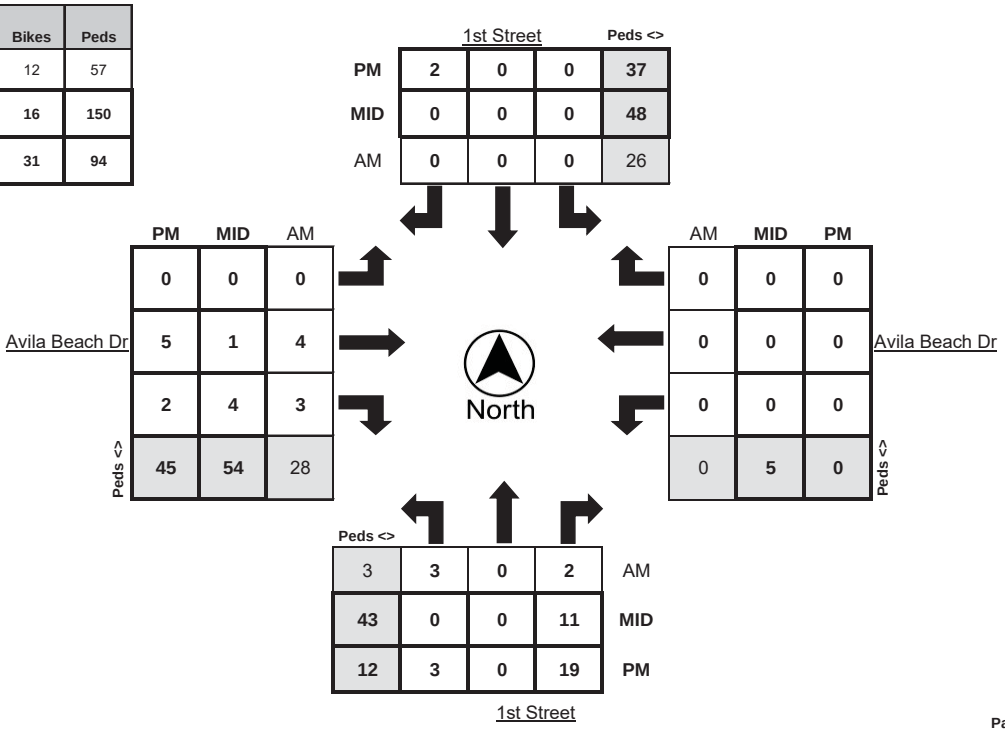
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	1	4	0	0	0	1	0	0	0	0	0	0	0	3
7:30 AM - 7:45 AM	0	0	0	4	0	2	0	0	0	0	1	0	0	0	0	7
7:45 AM - 8:00 AM	0	0	2	13	0	0	0	1	0	0	0	0	0	0	0	10
8:00 AM - 8:15 AM	2	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
8:15 AM - 8:30 AM	1	0	0	8	0	0	0	0	0	0	2	0	0	0	0	10
8:30 AM - 8:45 AM	0	0	1	9	0	0	0	2	0	4	0	0	0	0	0	9
8:45 AM - 9:00 AM	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	**3**	**0**	**5**	**48**	**0**	**2**	**0**	**5**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**48**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	3	13	0	0	0	0	0	0	1	0	0	0	0	8
2:15 PM - 2:30 PM	0	0	4	14	0	0	0	9	0	0	0	2	0	0	0	12
2:30 PM - 2:45 PM	0	0	7	23	0	0	0	1	0	0	0	0	0	0	0	21
2:45 PM - 3:00 PM	1	0	2	11	0	0	0	7	0	1	0	2	0	0	0	15
3:00 PM - 3:15 PM	0	0	9	16	0	0	0	15	0	0	0	0	0	0	0	17
3:15 PM - 3:30 PM	0	0	0	10	0	0	0	9	0	0	0	4	0	0	0	13
3:30 PM - 3:45 PM	0	0	1	11	0	0	0	12	0	0	2	0	0	0	0	14
3:45 PM - 4:00 PM	0	0	1	11	0	0	0	7	0	1	2	1	0	0	0	10
TOTAL	**1**	**0**	**27**	**109**	**0**	**0**	**0**	**60**	**0**	**2**	**5**	**9**	**0**	**0**	**0**	**110**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	8	21	0	0	0	10	0	2	0	0	0	0	0	20
4:15 PM - 4:30 PM	2	0	2	6	0	0	2	3	0	1	0	0	0	0	0	12
4:30 PM - 4:45 PM	1	0	2	17	0	0	0	4	0	2	0	0	0	0	0	15
4:45 PM - 5:00 PM	0	0	6	6	0	0	0	2	0	2	2	0	0	0	0	9
5:00 PM - 5:15 PM	0	0	9	8	0	0	0	3	0	0	0	0	0	0	0	9
5:15 PM - 5:30 PM	0	0	0	17	0	0	0	8	0	0	0	0	0	0	0	25
5:30 PM - 5:45 PM	0	0	0	11	0	0	0	5	0	1	1	0	0	0	0	26
5:45 PM - 6:00 PM	0	0	2	7	0	0	0	4	0	0	0	0	0	0	0	7
TOTAL	**3**	**0**	**29**	**93**	**0**	**0**	**2**	**39**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**123**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	3	0	2	26	0	0	0	3	0	4	3	0	0	0	0	28
3:00 PM - 4:00 PM	0	0	11	48	0	0	0	43	0	1	4	5	0	0	0	54
4:15 PM - 5:15 PM	3	0	19	37	0	0	2	12	0	5	2	0	0	0	0	45

	Bikes	Peds
AM	12	57
MID	16	150
PM	31	94



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COLLECTION DATE 6/11/2019
LATITUDE 35.1821
LONGITUDE -120.7327
WEATHER Clear

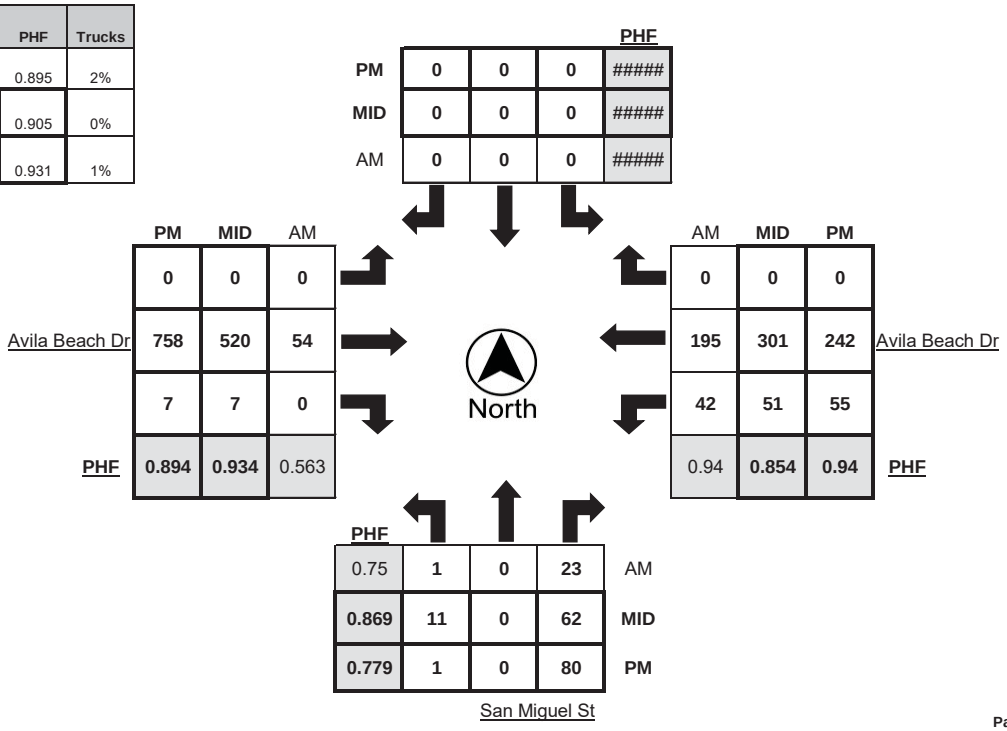
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	4	1	0	0	0	0	0	20	0	1	6	34	0	0
7:15 AM - 7:30 AM	0	0	3	0	0	0	0	0	0	18	0	0	5	54	0	0
7:30 AM - 7:45 AM	0	0	7	0	0	0	0	0	0	21	1	0	7	39	0	4
7:45 AM - 8:00 AM	0	0	3	0	0	0	0	0	0	15	0	1	9	27	0	0
8:00 AM - 8:15 AM	0	0	2	0	0	0	0	0	0	10	0	0	7	52	0	1
8:15 AM - 8:30 AM	0	0	8	1	0	0	0	0	0	10	0	0	12	46	0	3
8:30 AM - 8:45 AM	1	0	6	0	0	0	0	0	0	10	0	1	8	55	0	1
8:45 AM - 9:00 AM	0	0	7	0	0	0	0	0	0	24	0	0	15	42	0	0
TOTAL	**1**	**0**	**40**	**2**	**0**	**0**	**0**	**0**	**0**	**128**	**1**	**3**	**69**	**349**	**0**	**9**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	3	0	12	1	0	0	0	0	0	93	1	1	10	85	0	2
2:15 PM - 2:30 PM	1	0	20	0	0	0	0	0	0	101	2	2	14	81	0	0
2:30 PM - 2:45 PM	6	0	22	0	0	0	0	0	0	91	2	1	19	110	0	2
2:45 PM - 3:00 PM	2	0	19	0	0	0	0	0	0	93	2	1	14	63	0	0
3:00 PM - 3:15 PM	9	0	12	0	0	0	0	0	0	117	2	0	11	74	0	0
3:15 PM - 3:30 PM	1	0	18	0	0	0	0	0	0	137	4	1	17	86	0	0
3:30 PM - 3:45 PM	1	0	14	0	0	0	0	0	0	137	1	0	7	71	0	1
3:45 PM - 4:00 PM	0	0	18	0	0	0	0	0	0	129	0	0	16	70	0	0
TOTAL	**23**	**0**	**135**	**1**	**0**	**0**	**0**	**0**	**0**	**898**	**14**	**6**	**108**	**640**	**0**	**5**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	16	1	0	0	0	0	0	143	0	1	10	78	0	0
4:15 PM - 4:30 PM	0	0	22	0	0	0	0	0	0	154	1	0	8	61	0	3
4:30 PM - 4:45 PM	0	0	20	0	0	0	0	0	0	191	1	1	16	58	0	1
4:45 PM - 5:00 PM	1	0	25	0	0	0	0	0	0	188	2	2	12	67	0	0
5:00 PM - 5:15 PM	0	0	20	0	0	0	0	0	0	211	3	1	18	55	0	0
5:15 PM - 5:30 PM	0	0	15	0	0	0	0	0	0	168	1	1	9	62	0	0
5:30 PM - 5:45 PM	0	0	21	0	0	0	0	0	0	122	0	0	7	55	0	0
5:45 PM - 6:00 PM	1	0	11	0	0	0	0	0	0	96	0	1	10	55	0	0
TOTAL	**2**	**0**	**150**	**1**	**0**	**0**	**0**	**0**	**0**	**1273**	**8**	**7**	**90**	**491**	**0**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	1	0	23	1	0	0	0	0	0	54	0	1	42	195	0	5
3:00 PM - 4:00 PM	11	0	62	0	0	0	0	0	0	520	7	1	51	301	0	1
4:30 PM - 5:30 PM	1	0	80	0	0	0	0	0	0	758	7	5	55	242	0	1

	PHF	Trucks
AM	0.895	2%
MID	0.905	0%
PM	0.931	1%



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1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ San Miguel St
LATITUDE 35.1821
COUNTY San Luis Obispo
LONGITUDE -120.7327
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

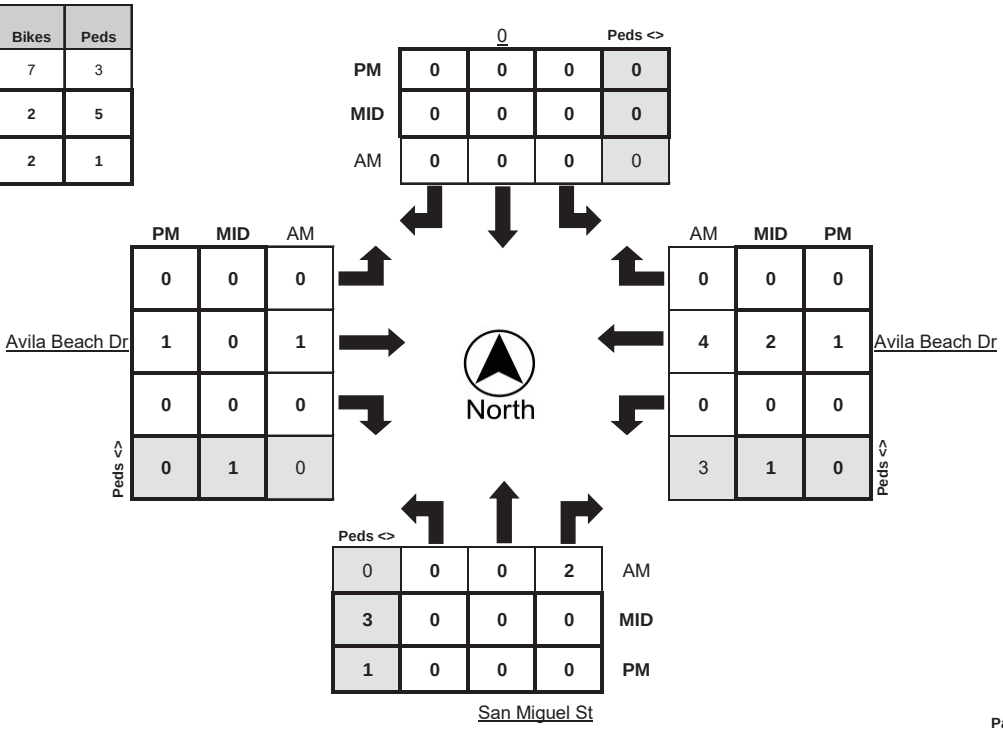
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:15 AM - 7:30 AM	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:15 AM - 8:30 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**1**	**7**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**2**	**1**	**1**	**6**	**0**	**5**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**2**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	2	0	0	0	0	0	0	1	0	3	0	4	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0

	Bikes	Peds
AM	7	3
MID	2	5
PM	2	1



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Turning Movement Report

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San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ San Luis St
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1807
LONGITUDE -120.7274
WEATHER Clear

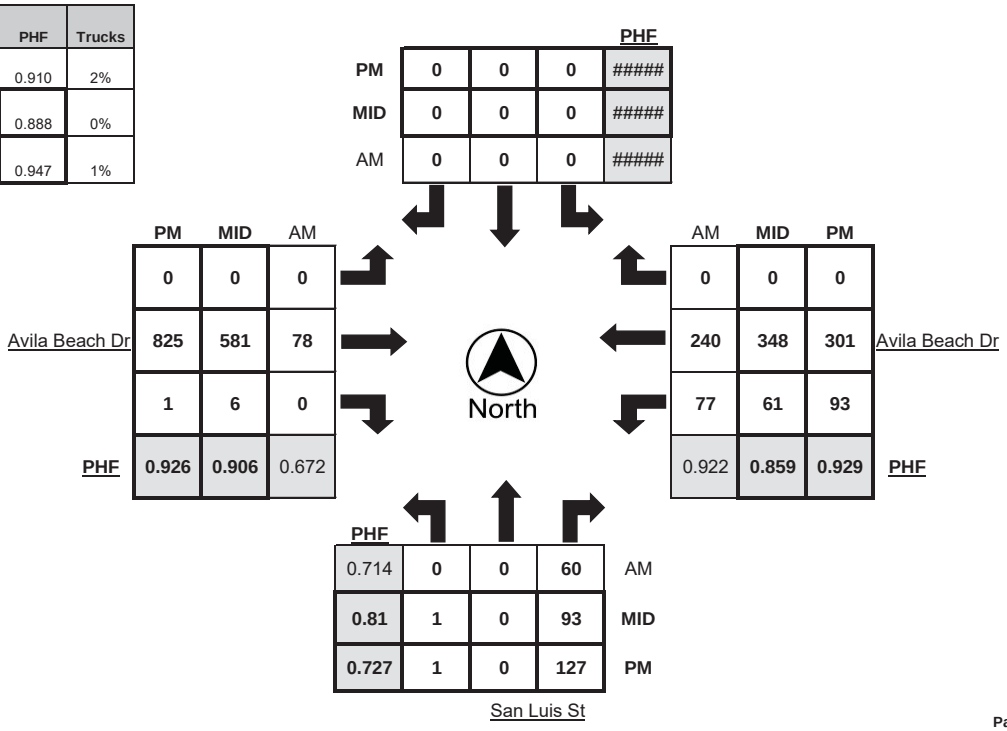
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	4	0	0	0	0	0	0	25	0	2	11	41	0	1
7:15 AM - 7:30 AM	0	0	9	0	0	0	0	0	0	20	0	0	7	59	0	1
7:30 AM - 7:45 AM	0	0	19	0	0	0	0	0	0	24	0	1	5	48	0	4
7:45 AM - 8:00 AM	0	0	15	0	0	0	0	0	0	21	0	1	8	34	0	0
8:00 AM - 8:15 AM	0	0	13	0	0	0	0	0	0	15	0	0	23	60	0	1
8:15 AM - 8:30 AM	0	0	11	0	0	0	0	0	0	16	0	1	14	57	0	3
8:30 AM - 8:45 AM	0	0	21	0	0	0	0	0	0	18	0	1	20	66	0	1
8:45 AM - 9:00 AM	0	0	15	0	0	0	0	0	0	29	0	1	20	57	0	1
TOTAL	**0**	**0**	**107**	**0**	**0**	**0**	**0**	**0**	**0**	**168**	**0**	**7**	**108**	**422**	**0**	**12**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	25	0	0	0	0	0	0	106	1	3	25	94	0	2
2:15 PM - 2:30 PM	3	0	26	0	0	0	0	0	0	124	1	2	29	94	0	0
2:30 PM - 2:45 PM	1	0	23	0	0	0	0	0	0	115	5	1	25	124	0	2
2:45 PM - 3:00 PM	2	0	27	1	0	0	0	0	0	100	0	1	11	79	0	0
3:00 PM - 3:15 PM	0	0	21	1	0	0	0	0	0	135	1	0	17	82	0	0
3:15 PM - 3:30 PM	1	0	25	0	0	0	0	0	0	161	1	1	20	99	0	0
3:30 PM - 3:45 PM	0	0	18	0	0	0	0	0	0	148	3	0	14	80	0	1
3:45 PM - 4:00 PM	0	0	29	0	0	0	0	0	0	137	1	0	10	87	0	0
TOTAL	**7**	**0**	**194**	**2**	**0**	**0**	**0**	**0**	**0**	**1026**	**13**	**8**	**151**	**739**	**0**	**5**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	0	33	0	0	0	0	0	0	158	1	2	15	83	0	0
4:15 PM - 4:30 PM	0	0	30	0	0	0	0	0	0	176	1	0	26	74	0	3
4:30 PM - 4:45 PM	0	0	44	1	0	0	0	0	0	207	0	1	21	78	0	1
4:45 PM - 5:00 PM	0	0	31	0	0	0	0	0	0	219	0	1	28	78	0	0
5:00 PM - 5:15 PM	1	0	22	0	0	0	0	0	0	223	0	1	18	71	0	1
5:15 PM - 5:30 PM	0	0	20	0	0	0	0	0	0	186	1	1	17	74	0	0
5:30 PM - 5:45 PM	0	0	30	0	0	0	0	0	0	146	0	0	26	62	0	0
5:45 PM - 6:00 PM	0	0	17	0	0	0	0	0	0	108	1	0	22	65	0	0
TOTAL	**2**	**0**	**227**	**1**	**0**	**0**	**0**	**0**	**0**	**1423**	**4**	**6**	**173**	**585**	**0**	**5**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	60	0	0	0	0	0	0	78	0	3	77	240	0	6
3:00 PM - 4:00 PM	1	0	93	1	0	0	0	0	0	581	6	1	61	348	0	1
4:15 PM - 5:15 PM	1	0	127	1	0	0	0	0	0	825	1	3	93	301	0	5

	PHF	Trucks
AM	0.910	2%
MID	0.888	0%
PM	0.947	1%



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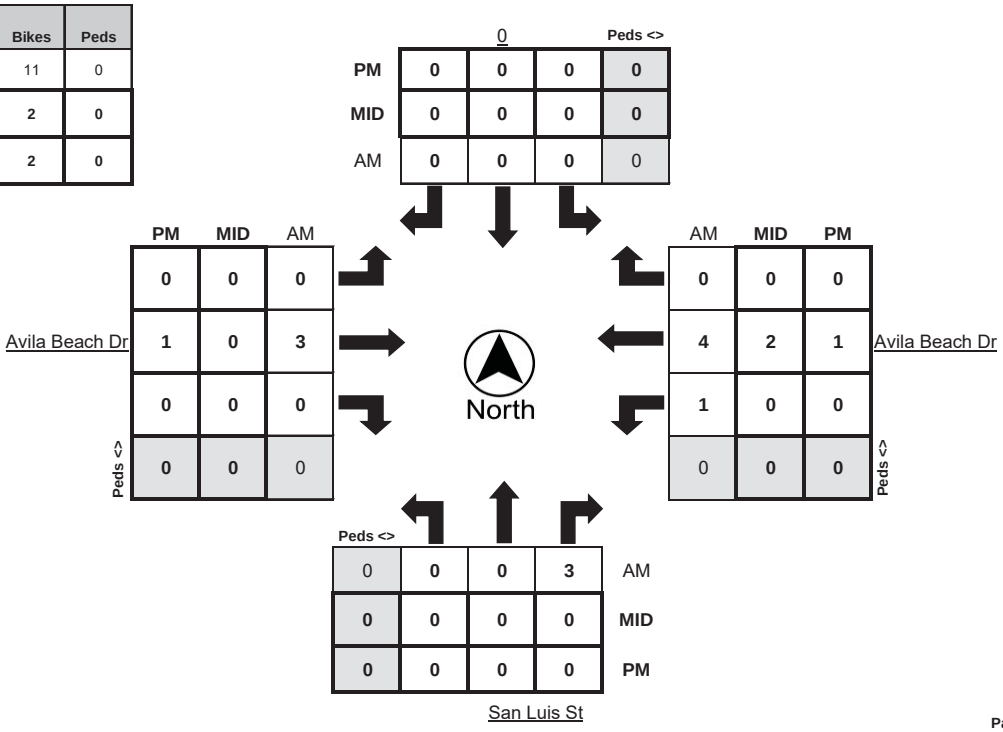
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:00 AM - 8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
8:15 AM - 8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**7**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
2:15 PM - 2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM - 2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	3	0	0	0	0	0	0	3	0	0	1	4	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0

	Bikes	Peds
AM	11	0
MID	2	0
PM	2	0



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WEATHER Clear

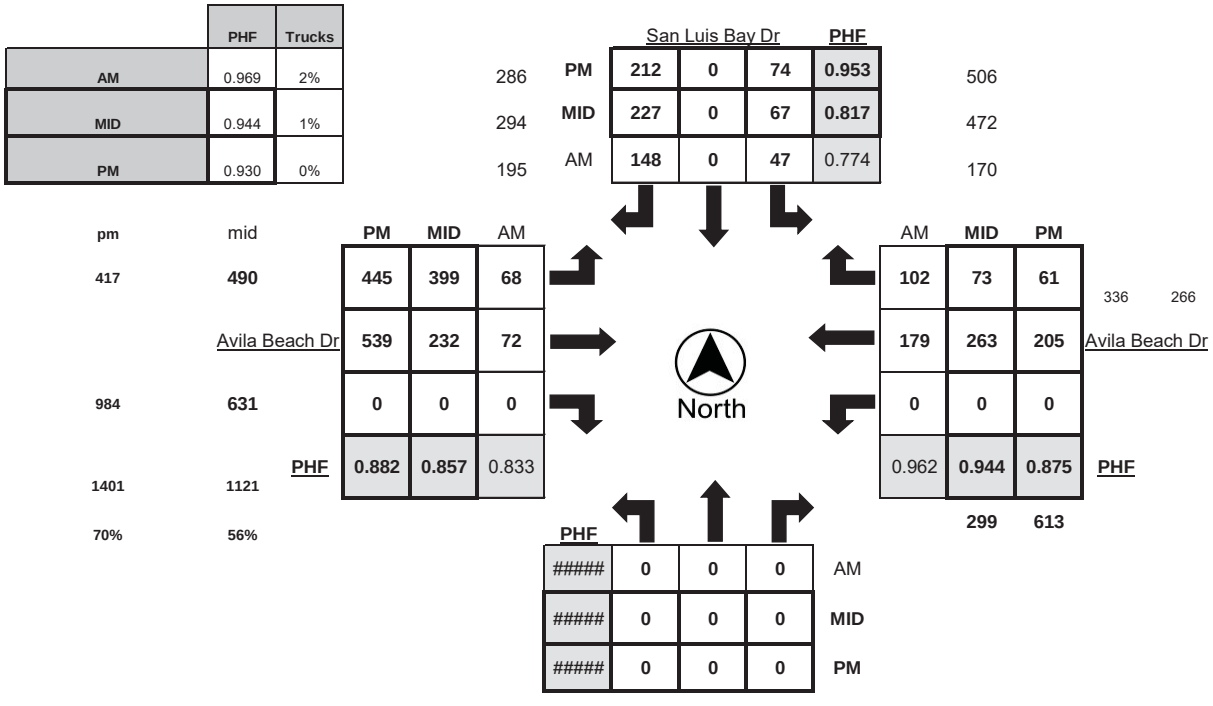
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	1	0	23	0	5	24	0	2	0	27	12	1
7:15 AM - 7:30 AM	0	0	0	0	1	0	26	0	15	13	0	0	0	37	12	1
7:30 AM - 7:45 AM	0	0	0	0	5	0	24	3	22	17	0	1	0	27	20	1
7:45 AM - 8:00 AM	0	0	0	0	9	0	26	0	19	21	0	1	0	23	23	4
8:00 AM - 8:15 AM	0	0	0	0	12	0	51	2	14	13	0	0	0	42	25	1
8:15 AM - 8:30 AM	0	0	0	0	7	0	31	0	18	16	0	1	0	41	29	1
8:30 AM - 8:45 AM	0	0	0	0	13	0	37	1	15	22	0	1	0	47	24	1
8:45 AM - 9:00 AM	0	0	0	0	15	0	29	0	21	21	0	0	0	49	24	2
TOTAL	**0**	**0**	**0**	**0**	**63**	**0**	**247**	**6**	**129**	**147**	**0**	**6**	**0**	**293**	**169**	**12**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	0	0	11	0	59	0	83	59	0	3	0	62	16	1
2:15 PM - 2:30 PM	0	0	0	0	18	0	58	0	98	51	0	2	0	77	16	0
2:30 PM - 2:45 PM	0	0	0	0	12	0	78	1	93	48	0	1	0	77	12	1
2:45 PM - 3:00 PM	0	0	0	0	16	0	52	0	82	58	0	2	0	59	23	0
3:00 PM - 3:15 PM	0	0	0	0	22	0	45	0	111	55	0	1	0	61	23	0
3:15 PM - 3:30 PM	0	0	0	0	17	0	52	0	113	71	0	1	0	66	15	0
3:30 PM - 3:45 PM	0	0	0	0	15	0	50	0	118	65	0	0	0	51	12	1
3:45 PM - 4:00 PM	0	0	0	0	23	0	42	1	98	68	0	0	0	56	11	0
TOTAL	**0**	**0**	**0**	**0**	**134**	**0**	**436**	**2**	**796**	**475**	**0**	**10**	**0**	**509**	**128**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	17	0	57	0	82	117	0	2	0	59	15	0
4:15 PM - 4:30 PM	0	0	0	0	16	0	42	1	91	128	0	0	0	52	16	2
4:30 PM - 4:45 PM	0	0	0	0	23	0	46	0	93	146	0	0	0	61	15	1
4:45 PM - 5:00 PM	0	0	0	0	11	0	58	0	132	147	0	2	0	50	15	0
5:00 PM - 5:15 PM	0	0	0	0	18	0	57	0	114	118	0	2	0	46	15	0
5:15 PM - 5:30 PM	0	0	0	0	22	0	51	0	106	128	0	1	0	48	16	0
5:30 PM - 5:45 PM	0	0	0	0	19	0	49	0	88	103	0	0	0	37	14	0
5:45 PM - 6:00 PM	0	0	0	0	11	0	44	0	66	74	0	0	0	42	18	0
TOTAL	**0**	**0**	**0**	**0**	**137**	**0**	**404**	**1**	**772**	**961**	**0**	**7**	**0**	**395**	**124**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	47	0	148	3	68	72	0	2	0	179	102	5
2:30 PM - 3:30 PM	0	0	0	0	67	0	227	1	399	232	0	5	0	263	73	1
4:30 PM - 5:30 PM	0	0	0	0	74	0	212	0	445	539	0	5	0	205	61	1

	PHF	Trucks
AM	0.969	2%
MID	0.944	1%
PM	0.930	0%



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Hanford, CA 93230

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www.metrotrafficdata.com

Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ San Luis Bay Dr
LATITUDE 35.1879
COUNTY San Luis Obispo
LONGITUDE -120.7190
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

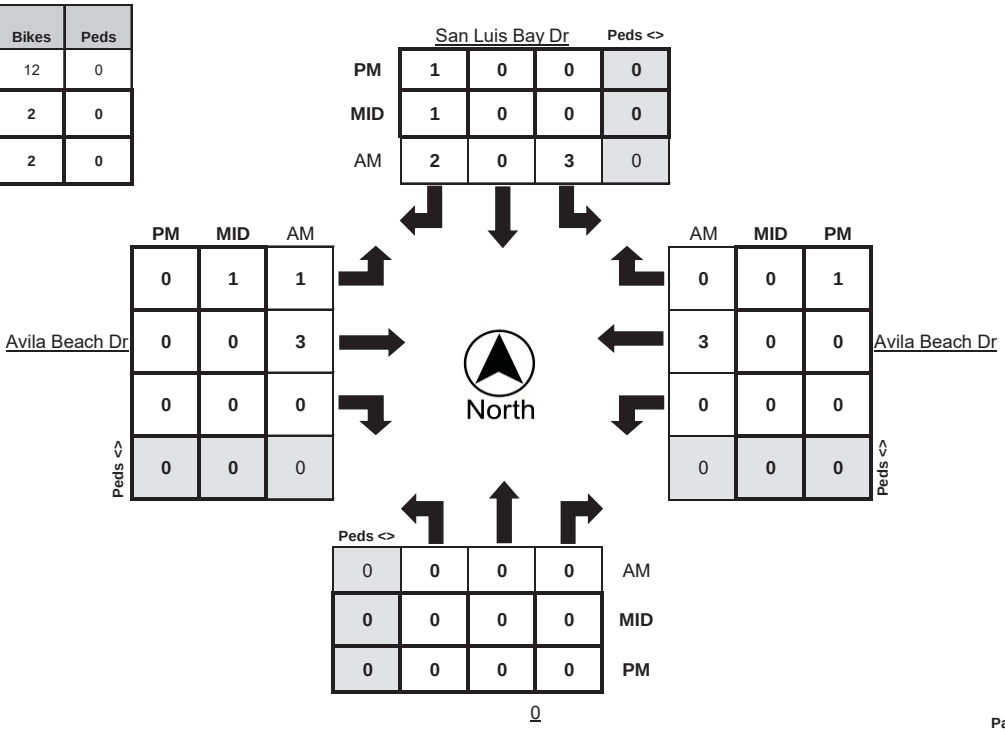
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0
8:15 AM - 8:30 AM	0	0	0	0	2	0	1	0	0	1	0	0	0	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**3**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	3	0	2	0	1	3	0	0	0	3	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0

	Bikes	Peds
AM	12	0
MID	2	0
PM	2	0



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LOCATION Avila Beach Dr @ Ontario Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/12/2019
LATITUDE 35.1811
LONGITUDE -120.7042
WEATHER Clear

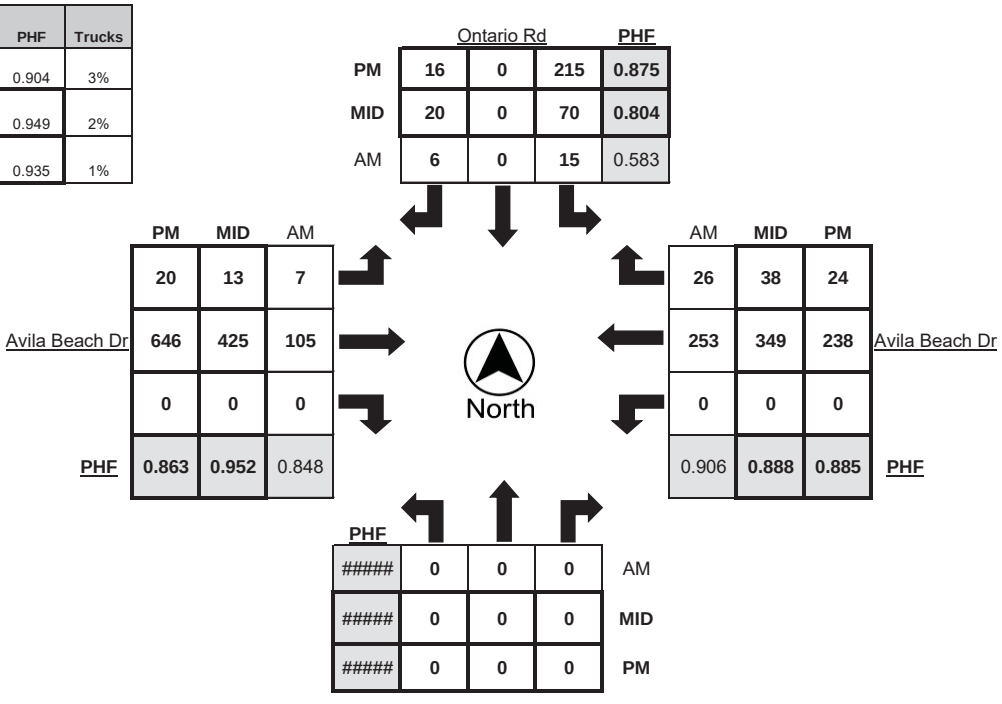
	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	3	0	3	0	2	22	0	0	0	47	8	1
7:15 AM - 7:30 AM	0	0	0	0	2	0	1	0	2	27	0	1	0	57	7	0
7:30 AM - 7:45 AM	0	0	0	0	1	0	4	0	2	24	0	1	0	48	6	3
7:45 AM - 8:00 AM	0	0	0	0	1	0	1	0	1	31	0	2	0	50	8	2
8:00 AM - 8:15 AM	0	0	0	0	1	0	2	1	1	25	0	1	0	65	5	2
8:15 AM - 8:30 AM	0	0	0	0	8	0	1	4	3	23	0	0	0	58	8	0
8:30 AM - 8:45 AM	0	0	0	0	3	0	2	0	2	25	0	0	0	60	6	3
8:45 AM - 9:00 AM	0	0	0	0	3	0	1	0	1	32	0	1	0	70	7	2
TOTAL	**0**	**0**	**0**	**0**	**22**	**0**	**15**	**5**	**14**	**209**	**0**	**6**	**0**	**455**	**55**	**13**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
2:00 PM - 2:15 PM	0	0	0	0	17	0	6	1	4	102	0	4	0	84	8	3
2:15 PM - 2:30 PM	0	0	0	0	32	0	8	0	3	76	0	0	0	83	8	2
2:30 PM - 2:45 PM	0	0	0	0	12	0	10	1	1	88	0	1	0	103	6	1
2:45 PM - 3:00 PM	0	0	0	0	14	0	5	1	4	102	0	2	0	96	13	6
3:00 PM - 3:15 PM	0	0	0	0	21	0	7	0	5	97	0	0	0	73	8	0
3:15 PM - 3:30 PM	0	0	0	0	19	0	2	0	3	112	0	1	0	97	8	3
3:30 PM - 3:45 PM	0	0	0	0	16	0	6	0	1	114	0	3	0	83	9	1
3:45 PM - 4:00 PM	0	0	0	0	19	0	2	0	0	114	0	0	0	70	8	0
TOTAL	**0**	**0**	**0**	**0**	**150**	**0**	**46**	**3**	**21**	**805**	**0**	**11**	**0**	**689**	**68**	**16**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	33	0	7	1	8	145	0	1	0	51	2	0
4:15 PM - 4:30 PM	0	0	0	0	38	0	10	0	3	118	0	1	0	58	9	3
4:30 PM - 4:45 PM	0	0	0	0	52	0	10	0	5	147	0	1	0	59	7	1
4:45 PM - 5:00 PM	0	0	0	0	52	0	3	0	5	188	0	1	0	58	4	2
5:00 PM - 5:15 PM	0	0	0	0	46	0	2	0	7	153	0	1	0	68	6	0
5:15 PM - 5:30 PM	0	0	0	0	65	0	1	0	3	158	0	2	0	53	7	0
5:30 PM - 5:45 PM	0	0	0	0	46	0	3	1	3	96	0	1	0	78	5	1
5:45 PM - 6:00 PM	0	0	0	0	20	0	0	0	0	84	0	0	0	82	6	0
TOTAL	**0**	**0**	**0**	**0**	**352**	**0**	**36**	**2**	**34**	**1089**	**0**	**8**	**0**	**507**	**46**	**7**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
8:00 AM - 9:00 AM	0	0	0	0	15	0	6	5	7	105	0	2	0	253	26	7
2:45 PM - 3:45 PM	0	0	0	0	70	0	20	1	13	425	0	6	0	349	38	10
4:30 PM - 5:30 PM	0	0	0	0	215	0	16	0	20	646	0	5	0	238	24	3

	PHF	Trucks
AM	0.904	3%
MID	0.949	2%
PM	0.935	1%



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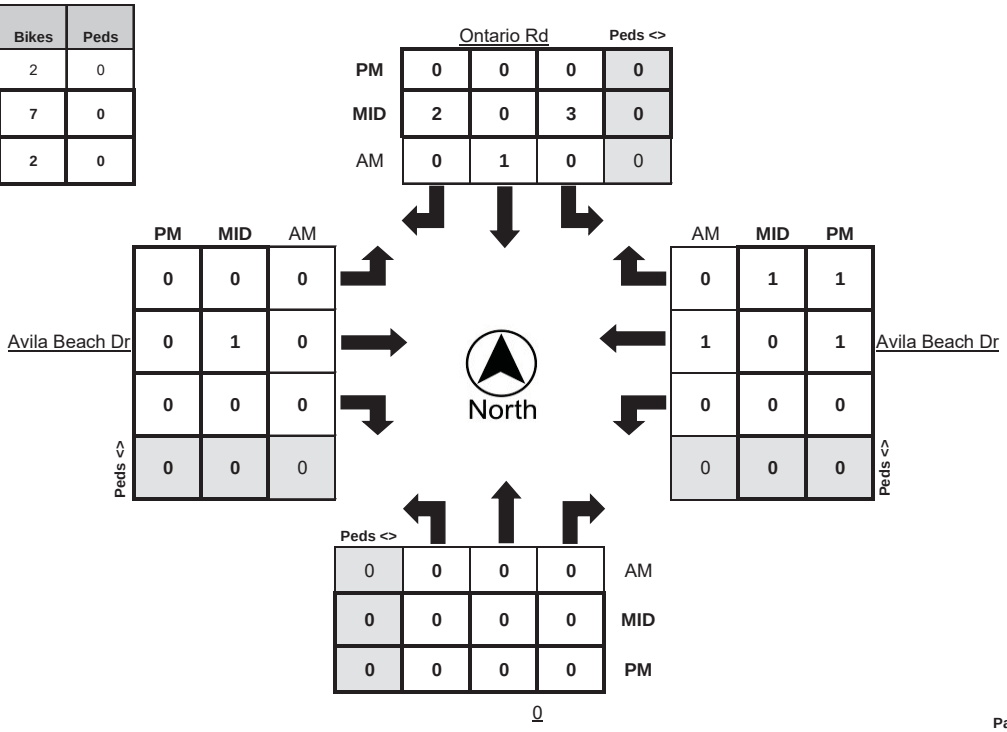
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0
2:15 PM - 2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00 PM - 3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	2	0	0
4:15 PM - 4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
2:45 PM - 3:45 PM	0	0	0	0	3	0	2	0	0	1	0	0	0	0	1	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

	Bikes	Peds
AM	2	0
MID	7	0
PM	2	0



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COLLECTION DATE 6/12/2019
LATITUDE 35.1798
LONGITUDE -120.7004
WEATHER Clear

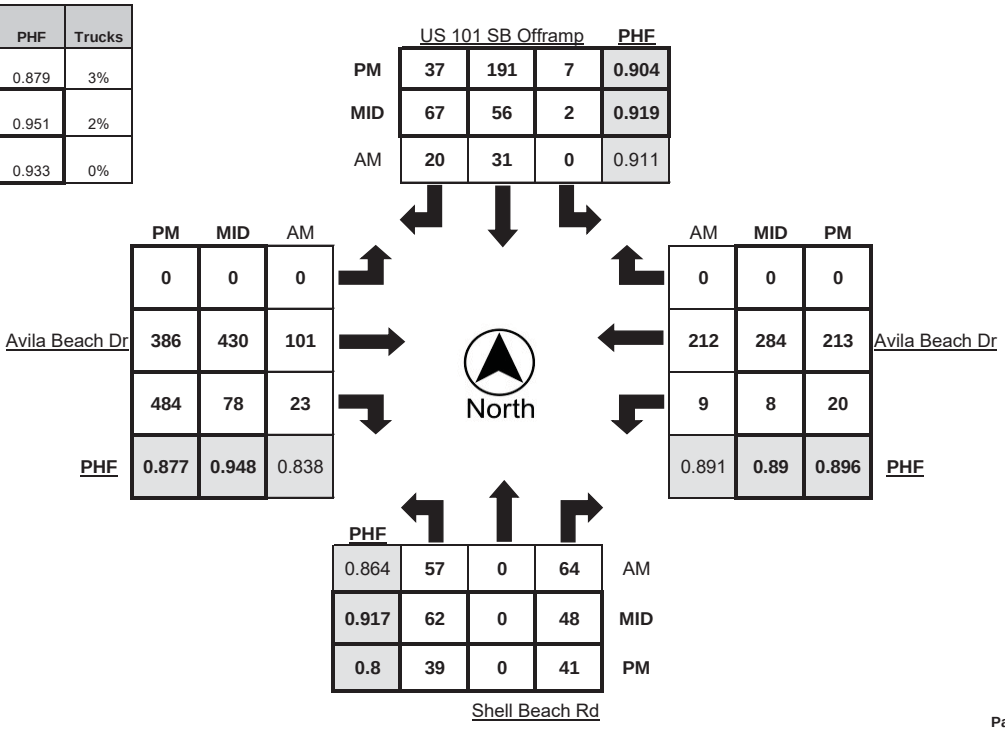
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	5	0	10	0	0	5	5	0	0	26	2	0	2	49	0	1
7:15 AM - 7:30 AM	7	0	12	0	0	7	4	1	0	28	2	1	2	48	0	0
7:30 AM - 7:45 AM	16	0	8	1	0	3	4	1	0	21	6	2	1	44	0	3
7:45 AM - 8:00 AM	11	0	13	1	0	5	6	0	0	28	5	2	0	42	0	2
8:00 AM - 8:15 AM	13	0	20	0	0	8	3	1	0	25	2	3	4	55	0	1
8:15 AM - 8:30 AM	15	0	14	0	0	6	8	1	0	26	5	3	1	45	0	0
8:30 AM - 8:45 AM	10	0	14	2	0	8	5	0	0	18	11	0	1	53	0	0
8:45 AM - 9:00 AM	19	0	16	1	0	9	4	0	0	32	5	1	3	59	0	0
TOTAL	**96**	**0**	**107**	**5**	**0**	**51**	**39**	**4**	**0**	**204**	**38**	**12**	**14**	**395**	**0**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	13	0	13	0	0	11	13	0	0	103	23	5	4	64	0	2
2:15 PM - 2:30 PM	11	0	13	0	1	13	7	0	0	95	16	1	4	71	0	1
2:30 PM - 2:45 PM	17	0	11	0	0	12	21	0	0	78	23	0	2	72	0	1
2:45 PM - 3:00 PM	16	0	9	1	0	14	20	2	0	97	22	3	2	80	0	3
3:00 PM - 3:15 PM	13	0	14	0	1	14	18	0	0	107	15	1	0	63	0	0
3:15 PM - 3:30 PM	15	0	13	1	1	15	13	0	0	113	20	2	3	79	0	2
3:30 PM - 3:45 PM	18	0	12	0	0	13	16	0	0	113	21	3	3	62	0	2
3:45 PM - 4:00 PM	11	0	14	0	1	32	10	0	0	94	43	0	2	49	0	0
TOTAL	**114**	**0**	**99**	**2**	**4**	**124**	**118**	**2**	**0**	**800**	**183**	**15**	**20**	**540**	**0**	**11**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	13	0	10	2	2	43	8	1	0	86	94	2	4	30	0	0
4:15 PM - 4:30 PM	17	0	5	0	1	68	7	0	0	75	86	1	1	48	0	0
4:30 PM - 4:45 PM	11	0	6	0	2	53	10	0	0	97	103	0	6	55	0	1
4:45 PM - 5:00 PM	8	0	9	0	2	46	11	0	0	113	135	1	3	53	0	1
5:00 PM - 5:15 PM	13	0	12	0	2	47	5	0	0	81	118	1	5	60	0	0
5:15 PM - 5:30 PM	7	0	14	0	1	45	11	0	0	95	128	2	6	45	0	1
5:30 PM - 5:45 PM	16	0	8	0	2	62	11	0	0	69	79	1	7	61	0	0
5:45 PM - 6:00 PM	15	0	13	0	2	37	14	0	0	69	33	0	5	65	0	0
TOTAL	**100**	**0**	**77**	**2**	**14**	**401**	**77**	**1**	**0**	**685**	**776**	**8**	**37**	**417**	**0**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	57	0	64	3	0	31	20	2	0	101	23	7	9	212	0	1
2:45 PM - 3:45 PM	62	0	48	2	2	56	67	2	0	430	78	9	8	284	0	7
4:30 PM - 5:30 PM	39	0	41	0	7	191	37	0	0	386	484	4	20	213	0	3

	PHF	Trucks
AM	0.879	3%
MID	0.951	2%
PM	0.933	0%



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LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7004
COLLECTION DATE 6/12/2019
WEATHER Sunny and Clear

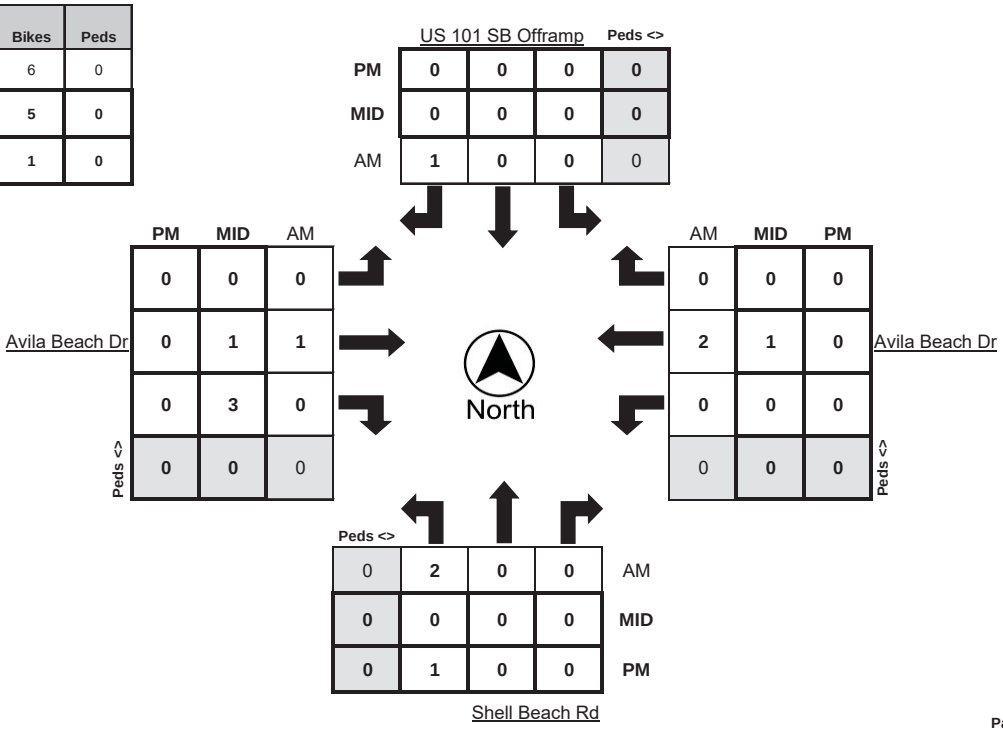
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:30 AM - 8:45 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0
3:45 PM - 4:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM - 4:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	1	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0
TOTAL	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	2	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0
4:30 PM - 5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM	6	0
MID	5	0
PM	1	0



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ 101 SB Onramp
COUNTY San Luis Obispo
COLLECTION DATE 6/12/2019
LATITUDE 35.1798
LONGITUDE -120.7000
WEATHER Clear

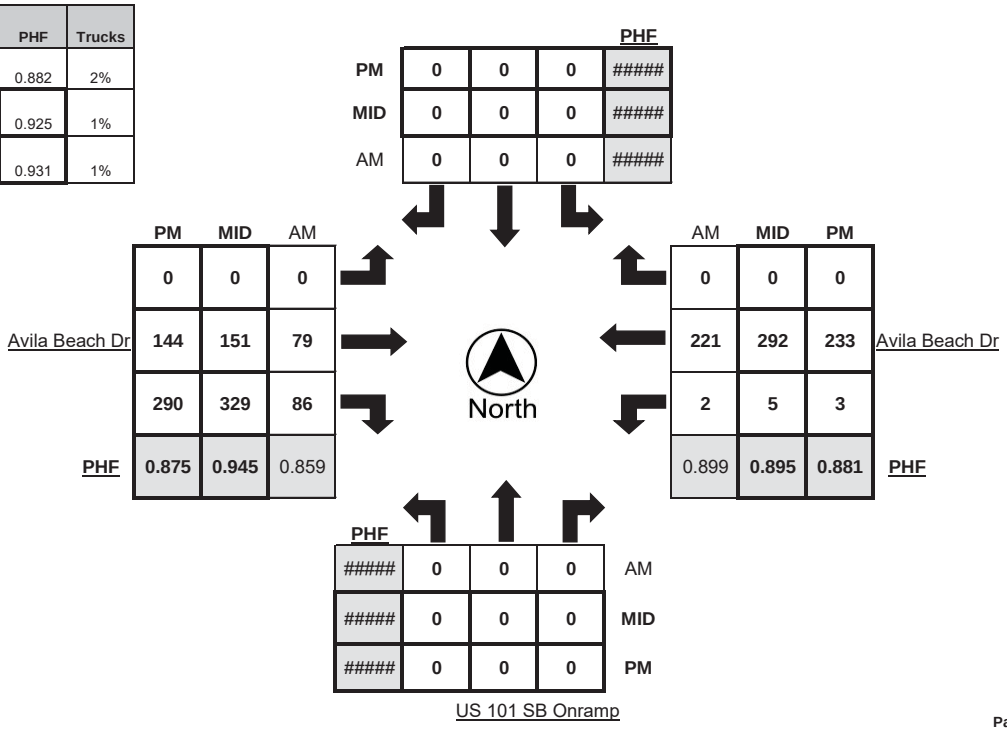
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	17	19	0	1	51	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	16	24	1	2	50	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	9	20	0	1	45	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	20	21	0	1	42	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	22	23	2	1	59	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	18	22	3	1	46	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	17	15	0	0	54	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	22	26	1	0	62	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**141**	**170**	**7**	**7**	**409**	**0**	**0**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	35	81	2	1	68	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	31	78	0	3	75	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	29	60	1	4	74	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	28	78	2	1	82	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	39	83	0	1	63	0	1
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	49	78	1	1	82	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	35	90	1	2	65	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	35	74	0	1	51	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**281**	**622**	**7**	**14**	**560**	**0**	**1**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	37	61	1	0	34	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	28	53	2	1	49	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	36	69	0	1	61	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	34	90	1	0	56	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	37	58	1	2	65	0	1
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	37	73	1	0	51	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	31	48	1	0	68	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	40	44	0	1	70	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**280**	**496**	**7**	**5**	**454**	**0**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	79	86	6	2	221	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	151	329	4	5	292	0	1
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	144	290	3	3	233	0	1

	PHF	Trucks
AM	0.882	2%
MID	0.925	1%
PM	0.931	1%



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WEATHER Sunny and Clear

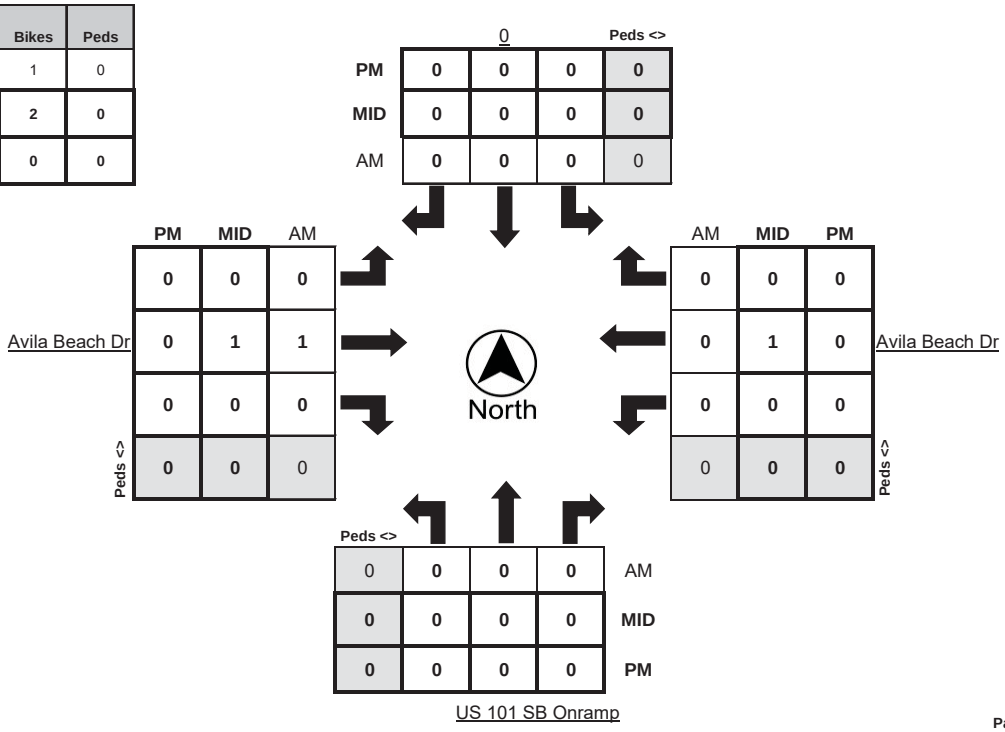
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM	1	0
MID	**2**	**0**
PM	**0**	**0**



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LATITUDE 35.1798
LONGITUDE -120.6990
WEATHER Clear

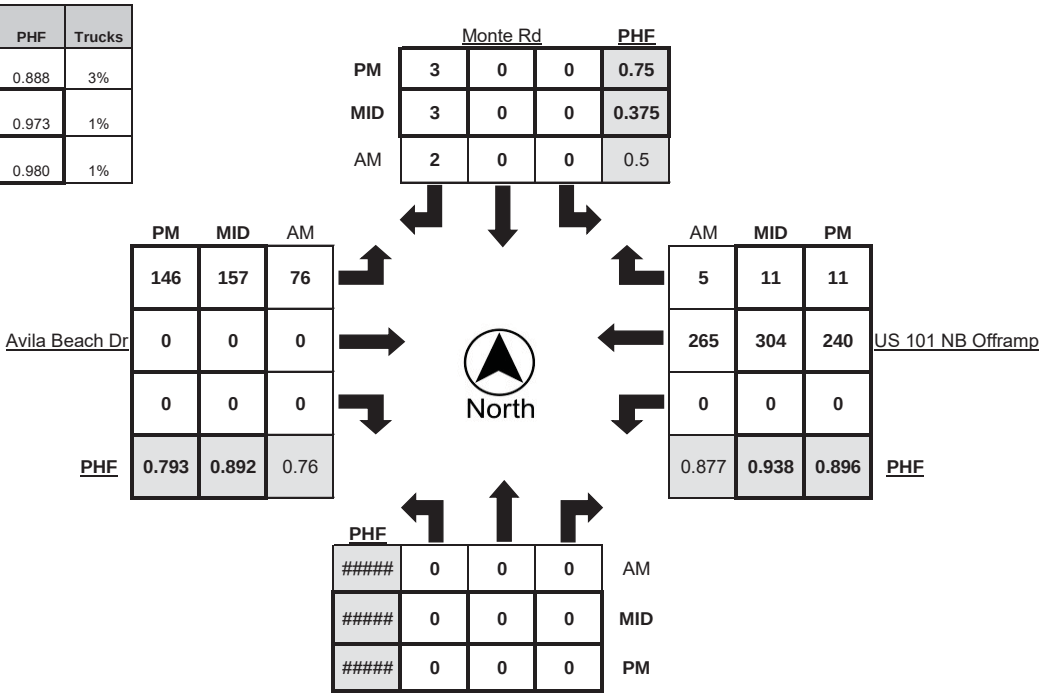
	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	9	0	0	0	0	42	1	2
7:15 AM - 7:30 AM	0	0	0	0	0	0	1	0	15	0	0	0	0	54	0	1
7:30 AM - 7:45 AM	0	0	0	0	0	0	2	0	18	0	0	1	0	47	3	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	1	0	19	0	0	0	0	47	2	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	1	0	15	0	0	2	0	64	1	3
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	25	0	0	2	0	60	1	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	16	0	0	1	0	65	2	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	1	0	20	0	0	0	0	76	1	3
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**137**	**0**	**0**	**6**	**0**	**455**	**11**	**10**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
2:00 PM - 2:15 PM	0	0	0	0	0	0	2	0	37	0	0	0	0	69	4	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	1	0	31	0	0	1	0	69	4	1
2:30 PM - 2:45 PM	0	0	0	0	0	0	2	0	44	0	0	0	0	73	2	2
2:45 PM - 3:00 PM	0	0	0	0	0	0	1	0	34	0	0	0	0	80	4	1
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	39	0	0	0	0	82	1	1
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	40	0	0	0	0	69	4	2
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	33	0	0	0	0	53	0	2
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	35	0	0	0	0	61	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**293**	**0**	**0**	**1**	**0**	**556**	**19**	**9**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	0	0	1	0	46	0	0	0	0	54	1	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	1	0	31	0	0	0	0	67	3	1
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	40	0	0	0	0	58	4	2
4:45 PM - 5:00 PM	0	0	0	0	0	0	1	0	29	0	0	1	0	61	3	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	1	0	23	0	0	0	0	57	1	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	1	0	25	0	0	1	0	58	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	4	0	25	0	0	0	0	55	1	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	2	0	32	0	0	0	0	47	2	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**251**	**0**	**0**	**2**	**0**	**457**	**16**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
8:00 AM - 9:00 AM	0	0	0	0	0	0	2	0	76	0	0	5	0	265	5	6
2:30 PM - 3:30 PM	0	0	0	0	0	0	3	0	157	0	0	0	0	304	11	6
4:00 PM - 5:00 PM	0	0	0	0	0	0	3	0	146	0	0	1	0	240	11	3

	PHF	Trucks
AM	0.888	3%
MID	0.973	1%
PM	0.980	1%



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COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

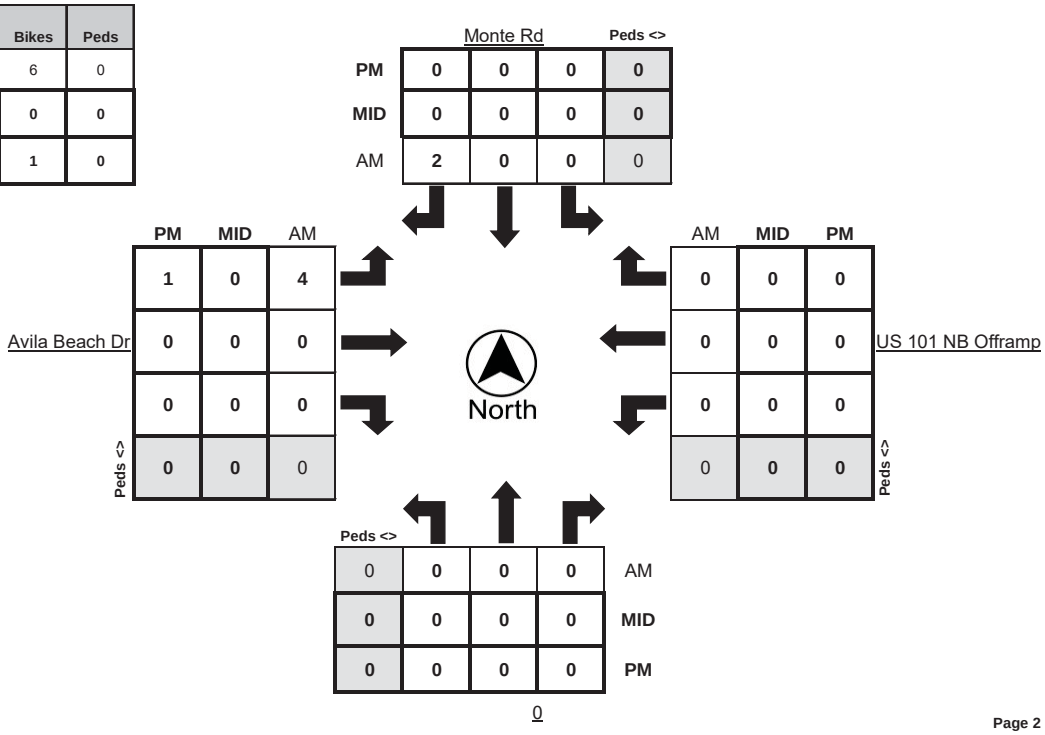
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

	Bikes	Peds
AM	6	0
MID	0	0
PM	1	0



Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ Ontario Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1961
LONGITUDE -120.7006
WEATHER Clear

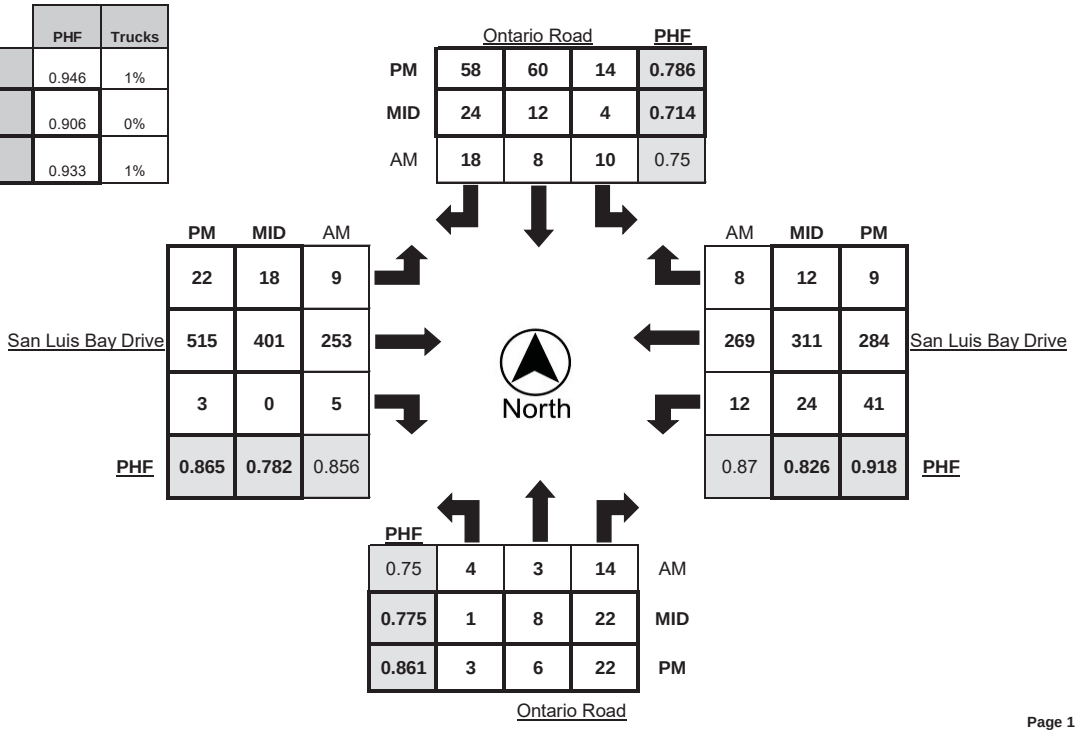
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	2	3	1	1	0	1	0	1	17	0	0	0	35	0	0
7:15 AM - 7:30 AM	0	2	2	0	0	2	2	0	1	26	1	0	1	38	4	2
7:30 AM - 7:45 AM	0	7	3	0	0	2	3	0	3	56	2	0	0	33	28	1
7:45 AM - 8:00 AM	0	8	6	0	1	2	1	0	5	57	0	1	4	47	2	0
8:00 AM - 8:15 AM	1	0	4	0	2	3	7	2	1	56	1	0	0	76	4	1
8:15 AM - 8:30 AM	1	0	2	0	5	1	4	0	1	73	4	1	2	67	0	1
8:30 AM - 8:45 AM	1	1	5	1	1	2	5	0	2	62	0	0	5	76	2	1
8:45 AM - 9:00 AM	1	2	3	0	2	2	2	0	5	62	0	0	5	50	2	0
TOTAL	**4**	**22**	**28**	**2**	**12**	**14**	**25**	**2**	**19**	**409**	**8**	**2**	**17**	**422**	**42**	**6**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	1	3	8	0	5	3	4	1	5	77	0	1	6	81	2	0
2:15 PM - 2:30 PM	0	7	6	0	1	0	9	0	5	70	0	2	2	78	3	2
2:30 PM - 2:45 PM	1	3	6	0	5	4	7	0	3	67	1	1	2	94	1	0
2:45 PM - 3:00 PM	0	2	7	0	0	3	6	0	3	72	0	0	6	94	5	0
3:00 PM - 3:15 PM	0	2	4	0	2	4	6	0	4	105	0	0	5	76	3	0
3:15 PM - 3:30 PM	1	3	6	0	0	0	5	0	4	130	0	0	5	74	3	1
3:30 PM - 3:45 PM	0	1	5	0	2	5	7	1	7	94	0	0	8	67	1	0
3:45 PM - 4:00 PM	0	2	5	0	3	2	13	0	1	88	2	1	5	67	2	1
TOTAL	**3**	**23**	**47**	**0**	**18**	**21**	**57**	**2**	**32**	**703**	**3**	**5**	**39**	**631**	**20**	**4**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	1	7	0	1	9	8	0	2	101	2	2	7	75	0	0
4:15 PM - 4:30 PM	1	1	8	0	4	14	7	0	4	102	0	0	7	75	4	2
4:30 PM - 4:45 PM	0	3	4	0	3	11	20	0	1	112	0	0	9	69	3	2
4:45 PM - 5:00 PM	2	1	6	0	5	10	14	1	7	149	0	3	7	75	2	1
5:00 PM - 5:15 PM	1	3	5	1	0	14	6	0	5	127	1	0	11	76	2	0
5:15 PM - 5:30 PM	0	1	6	0	4	22	15	0	4	136	2	0	7	60	3	0
5:30 PM - 5:45 PM	0	1	5	0	5	14	23	0	6	103	0	0	16	73	2	0
5:45 PM - 6:00 PM	0	2	5	0	1	2	11	0	3	84	0	0	7	66	1	0
TOTAL	**5**	**13**	**46**	**1**	**23**	**96**	**104**	**1**	**32**	**914**	**5**	**5**	**71**	**569**	**17**	**5**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	4	3	14	1	10	8	18	2	9	253	5	1	12	269	8	3
2:45 PM - 3:45 PM	1	8	22	0	4	12	24	1	18	401	0	0	24	311	12	1
4:45 PM - 5:45 PM	3	6	22	1	14	60	58	1	22	515	3	3	41	284	9	1

	PHF	Trucks
AM	0.946	1%
MID	0.906	0%
PM	0.933	1%



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San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ Ontario Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1961
LONGITUDE -120.7006
WEATHER Sunny and Clear

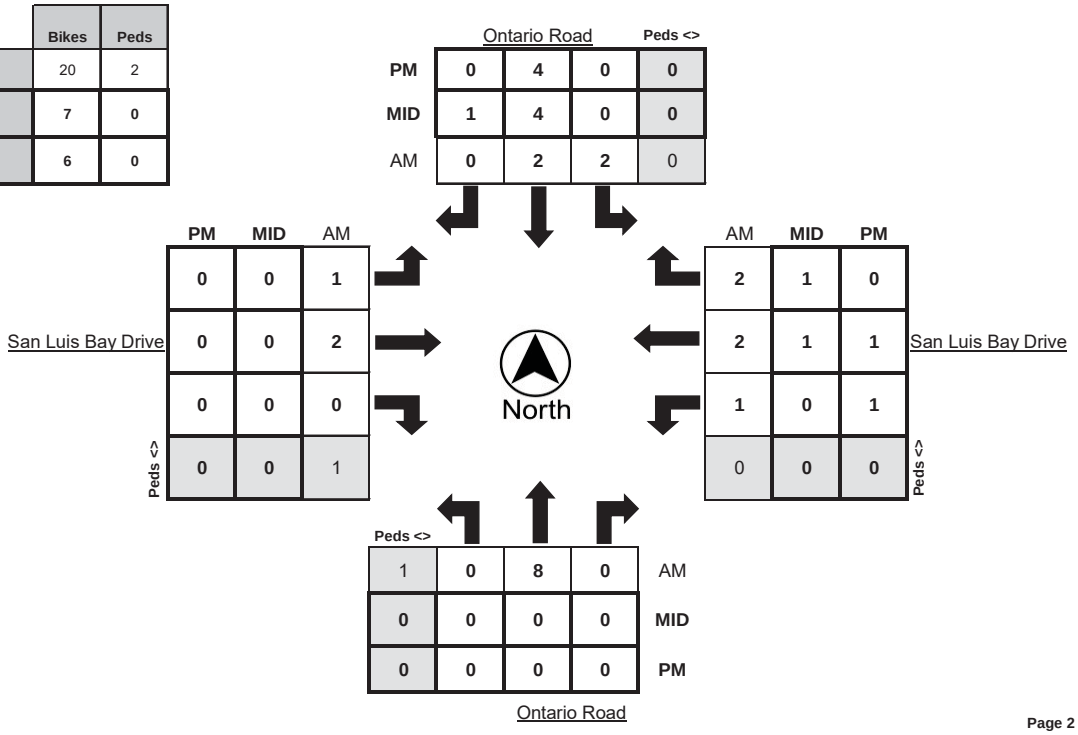
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	1	1	0	0
8:30 AM - 8:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	2	0
8:45 AM - 9:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	1	0	0
TOTAL	**0**	**11**	**0**	**0**	**3**	**5**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**2**	**3**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
3:30 PM - 3:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**1**	**0**	**0**	**1**	**5**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM - 4:30 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	1	2	2	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**0**	**0**	**0**	**1**	**11**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	8	0	0	2	2	0	1	1	2	0	0	1	2	2	1
2:45 PM - 3:45 PM	0	0	0	0	0	4	1	0	0	0	0	0	0	1	1	0
4:45 PM - 5:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0

	Bikes	Peds
AM	20	2
MID	7	0
PM	6	0



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San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ US 101 SB Ramps
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1961
LONGITUDE -120.7002
WEATHER Clear

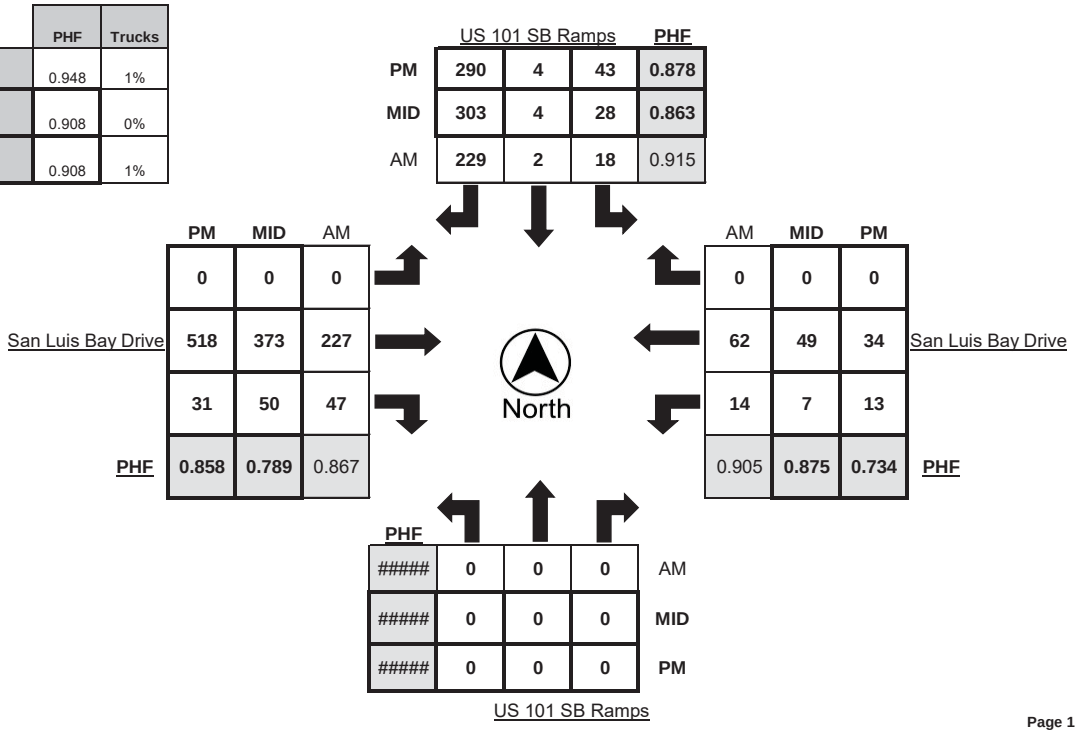
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	4	0	32	2	0	17	3	1	1	3	0	0
7:15 AM - 7:30 AM	0	0	0	0	3	2	37	3	0	22	8	0	3	6	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	33	2	0	48	11	0	2	29	0	0
7:45 AM - 8:00 AM	0	0	0	0	4	0	47	2	0	56	7	1	1	6	0	0
8:00 AM - 8:15 AM	0	0	0	0	5	0	63	2	0	52	10	1	3	18	0	0
8:15 AM - 8:30 AM	0	0	0	0	6	0	52	1	0	63	16	1	4	17	0	0
8:30 AM - 8:45 AM	0	0	0	0	6	0	60	0	0	55	11	0	2	14	0	2
8:45 AM - 9:00 AM	0	0	0	0	1	2	54	0	0	57	10	1	5	13	0	0
TOTAL	**0**	**0**	**0**	**0**	**29**	**4**	**378**	**12**	**0**	**370**	**76**	**5**	**21**	**106**	**0**	**2**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	0	0	3	0	79	0	0	82	9	2	3	11	0	0
2:15 PM - 2:30 PM	0	0	0	0	6	1	76	2	0	64	12	3	2	7	0	0
2:30 PM - 2:45 PM	0	0	0	0	5	0	86	0	0	70	7	0	0	15	0	0
2:45 PM - 3:00 PM	0	0	0	0	5	1	91	0	0	70	7	0	0	15	0	0
3:00 PM - 3:15 PM	0	0	0	0	9	2	76	1	0	90	21	0	5	11	0	0
3:15 PM - 3:30 PM	0	0	0	0	5	0	71	1	0	122	12	0	1	13	0	0
3:30 PM - 3:45 PM	0	0	0	0	9	1	65	0	0	91	10	0	1	10	0	0
3:45 PM - 4:00 PM	0	0	0	0	11	0	60	1	0	87	8	1	6	14	0	0
TOTAL	**0**	**0**	**0**	**0**	**53**	**5**	**604**	**5**	**0**	**676**	**86**	**6**	**18**	**96**	**0**	**0**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	6	1	74	0	0	95	13	2	3	9	0	1
4:15 PM - 4:30 PM	0	0	0	0	11	0	69	1	0	107	18	0	3	13	0	0
4:30 PM - 4:45 PM	0	0	0	0	6	0	67	0	0	114	5	0	1	11	0	2
4:45 PM - 5:00 PM	0	0	0	0	10	1	77	1	0	152	8	4	3	6	0	0
5:00 PM - 5:15 PM	0	0	0	0	12	1	74	0	0	127	5	0	5	11	0	1
5:15 PM - 5:30 PM	0	0	0	0	9	1	56	1	0	134	11	0	3	11	0	0
5:30 PM - 5:45 PM	0	0	0	0	12	1	83	0	0	105	7	0	2	6	0	0
5:45 PM - 6:00 PM	0	0	0	0	7	1	72	1	0	85	4	0	1	7	0	0
TOTAL	**0**	**0**	**0**	**0**	**73**	**6**	**572**	**4**	**0**	**919**	**71**	**6**	**21**	**74**	**0**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	18	2	229	3	0	227	47	3	14	62	0	2
2:45 PM - 3:45 PM	0	0	0	0	28	4	303	2	0	373	50	0	7	49	0	0
4:45 PM - 5:45 PM	0	0	0	0	43	4	290	2	0	518	31	4	13	34	0	1

	PHF	Trucks
AM	0.948	1%
MID	0.908	0%
PM	0.908	1%



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LOCATION San Luis Bay Dr @ US 101 SB Ramps
LATITUDE 35.1961
COUNTY San Luis Obispo
LONGITUDE -120.7002
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

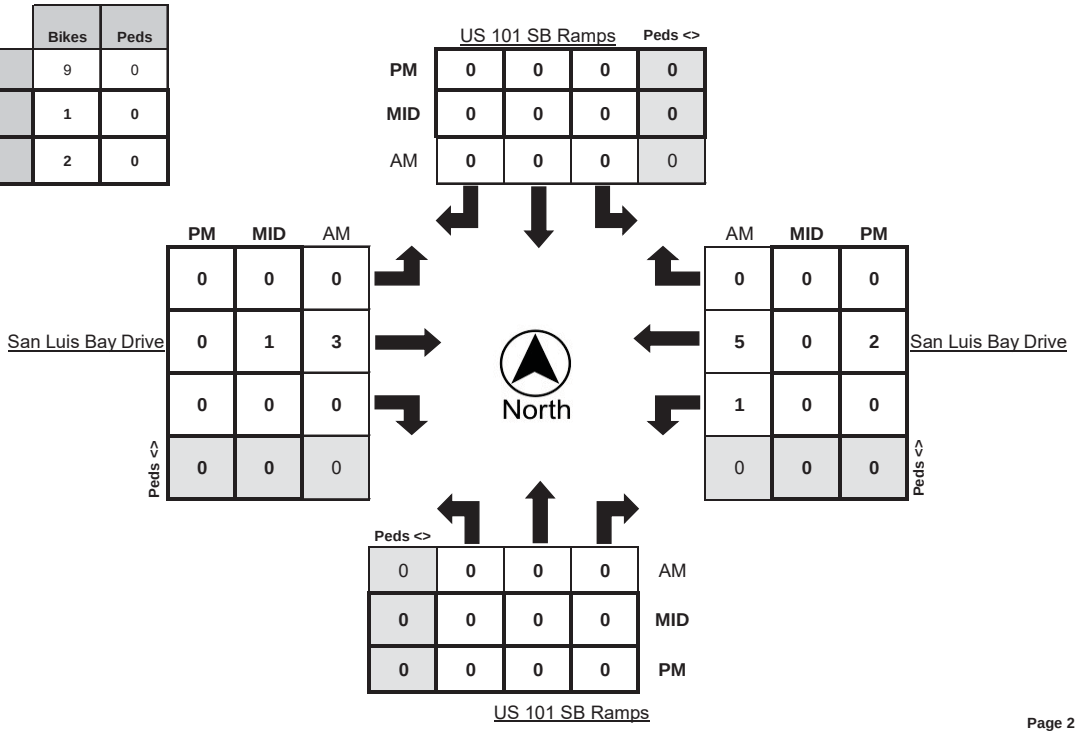
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**6**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	5	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

	Bikes	Peds
AM	9	0
MID	1	0
PM	2	0



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ US 101 NB Ramps
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1960
LONGITUDE -120.6984
WEATHER Clear

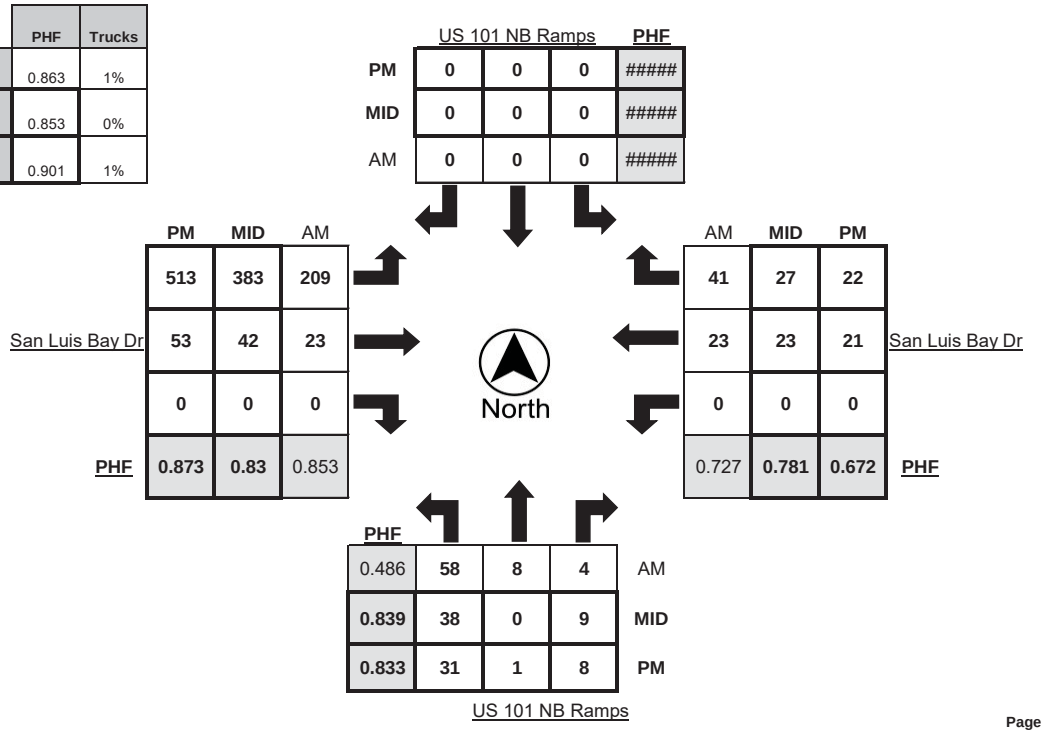
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	4	1	1	0	0	0	0	0	17	3	0	2	0	0	2	0
7:15 AM - 7:30 AM	7	0	1	0	0	0	0	0	21	4	0	0	0	2	12	0
7:30 AM - 7:45 AM	28	8	0	0	0	0	0	0	45	3	0	0	0	5	17	0
7:45 AM - 8:00 AM	3	0	1	0	0	0	0	0	58	4	0	1	0	3	13	0
8:00 AM - 8:15 AM	13	0	0	0	0	0	0	0	48	6	0	1	0	8	5	0
8:15 AM - 8:30 AM	14	0	3	0	0	0	0	0	58	10	0	0	0	7	6	0
8:30 AM - 8:45 AM	11	0	1	2	0	0	0	0	56	8	0	0	0	6	8	0
8:45 AM - 9:00 AM	8	0	1	0	0	0	0	0	55	5	0	0	0	10	8	0
TOTAL	**88**	**9**	**8**	**2**	**0**	**0**	**0**	**0**	**358**	**43**	**0**	**4**	**0**	**41**	**71**	**0**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	11	0	4	0	0	0	0	0	80	4	0	0	0	3	3	0
2:15 PM - 2:30 PM	5	1	5	0	0	0	0	0	70	3	0	3	0	4	2	0
2:30 PM - 2:45 PM	11	0	0	0	0	0	0	0	71	8	0	1	0	4	3	0
2:45 PM - 3:00 PM	7	1	2	0	0	0	0	0	68	6	0	0	0	8	4	0
3:00 PM - 3:15 PM	9	0	1	0	0	0	0	0	93	5	0	0	0	7	7	0
3:15 PM - 3:30 PM	9	0	4	0	0	0	0	0	115	13	0	0	0	5	7	0
3:30 PM - 3:45 PM	9	0	1	0	0	0	0	0	92	10	0	0	0	2	6	0
3:45 PM - 4:00 PM	11	0	3	0	0	0	0	0	83	14	0	0	0	9	7	0
TOTAL	**72**	**2**	**20**	**0**	**0**	**0**	**0**	**0**	**672**	**63**	**0**	**4**	**0**	**42**	**39**	**0**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	8	1	3	0	0	0	0	0	89	6	0	1	0	4	9	0
4:15 PM - 4:30 PM	11	0	4	0	0	0	0	0	107	13	0	0	0	5	5	0
4:30 PM - 4:45 PM	8	1	1	1	0	0	0	0	117	5	0	0	0	4	4	1
4:45 PM - 5:00 PM	6	0	3	0	0	0	0	0	143	19	0	2	0	3	6	0
5:00 PM - 5:15 PM	8	0	1	0	0	0	0	0	122	16	0	1	0	9	7	1
5:15 PM - 5:30 PM	9	0	3	0	0	0	0	0	131	13	0	0	0	5	5	0
5:30 PM - 5:45 PM	7	0	1	0	0	0	0	0	99	14	0	0	0	1	2	0
5:45 PM - 6:00 PM	4	0	1	0	0	0	0	0	85	11	0	0	0	4	3	0
TOTAL	**61**	**2**	**17**	**1**	**0**	**0**	**0**	**0**	**893**	**97**	**0**	**4**	**0**	**35**	**41**	**2**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	58	8	4	0	0	0	0	0	209	23	0	2	0	23	41	0
3:00 PM - 4:00 PM	38	0	9	0	0	0	0	0	383	42	0	0	0	23	27	0
4:30 PM - 5:30 PM	31	1	8	1	0	0	0	0	513	53	0	3	0	21	22	2

	PHF	Trucks
AM	0.863	1%
MID	0.853	0%
PM	0.901	1%



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Turning Movement Report

Prepared For:

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San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ US 101 NB Ramps
LATITUDE 35.1960
COUNTY San Luis Obispo
LONGITUDE -120.6984
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

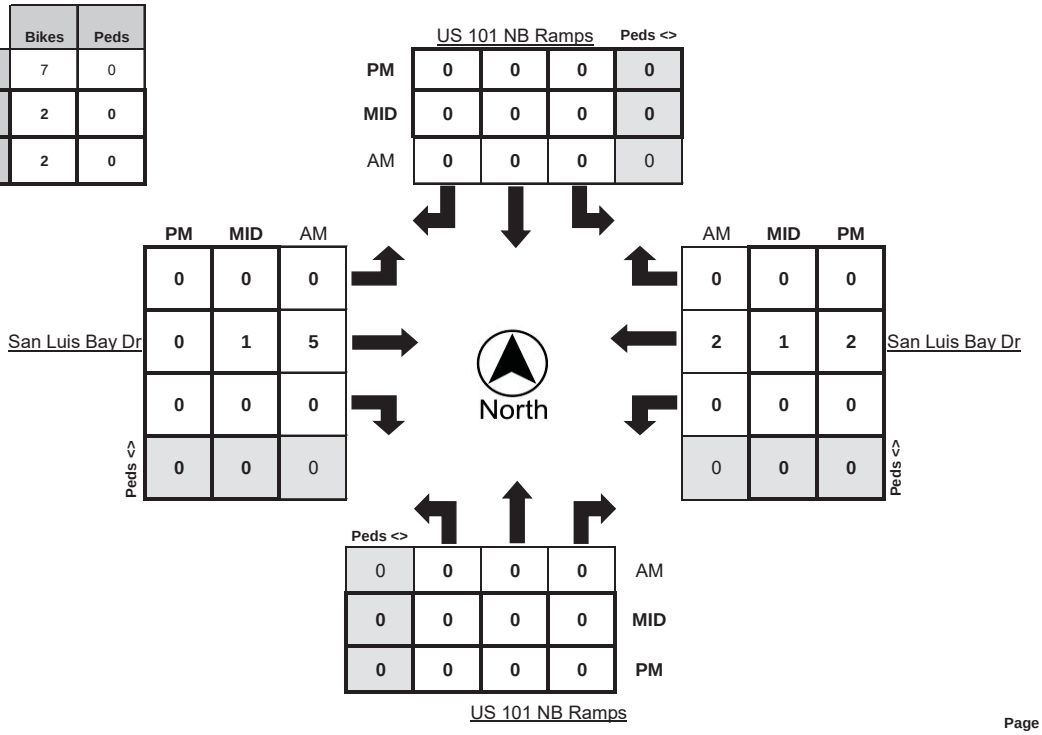
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**6**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

	Bikes	Peds
AM	7	0
MID	2	0
PM	2	0



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

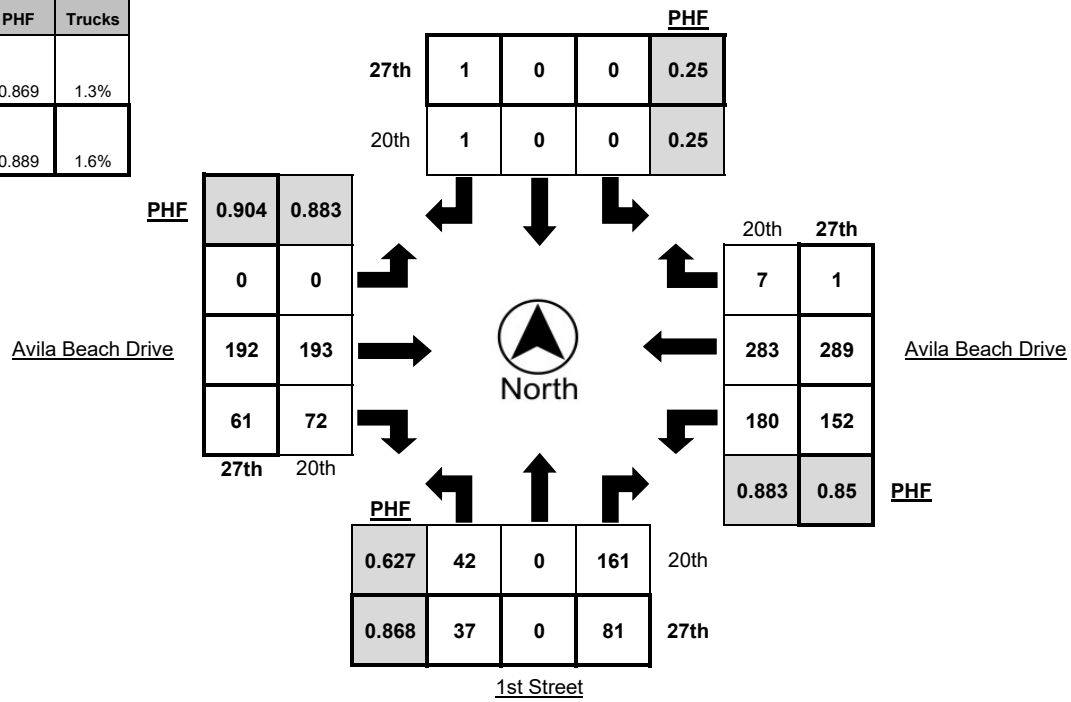
LOCATION Avila Beach Drive @ 1st Street
LATITUDE 35.180521°
COUNTY San Luis Obispo
LONGITUDE -120.735948°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (8/20/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	6	0	17	0	0	0	1	0	0	47	15	2	82	54	0	3
11:15 AM - 11:30 AM	12	0	18	0	0	0	0	0	0	52	20	4	48	85	3	5
11:30 AM - 11:45 AM	8	0	23	1	0	0	1	0	0	34	16	0	39	59	1	3
11:45 AM - 12:00 PM	10	0	71	0	0	0	0	0	0	45	24	2	52	67	1	0
12:00 PM - 12:15 PM	13	0	24	0	0	0	0	0	0	46	15	1	36	75	0	2
12:15 PM - 12:30 PM	8	0	35	0	0	0	0	0	0	46	14	1	43	60	3	3
12:30 PM - 12:45 PM	11	0	31	0	0	0	1	0	0	56	19	1	49	81	3	2
12:45 PM - 1:00 PM	15	1	29	1	0	0	0	0	1	73	17	2	57	69	1	1
TOTAL	**83**	**1**	**248**	**2**	**0**	**0**	**3**	**0**	**1**	**399**	**140**	**13**	**406**	**550**	**12**	**19**

	Northbound				Southbound				Eastbound				Westbound			
Time (8/27/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	7	0	18	0	0	0	1	0	0	40	13	1	31	46	0	0
11:15 AM - 11:30 AM	9	0	15	0	0	0	1	0	0	38	15	1	32	52	1	1
11:30 AM - 11:45 AM	9	0	13	0	0	0	0	0	0	58	15	1	41	57	0	0
11:45 AM - 12:00 PM	15	0	18	0	0	0	0	0	0	31	19	0	36	54	0	0
12:00 PM - 12:15 PM	10	0	24	0	0	0	0	0	0	47	13	2	31	69	0	1
12:15 PM - 12:30 PM	9	0	20	0	0	0	0	0	0	49	21	1	56	74	0	1
12:30 PM - 12:45 PM	12	0	18	1	0	0	1	0	0	56	14	0	37	76	1	3
12:45 PM - 1:00 PM	6	0	19	0	0	0	0	0	0	40	13	2	28	70	0	2
TOTAL	**77**	**0**	**145**	**1**	**0**	**0**	**3**	**0**	**0**	**359**	**123**	**8**	**292**	**498**	**2**	**8**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:45 AM - 12:45 PM	42	0	161	0	0	0	1	0	0	193	72	5	180	283	7	7
12:00 PM - 1:00 PM	37	0	81	1	0	0	1	0	0	192	61	5	152	289	1	7

	PHF	Trucks
Sat - 8/20/16	0.869	1.3%
Sat - 8/27/16	0.889	1.6%



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Turning Movement Report

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895 Napa Avenue, Suite A-6
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LOCATION Avila Beach Drive @ 1st Street
LATITUDE 35.180521°
COUNTY San Luis Obispo
LONGITUDE -120.735948°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/20/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	4	0	2	26	0	0	0	0	0	1	2	3	8	3	0	12
11:15 AM - 11:30 AM	0	0	0	17	0	0	0	13	0	3	0	5	10	4	0	15
11:30 AM - 11:45 AM	3	0	0	30	0	0	0	7	0	1	2	3	11	1	0	25
11:45 AM - 12:00 PM	3	0	0	30	0	0	0	3	0	0	2	0	7	1	0	20
12:00 PM - 12:15 PM	14	0	0	28	0	0	0	6	0	1	0	2	5	3	0	22
12:15 PM - 12:30 PM	1	0	0	16	0	0	0	5	0	1	0	3	7	5	0	13
12:30 PM - 12:45 PM	11	0	0	35	0	0	0	3	0	2	0	2	0	1	0	17
12:45 PM - 1:00 PM	3	0	3	27	0	0	0	11	0	1	0	1	4	1	0	31
TOTAL	**39**	**0**	**5**	**209**	**0**	**0**	**0**	**48**	**0**	**10**	**6**	**19**	**52**	**19**	**0**	**155**

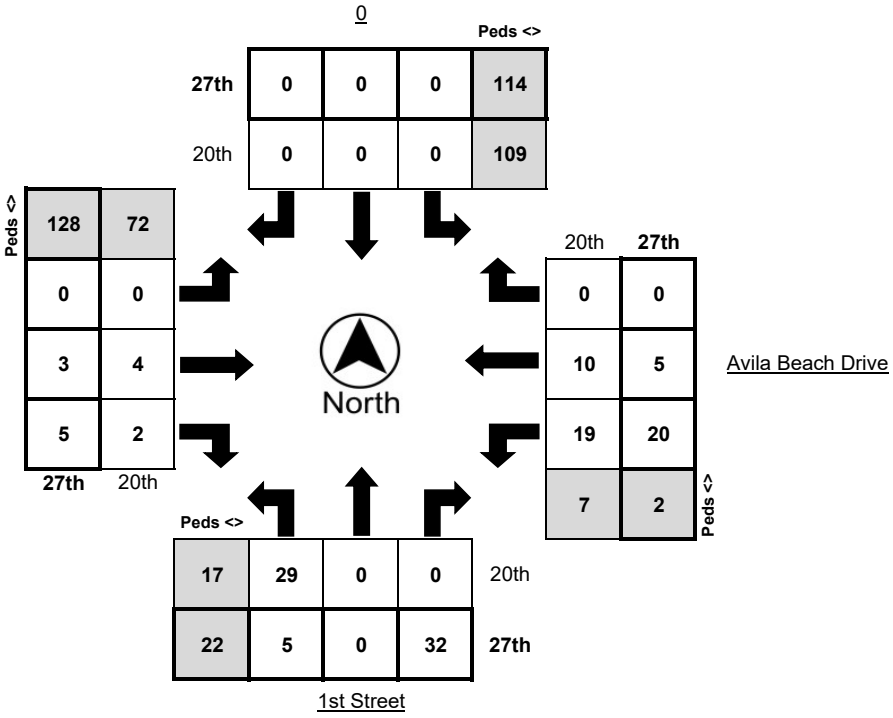
*NOTE: Volumes modified from original count sheet. N. and S. Leg Peds were reversed.

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/27/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	6	31	0	0	0	15	0	0	0	0	2	1	0	21
11:15 AM - 11:30 AM	0	0	11	18	0	0	0	5	0	3	5	0	13	2	0	16
11:30 AM - 11:45 AM	0	0	14	33	0	0	0	2	0	0	1	1	14	3	0	31
11:45 AM - 12:00 PM	6	0	12	15	0	0	0	7	0	2	2	0	15	5	0	23
12:00 PM - 12:15 PM	0	0	15	35	0	0	0	4	0	1	3	2	6	1	0	42
12:15 PM - 12:30 PM	3	0	2	20	0	0	0	7	0	1	1	0	6	1	0	35
12:30 PM - 12:45 PM	2	0	5	38	0	0	0	7	0	0	0	0	4	3	0	24
12:45 PM - 1:00 PM	0	0	10	21	0	0	0	4	0	1	1	0	4	0	0	27
TOTAL	**11**	**0**	**75**	**211**	**0**	**0**	**0**	**51**	**0**	**8**	**13**	**3**	**64**	**16**	**0**	**219**

*NOTE: Volumes modified from original count sheet. N. and S. Leg Peds were reversed.

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:45 AM - 12:45 PM	29	0	0	109	0	0	0	17	0	4	2	7	19	10	0	72
12:00 PM - 1:00 PM	5	0	32	114	0	0	0	22	0	3	5	2	20	5	0	128

	Bikes	Peds
Sat - 8/27/16	64	205
SAT Peak Total	**70**	**266**



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

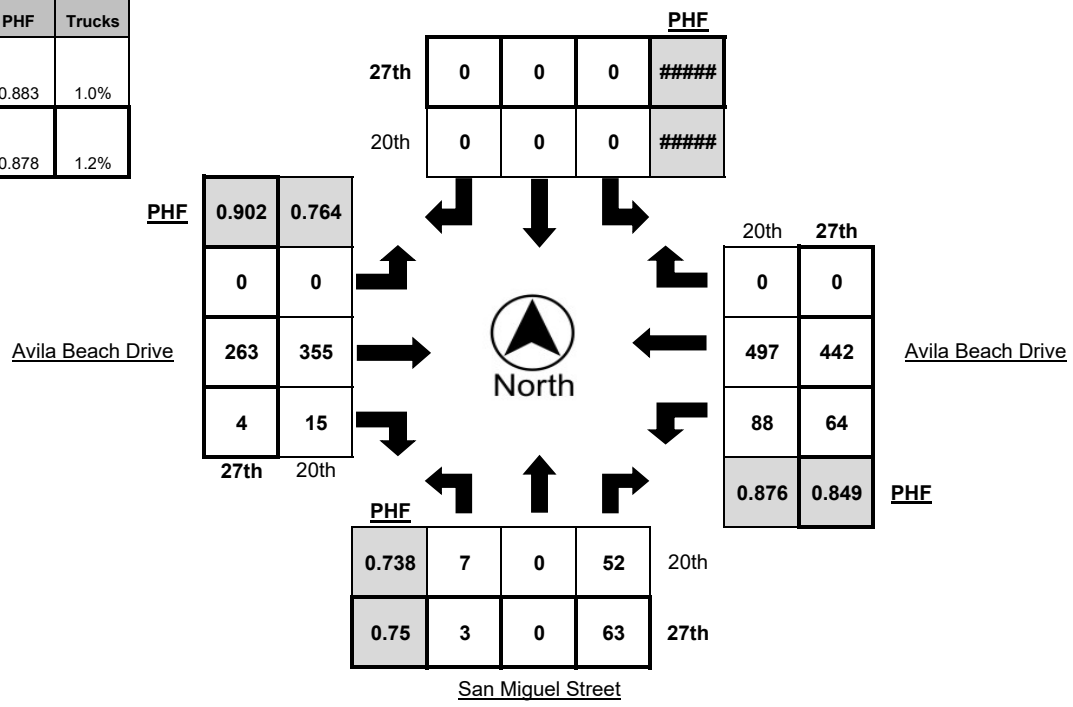
LOCATION Avila Beach Drive @ San Miguel Street
LATITUDE 35.182089°
COUNTY San Luis Obispo
LONGITUDE -120.732719°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (8/20/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	7	0	0	0	0	0	0	64	0	1	13	141	0	3
11:15 AM - 11:30 AM	3	0	20	0	0	0	0	0	0	58	2	0	26	130	0	4
11:30 AM - 11:45 AM	0	0	24	1	0	0	0	0	0	56	1	2	25	107	0	1
11:45 AM - 12:00 PM	3	0	17	0	0	0	0	0	0	116	5	1	17	129	0	1
12:00 PM - 12:15 PM	3	0	8	0	0	0	0	0	0	66	3	2	27	122	0	0
12:15 PM - 12:30 PM	0	0	9	0	0	0	0	0	0	85	2	2	19	104	0	2
12:30 PM - 12:45 PM	1	0	18	0	0	0	0	0	0	88	5	1	25	142	0	1
12:45 PM - 1:00 PM	1	0	25	1	0	0	0	0	0	102	1	3	27	131	0	0
TOTAL	**11**	**0**	**128**	**2**	**0**	**0**	**0**	**0**	**0**	**635**	**19**	**12**	**179**	**1006**	**0**	**12**

	Northbound				Southbound				Eastbound				Westbound			
Time (8/27/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	2	0	15	0	0	0	0	0	0	63	1	0	12	78	0	1
11:15 AM - 11:30 AM	1	0	13	0	0	0	0	0	0	47	0	1	14	82	0	1
11:30 AM - 11:45 AM	0	0	15	0	0	0	0	0	0	66	2	1	19	97	0	0
11:45 AM - 12:00 PM	2	0	9	0	0	0	0	0	0	53	1	0	8	97	0	0
12:00 PM - 12:15 PM	0	0	15	0	0	0	0	0	0	64	1	2	18	103	0	1
12:15 PM - 12:30 PM	1	0	15	0	0	0	0	0	0	74	0	1	19	130	0	1
12:30 PM - 12:45 PM	2	0	20	0	0	0	0	0	0	65	3	0	15	108	0	1
12:45 PM - 1:00 PM	0	0	13	0	0	0	0	0	0	60	0	0	12	101	0	4
TOTAL	**8**	**0**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**492**	**8**	**5**	**117**	**796**	**0**	**9**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:45 AM - 12:45 PM	7	0	52	0	0	0	0	0	0	355	15	6	88	497	0	4
12:00 PM - 1:00 PM	3	0	63	0	0	0	0	0	0	263	4	3	64	442	0	7

	PHF	Trucks
Sat - 8/20/16	0.883	1.0%
Sat - 8/27/16	0.878	1.2%



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Prepared For:
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Morro Bay, CA 93442

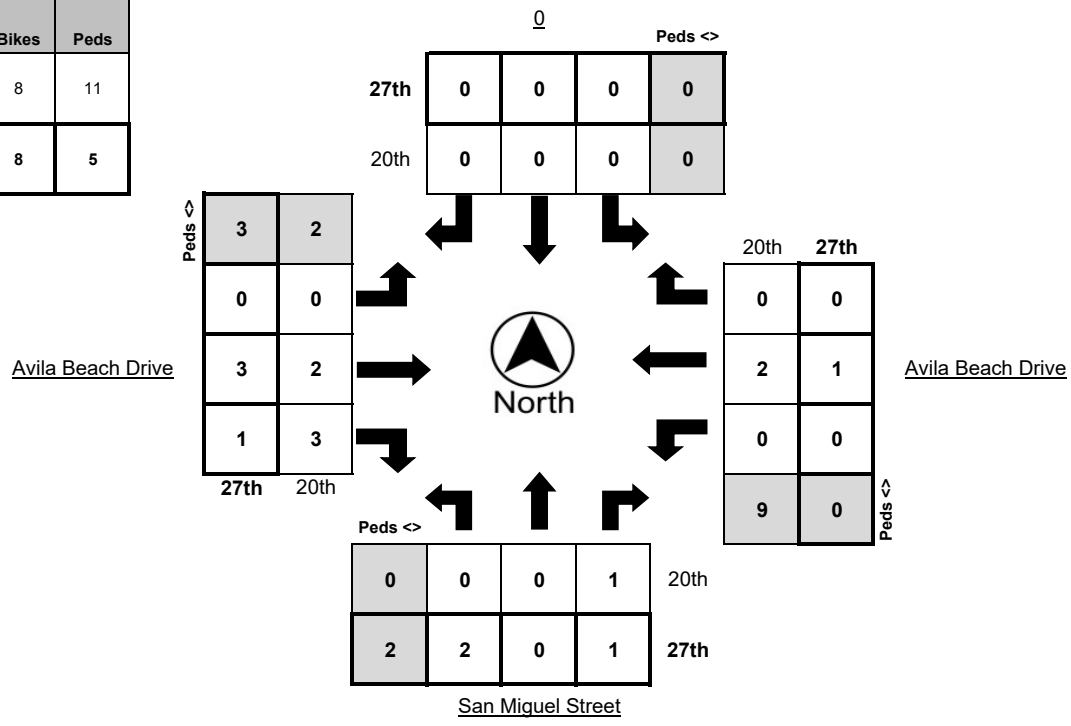
LOCATION Avila Beach Drive @ San Miguel Street
LATITUDE 35.182089°
COUNTY San Luis Obispo
LONGITUDE -120.732719°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/20/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	2
11:30 AM - 11:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
11:45 AM - 12:00 PM	0	0	1	0	0	0	0	0	0	0	0	9	0	1	0	1
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**3**	**10**	**0**	**4**	**0**	**6**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/27/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	1
11:15 AM - 11:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:45 AM - 12:00 PM	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	1
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 PM - 12:45 PM	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
TOTAL	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**4**	**0**	**6**	**1**	**1**	**1**	**1**	**0**	**4**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:45 AM - 12:45 PM	0	0	1	0	0	0	0	0	0	2	3	9	0	2	0	2
12:00 PM - 1:00 PM	2	0	1	0	0	0	0	2	0	3	1	0	0	1	0	3

	Bikes	Peds
Sat - 8/20/16	8	11
Sat - 8/27/16	**8**	**5**



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

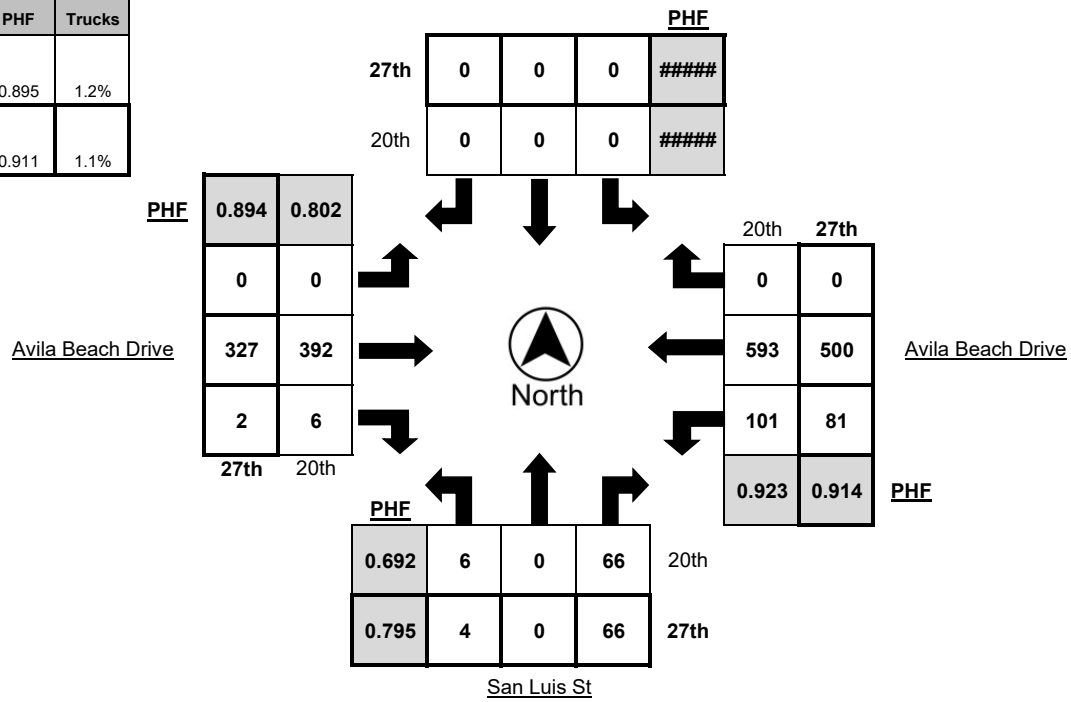
LOCATION Avila Beach Drive @ San Luis St
LATITUDE 35.180679°
COUNTY San Luis Obispo
LONGITUDE -120.727424°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (8/20/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	14	0	0	0	0	0	0	77	1	2	18	155	0	4
11:15 AM - 11:30 AM	1	0	24	0	0	0	0	0	0	80	2	1	26	156	0	4
11:30 AM - 11:45 AM	0	0	23	0	0	0	0	0	0	78	1	2	26	132	0	2
11:45 AM - 12:00 PM	1	0	18	0	0	0	0	0	0	129	0	2	23	142	0	1
12:00 PM - 12:15 PM	1	0	11	0	0	0	0	0	0	81	0	1	20	145	0	3
12:15 PM - 12:30 PM	1	0	15	0	0	0	0	0	0	84	2	1	27	131	0	3
12:30 PM - 12:45 PM	2	0	24	0	0	0	0	0	0	105	2	2	26	162	0	0
12:45 PM - 1:00 PM	2	0	16	0	0	0	0	0	0	122	2	4	28	155	0	0
TOTAL	**8**	**0**	**145**	**0**	**0**	**0**	**0**	**0**	**0**	**756**	**10**	**15**	**194**	**1178**	**0**	**17**

	Northbound				Southbound				Eastbound				Westbound			
Time (8/27/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	19	0	0	0	0	0	0	76	0	0	14	89	0	1
11:15 AM - 11:30 AM	0	0	27	0	0	0	0	0	0	62	0	1	25	96	0	1
11:30 AM - 11:45 AM	0	0	25	0	0	0	0	0	0	83	0	1	21	119	0	0
11:45 AM - 12:00 PM	0	0	21	0	0	0	0	0	0	59	0	0	27	104	0	0
12:00 PM - 12:15 PM	1	0	21	0	0	0	0	0	0	78	1	2	13	127	0	1
12:15 PM - 12:30 PM	1	0	17	0	0	0	0	0	0	92	0	1	15	144	0	1
12:30 PM - 12:45 PM	0	0	22	0	0	0	0	0	0	82	1	0	23	123	0	3
12:45 PM - 1:00 PM	2	0	6	1	0	0	0	0	0	75	0	0	30	106	0	2
TOTAL	**4**	**0**	**158**	**1**	**0**	**0**	**0**	**0**	**0**	**607**	**2**	**5**	**168**	**908**	**0**	**9**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	6	0	66	0	0	0	0	0	0	392	6	8	101	593	0	6
12:00 PM - 1:00 PM	4	0	66	1	0	0	0	0	0	327	2	3	81	500	0	7

	PHF	Trucks
Sat - 8/20/16	0.895	1.2%
Sat - 8/27/16	0.911	1.1%



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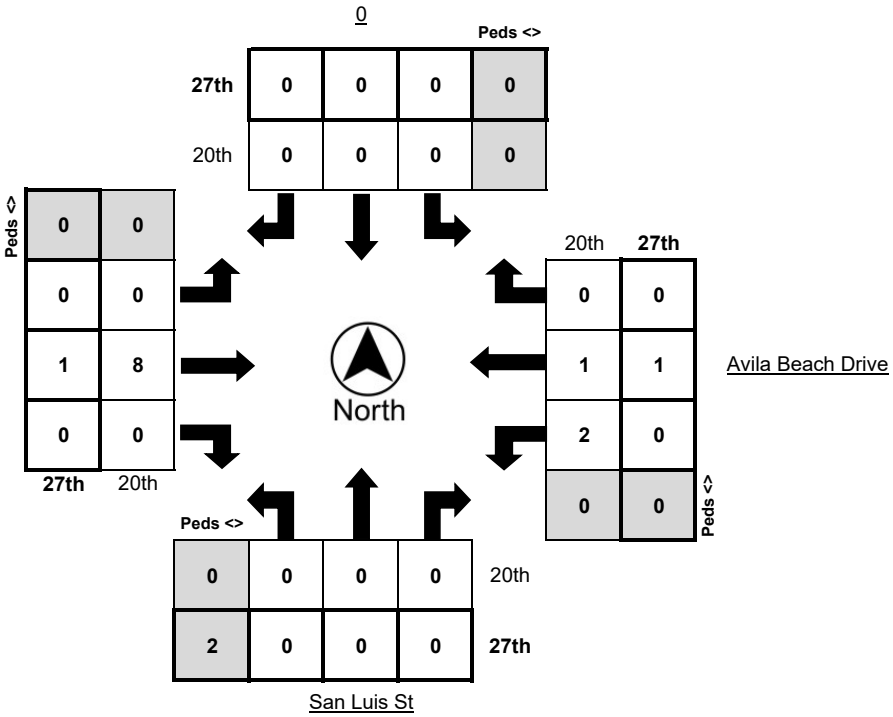
LOCATION Avila Beach Drive @ San Luis St
LATITUDE 35.180679°
COUNTY San Luis Obispo
LONGITUDE -120.727424°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/20/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	3	0	2	0	2	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**2**	**2**	**5**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/27/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	2	1	0	0
12:00 PM - 1:00 PM	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	0

	Bikes	Peds
Sat - 8/20/16	11	0
Sat - 8/27/16	2	2



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LOCATION Avila Beach Drive @ San Luis Bay Drive
LATITUDE 35.187856°
COUNTY San Luis Obispo
LONGITUDE -120.719029°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

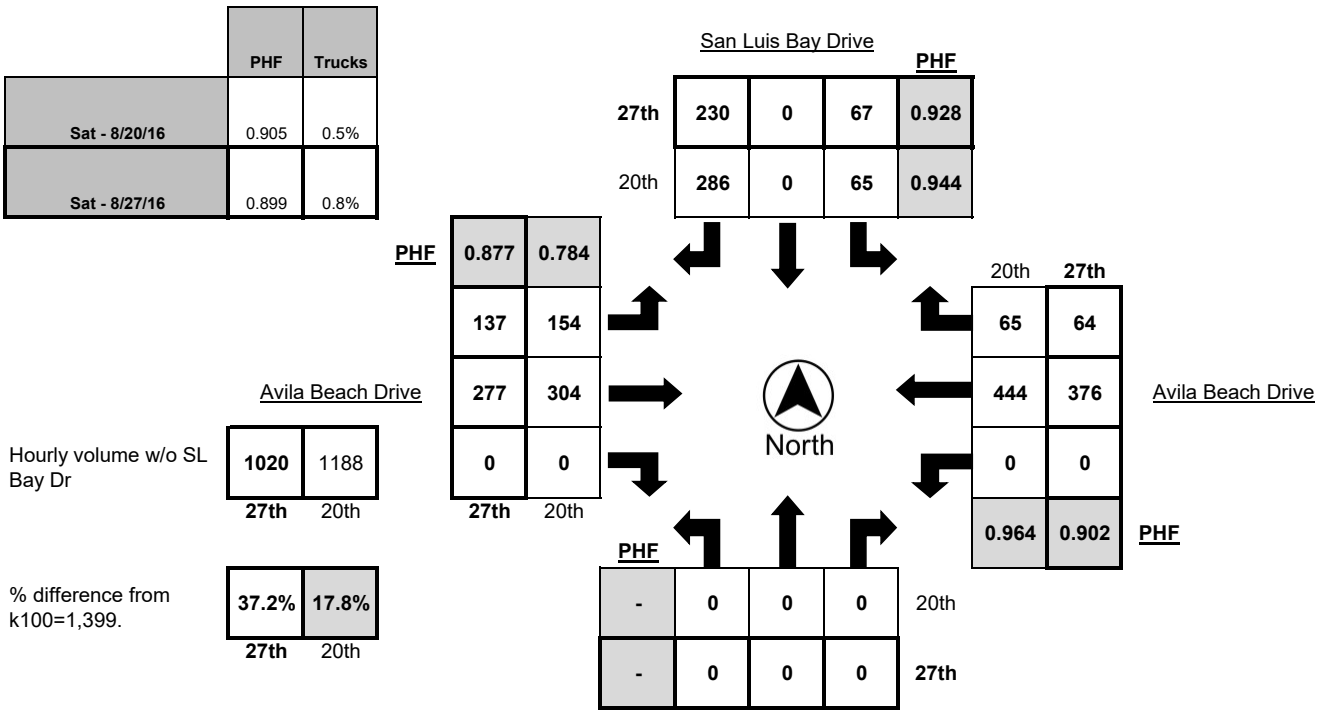
	Northbound				Southbound				Eastbound				Westbound			
Time (8/20/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left***	**Thru**	**Right***	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	0	0	12	0	107	3	32	61	0	3	0	80	8	1
11:15 AM - 11:30 AM	0	0	0	0	20	0	67	1	33	68	0	0	0	116	11	3
11:30 AM - 11:45 AM	0	0	0	0	11	0	70	2	30	72	0	2	0	92	16	1
11:45 AM - 12:00 PM	0	0	0	0	7	0	70	0	35	111	0	3	0	100	17	0
12:00 PM - 12:15 PM	0	0	0	0	16	0	74	1	37	53	0	1	0	97	22	0
12:15 PM - 12:30 PM	0	0	0	0	20	0	59	1	43	60	0	0	0	112	17	1
12:30 PM - 12:45 PM	0	0	0	0	18	0	75	0	30	89	0	1	0	120	12	0
12:45 PM - 1:00 PM	0	0	0	0	11	0	78	0	44	102	0	2	0	115	14	0
TOTAL	**0**	**0**	**0**	**0**	**115**	**0**	**600**	**8**	**284**	**616**	**0**	**12**	**0**	**832**	**117**	**6**

*NOTE: Volumes modified from original count sheet based on adjacent intersection counts. Left and right turn volumes were reversed.

	Northbound				Southbound				Eastbound				Westbound			
Time (8/27/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	0	0	13	0	43	1	35	69	0	1	0	68	9	2
11:15 AM - 11:30 AM	0	0	0	0	12	0	53	0	32	48	0	0	0	83	9	0
11:30 AM - 11:45 AM	0	0	0	0	20	0	49	0	41	65	0	3	0	97	11	0
11:45 AM - 12:00 PM	0	0	0	0	21	0	53	1	38	54	0	0	0	89	11	0
12:00 PM - 12:15 PM	0	0	0	0	22	0	50	2	22	68	0	0	0	85	18	0
12:15 PM - 12:30 PM	0	0	0	0	14	0	66	0	34	84	0	2	0	106	16	0
12:30 PM - 12:45 PM	0	0	0	0	10	0	61	2	43	71	0	1	0	96	19	1
12:45 PM - 1:00 PM	0	0	0	0	12	0	58	2	19	61	0	1	0	80	16	1
TOTAL	**0**	**0**	**0**	**0**	**124**	**0**	**433**	**8**	**264**	**520**	**0**	**8**	**0**	**704**	**109**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	0	0	0	286	0	65	2	154	304	0	4	0	444	65	1
11:45 AM - 12:45 PM	0	0	0	0	67	0	230	5	137	277	0	3	0	376	64	1

	PHF	Trucks
Sat - 8/20/16	0.905	0.5%
Sat - 8/27/16	0.899	0.8%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

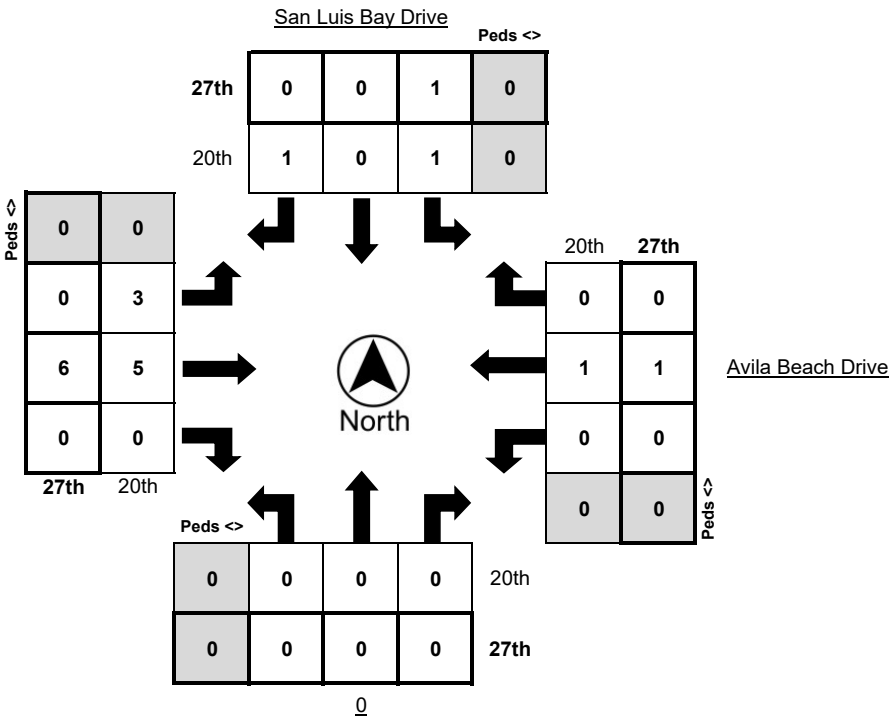
LOCATION Avila Beach Drive @ San Luis Bay Drive
LATITUDE 35.187856°
COUNTY San Luis Obispo
LONGITUDE -120.719029°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/20/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
12:15 PM - 12:30 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**6**	**11**	**0**	**0**	**0**	**2**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/27/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00 PM - 1:00 PM	0	0	0	0	1	0	1	0	3	5	0	0	0	1	0	0
11:45 AM - 12:45 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	1	0	0

	Bikes	Peds
Sat - 8/20/16	11	0
Sat - 8/27/16	8	0



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

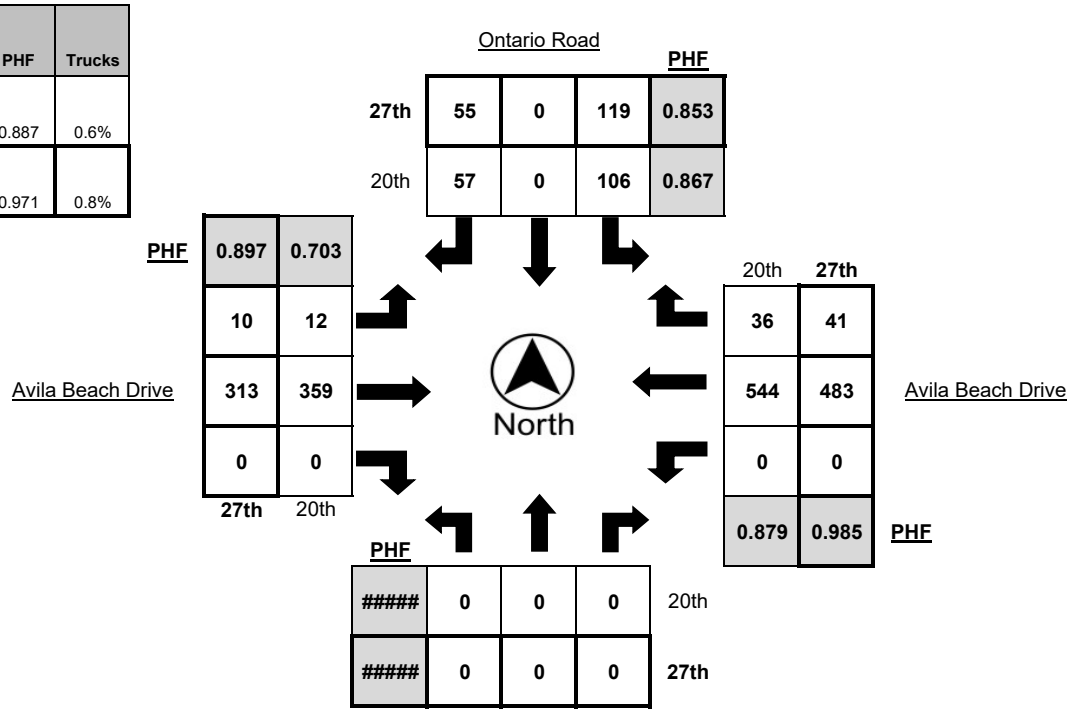
LOCATION Avila Beach Drive @ Ontario Road
LATITUDE 35.181078°
COUNTY San Luis Obispo
LONGITUDE -120.704191°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (8/20/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	0	0	25	0	11	3	1	69	0	1	0	102	10	1
11:15 AM - 11:30 AM	0	0	0	0	24	0	16	0	3	71	0	0	0	138	9	1
11:30 AM - 11:45 AM	0	0	0	0	32	0	14	1	3	75	0	0	0	110	14	0
11:45 AM - 12:00 PM	0	0	0	0	24	0	14	0	1	131	0	2	0	136	8	0
12:00 PM - 12:15 PM	0	0	0	0	26	0	14	1	2	62	0	0	0	124	12	1
12:15 PM - 12:30 PM	0	0	0	0	30	0	17	1	4	67	0	0	0	126	9	1
12:30 PM - 12:45 PM	0	0	0	0	26	0	12	1	5	99	0	0	0	158	7	0
12:45 PM - 1:00 PM	0	0	0	0	15	0	8	0	5	107	0	0	0	140	16	3
TOTAL	**0**	**0**	**0**	**0**	**202**	**0**	**106**	**7**	**24**	**681**	**0**	**3**	**0**	**1034**	**85**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time (8/27/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	0	0	20	0	9	1	2	78	0	0	0	87	14	1
11:15 AM - 11:30 AM	0	0	0	0	17	0	10	0	3	64	0	0	0	108	14	0
11:30 AM - 11:45 AM	0	0	0	0	26	0	11	1	1	93	0	0	0	115	13	0
11:45 AM - 12:00 PM	0	0	0	0	26	0	13	0	3	68	0	0	0	121	8	0
12:00 PM - 12:15 PM	0	0	0	0	33	0	8	0	3	81	0	0	0	120	12	2
12:15 PM - 12:30 PM	0	0	0	0	27	0	16	0	4	86	0	3	0	120	10	0
12:30 PM - 12:45 PM	0	0	0	0	33	0	18	1	0	78	0	0	0	122	11	2
12:45 PM - 1:00 PM	0	0	0	0	23	0	14	1	1	67	0	0	0	118	6	5
TOTAL	**0**	**0**	**0**	**0**	**205**	**0**	**99**	**4**	**17**	**615**	**0**	**3**	**0**	**911**	**88**	**10**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:45 AM - 12:45 PM	0	0	0	0	106	0	57	3	12	359	0	2	0	544	36	2
11:45 AM - 12:45 PM	0	0	0	0	119	0	55	1	10	313	0	3	0	483	41	4

	PHF	Trucks
Sat - 8/20/16	0.887	0.6%
Sat - 8/27/16	0.971	0.8%



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Turning Movement Report

Prepared For:
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895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

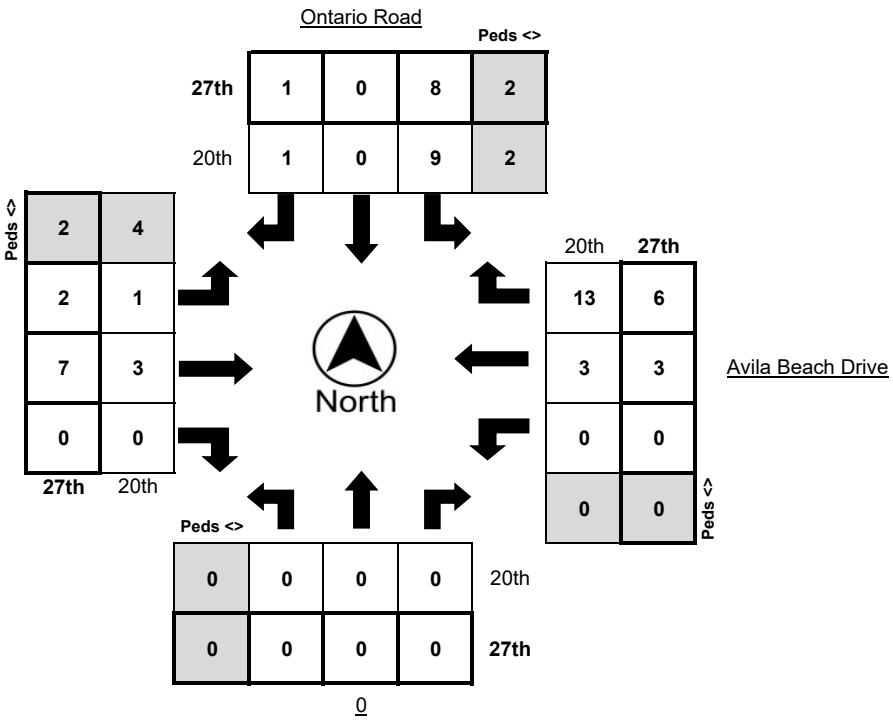
LOCATION Avila Beach Drive @ Ontario Road
LATITUDE 35.181078°
COUNTY San Luis Obispo
LONGITUDE -120.704191°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/20/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0
11:15 AM - 11:30 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	3	0
11:30 AM - 11:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4
12:00 PM - 12:15 PM	0	0	0	2	6	0	0	0	0	0	0	0	0	0	3	0
12:15 PM - 12:30 PM	0	0	0	0	2	0	1	0	1	2	0	0	0	2	2	0
12:30 PM - 12:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**2**	**12**	**0**	**2**	**0**	**1**	**8**	**0**	**0**	**0**	**8**	**16**	**4**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/27/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	0	0	4	0	1	0	0	1	0	0	0	0	0	1
11:15 AM - 11:30 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	1
11:30 AM - 11:45 AM	0	0	0	0	2	0	5	0	0	3	0	0	0	0	1	0
11:45 AM - 12:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0
12:00 PM - 12:15 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	0	2	0
12:15 PM - 12:30 PM	0	0	0	2	2	0	1	0	1	1	0	0	0	0	4	2
12:30 PM - 12:45 PM	0	0	0	0	4	0	0	0	1	0	0	0	0	2	0	0
12:45 PM - 1:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**0**	**0**	**0**	**2**	**21**	**0**	**8**	**0**	**2**	**11**	**0**	**0**	**0**	**3**	**7**	**5**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:45 AM - 12:45 PM	0	0	0	2	9	0	1	0	1	3	0	0	0	3	13	4
11:45 AM - 12:45 PM	0	0	0	2	8	0	1	0	2	7	0	0	0	3	6	2

	Bikes	Peds
Sat - 8/20/16	30	6
Sat - 8/27/16	27	4



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

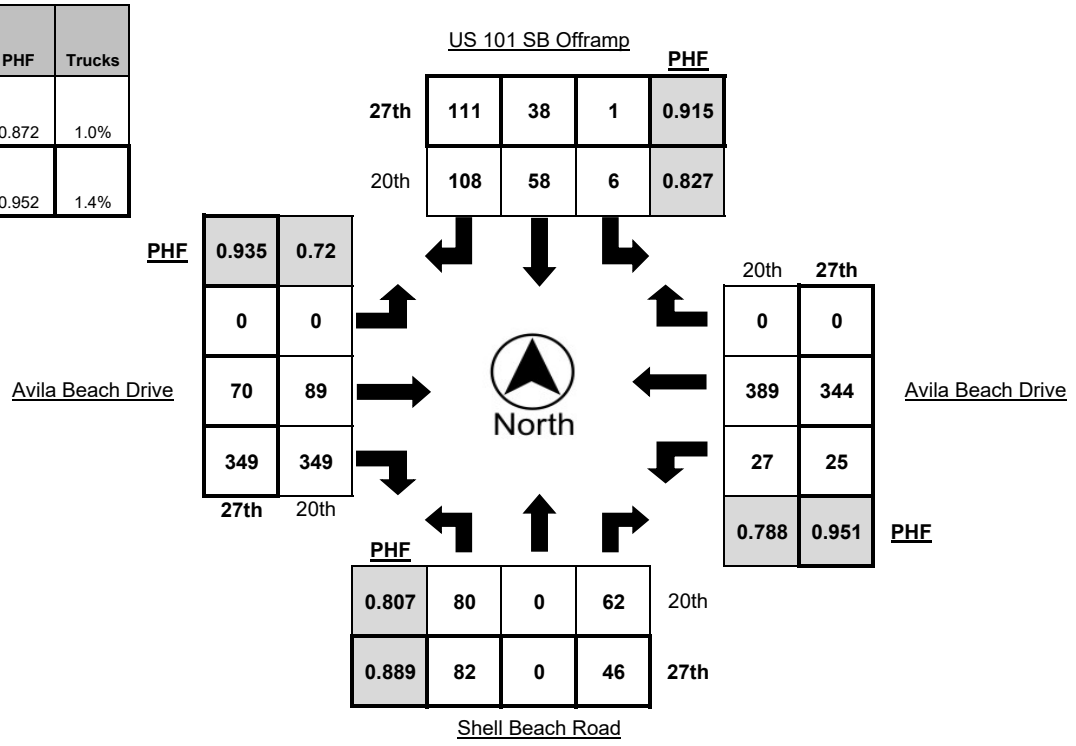
LOCATION Avila Beach Drive @ US 101 SB Off / Shell Beach R
LATITUDE 35.179772°
COUNTY San Luis Obispo
LONGITUDE -120.700475°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (8/20/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	14	0	20	0	0	11	23	0	0	25	68	4	5	78	0	1
11:15 AM - 11:30 AM	19	0	14	0	4	14	34	1	0	21	72	1	5	87	0	0
11:30 AM - 11:45 AM	23	0	21	1	1	9	19	0	0	27	84	2	12	120	0	1
11:45 AM - 12:00 PM	18	0	15	0	0	20	27	0	0	26	126	2	6	97	0	2
12:00 PM - 12:15 PM	20	0	12	0	1	15	28	0	0	15	67	1	4	85	0	1
12:15 PM - 12:30 PM	25	0	5	0	0	11	33	0	0	11	83	1	1	88	0	3
12:30 PM - 12:45 PM	32	0	10	0	2	13	35	0	0	19	100	1	2	94	0	0
12:45 PM - 1:00 PM	27	0	8	0	1	11	31	0	0	18	106	1	2	94	0	3
TOTAL	**178**	**0**	**105**	**1**	**9**	**104**	**230**	**1**	**0**	**162**	**706**	**13**	**37**	**743**	**0**	**11**

	Northbound				Southbound				Eastbound				Westbound			
Time (8/27/16)	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	12	0	11	0	1	6	20	0	0	18	78	2	5	64	0	1
11:15 AM - 11:30 AM	21	0	7	0	1	9	22	0	0	18	66	0	4	95	0	0
11:30 AM - 11:45 AM	21	0	1	0	0	6	27	0	0	18	95	1	8	84	0	0
11:45 AM - 12:00 PM	15	0	14	0	0	9	24	0	0	15	82	1	6	84	0	0
12:00 PM - 12:15 PM	26	0	9	1	0	8	33	0	0	17	95	0	5	87	0	1
12:15 PM - 12:30 PM	19	0	16	0	0	11	24	0	0	13	98	3	4	81	0	1
12:30 PM - 12:45 PM	16	0	6	0	0	8	30	3	0	22	86	1	9	88	0	0
12:45 PM - 1:00 PM	21	0	15	0	1	11	24	3	0	18	70	1	7	88	0	1
TOTAL	**151**	**0**	**79**	**1**	**3**	**68**	**204**	**6**	**0**	**139**	**670**	**9**	**48**	**671**	**0**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
11:15 AM - 12:15 PM	80	0	62	1	6	58	108	1	0	89	349	6	27	389	0	4
12:00 PM - 1:00 PM	82	0	46	1	1	38	111	6	0	70	349	5	25	344	0	3

	PHF	Trucks
Sat - 8/20/16	0.872	1.0%
Sat - 8/27/16	0.952	1.4%



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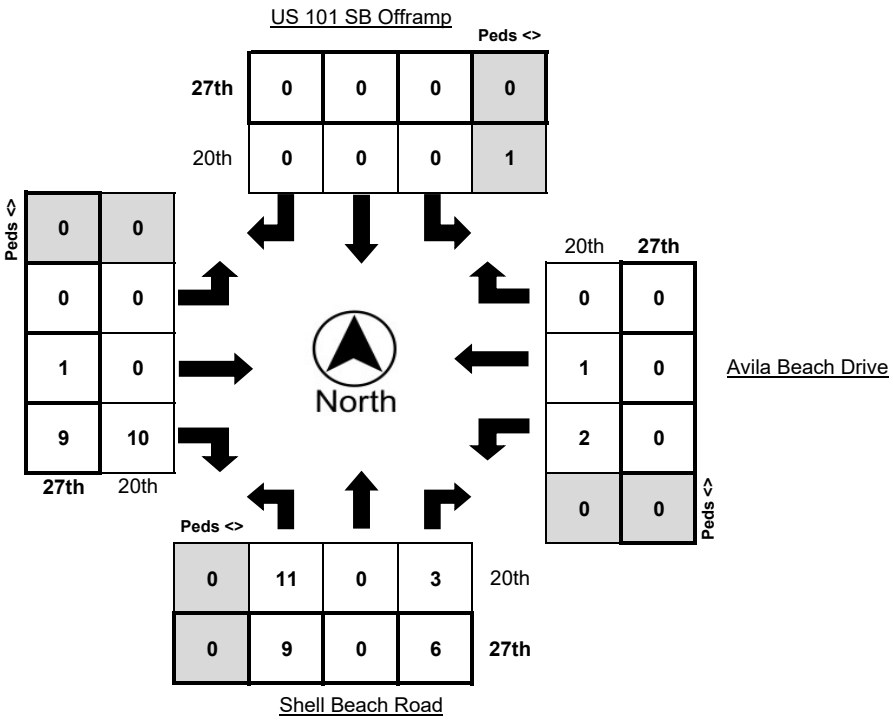
LOCATION Avila Beach Drive @ US 101 SB Off / Shell Beach R
LATITUDE 35.179772°
COUNTY San Luis Obispo
LONGITUDE -120.700475°
COLLECTION DATE Saturday 8/20/16 & Saturday 8/27/16
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/20/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
11:15 AM - 11:30 AM	3	0	0	1	0	0	0	0	0	0	3	0	0	1	0	0
11:30 AM - 11:45 AM	1	0	3	0	0	0	0	0	0	0	2	0	1	0	0	0
11:45 AM - 12:00 PM	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM - 12:15 PM	3	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0
12:15 PM - 12:30 PM	4	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
12:30 PM - 12:45 PM	1	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**16**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**2**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (8/27/16)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
11:15 AM - 11:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM - 11:45 AM	1	0	9	0	0	0	0	0	0	0	11	0	0	0	0	0
11:45 AM - 12:00 PM	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
12:00 PM - 12:15 PM	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
12:15 PM - 12:30 PM	3	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
12:30 PM - 12:45 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
TOTAL	**12**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:15 AM - 12:15 PM	11	0	3	1	0	0	0	0	0	0	10	0	2	1	0	0
12:00 PM - 1:00 PM	9	0	6	0	0	0	0	0	0	1	9	0	0	0	0	0

	Bikes	Peds
Sat - 8/20/16	27	1
Sat - 8/27/16	**25**	**0**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
CCTC
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

LOCATION Avila Beach Dr @ 101 SB Ramps
COUNTY San Luis Obispo
COLLECTION DATE Thur - 1/25/18 & Sat - 1/27/18

LATITUDE 35.1798
LONGITUDE -120.7003
WEATHER Clear

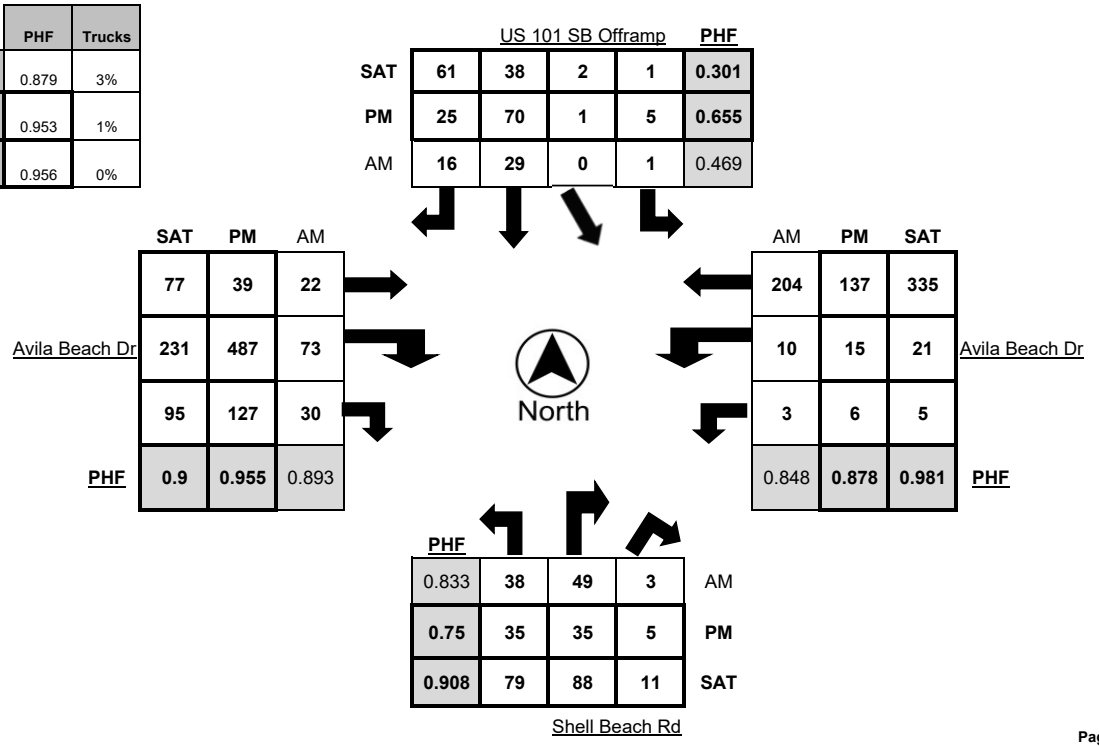
	Northbound				Southbound					Eastbound				Westbound			
Time	**Left**	**R-AB**	**R-101**	**Trucks**	**L-AB**	**L-101**	**T-SB**	**Right**	**Trucks**	**Thru**	**R-101**	**R-SB**	**Trucks**	**L-101**	**L-SB**	**Thru**	**Trucks**
7:00 AM - 7:15 AM	3	3	1	0	0	0	3	1	0	1	24	2	2	1	0	34	2
7:15 AM - 7:30 AM	5	15	1	0	0	0	2	1	0	3	11	3	1	1	3	46	2
7:30 AM - 7:45 AM	7	24	0	0	0	0	2	2	0	3	22	4	1	1	0	39	1
7:45 AM - 8:00 AM	11	17	2	1	1	0	5	2	0	4	12	4	2	1	2	39	2
8:00 AM - 8:15 AM	10	17	0	1	0	0	6	2	0	4	17	3	0	1	3	60	4
8:15 AM - 8:30 AM	15	10	0	1	0	0	12	4	0	5	16	13	0	1	2	58	2
8:30 AM - 8:45 AM	8	10	2	0	0	0	6	4	0	7	15	10	3	1	3	46	0
8:45 AM - 9:00 AM	5	12	1	0	1	0	5	6	0	6	25	4	0	0	2	40	1
TOTAL	**64**	**108**	**7**	**3**	**2**	**0**	**41**	**22**	**0**	**33**	**142**	**43**	**9**	**7**	**15**	**362**	**14**

	Northbound				Southbound					Eastbound				Westbound			
Time	**Left**	**R-AB**	**R-101**	**Trucks**	**L-AB**	**L-101**	**T-SB**	**Right**	**Trucks**	**Thru**	**R-101**	**R-SB**	**Trucks**	**L-101**	**L-SB**	**Thru**	**Trucks**
4:00 PM - 4:15 PM	5	5	4	0	0	0	15	12	0	13	63	22	3	0	2	37	1
4:15 PM - 4:30 PM	7	11	2	0	1	0	18	10	1	8	102	20	0	4	6	34	0
4:30 PM - 4:45 PM	9	5	1	1	1	0	19	9	2	10	142	19	2	0	4	34	0
4:45 PM - 5:00 PM	5	6	1	0	2	0	14	6	0	8	122	33	0	2	6	31	0
5:00 PM - 5:15 PM	8	13	2	0	2	1	19	7	0	14	128	29	1	2	4	30	0
5:15 PM - 5:30 PM	13	11	1	0	0	0	18	3	0	7	95	46	0	2	1	42	0
5:30 PM - 5:45 PM	11	14	0	0	0	0	15	4	0	6	84	41	0	2	2	25	0
5:45 PM - 6:00 PM	6	10	1	0	1	0	19	5	0	5	52	10	0	0	1	27	1
TOTAL	**64**	**75**	**12**	**1**	**7**	**1**	**137**	**56**	**3**	**71**	**788**	**220**	**6**	**12**	**26**	**260**	**2**

	Northbound				Southbound					Eastbound				Westbound			
Time (SATURDAY)	**Left**	**R-AB**	**R-101**	**Trucks**	**L-AB**	**L-101**	**T-SB**	**Right**	**Trucks**	**Thru**	**R-101**	**R-SB**	**Trucks**	**L-101**	**L-SB**	**Thru**	**Trucks**
11:00 AM - 11:15 AM	22	12	4	1	1	0	13	15	0	9	52	10	4	4	7	74	1
11:15 AM - 11:30 AM	24	16	4	0	0	0	10	18	0	29	49	11	1	0	3	76	0
11:30 AM - 11:45 AM	16	19	3	0	0	1	13	20	0	22	65	22	0	0	8	84	0
11:45 AM - 12:00 PM	22	25	0	0	1	1	6	12	0	14	55	17	1	1	3	88	1
12:00 PM - 12:15 PM	14	27	3	1	0	0	12	15	0	24	55	17	1	3	6	80	1
12:15 PM - 12:30 PM	27	17	5	0	0	0	7	14	0	17	56	39	0	1	4	83	0
12:30 PM - 12:45 PM	16	13	9	0	0	0	11	28	0	17	51	14	0	1	4	82	0
12:45 PM - 1:00 PM	18	15	2	0	1	0	20	22	0	26	67	19	0	1	3	71	1
TOTAL	**159**	**144**	**30**	**2**	**3**	**2**	**92**	**144**	**0**	**158**	**450**	**149**	**7**	**11**	**38**	**638**	**4**

	Northbound				Southbound					Eastbound				Westbound			
PEAK HOUR	**Left**	**R-AB**	**R-101**	**Trucks**	**L-AB**	**L-101**	**T-SB**	**Right**	**Trucks**	**Thru**	**R-101**	**R-SB**	**Trucks**	**L-101**	**L-SB**	**Thru**	**Trucks**
8:00 AM - 9:00 AM	38	49	3	2	1	0	29	16	0	22	73	30	3	3	10	204	7
4:30 PM - 5:30 PM	35	35	5	1	5	1	70	25	2	39	487	127	3	6	15	137	0
11:30 AM - 12:30 PM	79	88	11	1	1	2	38	61	0	77	231	95	2	5	21	335	2

	PHF	Trucks
AM	0.879	3%
PM	0.953	1%
SAT	0.956	0%



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LOCATION Avila Beach Dr @ 101 SB Ramps
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7003
COLLECTION DATE Thur - 1/25/18 & Sat - 1/27/18
WEATHER Sunny and Clear

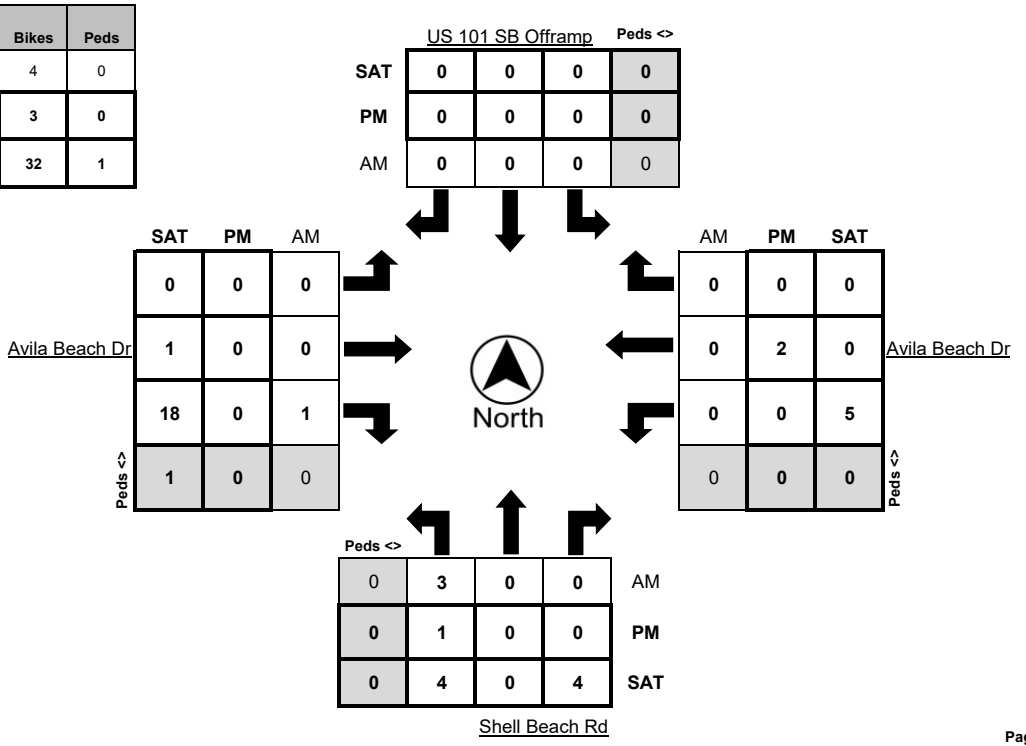
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM - 9:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time (SATURDAY)	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM - 11:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
11:30 AM - 11:45 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM - 12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
12:00 PM - 12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0
12:15 PM - 12:30 PM	2	0	0	0	0	0	0	0	0	1	18	0	0	0	0	0
12:30 PM - 12:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
TOTAL	**9**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**21**	**0**	**5**	**1**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM - 5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:30 AM - 12:30 PM	4	0	4	0	0	0	0	0	0	1	18	0	5	0	0	1

	Bikes	Peds
AM	4	0
PM	3	0
SAT	32	1



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Turning Movement Report

Prepared For: **County of San Luis Obispo**
1087 Santa Rosa Street
San Luis Obispo, CA 93408

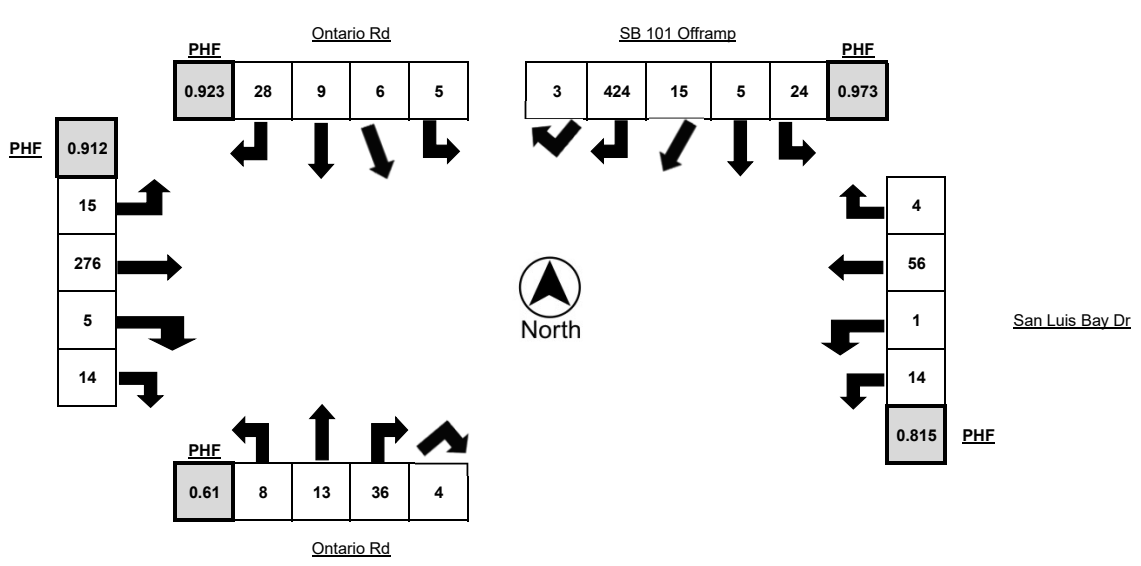
(805) 781-5200

LOCATION San Luis Bay Drive @ Ontario Rd / SB 101 Ramps
LATITUDE 35.196055°
COUNTY San Luis Obispo
LONGITUDE -120.700326°
COLLECTION DATE Saturday, June 10, 2017
WEATHER Sunny and Clear

	Northbound					Southbound (Ontario)					Southbound (Offramp)						Eastbound					Westbound				
Time	Left	Thru	Right	Right-101	Trucks	Left	Left-101	Thru	Right	Trucks	Left	Thru	Thru-Ont	Right	Right-Ont	Trucks	Left	Thru	Right	Right-101	Trucks	Left-101	Left	Thru	Right	Trucks
12:00 PM - 12:15 PM	1	6	7	2	0	1	3	4	7	0	6	0	4	89	2	0	0	46	6	0	0	1	1	8	1	0
12:15 PM - 12:30 PM	3	2	10	0	1	0	1	4	4	0	4	0	4	78	0	0	2	66	5	2	0	3	1	10	2	0
12:30 PM - 12:45 PM	0	3	13	0	0	2	3	3	6	1	7	1	5	96	3	0	4	48	11	4	1	3	1	9	2	0
12:45 PM - 1:00 PM	0	5	9	0	0	0	3	4	9	0	2	2	8	81	4	0	3	62	12	0	0	2	0	14	2	0
1:00 PM - 1:15 PM	0	4	5	1	0	0	2	2	10	0	5	0	10	80	1	0	4	45	3	0	0	2	0	15	4	0
1:15 PM - 1:30 PM	2	5	10	0	1	1	0	2	9	0	4	0	5	108	2	0	2	68	1	3	0	4	0	17	2	0
1:30 PM - 1:45 PM	2	5	15	3	1	2	1	2	6	0	7	3	0	110	1	1	4	66	1	2	1	3	0	16	0	0
1:45 PM - 2:00 PM	2	2	7	0	0	1	2	5	5	0	7	1	4	109	0	0	4	75	6	0	0	4	0	15	1	0
2:00 PM - 2:15 PM	2	1	4	1	0	1	3	0	8	0	6	1	6	97	0	2	5	67	6	0	0	3	1	8	1	0
2:15 PM - 2:30 PM	1	3	5	0	0	1	0	3	3	1	5	2	4	71	0	1	4	83	5	1	0	2	1	8	0	0
2:30 PM - 2:45 PM	2	2	7	4	0	0	1	0	4	0	5	0	2	91	1	0	4	76	10	1	0	3	0	11	1	1
2:45 PM - 3:00 PM	1	3	2	0	0	0	1	0	6	0	8	5	4	92	1	1	8	65	11	0	0	6	0	12	1	1
3:00 PM - 3:15 PM	1	3	7	0	1	3	0	1	7	0	7	1	2	74	0	0	4	71	12	2	0	2	1	7	2	0
3:15 PM - 3:30 PM	0	4	11	1	1	3	4	5	2	0	4	0	4	91	0	0	4	91	9	0	1	0	0	7	0	0
3:30 PM - 3:45 PM	6	4	12	0	1	1	1	3	7	0	6	1	3	73	0	0	4	73	13	2	2	2	1	3	2	0
3:45 PM - 4:00 PM	1	3	4	0	0	0	0	2	1	0	4	0	6	92	0	1	4	70	11	0	0	9	0	6	0	0
TOTAL	**24**	**55**	**128**	**12**	**6**	**16**	**25**	**40**	**94**	**2**	**87**	**17**	**71**	**1432**	**15**	**6**	**60**	**1072**	**122**	**17**	**5**	**49**	**7**	**166**	**21**	**2**

	Northbound					Southbound (Ontario)					Southbound (Offramp)						Eastbound					Westbound				
PEAK HOUR	Left	Thru	Right	Right-101	Trucks	Left	Left-101	Thru	Right	Trucks	Left	Thru	Thru-Ont	Right	Right-Ont	Trucks	Left	Thru	Right	Right-101	Trucks	Left-101	Left	Thru	Right	Trucks
1:15 PM - 2:15 PM	8	13	36	4	2	5	6	9	28	0	24	5	15	424	3	3	15	276	14	5	1	14	1	56	4	0

	PHF	Trucks
1:15 PM - 2:15 PM	0.965	0.6%



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LOCATION San Luis Bay Drive @ Ontario Rd / SB 101 Ramps
LATITUDE 35.196055°

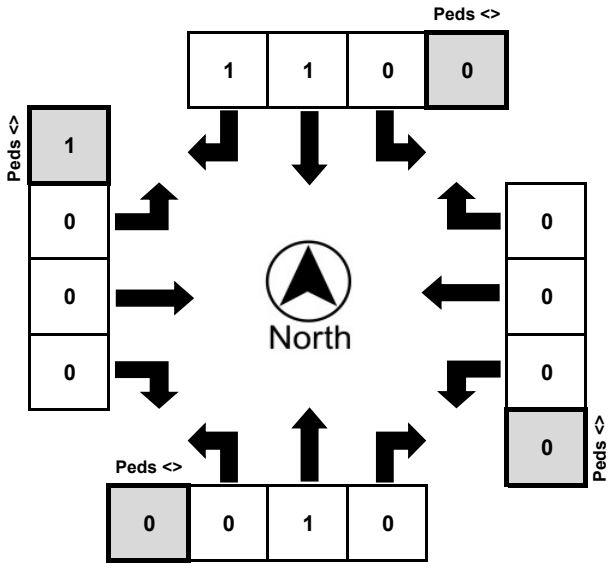
COUNTY San Luis Obispo
LONGITUDE -120.700326°

COLLECTION DATE Saturday, June 10, 2017
WEATHER Sunny and Clear

	Northbound Bikes			N. Leg	Southbound Bikes			S. Leg	Eastbound Bikes			E. Leg	Westbound Bikes			W. Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00 PM - 12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM - 12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	1	0	0	0	3	1	0	1	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**9**	**0**	**0**	**0**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**

	Northbound Bikes			N. Leg	Southbound Bikes			S. Leg	Eastbound Bikes			E. Leg	Westbound Bikes			W. Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
1:15 PM - 2:15 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1

	Bikes	Peds
Peak Hour Totals	3	1



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Prepared For:

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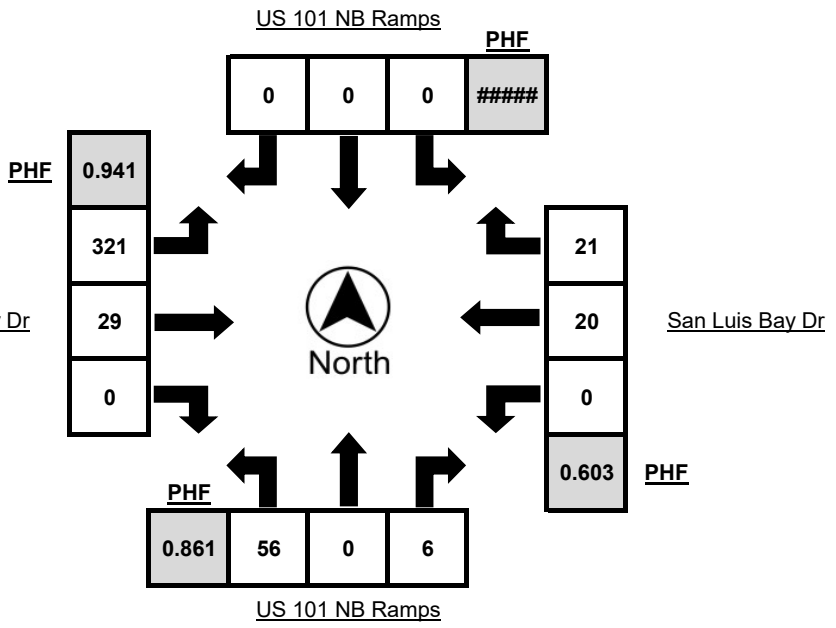
San Luis Obispo, CA 93408

LOCATION San Luis Bay Drive @ US 101 NB Ramps
LATITUDE 35.195997°
COUNTY San Luis Obispo
LONGITUDE -120.698456°
COLLECTION DATE Saturday, June 10, 2017
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 12:15 PM	9	2	4	0	0	0	0	0	53	8	0	0	0	1	9	0
12:15 PM - 12:30 PM	12	0	1	0	0	0	0	0	73	8	0	0	0	5	6	0
12:30 PM - 12:45 PM	11	0	2	0	0	0	0	0	63	8	0	1	0	3	7	0
12:45 PM - 1:00 PM	16	0	1	0	0	0	0	0	67	5	0	0	0	4	5	0
1:00 PM - 1:15 PM	19	0	3	0	0	0	0	0	54	6	0	0	0	2	7	1
1:15 PM - 1:30 PM	16	0	2	0	0	0	0	0	80	4	0	0	0	8	9	0
1:30 PM - 1:45 PM	18	0	0	0	0	0	0	0	87	6	0	0	0	2	6	1
1:45 PM - 2:00 PM	13	0	1	0	0	0	0	0	81	8	0	0	0	4	0	0
2:00 PM - 2:15 PM	9	0	3	0	0	0	0	0	73	11	0	0	0	6	6	1
2:15 PM - 2:30 PM	9	0	1	0	0	0	0	0	89	6	0	1	0	2	6	0
2:30 PM - 2:45 PM	12	0	7	1	0	0	0	0	80	5	0	0	0	4	1	1
2:45 PM - 3:00 PM	12	0	1	0	0	0	0	0	71	8	0	0	0	6	2	1
3:00 PM - 3:15 PM	10	0	4	0	0	0	0	0	84	8	0	0	0	3	5	0
3:15 PM - 3:30 PM	6	0	2	0	0	0	0	0	96	7	0	2	0	2	4	0
3:30 PM - 3:45 PM	4	1	3	0	0	0	0	0	80	9	0	0	0	4	9	0
3:45 PM - 4:00 PM	7	0	1	0	0	0	0	0	75	6	0	0	0	7	0	0
TOTAL	**183**	**3**	**36**	**1**	**0**	**0**	**0**	**0**	**1206**	**113**	**0**	**4**	**0**	**63**	**82**	**5**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
1:15 PM - 2:15 PM	56	0	6	0	0	0	0	0	321	29	0	0	0	20	21	2

	PHF	Trucks
MID	0.952	0.4%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

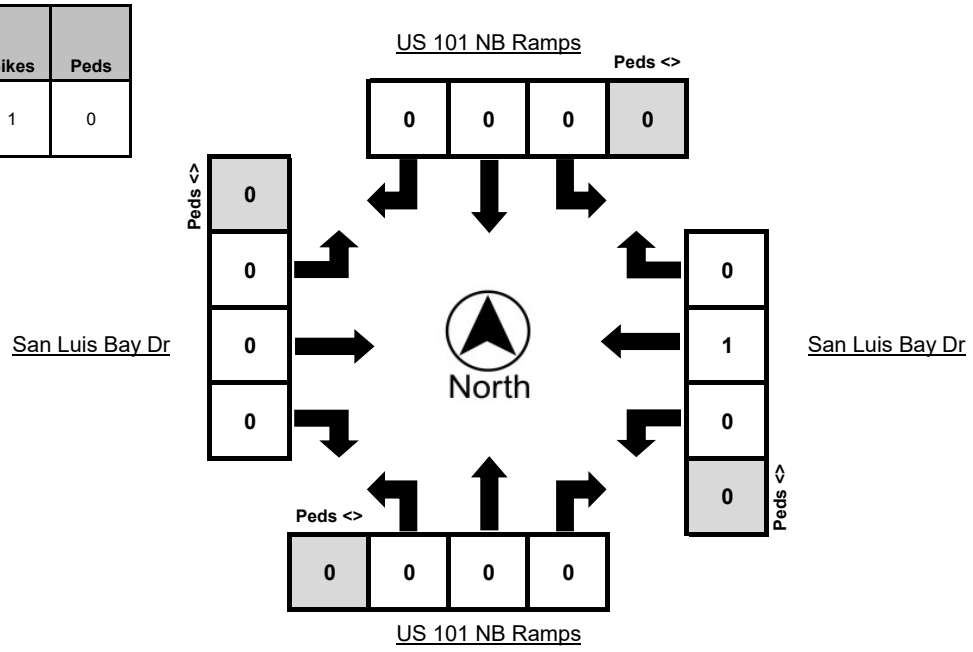
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Drive @ US 101 NB Ramps
LATITUDE 35.195997°
COUNTY San Luis Obispo
LONGITUDE -120.698456°
COLLECTION DATE Saturday, June 10, 2017
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
1:15 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

	Bikes	Peds
MID Peak Totals	1	0



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 3
Road Name Avila Beach Dr
Nearest Cross St E of Ontario Rd
Survey Date 7/31/19 thru 8/6/19
Latitude 35.1797818
Longitude -120.7013662
Peak Day Friday
Number of Lanes 2
Comments

Wednesday, July 31, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	7	5	3	**19**	2	2	1	4	**9**	**28**
1:00 AM	6	2	2	5	**15**	1	0	2	3	**6**	**21**
2:00 AM	1	4	2	3	**10**	1	0	2	2	**5**	**15**
3:00 AM	4	0	4	2	**10**	1	0	4	5	**10**	**20**
4:00 AM	2	0	3	3	**8**	7	7	12	19	**45**	**53**
5:00 AM	2	1	1	3	**7**	33	79	90	93	**295**	**302**
6:00 AM	4	17	18	14	**53**	66	77	58	57	**258**	**311**
7:00 AM	28	26	25	23	**102**	40	59	48	68	**215**	**317**
8:00 AM	16	25	38	30	**109**	64	53	59	85	**261**	**370**
9:00 AM	38	26	37	51	**152**	65	67	75	85	**292**	**444**
10:00 AM	64	61	49	68	**242**	92	78	81	88	**339**	**581**
11:00 AM	65	82	84	75	**306**	107	96	74	107	**384**	**690**
12:00 PM	78	80	84	115	**357**	130	116	133	124	**503**	**860**
1:00 PM	98	92	120	98	**408**	116	114	105	128	**463**	**871**
2:00 PM	101	120	128	120	**469**	102	91	109	99	**401**	**870**
3:00 PM	135	151	204	178	**668**	79	91	96	85	**351**	**1019**
4:00 PM	227	207	182	258	**874**	69	70	65	72	**276**	**1150**
5:00 PM	220	266	222	222	**930**	70	72	66	66	**274**	**1204**
6:00 PM	168	95	75	78	**416**	77	57	60	63	**257**	**673**
7:00 PM	99	67	78	54	**298**	43	50	54	27	**174**	**472**
8:00 PM	73	76	50	51	**250**	30	19	31	37	**117**	**367**
9:00 PM	55	48	41	37	**181**	24	21	36	20	**101**	**282**
10:00 PM	43	22	32	26	**123**	18	11	16	15	**60**	**183**
11:00 PM	21	25	5	15	**66**	3	7	6	1	**17**	**83**
Total					**6073**					**5113**	
					11186						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 690** **AM PHF 0.948**
PM Peak Hr 4:45 pm to 5:45 pm **PM Peak 1246** **PM PHF 0.922**

Thursday, August 1, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	7	5	2	**20**	1	6	2	2	**11**	**31**
1:00 AM	5	3	6	1	**15**	1	2	0	2	**5**	**20**
2:00 AM	5	5	1	1	**12**	3	1	2	2	**8**	**20**
3:00 AM	4	2	1	4	**11**	1	3	4	9	**17**	**28**
4:00 AM	1	3	3	5	**12**	6	8	10	10	**34**	**46**
5:00 AM	2	3	1	7	**13**	43	68	75	102	**288**	**301**
6:00 AM	7	21	18	17	**63**	71	77	46	72	**266**	**329**
7:00 AM	27	21	33	19	**100**	48	49	49	78	**224**	**324**
8:00 AM	29	21	36	36	**122**	73	74	53	89	**289**	**411**
9:00 AM	44	48	40	47	**179**	76	92	66	74	**308**	**487**
10:00 AM	69	73	86	67	**295**	100	111	116	104	**431**	**726**
11:00 AM	90	69	65	101	**325**	104	101	87	139	**431**	**756**
12:00 PM	72	82	92	82	**328**	104	118	104	122	**448**	**776**
1:00 PM	95	121	114	95	**425**	127	118	113	128	**486**	**911**
2:00 PM	127	107	117	129	**480**	100	112	105	97	**414**	**894**
3:00 PM	150	133	158	148	**589**	98	97	94	104	**393**	**982**
4:00 PM	184	205	221	242	**852**	94	93	77	74	**338**	**1190**
5:00 PM	246	215	191	189	**841**	77	62	72	59	**270**	**1111**
6:00 PM	148	110	76	89	**423**	58	64	72	61	**255**	**678**
7:00 PM	80	87	77	67	**311**	56	43	45	43	**187**	**498**
8:00 PM	50	62	71	41	**224**	34	34	40	32	**140**	**364**
9:00 PM	46	57	51	27	**181**	22	32	19	28	**101**	**282**
10:00 PM	52	32	19	18	**121**	22	16	7	11	**56**	**177**
11:00 PM	25	24	18	11	**78**	8	3	1	7	**19**	**97**
Total					**6020**					**5419**	
					11439						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 756** **AM PHF 0.788**
PM Peak Hr 4:15 pm to 5:15 pm **PM Peak 1235** **PM PHF 0.956**

Friday, August 2, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	8	6	3	6	**23**	4	1	1	5	**11**	**34**
1:00 AM	4	5	4	2	**15**	4	2	3	8	**17**	**32**
2:00 AM	5	4	1	7	**17**	3	2	2	0	**7**	**24**
3:00 AM	5	0	0	4	**9**	0	1	1	3	**5**	**14**
4:00 AM	1	5	4	1	**11**	7	16	8	4	**35**	**46**
5:00 AM	3	1	4	11	**19**	16	30	42	50	**138**	**157**
6:00 AM	10	9	18	19	**56**	39	45	40	65	**189**	**245**
7:00 AM	28	17	29	13	**87**	52	62	43	61	**218**	**305**
8:00 AM	31	29	39	49	**148**	63	86	68	85	**302**	**450**
9:00 AM	38	45	55	50	**188**	83	79	103	101	**366**	**554**
10:00 AM	56	59	76	76	**267**	99	102	127	131	**459**	**726**
11:00 AM	84	80	79	103	**346**	120	135	130	124	**509**	**855**
12:00 PM	75	115	112	132	**434**	132	138	138	133	**541**	**975**
1:00 PM	128	111	122	122	**483**	120	132	153	150	**555**	**1038**
2:00 PM	119	141	157	145	**562**	129	133	127	128	**517**	**1079**
3:00 PM	159	137	185	173	**654**	153	157	167	171	**648**	**1302**
4:00 PM	204	192	208	215	**819**	155	172	152	159	**638**	**1457**
5:00 PM	202	220	176	157	**755**	148	143	160	186	**637**	**1392**
6:00 PM	135	128	126	127	**516**	148	102	103	86	**439**	**955**
7:00 PM	118	107	111	106	**442**	80	80	61	56	**277**	**719**
8:00 PM	145	162	126	138	**571**	51	39	48	58	**196**	**767**
9:00 PM	140	150	153	159	**602**	37	40	51	46	**174**	**776**
10:00 PM	173	180	155	64	**572**	45	44	24	16	**129**	**701**
11:00 PM	41	55	23	24	**143**	16	11	14	10	**51**	**194**
Total					**7739**					**7058**	
					14797						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 855** **AM PHF 0.942**
PM Peak Hr 4:00 pm to 5:00 pm **PM Peak 1457** **PM PHF 0.974**

Saturday, August 3, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	19	19	6	16	**60**	5	2	3	4	**14**	**74**
1:00 AM	16	15	4	7	**42**	5	3	5	8	**21**	**63**
2:00 AM	9	2	1	2	**14**	3	0	3	0	**6**	**20**
3:00 AM	5	2	1	2	**10**	0	3	1	1	**5**	**15**
4:00 AM	1	4	3	0	**8**	3	3	6	3	**15**	**23**
5:00 AM	0	3	7	1	**11**	6	9	21	28	**64**	**75**
6:00 AM	10	9	14	6	**39**	17	37	32	64	**150**	**189**
7:00 AM	23	23	33	21	**100**	49	37	38	75	**199**	**299**
8:00 AM	12	29	26	28	**95**	78	72	79	107	**336**	**431**
9:00 AM	43	54	49	54	**200**	84	106	105	125	**420**	**620**
10:00 AM	93	93	93	88	**367**	136	135	160	172	**603**	**970**
11:00 AM	108	111	119	96	**434**	178	163	171	184	**696**	**1130**
12:00 PM	141	153	138	169	**601**	178	200	203	197	**778**	**1379**
1:00 PM	175	148	154	176	**653**	156	189	181	161	**687**	**1340**
2:00 PM	158	201	156	172	**687**	166	139	167	134	**606**	**1293**
3:00 PM	178	170	180	173	**701**	151	139	119	120	**529**	**1230**
4:00 PM	159	149	208	162	**678**	117	119	87	70	**393**	**1071**
5:00 PM	191	173	184	143	**691**	73	109	76	81	**339**	**1030**
6:00 PM	159	122	134	116	**531**	76	60	79	67	**282**	**813**
7:00 PM	129	112	103	111	**455**	55	66	59	41	**221**	**676**
8:00 PM	89	75	61	68	**293**	50	38	49	39	**176**	**469**
9:00 PM	48	53	49	48	**198**	33	35	39	24	**131**	**329**
10:00 PM	35	41	31	46	**153**	25	29	16	16	**86**	**239**
11:00 PM	42	27	20	11	**100**	10	14	8	7	**39**	**139**
Total					**7121**					**6796**	
					13917						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 1130** **AM PHF 0.974**
PM Peak Hr 12:15 pm to 1:15 pm **PM Peak 1391** **PM PHF 0.950**

Sunday, August 4, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	10	7	8	4	**29**	3	6	6	2	**17**	**46**
1:00 AM	11	4	5	0	**20**	5	6	2	4	**17**	**37**
2:00 AM	4	2	6	9	**21**	4	3	1	2	**10**	**31**
3:00 AM	2	4	3	2	**11**	2	2	2	0	**6**	**17**
4:00 AM	3	2	3	2	**10**	2	4	2	10	**18**	**28**
5:00 AM	1	2	5	3	**11**	11	11	13	31	**66**	**77**
6:00 AM	1	5	7	9	**22**	25	33	30	43	**131**	**153**
7:00 AM	23	12	16	13	**64**	23	29	29	55	**136**	**200**
8:00 AM	14	27	32	43	**116**	39	61	71	85	**256**	**372**
9:00 AM	47	39	61	65	**212**	110	91	101	109	**411**	**623**
10:00 AM	60	92	74	111	**337**	125	116	148	143	**532**	**869**
11:00 AM	116	112	120	122	**470**	166	172	168	166	**672**	**1142**
12:00 PM	144	114	125	139	**522**	177	177	172	173	**699**	**1221**
1:00 PM	142	152	148	133	**575**	171	172	168	129	**640**	**1215**
2:00 PM	132	158	153	139	**582**	155	155	171	183	**664**	**1246**
3:00 PM	134	168	180	156	**638**	196	117	149	135	**597**	**1235**
4:00 PM	183	174	189	151	**697**	64	117	86	97	**364**	**1061**
5:00 PM	164	142	158	146	**610**	96	87	64	73	**320**	**930**
6:00 PM	138	148	132	106	**524**	58	66	52	54	**230**	**754**
7:00 PM	92	93	93	85	**363**	51	53	43	44	**191**	**554**
8:00 PM	68	61	50	33	**212**	40	30	26	32	**128**	**340**
9:00 PM	37	34	28	30	**129**	23	23	21	15	**82**	**211**
10:00 PM	20	18	29	25	**92**	11	12	7	8	**38**	**130**
11:00 PM	15	9	7	6	**37**	6	5	4	3	**18**	**55**
Total					**6304**					**6243**	
					12547						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 1142** **AM PHF 0.991**
PM Peak Hr 2:15 pm to 3:15 pm **PM Peak 1289** **PM PHF 0.977**

Monday, August 5, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	10	1	7	**21**	3	1	4	2	**10**	**31**
1:00 AM	4	2	3	3	**12**	1	4	3	3	**11**	**23**
2:00 AM	3	2	3	3	**11**	2	1	1	2	**6**	**17**
3:00 AM	5	2	3	0	**10**	0	2	3	2	**7**	**17**
4:00 AM	1	2	0	3	**6**	8	10	8	23	**49**	**55**
5:00 AM	2	1	3	2	**8**	42	69	81	98	**290**	**298**
6:00 AM	6	7	11	12	**36**	63	55	56	58	**232**	**268**
7:00 AM	20	32	26	30	**108**	45	36	57	71	**209**	**317**
8:00 AM	31	25	28	41	**125**	48	75	73	72	**268**	**393**
9:00 AM	39	44	48	60	**191**	68	79	59	77	**283**	**474**
10:00 AM	60	56	66	71	**253**	79	69	115	107	**370**	**623**
11:00 AM	100	108	84	110	**402**	124	104	91	122	**441**	**843**
12:00 PM	96	94	93	98	**381**	104	128	120	108	**460**	**841**
1:00 PM	64	60	76	97	**297**	104	105	96	97	**402**	**699**
2:00 PM	90	120	123	103	**436**	85	77	92	88	**342**	**778**
3:00 PM	136	113	134	121	**504**	83	95	91	100	**369**	**873**
4:00 PM	150	148	173	213	**684**	96	71	66	92	**325**	**1009**
5:00 PM	224	213	197	185	**819**	68	69	60	68	**265**	**1084**
6:00 PM	120	92	85	96	**393**	48	54	64	57	**223**	**616**
7:00 PM	78	73	92	51	**294**	42	40	31	33	**146**	**440**
8:00 PM	41	59	49	46	**195**	36	33	27	29	**125**	**320**
9:00 PM	44	27	24	31	**126**	23	16	21	29	**89**	**215**
10:00 PM	28	30	21	24	**103**	12	11	9	6	**38**	**141**
11:00 PM	24	17	2	14	**57**	2	3	3	3	**11**	**68**
Total					**5472**					**4971**	
					10443						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 843** **AM PHF 0.908**
PM Peak Hr 4:45 pm to 5:45 pm **PM Peak 1136** **PM PHF 0.931**

Tuesday, August 6, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	6	4	0	**14**	3	0	3	2	**8**	**22**
1:00 AM	2	7	4	3	**16**	2	1	0	3	**6**	**22**
2:00 AM	4	3	3	3	**13**	1	3	1	3	**8**	**21**
3:00 AM	3	0	0	0	**3**	1	1	2	3	**7**	**10**
4:00 AM	1	0	1	4	**6**	7	7	18	27	**59**	**65**
5:00 AM	1	2	4	5	**12**	42	81	86	105	**314**	**326**
6:00 AM	7	10	9	13	**39**	65	55	46	53	**219**	**258**
7:00 AM	22	32	19	24	**97**	47	45	55	65	**212**	**309**
8:00 AM	29	32	27	35	**123**	68	66	71	80	**285**	**408**
9:00 AM	38	55	47	46	**186**	50	73	47	66	**236**	**422**
10:00 AM	53	52	69	67	**241**	100	78	95	109	**382**	**623**
11:00 AM	80	86	72	77	**315**	109	89	122	109	**429**	**744**
12:00 PM	92	87	82	89	**350**	89	97	99	99	**384**	**734**
1:00 PM	99	95	102	96	**392**	98	110	90	118	**416**	**808**
2:00 PM	108	113	125	124	**470**	108	101	97	84	**390**	**860**
3:00 PM	144	127	128	132	**531**	85	76	83	88	**332**	**863**
4:00 PM	133	165	199	183	**680**	77	74	76	59	**286**	**966**
5:00 PM	220	232	150	110	**712**	50	64	67	57	**238**	**950**
6:00 PM	91	68	67	69	**295**	54	45	51	68	**218**	**513**
7:00 PM	85	58	69	72	**284**	48	43	43	36	**170**	**454**
8:00 PM	61	33	54	57	**205**	20	35	31	37	**123**	**328**
9:00 PM	49	40	22	25	**136**	11	16	19	28	**74**	**210**
10:00 PM	29	20	16	17	**82**	18	13	4	8	**43**	**125**
11:00 PM	23	11	7	7	**48**	1	5	1	5	**12**	**60**
Total					**5250**					**4851**	
					10101						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 744** **AM PHF 0.959**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 1083** **PM PHF 0.915**

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

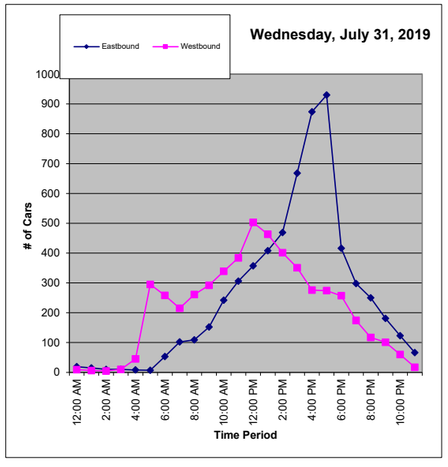
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

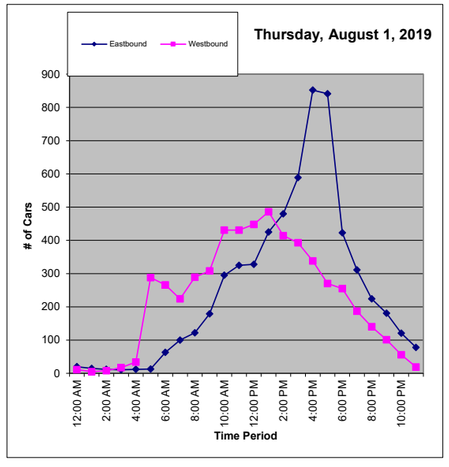
(805) 781-5200

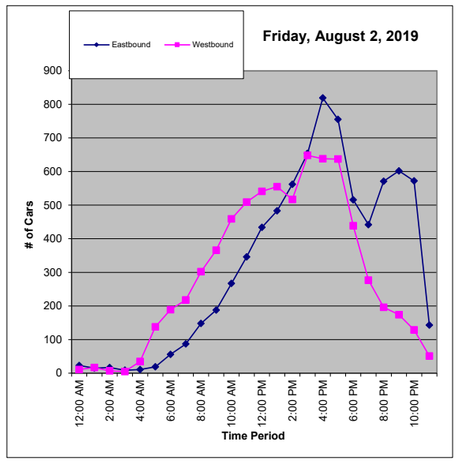
7 Day Volume Count Report

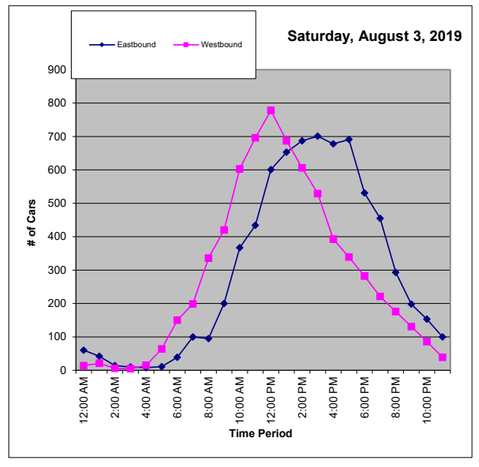
Location No. 3
Road Name Avila Beach Dr
Nearest Cross St E of Ontario Rd
Survey Date 7/31/19 thru 8/6/19
Latitude 35.1797818
Longitude -120.7013662
Peak Day 43679
Number of Lanes 2
Comments

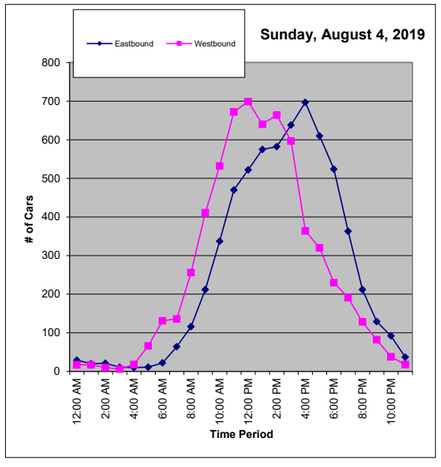
	SUMMARY										
Hour	**31-Wed**	**01 Thu**	**02 Fri**	**03 Sat**	**04 Sun**	**05 Mon**	**06 Tue**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	28	31	34	74	46	31	22	**266**	**38**	29	60
1:00 AM	21	20	32	63	37	23	22	**218**	**31**	24	50
2:00 AM	15	20	24	20	31	17	21	**148**	**21**	19	26
3:00 AM	20	28	14	15	17	17	10	**121**	**17**	18	16
4:00 AM	53	46	46	23	28	55	65	**316**	**45**	53	26
5:00 AM	302	301	157	75	77	298	326	**1536**	**219**	277	76
6:00 AM	311	329	245	189	153	268	258	**1753**	**250**	282	171
7:00 AM	317	324	305	299	200	317	309	**2071**	**296**	314	250
8:00 AM	370	411	450	431	372	393	408	**2835**	**405**	406	402
9:00 AM	444	487	554	620	623	474	422	**3624**	**518**	476	622
10:00 AM	581	726	726	970	869	623	623	**5118**	**731**	656	920
11:00 AM	690	756	855	1130	1142	843	744	**6160**	**880**	778	1136
12:00 PM	860	776	975	1379	1221	841	734	**6786**	**969**	837	1300
1:00 PM	871	911	1038	1340	1215	699	808	**6882**	**983**	865	1278
2:00 PM	870	894	1079	1293	1246	778	860	**7020**	**1003**	896	1270
3:00 PM	1019	982	1302	1230	1235	873	863	**7504**	**1072**	1008	1233
4:00 PM	1150	1190	1457	1071	1061	1009	966	**7904**	**1129**	1154	1066
5:00 PM	1204	1111	1392	1030	930	1084	950	**7701**	**1100**	1148	980
6:00 PM	673	678	955	813	754	616	513	**5002**	**715**	687	784
7:00 PM	472	498	719	676	554	440	454	**3813**	**545**	517	615
8:00 PM	367	364	767	469	340	320	328	**2955**	**422**	429	405
9:00 PM	282	282	776	329	211	215	210	**2305**	**329**	353	270
10:00 PM	183	177	701	239	130	141	125	**1696**	**242**	265	185
11:00 PM	83	97	194	139	55	68	60	**696**	**99**	100	97
Total	**11186**	**11439**	**14797**	**13917**	**12547**	**10443**	**10101**	**84430**	**12061**	**11593**	**13232**
Percentages	**13.25%**	**13.55%**	**17.53%**	**16.48%**	**14.86%**	**12.37%**	**11.96%**	**100.00%**	**14.29%**	**13.73%**	**15.67%**
max	*1204*	*1190*	*1457*	*1379*	*1246*	*1084*	*966*				

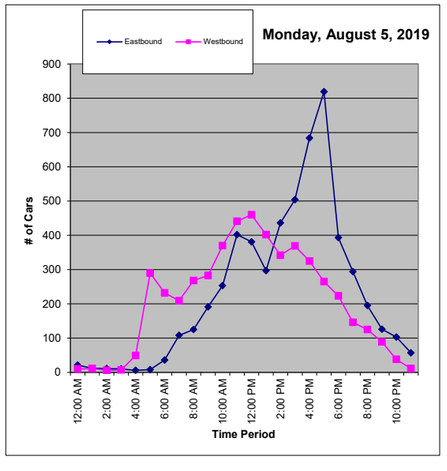


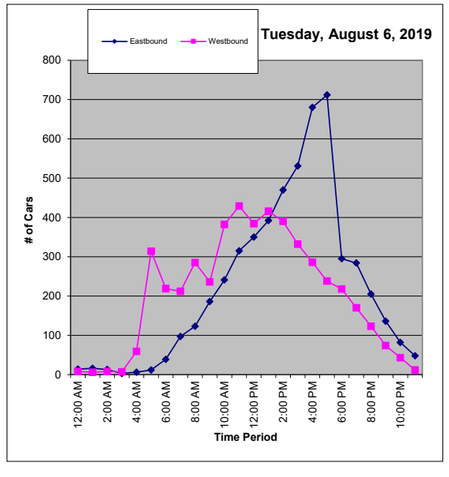


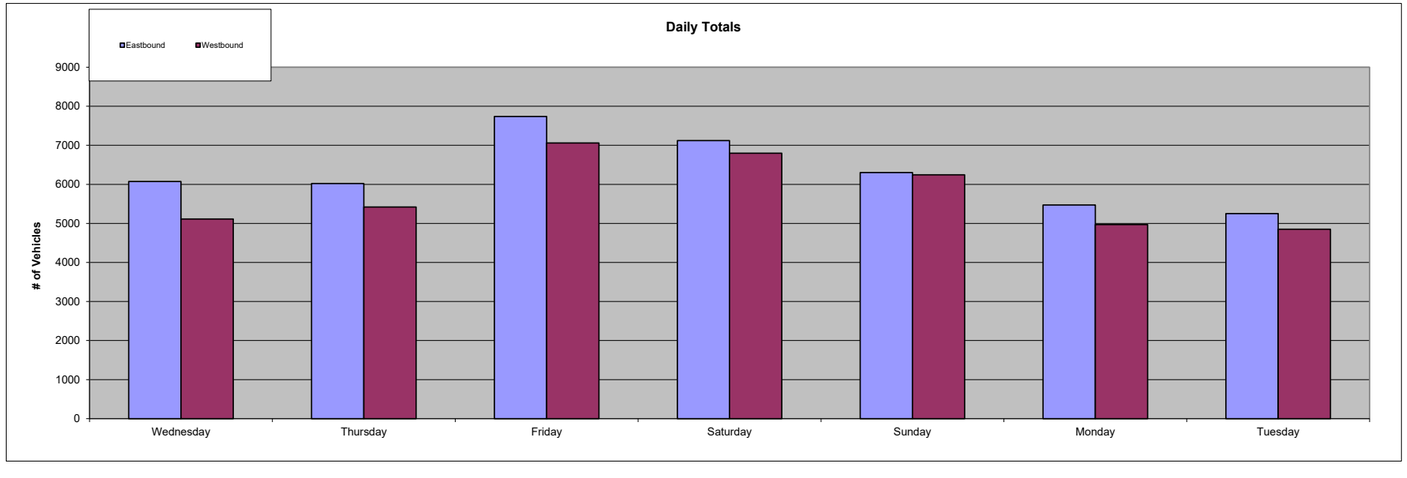












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 1
Road Name Avila Beach Dr
Nearest Cross St E of Diablo Canyon Rd
Survey Date 7/31/19 thru 8/6/19
Latitude 35.17494339
Longitude -120.7548217
Peak Day Saturday
Number of Lanes 2
Comments

Wednesday, July 31, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	2	6	2	**15**	1	1	1	1	**4**	**19**
1:00 AM	3	2	3	2	**10**	2	0	0	3	**5**	**15**
2:00 AM	6	3	0	4	**13**	3	0	2	3	**8**	**21**
3:00 AM	2	1	1	0	**4**	2	1	5	4	**12**	**16**
4:00 AM	1	0	1	3	**5**	6	13	22	26	**67**	**72**
5:00 AM	0	2	5	5	**12**	52	104	145	162	**463**	**475**
6:00 AM	10	23	4	4	**41**	129	99	92	47	**367**	**408**
7:00 AM	23	18	9	8	**58**	35	40	33	18	**126**	**184**
8:00 AM	10	7	8	9	**34**	23	22	23	20	**88**	**122**
9:00 AM	7	7	19	11	**44**	13	30	22	38	**103**	**147**
10:00 AM	22	17	9	28	**76**	24	30	21	26	**101**	**177**
11:00 AM	29	28	37	30	**124**	36	32	40	42	**150**	**274**
12:00 PM	37	32	40	51	**160**	34	44	39	46	**163**	**323**
1:00 PM	45	41	44	36	**166**	42	41	50	55	**188**	**354**
2:00 PM	37	55	62	58	**212**	39	48	35	41	**163**	**375**
3:00 PM	63	74	69	75	**281**	27	35	30	33	**125**	**406**
4:00 PM	70	84	157	121	**432**	24	28	23	25	**100**	**532**
5:00 PM	149	89	75	57	**370**	28	32	27	36	**123**	**493**
6:00 PM	54	48	38	42	**182**	34	25	26	10	**95**	**277**
7:00 PM	45	36	21	21	**123**	15	20	19	15	**69**	**192**
8:00 PM	22	15	23	16	**76**	8	6	8	4	**26**	**102**
9:00 PM	16	15	8	13	**52**	14	3	17	14	**48**	**100**
10:00 PM	5	7	9	16	**37**	7	0	0	4	**11**	**48**
11:00 PM	13	9	1	1	**24**	3	1	3	0	**7**	**31**
Total					**2551**					**2612**	
					5163						

AM Peak Hr 5:30 am to 6:30 am **AM Peak 578** **AM PHF 0.865**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 624** **PM PHF 0.867**

Thursday, August 1, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	3	2	4	**12**	1	0	0	2	**3**	**15**
1:00 AM	7	4	3	0	**14**	0	1	0	1	**2**	**16**
2:00 AM	3	3	0	3	**9**	5	0	1	0	**6**	**15**
3:00 AM	1	1	0	0	**2**	2	3	1	8	**14**	**16**
4:00 AM	2	2	1	2	**7**	6	9	18	23	**56**	**63**
5:00 AM	1	0	2	4	**7**	57	94	152	135	**438**	**445**
6:00 AM	10	19	8	13	**50**	130	114	69	47	**360**	**410**
7:00 AM	21	23	16	9	**69**	31	40	18	32	**121**	**190**
8:00 AM	8	7	10	7	**32**	16	19	20	26	**81**	**113**
9:00 AM	14	13	16	26	**69**	25	26	30	37	**118**	**187**
10:00 AM	17	19	15	35	**86**	27	32	34	45	**138**	**224**
11:00 AM	30	28	37	29	**124**	23	39	28	43	**133**	**257**
12:00 PM	37	36	32	40	**145**	39	41	34	36	**150**	**295**
1:00 PM	33	35	54	48	**170**	25	37	53	63	**178**	**348**
2:00 PM	50	45	50	68	**213**	36	45	35	32	**148**	**361**
3:00 PM	71	64	62	55	**252**	36	34	31	26	**127**	**379**
4:00 PM	74	111	147	146	**478**	28	28	20	25	**101**	**579**
5:00 PM	132	62	82	56	**332**	26	26	42	41	**135**	**467**
6:00 PM	39	39	31	43	**152**	27	28	24	13	**92**	**244**
7:00 PM	36	34	21	26	**117**	19	23	18	11	**71**	**188**
8:00 PM	19	11	29	8	**67**	10	6	10	4	**30**	**97**
9:00 PM	24	15	3	6	**48**	5	6	6	14	**31**	**79**
10:00 PM	7	3	7	9	**26**	4	4	4	1	**13**	**39**
11:00 PM	8	10	8	3	**29**	1	4	1	2	**8**	**37**
Total					**2510**					**2554**	
					5064						

AM Peak Hr 5:30 am to 6:30 am **AM Peak 566** **AM PHF 0.919**
PM Peak Hr 4:15 pm to 5:15 pm **PM Peak 635** **PM PHF 0.928**

Friday, August 2, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	9	4	1	1	**15**	1	0	0	0	**1**	**16**
1:00 AM	7	2	0	3	**12**	3	0	2	4	**9**	**21**
2:00 AM	4	2	2	5	**13**	3	0	1	1	**5**	**18**
3:00 AM	1	0	1	0	**2**	1	1	1	3	**6**	**8**
4:00 AM	2	0	1	1	**4**	6	9	6	11	**32**	**36**
5:00 AM	1	1	7	4	**13**	14	40	51	71	**176**	**189**
6:00 AM	6	10	15	14	**45**	64	58	42	22	**186**	**231**
7:00 AM	21	14	7	7	**49**	21	28	27	27	**103**	**152**
8:00 AM	13	7	6	5	**31**	12	16	12	28	**68**	**99**
9:00 AM	12	8	12	14	**46**	35	22	31	29	**117**	**163**
10:00 AM	14	21	35	26	**96**	35	29	45	35	**144**	**240**
11:00 AM	37	31	34	35	**137**	36	19	60	39	**154**	**291**
12:00 PM	53	55	57	45	**210**	61	49	34	46	**190**	**400**
1:00 PM	42	49	45	53	**189**	47	38	46	47	**178**	**367**
2:00 PM	49	63	51	69	**232**	37	52	45	37	**171**	**403**
3:00 PM	58	73	55	42	**228**	28	48	30	15	**121**	**349**
4:00 PM	39	50	51	67	**207**	28	20	20	29	**97**	**304**
5:00 PM	71	35	34	22	**162**	32	20	23	25	**100**	**262**
6:00 PM	23	29	44	35	**131**	25	36	30	23	**114**	**245**
7:00 PM	34	31	27	26	**118**	23	24	6	20	**73**	**191**
8:00 PM	17	22	17	20	**76**	14	12	10	11	**47**	**123**
9:00 PM	19	11	11	12	**53**	7	5	13	12	**37**	**90**
10:00 PM	12	7	10	14	**43**	11	5	5	5	**26**	**69**
11:00 PM	7	9	5	5	**26**	4	5	3	2	**14**	**40**
Total					**2138**					**2169**	
					4307						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 291** **AM PHF 0.774**
PM Peak Hr 2:30 pm to 3:30 pm **PM Peak 409** **PM PHF 0.845**

Saturday, August 3, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	7	6	2	1	**16**	1	1	1	0	**3**	**19**
1:00 AM	3	5	2	5	**15**	0	4	2	4	**10**	**25**
2:00 AM	0	0	2	4	**6**	5	0	0	1	**6**	**12**
3:00 AM	5	2	0	0	**7**	2	0	3	1	**6**	**13**
4:00 AM	1	5	1	1	**8**	0	3	3	5	**11**	**19**
5:00 AM	1	4	0	2	**7**	5	20	19	24	**68**	**75**
6:00 AM	3	8	6	15	**32**	27	23	25	18	**93**	**125**
7:00 AM	19	16	12	7	**54**	20	19	13	16	**68**	**122**
8:00 AM	8	14	9	7	**38**	25	28	30	24	**107**	**145**
9:00 AM	16	17	15	25	**73**	20	25	37	54	**136**	**209**
10:00 AM	25	26	36	48	**135**	50	42	52	51	**195**	**330**
11:00 AM	30	47	53	52	**182**	51	64	54	60	**229**	**411**
12:00 PM	48	61	59	74	**242**	71	58	75	72	**276**	**518**
1:00 PM	60	68	83	66	**277**	69	84	79	98	**330**	**607**
2:00 PM	85	69	69	95	**318**	83	61	76	81	**301**	**619**
3:00 PM	69	77	68	70	**284**	67	73	60	52	**252**	**536**
4:00 PM	66	70	72	62	**270**	45	49	48	36	**178**	**448**
5:00 PM	59	41	51	57	**208**	43	45	49	36	**173**	**381**
6:00 PM	53	33	39	53	**178**	32	40	37	21	**130**	**308**
7:00 PM	43	51	18	41	**153**	21	23	24	12	**80**	**233**
8:00 PM	15	20	13	19	**67**	12	14	6	10	**42**	**109**
9:00 PM	19	13	13	13	**58**	11	11	10	14	**46**	**104**
10:00 PM	7	15	3	14	**39**	8	4	5	2	**19**	**58**
11:00 PM	15	8	6	2	**31**	7	3	4	4	**18**	**49**
Total					**2698**					**2777**	
					5475						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 411** **AM PHF 0.917**
PM Peak Hr 1:15 pm to 2:15 pm **PM Peak 646** **PM PHF 0.961**

Sunday, August 4, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	4	1	1	**10**	1	2	3	0	**6**	**16**
1:00 AM	5	2	2	0	**9**	1	1	3	2	**7**	**16**
2:00 AM	1	1	1	4	**7**	3	1	0	2	**6**	**13**
3:00 AM	2	3	3	1	**9**	1	0	3	0	**4**	**13**
4:00 AM	0	1	0	2	**3**	1	6	4	6	**17**	**20**
5:00 AM	0	1	4	0	**5**	15	9	21	23	**68**	**73**
6:00 AM	4	2	5	17	**28**	35	34	26	21	**116**	**144**
7:00 AM	19	11	14	7	**51**	12	7	16	18	**53**	**104**
8:00 AM	8	4	13	15	**40**	10	26	21	29	**86**	**126**
9:00 AM	7	29	25	23	**84**	31	30	37	38	**136**	**220**
10:00 AM	21	33	35	40	**129**	30	44	51	50	**175**	**304**
11:00 AM	47	31	49	61	**188**	49	55	55	50	**209**	**397**
12:00 PM	45	57	42	56	**200**	57	63	65	64	**249**	**449**
1:00 PM	62	84	69	57	**272**	73	82	64	83	**302**	**574**
2:00 PM	66	78	69	74	**287**	69	91	60	61	**281**	**568**
3:00 PM	85	63	73	75	**296**	49	69	59	61	**238**	**534**
4:00 PM	66	64	55	41	**226**	39	56	43	36	**174**	**400**
5:00 PM	47	58	41	50	**196**	37	45	36	46	**164**	**360**
6:00 PM	51	51	41	39	**182**	33	28	27	19	**107**	**289**
7:00 PM	38	36	24	34	**132**	16	21	21	18	**76**	**208**
8:00 PM	17	18	10	13	**58**	14	9	4	6	**33**	**91**
9:00 PM	10	4	10	7	**31**	3	5	12	10	**30**	**61**
10:00 PM	6	3	6	12	**27**	6	5	3	1	**15**	**42**
11:00 PM	7	7	0	1	**15**	1	2	1	1	**5**	**20**
Total					**2485**					**2557**	
					5042						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 397** **AM PHF 0.894**
PM Peak Hr 1:30 pm to 2:30 pm **PM Peak 577** **PM PHF 0.854**

Monday, August 5, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	2	2	1	**11**	2	0	0	0	**2**	**13**
1:00 AM	2	1	1	2	**6**	0	0	1	3	**4**	**10**
2:00 AM	0	2	2	5	**9**	3	1	4	1	**9**	**18**
3:00 AM	2	0	0	0	**2**	1	2	4	2	**9**	**11**
4:00 AM	1	0	0	1	**2**	8	11	19	30	**68**	**70**
5:00 AM	1	0	2	2	**5**	50	105	139	161	**455**	**460**
6:00 AM	4	5	4	9	**22**	114	77	67	60	**318**	**340**
7:00 AM	24	14	9	8	**55**	30	29	37	17	**113**	**168**
8:00 AM	17	11	6	8	**42**	23	14	16	18	**71**	**113**
9:00 AM	2	18	13	12	**45**	14	24	24	22	**84**	**129**
10:00 AM	18	19	20	19	**76**	24	29	26	38	**117**	**193**
11:00 AM	30	39	34	28	**131**	30	42	30	41	**143**	**274**
12:00 PM	42	43	38	26	**149**	40	30	38	39	**147**	**296**
1:00 PM	24	36	43	40	**143**	39	48	49	41	**177**	**320**
2:00 PM	44	38	58	50	**190**	41	44	33	25	**143**	**333**
3:00 PM	60	54	53	59	**226**	35	24	35	37	**131**	**357**
4:00 PM	74	94	170	122	**460**	34	22	31	33	**120**	**580**
5:00 PM	161	111	81	41	**394**	17	23	47	26	**113**	**507**
6:00 PM	30	27	44	38	**139**	21	23	23	23	**90**	**229**
7:00 PM	41	28	17	21	**107**	22	17	14	12	**65**	**172**
8:00 PM	19	14	23	14	**70**	11	4	9	7	**31**	**101**
9:00 PM	17	12	5	6	**40**	11	6	15	9	**41**	**81**
10:00 PM	4	12	10	15	**41**	11	5	0	0	**16**	**57**
11:00 PM	15	5	1	4	**25**	3	3	5	1	**12**	**37**
Total					**2390**					**2479**	
					4869						

AM Peak Hr 5:15 am to 6:15 am **AM Peak 527** **AM PHF 0.808**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 668** **PM PHF 0.831**

Tuesday, August 6, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	3	1	0	**8**	1	0	0	0	**1**	**9**
1:00 AM	3	4	4	2	**13**	1	0	1	2	**4**	**17**
2:00 AM	3	4	2	2	**11**	1	0	0	2	**3**	**14**
3:00 AM	0	0	0	0	**0**	0	1	2	5	**8**	**8**
4:00 AM	1	0	0	0	**1**	8	12	24	33	**77**	**78**
5:00 AM	2	2	0	1	**5**	64	105	155	163	**487**	**492**
6:00 AM	5	4	4	4	**17**	135	85	78	45	**343**	**360**
7:00 AM	21	15	13	4	**53**	33	34	21	16	**104**	**157**
8:00 AM	10	7	7	5	**29**	36	23	24	20	**103**	**132**
9:00 AM	8	8	12	18	**46**	21	18	25	24	**88**	**134**
10:00 AM	16	21	18	25	**80**	25	27	34	46	**132**	**212**
11:00 AM	26	35	34	35	**130**	29	34	37	44	**144**	**274**
12:00 PM	34	36	39	31	**140**	33	36	45	38	**152**	**292**
1:00 PM	33	48	36	54	**171**	32	46	38	44	**160**	**331**
2:00 PM	56	53	50	56	**215**	39	39	32	32	**142**	**357**
3:00 PM	72	53	41	71	**237**	25	31	27	25	**108**	**345**
4:00 PM	65	82	187	147	**481**	29	28	28	19	**104**	**585**
5:00 PM	171	101	71	52	**395**	18	23	37	20	**98**	**493**
6:00 PM	35	40	32	25	**132**	15	24	20	15	**74**	**206**
7:00 PM	33	25	21	16	**95**	22	18	6	9	**55**	**150**
8:00 PM	19	8	16	15	**58**	6	11	13	8	**38**	**96**
9:00 PM	16	5	10	6	**37**	3	4	8	12	**27**	**64**
10:00 PM	8	10	4	8	**30**	9	4	1	2	**16**	**46**
11:00 PM	14	6	6	5	**31**	0	4	3	1	**8**	**39**
Total					**2415**					**2476**	
					4891						

AM Peak Hr 5:15 am to 6:15 am **AM Peak 566** **AM PHF 0.863**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 694** **PM PHF 0.807**

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

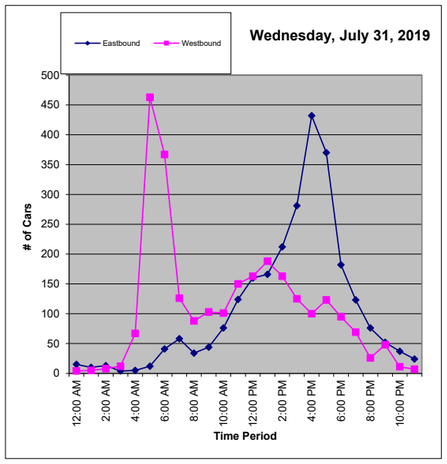
7 Day Volume Count Report

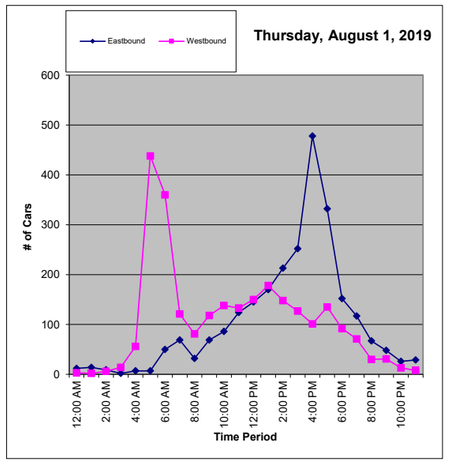
Location No. 1
Road Name Avila Beach Dr
Nearest Cross St E of Diablo Canyon Rd
Survey Date 7/31/19 thru 8/6/19
Latitude 35.17494339
Longitude -120.7548217
Peak Day 43680
Number of Lanes 2
Comments

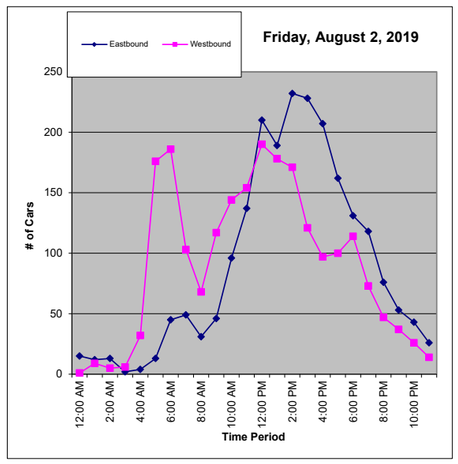
Hour	SUMMARY 31-Wed	01 Thu	02 Fri	03 Sat	04 Sun	05 Mon	06 Tue	Total	ADT	Wkday Avg	Wkend Avg
12:00 AM	19	15	16	19	16	13	9	**107**	**15**	14	18
1:00 AM	15	16	21	25	16	10	17	**120**	**17**	16	21
2:00 AM	21	15	18	12	13	18	14	**111**	**16**	17	13
3:00 AM	16	16	8	13	13	11	8	**85**	**12**	12	13
4:00 AM	72	63	36	19	20	70	78	**358**	**51**	64	20
5:00 AM	475	445	189	75	73	460	492	**2209**	**316**	412	74
6:00 AM	408	410	231	125	144	340	360	**2018**	**288**	350	135
7:00 AM	184	190	152	122	104	168	157	**1077**	**154**	170	113
8:00 AM	122	113	99	145	126	113	132	**850**	**121**	116	136
9:00 AM	147	187	163	209	220	129	134	**1189**	**170**	152	215
10:00 AM	177	224	240	330	304	193	212	**1680**	**240**	209	317
11:00 AM	274	257	291	411	397	274	274	**2178**	**311**	274	404
12:00 PM	323	295	400	518	449	296	292	**2573**	**368**	321	484
1:00 PM	354	348	367	607	574	320	331	**2901**	**414**	344	591
2:00 PM	375	361	403	619	568	333	357	**3016**	**431**	366	594
3:00 PM	406	379	349	536	534	357	345	**2906**	**415**	367	535
4:00 PM	532	579	304	448	400	580	585	**3428**	**490**	516	424
5:00 PM	493	467	262	381	360	507	493	**2963**	**423**	444	371
6:00 PM	277	244	245	308	289	229	206	**1798**	**257**	240	299
7:00 PM	192	188	191	233	208	172	150	**1334**	**191**	179	221
8:00 PM	102	97	123	109	91	101	96	**719**	**103**	104	100
9:00 PM	100	79	90	104	61	81	64	**579**	**83**	83	83
10:00 PM	48	39	69	58	42	57	46	**359**	**51**	52	50
11:00 PM	31	37	40	49	20	37	39	**253**	**36**	37	35
Total	**5163**	**5064**	**4307**	**5475**	**5042**	**4869**	**4891**	**34811**	**4973**	**4859**	**5259**
Percentages	**14.83%**	**14.55%**	**12.37%**	**15.73%**	**14.48%**	**13.99%**	**14.05%**	**100.00%**	**14.29%**	**13.96%**	**15.11%**
max	*532*	*579*	*403*	*619*	*574*	*580*	*585*				

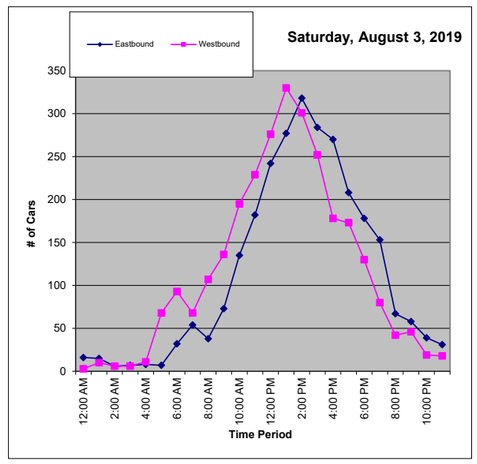
492

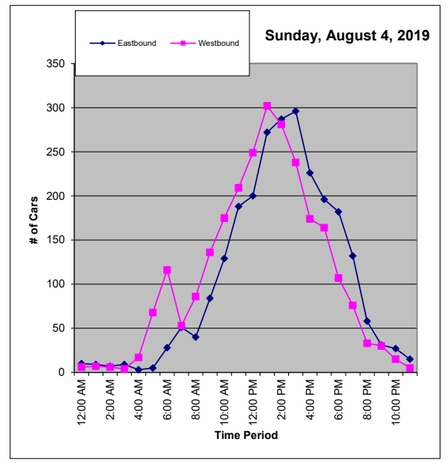
619

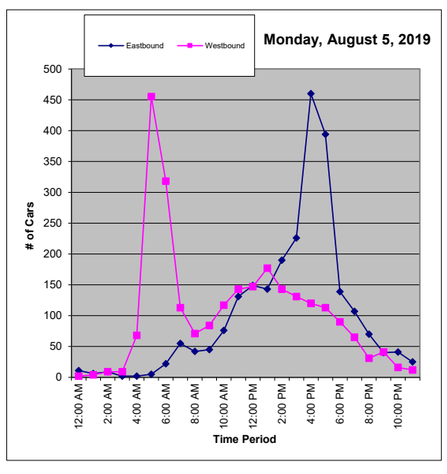


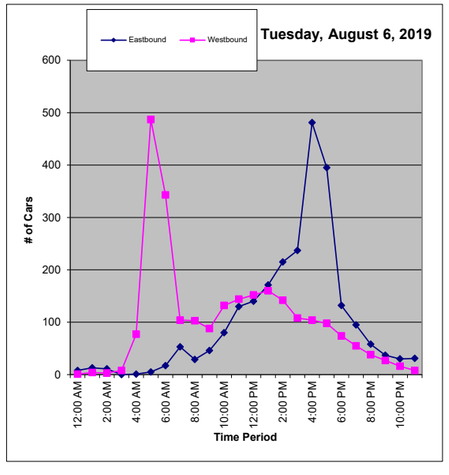


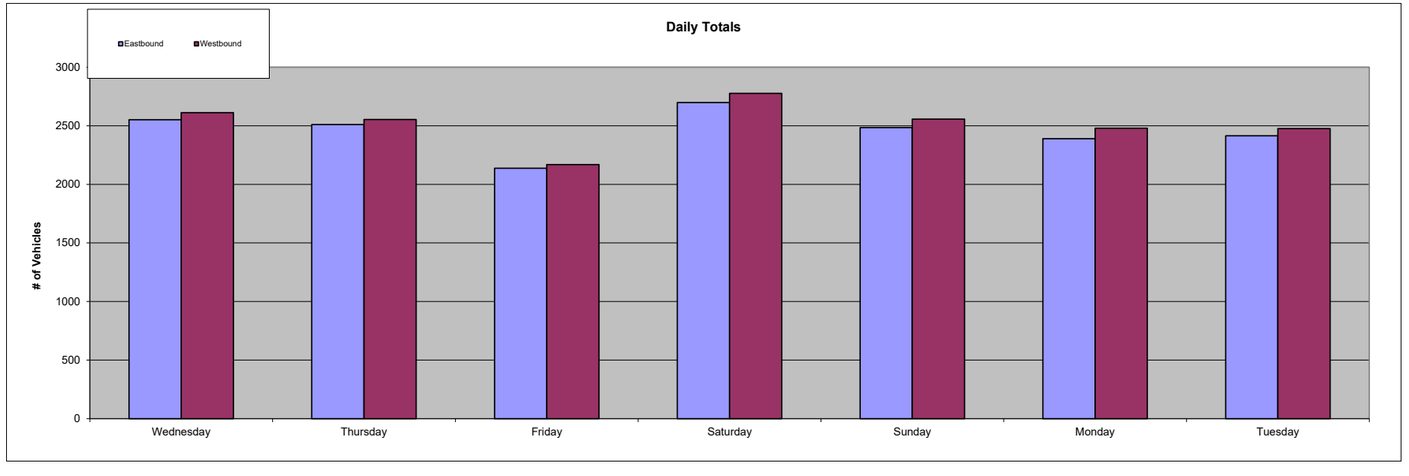












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 7
Road Name First St (Avila)
Nearest Cross St S of Avila Beach Dr
Survey Date 8/1/19 thru 8/7/19
Latitude 35.18016325
Longitude -120.7355994
Peak Day Saturday
Number of Lanes 2
Comments

Thursday, August 1, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	1	2	4	**10**	0	0	2	4	**6**	**16**
1:00 AM	1	3	0	2	**6**	0	1	0	0	**1**	**7**
2:00 AM	0	1	2	1	**4**	2	0	0	1	**3**	**7**
3:00 AM	1	0	1	0	**2**	0	0	2	0	**2**	**4**
4:00 AM	1	0	1	0	**2**	0	0	0	1	**1**	**3**
5:00 AM	1	5	0	4	**10**	1	1	6	3	**11**	**21**
6:00 AM	6	8	1	4	**19**	4	4	3	5	**16**	**35**
7:00 AM	2	8	7	10	**27**	10	20	9	12	**51**	**78**
8:00 AM	9	13	19	18	**59**	12	29	42	29	**112**	**171**
9:00 AM	16	19	19	14	**68**	28	38	29	33	**128**	**196**
10:00 AM	26	36	28	43	**133**	41	49	50	56	**196**	**329**
11:00 AM	46	37	33	29	**145**	67	58	80	97	**302**	**447**
12:00 PM	35	33	38	35	**141**	70	81	57	75	**283**	**424**
1:00 PM	43	52	40	60	**195**	78	70	68	65	**281**	**476**
2:00 PM	41	37	48	53	**179**	77	77	66	68	**288**	**467**
3:00 PM	62	61	62	42	**227**	55	69	64	37	**225**	**452**
4:00 PM	67	52	38	55	**212**	51	43	51	28	**173**	**385**
5:00 PM	60	42	56	46	**204**	40	41	40	32	**153**	**357**
6:00 PM	49	39	41	43	**172**	18	36	18	29	**101**	**273**
7:00 PM	27	29	34	26	**116**	35	42	24	24	**125**	**241**
8:00 PM	37	22	25	15	**99**	20	13	15	15	**63**	**162**
9:00 PM	19	18	19	13	**69**	8	12	7	6	**33**	**102**
10:00 PM	9	12	7	2	**30**	7	8	2	4	**21**	**51**
11:00 PM	3	4	3	1	**11**	6	0	0	0	**6**	**17**
Total					2140					2581	
					4721						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 447 — AM PHF 0.887
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 476 — PM PHF 0.952

Friday, August 2, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	1	2	4	**12**	2	4	2	2	**10**	**22**
1:00 AM	2	3	3	6	**14**	1	2	0	0	**3**	**17**
2:00 AM	0	0	1	1	**2**	2	0	0	0	**2**	**4**
3:00 AM	4	0	0	0	**4**	0	0	0	0	**0**	**4**
4:00 AM	0	1	1	2	**4**	0	3	0	0	**3**	**7**
5:00 AM	1	2	1	2	**6**	1	0	4	3	**8**	**14**
6:00 AM	1	5	1	3	**10**	0	3	9	9	**21**	**31**
7:00 AM	7	8	7	13	**35**	4	12	15	9	**40**	**75**
8:00 AM	9	5	3	15	**32**	8	16	29	27	**80**	**112**
9:00 AM	10	20	13	13	**56**	43	30	43	29	**145**	**201**
10:00 AM	30	28	27	19	**104**	56	57	68	64	**245**	**349**
11:00 AM	32	28	36	42	**138**	71	84	56	75	**286**	**424**
12:00 PM	40	49	39	52	**180**	97	76	96	93	**362**	**542**
1:00 PM	45	51	74	51	**221**	75	90	80	90	**335**	**556**
2:00 PM	78	76	64	67	**285**	83	73	84	106	**346**	**631**
3:00 PM	48	69	58	67	**242**	84	82	65	60	**291**	**533**
4:00 PM	70	70	66	59	**265**	80	67	65	64	**276**	**541**
5:00 PM	57	54	76	70	**257**	52	45	34	42	**173**	**430**
6:00 PM	75	65	64	47	**251**	58	63	59	55	**235**	**486**
7:00 PM	49	74	68	63	**254**	32	51	42	39	**164**	**418**
8:00 PM	75	61	59	61	**256**	36	33	25	32	**126**	**382**
9:00 PM	38	33	29	43	**143**	33	32	41	33	**139**	**282**
10:00 PM	45	40	28	17	**130**	37	30	36	16	**119**	**249**
11:00 PM	13	9	9	6	**37**	10	2	3	6	**21**	**58**
Total					2938					3430	
					6368						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 424 — AM PHF 0.906
PM Peak Hr 2:00 pm to 3:00 pm — PM Peak 631 — PM PHF 0.912

Saturday, August 3, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	7	4	6	5	**22**	5	2	6	5	**18**	**40**
1:00 AM	2	2	1	3	**8**	3	2	3	2	**10**	**18**
2:00 AM	1	1	2	3	**7**	0	0	3	0	**3**	**10**
3:00 AM	1	1	0	0	**2**	1	2	0	0	**3**	**5**
4:00 AM	1	1	0	0	**2**	3	1	0	3	**7**	**9**
5:00 AM	0	4	0	2	**6**	1	1	6	9	**17**	**23**
6:00 AM	4	4	4	4	**16**	1	16	7	23	**47**	**63**
7:00 AM	8	9	8	8	**33**	5	6	15	30	**56**	**89**
8:00 AM	14	14	22	17	**67**	29	37	31	31	**128**	**195**
9:00 AM	21	15	23	29	**88**	47	55	36	61	**199**	**287**
10:00 AM	32	36	52	48	**168**	95	80	101	101	**377**	**545**
11:00 AM	60	52	71	69	**252**	111	95	108	105	**419**	**671**
12:00 PM	83	93	82	78	**336**	104	105	103	79	**391**	**727**
1:00 PM	87	84	81	98	**350**	97	115	105	92	**409**	**759**
2:00 PM	70	69	77	74	**290**	110	102	109	84	**405**	**695**
3:00 PM	69	88	81	57	**295**	118	87	69	67	**341**	**636**
4:00 PM	60	67	74	61	**262**	83	71	58	74	**286**	**548**
5:00 PM	54	83	95	69	**301**	48	73	59	49	**229**	**530**
6:00 PM	80	46	74	65	**265**	46	65	48	45	**204**	**469**
7:00 PM	81	54	66	53	**254**	43	44	26	30	**143**	**397**
8:00 PM	46	39	25	30	**140**	21	19	23	15	**78**	**218**
9:00 PM	38	11	8	19	**76**	14	9	5	10	**38**	**114**
10:00 PM	19	17	10	9	**55**	11	9	4	6	**30**	**85**
11:00 PM	5	6	11	5	**27**	9	5	7	1	**22**	**49**
Total					3322					3860	
					7182						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 671 — AM PHF 0.937
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 759 — PM PHF 0.954

Sunday, August 4, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	4	2	4	**16**	1	0	3	0	**4**	**20**
1:00 AM	0	4	1	1	**6**	0	5	3	0	**8**	**14**
2:00 AM	2	0	0	1	**3**	4	0	0	0	**4**	**7**
3:00 AM	5	0	0	0	**5**	0	0	0	1	**1**	**6**
4:00 AM	1	0	0	1	**2**	0	0	0	1	**1**	**3**
5:00 AM	1	0	1	1	**3**	2	0	1	1	**4**	**7**
6:00 AM	4	1	1	4	**10**	4	1	5	12	**22**	**32**
7:00 AM	2	1	12	4	**19**	5	8	7	11	**31**	**50**
8:00 AM	6	7	7	14	**34**	16	24	33	41	**114**	**148**
9:00 AM	17	15	18	21	**71**	46	41	51	53	**191**	**262**
10:00 AM	45	44	44	29	**162**	55	80	89	76	**300**	**462**
11:00 AM	49	54	45	38	**186**	93	75	90	112	**370**	**556**
12:00 PM	57	71	72	76	**276**	91	83	112	103	**389**	**665**
1:00 PM	70	74	67	73	**284**	87	96	94	76	**353**	**637**
2:00 PM	65	82	58	70	**275**	92	91	87	79	**349**	**624**
3:00 PM	75	72	69	59	**275**	84	73	90	90	**337**	**612**
4:00 PM	61	57	83	78	**279**	62	67	63	69	**261**	**540**
5:00 PM	73	65	71	78	**287**	56	49	47	47	**199**	**486**
6:00 PM	69	61	67	46	**243**	66	49	42	35	**192**	**435**
7:00 PM	41	55	60	52	**208**	22	46	29	29	**126**	**334**
8:00 PM	40	32	20	16	**108**	16	13	10	9	**48**	**156**
9:00 PM	17	10	8	9	**44**	16	5	2	4	**27**	**71**
10:00 PM	8	7	5	2	**22**	8	10	1	0	**19**	**41**
11:00 PM	5	6	2	1	**14**	4	1	1	0	**6**	**20**
Total					2832					3356	
					6188						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 556 — AM PHF 0.927
PM Peak Hr 12:30 pm to 1:30 pm — PM Peak 690 — PM PHF 0.938

Monday, August 5, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	0	4	0	**9**	3	0	1	1	**5**	**14**
1:00 AM	0	3	2	0	**5**	1	1	0	0	**2**	**7**
2:00 AM	2	1	3	1	**7**	1	0	2	1	**4**	**11**
3:00 AM	1	2	0	1	**4**	3	0	0	0	**3**	**7**
4:00 AM	0	4	1	0	**5**	1	0	0	0	**1**	**6**
5:00 AM	1	5	0	3	**9**	2	0	2	9	**13**	**22**
6:00 AM	2	3	7	4	**16**	6	2	5	5	**18**	**34**
7:00 AM	4	12	6	4	**26**	7	9	12	9	**37**	**63**
8:00 AM	8	6	9	5	**28**	19	47	29	45	**140**	**168**
9:00 AM	19	32	20	15	**86**	32	11	22	26	**91**	**177**
10:00 AM	16	20	32	26	**94**	33	44	49	41	**167**	**261**
11:00 AM	27	21	23	38	**109**	48	53	58	67	**226**	**335**
12:00 PM	48	28	39	34	**149**	60	79	106	57	**302**	**451**
1:00 PM	32	27	35	40	**134**	53	77	61	46	**237**	**371**
2:00 PM	34	62	38	57	**191**	61	52	61	52	**226**	**417**
3:00 PM	50	42	49	37	**178**	46	53	53	57	**209**	**387**
4:00 PM	37	56	50	54	**197**	54	46	44	41	**185**	**382**
5:00 PM	47	42	64	40	**193**	43	32	23	33	**131**	**324**
6:00 PM	39	29	38	42	**148**	38	26	31	48	**143**	**291**
7:00 PM	38	45	43	21	**147**	37	25	9	28	**99**	**246**
8:00 PM	28	25	28	24	**105**	13	9	8	8	**38**	**143**
9:00 PM	9	12	15	6	**42**	7	8	3	8	**26**	**68**
10:00 PM	3	3	1	1	**8**	0	2	0	4	**6**	**14**
11:00 PM	2	2	0	0	**4**	0	1	0	2	**3**	**7**
Total					1894					2312	
					4206						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 335 — AM PHF 0.798
PM Peak Hr 12:00 pm to 1:00 pm — PM Peak 451 — PM PHF 0.778

Tuesday, August 6, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	2	2	0	**5**	0	0	2	2	**4**	**9**
1:00 AM	3	2	2	0	**7**	0	0	0	0	**0**	**7**
2:00 AM	0	0	1	0	**1**	0	1	0	1	**2**	**3**
3:00 AM	2	0	1	2	**5**	0	0	0	1	**1**	**6**
4:00 AM	0	0	0	2	**2**	1	0	0	0	**1**	**3**
5:00 AM	2	3	3	1	**9**	2	0	3	2	**7**	**16**
6:00 AM	3	5	4	4	**16**	5	6	8	4	**23**	**39**
7:00 AM	2	8	8	4	**22**	7	7	14	12	**40**	**62**
8:00 AM	9	8	4	11	**32**	13	22	30	42	**107**	**139**
9:00 AM	19	14	12	21	**66**	30	20	21	40	**111**	**177**
10:00 AM	21	24	10	24	**79**	39	47	39	45	**170**	**249**
11:00 AM	28	34	24	45	**131**	60	44	82	67	**253**	**384**
12:00 PM	35	37	31	41	**144**	64	85	65	51	**265**	**409**
1:00 PM	29	46	47	37	**159**	73	65	62	49	**249**	**408**
2:00 PM	46	44	42	45	**177**	78	69	56	68	**271**	**448**
3:00 PM	49	48	38	48	**183**	55	48	35	42	**180**	**363**
4:00 PM	55	31	45	48	**179**	42	49	55	38	**184**	**363**
5:00 PM	43	41	48	32	**164**	38	37	43	23	**141**	**305**
6:00 PM	32	23	37	38	**130**	26	24	19	26	**95**	**225**
7:00 PM	42	34	23	18	**117**	29	30	28	18	**105**	**222**
8:00 PM	24	26	33	17	**100**	13	11	11	1	**36**	**136**
9:00 PM	13	10	11	4	**38**	5	3	6	9	**23**	**61**
10:00 PM	8	6	4	4	**22**	4	2	1	4	**11**	**33**
11:00 PM	1	2	2	2	**7**	1	3	0	1	**5**	**12**
Total					1795					2284	
					4079						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 384 — AM PHF 0.857
PM Peak Hr 2:00 pm to 3:00 pm — PM Peak 448 — PM PHF 0.903

Wednesday, August 7, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	2	2	1	**5**	0	2	0	0	**2**	**7**
1:00 AM	2	0	1	1	**4**	0	0	1	2	**3**	**7**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	1	0	**1**	1	0	0	0	**1**	**2**
5:00 AM	1	5	1	3	**10**	2	0	2	4	**8**	**18**
6:00 AM	3	6	3	8	**20**	6	2	4	12	**24**	**44**
7:00 AM	5	6	7	5	**23**	6	8	12	10	**36**	**59**
8:00 AM	3	15	7	25	**50**	12	26	17	34	**89**	**139**
9:00 AM	18	18	17	18	**71**	25	25	34	36	**120**	**191**
10:00 AM	20	29	20	30	**99**	42	35	65	60	**202**	**301**
11:00 AM	30	30	27	32	**119**	74	59	57	84	**274**	**393**
12:00 PM	37	47	30	42	**156**	52	77	87	65	**281**	**437**
1:00 PM	56	52	46	52	**206**	79	71	57	77	**284**	**490**
2:00 PM	39	46	48	47	**180**	58	59	62	70	**249**	**429**
3:00 PM	52	70	40	34	**196**	54	68	56	46	**224**	**420**
4:00 PM	56	67	54	60	**237**	49	33	50	49	**181**	**418**
5:00 PM	57	34	45	40	**176**	43	30	29	43	**145**	**321**
6:00 PM	43	55	33	38	**169**	35	33	38	31	**137**	**306**
7:00 PM	34	41	16	38	**129**	30	17	25	23	**95**	**224**
8:00 PM	39	20	16	13	**88**	15	5	12	5	**37**	**125**
9:00 PM	17	7	14	5	**43**	9	4	7	7	**27**	**70**
10:00 PM	4	6	6	2	**18**	7	4	3	0	**14**	**32**
11:00 PM	0	1	0	0	**1**	0	0	5	2	**7**	**8**
Total					2002					2440	
					4442						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 393 — AM PHF 0.847
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 490 — PM PHF 0.907

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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Report Prepared For:

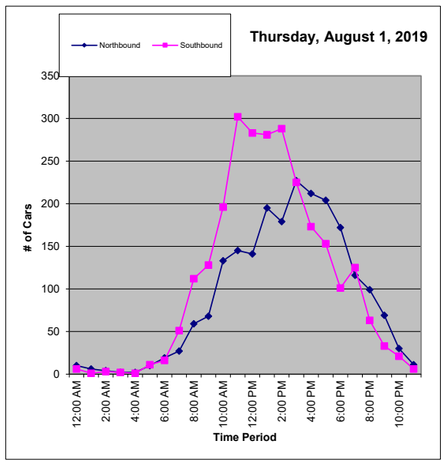
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

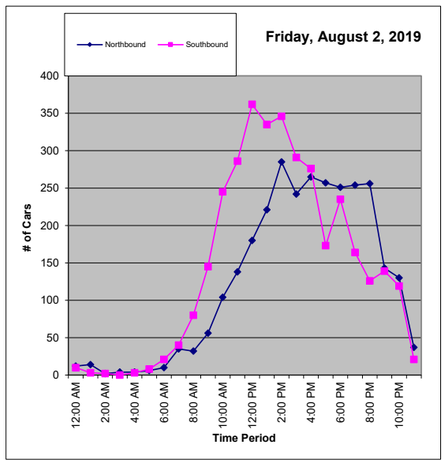
(805) 781-5200

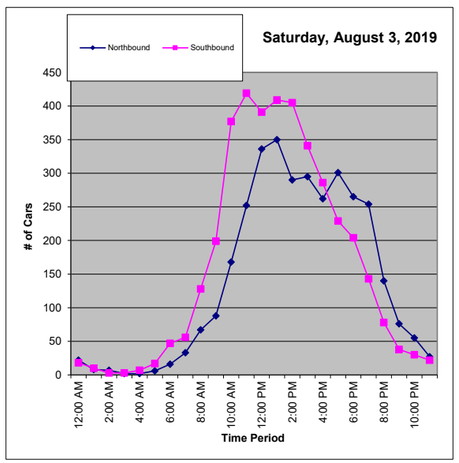
7 Day Volume Count Report

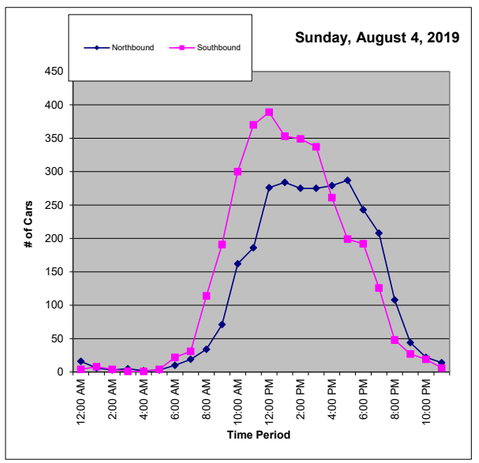
Location No. 7
Road Name First St (Avila)
Nearest Cross St S of Avila Beach Dr
Survey Date 8/1/19 thru 8/7/19
Latitude 35.18016325
Longitude -120.7355994
Peak Day 43680
Number of Lanes 2
Comments

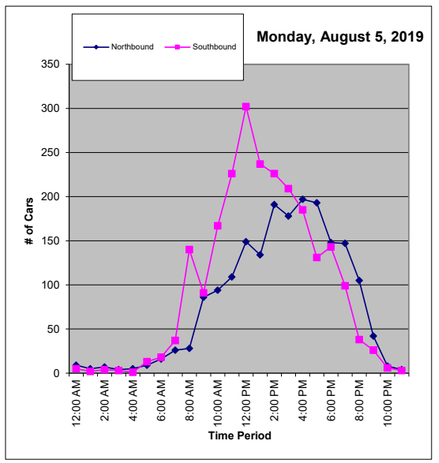
	SUMMARY										
Hour	**01 Thu**	**02 Fri**	**03 Sat**	**04 Sun**	**05 Mon**	**06 Tue**	**07 Wed**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	16	22	40	20	14	9	7	**128**	**18**	14	30
1:00 AM	7	17	18	14	7	7	7	**77**	**11**	9	16
2:00 AM	7	4	10	7	11	3	0	**42**	**6**	5	9
3:00 AM	4	4	5	6	7	6	1	**33**	**5**	4	6
4:00 AM	3	7	9	3	6	3	2	**33**	**5**	4	6
5:00 AM	21	14	23	7	22	16	18	**121**	**17**	18	15
6:00 AM	35	31	63	32	34	39	44	**278**	**40**	37	48
7:00 AM	78	75	89	50	63	62	59	**476**	**68**	67	70
8:00 AM	171	112	195	148	168	139	139	**1072**	**153**	146	172
9:00 AM	196	201	287	262	177	177	191	**1491**	**213**	188	275
10:00 AM	329	349	545	462	261	249	301	**2496**	**357**	298	504
11:00 AM	447	424	671	556	335	384	393	**3210**	**459**	397	614
12:00 PM	424	542	727	665	451	409	437	**3655**	**522**	453	696
1:00 PM	476	556	759	637	371	408	490	**3697**	**528**	460	698
2:00 PM	467	631	695	624	417	448	429	**3711**	530	478	660
3:00 PM	452	533	636	612	387	363	420	**3403**	**486**	431	624
4:00 PM	385	541	548	540	382	363	418	**3177**	**454**	418	544
5:00 PM	357	430	530	486	324	305	321	**2753**	**393**	347	508
6:00 PM	273	486	469	435	291	225	306	**2485**	**355**	316	452
7:00 PM	241	418	397	334	246	222	224	**2082**	**297**	270	366
8:00 PM	162	382	218	156	143	136	125	**1322**	**189**	190	187
9:00 PM	102	282	114	71	68	61	70	**768**	**110**	117	93
10:00 PM	51	249	85	41	14	33	32	**505**	**72**	76	63
11:00 PM	17	58	49	20	7	12	8	**171**	**24**	20	35
Total	**4721**	**6368**	**7182**	**6188**	**4206**	**4079**	**4442**	**37186**	**5312**	**4763**	**6685**
Percentages	**12.70%**	**17.12%**	**19.31%**	**16.64%**	**11.31%**	**10.97%**	**11.95%**	**100.00%**	**14.29%**	**12.81%**	**17.98%**
max	*476*	*631*	*759*	*665*	*451*	*448*	*490*				

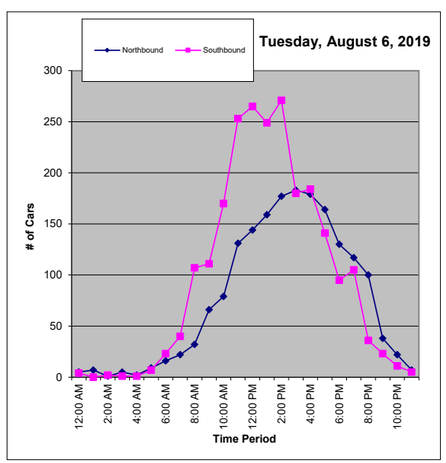


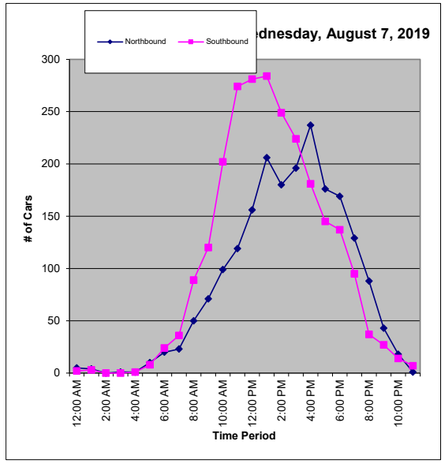


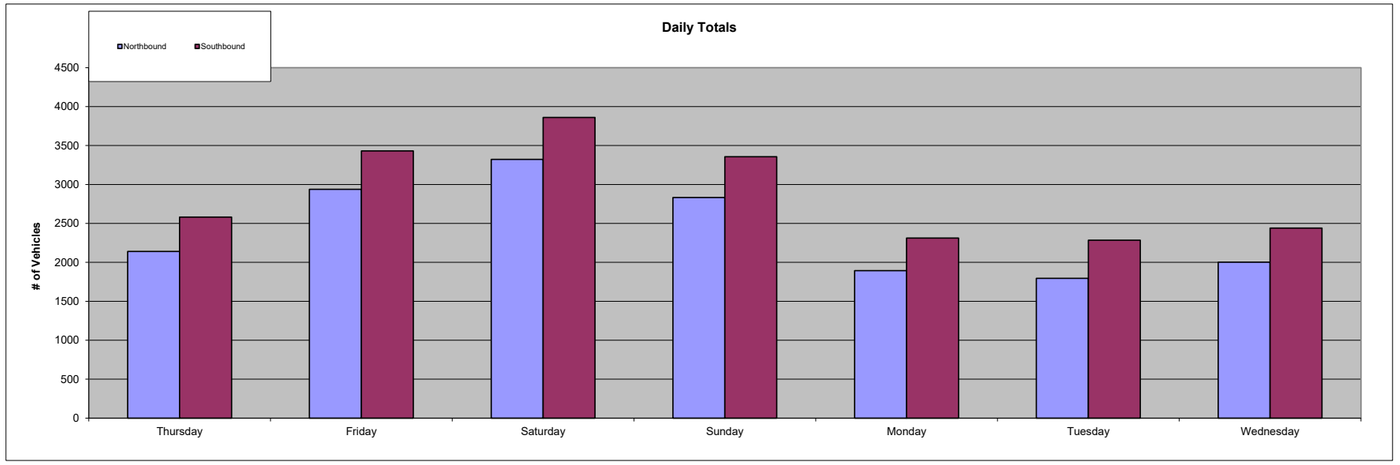












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
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Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 14
Road Name Ontario Rd
Nearest Cross St S of San Luis Bay Dr
Survey Date 7/21/19 thru 7/27/19
Latitude 35.19441888
Longitude -120.7006335
Peak Day Friday
Number of Lanes 2
Comments

Sunday, July 21, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	3	0	1	**5**	0	0	0	0	**0**	**5**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
6:00 AM	0	0	1	0	**1**	0	0	1	1	**2**	**3**
7:00 AM	3	0	3	2	**8**	0	1	0	0	**1**	**9**
8:00 AM	3	10	1	5	**19**	1	0	0	0	**1**	**20**
9:00 AM	3	4	5	14	**26**	0	1	1	7	**9**	**35**
10:00 AM	9	10	12	9	**40**	2	1	2	0	**5**	**45**
11:00 AM	14	15	15	29	**73**	3	3	5	3	**14**	**87**
12:00 PM	45	27	31	15	**118**	6	5	4	4	**19**	**137**
1:00 PM	14	23	17	11	**65**	10	3	4	10	**27**	**92**
2:00 PM	18	19	19	26	**82**	6	5	6	3	**20**	**102**
3:00 PM	15	19	5	11	**50**	8	6	10	3	**27**	**77**
4:00 PM	17	12	10	13	**52**	2	1	1	0	**4**	**56**
5:00 PM	10	15	14	4	**43**	1	0	1	2	**4**	**47**
6:00 PM	6	5	6	1	**18**	0	0	0	1	**1**	**19**
7:00 PM	4	3	10	5	**22**	1	0	0	1	**2**	**24**
8:00 PM	5	1	3	2	**11**	1	0	0	0	**1**	**12**
9:00 PM	0	3	1	0	**4**	0	0	0	0	**0**	**4**
10:00 PM	1	0	4	0	**5**	0	0	0	0	**0**	**5**
11:00 PM	1	3	0	1	**5**	0	0	0	0	**0**	**5**
Total					**649**					**137**	
					786						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 87 — AM PHF 0.680
PM Peak Hr 12:00 pm to 1:00 pm — PM Peak 137 — PM PHF 0.672

Monday, July 22, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	0	1	0	**1**	1	0	0	0	**1**	**2**
6:00 AM	0	1	1	3	**5**	0	0	1	0	**1**	**6**
7:00 AM	4	3	2	2	**11**	0	0	0	1	**1**	**12**
8:00 AM	3	3	4	4	**14**	0	0	1	2	**3**	**17**
9:00 AM	12	4	4	9	**29**	0	2	1	1	**4**	**33**
10:00 AM	7	5	7	9	**28**	0	3	2	1	**6**	**34**
11:00 AM	8	8	8	9	**33**	0	1	2	1	**4**	**37**
12:00 PM	10	5	10	12	**37**	1	0	2	3	**6**	**43**
1:00 PM	14	5	9	9	**37**	0	3	4	2	**9**	**46**
2:00 PM	8	11	9	10	**38**	4	6	1	1	**12**	**50**
3:00 PM	10	16	12	6	**44**	4	1	3	2	**10**	**54**
4:00 PM	10	8	4	3	**25**	14	8	1	3	**26**	**51**
5:00 PM	8	11	5	6	**30**	5	8	3	2	**18**	**48**
6:00 PM	5	2	5	4	**16**	1	0	1	0	**2**	**18**
7:00 PM	4	10	3	5	**22**	1	0	0	0	**1**	**23**
8:00 PM	3	1	2	3	**9**	1	0	0	0	**1**	**10**
9:00 PM	6	0	1	2	**9**	0	0	0	0	**0**	**9**
10:00 PM	2	1	0	0	**3**	0	0	0	0	**0**	**3**
11:00 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
Total					**393**					**105**	
					498						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 37 — AM PHF 0.925
PM Peak Hr 3:15 pm to 4:15 pm — PM Peak 64 — PM PHF 0.667

Tuesday, July 23, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
6:00 AM	0	2	2	1	**5**	0	0	0	0	**0**	**5**
7:00 AM	6	3	3	3	**15**	1	0	0	0	**1**	**16**
8:00 AM	2	7	5	7	**21**	0	0	0	1	**1**	**22**
9:00 AM	8	5	5	5	**23**	1	2	0	1	**4**	**27**
10:00 AM	4	8	9	17	**38**	1	1	0	0	**2**	**40**
11:00 AM	6	16	7	13	**42**	2	1	2	1	**6**	**48**
12:00 PM	11	11	6	8	**36**	2	2	3	4	**11**	**47**
1:00 PM	5	8	6	11	**30**	1	2	4	4	**11**	**41**
2:00 PM	12	15	4	16	**47**	4	2	3	3	**12**	**59**
3:00 PM	12	11	13	14	**50**	1	5	7	13	**26**	**76**
4:00 PM	11	10	7	6	**34**	16	10	8	8	**42**	**76**
5:00 PM	8	11	14	2	**35**	14	25	4	3	**46**	**81**
6:00 PM	10	2	7	7	**26**	1	2	1	1	**5**	**31**
7:00 PM	4	2	7	5	**18**	2	1	2	0	**5**	**23**
8:00 PM	4	0	1	19	**24**	1	0	0	0	**1**	**25**
9:00 PM	21	13	7	1	**42**	0	0	0	0	**0**	**42**
10:00 PM	2	0	1	0	**3**	0	0	0	0	**0**	**3**
11:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total					**491**					**173**	
					664						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 51 — AM PHF 0.750
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 90 — PM PHF 0.625

Wednesday, July 24, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	1	0	**2**	0	0	0	0	**0**	**2**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	1	1	0	0	**2**	0	1	0	0	**1**	**3**
6:00 AM	2	2	1	0	**5**	0	0	0	0	**0**	**5**
7:00 AM	8	5	6	5	**24**	0	0	1	0	**1**	**25**
8:00 AM	4	4	7	9	**24**	0	2	1	0	**3**	**27**
9:00 AM	3	6	13	10	**32**	0	1	2	0	**3**	**35**
10:00 AM	11	3	11	5	**30**	1	3	3	3	**10**	**40**
11:00 AM	11	16	9	16	**52**	4	1	3	3	**11**	**63**
12:00 PM	10	19	11	9	**49**	6	2	8	4	**20**	**69**
1:00 PM	12	19	12	16	**59**	6	4	4	4	**18**	**77**
2:00 PM	10	6	6	13	**35**	1	1	2	3	**7**	**42**
3:00 PM	11	10	18	2	**41**	1	2	0	4	**7**	**48**
4:00 PM	6	5	7	4	**22**	6	6	5	8	**25**	**47**
5:00 PM	7	10	5	6	**28**	7	9	1	2	**19**	**47**
6:00 PM	7	3	3	3	**16**	0	0	1	0	**1**	**17**
7:00 PM	2	2	5	4	**13**	1	0	0	0	**1**	**14**
8:00 PM	1	0	3	2	**6**	1	0	0	0	**1**	**7**
9:00 PM	4	2	2	0	**8**	0	0	0	0	**0**	**8**
10:00 PM	1	1	1	1	**4**	0	0	0	0	**0**	**4**
11:00 PM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
Total					**453**					**128**	
					581						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 63 — AM PHF 0.829
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 77 — PM PHF 0.837

Thursday, July 25, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
1:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	1	1	**2**	0	0	0	0	**0**	**2**
5:00 AM	0	0	3	0	**3**	0	0	0	0	**0**	**3**
6:00 AM	2	1	1	1	**5**	0	0	0	1	**1**	**6**
7:00 AM	3	8	5	5	**21**	0	0	0	0	**0**	**21**
8:00 AM	9	5	5	9	**28**	0	0	0	0	**0**	**28**
9:00 AM	5	9	8	5	**27**	1	0	2	2	**5**	**32**
10:00 AM	5	11	9	7	**32**	2	1	1	0	**4**	**36**
11:00 AM	7	9	10	10	**36**	0	2	1	2	**5**	**41**
12:00 PM	10	17	11	10	**48**	6	2	0	2	**10**	**58**
1:00 PM	10	11	11	22	**54**	5	2	1	4	**12**	**66**
2:00 PM	12	14	16	13	**55**	1	2	1	4	**8**	**63**
3:00 PM	7	18	11	7	**43**	3	3	0	2	**8**	**51**
4:00 PM	7	6	9	16	**38**	7	7	2	1	**17**	**55**
5:00 PM	6	11	11	7	**35**	10	7	7	4	**28**	**63**
6:00 PM	1	4	11	10	**26**	3	1	1	1	**6**	**32**
7:00 PM	5	3	7	12	**27**	0	0	0	1	**1**	**28**
8:00 PM	4	4	3	1	**12**	0	0	0	0	**0**	**12**
9:00 PM	1	0	0	2	**3**	0	0	0	0	**0**	**3**
10:00 PM	4	3	1	0	**8**	0	0	0	0	**0**	**8**
11:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total					**505**					**105**	
					610						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 41 — AM PHF 0.854
PM Peak Hr 1:45 pm to 2:45 pm — PM Peak 72 — PM PHF 0.692

Friday, July 26, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
6:00 AM	1	3	0	1	**5**	1	0	0	0	**1**	**6**
7:00 AM	4	7	6	6	**23**	0	0	0	0	**0**	**23**
8:00 AM	2	3	5	3	**13**	0	0	0	0	**0**	**13**
9:00 AM	3	6	13	5	**27**	1	1	1	1	**4**	**31**
10:00 AM	4	11	9	15	**39**	0	1	1	1	**3**	**42**
11:00 AM	12	15	10	9	**46**	1	2	1	2	**6**	**52**
12:00 PM	8	8	46	51	**113**	1	2	4	1	**8**	**121**
1:00 PM	34	27	36	21	**118**	2	3	8	4	**17**	**135**
2:00 PM	15	12	13	10	**50**	4	3	5	5	**17**	**67**
3:00 PM	18	11	6	10	**45**	4	6	7	17	**34**	**79**
4:00 PM	15	13	5	8	**41**	15	19	9	15	**58**	**99**
5:00 PM	13	6	14	2	**35**	9	11	5	8	**33**	**68**
6:00 PM	7	6	10	11	**34**	7	3	2	5	**17**	**51**
7:00 PM	12	20	6	6	**44**	2	1	0	0	**3**	**47**
8:00 PM	2	11	3	5	**21**	1	0	0	0	**1**	**22**
9:00 PM	3	0	1	3	**7**	0	0	0	0	**0**	**7**
10:00 PM	3	0	0	0	**3**	0	0	0	0	**0**	**3**
11:00 PM	2	0	0	0	**2**	0	0	0	0	**0**	**2**
Total					**669**					**202**	
					871						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 57 — AM PHF 0.838
PM Peak Hr 0:30 pm to 1:30 pm — PM Peak 168 — PM PHF 0.808

Saturday, July 27, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
1:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	1	1	2	**4**	0	0	0	0	**0**	**4**
6:00 AM	0	0	0	2	**2**	0	0	1	0	**1**	**3**
7:00 AM	5	2	2	2	**11**	0	0	0	0	**0**	**11**
8:00 AM	1	3	3	4	**11**	0	1	0	0	**1**	**12**
9:00 AM	4	2	9	14	**29**	0	0	1	0	**1**	**30**
10:00 AM	9	6	16	9	**40**	0	0	0	1	**1**	**41**
11:00 AM	14	10	12	15	**51**	0	4	3	3	**10**	**61**
12:00 PM	20	12	6	18	**56**	2	1	1	0	**4**	**60**
1:00 PM	15	19	27	17	**78**	2	2	3	8	**15**	**93**
2:00 PM	19	7	11	16	**53**	3	7	8	5	**23**	**76**
3:00 PM	20	11	20	14	**65**	4	1	2	4	**11**	**76**
4:00 PM	15	9	18	22	**64**	0	2	0	2	**4**	**68**
5:00 PM	12	11	15	9	**47**	0	3	0	0	**3**	**50**
6:00 PM	8	8	8	4	**28**	1	0	0	0	**1**	**29**
7:00 PM	5	4	8	9	**26**	0	0	0	0	**0**	**26**
8:00 PM	4	2	3	2	**11**	0	0	0	0	**0**	**11**
9:00 PM	3	3	0	1	**7**	0	0	0	1	**1**	**8**
10:00 PM	1	1	1	2	**5**	0	0	0	0	**0**	**5**
11:00 PM	0	1	4	0	**5**	1	0	0	0	**1**	**6**
Total					**596**					**77**	
					673						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 61 — AM PHF 0.847
PM Peak Hr 1:15 pm to 2:15 pm — PM Peak 98 — PM PHF 0.817

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

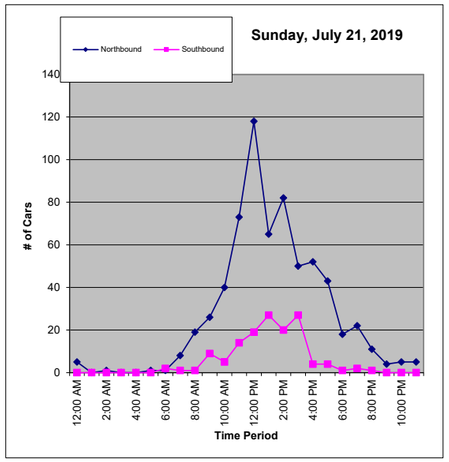
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

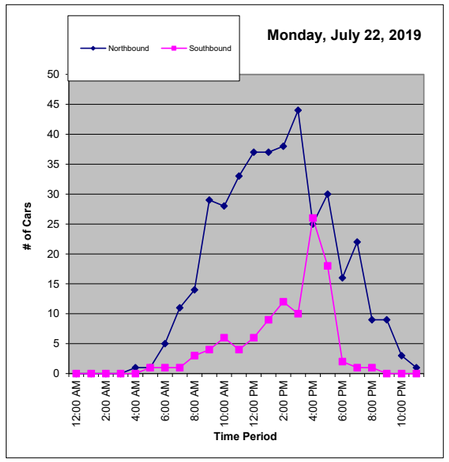
(805) 781-5200

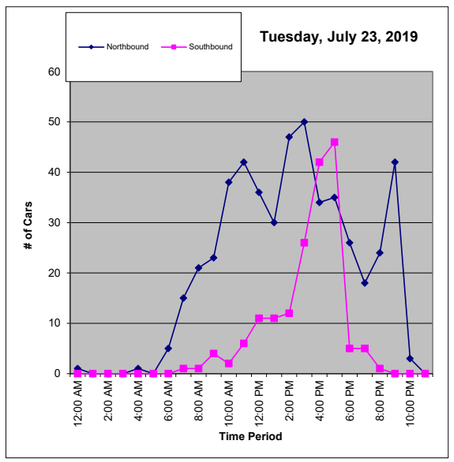
7 Day Volume Count Report

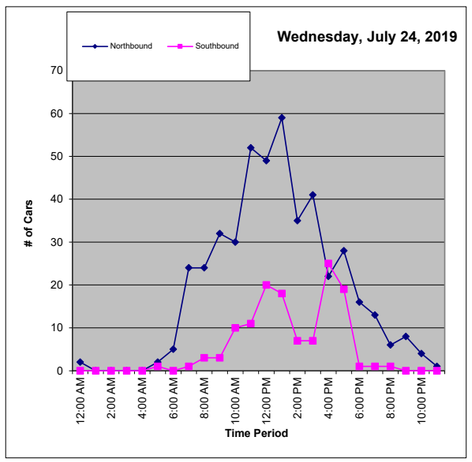
Location No. 14
Road Name Ontario Rd
Nearest Cross St S of San Luis Bay Dr
Survey Date 7/21/19 thru 7/27/19
Latitude 35.19441888
Longitude -120.7006335
Peak Day 43672
Number of Lanes 2
Comments

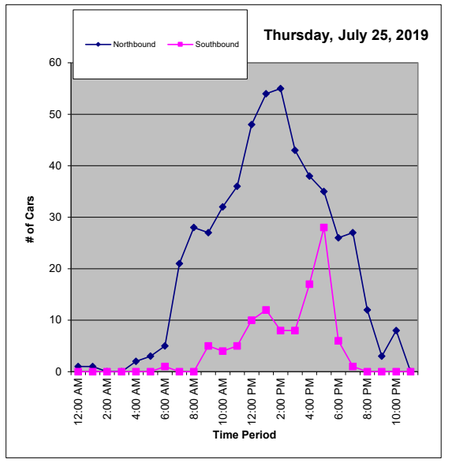
	SUMMARY										
Hour	**21-Sun**	**22 Mon**	**23 Tue**	**24 Wed**	**25 Thu**	**26 Fri**	**27 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	5	0	1	2	1	1	1	**11**	**2**	1	3
1:00 AM	0	0	0	0	1	0	1	**2**	**0**	0	1
2:00 AM	1	0	0	0	0	1	0	**2**	**0**	0	1
3:00 AM	0	0	0	0	0	0	1	**1**	**0**	0	1
4:00 AM	0	1	1	0	2	0	0	**4**	**1**	1	0
5:00 AM	1	2	0	3	3	1	4	**14**	**2**	2	3
6:00 AM	3	6	5	5	6	6	3	**34**	**5**	6	3
7:00 AM	9	12	16	25	21	23	11	**117**	**17**	19	10
8:00 AM	20	17	22	27	28	13	12	**139**	**20**	21	16
9:00 AM	35	33	27	35	32	31	30	**223**	**32**	32	33
10:00 AM	45	34	40	40	36	42	41	**278**	**40**	38	43
11:00 AM	87	37	48	63	41	52	61	**389**	**56**	48	74
12:00 PM	137	43	47	69	58	121	60	**535**	**76**	68	99
1:00 PM	92	46	41	77	66	135	93	**550**	**79**	73	93
2:00 PM	102	50	59	42	63	67	76	**459**	**66**	56	89
3:00 PM	77	54	76	48	51	79	76	**461**	**66**	62	77
4:00 PM	56	51	76	47	55	99	68	**452**	**65**	66	62
5:00 PM	47	48	81	47	63	68	50	**404**	**58**	61	49
6:00 PM	19	18	31	17	32	51	29	**197**	**28**	30	24
7:00 PM	24	23	23	14	28	47	26	**185**	**26**	27	25
8:00 PM	12	10	25	7	12	22	11	**99**	**14**	15	12
9:00 PM	4	9	42	8	3	7	8	**81**	**12**	14	6
10:00 PM	5	3	3	4	8	3	5	**31**	**4**	4	5
11:00 PM	5	1	0	1	0	2	6	**15**	**2**	1	6
Total	**786**	**498**	**664**	**581**	**610**	**871**	**673**	**4683**	**669**	**645**	**730**
Percentages	**16.78%**	**10.63%**	**14.18%**	**12.41%**	**13.03%**	**18.60%**	**14.37%**	**100.00%**	**14.29%**	**13.77%**	**15.58%**
max	*137*	*54*	*81*	*77*	*66*	*135*	*93*				

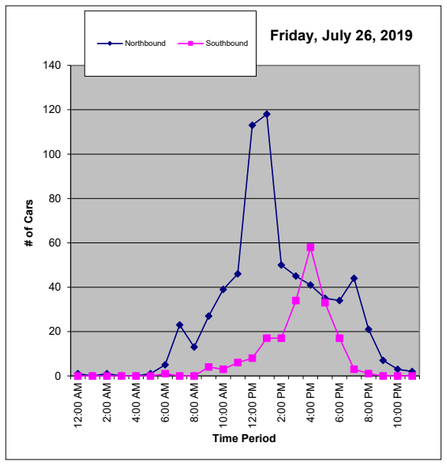


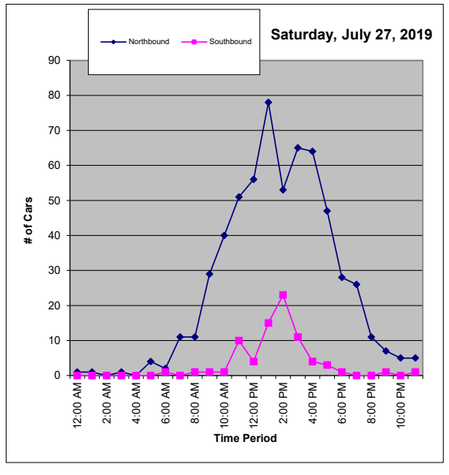


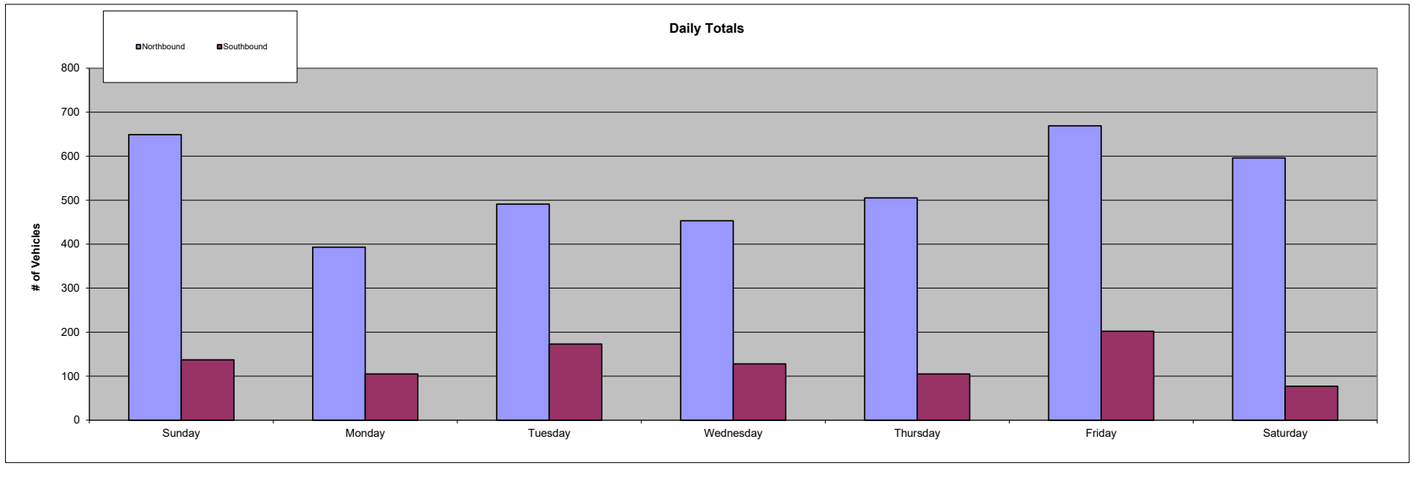












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 17
Road Name San Luis Bay Dr
Nearest Cross St N of Avila Beach Dr
Survey Date 7/31/19 thru 8/6/19
Latitude 35.18863309
Longitude -120.7188776
Peak Day Friday
Number of Lanes 2
Comments

Wednesday, July 31, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	0	3	1	**6**	2	2	0	0	**4**	**10**
1:00 AM	1	2	1	2	**6**	2	0	0	2	**4**	**10**
2:00 AM	4	1	0	1	**6**	1	1	1	1	**4**	**10**
3:00 AM	1	0	2	0	**3**	0	2	1	2	**5**	**8**
4:00 AM	0	1	0	2	**3**	2	4	19	21	**46**	**49**
5:00 AM	6	3	7	11	**27**	20	53	77	81	**231**	**258**
6:00 AM	7	22	15	9	**53**	54	66	37	29	**186**	**239**
7:00 AM	15	20	23	30	**88**	27	33	33	27	**120**	**208**
8:00 AM	26	36	31	44	**137**	33	44	31	35	**143**	**280**
9:00 AM	41	33	40	40	**154**	41	49	43	37	**170**	**324**
10:00 AM	39	31	42	51	**163**	46	34	48	53	**181**	**344**
11:00 AM	53	38	47	47	**185**	48	77	72	75	**272**	**457**
12:00 PM	52	46	67	59	**224**	65	52	53	86	**256**	**480**
1:00 PM	52	52	58	55	**217**	82	75	73	75	**305**	**522**
2:00 PM	61	45	75	67	**248**	68	68	59	53	**248**	**496**
3:00 PM	73	67	73	85	**298**	72	72	57	56	**257**	**555**
4:00 PM	82	75	94	124	**375**	74	75	61	61	**271**	**646**
5:00 PM	120	93	77	93	**383**	73	69	79	77	**298**	**681**
6:00 PM	75	63	65	51	**254**	73	43	32	42	**190**	**444**
7:00 PM	41	42	46	41	**170**	49	32	30	33	**144**	**314**
8:00 PM	43	30	30	30	**133**	24	33	14	14	**85**	**218**
9:00 PM	27	26	22	13	**88**	19	11	10	9	**49**	**137**
10:00 PM	11	17	5	10	**43**	8	11	3	3	**25**	**68**
11:00 PM	10	11	2	4	**27**	4	5	3	4	**16**	**43**
Total					3291					3510	
					6801						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 457 — AM PHF 0.936
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 696 — PM PHF 0.902

Thursday, August 1, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	1	1	4	**10**	0	2	3	1	**6**	**16**
1:00 AM	2	3	3	0	**8**	0	2	3	3	**8**	**16**
2:00 AM	1	1	1	1	**4**	1	1	1	1	**4**	**8**
3:00 AM	1	1	1	1	**4**	3	1	2	0	**6**	**10**
4:00 AM	1	1	1	0	**3**	1	2	13	16	**32**	**35**
5:00 AM	4	2	1	9	**16**	28	51	74	72	**225**	**241**
6:00 AM	6	18	14	22	**60**	63	51	24	34	**172**	**232**
7:00 AM	23	19	35	37	**114**	28	43	24	40	**135**	**249**
8:00 AM	35	25	32	32	**124**	28	27	33	52	**140**	**264**
9:00 AM	38	38	32	46	**154**	47	41	46	63	**197**	**351**
10:00 AM	43	33	42	44	**162**	51	44	56	59	**210**	**372**
11:00 AM	56	55	46	54	**211**	65	53	72	78	**268**	**479**
12:00 PM	40	42	56	51	**189**	78	63	63	68	**272**	**461**
1:00 PM	61	50	52	65	**228**	66	72	68	63	**269**	**497**
2:00 PM	59	61	60	66	**246**	70	83	78	57	**288**	**534**
3:00 PM	73	88	83	58	**302**	57	74	60	61	**252**	**554**
4:00 PM	91	93	118	130	**432**	73	70	59	59	**261**	**693**
5:00 PM	132	103	96	72	**403**	83	69	72	68	**292**	**695**
6:00 PM	64	62	65	52	**243**	66	45	36	53	**200**	**443**
7:00 PM	49	31	42	32	**154**	42	42	37	32	**153**	**307**
8:00 PM	54	41	34	31	**160**	25	18	21	17	**81**	**241**
9:00 PM	26	28	16	19	**89**	21	16	13	13	**63**	**152**
10:00 PM	16	16	8	14	**54**	19	11	6	9	**45**	**99**
11:00 PM	8	4	4	4	**20**	11	2	1	4	**18**	**38**
Total					3390					3597	
					6987						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 479 — AM PHF 0.907
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 753 — PM PHF 0.876

Friday, August 2, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	2	0	3	**11**	1	4	3	2	**10**	**21**
1:00 AM	0	3	3	2	**8**	0	2	1	5	**8**	**16**
2:00 AM	2	3	0	2	**7**	1	0	0	1	**2**	**9**
3:00 AM	4	0	1	0	**5**	1	0	1	2	**4**	**9**
4:00 AM	0	2	0	2	**4**	4	2	6	5	**17**	**21**
5:00 AM	1	3	8	7	**19**	8	22	24	47	**101**	**120**
6:00 AM	10	18	20	30	**78**	32	35	20	15	**102**	**180**
7:00 AM	25	30	28	20	**103**	17	40	28	38	**123**	**226**
8:00 AM	39	32	29	34	**134**	29	48	45	51	**173**	**307**
9:00 AM	48	35	36	43	**162**	58	51	46	56	**211**	**373**
10:00 AM	39	40	52	60	**191**	40	71	59	58	**228**	**419**
11:00 AM	64	59	64	45	**232**	87	92	80	79	**338**	**570**
12:00 PM	61	61	57	52	**231**	96	94	86	108	**384**	**615**
1:00 PM	72	67	62	60	**261**	89	74	83	75	**321**	**582**
2:00 PM	83	81	58	79	**301**	88	84	81	97	**350**	**651**
3:00 PM	69	92	75	75	**311**	113	95	95	119	**422**	**733**
4:00 PM	70	85	94	92	**341**	135	125	132	129	**521**	**862**
5:00 PM	103	81	82	81	**347**	145	119	163	114	**541**	**888**
6:00 PM	81	72	73	85	**311**	109	102	86	63	**360**	**671**
7:00 PM	68	81	76	82	**307**	64	47	56	45	**212**	**519**
8:00 PM	56	65	62	64	**247**	51	37	30	24	**142**	**389**
9:00 PM	67	82	103	96	**348**	42	25	43	29	**139**	**487**
10:00 PM	109	139	71	32	**351**	35	46	15	17	**113**	**464**
11:00 PM	33	29	12	12	**86**	12	4	7	4	**27**	**113**
Total					4396					4849	
					9245						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 570 — AM PHF 0.944
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 914 — PM PHF 0.921

Saturday, August 3, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	14	6	4	15	**39**	3	4	10	2	**19**	**58**
1:00 AM	3	5	5	0	**13**	3	3	2	3	**11**	**24**
2:00 AM	2	2	1	1	**6**	1	0	0	0	**1**	**7**
3:00 AM	4	0	2	0	**6**	2	2	2	0	**6**	**12**
4:00 AM	1	1	0	1	**3**	4	1	0	4	**9**	**12**
5:00 AM	1	2	2	0	**5**	4	12	15	10	**41**	**46**
6:00 AM	3	6	10	10	**29**	9	13	11	14	**47**	**76**
7:00 AM	12	21	16	21	**70**	20	21	35	42	**118**	**188**
8:00 AM	40	24	29	27	**120**	30	45	47	46	**168**	**288**
9:00 AM	33	34	38	38	**143**	55	68	62	63	**248**	**391**
10:00 AM	70	41	56	64	**231**	102	109	102	106	**419**	**650**
11:00 AM	48	57	64	61	**230**	99	114	122	124	**459**	**689**
12:00 PM	61	64	79	83	**287**	122	126	102	130	**480**	**767**
1:00 PM	85	64	86	80	**315**	108	116	121	97	**442**	**757**
2:00 PM	111	77	74	91	**353**	121	103	104	104	**432**	**785**
3:00 PM	101	80	85	102	**368**	78	98	96	83	**355**	**723**
4:00 PM	108	80	103	99	**390**	76	74	73	57	**280**	**670**
5:00 PM	86	86	109	78	**359**	58	55	52	38	**203**	**562**
6:00 PM	97	67	90	65	**319**	54	50	45	36	**185**	**504**
7:00 PM	88	57	60	57	**262**	26	32	45	51	**154**	**416**
8:00 PM	49	43	69	36	**197**	27	24	12	15	**78**	**275**
9:00 PM	31	37	35	28	**131**	22	12	15	18	**67**	**198**
10:00 PM	24	21	19	29	**93**	15	9	4	9	**37**	**130**
11:00 PM	9	16	8	6	**39**	14	7	10	7	**38**	**77**
Total					4008					4297	
					8305						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 689 — AM PHF 0.926
PM Peak Hr 1:30 pm to 2:30 pm — PM Peak 796 — PM PHF 0.858

Sunday, August 4, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	10	9	3	6	**28**	2	6	1	0	**9**	**37**
1:00 AM	5	6	3	0	**14**	3	1	3	3	**10**	**24**
2:00 AM	1	0	2	2	**5**	1	0	1	2	**4**	**9**
3:00 AM	2	1	0	1	**4**	0	1	1	2	**4**	**8**
4:00 AM	1	0	2	0	**3**	1	5	2	1	**9**	**12**
5:00 AM	0	1	1	2	**4**	3	6	10	13	**32**	**36**
6:00 AM	3	4	10	5	**22**	17	20	9	9	**55**	**77**
7:00 AM	15	10	10	15	**50**	9	17	17	28	**71**	**121**
8:00 AM	10	15	26	29	**80**	23	33	37	62	**155**	**235**
9:00 AM	36	35	37	39	**147**	71	59	68	77	**275**	**422**
10:00 AM	38	41	69	53	**201**	77	90	97	92	**356**	**557**
11:00 AM	53	68	64	58	**243**	94	84	93	94	**365**	**608**
12:00 PM	64	67	73	56	**260**	90	86	94	99	**369**	**629**
1:00 PM	66	66	76	53	**261**	93	79	86	97	**355**	**616**
2:00 PM	56	63	60	82	**261**	99	78	91	70	**338**	**599**
3:00 PM	105	89	85	77	**356**	73	69	90	83	**315**	**671**
4:00 PM	74	99	85	74	**332**	76	72	66	50	**264**	**596**
5:00 PM	109	99	86	103	**397**	54	37	55	54	**200**	**597**
6:00 PM	83	87	69	49	**288**	46	53	39	31	**169**	**457**
7:00 PM	80	52	41	64	**237**	21	25	42	27	**115**	**352**
8:00 PM	43	37	30	24	**134**	17	16	20	19	**72**	**206**
9:00 PM	25	23	14	11	**73**	6	13	7	16	**42**	**115**
10:00 PM	13	12	10	10	**45**	11	7	8	5	**31**	**76**
11:00 PM	11	7	3	8	**29**	4	1	5	4	**14**	**43**
Total					3474					3629	
					7103						

AM Peak Hr 10:30 am to 11:30 am — AM Peak 610 — AM PHF 0.919
PM Peak Hr 3:00 pm to 4:00 pm — PM Peak 671 — PM PHF 0.942

Monday, August 5, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	1	0	5	**9**	1	0	1	1	**3**	**12**
1:00 AM	2	1	0	1	**4**	1	0	0	1	**2**	**6**
2:00 AM	0	0	4	2	**6**	1	2	0	1	**4**	**10**
3:00 AM	2	0	0	0	**2**	2	1	2	0	**5**	**7**
4:00 AM	0	0	0	2	**2**	5	5	13	13	**36**	**38**
5:00 AM	0	0	5	7	**12**	24	54	71	77	**226**	**238**
6:00 AM	8	16	17	18	**59**	52	32	33	28	**145**	**204**
7:00 AM	11	22	26	32	**91**	31	30	32	32	**125**	**216**
8:00 AM	24	25	27	39	**115**	31	47	45	68	**191**	**306**
9:00 AM	34	56	22	39	**151**	36	32	32	42	**142**	**293**
10:00 AM	30	45	39	58	**172**	45	46	46	50	**187**	**359**
11:00 AM	34	53	57	50	**194**	50	53	47	73	**223**	**417**
12:00 PM	50	53	74	45	**222**	82	70	78	59	**289**	**511**
1:00 PM	53	41	44	60	**198**	63	55	64	74	**256**	**454**
2:00 PM	60	44	53	61	**218**	63	68	61	72	**264**	**482**
3:00 PM	76	73	76	62	**287**	55	46	41	53	**195**	**482**
4:00 PM	67	65	106	118	**356**	61	58	59	48	**226**	**582**
5:00 PM	118	123	79	71	**391**	56	71	46	58	**231**	**622**
6:00 PM	48	52	60	48	**208**	50	51	43	47	**191**	**399**
7:00 PM	58	51	36	29	**174**	38	39	21	29	**127**	**301**
8:00 PM	39	25	29	24	**117**	14	16	10	7	**47**	**164**
9:00 PM	21	16	15	9	**61**	20	12	18	7	**57**	**118**
10:00 PM	9	11	7	6	**33**	7	6	1	6	**20**	**53**
11:00 PM	9	5	3	2	**19**	6	2	6	0	**14**	**33**
Total					3101					3206	
					6307						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 417 — AM PHF 0.848
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 699 — PM PHF 0.901

Tuesday, August 6, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	2	1	2	**6**	0	1	2	2	**5**	**11**
1:00 AM	0	2	3	0	**5**	2	0	1	1	**4**	**9**
2:00 AM	1	1	2	1	**5**	1	0	0	0	**1**	**6**
3:00 AM	2	0	1	0	**3**	0	1	2	2	**5**	**8**
4:00 AM	2	0	1	4	**7**	4	8	14	20	**46**	**53**
5:00 AM	0	1	3	9	**13**	23	50	73	86	**232**	**245**
6:00 AM	8	11	12	16	**47**	51	48	39	26	**164**	**211**
7:00 AM	14	22	29	29	**94**	25	35	33	32	**125**	**219**
8:00 AM	41	32	27	39	**139**	34	39	42	49	**164**	**303**
9:00 AM	36	34	34	28	**132**	56	37	52	48	**193**	**325**
10:00 AM	36	45	36	38	**155**	39	55	54	54	**202**	**357**
11:00 AM	47	34	47	43	**171**	38	65	61	60	**224**	**395**
12:00 PM	40	43	56	42	**181**	70	62	58	64	**254**	**435**
1:00 PM	50	60	51	63	**224**	62	59	57	68	**246**	**470**
2:00 PM	47	68	62	69	**246**	53	42	55	85	**235**	**481**
3:00 PM	82	63	75	76	**296**	56	59	45	61	**221**	**517**
4:00 PM	71	74	101	124	**370**	54	61	66	56	**237**	**607**
5:00 PM	121	124	80	69	**394**	57	62	57	49	**225**	**619**
6:00 PM	55	53	48	46	**202**	34	32	25	34	**125**	**327**
7:00 PM	46	43	42	34	**165**	45	26	29	28	**128**	**293**
8:00 PM	29	29	26	24	**108**	15	9	14	9	**47**	**155**
9:00 PM	24	13	16	7	**60**	14	6	6	9	**35**	**95**
10:00 PM	11	15	14	5	**45**	13	4	4	6	**27**	**72**
11:00 PM	12	7	3	6	**28**	4	6	1	0	**11**	**39**
Total					3096					3156	
					6252						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 395 — AM PHF 0.914
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 711 — PM PHF 0.956

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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Report Prepared For:

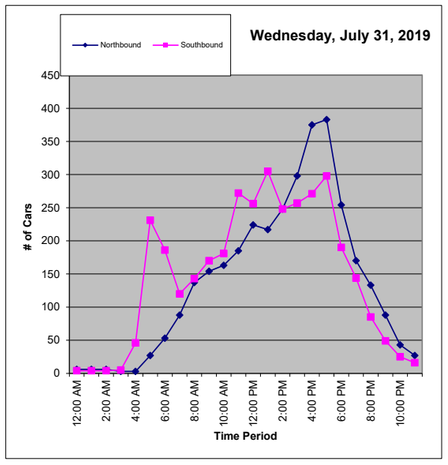
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

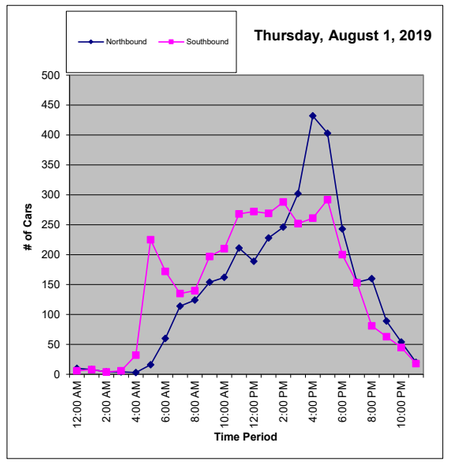
(805) 781-5200

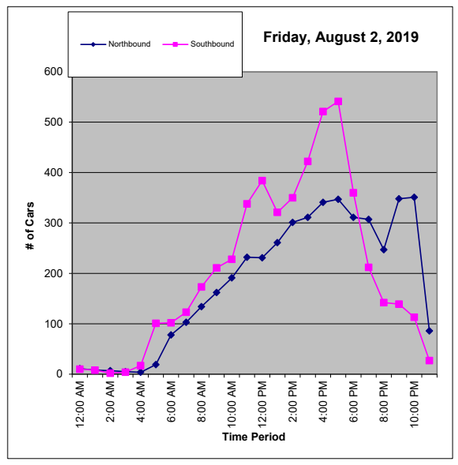
7 Day Volume Count Report

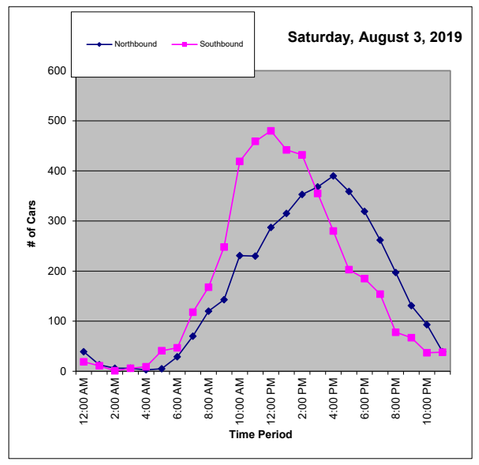
Location No. 17
Road Name San Luis Bay Dr
Nearest Cross St N of Avila Beach Dr
Survey Date 7/31/19 thru 8/6/19
Latitude 35.18863309
Longitude -120.7188776
Peak Day 43679
Number of Lanes 2
Comments

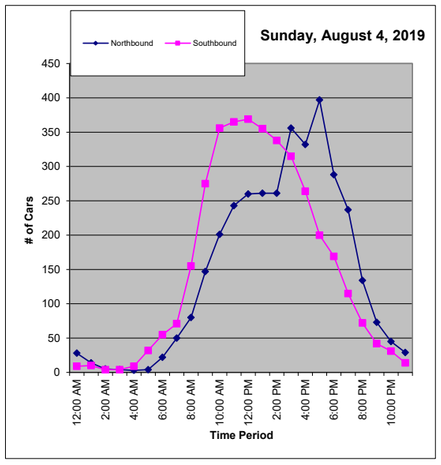
	SUMMARY										
Hour	**31-Wed**	**01 Thu**	**02 Fri**	**03 Sat**	**04 Sun**	**05 Mon**	**06 Tue**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	10	16	21	58	37	12	11	**165**	**24**	14	48
1:00 AM	10	16	16	24	24	6	9	**105**	**15**	11	24
2:00 AM	10	8	9	7	9	10	6	**59**	**8**	9	8
3:00 AM	8	10	9	12	8	7	8	**62**	**9**	8	10
4:00 AM	49	35	21	12	12	38	53	**220**	**31**	39	12
5:00 AM	258	241	120	46	36	238	245	**1184**	**169**	220	41
6:00 AM	239	232	180	76	77	204	211	**1219**	**174**	213	77
7:00 AM	208	249	226	188	121	216	219	**1427**	**204**	224	155
8:00 AM	280	264	307	288	235	306	303	**1983**	**283**	292	262
9:00 AM	324	351	373	391	422	293	325	**2479**	**354**	333	407
10:00 AM	344	372	419	650	557	359	357	**3058**	**437**	370	604
11:00 AM	457	479	570	689	608	417	395	**3615**	**516**	464	649
12:00 PM	480	461	615	**767**	629	511	435	**3898**	**557**	500	698
1:00 PM	522	497	582	757	616	454	470	**3898**	**557**	505	687
2:00 PM	496	534	651	785	599	482	481	**4028**	**575**	529	692
3:00 PM	555	554	733	723	671	482	517	**4235**	**605**	568	697
4:00 PM	646	693	862	670	596	582	607	**4656**	**665**	678	633
5:00 PM	681	695	**888**	562	597	622	619	**4664**	**666**	701	580
6:00 PM	444	443	671	504	457	399	327	**3245**	**464**	457	481
7:00 PM	314	307	519	416	352	301	293	**2502**	**357**	347	384
8:00 PM	218	241	389	275	206	164	155	**1648**	**235**	233	241
9:00 PM	137	152	487	198	115	118	95	**1302**	**186**	198	157
10:00 PM	68	99	464	130	76	53	72	**962**	**137**	151	103
11:00 PM	43	38	113	77	43	33	39	**386**	**55**	53	60
Total	**6801**	**6987**	**9245**	**8305**	**7103**	**6307**	**6252**	**51000**	**7286**	**7118**	**7704**
Percentages	**13.34%**	**13.70%**	**18.13%**	**16.28%**	**13.93%**	**12.37%**	**12.26%**	**100.00%**	**14.29%**	**13.96%**	**15.11%**
max	*681*	*695*	*888*	*785*	*671*	*622*	*619*				

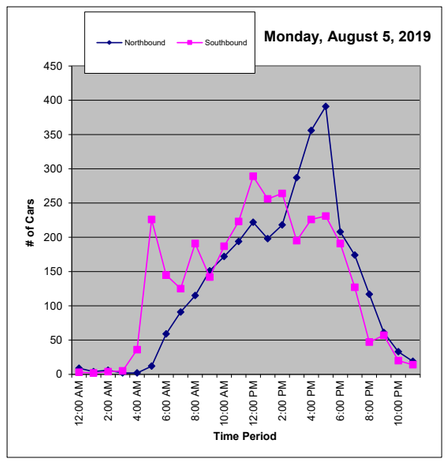


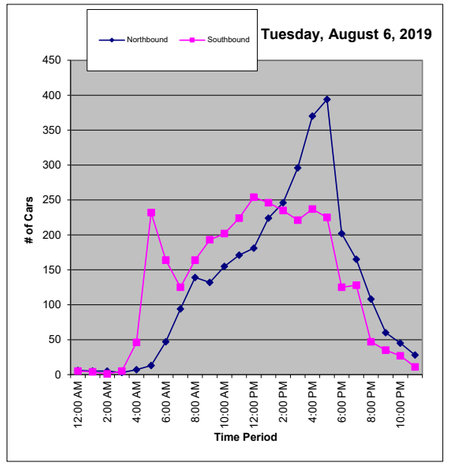


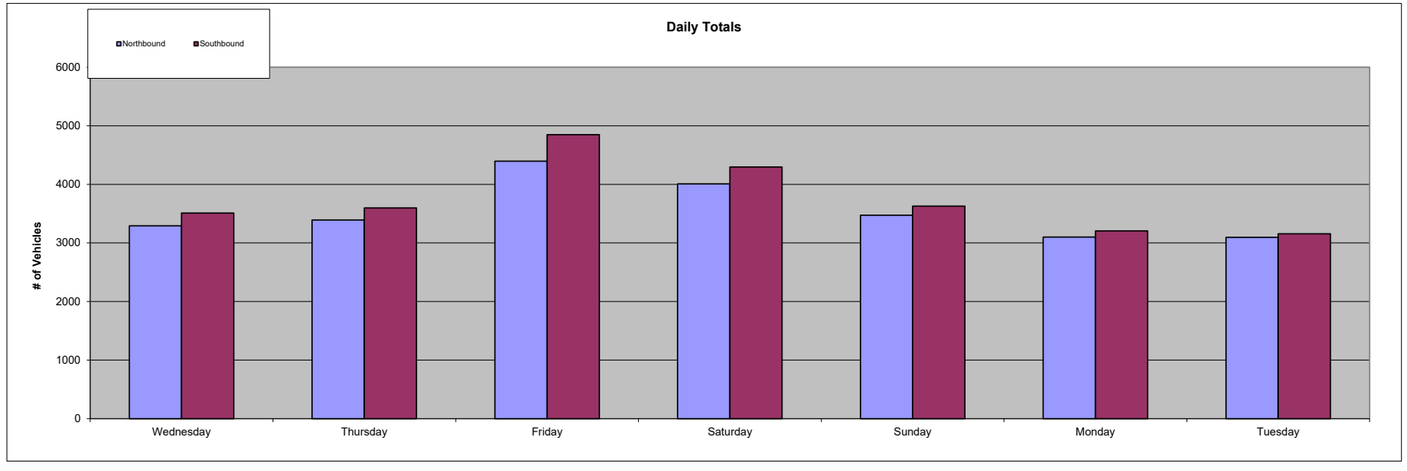












Metro Traffic Data Inc.
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Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 18
Road Name San Luis Bay Dr
Nearest Cross St W of Ontario Rd
Survey Date 7/21/19 thru 7/27/19
Latitude 35.19593659
Longitude -120.7012423
Peak Day Saturday
Number of Lanes 2
Comments

Sunday, July 21, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	8	4	8	**24**	11	5	3	2	**21**	**45**
1:00 AM	6	1	2	4	**13**	1	3	1	2	**7**	**20**
2:00 AM	2	0	2	1	**5**	5	3	5	0	**13**	**18**
3:00 AM	4	4	2	0	**10**	3	0	0	1	**4**	**14**
4:00 AM	2	0	0	4	**6**	1	1	2	1	**5**	**11**
5:00 AM	1	3	9	1	**14**	3	7	6	9	**25**	**39**
6:00 AM	1	13	8	4	**26**	15	16	10	12	**53**	**79**
7:00 AM	12	17	16	15	**60**	15	21	20	32	**88**	**148**
8:00 AM	25	18	25	33	**101**	21	37	40	54	**152**	**253**
9:00 AM	25	30	41	49	**145**	54	53	50	57	**214**	**359**
10:00 AM	57	59	74	60	**250**	60	62	77	83	**282**	**532**
11:00 AM	52	46	57	65	**220**	81	107	92	92	**372**	**592**
12:00 PM	48	75	76	66	**265**	97	99	108	100	**404**	**669**
1:00 PM	63	64	66	89	**282**	128	106	107	88	**429**	**711**
2:00 PM	76	71	80	84	**311**	100	87	79	86	**352**	**663**
3:00 PM	104	98	79	70	**351**	66	87	78	71	**302**	**653**
4:00 PM	80	84	62	84	**310**	66	68	74	55	**263**	**573**
5:00 PM	80	76	88	78	**322**	61	56	66	60	**243**	**565**
6:00 PM	73	71	53	63	**260**	51	64	33	16	**164**	**424**
7:00 PM	49	50	62	45	**206**	36	38	32	21	**127**	**333**
8:00 PM	44	37	28	32	**141**	20	15	17	26	**78**	**219**
9:00 PM	19	24	13	14	**70**	28	15	11	13	**67**	**137**
10:00 PM	18	11	8	10	**47**	11	6	1	5	**23**	**70**
11:00 PM	11	5	3	5	**24**	10	6	9	11	**36**	**60**
Total					**3463**					**3724**	
					7187						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 592** **AM PHF 0.943**
PM Peak Hr 0:15 pm to 1:15 pm **PM Peak 715** **PM PHF 0.936**

Monday, July 22, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	1	2	1	**6**	2	5	3	3	**13**	**19**
1:00 AM	4	3	3	2	**12**	4	3	2	1	**10**	**22**
2:00 AM	2	2	2	0	**6**	4	0	1	0	**5**	**11**
3:00 AM	3	0	0	0	**3**	1	1	1	1	**4**	**7**
4:00 AM	0	0	1	2	**3**	3	7	9	14	**33**	**36**
5:00 AM	3	5	9	11	**28**	26	48	60	88	**222**	**250**
6:00 AM	10	14	14	26	**64**	54	39	29	32	**154**	**218**
7:00 AM	22	34	38	51	**145**	33	34	30	41	**138**	**283**
8:00 AM	43	50	48	56	**197**	30	48	56	102	**236**	**433**
9:00 AM	80	63	58	69	**270**	58	50	64	56	**228**	**498**
10:00 AM	53	54	61	59	**227**	54	54	77	77	**262**	**489**
11:00 AM	59	67	65	71	**262**	77	88	76	100	**341**	**603**
12:00 PM	84	85	69	72	**310**	95	83	73	87	**338**	**648**
1:00 PM	61	74	65	53	**253**	74	73	89	76	**312**	**565**
2:00 PM	74	64	69	71	**278**	67	82	64	71	**284**	**562**
3:00 PM	80	102	77	65	**324**	79	88	69	84	**320**	**644**
4:00 PM	82	104	98	130	**414**	61	79	71	76	**287**	**701**
5:00 PM	109	139	95	83	**426**	76	72	70	73	**291**	**717**
6:00 PM	66	72	51	48	**237**	48	53	39	36	**176**	**413**
7:00 PM	35	45	35	46	**161**	33	43	43	30	**149**	**310**
8:00 PM	31	39	34	27	**131**	22	25	22	26	**95**	**226**
9:00 PM	14	10	14	16	**54**	23	16	13	8	**60**	**114**
10:00 PM	9	11	8	8	**36**	14	7	12	14	**47**	**83**
11:00 PM	9	10	4	7	**30**	7	7	3	2	**19**	**49**
Total					**3877**					**4024**	
					7901						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 603** **AM PHF 0.882**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 771** **PM PHF 0.914**

Tuesday, July 23, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	3	2	1	**12**	0	3	4	3	**10**	**22**
1:00 AM	0	3	1	1	**5**	3	2	4	3	**12**	**17**
2:00 AM	2	1	2	3	**8**	1	1	0	1	**3**	**11**
3:00 AM	3	0	3	2	**8**	1	3	2	1	**7**	**15**
4:00 AM	1	0	3	3	**7**	2	6	12	12	**32**	**39**
5:00 AM	1	6	5	7	**19**	29	49	77	86	**241**	**260**
6:00 AM	8	13	24	24	**69**	49	54	31	39	**173**	**242**
7:00 AM	20	33	55	51	**159**	35	38	28	53	**154**	**313**
8:00 AM	47	50	62	64	**223**	55	68	91	110	**324**	**547**
9:00 AM	65	45	59	48	**217**	39	63	61	80	**243**	**460**
10:00 AM	70	65	55	48	**238**	46	60	56	81	**243**	**481**
11:00 AM	62	70	54	67	**253**	72	75	74	101	**322**	**575**
12:00 PM	62	86	99	77	**324**	109	85	83	83	**360**	**684**
1:00 PM	73	63	68	63	**267**	86	95	88	73	**342**	**609**
2:00 PM	75	71	72	83	**301**	78	78	69	82	**307**	**608**
3:00 PM	78	85	104	73	**340**	58	83	75	72	**288**	**628**
4:00 PM	97	94	121	128	**440**	75	63	91	66	**295**	**735**
5:00 PM	129	115	100	78	**422**	76	71	73	63	**283**	**705**
6:00 PM	55	45	62	55	**217**	56	49	44	28	**177**	**394**
7:00 PM	41	47	35	37	**160**	43	34	28	39	**144**	**304**
8:00 PM	40	38	38	33	**149**	17	20	22	19	**78**	**227**
9:00 PM	19	23	22	11	**75**	20	17	15	9	**61**	**136**
10:00 PM	5	11	10	5	**31**	22	6	9	14	**51**	**82**
11:00 PM	13	3	7	6	**29**	5	6	4	5	**20**	**49**
Total					**3973**					**4170**	
					8143						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 575** **AM PHF 0.856**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 797** **PM PHF 0.940**

Wednesday, July 24, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	7	4	1	2	**14**	7	7	3	4	**21**	**35**
1:00 AM	4	1	0	0	**5**	2	2	4	1	**9**	**14**
2:00 AM	4	1	2	0	**7**	2	2	0	1	**5**	**12**
3:00 AM	3	3	0	1	**7**	1	1	0	2	**4**	**11**
4:00 AM	0	3	1	2	**6**	2	6	12	15	**35**	**41**
5:00 AM	2	4	5	12	**23**	21	56	75	83	**235**	**258**
6:00 AM	5	14	11	27	**57**	47	59	36	29	**171**	**228**
7:00 AM	24	32	51	56	**163**	42	37	36	45	**160**	**323**
8:00 AM	43	64	47	82	**236**	37	56	82	98	**273**	**509**
9:00 AM	82	50	43	57	**232**	51	68	53	69	**241**	**473**
10:00 AM	49	49	59	59	**216**	61	75	79	83	**298**	**514**
11:00 AM	61	45	56	53	**215**	79	73	96	117	**365**	**580**
12:00 PM	77	81	65	84	**307**	105	105	102	86	**398**	**705**
1:00 PM	69	84	70	75	**298**	94	93	87	93	**367**	**665**
2:00 PM	77	87	77	79	**320**	84	83	90	82	**339**	**659**
3:00 PM	75	109	106	116	**406**	90	82	79	88	**339**	**745**
4:00 PM	104	107	143	149	**503**	78	76	68	75	**297**	**800**
5:00 PM	135	136	108	77	**456**	73	79	69	90	**311**	**767**
6:00 PM	79	60	58	55	**252**	61	67	71	44	**243**	**495**
7:00 PM	73	53	59	43	**228**	43	32	32	19	**126**	**354**
8:00 PM	38	30	31	37	**136**	32	30	29	17	**108**	**244**
9:00 PM	39	22	27	8	**96**	20	23	11	13	**67**	**163**
10:00 PM	8	12	7	7	**34**	12	15	19	11	**57**	**91**
11:00 PM	15	8	5	5	**33**	9	14	12	9	**44**	**77**
Total					**4250**					**4513**	
					8763						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 580** **AM PHF 0.853**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 858** **PM PHF 0.958**

Thursday, July 25, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	4	0	0	**9**	3	3	3	1	**10**	**19**
1:00 AM	1	3	0	0	**4**	4	3	3	8	**18**	**22**
2:00 AM	3	2	0	3	**8**	0	0	1	2	**3**	**11**
3:00 AM	4	0	1	0	**5**	1	0	0	1	**2**	**7**
4:00 AM	0	2	0	0	**2**	2	5	13	16	**36**	**38**
5:00 AM	2	5	5	14	**26**	30	39	74	84	**227**	**253**
6:00 AM	7	22	19	21	**69**	52	52	32	41	**177**	**246**
7:00 AM	22	40	43	57	**162**	36	50	40	39	**165**	**327**
8:00 AM	36	37	64	63	**200**	41	55	46	70	**212**	**412**
9:00 AM	42	61	52	62	**217**	56	78	74	123	**331**	**548**
10:00 AM	61	65	57	57	**240**	73	74	74	92	**313**	**553**
11:00 AM	55	87	62	76	**280**	81	82	87	96	**346**	**626**
12:00 PM	61	52	91	65	**269**	120	87	74	81	**362**	**631**
1:00 PM	84	83	83	88	**338**	84	94	90	90	**358**	**696**
2:00 PM	102	60	87	88	**337**	81	82	96	73	**332**	**669**
3:00 PM	87	73	106	94	**360**	64	80	71	82	**297**	**657**
4:00 PM	107	93	112	127	**439**	66	73	71	87	**297**	**736**
5:00 PM	137	123	87	95	**442**	76	74	86	70	**306**	**748**
6:00 PM	81	72	48	53	**254**	41	33	52	45	**171**	**425**
7:00 PM	39	48	41	36	**164**	31	45	48	39	**163**	**327**
8:00 PM	48	40	41	16	**145**	31	39	25	30	**125**	**270**
9:00 PM	22	17	14	22	**75**	17	21	22	28	**88**	**163**
10:00 PM	11	12	4	14	**41**	11	13	19	7	**50**	**91**
11:00 PM	12	11	8	4	**35**	7	9	17	10	**43**	**78**
Total					**4121**					**4432**	
					8553						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 626** **AM PHF 0.910**
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak 807** **PM PHF 0.943**

Friday, July 26, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	3	1	4	**11**	7	9	1	6	**23**	**34**
1:00 AM	1	1	2	4	**8**	2	0	3	2	**7**	**15**
2:00 AM	7	3	1	5	**16**	5	0	4	2	**11**	**27**
3:00 AM	5	2	4	0	**11**	4	0	1	1	**6**	**17**
4:00 AM	1	3	2	3	**9**	0	2	4	6	**12**	**21**
5:00 AM	1	4	6	5	**16**	10	12	27	47	**96**	**112**
6:00 AM	16	21	26	34	**97**	37	38	24	20	**119**	**216**
7:00 AM	28	31	37	34	**130**	28	27	38	35	**128**	**258**
8:00 AM	44	55	43	60	**202**	39	36	58	58	**191**	**393**
9:00 AM	37	51	38	73	**199**	58	51	72	75	**256**	**455**
10:00 AM	59	59	55	70	**243**	62	66	69	98	**295**	**538**
11:00 AM	60	64	77	62	**263**	86	98	104	94	**382**	**645**
12:00 PM	64	52	81	65	**262**	114	111	88	102	**415**	**677**
1:00 PM	84	68	79	80	**311**	108	95	75	98	**376**	**687**
2:00 PM	69	84	80	91	**324**	105	97	82	97	**381**	**705**
3:00 PM	86	78	80	82	**326**	95	104	92	84	**375**	**701**
4:00 PM	83	81	116	111	**391**	87	114	106	107	**414**	**805**
5:00 PM	109	97	75	75	**356**	96	84	101	95	**376**	**732**
6:00 PM	71	58	65	75	**269**	97	66	63	56	**282**	**551**
7:00 PM	62	51	76	66	**255**	64	50	42	41	**197**	**452**
8:00 PM	65	66	57	41	**229**	39	47	28	36	**150**	**379**
9:00 PM	43	33	16	31	**123**	25	23	23	27	**98**	**221**
10:00 PM	42	25	7	19	**93**	18	19	21	16	**74**	**167**
11:00 PM	13	14	9	15	**51**	11	10	4	7	**32**	**83**
Total					**4195**					**4696**	
					8891						

AM Peak Hr 10:45 am to 11:45 am **AM Peak 657** **AM PHF 0.907**
PM Peak Hr 4:15 pm to 5:15 pm **PM Peak 840** **PM PHF 0.946**

Saturday, July 27, 2019

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	10	2	1	2	**15**	6	8	5	1	**20**	**35**
1:00 AM	4	2	3	2	**11**	2	4	0	5	**11**	**22**
2:00 AM	2	3	1	0	**6**	0	0	0	1	**1**	**7**
3:00 AM	5	2	1	0	**8**	1	1	2	4	**8**	**16**
4:00 AM	0	2	0	2	**4**	2	6	5	8	**21**	**25**
5:00 AM	3	0	2	4	**9**	5	9	11	14	**39**	**48**
6:00 AM	9	7	13	11	**40**	7	20	13	17	**57**	**97**
7:00 AM	16	17	26	26	**85**	16	17	21	36	**90**	**175**
8:00 AM	23	35	28	41	**127**	39	39	43	41	**162**	**289**
9:00 AM	33	44	39	43	**159**	44	66	54	71	**235**	**394**
10:00 AM	47	57	51	46	**201**	76	77	112	104	**369**	**570**
11:00 AM	61	73	62	63	**259**	96	109	130	118	**453**	**712**
12:00 PM	76	65	56	78	**275**	142	139	140	158	**579**	**854**
1:00 PM	101	76	79	93	**349**	150	147	154	133	**584**	**933**
2:00 PM	65	78	96	92	**331**	135	142	122	112	**511**	**842**
3:00 PM	103	99	106	91	**399**	112	96	104	93	**405**	**804**
4:00 PM	96	111	110	126	**443**	67	86	81	65	**299**	**742**
5:00 PM	127	161	112	102	**502**	81	63	50	45	**239**	**741**
6:00 PM	97	101	85	79	**362**	53	63	51	46	**213**	**575**
7:00 PM	72	55	87	58	**272**	49	44	45	37	**175**	**447**
8:00 PM	53	58	54	33	**198**	33	32	21	35	**121**	**319**
9:00 PM	31	26	24	24	**105**	27	25	21	20	**93**	**198**
10:00 PM	16	16	16	9	**57**	25	17	13	14	**69**	**126**
11:00 PM	20	14	12	9	**55**	18	7	13	8	**46**	**101**
Total					**4272**					**4800**	
					9072						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak 712** **AM PHF 0.927**
PM Peak Hr 0:45 pm to 1:45 pm **PM Peak 943** **PM PHF 0.939**

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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Report Prepared For:

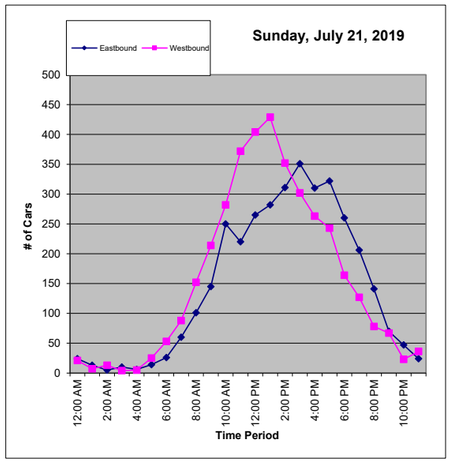
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

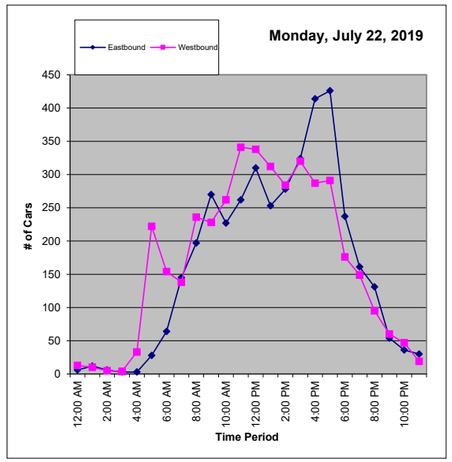
(805) 781-5200

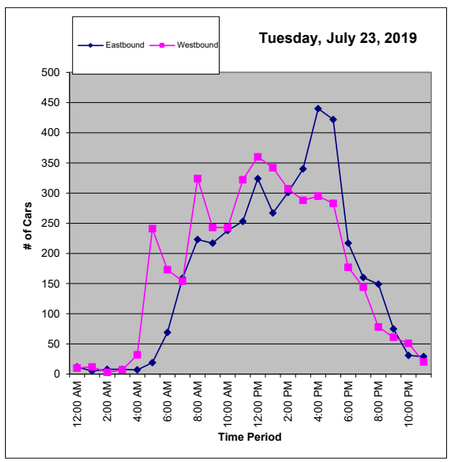
7 Day Volume Count Report

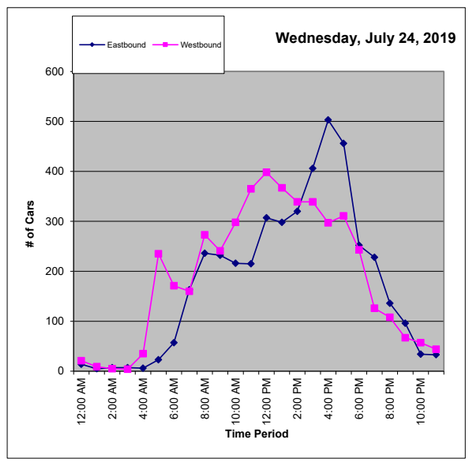
Location No. 18
Road Name San Luis Bay Dr
Nearest Cross St W of Ontario Rd
Survey Date 7/21/19 thru 7/27/19
Latitude 35.19593659
Longitude -120.7012423
Peak Day 43673
Number of Lanes 2
Comments

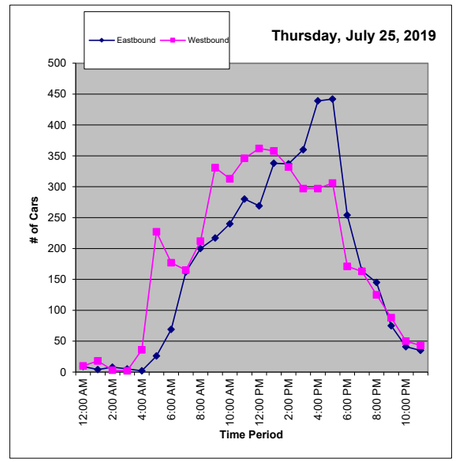
	SUMMARY										
Hour	**21-Sun**	**22 Mon**	**23 Tue**	**24 Wed**	**25 Thu**	**26 Fri**	**27 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	45	19	22	35	19	34	35	**209**	**30**	26	40
1:00 AM	20	22	17	14	22	15	22	**132**	**19**	18	21
2:00 AM	18	11	11	12	11	27	7	**97**	**14**	14	13
3:00 AM	14	7	15	11	7	17	16	**87**	**12**	11	15
4:00 AM	11	36	39	41	38	21	25	**211**	**30**	35	18
5:00 AM	39	250	260	258	253	112	48	**1220**	**174**	227	44
6:00 AM	79	218	242	228	246	216	97	**1326**	**189**	230	88
7:00 AM	148	283	313	323	327	258	175	**1827**	**261**	301	162
8:00 AM	253	433	547	509	412	393	289	**2836**	**405**	459	271
9:00 AM	359	498	460	473	548	455	394	**3187**	**455**	487	377
10:00 AM	532	489	481	514	553	538	570	**3677**	**525**	515	551
11:00 AM	592	603	575	580	626	645	712	**4333**	**619**	606	652
12:00 PM	669	648	684	705	631	677	854	**4868**	**695**	669	762
1:00 PM	711	565	609	665	696	687	933	**4866**	**695**	644	822
2:00 PM	663	562	608	659	669	705	842	**4708**	**673**	641	753
3:00 PM	653	644	628	745	657	701	804	**4832**	**690**	675	729
4:00 PM	573	701	735	800	736	805	742	**5092**	727	755	658
5:00 PM	565	717	705	767	748	732	741	**4975**	**711**	734	653
6:00 PM	424	413	394	495	425	551	575	**3277**	**468**	456	500
7:00 PM	333	310	304	354	327	452	447	**2527**	**361**	349	390
8:00 PM	219	226	227	244	270	379	319	**1884**	**269**	269	269
9:00 PM	137	114	136	163	163	221	198	**1132**	**162**	159	168
10:00 PM	70	83	82	91	91	167	126	**710**	**101**	103	98
11:00 PM	60	49	49	77	78	83	101	**497**	**71**	67	81
Total	**7187**	**7901**	**8143**	**8763**	**8553**	**8891**	**9072**	**58510**	**8359**	**8450**	**8130**
Percentages	**12.28%**	**13.50%**	**13.92%**	**14.98%**	**14.62%**	**15.20%**	**15.51%**	**100.00%**	**14.29%**	**14.44%**	**13.89%**
max	*711*	*717*	*735*	*800*	*748*	*805*	*933*				

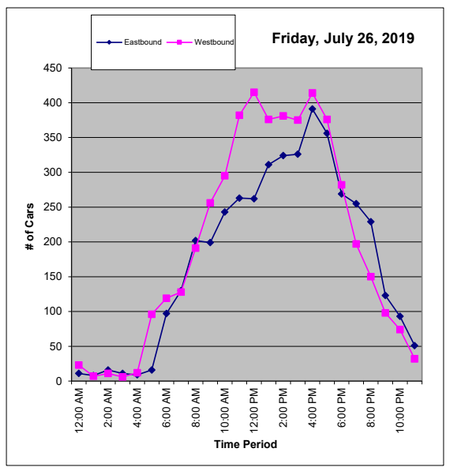


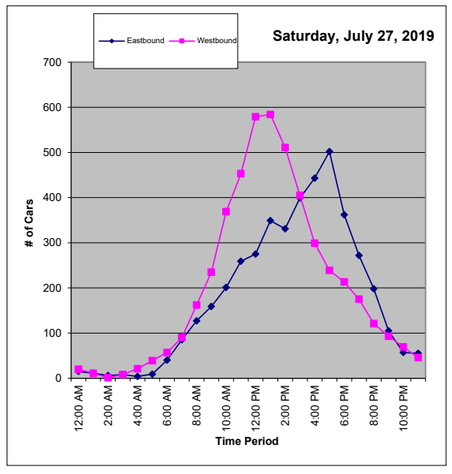


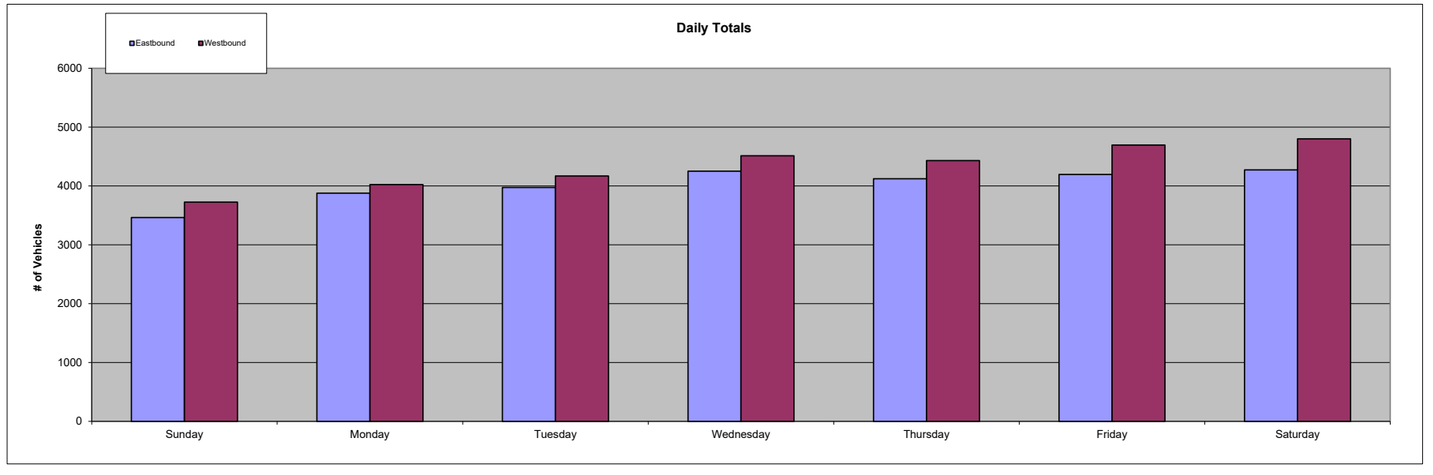












Metro Traffic Data Inc.
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Hanford, CA 93230

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Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 19
Road Name San Luis St
Nearest Cross St S of Avila Beach Dr
Survey Date 7/31/19 thru 8/6/19
Latitude 35.18051651
Longitude -120.728001
Peak Day Saturday
Number of Lanes 2
Comments

Wednesday, July 31, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	0	0	**1**	2	0	0	1	**3**	**4**
1:00 AM	0	1	0	2	**3**	0	0	0	0	**0**	**3**
2:00 AM	1	0	0	0	**1**	0	1	0	0	**1**	**2**
3:00 AM	0	0	1	1	**2**	1	0	1	0	**2**	**4**
4:00 AM	0	1	1	0	**2**	0	0	0	1	**1**	**3**
5:00 AM	0	1	2	0	**3**	0	2	1	1	**4**	**7**
6:00 AM	1	5	7	4	**17**	1	4	7	4	**16**	**33**
7:00 AM	3	7	13	16	**39**	5	11	11	8	**35**	**74**
8:00 AM	7	14	17	11	**49**	15	12	6	10	**43**	**92**
9:00 AM	12	13	10	14	**49**	9	16	12	12	**49**	**98**
10:00 AM	10	21	14	16	**61**	15	16	10	11	**52**	**113**
11:00 AM	15	15	9	19	**58**	17	11	15	19	**62**	**120**
12:00 PM	13	21	14	23	**71**	20	16	25	30	**91**	**162**
1:00 PM	19	21	16	19	**75**	20	25	18	16	**79**	**154**
2:00 PM	17	18	16	21	**72**	22	18	18	14	**72**	**144**
3:00 PM	25	19	23	25	**92**	21	23	12	23	**79**	**171**
4:00 PM	31	21	28	25	**105**	20	17	23	16	**76**	**181**
5:00 PM	30	13	22	26	**91**	22	22	18	23	**85**	**176**
6:00 PM	22	16	17	17	**72**	13	15	18	13	**59**	**131**
7:00 PM	13	18	13	23	**67**	15	16	12	9	**52**	**119**
8:00 PM	16	13	13	9	**51**	8	14	12	2	**36**	**87**
9:00 PM	13	19	9	12	**53**	5	3	4	5	**17**	**70**
10:00 PM	4	2	9	5	**20**	5	7	7	6	**25**	**45**
11:00 PM	1	2	0	4	**7**	3	2	1	4	**10**	**17**
Total					**1061**					**949**	
					2010						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 120 — **AM PHF** 0.789
PM Peak Hr 3:45 pm to 4:45 pm — **PM Peak** 188 — **PM PHF** 0.922

Thursday, August 1, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	1	0	0	**3**	0	2	3	0	**5**	**8**
1:00 AM	0	0	0	1	**1**	0	1	1	1	**3**	**4**
2:00 AM	1	1	1	0	**3**	0	1	0	1	**2**	**5**
3:00 AM	0	0	1	2	**3**	0	1	0	0	**1**	**4**
4:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	1	4	2	**7**	0	0	1	1	**2**	**9**
6:00 AM	2	7	8	11	**28**	2	6	4	5	**17**	**45**
7:00 AM	3	8	16	11	**38**	6	17	9	16	**48**	**86**
8:00 AM	11	10	9	12	**42**	14	11	11	12	**48**	**90**
9:00 AM	13	8	15	13	**49**	15	9	10	10	**44**	**93**
10:00 AM	15	12	19	12	**58**	17	13	20	17	**67**	**125**
11:00 AM	9	18	16	23	**66**	9	25	22	12	**68**	**134**
12:00 PM	14	20	20	17	**71**	31	26	15	21	**93**	**164**
1:00 PM	20	15	22	21	**78**	17	19	15	18	**69**	**147**
2:00 PM	18	28	27	22	**95**	22	29	29	14	**94**	**189**
3:00 PM	24	29	36	32	**121**	28	27	10	21	**86**	**207**
4:00 PM	24	25	26	26	**101**	32	19	22	22	**95**	**196**
5:00 PM	28	26	25	19	**98**	34	22	8	14	**78**	**176**
6:00 PM	29	32	13	17	**91**	15	13	12	26	**66**	**157**
7:00 PM	16	18	18	14	**66**	13	8	14	13	**48**	**114**
8:00 PM	13	23	12	13	**61**	13	7	12	4	**36**	**97**
9:00 PM	14	10	11	9	**44**	9	9	9	6	**33**	**77**
10:00 PM	9	15	0	6	**30**	12	3	2	2	**19**	**49**
11:00 PM	2	1	2	0	**5**	6	0	2	5	**13**	**18**
Total					**1160**					**1035**	
					2195						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 134 — **AM PHF** 0.779
PM Peak Hr 3:15 pm to 4:15 pm — **PM Peak** 211 — **PM PHF** 0.942

Friday, August 2, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	2	**2**	3	0	0	0	**3**	**5**
1:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
2:00 AM	1	0	0	1	**2**	1	0	1	0	**2**	**4**
3:00 AM	3	0	1	0	**4**	0	0	0	0	**0**	**4**
4:00 AM	1	2	0	0	**3**	0	0	1	0	**1**	**4**
5:00 AM	0	2	1	3	**6**	0	0	0	2	**2**	**8**
6:00 AM	3	5	12	5	**25**	3	1	4	4	**12**	**37**
7:00 AM	8	9	14	4	**35**	6	8	8	7	**29**	**64**
8:00 AM	5	13	18	12	**48**	13	22	10	16	**61**	**109**
9:00 AM	18	17	16	15	**66**	19	10	16	14	**59**	**125**
10:00 AM	11	13	17	18	**59**	14	16	16	21	**67**	**126**
11:00 AM	26	10	16	16	**68**	22	21	34	28	**105**	**173**
12:00 PM	15	16	20	20	**71**	20	36	27	31	**114**	**185**
1:00 PM	24	28	41	30	**123**	36	23	36	38	**133**	**256**
2:00 PM	30	19	19	28	**96**	38	23	24	39	**124**	**220**
3:00 PM	28	21	42	22	**113**	30	30	29	38	**127**	**240**
4:00 PM	30	30	34	42	**136**	41	32	42	48	**163**	**299**
5:00 PM	19	42	33	39	**133**	39	35	64	51	**189**	**322**
6:00 PM	30	31	35	30	**126**	39	29	21	29	**118**	**244**
7:00 PM	33	32	29	27	**121**	24	13	20	9	**66**	**187**
8:00 PM	45	31	23	18	**117**	10	12	9	8	**39**	**156**
9:00 PM	25	35	26	25	**111**	12	5	5	10	**32**	**143**
10:00 PM	24	34	26	17	**101**	14	11	8	5	**38**	**139**
11:00 PM	17	7	4	6	**34**	4	2	4	2	**12**	**46**
Total					**1600**					**1497**	
					3097						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 173 — **AM PHF** 0.865
PM Peak Hr 5:15 pm to 6:15 pm — **PM Peak** 333 — **PM PHF** 0.858

Saturday, August 3, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	1	0	7	**13**	2	0	4	2	**8**	**21**
1:00 AM	0	1	0	2	**3**	1	0	1	2	**4**	**7**
2:00 AM	1	0	0	0	**1**	1	0	0	0	**1**	**2**
3:00 AM	0	0	2	1	**3**	0	1	0	0	**1**	**4**
4:00 AM	0	2	0	0	**2**	2	0	0	0	**2**	**4**
5:00 AM	0	0	0	3	**3**	0	1	1	2	**4**	**7**
6:00 AM	2	5	2	3	**12**	0	4	4	5	**13**	**25**
7:00 AM	4	9	10	9	**32**	11	10	6	10	**37**	**69**
8:00 AM	6	10	8	12	**36**	16	13	20	16	**65**	**101**
9:00 AM	15	19	21	21	**76**	20	21	35	24	**100**	**176**
10:00 AM	31	30	20	17	**98**	32	28	31	33	**124**	**222**
11:00 AM	36	25	25	34	**120**	51	38	49	66	**204**	**324**
12:00 PM	41	41	53	55	**190**	36	42	52	71	**201**	**391**
1:00 PM	43	49	46	46	**184**	52	60	56	51	**219**	**403**
2:00 PM	41	44	39	54	**178**	57	45	45	50	**197**	**375**
3:00 PM	54	34	36	44	**168**	40	30	30	35	**135**	**303**
4:00 PM	40	32	44	36	**152**	29	27	31	32	**119**	**271**
5:00 PM	45	48	47	30	**170**	26	18	21	16	**81**	**251**
6:00 PM	31	31	30	25	**117**	14	20	25	16	**75**	**192**
7:00 PM	27	29	15	16	**87**	9	18	18	20	**65**	**152**
8:00 PM	19	28	24	17	**88**	15	13	2	11	**41**	**129**
9:00 PM	15	18	13	14	**60**	15	6	8	6	**35**	**95**
10:00 PM	10	6	13	11	**40**	7	3	1	1	**12**	**52**
11:00 PM	8	4	5	1	**18**	2	6	6	3	**17**	**35**
Total					**1851**					**1760**	
					3611						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 324 — **AM PHF** 0.810
PM Peak Hr 0:30 pm to 1:30 pm — **PM Peak** 435 — **PM PHF** 0.863

Sunday, August 4, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	3	3	3	**11**	2	2	1	0	**5**	**16**
1:00 AM	1	0	0	0	**1**	1	1	0	2	**4**	**5**
2:00 AM	1	0	0	0	**1**	0	1	0	0	**1**	**2**
3:00 AM	0	0	1	1	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	0	1	0	**1**	1	1	0	0	**2**	**3**
5:00 AM	0	0	1	0	**1**	0	0	2	0	**2**	**3**
6:00 AM	1	2	3	2	**8**	2	1	3	5	**11**	**19**
7:00 AM	3	1	4	3	**11**	5	8	9	5	**27**	**38**
8:00 AM	5	8	9	9	**31**	12	8	10	18	**48**	**79**
9:00 AM	18	20	16	14	**68**	16	20	22	21	**79**	**147**
10:00 AM	14	21	21	30	**86**	23	28	29	30	**110**	**196**
11:00 AM	26	18	28	31	**103**	21	38	38	34	**131**	**234**
12:00 PM	23	30	28	34	**115**	38	26	43	33	**140**	**255**
1:00 PM	40	35	32	28	**135**	27	40	47	29	**143**	**278**
2:00 PM	29	43	29	27	**128**	39	34	41	29	**143**	**271**
3:00 PM	34	31	29	27	**121**	30	29	26	19	**104**	**225**
4:00 PM	38	30	27	25	**120**	9	23	21	17	**70**	**190**
5:00 PM	32	34	34	40	**140**	12	25	20	13	**70**	**210**
6:00 PM	33	28	21	17	**99**	13	17	18	8	**56**	**155**
7:00 PM	28	14	22	14	**78**	9	12	12	9	**42**	**120**
8:00 PM	16	12	12	7	**47**	9	6	10	5	**30**	**77**
9:00 PM	9	14	6	8	**37**	7	3	2	4	**16**	**53**
10:00 PM	5	3	2	4	**14**	3	0	5	6	**14**	**28**
11:00 PM	4	0	1	0	**5**	3	2	2	2	**9**	**14**
Total					**1363**					**1257**	
					2620						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 234 — **AM PHF** 0.886
PM Peak Hr 0:45 pm to 1:45 pm — **PM Peak** 288 — **PM PHF** 0.911

Monday, August 5, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	3	**3**	1	0	0	0	**1**	**4**
1:00 AM	2	0	0	0	**2**	0	0	0	0	**0**	**2**
2:00 AM	2	0	1	0	**3**	1	1	1	1	**4**	**7**
3:00 AM	1	0	1	0	**2**	0	2	0	0	**2**	**4**
4:00 AM	0	0	0	2	**2**	0	1	0	2	**3**	**5**
5:00 AM	1	1	4	2	**8**	1	2	1	0	**4**	**12**
6:00 AM	2	4	8	5	**19**	2	1	1	2	**6**	**25**
7:00 AM	1	5	14	11	**31**	8	7	7	9	**31**	**62**
8:00 AM	8	5	12	14	**39**	9	14	10	26	**59**	**98**
9:00 AM	17	7	15	16	**55**	14	8	9	14	**45**	**100**
10:00 AM	11	15	17	19	**62**	9	10	16	14	**49**	**111**
11:00 AM	16	25	19	24	**84**	14	12	19	27	**72**	**156**
12:00 PM	10	19	20	19	**68**	23	20	20	24	**87**	**155**
1:00 PM	12	16	18	26	**72**	23	18	18	18	**77**	**149**
2:00 PM	21	20	30	21	**92**	20	24	24	22	**90**	**182**
3:00 PM	30	35	25	26	**116**	21	17	14	24	**76**	**192**
4:00 PM	26	20	19	25	**90**	15	14	17	28	**74**	**164**
5:00 PM	22	19	28	34	**103**	12	22	14	17	**65**	**168**
6:00 PM	17	19	23	19	**78**	19	14	10	9	**52**	**130**
7:00 PM	12	9	15	9	**45**	15	12	10	9	**46**	**91**
8:00 PM	10	13	7	3	**33**	6	6	6	3	**21**	**54**
9:00 PM	10	10	5	3	**28**	5	3	7	7	**22**	**50**
10:00 PM	10	9	5	5	**29**	5	7	4	4	**20**	**49**
11:00 PM	0	3	2	2	**7**	1	0	3	1	**5**	**12**
Total					**1071**					**911**	
					1982						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 156 — **AM PHF** 0.765
PM Peak Hr 2:30 pm to 3:30 pm — **PM Peak** 200 — **PM PHF** 0.926

Tuesday, August 6, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	2	0	1	**3**	0	0	0	1	**1**	**4**
1:00 AM	0	2	0	0	**2**	3	0	1	0	**4**	**6**
2:00 AM	0	0	1	0	**1**	0	0	0	1	**1**	**2**
3:00 AM	2	0	0	0	**2**	0	1	0	0	**1**	**3**
4:00 AM	2	0	1	1	**4**	0	0	0	0	**0**	**4**
5:00 AM	1	1	2	1	**5**	0	1	0	2	**3**	**8**
6:00 AM	4	2	6	13	**25**	1	4	5	7	**17**	**42**
7:00 AM	3	11	15	9	**38**	4	7	9	10	**30**	**68**
8:00 AM	8	18	10	16	**52**	3	13	17	21	**54**	**106**
9:00 AM	11	14	12	8	**45**	14	15	7	10	**46**	**91**
10:00 AM	12	8	16	19	**55**	11	12	17	15	**55**	**110**
11:00 AM	19	13	7	21	**60**	17	16	14	17	**64**	**124**
12:00 PM	16	24	14	16	**70**	21	13	15	16	**65**	**135**
1:00 PM	16	18	23	26	**83**	23	24	23	17	**87**	**170**
2:00 PM	22	14	21	17	**74**	16	11	19	18	**64**	**138**
3:00 PM	26	23	28	27	**104**	14	18	17	23	**72**	**176**
4:00 PM	23	18	32	22	**95**	21	12	15	19	**67**	**162**
5:00 PM	22	20	18	19	**79**	20	17	21	19	**77**	**156**
6:00 PM	20	21	20	19	**80**	12	12	10	20	**54**	**134**
7:00 PM	17	14	16	13	**60**	17	10	16	14	**57**	**117**
8:00 PM	13	9	5	13	**40**	3	8	3	6	**20**	**60**
9:00 PM	8	12	8	9	**37**	7	6	6	2	**21**	**58**
10:00 PM	2	10	4	2	**18**	9	7	2	2	**20**	**38**
11:00 PM	4	3	2	0	**9**	0	1	2	0	**3**	**12**
Total					**1041**					**883**	
					1924						

AM Peak Hr 10:30 am to 11:30 am — **AM Peak** 132 — **AM PHF** 0.917
PM Peak Hr 3:15 pm to 4:15 pm — **PM Peak** 180 — **PM PHF** 0.900

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

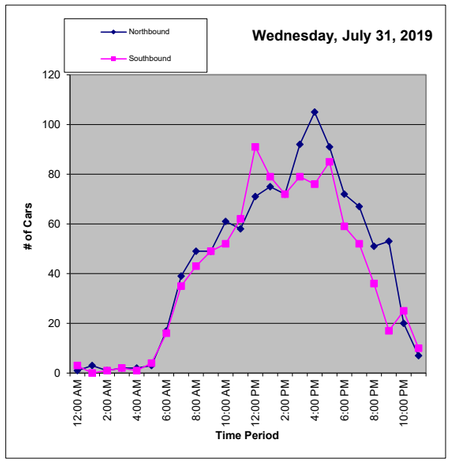
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

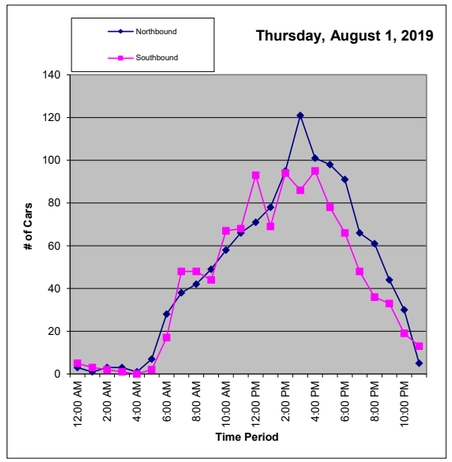
(805) 781-5200

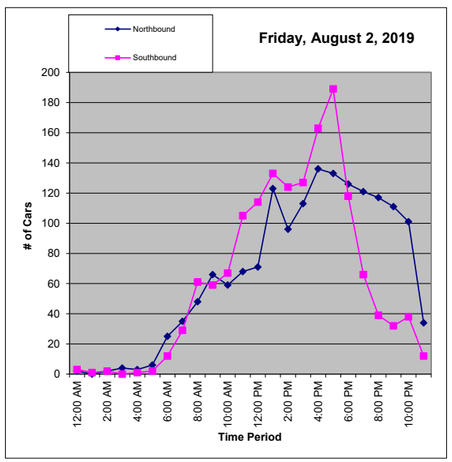
7 Day Volume Count Report

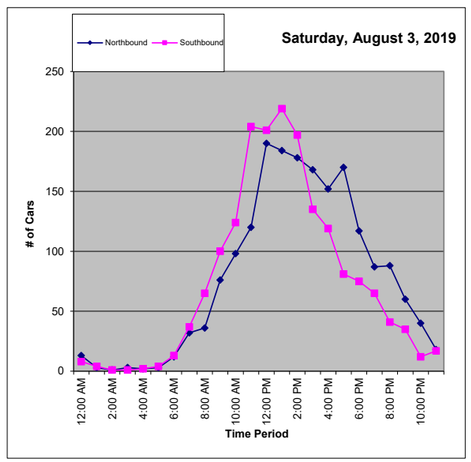
Location No. 19
Road Name San Luis St
Nearest Cross St S of Avila Beach Dr
Survey Date 7/31/19 thru 8/6/19
Latitude 35.18051651
Longitude -120.728001
Peak Day 43680
Number of Lanes 2
Comments

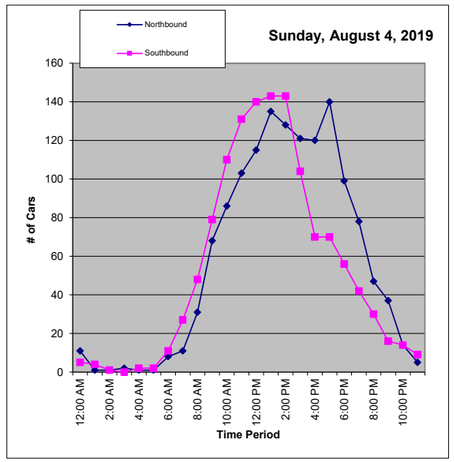
	SUMMARY										
Hour	**31-Wed**	**01 Thu**	**02 Fri**	**03 Sat**	**04 Sun**	**05 Mon**	**06 Tue**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	4	8	5	21	16	4	4	**62**	**9**	5	19
1:00 AM	3	4	1	7	5	2	6	**28**	**4**	3	6
2:00 AM	2	5	4	2	2	7	2	**24**	**3**	4	2
3:00 AM	4	4	4	4	2	4	3	**25**	**4**	4	3
4:00 AM	3	1	4	4	3	5	4	**24**	**3**	3	4
5:00 AM	7	9	8	7	3	12	8	**54**	**8**	9	5
6:00 AM	33	45	37	25	19	25	42	**226**	**32**	36	22
7:00 AM	74	86	64	69	38	62	68	**461**	**66**	71	54
8:00 AM	92	90	109	101	79	98	106	**675**	**96**	99	90
9:00 AM	98	93	125	176	147	100	91	**830**	**119**	101	162
10:00 AM	113	125	126	222	196	111	110	**1003**	**143**	117	209
11:00 AM	120	134	173	324	234	156	124	**1265**	**181**	141	279
12:00 PM	162	164	185	391	255	155	135	**1447**	**207**	160	323
1:00 PM	154	147	256	403	278	149	170	**1557**	**222**	175	341
2:00 PM	144	189	220	375	271	182	138	**1519**	**217**	175	323
3:00 PM	171	207	240	303	225	192	176	**1514**	**216**	197	264
4:00 PM	181	196	299	271	190	164	162	**1463**	**209**	200	231
5:00 PM	176	176	322	251	210	168	156	**1459**	**208**	200	231
6:00 PM	131	157	244	192	155	130	134	**1143**	**163**	159	174
7:00 PM	119	114	187	152	120	91	117	**900**	**129**	126	136
8:00 PM	87	97	156	129	77	54	60	**660**	**94**	91	103
9:00 PM	70	77	143	95	53	50	58	**546**	**78**	80	74
10:00 PM	45	49	139	52	28	49	38	**400**	**57**	64	40
11:00 PM	17	18	46	35	14	12	12	**154**	**22**	21	25
Total	**2010**	**2195**	**3097**	**3611**	**2620**	**1982**	**1924**	**17439**	**2491**	**2242**	**3116**
Percentages	**11.53%**	**12.59%**	**17.76%**	**20.71%**	**15.02%**	**11.37%**	**11.03%**	**100.00%**	**14.29%**	**12.85%**	**17.87%**
max	*181*	*207*	*322*	*403*	*278*	*192*	*176*				

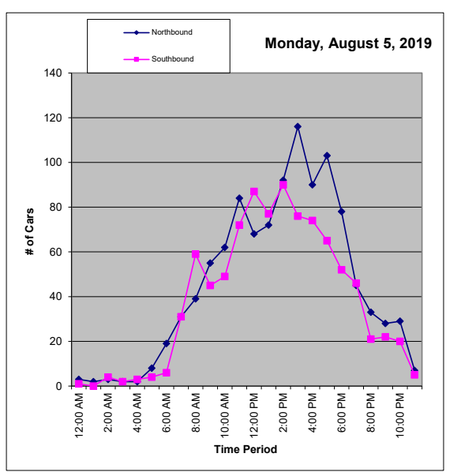


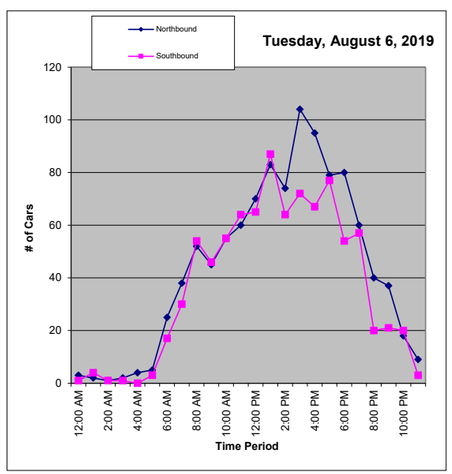


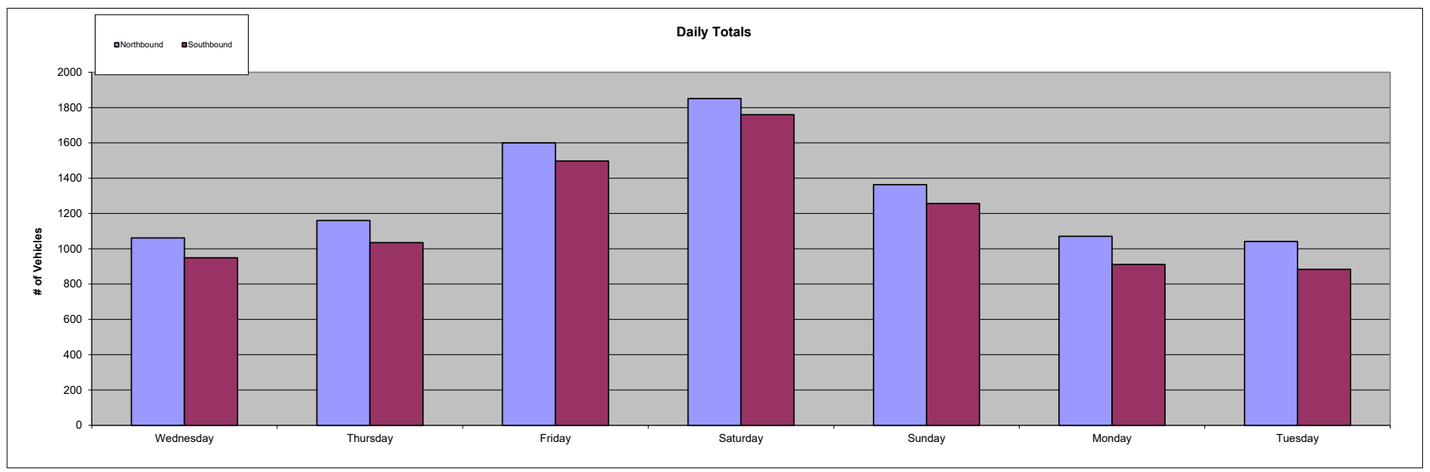












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 20
Road Name San Miguel St (Avila)
Nearest Cross St S of Avila Beach Dr
Survey Date 8/1/19 thru 8/7/19
Latitude 35.1816446
Longitude -120.7324544
Peak Day Friday
Number of Lanes 2
Comments

Thursday, August 1, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
1:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
2:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
3:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	2	0	2	2	**6**	0	0	0	2	**2**	**8**
6:00 AM	5	2	3	1	**11**	8	8	2	7	**25**	**36**
7:00 AM	4	5	6	5	**20**	10	3	7	10	**30**	**50**
8:00 AM	4	6	3	11	**24**	8	5	3	13	**29**	**53**
9:00 AM	14	5	8	14	**41**	15	24	5	19	**63**	**104**
10:00 AM	18	17	16	21	**72**	20	18	20	19	**77**	**149**
11:00 AM	27	27	20	22	**96**	18	17	24	22	**81**	**177**
12:00 PM	18	18	22	23	**81**	17	30	17	31	**95**	**176**
1:00 PM	19	21	23	26	**89**	26	14	28	27	**95**	**184**
2:00 PM	23	19	29	28	**99**	23	23	19	21	**86**	**185**
3:00 PM	25	20	27	14	**86**	20	19	21	24	**84**	**170**
4:00 PM	24	18	18	21	**81**	28	16	14	12	**70**	**151**
5:00 PM	20	24	23	13	**80**	22	14	21	15	**72**	**152**
6:00 PM	26	19	24	14	**83**	20	8	14	15	**57**	**140**
7:00 PM	9	16	17	9	**51**	7	8	7	5	**27**	**78**
8:00 PM	14	11	11	8	**44**	4	3	10	4	**21**	**65**
9:00 PM	7	10	6	10	**33**	4	8	1	3	**16**	**49**
10:00 PM	6	6	3	3	**18**	6	2	1	2	**11**	**29**
11:00 PM	5	0	2	1	**8**	3	2	0	1	**6**	**14**
Total					**1026**					**948**	
					1974						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 177 — **AM PHF** 0.983
PM Peak Hr 1:30 pm to 2:30 pm — **PM Peak** 192 — **PM PHF** 0.906

Friday, August 2, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
2:00 AM	1	0	0	0	**1**	6	0	0	0	**6**	**7**
3:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
4:00 AM	0	1	0	0	**1**	2	1	0	0	**3**	**4**
5:00 AM	0	1	0	3	**4**	0	0	0	1	**1**	**5**
6:00 AM	1	1	2	4	**8**	3	2	2	9	**16**	**24**
7:00 AM	0	7	5	3	**15**	3	13	12	16	**44**	**59**
8:00 AM	9	4	8	13	**34**	12	7	15	15	**49**	**83**
9:00 AM	9	10	12	9	**40**	7	12	13	13	**45**	**85**
10:00 AM	18	15	19	12	**64**	16	17	18	21	**72**	**136**
11:00 AM	18	22	24	28	**92**	22	34	39	29	**124**	**216**
12:00 PM	20	23	29	23	**95**	35	20	34	31	**120**	**215**
1:00 PM	27	28	17	45	**117**	37	30	30	36	**133**	**250**
2:00 PM	39	32	28	43	**142**	40	35	30	25	**130**	**272**
3:00 PM	28	42	39	27	**136**	47	34	27	38	**146**	**282**
4:00 PM	37	35	45	31	**148**	30	36	51	48	**165**	**313**
5:00 PM	50	33	30	26	**139**	56	64	66	70	**256**	**395**
6:00 PM	33	29	29	22	**113**	38	38	26	29	**131**	**244**
7:00 PM	31	28	26	27	**112**	27	10	13	16	**66**	**178**
8:00 PM	30	27	25	22	**104**	16	17	8	14	**55**	**159**
9:00 PM	29	33	27	23	**112**	7	16	25	16	**64**	**176**
10:00 PM	36	24	19	12	**91**	17	22	13	4	**56**	**147**
11:00 PM	6	7	3	2	**18**	4	6	5	2	**17**	**35**
Total					**1586**					**1701**	
					3287						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 216 — **AM PHF** 0.857
PM Peak Hr 5:00 pm to 6:00 pm — **PM Peak** 395 — **PM PHF** 0.932

Saturday, August 3, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	2	0	1	**5**	2	0	0	2	**4**	**9**
1:00 AM	0	1	0	0	**1**	0	0	0	2	**2**	**3**
2:00 AM	3	0	0	0	**3**	2	0	1	0	**3**	**6**
3:00 AM	1	0	0	0	**1**	0	0	1	0	**1**	**2**
4:00 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**
5:00 AM	0	1	0	0	**1**	0	0	0	1	**1**	**2**
6:00 AM	1	2	1	1	**5**	4	0	0	7	**11**	**16**
7:00 AM	1	7	5	1	**14**	6	7	11	10	**34**	**48**
8:00 AM	6	7	7	8	**28**	13	10	11	28	**62**	**90**
9:00 AM	15	9	13	17	**54**	13	22	20	23	**78**	**132**
10:00 AM	29	14	18	24	**85**	15	25	30	30	**100**	**185**
11:00 AM	25	40	34	46	**145**	36	45	40	41	**162**	**307**
12:00 PM	40	51	45	49	**185**	47	65	52	54	**218**	**403**
1:00 PM	41	51	41	35	**168**	68	60	50	41	**219**	**387**
2:00 PM	45	58	42	35	**180**	50	36	38	48	**172**	**352**
3:00 PM	46	37	39	24	**146**	42	37	39	28	**146**	**292**
4:00 PM	22	27	29	23	**101**	30	28	31	23	**112**	**213**
5:00 PM	38	22	31	25	**116**	12	12	21	21	**66**	**182**
6:00 PM	24	25	24	16	**89**	24	11	19	10	**64**	**153**
7:00 PM	22	10	20	21	**73**	13	10	14	13	**50**	**123**
8:00 PM	16	22	11	13	**62**	10	9	8	7	**34**	**96**
9:00 PM	6	8	7	4	**25**	2	3	7	7	**19**	**44**
10:00 PM	8	8	5	7	**28**	6	4	3	6	**19**	**47**
11:00 PM	7	2	3	2	**14**	4	0	1	0	**5**	**19**
Total					**1529**					**1583**	
					3112						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 307 — **AM PHF** 0.882
PM Peak Hr 12:15 pm to 1:15 pm — **PM Peak** 425 — **PM PHF** 0.916

Sunday, August 4, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	2	0	2	**5**	0	3	3	0	**6**	**11**
1:00 AM	1	1	0	0	**2**	1	1	0	1	**3**	**5**
2:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
5:00 AM	1	0	1	0	**2**	0	0	0	1	**1**	**3**
6:00 AM	2	1	1	1	**5**	0	3	2	4	**9**	**14**
7:00 AM	2	2	5	3	**12**	2	2	9	13	**26**	**38**
8:00 AM	8	8	5	6	**27**	6	7	14	18	**45**	**72**
9:00 AM	4	4	14	16	**38**	16	16	16	20	**68**	**106**
10:00 AM	27	20	23	24	**94**	35	30	34	18	**117**	**211**
11:00 AM	32	21	34	24	**111**	23	39	30	36	**128**	**239**
12:00 PM	42	28	27	31	**128**	39	24	24	32	**119**	**247**
1:00 PM	38	28	38	25	**129**	36	22	38	32	**128**	**257**
2:00 PM	35	25	29	37	**126**	47	38	29	42	**156**	**282**
3:00 PM	26	28	41	28	**123**	40	31	31	25	**127**	**250**
4:00 PM	25	20	24	29	**98**	15	13	20	14	**62**	**160**
5:00 PM	22	35	25	33	**115**	11	12	15	20	**58**	**173**
6:00 PM	32	15	23	15	**85**	10	15	8	12	**45**	**130**
7:00 PM	12	10	15	16	**53**	5	3	11	12	**31**	**84**
8:00 PM	19	17	4	6	**46**	5	2	3	6	**16**	**62**
9:00 PM	8	8	3	4	**23**	4	8	1	0	**13**	**36**
10:00 PM	5	2	2	3	**12**	4	4	1	0	**9**	**21**
11:00 PM	4	1	2	0	**7**	1	0	2	1	**4**	**11**
Total					**1242**					**1172**	
					2414						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 239 — **AM PHF** 0.934
PM Peak Hr 2:00 pm to 3:00 pm — **PM Peak** 282 — **PM PHF** 0.860

Monday, August 5, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	0	0	**1**	2	0	1	0	**3**	**4**
1:00 AM	1	0	0	0	**1**	0	1	0	0	**1**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
4:00 AM	0	0	0	0	**0**	0	2	0	0	**2**	**2**
5:00 AM	0	0	0	3	**3**	0	0	0	1	**1**	**4**
6:00 AM	1	3	0	2	**6**	0	0	1	12	**13**	**19**
7:00 AM	2	3	8	7	**20**	10	9	10	10	**39**	**59**
8:00 AM	7	7	5	8	**27**	7	10	9	18	**44**	**71**
9:00 AM	10	12	12	15	**49**	11	16	13	18	**58**	**107**
10:00 AM	14	12	12	12	**50**	14	15	13	17	**59**	**109**
11:00 AM	19	25	16	23	**83**	23	17	17	22	**79**	**162**
12:00 PM	18	15	19	15	**67**	37	13	22	16	**88**	**155**
1:00 PM	16	14	20	14	**64**	28	15	23	23	**89**	**153**
2:00 PM	21	18	15	13	**67**	17	20	11	17	**65**	**132**
3:00 PM	24	21	20	24	**89**	25	17	15	19	**76**	**165**
4:00 PM	26	22	16	17	**81**	15	15	24	13	**67**	**148**
5:00 PM	25	13	19	16	**73**	9	21	14	15	**59**	**132**
6:00 PM	17	15	12	20	**64**	9	8	9	19	**45**	**109**
7:00 PM	18	11	15	6	**50**	6	0	7	4	**17**	**67**
8:00 PM	13	15	7	7	**42**	6	7	4	2	**19**	**61**
9:00 PM	13	8	5	5	**31**	3	5	3	2	**13**	**44**
10:00 PM	4	4	4	2	**14**	1	0	1	1	**3**	**17**
11:00 PM	5	0	0	1	**6**	1	1	0	1	**3**	**9**
Total					**888**					**844**	
					1732						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 162 — **AM PHF** 0.900
PM Peak Hr 3:00 pm to 4:00 pm — **PM Peak** 165 — **PM PHF** 0.842

Tuesday, August 6, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	1	0	**1**	1	1	1	0	**3**	**4**
1:00 AM	0	1	0	0	**1**	1	0	1	1	**3**	**4**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	1	0	0	0	**1**	0	0	0	1	**1**	**2**
4:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	2	1	3	**6**	2	0	1	0	**3**	**9**
6:00 AM	4	1	1	2	**8**	4	2	5	6	**17**	**25**
7:00 AM	3	1	10	10	**24**	6	9	15	4	**34**	**58**
8:00 AM	5	3	8	12	**28**	11	7	11	10	**39**	**67**
9:00 AM	6	11	12	16	**45**	17	13	7	11	**48**	**93**
10:00 AM	9	13	12	27	**61**	22	12	13	21	**68**	**129**
11:00 AM	21	5	21	22	**69**	24	12	30	22	**88**	**157**
12:00 PM	13	20	15	16	**64**	15	23	24	16	**78**	**142**
1:00 PM	22	14	18	15	**69**	14	15	19	27	**75**	**144**
2:00 PM	17	18	18	23	**76**	24	12	13	18	**67**	**143**
3:00 PM	27	13	21	15	**76**	18	15	8	25	**66**	**142**
4:00 PM	16	25	19	13	**73**	10	22	15	20	**67**	**140**
5:00 PM	29	32	11	15	**87**	9	15	11	18	**53**	**140**
6:00 PM	31	10	16	10	**67**	20	9	9	10	**48**	**115**
7:00 PM	9	8	13	6	**36**	7	7	9	9	**32**	**68**
8:00 PM	8	9	13	7	**37**	3	4	1	2	**10**	**47**
9:00 PM	11	6	1	5	**23**	3	0	1	2	**6**	**29**
10:00 PM	11	5	2	6	**24**	6	2	3	1	**12**	**36**
11:00 PM	2	0	0	0	**2**	2	1	0	0	**3**	**5**
Total					**879**					**821**	
					1700						

AM Peak Hr 10:45 am to 11:45 am — **AM Peak** 161 — **AM PHF** 0.789
PM Peak Hr 1:30 pm to 2:30 pm — **PM Peak** 150 — **PM PHF** 0.893

Wednesday, August 7, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
2:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
3:00 AM	1	0	1	0	**2**	0	0	0	1	**1**	**3**
4:00 AM	2	0	0	0	**2**	1	0	0	0	**1**	**3**
5:00 AM	1	1	0	3	**5**	1	0	0	1	**2**	**7**
6:00 AM	0	2	1	3	**6**	0	4	3	13	**20**	**26**
7:00 AM	3	4	4	7	**18**	2	9	4	9	**24**	**42**
8:00 AM	4	4	11	8	**27**	5	14	10	13	**42**	**69**
9:00 AM	8	12	8	12	**40**	17	12	12	18	**59**	**99**
10:00 AM	13	20	19	5	**57**	19	13	14	14	**60**	**117**
11:00 AM	18	15	15	12	**60**	16	25	29	23	**93**	**153**
12:00 PM	31	22	16	15	**84**	32	27	19	20	**98**	**182**
1:00 PM	19	21	17	21	**78**	30	17	17	20	**84**	**162**
2:00 PM	25	25	21	18	**89**	29	21	16	21	**87**	**176**
3:00 PM	27	16	22	18	**83**	19	14	19	17	**69**	**152**
4:00 PM	21	21	19	18	**79**	19	22	12	20	**73**	**152**
5:00 PM	22	18	14	17	**71**	18	6	16	14	**54**	**125**
6:00 PM	21	16	23	10	**70**	18	14	7	11	**50**	**120**
7:00 PM	11	12	10	11	**44**	7	9	5	7	**28**	**72**
8:00 PM	11	10	9	8	**38**	10	1	5	2	**18**	**56**
9:00 PM	12	7	7	7	**33**	2	2	1	0	**5**	**38**
10:00 PM	4	1	2	2	**9**	2	1	0	3	**6**	**15**
11:00 PM	0	1	2	1	**4**	0	1	0	0	**1**	**5**
Total					**899**					**877**	
					1776						

AM Peak Hr 11:00 am to 12:00 pm — **AM Peak** 153 — **AM PHF** 0.869
PM Peak Hr 12:00 pm to 1:00 pm — **PM Peak** 182 — **PM PHF** 0.722

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

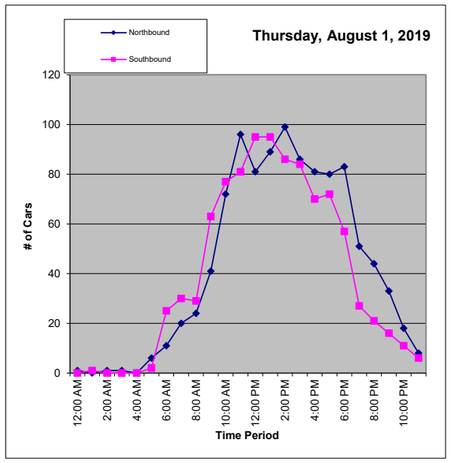
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

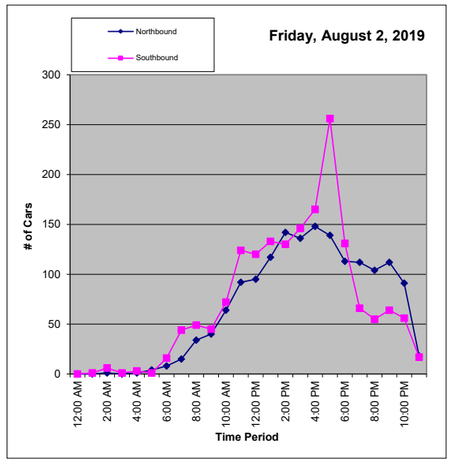
(805) 781-5200

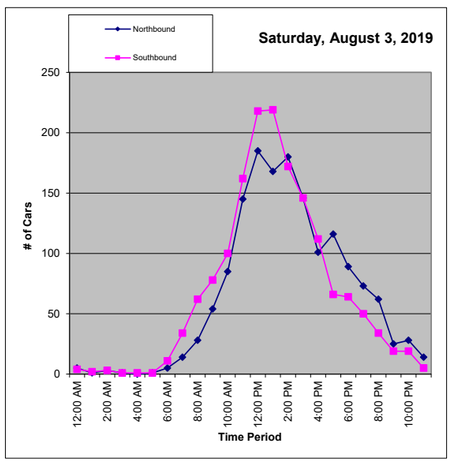
7 Day Volume Count Report

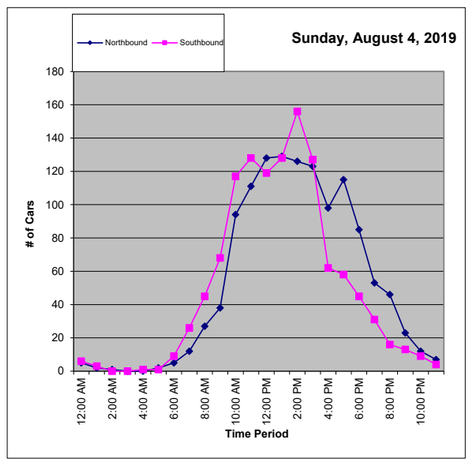
Location No. 20
Road Name San Miguel St (Avila)
Nearest Cross St S of Avila Beach Dr
Survey Date 8/1/19 thru 8/7/19
Latitude 35.1816446
Longitude -120.7324544
Peak Day 43679
Number of Lanes 2
Comments

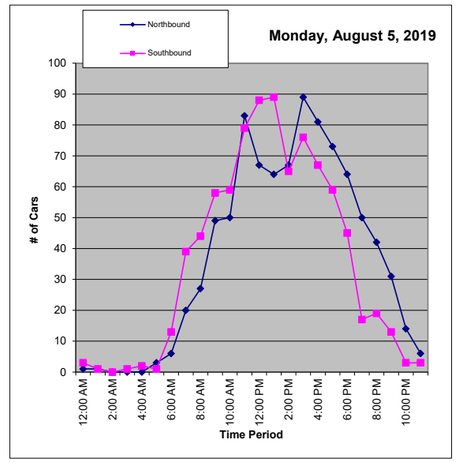
	SUMMARY										
Hour	**01 Thu**	**02 Fri**	**03 Sat**	**04 Sun**	**05 Mon**	**06 Tue**	**07 Wed**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	1	0	9	11	4	4	0	**29**	**4**	2	10
1:00 AM	1	1	3	5	2	4	1	**17**	**2**	2	4
2:00 AM	1	7	6	1	0	0	1	**16**	**2**	2	4
3:00 AM	1	1	2	0	1	2	3	**10**	**1**	2	1
4:00 AM	0	4	1	1	2	1	3	**12**	**2**	2	1
5:00 AM	8	5	2	3	4	9	7	**38**	**5**	7	3
6:00 AM	36	24	16	14	19	25	26	**160**	**23**	26	15
7:00 AM	50	59	48	38	59	58	42	**354**	**51**	54	43
8:00 AM	53	83	90	72	71	67	69	**505**	**72**	69	81
9:00 AM	104	85	132	106	107	93	99	**726**	**104**	98	119
10:00 AM	149	136	185	211	109	129	117	**1036**	**148**	128	198
11:00 AM	177	216	307	239	162	157	153	**1411**	**202**	173	273
12:00 PM	176	215	403	247	155	142	182	**1520**	**217**	174	325
1:00 PM	184	250	387	257	153	144	162	**1537**	**220**	179	322
2:00 PM	185	272	352	282	132	143	176	**1542**	**220**	182	317
3:00 PM	170	282	292	250	165	142	152	**1453**	**208**	182	271
4:00 PM	151	313	213	160	148	140	152	**1277**	**182**	181	187
5:00 PM	152	395	182	173	132	140	125	**1299**	**186**	189	178
6:00 PM	140	244	153	130	109	115	120	**1011**	**144**	146	142
7:00 PM	78	178	123	84	67	68	72	**670**	**96**	93	104
8:00 PM	65	159	96	62	61	47	56	**546**	**78**	78	79
9:00 PM	49	176	44	36	44	29	38	**416**	**59**	67	40
10:00 PM	29	147	47	21	17	36	15	**312**	**45**	49	34
11:00 PM	14	35	19	11	9	5	5	**98**	**14**	14	15
Total	**1974**	**3287**	**3112**	**2414**	**1732**	**1700**	**1776**	15995	**2285**	**2094**	**2763**
Percentages	**12.34%**	**20.55%**	**19.46%**	**15.09%**	**10.83%**	**10.63%**	**11.10%**	**100.00%**	**14.29%**	**13.09%**	**17.27%**
max	*185*	*395*	*403*	*282*	*165*	*157*	*182*				

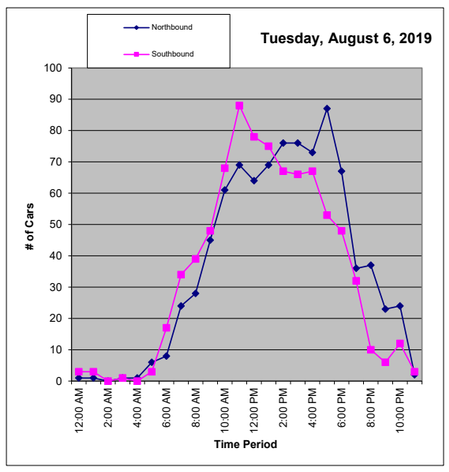


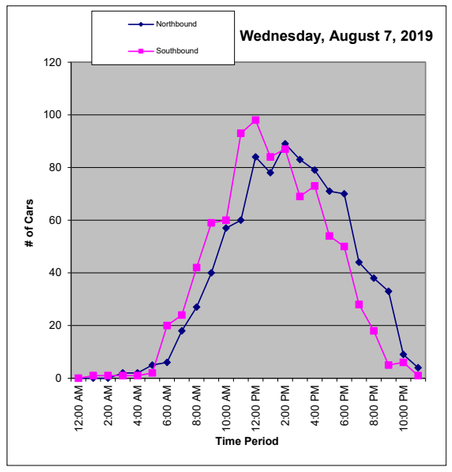


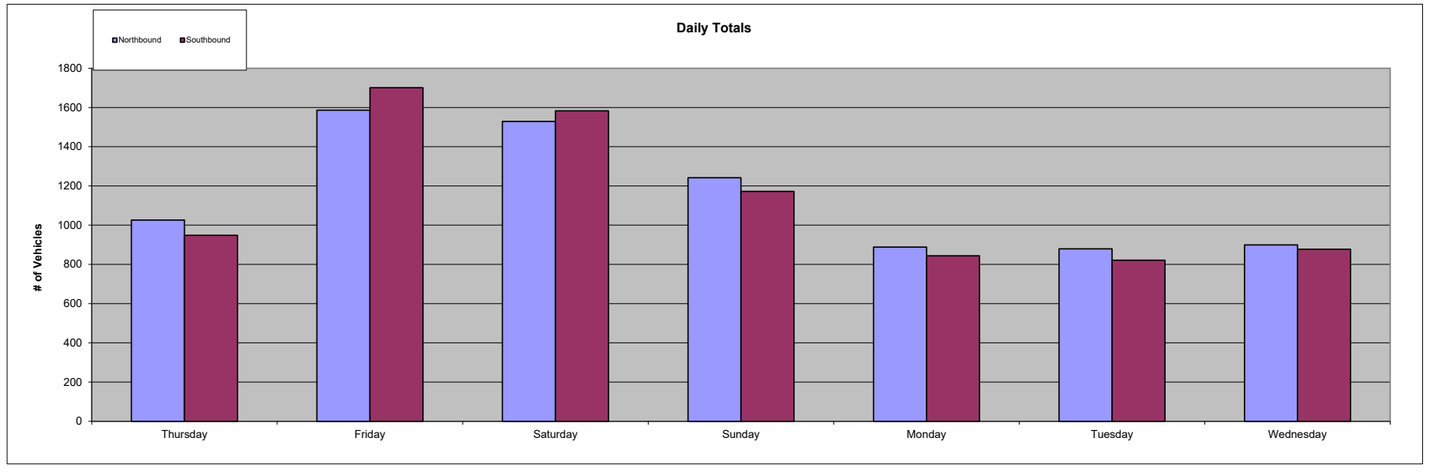












Metro Traffic Data Inc.

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

(805) 781-5200

7 Day Volume Count Report

Location No. 23
Road Name Shell Beach Rd
Nearest Cross St S of Avila Beach Dr
Survey Date 7/31/19 thru 8/6/19
Latitude 35.17891461
Longitude -120.6997391
Peak Day Friday
Number of Lanes 2
Comments

Wednesday, July 31, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	2	1	0	3	3	0	0	1	4	7
1:00 AM	0	0	0	0	0	0	0	1	1	2	2
2:00 AM	0	0	1	0	1	0	0	0	1	1	2
3:00 AM	0	0	0	2	2	0	0	0	1	1	3
4:00 AM	0	0	2	1	3	0	0	0	1	1	4
5:00 AM	2	1	6	4	13	0	0	0	0	0	13
6:00 AM	10	11	11	7	39	3	2	8	5	18	57
7:00 AM	16	12	10	22	60	13	13	8	10	44	104
8:00 AM	25	20	18	19	82	15	10	18	19	62	144
9:00 AM	21	23	23	16	83	18	7	22	21	68	151
10:00 AM	17	19	17	38	91	19	20	20	20	79	170
11:00 AM	25	29	20	29	103	21	33	23	38	115	218
12:00 PM	31	29	37	32	129	18	26	30	26	100	229
1:00 PM	38	33	31	33	135	41	25	33	32	131	266
2:00 PM	28	38	31	26	123	31	32	46	41	150	273
3:00 PM	27	30	41	36	134	156	189	188	167	700	834
4:00 PM	19	39	29	18	105	207	191	150	190	738	843
5:00 PM	17	23	22	33	95	208	194	170	184	756	851
6:00 PM	29	15	16	17	77	127	68	38	30	263	340
7:00 PM	16	22	19	14	71	26	9	12	28	75	146
8:00 PM	20	13	9	17	59	16	12	5	9	42	101
9:00 PM	5	4	1	7	17	7	13	9	6	35	52
10:00 PM	1	1	3	5	10	9	5	7	2	23	33
11:00 PM	6	1	2	1	10	1	5	1	2	9	19
Total					1445					3417	
					4862						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 218 — AM PHF 0.813
PM Peak Hr 5:00 pm to 6:00 pm — PM Peak 851 — PM PHF 0.946

Thursday, August 1, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	1	1	2	1	0	0	3	4
1:00 AM	1	0	0	0	1	0	1	0	1	2	3
2:00 AM	0	1	0	0	1	0	0	1	0	1	2
3:00 AM	0	1	1	0	2	0	1	0	0	1	3
4:00 AM	1	1	1	2	5	0	0	0	2	2	7
5:00 AM	2	1	6	6	15	0	2	0	0	2	17
6:00 AM	9	11	11	12	43	5	2	3	10	20	63
7:00 AM	6	6	18	27	57	7	13	11	12	43	100
8:00 AM	17	17	19	17	70	15	13	15	17	60	130
9:00 AM	31	22	18	23	94	17	19	28	22	86	180
10:00 AM	30	23	44	24	121	25	25	20	17	87	208
11:00 AM	34	25	21	33	113	17	24	27	29	97	210
12:00 PM	26	36	34	32	128	30	31	33	39	133	261
1:00 PM	29	20	37	36	122	37	43	37	25	142	264
2:00 PM	34	41	36	29	140	43	29	41	45	158	298
3:00 PM	27	36	24	21	108	37	67	125	136	365	473
4:00 PM	37	34	23	15	109	141	182	179	179	681	790
5:00 PM	24	20	26	13	83	180	155	170	166	671	754
6:00 PM	11	26	22	18	77	123	54	31	22	230	307
7:00 PM	19	19	6	16	60	24	23	19	20	86	146
8:00 PM	19	9	14	6	48	11	12	13	10	46	94
9:00 PM	4	7	2	5	18	5	13	12	11	41	59
10:00 PM	4	3	3	3	13	7	6	7	4	24	37
11:00 PM	1	1	2	1	5	4	6	0	2	12	17
Total					1434					2993	
					4427						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 210 — AM PHF 0.847
PM Peak Hr 4:15 pm to 5:15 pm — PM Peak 816 — PM PHF 0.944

Friday, August 2, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	1	1	1	0	0	1	2	3
1:00 AM	2	1	1	1	5	0	1	0	0	1	6
2:00 AM	0	1	0	0	1	0	0	0	0	0	1
3:00 AM	0	1	0	0	1	0	0	0	0	0	1
4:00 AM	0	1	0	1	2	1	0	2	1	4	6
5:00 AM	2	1	4	7	14	0	2	1	5	8	22
6:00 AM	9	8	8	10	35	4	0	3	13	20	55
7:00 AM	11	9	7	15	42	12	11	11	8	42	84
8:00 AM	25	14	25	32	96	6	21	19	18	64	160
9:00 AM	15	23	21	18	77	14	27	16	18	75	152
10:00 AM	19	25	29	27	100	14	19	33	25	91	191
11:00 AM	36	36	26	31	129	22	24	23	41	110	239
12:00 PM	27	38	38	31	134	29	37	45	38	149	283
1:00 PM	24	29	48	27	128	35	31	45	42	153	281
2:00 PM	40	25	33	38	136	33	65	118	122	338	474
3:00 PM	38	28	27	31	124	153	140	171	136	600	724
4:00 PM	24	22	26	30	102	157	161	197	170	685	787
5:00 PM	25	17	26	33	101	171	180	150	139	640	741
6:00 PM	25	25	25	19	94	76	36	32	25	169	263
7:00 PM	17	17	11	20	65	32	17	30	29	108	173
8:00 PM	18	18	17	8	61	23	16	17	22	78	139
9:00 PM	10	8	9	9	36	23	19	15	14	71	107
10:00 PM	8	6	5	3	22	11	9	11	6	37	59
11:00 PM	7	6	1	2	16	9	2	4	5	20	36
Total					1522					3465	
					4987						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 239 — AM PHF 0.830
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 816 — PM PHF 0.915

Saturday, August 3, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	2	0	3	2	3	1	1	7	10
1:00 AM	0	0	1	0	1	0	0	0	0	0	1
2:00 AM	0	0	1	0	1	2	0	1	1	4	5
3:00 AM	0	0	0	1	1	0	0	0	0	0	1
4:00 AM	0	1	0	0	1	1	0	1	0	2	3
5:00 AM	2	1	3	1	7	0	0	2	1	3	10
6:00 AM	2	6	7	5	20	1	1	3	2	7	27
7:00 AM	7	11	15	18	51	2	6	4	10	22	73
8:00 AM	12	15	21	23	71	7	13	5	17	42	113
9:00 AM	16	27	26	26	95	17	23	19	25	84	179
10:00 AM	20	25	33	27	105	23	32	35	28	118	223
11:00 AM	34	28	35	44	141	28	50	51	40	169	310
12:00 PM	28	35	32	38	133	42	54	41	44	181	314
1:00 PM	36	45	34	33	148	40	52	41	48	181	329
2:00 PM	30	35	40	29	134	52	57	60	49	218	352
3:00 PM	39	44	32	40	155	59	59	51	63	232	387
4:00 PM	20	44	19	32	115	49	58	63	60	230	345
5:00 PM	24	31	15	21	91	46	49	40	36	171	262
6:00 PM	25	25	29	20	99	50	33	34	22	139	238
7:00 PM	22	17	13	17	69	19	31	15	22	87	156
8:00 PM	16	16	13	18	63	13	19	11	13	56	119
9:00 PM	6	7	6	4	23	9	5	7	5	26	49
10:00 PM	3	4	7	2	16	9	11	5	6	31	47
11:00 PM	2	3	3	0	8	2	3	7	2	14	22
Total					1551					2024	
					3575						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 310 — AM PHF 0.901
PM Peak Hr 3:00 pm to 4:00 pm — PM Peak 387 — PM PHF 0.939

Sunday, August 4, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	1	4	1	9	2	0	1	0	3	12
1:00 AM	0	2	0	0	2	4	0	2	0	6	8
2:00 AM	0	1	0	0	1	0	2	1	1	4	5
3:00 AM	0	1	0	0	1	0	0	1	1	2	3
4:00 AM	1	0	2	1	4	0	0	1	0	1	5
5:00 AM	2	0	3	0	5	3	2	0	0	5	10
6:00 AM	2	3	3	3	11	1	1	1	5	8	19
7:00 AM	7	10	6	15	38	2	1	7	3	13	51
8:00 AM	6	8	9	19	42	6	9	14	20	49	91
9:00 AM	22	20	16	25	83	12	14	16	26	68	151
10:00 AM	22	28	20	35	105	18	29	18	33	98	203
11:00 AM	27	36	41	41	145	35	24	30	36	125	270
12:00 PM	39	45	58	59	201	36	30	43	47	156	357
1:00 PM	63	73	49	34	219	35	50	42	47	174	393
2:00 PM	38	42	61	74	215	45	37	50	32	164	379
3:00 PM	92	73	83	55	303	55	50	75	57	237	540
4:00 PM	34	50	32	36	152	48	55	70	51	224	376
5:00 PM	38	38	27	11	114	48	41	48	37	174	288
6:00 PM	19	19	19	11	68	25	31	25	18	99	167
7:00 PM	19	29	15	11	74	18	18	21	20	77	151
8:00 PM	16	15	12	12	55	19	10	22	7	58	113
9:00 PM	8	9	5	2	24	3	3	3	6	15	39
10:00 PM	3	2	1	2	8	4	4	2	4	14	22
11:00 PM	4	1	0	2	7	3	2	2	3	10	17
Total					1886					1784	
					3670						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 270 — AM PHF 0.877
PM Peak Hr 3:00 pm to 4:00 pm — PM Peak 540 — PM PHF 0.854

Monday, August 5, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	2	0	0	2	0	1	0	1	2	4
1:00 AM	0	0	0	0	0	0	0	0	1	1	1
2:00 AM	2	0	1	0	3	0	1	0	0	1	4
3:00 AM	0	0	0	1	1	1	0	2	1	4	5
4:00 AM	1	2	1	1	5	0	0	0	2	2	7
5:00 AM	4	1	5	6	16	0	0	0	2	2	18
6:00 AM	8	11	5	8	32	4	0	3	8	15	47
7:00 AM	13	10	24	22	69	2	7	8	11	28	97
8:00 AM	22	19	19	20	80	12	12	9	15	48	128
9:00 AM	16	23	21	20	80	20	12	25	25	82	162
10:00 AM	22	20	23	21	86	34	12	22	16	84	170
11:00 AM	30	28	45	28	131	40	23	25	36	124	255
12:00 PM	24	42	29	21	116	23	21	31	37	112	228
1:00 PM	23	28	19	27	97	35	25	33	20	113	210
2:00 PM	20	20	17	23	80	18	33	39	35	125	205
3:00 PM	34	20	36	26	116	21	35	46	46	148	264
4:00 PM	28	27	15	20	90	68	82	55	82	287	377
5:00 PM	20	21	25	24	90	92	75	86	73	326	416
6:00 PM	16	14	13	10	53	50	26	30	32	138	191
7:00 PM	19	9	17	11	56	19	32	19	10	80	136
8:00 PM	14	21	6	5	46	14	12	6	9	41	87
9:00 PM	6	7	3	0	16	8	5	4	6	23	39
10:00 PM	0	2	3	2	7	5	3	4	3	15	22
11:00 PM	1	2	1	0	4	3	2	2	1	8	12
Total					1276					1809	
					3085						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 255 — AM PHF 0.911
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 421 — PM PHF 0.940

Tuesday, August 6, 2019

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	2	0	0	5	0	0	0	3	3	8
1:00 AM	0	1	0	0	1	1	0	0	1	2	3
2:00 AM	1	0	0	0	1	0	0	1	0	1	2
3:00 AM	0	0	0	0	0	1	0	0	0	1	1
4:00 AM	0	0	3	2	5	1	0	0	1	2	7
5:00 AM	1	2	10	5	18	1	0	1	1	3	21
6:00 AM	6	7	9	8	30	3	3	6	11	23	53
7:00 AM	11	15	11	25	62	9	10	10	14	43	105
8:00 AM	24	29	31	27	111	17	18	5	21	61	172
9:00 AM	17	22	19	22	80	6	12	21	25	64	144
10:00 AM	31	23	25	36	115	22	22	24	29	97	212
11:00 AM	28	24	29	29	110	22	24	26	41	113	223
12:00 PM	30	29	28	24	111	26	28	21	29	104	215
1:00 PM	40	32	31	29	132	32	33	36	27	128	260
2:00 PM	26	42	21	32	121	47	27	45	42	161	282
3:00 PM	20	35	26	28	109	39	47	40	86	212	321
4:00 PM	19	20	18	18	75	144	152	171	169	636	711
5:00 PM	20	26	25	13	84	167	183	131	51	532	616
6:00 PM	15	12	13	24	64	39	31	15	24	109	173
7:00 PM	20	16	15	13	64	28	17	18	23	86	150
8:00 PM	22	15	6	11	54	18	8	17	13	56	110
9:00 PM	6	5	2	3	16	13	10	5	5	33	49
10:00 PM	2	2	3	5	12	6	1	3	2	12	24
11:00 PM	1	0	3	0	4	4	1	4	4	13	17
Total					1384					2495	
					3879						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 223 — AM PHF 0.796
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 772 — PM PHF 0.923

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

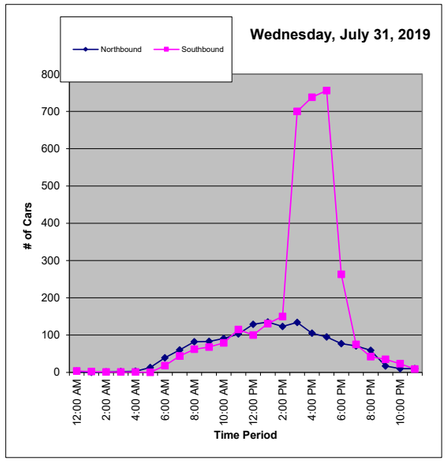
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

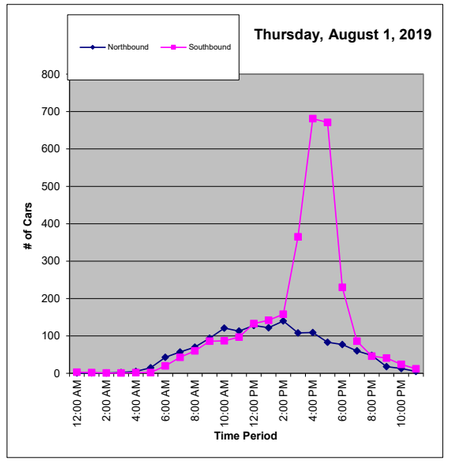
(805) 781-5200

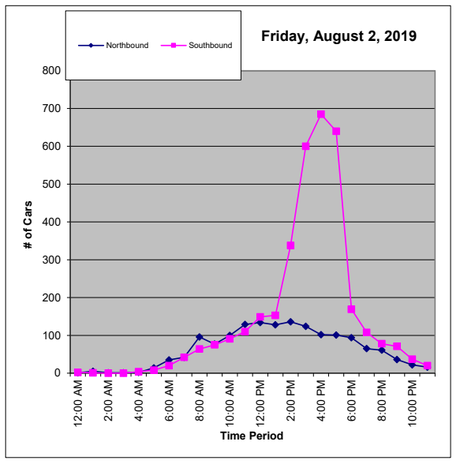
7 Day Volume Count Report

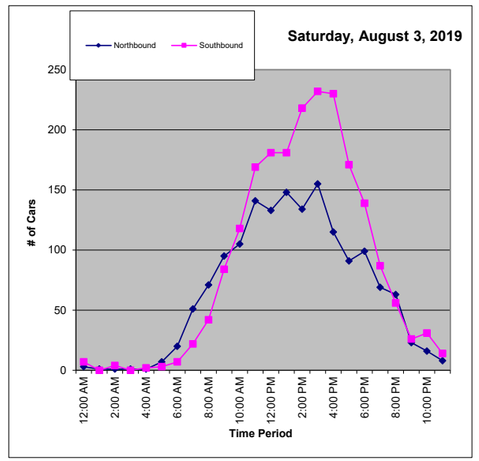
Location No. 23
Road Name Shell Beach Rd
Nearest Cross St S of Avila Beach Dr
Survey Date 7/31/19 thru 8/6/19
Latitude 35.17891461
Longitude -120.6997391
Peak Day 43679
Number of Lanes 2
Comments

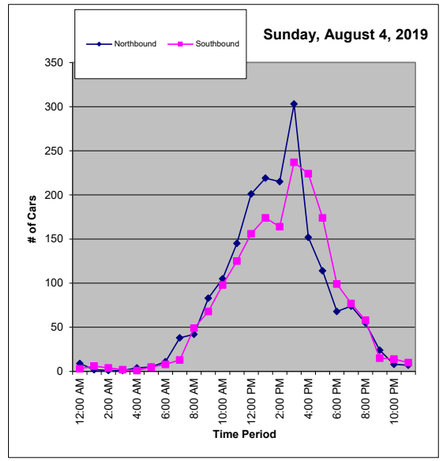
	SUMMARY										
Hour	**31-Wed**	**01 Thu**	**02 Fri**	**03 Sat**	**04 Sun**	**05 Mon**	**06 Tue**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	7	4	3	10	12	4	8	**48**	**7**	5	11
1:00 AM	2	3	6	1	8	1	3	**24**	**3**	3	5
2:00 AM	2	2	1	5	5	4	2	**21**	**3**	2	5
3:00 AM	3	3	1	1	3	5	1	**17**	**2**	3	2
4:00 AM	4	7	6	3	5	7	7	**39**	**6**	6	4
5:00 AM	13	17	22	10	10	18	21	**111**	**16**	18	10
6:00 AM	57	63	55	27	19	47	53	**321**	**46**	55	23
7:00 AM	104	100	84	73	51	97	105	**614**	**88**	98	62
8:00 AM	144	130	160	113	91	128	172	**938**	**134**	147	102
9:00 AM	151	180	152	179	151	162	144	**1119**	**160**	158	165
10:00 AM	170	208	191	223	203	170	212	**1377**	**197**	190	213
11:00 AM	218	210	239	310	270	255	223	**1725**	**246**	229	290
12:00 PM	229	261	283	314	357	228	215	**1887**	**270**	243	336
1:00 PM	266	264	281	329	393	210	260	**2003**	**286**	256	361
2:00 PM	273	298	474	352	379	205	282	**2263**	**323**	306	366
3:00 PM	834	473	724	387	540	264	321	**3543**	**506**	523	464
4:00 PM	843	790	787	345	376	377	711	**4229**	**604**	702	361
5:00 PM	851	754	741	262	288	416	616	**3928**	**561**	676	275
6:00 PM	340	307	263	238	167	191	173	**1679**	**240**	255	203
7:00 PM	146	146	173	156	151	136	150	**1058**	**151**	150	154
8:00 PM	101	94	139	119	113	87	110	**763**	**109**	106	116
9:00 PM	52	59	107	49	39	39	49	**394**	**56**	61	44
10:00 PM	33	37	59	47	22	22	24	**244**	**35**	35	35
11:00 PM	19	17	36	22	17	12	17	**140**	**20**	20	20
Total	**4862**	**4427**	**4987**	**3575**	**3670**	**3085**	**3879**	**28485**	**4069**	**4248**	**3623**
Percentages	**17.07%**	**15.54%**	**17.51%**	**12.55%**	**12.88%**	**10.83%**	**13.62%**	**100.00%**	**14.29%**	**14.91%**	**12.72%**
max	*851*	*790*	*787*	*387*	*540*	*416*	*711*				

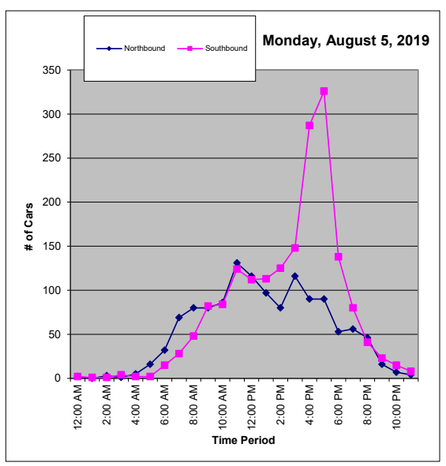


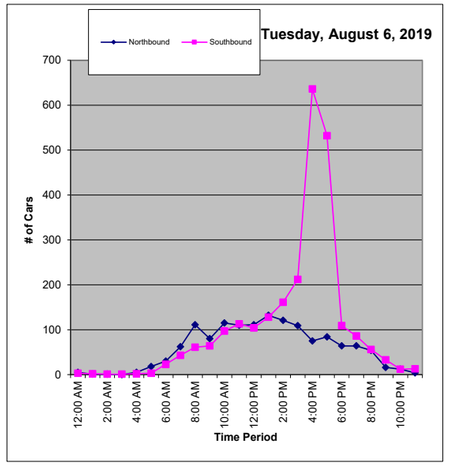


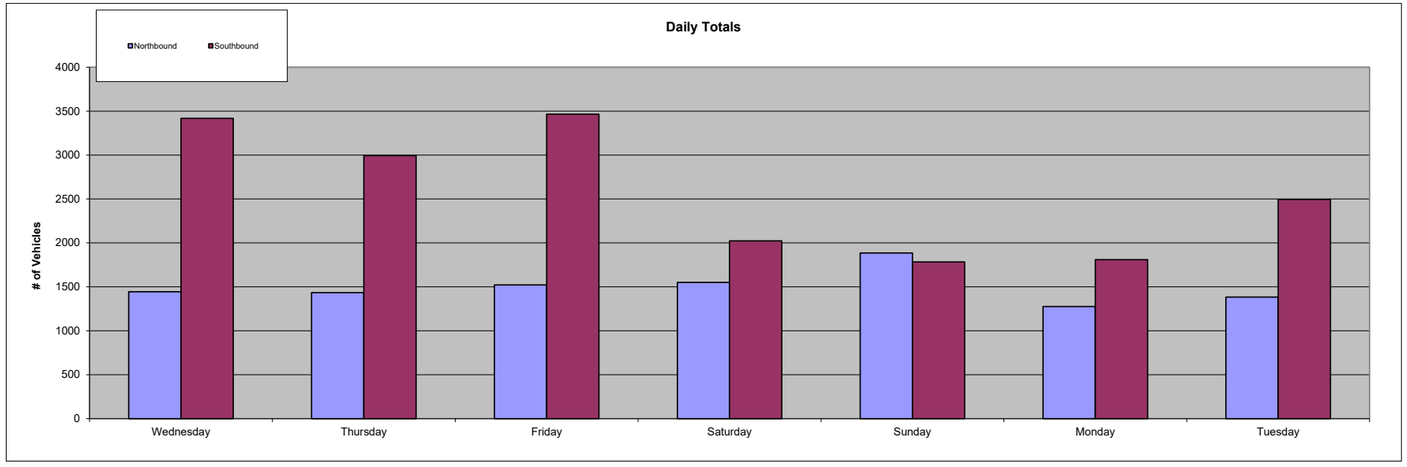




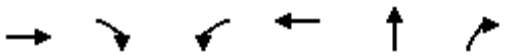








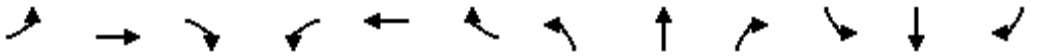
Appendix B: Intersection LOS Calculation Sheets



Lane Group	EBT	EBR	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	611	38	102	155	22	176
v/c Ratio	0.71	0.05	0.35	0.15	0.13	0.57
Control Delay	28.8	0.1	16.9	13.5	44.0	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	0.1	16.9	13.5	44.0	15.5
Queue Length 50th (ft)	303	0	28	45	12	0
Queue Length 95th (ft)	#636	0	74	108	40	#71
Internal Link Dist (ft)	276			1054	308	
Turn Bay Length (ft)		100	150			50
Base Capacity (vph)	909	817	289	1126	168	309
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.05	0.35	0.14	0.13	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	574	36	96	146	0	21	0	165	0	0	0
Future Volume (vph)	0	574	36	96	146	0	21	0	165	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4	5.4	4.6	5.4			5.0	5.0			
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Frpb, ped/bikes		1.00	0.96	1.00	1.00			1.00	1.00			
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1863	1513	1768	1863			1770	1583			
Flt Permitted		1.00	1.00	0.18	1.00			0.95	1.00			
Satd. Flow (perm)		1863	1513	337	1863			1770	1583			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	611	38	102	155	0	22	0	176	0	0	0
RTOR Reduction (vph)	0	0	22	0	0	0	0	0	160	0	0	0
Lane Group Flow (vph)	0	611	16	102	155	0	0	22	16	0	0	0
Confl. Peds. (#/hr)	37		12	12		37	45					45
Confl. Bikes (#/hr)			5									
Turn Type		NA	Perm	pm+pt	NA		Split	NA	Prot			
Protected Phases		2		1	6		8	8	8		4	
Permitted Phases	2		2	6						4		
Actuated Green, G (s)		36.7	36.7	45.2	45.2			7.5	7.5			
Effective Green, g (s)		36.7	36.7	45.2	45.2			7.5	7.5			
Actuated g/C Ratio		0.43	0.43	0.53	0.53			0.09	0.09			
Clearance Time (s)		5.4	5.4	4.6	5.4			5.0	5.0			
Vehicle Extension (s)		4.0	4.0	3.0	4.0			2.0	2.0			
Lane Grp Cap (vph)		804	653	244	990			156	139			
v/s Ratio Prot		c0.33		c0.02	0.08			c0.01	0.01			
v/s Ratio Perm			0.01	0.20								
v/c Ratio		0.76	0.03	0.42	0.16			0.14	0.11			
Uniform Delay, d1		20.4	13.9	13.8	10.2			35.8	35.7			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		4.4	0.0	1.2	0.1			0.2	0.1			
Delay (s)		24.9	13.9	14.9	10.3			35.9	35.8			
Level of Service		C	B	B	B			D	D			
Approach Delay (s)		24.2			12.1			35.8			0.0	
Approach LOS		C			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology does not support exclusive ped or hold phases.

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	758	7	55	242	1	80
Future Vol, veh/h	758	7	55	242	1	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	815	8	59	260	1	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	823	0	1193	815
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	807	-	206	377
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	807	-	191	377
Mov Cap-2 Maneuver	-	-	-	-	191	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	-	-	807	-
HCM Lane V/C Ratio	0.234	-	-	0.073	-
HCM Control Delay (s)	17.6	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

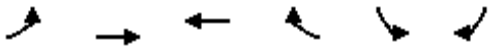
Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	825	1	93	301	1	127
Future Vol, veh/h	825	1	93	301	1	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	868	1	98	317	1	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	869	0	1382	869
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	775	-	159	351
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	775	-	139	351
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	21.5
HCM LOS			C

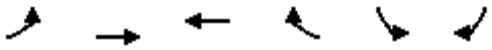
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	351	-	-	775	-
HCM Lane V/C Ratio	0.008	0.381	-	-	0.126	-
HCM Control Delay (s)	31.1	21.4	-	-	10.3	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0	1.7	-	-	0.4	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	478	580	220	66	80	228
v/c Ratio	0.77	0.39	0.51	0.16	0.28	0.26
Control Delay	25.3	4.4	24.0	7.4	26.2	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	4.4	24.0	7.4	26.2	1.8
Queue Length 50th (ft)	144	77	68	0	26	0
Queue Length 95th (ft)	#279	128	131	26	64	22
Internal Link Dist (ft)		539	631		459	
Turn Bay Length (ft)	290			70	110	
Base Capacity (vph)	902	1515	555	506	288	1098
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.38	0.40	0.13	0.28	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	445	539	205	61	74	212
Future Volume (veh/h)	445	539	205	61	74	212
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	478	580	220	66	80	228
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	546	1125	314	259	256	714
Arrive On Green	0.31	0.60	0.17	0.17	0.14	0.14
Sat Flow, veh/h	1781	1870	1870	1546	1781	1585
Grp Volume(v), veh/h	478	580	220	66	80	228
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1546	1781	1585
Q Serve(g_s), s	12.2	8.6	5.3	1.8	1.9	4.4
Cycle Q Clear(g_c), s	12.2	8.6	5.3	1.8	1.9	4.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	546	1125	314	259	256	714
V/C Ratio(X)	0.88	0.52	0.70	0.25	0.31	0.32
Avail Cap(c_a), veh/h	815	1593	500	413	260	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	5.5	18.8	17.3	18.4	8.5
Incr Delay (d2), s/veh	5.1	0.4	3.4	0.6	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.6	2.2	0.6	0.7	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	6.0	22.2	17.9	19.2	8.8
LnGrp LOS	C	A	C	B	B	A
Approach Vol, veh/h		1058	286		308	
Approach Delay, s/veh		12.7	21.2		11.5	
Approach LOS		B	C		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		13.0	20.8	14.1
Change Period (Y+Rc), s		* 6.1		* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s		* 41		* 7	* 22	* 13
Max Q Clear Time (g_c+I1), s		10.6		6.4	14.2	7.3
Green Ext Time (p_c), s		4.6		0.1	0.5	0.7

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	646	238	24	215	16
Future Vol, veh/h	20	646	238	24	215	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	687	253	26	229	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	279	0	-	0	995	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1284	-	-	-	271	773
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1284	-	-	-	267	773
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	61.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1284	-	-	-	267	773
HCM Lane V/C Ratio	0.017	-	-	-	0.857	0.022
HCM Control Delay (s)	7.9	-	-	-	65.2	9.8
HCM Lane LOS	A	-	-	-	F	A
HCM 95th %tile Q(veh)	0.1	-	-	-	7.2	0.1

Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	386	484	20	213	0	39	0	41	7	191	37
Future Vol, veh/h	0	386	484	20	213	0	39	0	41	7	191	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	415	520	22	229	0	42	0	44	8	205	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	935	0	0	1071	-	675	970	1208	229
Stage 1	-	-	-	-	-	-	675	-	-	273	273	-
Stage 2	-	-	-	-	-	-	396	-	-	697	935	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	732	-	0	198	0	454	233	~ 183	810
Stage 1	0	-	-	-	-	0	444	0	-	733	684	-
Stage 2	0	-	-	-	-	0	629	0	-	431	344	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	732	-	-	-	-	454	205	~ 177	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	205	~ 177	-
Stage 1	-	-	-	-	-	-	444	-	-	733	661	-
Stage 2	-	-	-	-	-	-	398	-	-	389	344	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9		155.4
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	454	-	-	732	-	178	810
HCM Lane V/C Ratio	-	0.097	-	-	0.029	-	1.196	0.049
HCM Control Delay (s)	-	13.8	-	-	10.1	0	182.6	9.7
HCM Lane LOS	-	B	-	-	B	A	F	A
HCM 95th %tile Q(veh)	-	0.3	-	-	0.1	-	11.4	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	21.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	515	3	41	284	9	3	6	22	14	60	58
Future Vol, veh/h	22	515	3	41	284	9	3	6	22	14	60	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	554	3	44	305	10	3	6	24	15	65	62
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	28.1	15.5	9.8	11.2
HCM LOS	D	C	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	10%	4%	13%	0%	11%
Vol Thru, %	19%	95%	87%	0%	45%
Vol Right, %	71%	1%	0%	100%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	540	325	9	132
LT Vol	3	22	41	0	14
Through Vol	6	515	284	0	60
RT Vol	22	3	0	9	58
Lane Flow Rate	33	581	349	10	142
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.058	0.829	0.561	0.013	0.242
Departure Headway (Hd)	6.308	5.138	5.775	5.001	6.141
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	565	703	626	715	583
Service Time	4.379	3.171	3.512	2.738	4.196
HCM Lane V/C Ratio	0.058	0.826	0.558	0.014	0.244
HCM Control Delay	9.8	28.1	15.7	7.8	11.2
HCM Lane LOS	A	D	C	A	B
HCM 95th-tile Q	0.2	9	3.5	0	0.9

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	518	31	13	34	0	0	0	0	43	4	290
Future Vol, veh/h	0	518	31	13	34	0	0	0	0	43	4	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	569	34	14	37	0	0	0	0	47	4	319

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	603	0	0			651	668	37
Stage 1	-	-	-	-	-	-			65	65	-
Stage 2	-	-	-	-	-	-			586	603	-
Critical Hdwy	-	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	975	-	0			433	379	1035
Stage 1	0	-	-	-	-	0			958	841	-
Stage 2	0	-	-	-	-	0			556	488	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	975	-	-			427	0	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-			427	0	-
Stage 1	-	-	-	-	-	-			958	0	-
Stage 2	-	-	-	-	-	-			548	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.4	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	975	-	427	1035
HCM Lane V/C Ratio	-	-	0.015	-	0.121	0.308
HCM Control Delay (s)	-	-	8.7	0	14.6	10
HCM Lane LOS	-	-	A	A	B	B
HCM 95th %tile Q(veh)	-	-	0	-	0.4	1.3

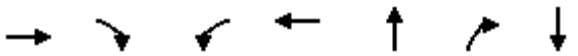
Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	513	53	0	0	21	22	31	1	8	0	0	0
Future Vol, veh/h	513	53	0	0	21	22	31	1	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	570	59	0	0	23	24	34	1	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	47	0	-	-	-	0	1234	1246	59
Stage 1	-	-	-	-	-	-	1199	1199	-
Stage 2	-	-	-	-	-	-	35	47	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1560	-	0	0	-	-	195	174	1007
Stage 1	-	-	0	0	-	-	286	259	-
Stage 2	-	-	0	0	-	-	987	856	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1560	-	-	-	-	-	121	0	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	0	-
Stage 1	-	-	-	-	-	-	178	0	-
Stage 2	-	-	-	-	-	-	987	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.8	0	39.4
HCM LOS			E

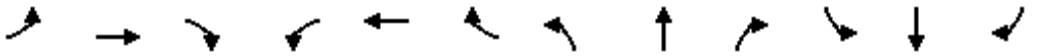
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	148	1560	-	-	-
HCM Lane V/C Ratio	0.3	0.365	-	-	-
HCM Control Delay (s)	39.4	8.6	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	1.2	1.7	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	261	98	244	392	56	218	1
v/c Ratio	0.53	0.19	0.59	0.49	0.26	0.56	0.00
Control Delay	29.8	0.8	27.1	21.4	41.1	13.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	0.8	27.1	21.4	41.1	13.3	0.0
Queue Length 50th (ft)	101	0	74	132	23	0	0
Queue Length 95th (ft)	205	0	#183	269	70	#63	0
Internal Link Dist (ft)	276			1054	308		39
Turn Bay Length (ft)		100	150			50	
Base Capacity (vph)	820	757	414	1124	218	386	762
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.13	0.59	0.35	0.26	0.56	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	227	85	212	333	8	49	0	190	0	0	1
Future Volume (vph)	0	227	85	212	333	8	49	0	190	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4	5.4	4.6	5.4			5.0	5.0		5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frpb, ped/bikes		1.00	0.95	1.00	0.99			1.00	1.00		0.87	
Flpb, ped/bikes		1.00	1.00	0.99	1.00			1.00	1.00		1.00	
Frt		1.00	0.85	1.00	1.00			1.00	0.85		0.86	
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00		1.00	
Satd. Flow (prot)		1863	1506	1761	1847			1770	1583		1396	
Flt Permitted		1.00	1.00	0.39	1.00			0.95	1.00		1.00	
Satd. Flow (perm)		1863	1506	726	1847			1770	1583		1396	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	261	98	244	383	9	56	0	218	0	0	1
RTOR Reduction (vph)	0	0	72	0	1	0	0	0	192	0	1	0
Lane Group Flow (vph)	0	261	26	244	391	0	0	56	26	0	0	0
Confl. Peds. (#/hr)	109		17	17		109	72		7	7		72
Confl. Bikes (#/hr)			4			10						
Turn Type		NA	Perm	pm+pt	NA		Split	NA	Prot		NA	
Protected Phases		2		1	6		8	8	8		4	
Permitted Phases	2		2	6						4		
Actuated Green, G (s)		18.7	18.7	29.2	29.2			8.3	8.3		10.5	
Effective Green, g (s)		18.7	18.7	29.2	29.2			8.3	8.3		10.5	
Actuated g/C Ratio		0.26	0.26	0.41	0.41			0.12	0.12		0.15	
Clearance Time (s)		5.4	5.4	4.6	5.4			5.0	5.0		5.0	
Vehicle Extension (s)		4.0	4.0	3.0	4.0			2.0	2.0		1.5	
Lane Grp Cap (vph)		492	397	385	761			207	185		207	
v/s Ratio Prot		0.14		c0.05	0.21			c0.03	0.02		c0.00	
v/s Ratio Perm			0.02	c0.21								
v/c Ratio		0.53	0.07	0.63	0.51			0.27	0.14		0.00	
Uniform Delay, d1		22.3	19.5	15.5	15.5			28.5	28.0		25.7	
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		1.4	0.1	3.4	0.8			0.3	0.1		0.0	
Delay (s)		23.7	19.6	18.9	16.3			28.7	28.2		25.7	
Level of Service		C	B	B	B			C	C		C	
Approach Delay (s)		22.6			17.3			28.3			25.7	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	70.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology does not support exclusive ped or hold phases.

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	418	18	104	585	8	61
Future Vol, veh/h	418	18	104	585	8	61
Conflicting Peds, #/hr	0	0	0	0	2	9
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	475	20	118	665	9	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	495	0	1378	484
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	903	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1069	-	160	583
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	396	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1069	-	142	579
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	352	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	-	-	1069	-
HCM Lane V/C Ratio	0.184	-	-	0.111	-
HCM Control Delay (s)	15.3	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.4	-

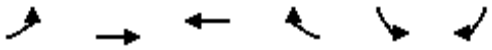
Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	462	7	119	698	7	78
Future Vol, veh/h	462	7	119	698	7	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	513	8	132	776	8	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	521	0	1557	517
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	1040	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1045	-	124	558
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1045	-	108	558
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	298	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.9
HCM LOS			B

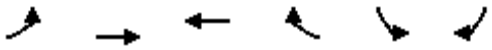
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	558	-	-	1045	-
HCM Lane V/C Ratio	0.072	0.155	-	-	0.127	-
HCM Control Delay (s)	40.9	12.6	-	-	8.9	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.4	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	199	393	575	85	85	370
v/c Ratio	0.60	0.26	0.74	0.12	0.32	0.59
Control Delay	31.8	3.6	20.8	5.9	27.5	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	3.6	20.8	5.9	27.5	11.7
Queue Length 50th (ft)	68	46	169	6	29	47
Queue Length 95th (ft)	#152	78	#295	28	66	114
Internal Link Dist (ft)		539	631		459	
Turn Bay Length (ft)	290			70	110	
Base Capacity (vph)	375	1500	989	850	265	659
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.26	0.58	0.10	0.32	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	181	358	523	77	77	337
Future Volume (veh/h)	181	358	523	77	77	337
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	393	575	85	85	370
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	261	1184	692	574	238	444
Arrive On Green	0.15	0.63	0.37	0.37	0.13	0.13
Sat Flow, veh/h	1781	1870	1870	1552	1781	1585
Grp Volume(v), veh/h	199	393	575	85	85	370
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1552	1781	1585
Q Serve(g_s), s	5.6	5.1	14.6	1.9	2.3	7.0
Cycle Q Clear(g_c), s	5.6	5.1	14.6	1.9	2.3	7.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	261	1184	692	574	238	444
V/C Ratio(X)	0.76	0.33	0.83	0.15	0.36	0.83
Avail Cap(c_a), veh/h	337	1457	886	735	238	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	4.5	15.0	11.0	20.6	17.7
Incr Delay (d2), s/veh	5.2	0.2	5.7	0.1	1.1	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.9	5.7	0.5	0.9	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	4.7	20.7	11.1	21.7	30.6
LnGrp LOS	C	A	C	B	C	C
Approach Vol, veh/h		592	660		455	
Approach Delay, s/veh		12.0	19.5		29.0	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.3		13.1	13.8	25.5
Change Period (Y+Rc), s		* 6.1		* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s		* 41		* 7	* 9.9	* 25
Max Q Clear Time (g_c+I1), s		7.1		9.0	7.6	16.6
Green Ext Time (p_c), s		2.8		0.0	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	423	641	42	125	67
Future Vol, veh/h	14	423	641	42	125	67
Conflicting Peds, #/hr	2	0	0	2	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	475	720	47	140	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	769	0	-	0	1253	750
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	845	-	-	-	190	411
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	844	-	-	-	186	409
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	49.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	844	-	-	-	186	409
HCM Lane V/C Ratio	0.019	-	-	-	0.755	0.184
HCM Control Delay (s)	9.3	-	-	-	67.3	15.8
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	4.9	0.7

Intersection	
Int Delay, s/veh	29.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	392	124	26	458	0	94	0	117	9	68	127
Future Vol, veh/h	0	392	124	26	458	0	94	0	117	9	68	127
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	451	143	30	526	0	108	0	134	10	78	146

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	594	0	0	1221	-	523	1176	1180	526
Stage 1	-	-	-	-	-	-	523	-	-	586	586	-
Stage 2	-	-	-	-	-	-	698	-	-	590	594	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	982	-	0	157	0	554	168	190	552
Stage 1	0	-	-	-	-	0	537	0	-	496	497	-
Stage 2	0	-	-	-	-	0	431	0	-	494	493	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	982	-	-	~ 74	-	554	123	182	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 74	-	-	123	182	-
Stage 1	-	-	-	-	-	-	537	-	-	496	476	-
Stage 2	-	-	-	-	-	-	254	-	-	374	493	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	169.6	26.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	74	554	-	-	982	-	172	552
HCM Lane V/C Ratio	1.46	0.243	-	-	0.03	-	0.515	0.264
HCM Control Delay (s)	$ 363.8	13.6	-	-	8.8	0	46.2	13.9
HCM Lane LOS	F	B	-	-	A	A	E	B
HCM 95th %tile Q(veh)	8.8	0.9	-	-	0.1	-	2.6	1.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	281	14	16	480	7	8	13	40	11	9	28
Future Vol, veh/h	15	281	14	16	480	7	8	13	40	11	9	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	290	14	16	495	7	8	13	41	11	9	29
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	11.9	20.2	9.4	9.4
HCM LOS	B	C	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	13%	5%	3%	0%	23%
Vol Thru, %	21%	91%	97%	0%	19%
Vol Right, %	66%	5%	0%	100%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	310	496	7	48
LT Vol	8	15	16	0	11
Through Vol	13	281	480	0	9
RT Vol	40	14	0	7	28
Lane Flow Rate	63	320	511	7	49
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.1	0.439	0.727	0.009	0.08
Departure Headway (Hd)	5.747	4.949	5.121	4.4	5.843
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	627	719	701	805	617
Service Time	3.749	3.03	2.895	2.173	3.846
HCM Lane V/C Ratio	0.1	0.445	0.729	0.009	0.079
HCM Control Delay	9.4	11.9	20.4	7.2	9.4
HCM Lane LOS	A	B	C	A	A
HCM 95th-tile Q	0.3	2.2	6.3	0	0.3

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	317	15	14	61	0	0	0	0	24	5	442
Future Vol, veh/h	0	317	15	14	61	0	0	0	0	24	5	442
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	327	15	14	63	0	0	0	0	25	5	456

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	342	0	0			426	433	63
Stage 1	-	-	-	-	-	-			91	91	-
Stage 2	-	-	-	-	-	-			335	342	-
Critical Hdwy	-	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1217	-	0			585	516	1002
Stage 1	0	-	-	-	-	0			933	820	-
Stage 2	0	-	-	-	-	0			725	638	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	1217	-	-			578	0	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-			578	0	-
Stage 1	-	-	-	-	-	-			933	0	-
Stage 2	-	-	-	-	-	-			716	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1217	-	578	1002
HCM Lane V/C Ratio	-	-	0.012	-	0.052	0.455
HCM Control Delay (s)	-	-	8	0	11.6	11.6
HCM Lane LOS	-	-	A	A	B	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2	2.4

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	321	29	0	0	20	21	56	0	6	0	0	0
Future Vol, veh/h	321	29	0	0	20	21	56	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	338	31	0	0	21	22	59	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	43	0	-	-	-	0	739	750	31
Stage 1	-	-	-	-	-	-	707	707	-
Stage 2	-	-	-	-	-	-	32	43	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1566	-	0	0	-	-	385	340	1043
Stage 1	-	-	0	0	-	-	489	438	-
Stage 2	-	-	0	0	-	-	991	859	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1566	-	-	-	-	-	300	0	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	0	-
Stage 1	-	-	-	-	-	-	381	0	-
Stage 2	-	-	-	-	-	-	991	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.3	0	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	322	1566	-	-	-
HCM Lane V/C Ratio	0.203	0.216	-	-	-
HCM Control Delay (s)	19	7.9	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0.8	-	-	-

Appendix C: Warrant Analysis Sheets

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Avila Community Plan
Project/File #	2020_152
Scenario	Existing Conditions

Intersection Information			
Major Street (E/W Road)	Avila Beach Dr	Minor Street (N/S Road)	Ontario Rd
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	1879 vehicles	Total Approach Volume	394 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	100 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

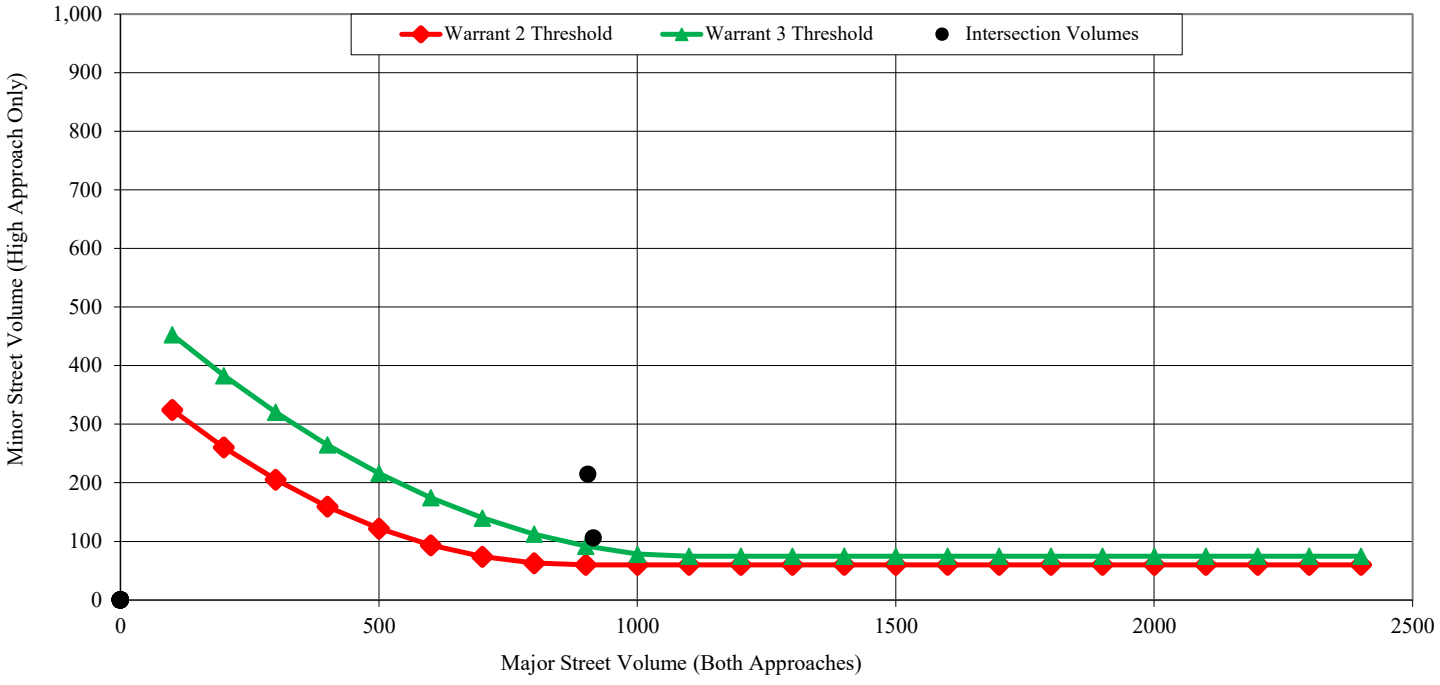
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	2 hours	2 hours	2 (Cond. A) & 2 (Cond. B)
Criteria - Major Street (veh/hr)	350	525	280 (Cond. A) & 420 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	2 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Satisfied**	**Satisfied**
Required values reached for	0 total, 0 minor, 0 delay	2 hours
Criteria - Total Approach Volume (veh in one hour)	650	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	100	
Criteria - Minor Street High Side Delay (veh-hrs)	4	

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Avila Community Plan
Project/File #	2020_152
Scenario	Existing Conditions

Intersection Information			
Major Street (E/W Road)	Avila Beach Dr	Minor Street (N/S Road)	Shell Beach Rd
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	2020 vehicles	Total Approach Volume	653 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	100 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

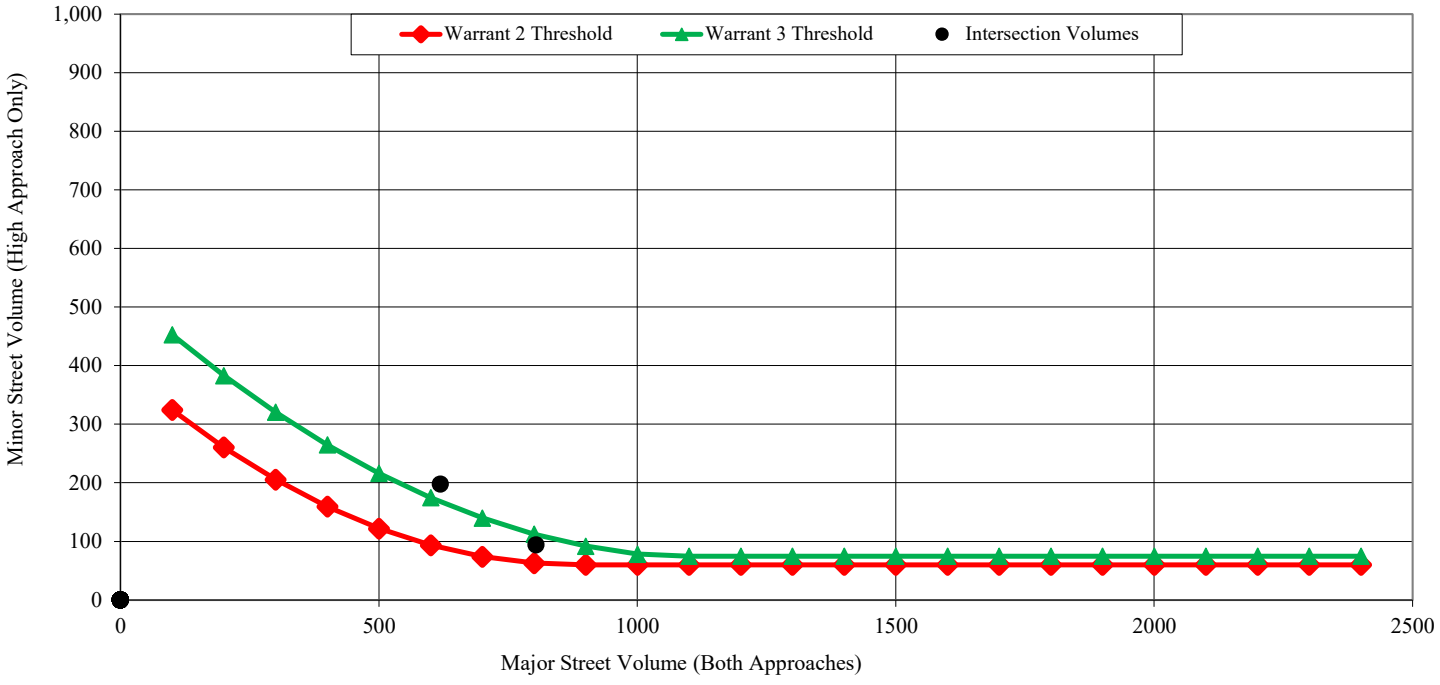
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	1 hour	2 hours	2 (Cond. A) & 2 (Cond. B)
Criteria - Major Street (veh/hr)	350	525	280 (Cond. A) & 420 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	2 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Satisfied**	**Satisfied**
Required values reached for	0 total, 0 minor, 0 delay	1 hour
Criteria - Total Approach Volume (veh in one hour)	650	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	100	
Criteria - Minor Street High Side Delay (veh-hrs)	4	

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Avila Community Plan
Project/File #	2020_152
Scenario	Existing Conditions

Intersection Information			
Major Street (E/W Road)	San Luis Bay Dr	Minor Street (N/S Road)	US 101 NB Ramps
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	1653 vehicles	Total Approach Volume	199 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

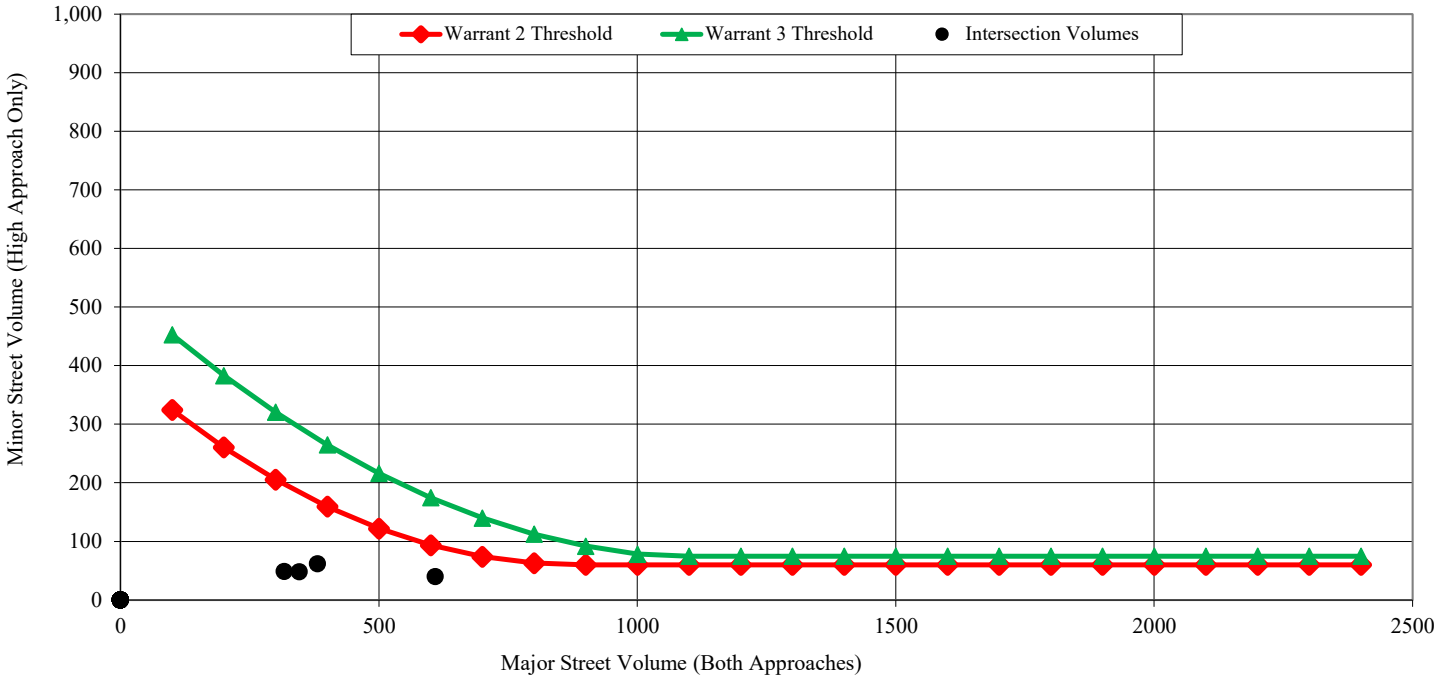
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours	0 (Cond. A) & 0 (Cond. B)
Criteria - Major Street (veh/hr)	350	525	280 (Cond. A) & 420 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	649 total, 40 minor, 0.8 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	650	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	100	
Criteria - Minor Street High Side Delay (veh-hrs)	4	

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Appendix I

Avila Beach Specific Plan

AVILA BEACH SPECIFIC PLAN

MARCH 2001

AVILA BEACH SPECIFIC PLAN

ADOPTED BY
THE SAN LUIS OBISPO COUNTY
BOARD OF SUPERVISORS
October 17, 2000

Certified by the California Coastal Commission
November 15, 2000

MARCH 2001

COUNTY OF SAN LUIS OBISPO

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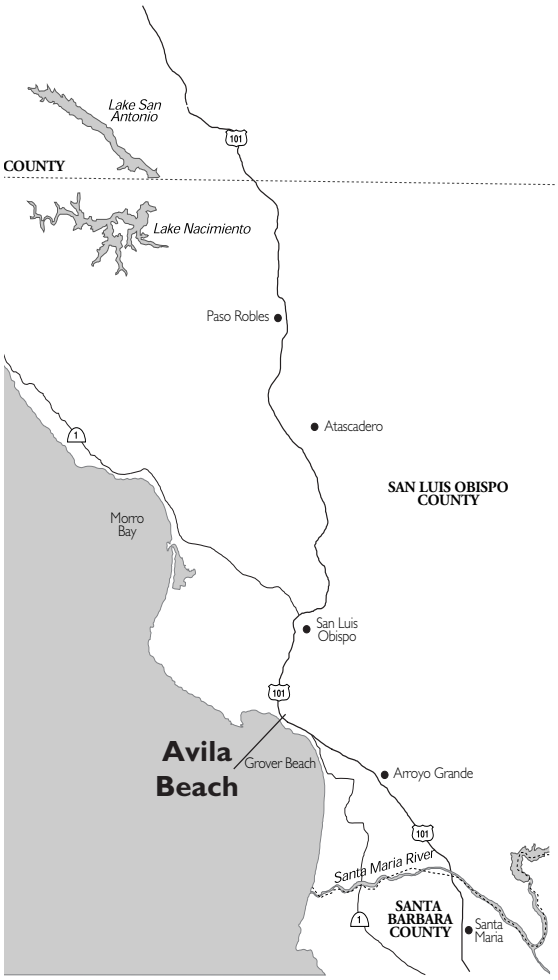
AVILA BEACH SPECIFIC PLAN

MARCH 2001

I VISION AND GOALS

The Avila Beach community has come together through the Avila Beach Specific Plan process to create a vision for the rebuilding of Avila Beach as a result of the demolition of much of its commercial district due to the Unocal clean-up . This chapter defines the planning area and outlines that vision for Avila Beach and the goals of this Specific Plan.



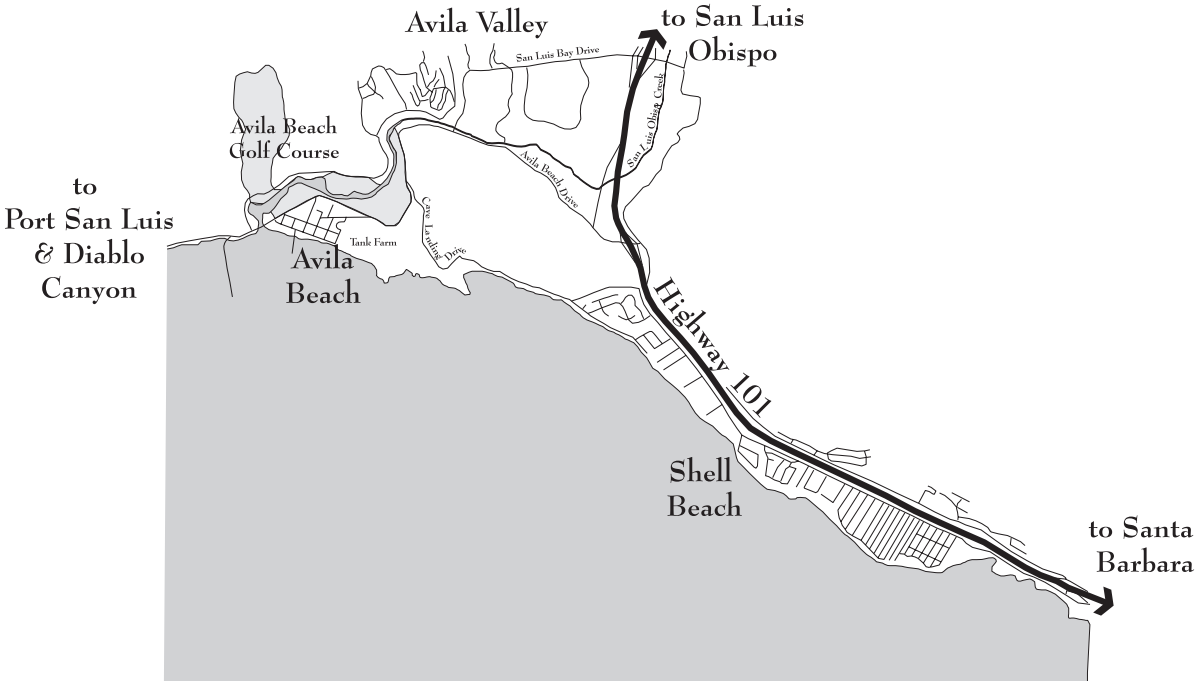
Regional Location

A. The Planning Area

1. Regional Location

Avila Beach is a small, unincorporated community located in the south-central coastal portion of San Luis Obispo County, on San Luis Bay. The town of Avila Beach backs up against the Irish Hills, which are part of the California Coast Range. From the hills, there are panoramic views of the San Luis Bay including Port San Luis and San Luis Point.

Avila Beach is west of Pismo Beach and about nine miles south of the City of San Luis Obispo. From Highway 101, one of the major north/south highway arterials that traverses California, Avila Beach is accessed from Avila Beach Drive and San Luis Bay Drive. The regional location of Avila Beach is illustrated to the left.

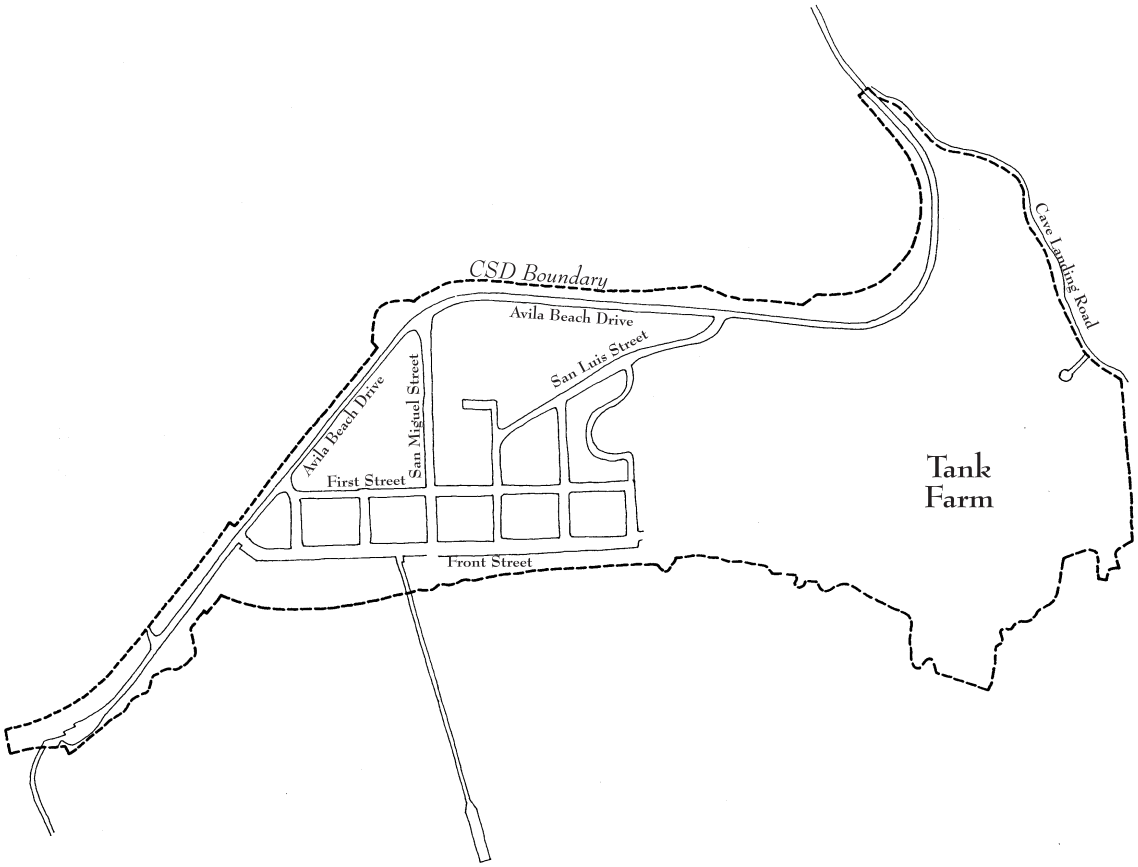


Avila Beach Area

2. Area Location

As shown above, the approach to Avila Beach is through the Avila Valley, where major housing tracts, a local school and two mineral springs resorts are located. West of Avila Beach along Avila Beach Drive is Port San Luis, operated by the local Harbor District. Avila Beach Drive also serves PG&E's Diablo Canyon Nuclear Power Plant.

The town of Avila Beach is less than a half-mile square, bordered by Avila Beach Drive, which forms the northern and western edges of the town, the Pacific Ocean to the south, and the former site of the Unocal Tank Farm to east. San Luis Obispo Creek, which parallels Avila Beach Drive, creates a natural division between the town and the Avila Beach golf course and the San Luis Bay Inn to the west and north. The former Unocal Tank Farm site was home to approximately 22 tank storage units for over 90 years. The tanks were removed in 1998, and the Tank Farm site is now used to support the clean-up project. Hills further to the east separate Avila Beach from Shell Beach, the next town south along the coast. The south-facing beach is one of the most spectacular on the coast, due to both the weather and the views.



The Planning Area is the area within the Avila Beach Community Services District boundary.

Front Street, which parallels the beach, is the main commercial street in Avila Beach, and offered locals and tourists alike beach-supporting retail, such as food service, rental equipment, a small grocery and two bars, prior to the clean-up activities. Local landmarks in Avila Beach are the historic commercial storefronts on Front Street and the Avila Beach Pier. The town has an old-fashioned beach town feel, attracting large numbers of tourists on summer weekends.

3. Project Area

The project area for the Avila Beach Specific Plan is defined by the Avila Beach Community Services District (CSD) boundary, which is shown above. The CSD includes the former Tank Farm site and extends to Cave Landing Road to the east, to the northern and western edges of the Avila Beach Drive right-of-way, and to the Pacific Ocean to the south. The boundary encompasses four parcels that extend north across Avila Beach Drive to San Luis Obispo Creek.

B. The Vision for Avila Beach

The Avila Beach Specific Plan envisions Avila Beach as a fun, funky and eclectic place widely known for its weather, its beautiful, south-facing beach and its mix of shops and homes. The charming and quaint town will continue to be filled with people who value its serenity and isolation. The sun and sand will continue to attract many visitors, who will spend a day savoring snow cones and corn dogs in a comfortable, casual beach town. People will come to Avila to lie on the beach, throw a frisbee and take in the coastline. The small town will welcome its visitors with small retail shops oriented to meet beach and ocean needs.

Residents and visitors to Avila Beach will take comfort in the safety of the community's public spaces, with informal surveillance provided by residents living above the ground floor shops.

Avila Beach will continue much as it is today—a town that is preserved as both a destination for tourists and as a home for local residents in housing affordable to people from a range of economic groups. Visitors will come from all over California, although most will continue to arrive from San Luis Obispo County and the Central Valley, looking to spend a day on the beach or to escape for a weekend. Avila Beach will also attract new visitors touring the California

Avila Beach

coastline to stay a little longer in the town, in new hotel and bed-and-breakfast rooms.

As the numbers of visitors increases, many will arrive in Avila by transit, bike or shuttle, allowing the community to prosper without becoming overwhelmed by the spatial needs of the private automobile.

Residents will bring their children to play in a new park and playground area along Front Street, and will stroll Front Street with locals and tourists alike. New buildings in the town built after the remediation will blend with the historic and recent character of Avila Beach, and will contribute to the unique and laid-back setting in which visitors will enjoy the range of opportunities created by the beach and the town.

C. Specific Plan Goals

Following are the goals of the Specific Plan, which were defined at community meetings. Each goal is followed by a summary of how it is addressed in the Plan.

1. Preserve the funky and eclectic character of Avila Beach.

The Avila Beach Specific Plan reflects the community's desire to retain the funky and eclectic character of the town through the inclusion of Design Guidelines in Chapter 4 of the Plan. The Design Guidelines are specifically focused on guiding new development to have styles, materials, scale, articulation and signing consistent with the traditional styles used in Avila Beach. The Plan also suggests using simple paving materials and design elements for public improvements, in keeping with the existing character of the town.

2. Improve Avila's image, streetscape and infrastructure.

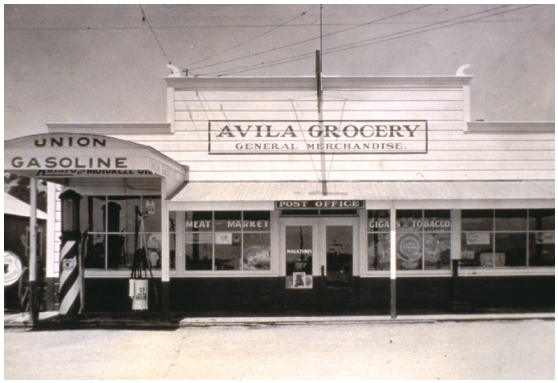
The Specific Plan takes several steps towards the improvement of streetscape and infrastructure in Avila Beach. The Specific Plan foresees improvements to all of the streets in town, including utility undergrounding and drainage swales on hillside streets. New sidewalks with curbs, gutters, street trees and street lighting are recommended in the flat areas of town. Front Street enhancements include street trees, street lights, street furniture, widened sidewalks and special paving in pedestrian areas.

The Plan also calls for the retention of natural wooded areas along Avila Beach Drive and San Rafael Street to retain the character of the natural entry along Avila Beach Drive. A new park is also proposed on Front Street at Avila Beach Drive and San Juan Street.

These streetscape improvements and open space preservation would greatly enhance the image and visual character of Avila Beach.

3. Preserve the historic features of Avila Beach.

The Plan recommends retention of many of the historic features of Avila Beach, such as the Avila Grocery. The Design Guidelines also call for the use of vernacular building materials and traditional building forms to further reflect the historic elements of the community. Although the circulation pattern in Avila Beach would be modified to enhance pedestrian movement to the beach, the traditional grid pattern of the town and its historic beach-oriented character would be retained.



4. Maintain the economic mix in Avila Beach to keep the town affordable.

The Specific Plan recognizes the need for housing for all income groups, and especially for moderate and low-income households. The Plan calls for the development of new affordable housing in Avila Beach to replace the loss of such housing due to clean-up activities. It encourages replacement of affordable housing units lost through the clean-up process.

5. Provide a mix of uses in Avila Beach to appeal to local residents and tourists.

The Specific Plan calls for a mix of uses oriented both towards local residents and tourists. A market study conducted for the Specific Plan indicates that Avila Beach can support 70,000 square feet of retail uses, 10,000 square feet of which would be primarily local-serving. The Plan assumes that new commercial development would evolve to this level, and that the new uses would include restaurants, bars and shops on the ground level with residential and lodging uses above.

In addition, the market study indicated that up to 70 additional hotel rooms could be supported in Avila Beach. Under the Specific Plan, visitor serving lodging uses are encouraged throughout the community. Bed and breakfast uses are al-

lowed in Residential Multi-Family (RMF) areas, and visitor lodging is allowed in Commercial Retail (CR) areas.

To encourage the development of parcels with a Commercial Retail (CR) designation that do not have the advantage of a Front Street location, the Specific Plan would allow these parcels to be developed with a limited amount of residential projects. This will help to ensure that the community can meet its full economic potential.

Additionally, to further consolidate visitor-serving retail development on Front Street, this Specific Plan recommends elimination of the potential for construction of retail space on Avila pier. The Harbor District should consider eliminating this reference from its Master Plan.

This mix of uses foreseen under the Specific Plan will create an active and safe pedestrian environment. The adjacency of residents and lodgers to public streets will encourage surveillance of the streets and public spaces, thereby increasing the level of safety in these places.

6. Recognize the community's desire to acquire jurisdiction over the beach, pier and parking lot, currently administered by the Port San Luis Harbor District.

The Plan recognizes the community's desire to acquire jurisdiction over the beach, pier and parking lot by recommending improvements to these facilities, such as reconfiguration of the parking lot.

7. Improve bicycle, pedestrian and vehicular circulation in Avila Beach.

Enhancements to the streetscape such as new and widened sidewalks, street trees and street lighting would greatly enhance the pedestrian experience and would improve the visual character of the community.

Pedestrian circulation would also be improved through several major enhancements. In par-

ticular, Front Street would be reconstructed to include a pedestrian-only zone between San Francisco and San Miguel Streets. The Specific Plan also proposes a mid-block passageway which would create a pedestrian connection between the pedestrian zone and the Earl's Alley parking lot. A staircase would also be constructed to create a connection from San Miguel Street to Second Street on the hillside, which would facilitate pedestrian movement to the lower parts of town from the upper residential areas.

Bicycle circulation will be improved through the extension of the bike path from San Luis Obispo and the Avila Valley into town on an alignment under the existing bridge over San Luis Obispo Creek or across Avila Beach Drive at a signalized intersection. The Specific Plan also proposes a new bicycle and pedestrian connection to Shell Beach.

Vehicular circulation in Avila Beach would be enhanced primarily through the installation of a new intersection into town. The new intersection would be located at Avila Beach Drive where San Francisco Street and Second Street would intersect it. New signing will guide beach-oriented vehicular traffic to the new intersection and parking lot, thereby reducing traffic impacts on residential streets.

8. Provide safe pedestrian access to the beach.

In addition to enhancing the pedestrian environment as noted above, the Specific Plan would enhance pedestrian access to the beach through the construction of the pedestrian-only zone and mid-block passage. The construction of a new Front Street Park near Avila Beach Drive would also create a safe place for children to move to and from the beach without crossing a street.

9. Provide adequate parking in Avila Beach in balance with enhanced pedestrian facilities and transit services.

The parking demand in Avila Beach is generated primarily by beach users and not by the town's shops and restaurants. For this reason, the Specific Plan eliminates the existing requirement for on-site parking for commercial uses within the Front Street commercial area, in favor of an in-lieu parking fee that will be used to provide and maintain public parking facilities and/or transit service from remote parking facilities.

The overall parking supply in Avila Beach will be maintained. The existing Earl's Alley parking lot can be enhanced through the provision of pedestrian facilities connecting it to the center of town and through tree planting to improve the lot's appearance

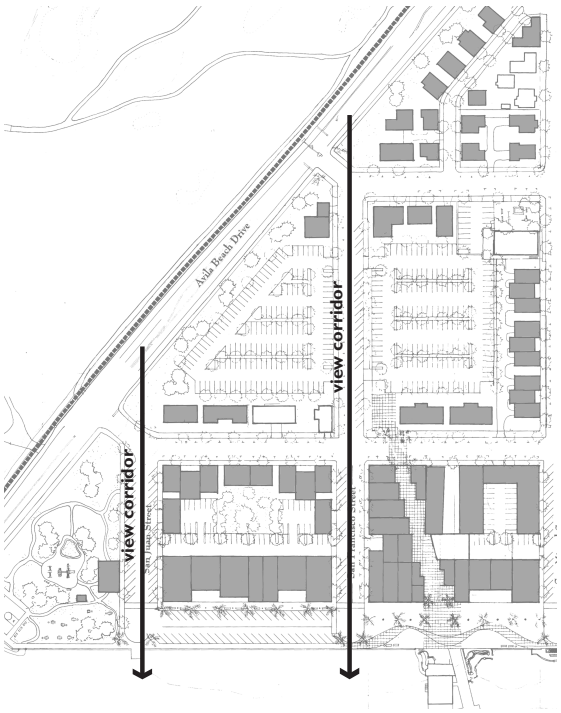
10. Promote and encourage the use of alternatives to single occupant vehicles for access to Avila Beach.

The Specific Plan encourages the uses of alternatives to single-occupant vehicles to Avila Beach through the bicycle path connections to the Avila Valley and Shell Beach, and by limiting the parking supply to be consistent with the supply that is currently available.

These approaches will reduce the impact of motor vehicles on the community and will help to reduce air pollutant emissions.

11. Maintain and preserve unobstructed public views of the ocean.

Views of the ocean, which are key to the character of Avila Beach, are maintained in several ways by the Specific Plan. New development along Avila Beach Drive is organized to preserve view corridors from Avila Beach Drive along the side streets out towards the ocean. In addition, height limits are maintained at 25' in commercial areas, which would result in no further loss of views from hillside areas than would occur under existing regulations. Views from the flat areas north of Front Street are already limited by the existing one story buildings and by Front Street itself, which is a sea wall. In higher elevation residential areas, height increases over the present



20' allowable height would be permitted only if it can be demonstrated that the change would not impact public views and solar access of adjacent properties. Additionally, palm trees are proposed as street trees on Front Street, which would have less impact on views than any other type of street tree.

The Specific Plan also recommends elimination of the potential for construction of retail space on the pier as a means to preserve views of the ocean. The Harbor District should consider eliminating this reference from its Master Plan.

12. Plan for new buildings that are generally in keeping with the original character of Avila Beach, but consider modest increases in building height and density where appropriate.

As noted above, the Design Guidelines in the Plan are intended to encourage the development of buildings that are consistent in character and style with the pre-remediation buildings of Avila Beach. In addition to meeting that goal, the Design Guidelines also establish a framework in which new buildings may be built with heights up to 25 feet, which would result in moderate increases in both height and density over pre-remediation conditions.

13. Recommend appropriate uses for the Unocal Tank Farm site.

The Specific Plan recommends recreation oriented uses on the Tank Farm site, including a conference center and/or marine educational facility in a natural setting, with trails and open space that would publicly accessible.

2 Community Plan

This chapter describes and illustrates the physical design components that will implement the goals and vision proposed in this Specific Plan. The Conceptual Plan, shown in Figure 1, illustrates how Avila Beach might look if currently vacant land were to be developed under the Specific Plan.

Many of the components of the Conceptual Plan are a response on the part of the community to the existing conditions in Avila Beach. The existing design and development conditions are documented in Appendix B of this Specific Plan, which includes a discussion of land use, historic resources, urban design features, signing and development opportunities. The existing conditions were documented as a part of the discussion process that led to the formulation of the vision and goals for Avila Beach.

A. Conceptual Plan

Based on the vision and goals identified through the community process, the community reviewed and selected among several alternatives for the development of Avila Beach. The Avila Beach Specific Plan represents a synthesis of the components of the alternatives selected by the community into a preferred alternative, shown as the Conceptual Plan in Figure 1.

This view of the Front Street closure area shows how Front Street will become a destination for residents and visitors alike.

The Conceptual Plan illustrates the overall design direction for the town, but it is not intended to specify actual projects that will be built in the area, and does not bind either the County or any private property owners to building specific projects. However, the Conceptual Plan serves as the basis for land use projections in the Specific Plan and EIR. The County will review projects to ensure their general consistency with the Conceptual Plan.

1. Specific Physical Design Elements

The Conceptual Plan includes many specific components. Major components are described here; more detail is included in subsequent sections of this chapter.

- **Town Center.** The Specific Plan foresees the creation a new town center through the closure to vehicular traffic of the block of Front Street between San Francisco and San Miguel Streets. This pedestrian zone creates a flexible space that could be used by outdoor vendors, for cafe seating and special events, and for general pedestrian circulation between the beach and Front Street businesses. The zone could be designed to be open to vehicular circulation on an occasional or seasonal basis.

- **Front Street Development.** New development on Front Street is focused on retail development on the ground floor with residential and lodging uses on the second floor. Building heights, setbacks, windows and openings, signing and other design issues for Front Street development are guided by the proposed design guidelines discussed in Chapter 6 of this document.

- **Mid-Block Pedestrian Connection.** A new mid-block pedestrian passage is proposed to align with the pier. This would provide a pedestrian-only connection from the Earl's Alley parking lot. The passage would create additional retail opportunities along the walkway, where businesses could have outdoor retail displays and seating.

- **Improved Parking Lot.** A reconfigured, more efficient surface parking lot is proposed on the existing Earl's Alley parking lot site, and the residual land could be used to build additional housing. Details regarding this lot are included in Section C of this chapter.

- **Front Street Park.** A new park would be constructed at the corner of Front Street and Avila Beach Drive. Front Street would be closed between San Juan Street and Avila Beach Drive to permit the extension of the park to the beach. The park would include picnic areas, a basketball court, new restrooms and a new community building.

- **Open Space Preservation.** The scenic wooded area along the northern part of Avila Beach Drive could be preserved as open space, along with the vacant lot on San Rafael Street. This could be accomplished by acquisition

AVILA BEACH SPECIFIC PLAN

FIGURE 1

CONCEPTUAL PLAN

EXISTING DEVELOPMENT

PROPOSED DEVELOPMENT

This drawing is intended to represent conceptual ideas for Avila Beach based on the community input process. The individual projects represented will be further developed in detail as they are implemented.

DESIGN, COMMUNITY & ENVIRONMENT

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figure 1, back

or by adoption of conditions which would allow development as long as the wooded areas were retained.

- **Former Mobile Home Park Site Plan.** New visitor serving lodging would be constructed on the former Mobile Home Park site, with retail development facing onto Front Street. Affordable residential units could be constructed at the site if necessary to comply with statutes concerning replacement of affordable housing, and no alternative sites are available.

- **San Miguel Street Area.** Multi-family infill development would occur along San Miguel Street, with the existing CSD building and adjacent playground retained in their present locations.

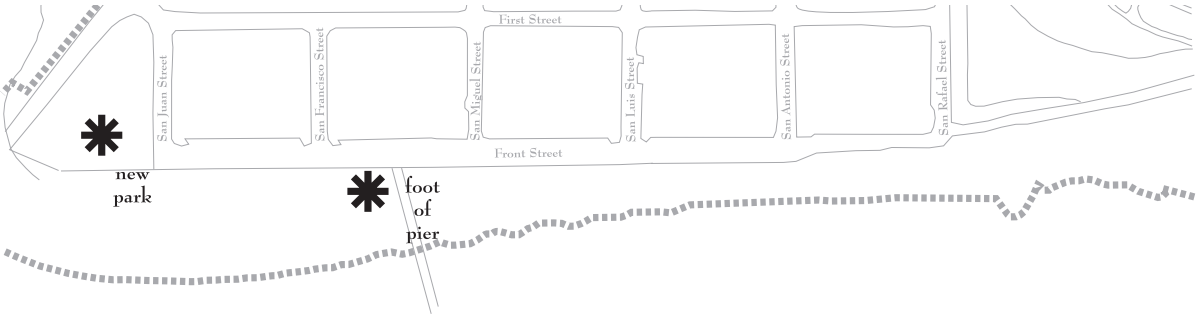
- **Hillside Development.** New residential infill development will occur on the vacant lots in the hillside area. The new housing would be single- or multi-family development, organized to be consistent with the existing structures in the area.

- **Affordable Housing.** The County will ensure that an appropriate supply of affordable housing is built as part of new development in Avila Beach by requiring compliance with existing policies regarding the provision of affordable housing and by adopting ordinances as needed to facilitate its construction. Potential sites for this affordable housing include a site on Laurel Street, the former Mobile Home Park site, and the perimeter of the reconfigured Earl's Alley parking lot.

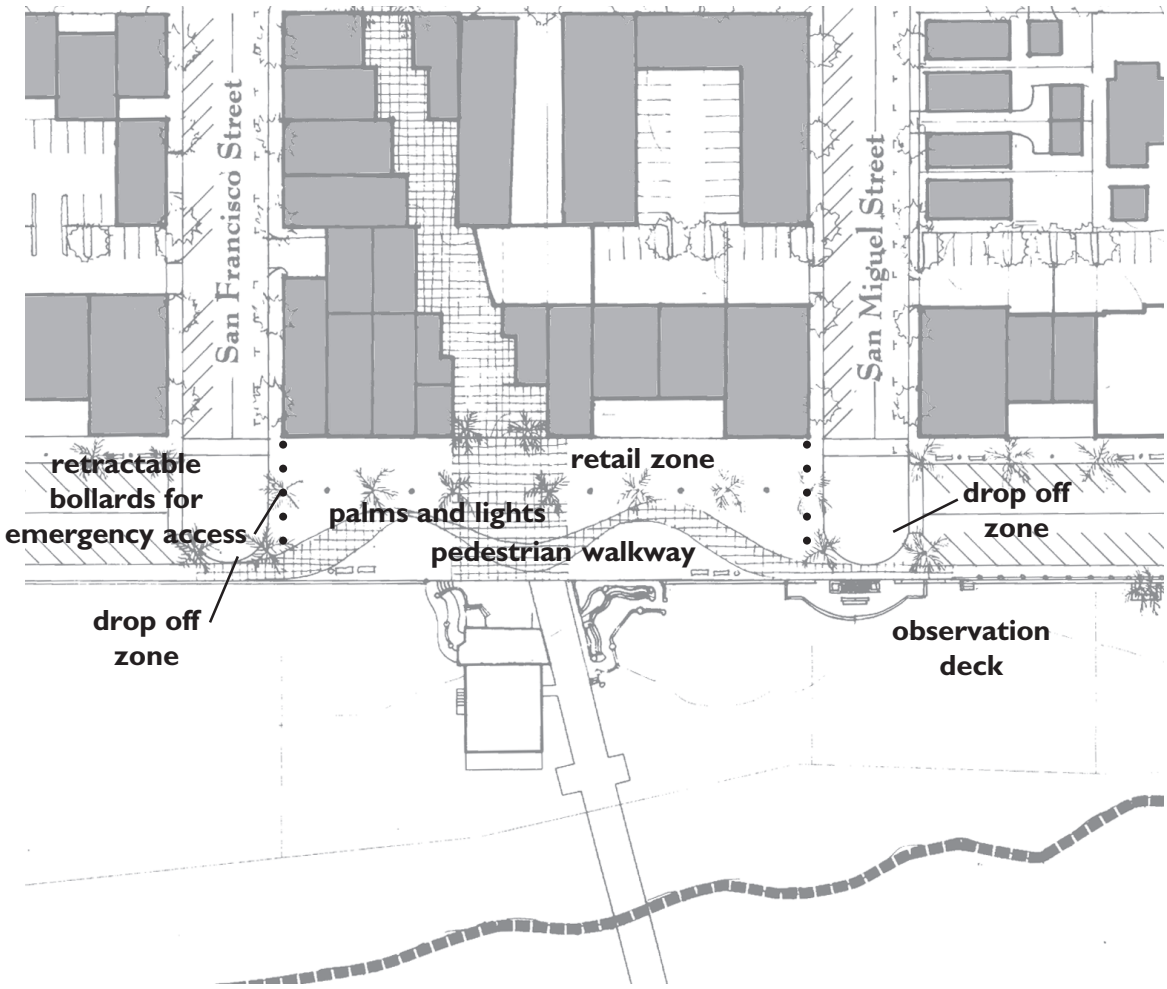
- **Restrooms.** New restrooms would be located in significant destination areas close to the beach - in the new Front Street Park and at the foot of the pier, as shown in below.

- **Accessibility.** All new public and private improvements will be built to allow full accessibility for the disabled, as required by the Americans with Disabilities Act.

Most of these improvements are discussed in greater detail in the sections that follow.



Restroom Locations in Avila Beach



Front Street Pedestrian Zone

B. Town Center Conceptual Plan

The creation of a town center for Avila Beach would be accomplished through the closure of a block of Front Street between San Francisco and San Miguel Streets and construction of the proposed mid-block pedestrian passage to create a connection between the pedestrian zone and the Earl's Alley Parking Lot to Front Street and the beach beyond.

1. Proposed Uses

Along Front Street, uses foreseen in the Specific Plan include ground floor beach-oriented shops, restaurants, bars, and local-serving retail uses such as grocery stores. These uses are consistent with the projected supportable retail uses identified in the market study conducted for the Specific Plan.

Permitted second floor uses include housing, lodging and offices. The construction of two story buildings will permit property owners to take advantage of their ocean-view property and is also consistent with the market study. In addition, the upper floor uses will increase surveillance of the public streets by residents and visi-

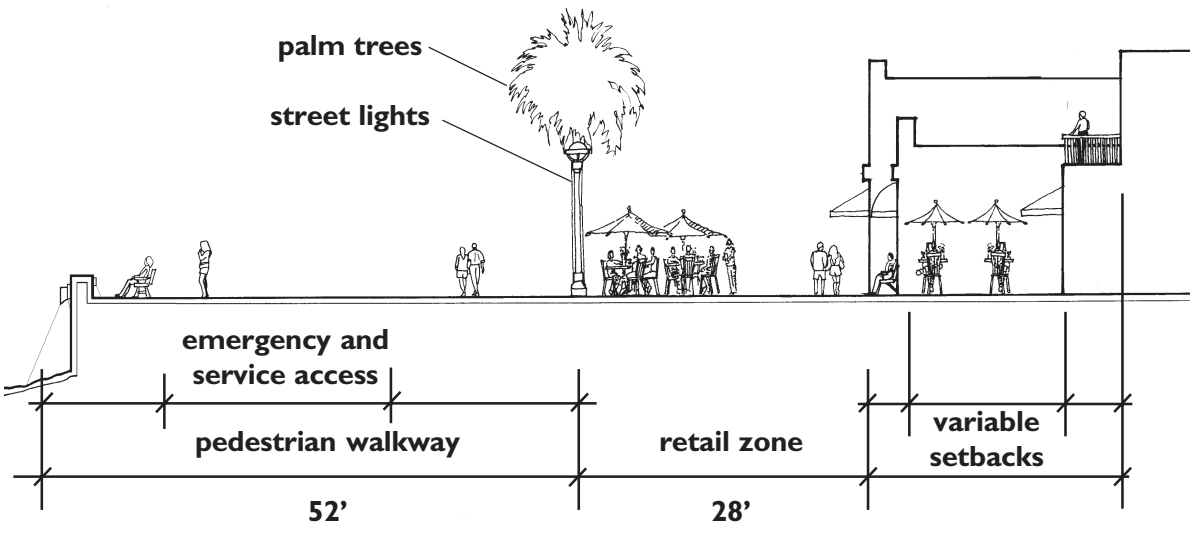
tors, which will increase safety at the ground floor level.

2. Pedestrian Zone

The closed block of Front Street between San Francisco and San Miguel Streets would be a pedestrian-only zone, accommodating a flexible space that could be used by outdoor vendors, pedestrians, and for restaurant seating and special events. Additional seasonal or temporary closure of the block of Front Street between San Miguel and San Luis Streets would be permitted. The pedestrian zone would include the following elements:

- **Street Furniture.** Public streetscape elements that would be incorporated into the closed block would include streetlights, street trees, special paving, benches, trash receptacles, railings, and bollards.

- **Street Trees.** Street trees would be *Washingtonia* hybrid **palm trees**, which are a cross-breed between California Fan Palms (*Washingtonia filifera*) and Mexican Fan Palms (*Washingtonia robusta*). The hybrid tree will be more disease resistant than the California Fan Palm in the humid coastal environment, but will be less tall and skinny than the Mexican Fan Palm. The trees would be located primarily on the business side of the street, with some additional trees on the south of the street to accent the terminal points of the side streets into Front Street and to frame the views of the ocean.



Front Street Section - Closure Area

- **Street Lighting.** **Street lights** would be installed at a 50' spacing in a line with the palms and benches. Palms trees would be uplit with mounted light fixtures. Foot level lighting would be installed along the inner edge of the seawall, with downward directed security lights installed on the outside of the seawall in areas where the wall becomes high enough for people to be hidden from view.

- **Retail Zone.** A 28-foot wide area in front of the existing businesses would be defined by the planting of a row of palm trees with a regular pattern of benches and street lights integrated among them. This "**retail zone**" would be primarily used for pedestrian circulation in and out of the retail establishments, for outdoor retail displays and for outdoor seating. Restaurants would be allowed to have outdoor dining facilities in this zone.

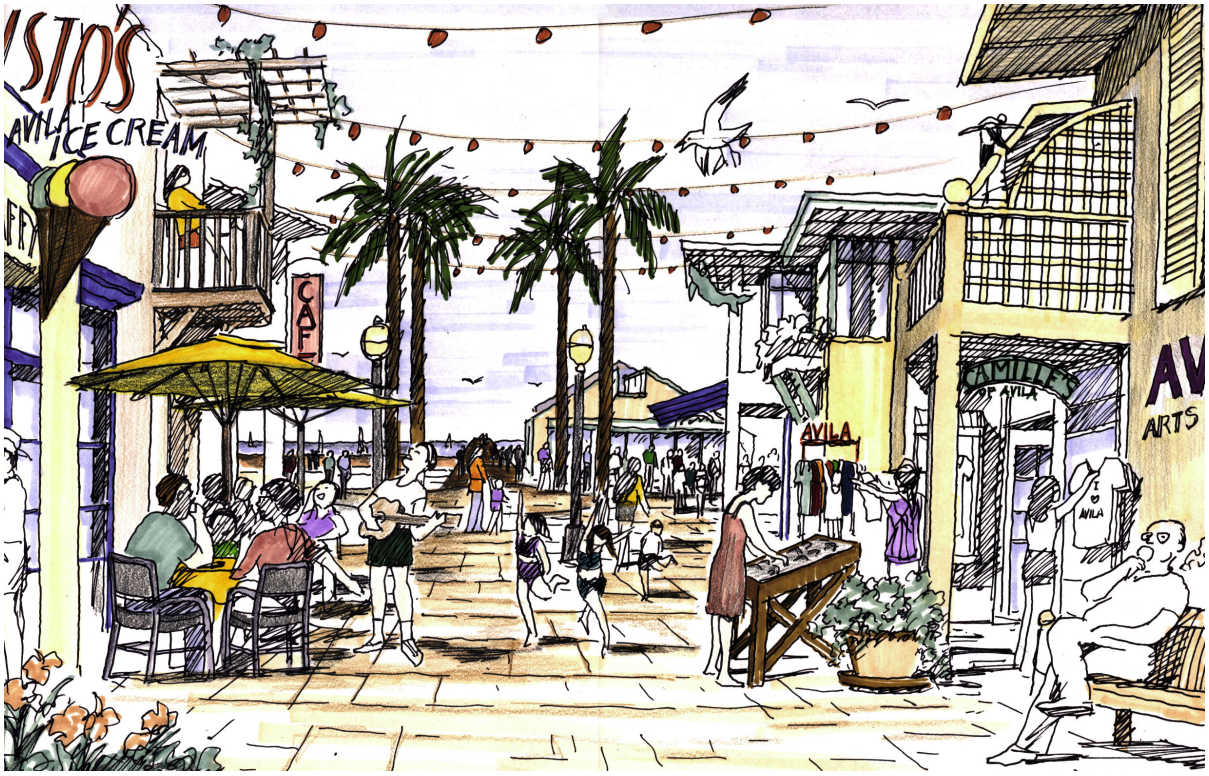
- **Pedestrian Walkway.** Beyond the "retail zone" would be a beach-oriented **pedestrian walkway** between the palms and the seawall. The walkway would be paved with standard scored concrete sidewalks, with a band of textured concrete paving in a wave pattern running through it, as a reference to the ocean. The band would be a darker paving material than the remainder of the walkway. Benches and trash receptacles would be located next to the seawall in this area that would allow passers-by to pause at the edge and take in ocean views.

- **Street Drainage.** Drainage in the closure area would be accomplished through a system that permits the paved area to be designed for pedestrians, without curbs and gutters usually associated with streets. Area drains, swales or trench drains would be utilized to accomplish this purpose. Drains would be selected to be consistent with the overall street furniture palette for Avila Beach.

- **Special Event Consideration.** Vaults or light standards with connections for special event electrical hookup would be included in the street in order to facilitate outdoor events.

- **Emergency and Service Access.** Access for emergency vehicles and service access to the pier would be provided via a **bollard system** at either end of the block, either through automated retractable bollards, a bollard and chain with a lock system, or removable bollards. Permanent bollards would be installed along the remainder of the edges of the closure area, in the location where the closed block meets the side streets.

  The County will cooperate with the Harbor District, CDF/County Fire, the County Sheriff, the San Luis Yacht Club and the Avila Beach CSD to develop an "access management plan" which will establish procedures for providing access to the pier and associated structures for normal operations, maintenance and public recreational activities, as well as for emergencies. This plan



Perspective of the Mid-Block Pedestrian Passage

shall provide, among other things, details regarding the location and terms of use for all drop-off areas that maximize the usability of these areas for both beach users and boaters, consistent with public safety/emergency access needs. The Access Management Plan shall be submitted for the review and approval of the California Coastal Commission's Executive Director prior to June 31, 2001. Any change to the Access Management Plan following the Executive Director's review and approval shall be subject to subsequent review and approval by the Executive Director before taking effect.

- **Seasonal Access.** The pedestrian zone is designed to accommodate vehicular circulation on a seasonal or occasional basis. At the conclusion of the first year of the use of this area by pedestrians only, the County will evaluate whether it is desirable to allow for its seasonal or periodic use for general vehicle access. Any proposal to open the pedestrian zone for general vehicle access will be submitted for review and approval by the Executive Director of the Coastal Commission to ensure consistency with the Coastal Act and LCP policies.

Mid-Block Pedestrian Passage (Plan View)

- **Drop-Off Zones.** Pedestrian **drop-off zones** would be created at both ends of the closed block as well as in other locations along Front Street in order to provide improved beach access. The drop-off areas would be in the form of semi-circles located at the ends of the side streets.

- **Observation Deck.** A new **observation deck** would be constructed at the end of San Miguel Street that would extend over the beach. The deck would provide an area for people to gather and take in views of the ocean. Also, the deck provides a place for the re-location of the James Keefe Memorial.

3. Mid-Block Pedestrian Passage

The Specific Plan proposes construction of a mid-block **pedestrian passage** between First and Front Streets to align with the pier, which would provide a pedestrian-only connection from the Earl's Alley parking lot. This connection would create retail opportunities for shop owners along the passage because of exposure to direct pedestrian traffic flows to and from the parking lot. Residences and visitor accommodations on the second floor above the passage would provide surveillance and reduce the likelihood that unlawful or offensive activities might occur in this public area. The passage would include the following design components:

- **Passage Orientation and Paving.** The buildings along the passage would be oriented to the existing street grid but would have paving running through it that would articulate the diagonal orientation of the pier. The paving materials would be simple, as previously discussed, such as board-imprinted concrete, actual wood planks, rail road ties, or simple concrete unit pavers, which would be aligned to the angle of the wood planks on the Avila Pier.

- **Passage Entries.** The **passage entries** would be demarcated with palm trees at either end of the passage to frame the views of the pier and ocean, and to help people identify its location from a distance.

- **Slopes.** The walkway will be sloped from its northern end up to the southern end in order to accommodate the grade change of approximately ten feet between First Street and Front Street. The walkway could be sloped at a gradual grade of less than five percent, which complies with accessibility requirements for disabled persons, or it could consist of a series of low accessible ramps with handrails connecting a sequence of level terraces, where outdoor seating for adjacent restaurants could be located.

- **Street Furniture.** Street lights and benches would be installed in the passage at appropriate locations, such as at the edges of terraces and in front of the existing building at 491 First Street, which would have a blank facade facing the mid-block passage. It may also be feasible to provide direct access to this building from the pedestrian passage.

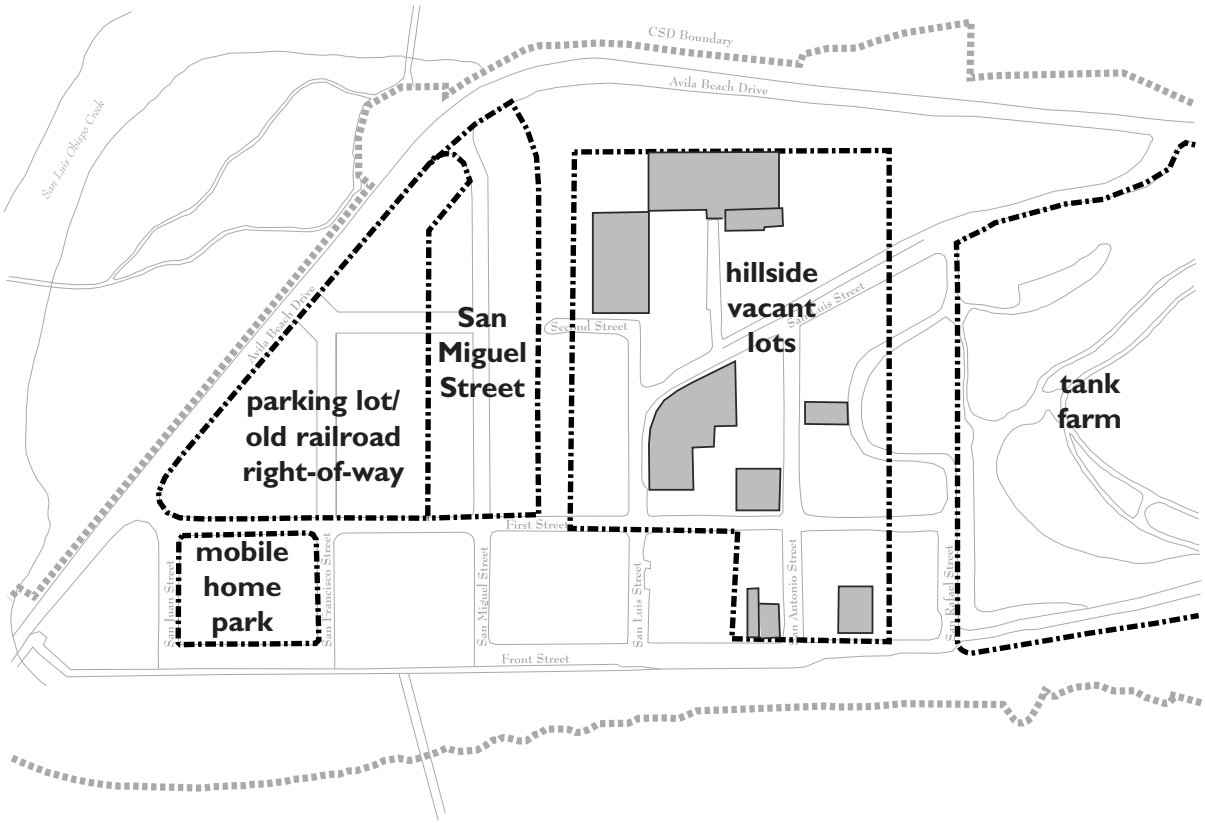
- **Murals.** Hand-painted murals by local artists would be encouraged in the mid-block passage, particularly along the existing building at 491 First Street where it would face the passage.

- **Lighting.** As an additional deterrent to unwanted activities, the passage would be lighted with wall-mounted downlight fixtures that would illuminate the pedestrian surface without directing light into undesired areas, such as the windows of the second floor residential units.

The Specific Plan consultant team completed a financial cost/benefit analysis of this passage that shows that land values of the property along the passage would be approximately 27% higher than their value without the passage. Implementation of the passage will require the participation of affected land-owners.

C. Key Private Development Sites

This section describes the proposed developments on key private sites in Avila Beach, as shown below. The suggestions in this section are not binding on the property owners. They represent development concepts that are consistent with the objectives of the Specific Plan. It is understood that there may be other development concepts that differ from those depicted that are also consistent with plan objectives.



Key Development Sites

1. Parking Lot/Old Railroad Right-of-Way Site Plan

A reconfigured, more efficient surface parking lot would be constructed on the existing Earl's Alley parking lot site and a portion of the former railroad right-of-way along Avila Beach Drive, with new housing built on the residual land that would become available. The new parking lot would contain at least 340 spaces in a large lot and 14 spaces in a smaller dedicated post office lot.

The parking lot could be reconfigured by narrowing its length to the north and south and expanding its width to the west, into the former old railroad right-of-way. This would require some excavation into the slope of the property. This project would include the following components:

- **Landscaping.** The parking lot's visual impact on the community could be greatly improved by the introduction of shade trees. Trees would be planted in the parking lot interior and surrounding the perimeter of the lot to create a **landscape buffer** space between the lot and adjacent residential properties. Such species as the Brisbane Box (*Tristania conferta*) should be considered for this purpose. The trees would help shade the parking lot and cars on hot summer days.

  In the event that the parking lot reconfiguration cannot be accomplished and new residential construction occurs along Avila Beach Drive, residential development should be clustered to prevent the construction of a long row of separate units. Screening of units from Avila Beach Drive may be accomplished by the use of landscaping and fences with a high degree of transparency, but not with solid walls or fences.

- **New Streets.** The parking lot could be divided into two functional lots by the extension of San Francisco Street to Avila Beach Drive. Second Street would be extended to intersect with San Francisco Street and Avila Beach Drive, or could end just before San Francisco Street in a cul-de-sac. The exact configuration of the intersection at Avila Beach Drive will be determined through a separate study to be conducted by the county. **San Francisco** and/or **Second Streets** would be built as standard streets, with curbs, gutters, sidewalks, street trees and street lights.

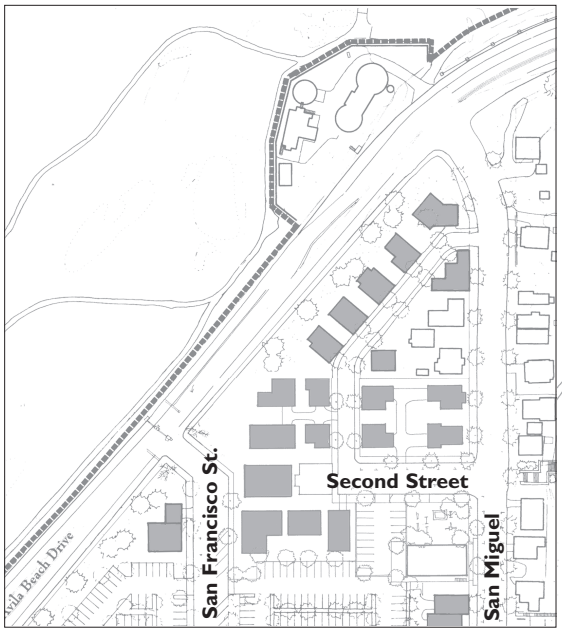
- **Parking Lot Access.** Access to the parking lots would be from San Francisco Street. The post office parking lot would be accessed from Second Street.

  Parking lot fees could be collected upon arrival by an attendant at each entrance or through an honor system or ticket management system.

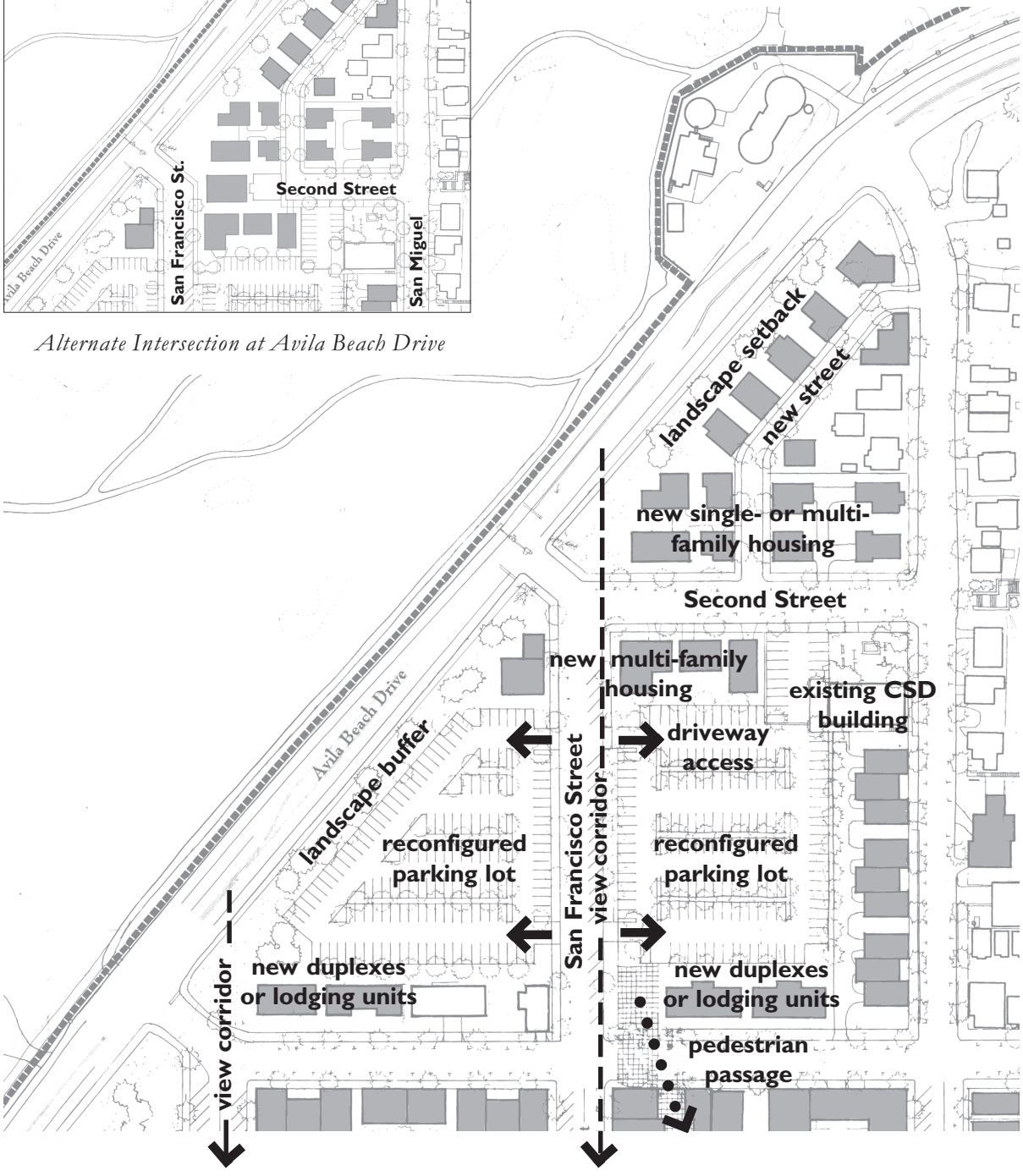
- **Pedestrian Circulation.** Pedestrians would come to and from the parking lot through the proposed **mid-block pedestrian passage**. The passage opens onto First Street, where a crosswalk would be located at the intersection with San Francisco Street.

- **New Multi-Family Housing.** The residual land that would become available at the north and south edges of the parking lot could be used to build **new multi-family housing**. The units could be two-story triplex and duplex units, with shared parking located in ground floor garages. The housing units should front onto Second and First Streets respectively, with parking access from the street frontage. The units should have shallow front setbacks to be consistent with the other development in the area. The development of these units and associated infrastructure shall retain the 355 parking spaces and landscaping installed at the conclusion of the cleanup project. This site could be used to provide affordable housing in Avila Beach.

- **New Single-Family or Multi-Family Housing. New single-family or multi-family housing** units could be located on the northern portion of the former old railroad right-of-way and served by a new local street that would connect from Second Street to San Miguel Street. The units should face onto the new street. The old railroad right-of-way could also be excavated in this area to permit the new housing units to topographically function as part of the town by being located at the same base elevation as the units located along San Miguel Street. The housing units should be set back from Avila Beach Drive significantly in order to create a visual landscape buffer between the street and the housing units. Two clusters of single-family homes located along Second Street could have shared driveway access and interior parking garages.



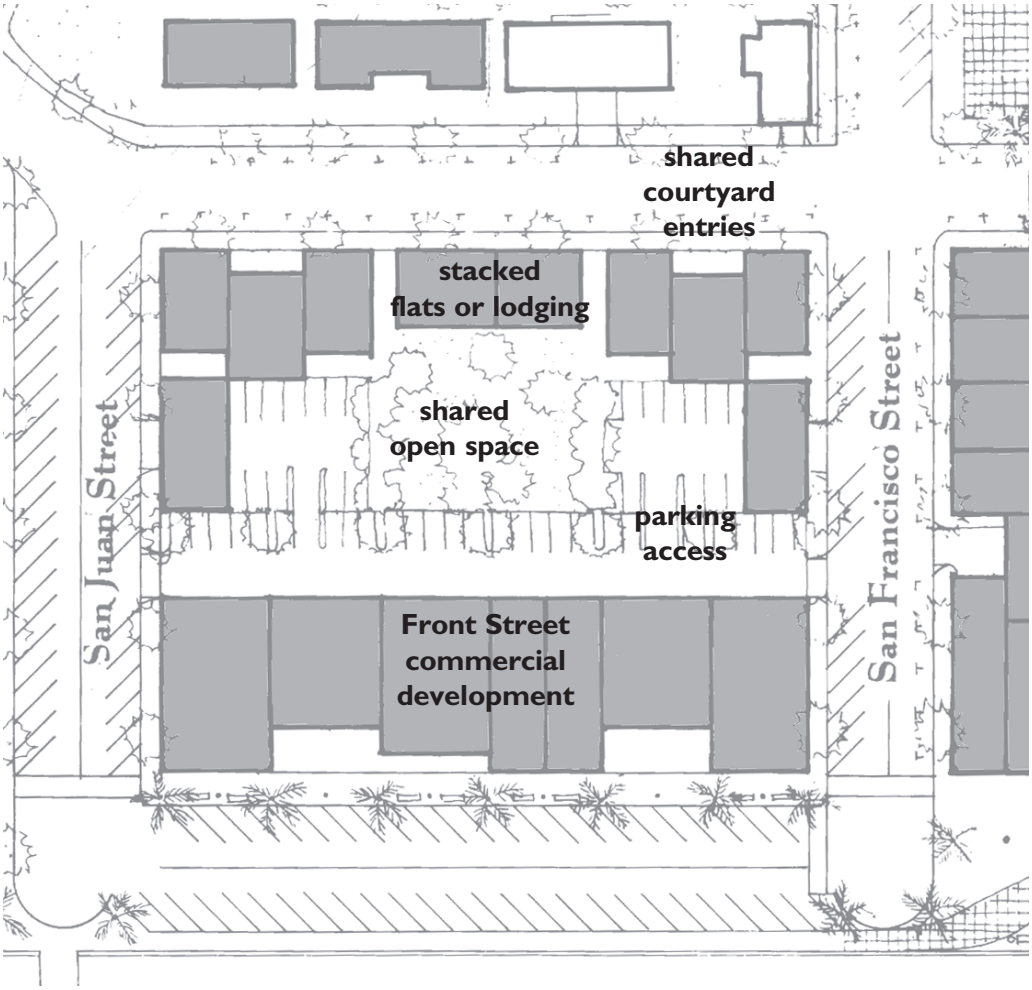
Alternate Intersection at Avila Beach Drive



Parking Lot/ Old Railroad Right-of-Way Area Concept Plan
(Other configurations may be considered)

2. Former Mobile Home Park Site

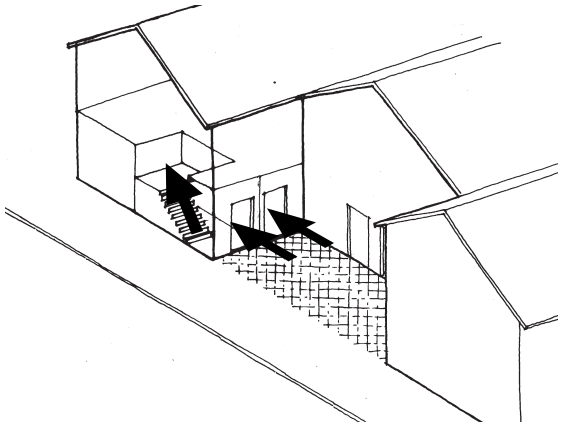
Approximately 46 residential units located on the former Mobile Home park site and throughout the Front Street area were destroyed during the cleanup project. The community envisions that new visitor serving lodging would be constructed on the former Mobile Home Park site, with retail development facing onto Front Street. New residential units to replace the lost units would be located on the second floor above first floor commercial uses within the Front Street district. Redistribution of residential units to other locations along Front Street makes it possible for new visitor lodging units to be consolidated in a single development on the former Mobile Home Park site. This accomplishes two



Former Mobile Home Park Site - Residential Use Concept

goals - replacement of the lost residential units, and the provision of new lodging for visitors - a key objective of the Coastal Act.

The use of this site for visitor lodging assures that the statutory requirements for replacement of previously existing affordable housing are satisfied elsewhere in Avila Beach. However, affordable housing may be built on this site if necessary to comply with statutory requirements.



Stacked Flats and Courtyard Entries

- **New Housing or Lodging Units.** The housing could consist of two-story **stacked flats** organized around small entry courtyards with shared parking and open space in the rear of the lot. Stacked flats are individual units in a multi-story building that each have their own entry onto the street, regardless of the floor on which they are located, as shown above. Visitor lodging could be provided in the form of a hotel with underground parking.

- **Access driveways to the parking areas** should be accessed through the commercial area parking lots. The ten individual buildings would be built with zero side setbacks but should be massed as small scale buildings, rather than as fewer larger structures.

- **Entries and Setbacks.** The units should be built at the property line and should front onto the surrounding streets, with several small **shared entry courtyards**. Along First Street these courtyards could be created by alternating small setbacks with two of the building masses. Front doors to the units could be located in the courtyards, as shown below.

- **Shared Open Space.** The units could share a larger **courtyard open space** that could include a grass area and trees, and a small play structure or picnic area.

- **Visitor Lodging.** If visitor lodging were constructed on the former Mobile Home Park site, it could be constructed with a similar site plan as shown for the housing, with the following characteristics: the buildings should wrap the site to minimize the visual impact of the parking on the street; and the building massing should be highly articulated and consistent with the design guidelines described in this Specific Plan, in order to prevent the appearance of a monolithic structure.

- **Commercial Development.** Commercial development on the former Mobile Home Park site should be consistent with other **Front Street commercial development**. Second floor residential and lodging uses should have shared parking located at the rear of the lots or underground parking. The buildings should be articulated to reflect the original land platting pattern of 25' and 50' lots.

3. San Miguel Street

Along San Miguel Street, new infill development could occur along the edge of the parking lot, facing onto the street. Because of its location across from a residential district, development on the west side of San Miguel Street should incorporate features common to residential development. These features include building size and scale, articulation of facades, roof forms and landscaping. Parking access for the **new development** should occur from the rear of the units from a **shared driveway** that would be accessed from First Street. For example, the parking would be located under the first floor of the two-story units, which would be accommodated by the approximately six foot change in grade between San Miguel Street and the parking lot. The first floor could be raised approximately two feet to permit the construction of the garages, and would result in small internal staircases in the unit entries. Other infill multi-family units could be built at the discretion of individual property owners. The Conceptual Plan shows a **new duplex** built on the east side of San Miguel Street where a partially vacant parcel is presently located.

San Miguel Street Development

The existing **Avila Civic Association** building and adjacent **playground** would be retained in their existing locations. A dedicated **post office parking lot** would be retained next to the CSD building.

4. Vacant Lots in the Hill Area

New residential development would occur on some of the vacant lots in the hill area.

- **San Luis Street.** The vacant San Luis Street parcels would support the construction of several housing units. These units should be oriented to the street, with small (approximately ten feet) front yard setbacks to be consistent with the surrounding neighborhood. The building located at the bend in the road should be articulated to have a significant presence at the corner, either through an L-shaped plan or an angled facade at the corner. The largest parcel next to the Calvary Church could accommodate two single-family houses. Parking for the units should be located at the rear of the lots and could have shared driveways that would run along the property lines.

- **Second Street Lots.** The two vacant parcels on Second Street are held by the same owner, and could therefore be developed with housing clustered around a common open space, with shared parking located off of the driveway shared with the adjacent property.

- **Front Street Lots.** The vacant lots located on Front Street would be infilled with small multi-family housing units. The two lots at the corner of Front at San Antonia Street could be developed with small duplexes or single-family homes with driveway access from Front and San Antonia Streets as feasible. A larger building could be located on the vacant lot mid-way between San Antonia and San Rafael Streets. This could be a larger multi-family building that should be similar in massing and detailing to the building adjacent to it.

- **San Rafael Street Lot.** A new single-family house could be constructed on the vacant lot between San Antonia and San Rafael Streets with driveway access from San Rafael Street. The house could be terraced to reflect the grade change between the two streets.

- **Laurel Street Lot.** The vacant lot on Laurel Street could be infilled with a new small fourplex that should be consistent in character with the surrounding buildings.

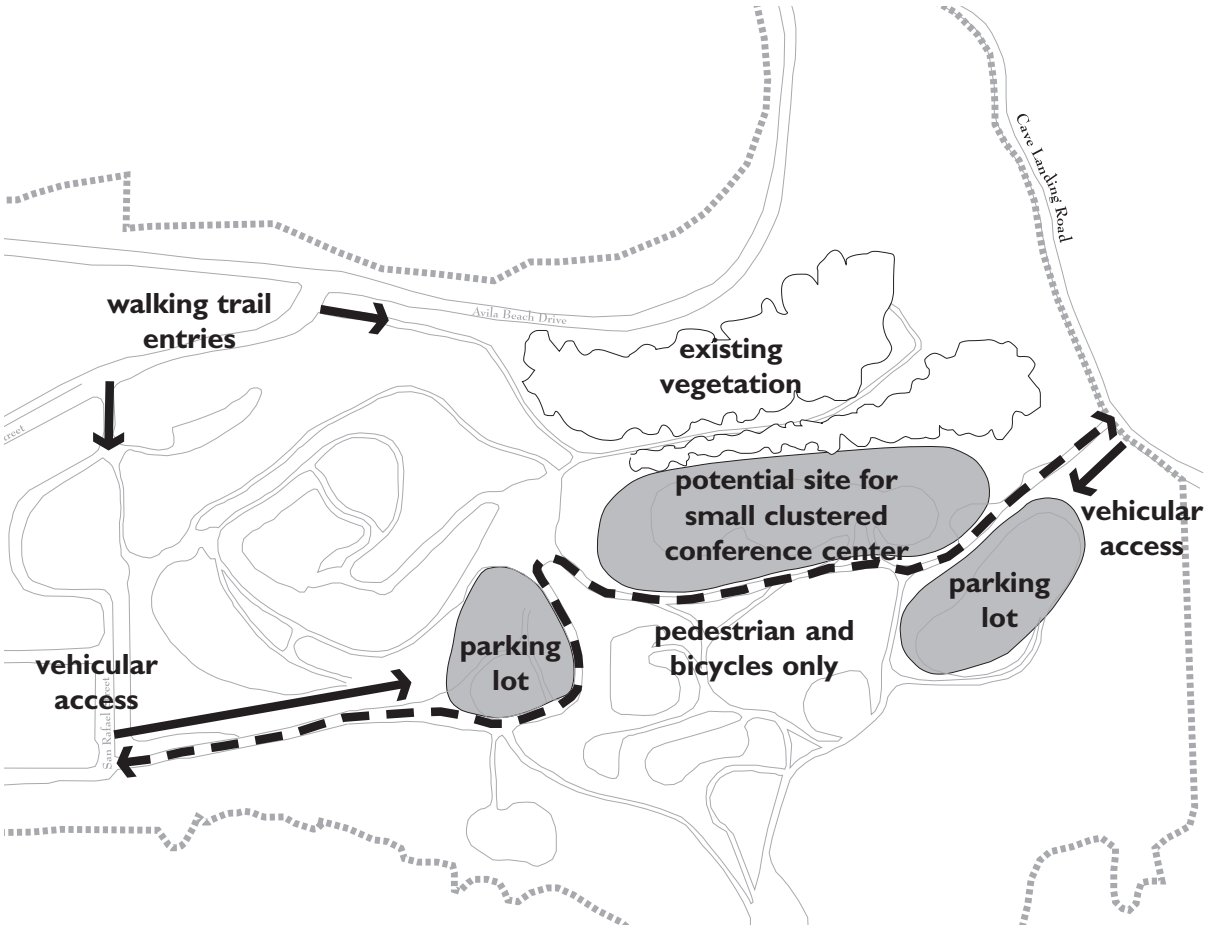
- **Lot at End of Laurel Street.** The vacant lot at the end of Laurel Street could be partially developed with new housing. A portion of the lot would remain undeveloped to protect the existing oak woodlands and to preserve an existing access easement across the property. This site could be used to provide affordable housing in Avila Beach.

Vacant Hillside Lots Infill Development

5. Tank Farm

Although the Tank Farm site is within the area addressed in this Specific Plan, recommendations for its future use are to be considered as suggestions only. Specific uses and a change in land use category to enable those uses will be addressed as part of the remediation process and in a future amendment to the Specific Plan. The community has suggested that the development of the Tank Farm site could be focused on the creation of a conference center in a natural setting with trails and open space, as described below:

- **Conference Center.** The major private development on the Tank Farm site could be a **conference center** providing facilities for events and meetings. The conference center could include lodging uses, a museum with a



Potential Tank Farm Development

maritime, historical, or Native American focus and/or the proposed Marine Research Institute.

The center could be built to have a very natural and small-scale appearance, and could be constructed in such a way as to be visually unobtrusive when viewed from the town, pier and the ocean. Low buildings could be clustered into a small complex on the hillside, tucked in under oak trees and taking advantage of ocean views. Smaller cabins or lodging units could be connected to the main center via a system of pathways.

The site area devoted to the conference center and associated uses should be as small as possible to enable a significant portion of the site to be reserved for open space uses and opportunities.

- **Trails and Open Space.** Those portions of the site not used for the conference center could be developed with publicly-accessible trails. **Walking trail entries** could occur from the existing entries at San Rafael Street and San Luis Street. The trails could be natural earth trails demarcated by stone edging. A **pedestrian and bicycle connection** from Avila Beach could traverse the Tank Farm site from Front Street to Cave Landing Road, and provide access to the Shell Beach connection described in Chapter 5. The bicycle trail should be paved with asphalt.

- **Entries and Parking Areas.** **Vehicular access** to the former Tank Farm site could be accomplished via the existing entries from Cave Landing Road and Front Street. Parking lots for the conference center, museum and trail system could be located along the access road, as close to the entrance points as topographically possible. The development should not provide for simple through vehicle access from Cave Landing Drive to Avila Beach which would provide short-cuts into town. It should, however, provide the **through bicycle and pedestrian and emergency access** to Cave Landing Road and Shell Beach described above. Visitors to the conference center could walk from the parking lot to the facility. Parking lots could be planted with native vegetation such as low shrubs, plants and trees.

- **Regrading and Revegetation.** Redevelopment of the Tank Farm site should involve regrading to form natural looking topography where the storage tanks were previously located. The remediated and regraded areas should be planted with native, drought-tolerant vegetation consistent with local plant materials in the immediate vicinity of the site. Any **existing native vegetation** should be retained wherever feasible.

Future development of the Tank Farm site will require an amendment to the Specific Plan that will allow uses such as those suggested in this

plan. Until then, the Tank Farm site will retain its "Industrial" land use category to facilitate continued assessment and remediation of the site.

D. Historic Preservation

There are four structures of historical significance within Avila Beach, which are the Custom House, the Sea Barn, the Yacht Club and Avila Grocery. Special design consideration and building construction procedures shall be used when renovating, remodeling or replacing these projects.

1. Custom House

In the design of any new structure on the existing Custom House site, the following design guidelines shall be met:

a. On the former Custom House site, the front facade of any new structure shall replicate the original Custom House both in character and proportion. This includes the exterior siding, door and window size and style, and the main entry. Historic photos should be referenced during design.

b. A new interpretive display shall be included in the new structure for public reference. This should provide history of the Custom House with historic photographs of Avila and identification of the building portions that are reproductions of the original structure. This display shall be provided by the developer or contractor of the project.

c. A permanent bronze plaque shall also be included. It shall be mounted on the building facade and identify the location on Front Street of the original Custom House.

2. The Sea Barn

Any replacement structure on the existing Sea Barn site shall follow these guidelines:

a. Any new construction shall maintain the character, scale and proportion of the original squared false-front facade. This includes the exterior building materials, door and window size and style, and the main entry.

b. A permanent bronze plaque shall be included. It shall be mounted on the building facade and display the historic progression of uses of the structure, including written text and a historical photo simulation of the original structure.

3. Avila Grocery

For renovation of the Avila Grocery structure, the following precautions shall be made:

a. Prior to demolition, the historic front portion of the structure should be removed, taken off site to a secure location during construction, to be reinstalled later. Upon completion of the site excavation and restoration, the Avila Grocery structure should be reinstalled at its original site.

b. A permanent bronze plaque shall also be included in the renovation. It shall be mounted on the building facade and describe the historical background of the grocery store on Front Street.

4. Yacht Club

Guidelines for possible renovation are included in the Avila Cleanup Coastal Development Permit. However, community interest in maintaining views of the ocean has led to a possible reconsideration of the Yacht Club's permanent location. In addition to complying with the guidelines for renovation contained in the cleanup CDP, any future development activity involving the Yacht Club should include measures to enhance the general public's ability to utilize this building and learn about its history. All uses of this building should be conducted in a manner that is sensitive to its historic value and prominent location above and adjacent to the public beach and town center.

E. Affordable Housing

Housing that is affordable to a range of economic groups would be provided to the community of Avila Beach through existing County policies related to affordable housing, and through additional policies unique to Avila Beach.

1. Affordable Housing Requirements

Coastal Zone policy stipulates that in new housing projects of 11 or more units, at least 15% of the units must be affordable. For example, this means that for a 20 unit housing project at least three of the units would be affordable to persons or families of low or moderate income.

In Chapter 4, the Specific Plan recommends revisions to this requirement in Avila Beach, as a means to retain the town's traditional wide range of housing types and costs. Projects of more than 4 and fewer than 11 units would be required to include at least one studio unit to maintain an inventory of smaller units that would be affordable to a larger segment of the market.

2. Replacement Housing

The Coastal Zone Land Use Ordinance requires construction of replacement housing on a one-to-one basis for demolitions or conversions of affordable units to non-residential uses or condominium, cooperative or similar form of ownership units.

3. Mobile Home Park Replacement Housing

The former Mobile Home Park located at Front Street, San Juan Street and San Francisco Street contained a number of occupied mobile home units prior to the vacation of the property for the cleanup activities. Some of these units may be required to be replaced with new affordable units under the Coastal Zone Land Use Ordinance and related state statutes pertaining to replacement of affordable housing.

If the requirements for replacement of affordable housing are satisfied at some other sites in Avila Beach, the former Mobile Home Park site should be used to provide visitor accommodations. However, if necessary, the former Mobile Home Park site could be used to provide these affordable units if no other site in Avila Beach is available. Other potential sites include the residual land around the reconfigured parking lot or the lot at the end of Laurel Street.

4. Affordable Housing Incentives

Under State law, there are also some other incentives for the construction of affordable housing. The most important of these are density bonuses, which allow for a 35% bonus over the basic density allowed. These incentives would all be available to developers in Avila Beach, including density bonuses that can be accommodated without resulting in adverse impacts to coastal resources, scenic views, or public access and recreation opportunities, and the resulting development will conform to all other applicable LCP standards.

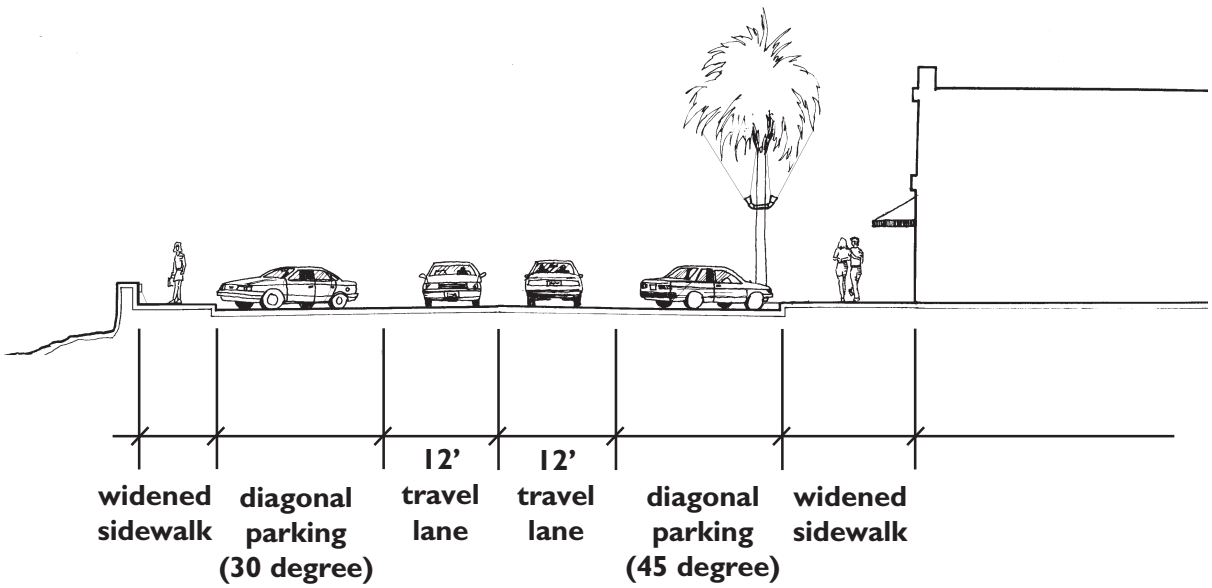
F. Streetscape Plan

This section of the Specific Plan describes streetscape design for areas outside the Front Street closure area and the mid-block passage.

1. Street Design

Areas for street redesign under the Avila Beach Specific Plan include the new closed block of Front Street, the open section of Front Street and the side streets that comprise the town-side street network. The streets would be redesigned to include wider (and in some cases, new) sidewalks with streetscape elements such as street trees, street lights and special paving.

- **Front Street.** Sidewalks in the non-closure areas of Front Street would be widened to the greatest extent possible, as permitted by vehicular lane widths, on both sides of the street. The widening would be accomplished by a slight narrowing of the existing parking strips and traffic lanes. Parking lanes would be 17' wide for 30 degree and 45 degree diagonal parking and travel lanes would be 12' wide, as shown below. Street trees would be located in the triangular areas created by the intersection of diagonal parking spaces with the edge of the sidewalk. Streetscape elements would be carefully located to minimize im-

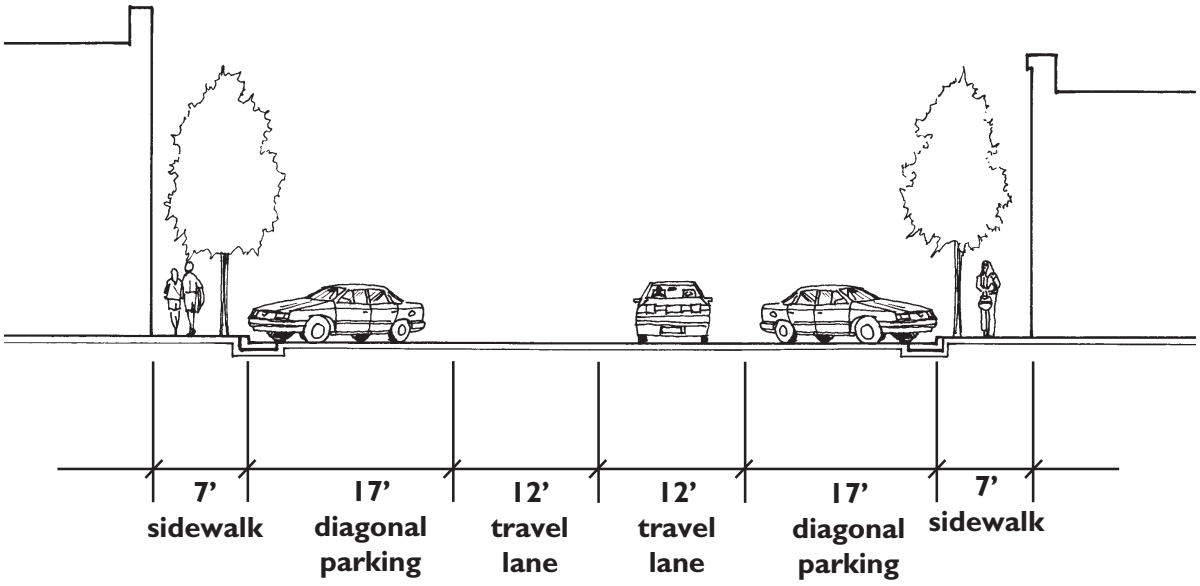


Front Street Section

pacts on pedestrian flow and conflicts with pedestrians exiting from parked cars.

- **Side Streets.** Side streets would be widened in some areas to permit construction of diagonal parking bays. On San Juan Street, the right-of-way would be widened on the west side to create space for diagonal parking on both sides of the street. San Francisco Street would be widened 12' to the west in order to permit diagonal parking on both sides of the street.

All side streets in the flat areas of town, as shown below, would be developed with approximately 8' wide sidewalks. This would accommodate a four-foot wide planting area. Tree pits would be mulched with decomposed granite to create a natural, simple appearance, and a one-foot wide strip of the pit would be back-filled with concrete paving at the surface to widen the pedestrian area to 5'.

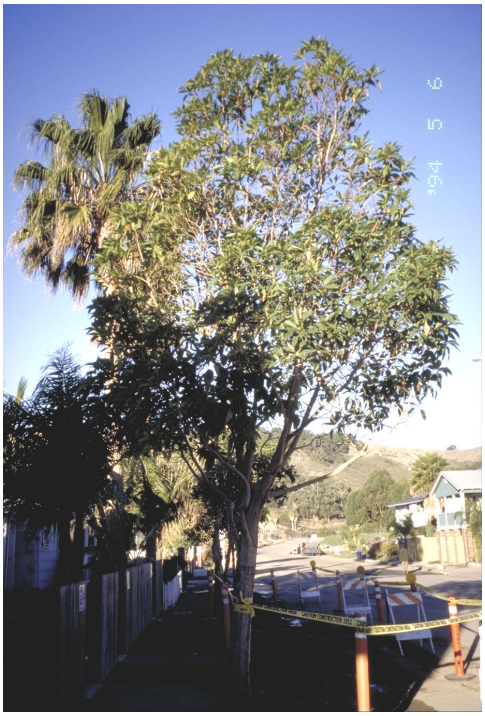


Typical Side Street Section

2. Street Trees

Washingtonia palms (a *Washingtonia* hybrid) would be planted on the north side of Front Street, for the entire length of the street from San Juan to San Antonia Streets. The naturally occurring hybrid palm demonstrates better disease resistance in coastal environments than the California Fan Palm (*Washingtonia filifera*), and is shorter and slightly more stocky than the Mexican Fan Palm (*Washingtonia robusta*). The palm trees would be planted at approximately a 50' spacing, to be consistent with the locations of the existing property lines. This ensures that

Queen Palm



Brisbane Box

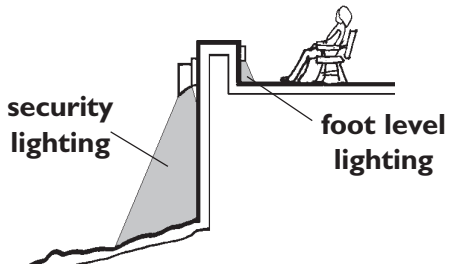
Washingtonia hybrid

trees will not be located directly in front of building entrances.

Street trees on other streets would include Brisbane box (*Tristania conferta*) and Queen palms (*Arecastrum romanzoffianum*), which would also be planted at approximately a 50' spacing. Both trees have been successfully planted in Avila Beach as street trees. The proposed tree spacing would maximize the feeling of openness that is characteristic of Avila today, while still providing some shade and variety along the street frontage. Tree spacing should be adjusted to avoid obstruction of views from existing buildings.

3. Street Furniture and Paving

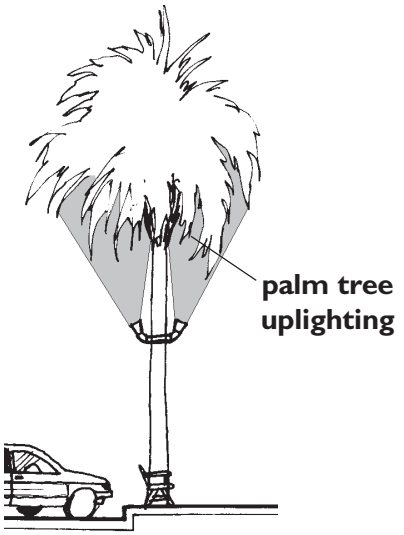
Street furniture, including the new street lights, would be comprised of a concrete street furniture palette with traditional design elements. Front Street paving materials would be selected to be consistent with the funky and eclectic character of the town, and include wood planking and concrete pavers, in addition to asphalt and concrete. Paving materials in the remainder of town would be standard scored concrete sidewalks.



Seawall Lighting

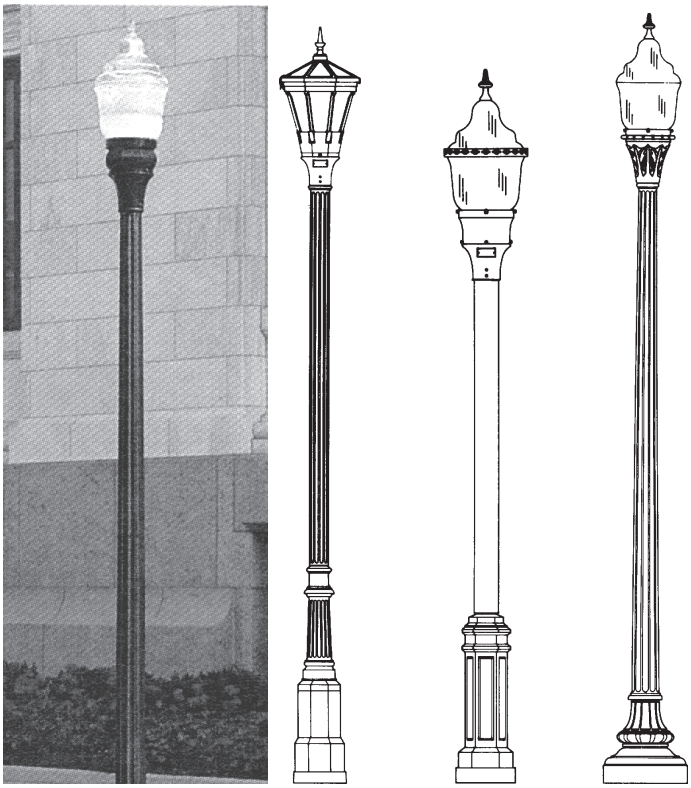
4. Street Lights

New pedestrian-scaled street lights would be installed on Front and First Street between Avila Beach Drive and San Luis Street, and on San Juan, San Francisco, San Luis (from Front to First Street), Second and San Miguel Streets. Additionally, footlights would be installed along the seawall on Front Street to light the sidewalks for pedestrians without interfering with night views of the ocean. Foot-level lighting would be installed along the inner edge of the seawall, with low-level downward directed security lights installed on the outside of the seawall in areas where the wall becomes tall enough that people on the sand and at the base of the wall could be hidden from view. The Avila Beach Community Services District (or other responsible entity) will turn off the seawall lighting when grunion spawning is anticipated. Palms trees would be uplit with mounted light fixtures.



Palm Tree Lighting

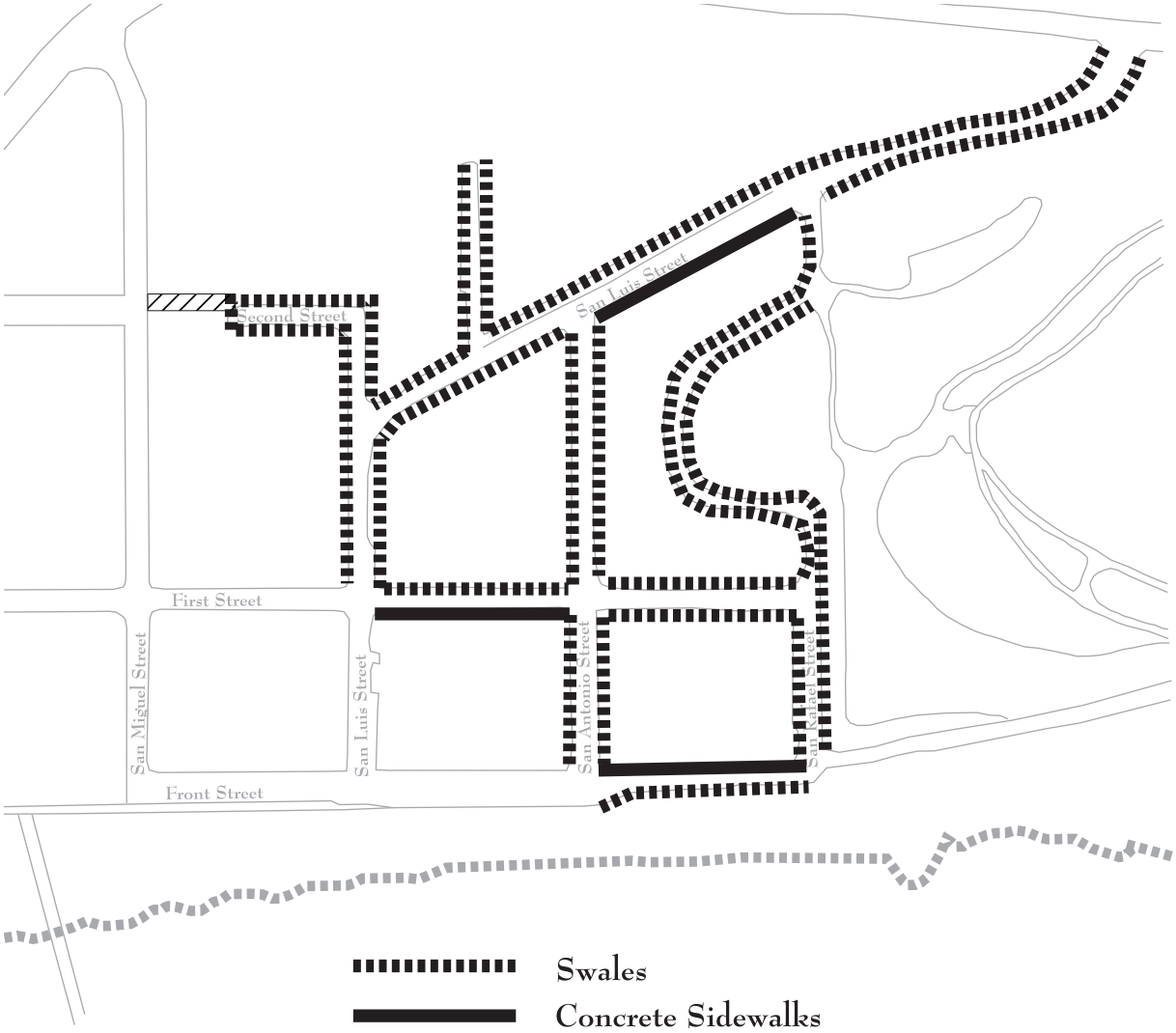
Concrete Street Furniture Palette



Concrete Street Furniture Palette
(All metal light standards shown are available in concrete.)

5. Hillside Streets

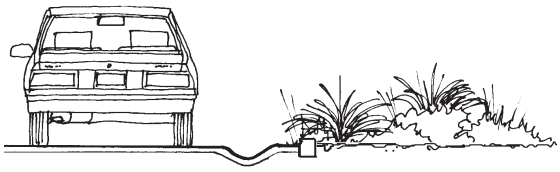
Drainage swales that better define the street right-of-way will be constructed on all hillside streets where possible. Locations for improvements are shown below. These and other drainage improvements throughout the planning area shall incorporate Best Management Practices to effectively manage storm water and minimize polluted runoff. Best Management Practices that shall be considered include vegetated swales (bio-



Hillside Street Improvements

filters) on slopes of less that 5%, and/or directing storm water to downstream collectors that have adequate capacity to effectively accommodate and remove pollution from the runoff.

Asphalt Swales



swale and planting

Hillside Swales

6. James Keefe Memorial Bench

The James Keefe bench and plaque would be incorporated into the observation deck. The palm trees adjacent to the bench would either be relocated to the new location or replaced with new palm trees.

7. Utility Undergrounding

Utilities will be undergrounded wherever possible in Avila Beach. Undergrounding would occur as part of the Unocal remediation on Front and First Streets, and as funds become available in other areas.

8. Seawall Facing

The seawall would be reconstructed with rock facing similar to the appearance of the existing rock wall.

James Keefe Bench

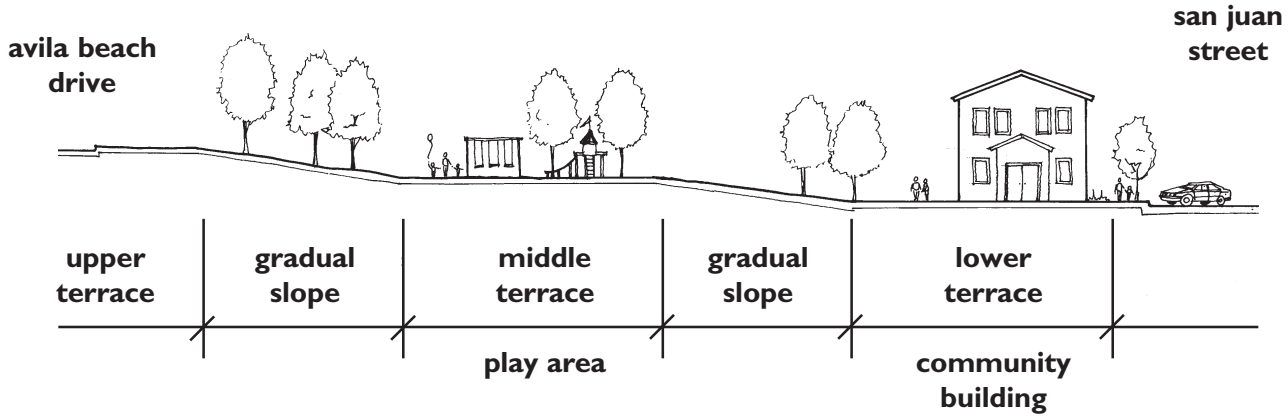
New Jame Keefe Bench Location

G. Front Street Park

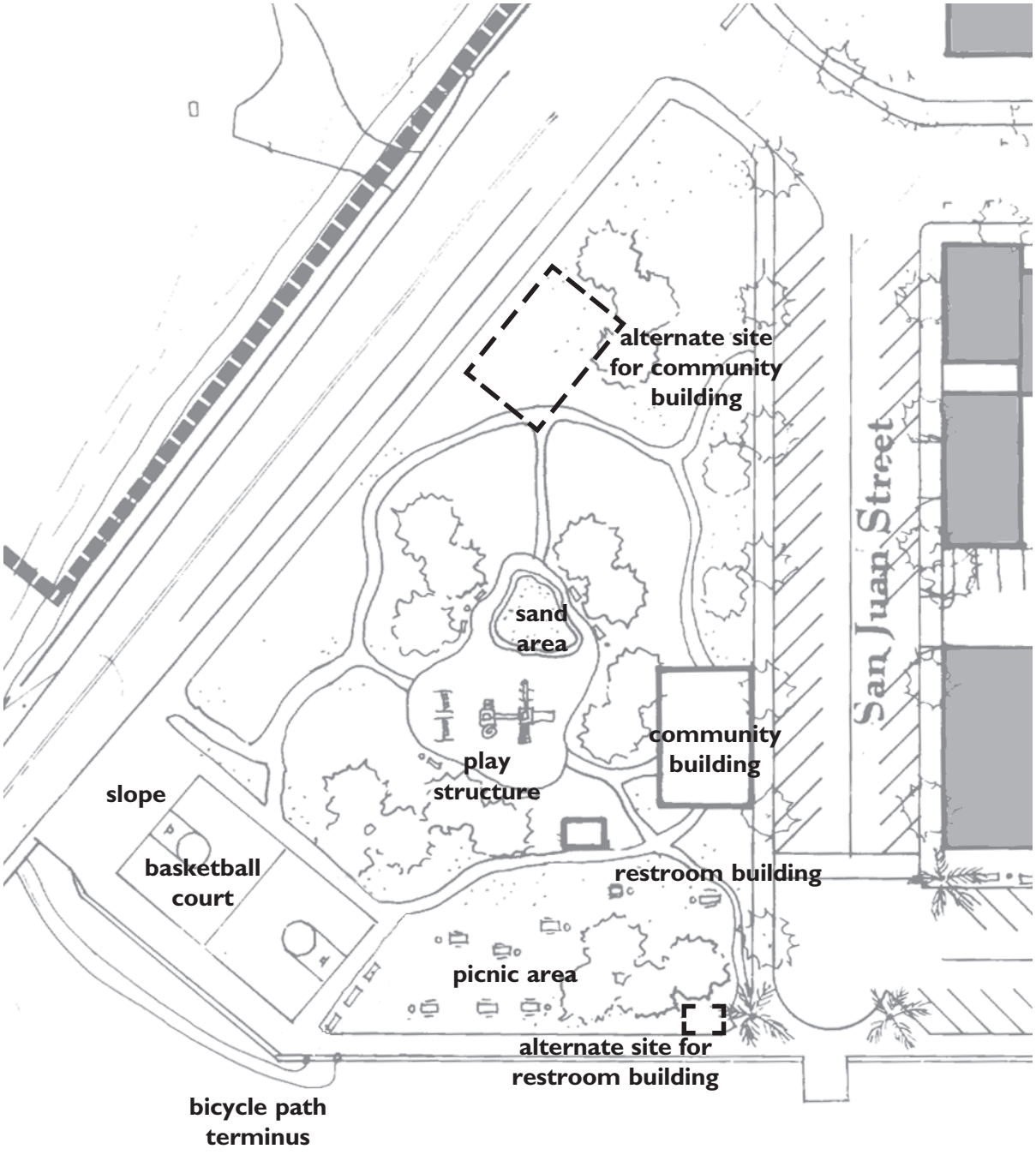
A new park would be constructed at the corner of Front Street, Avila Beach Drive, and San Juan Street. The new Front Street Park would include a picnic area and a playground area, as well as a basketball court next to the beach and Avila Beach Drive. The buildings in the park would be a community restroom and a building for a community use, which could be the proposed Marine Research Institute, a day care center, or some other use.

The elements of the park would include broadleaf trees, picnic tables, barbecues, trash receptacles, drinking fountains, benches, play equipment, decomposed granite pathways, showers and a basketball court in addition to the restroom and community buildings. The park could also include bike racks. Specific components of the park would include:

- **Park Terraces.** The park would be terraced, as shown below, with gradual slopes between the terraces, to accommodate the grade dif-



Front Street Park Section



Front Street Park Plan

ference between Front Street/Avila Beach Drive and San Juan Street.

- **Park Buildings.** The new buildings in the park would include a **community building** and a **restroom building**. The community building would be designed to be a "generic" building that could be used to house the proposed Marine Research Institute or other community facility, as the needs of the community change. The restroom building would include restrooms and changing areas for beach users.

- **Bike Path Terminus.** The park could function as a **terminus to the bike path**, and would therefore be an ideal location for bike-related facilities such as bike racks and showers.

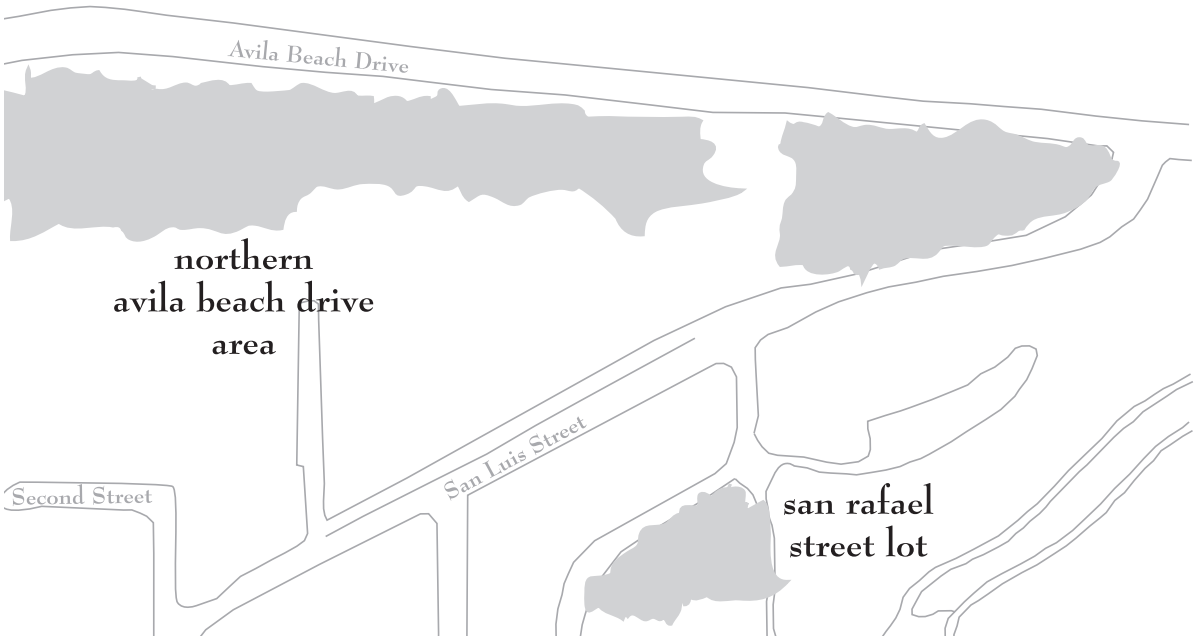
- **Playground Equipment.** The park would include a **new play structure** and **sand area** for children. Although the beach is nearby, this would provide alternative play options for children visiting Avila Beach.

H. Open Space Preservation

Several areas with significant natural vegetation should be protected. These areas are:

- The wooded hillsides located along Avila Beach Drive west of San Luis Street, which create an oak-lined corridor along the south edge Avila Beach Drive;
- The parcel located on the curve of San Rafael Street, containing a stand of coast live oak trees.

By means of acquisition or by application of development conditions, these areas would be retained as natural open spaces to serve as visual resources for the community, particularly the area along Avila Beach Drive which serves as the entry to Avila Beach and reflects the natural setting of the area. No development, parking or other non-open space use would be permitted in these areas.



Open Space Preservation Sites

I. Development Summary

This section summarizes the amount of development foreseen under the Conceptual Plan.

1. Commercial and Lodging Uses

As stated in Section 3.D, Market Conditions, it appears that Avila Beach can support a total of approximately 70,000 square feet of retail space (including restaurants) and 70 to 100 new lodging rooms. As shown in Table 1, 70,000 square feet of retail space and 56 lodging rooms are assumed as part of the Specific Plan.

This means that some parcels along First and San Miguel Streets that are currently designated for commercial use may not be developed as such. Since there is not enough demand to warrant commercial development in all of these areas, the Specific Plan assumes that these areas will be developed primarily with visitor lodging or housing.

TABLE 1 **CONCEPTUAL PLAN DEVELOPMENT SUMMARY**

Use	Quantity
Ground Floor Retail	~70,000 square feet
Second Floor Apartments (Front Street)	62 units
Multi-Family Housing	56 units
Single-Family Housing	27 units
Total Residential Units	145 units
Second Floor Lodging Rooms (Front Street)	56 rooms
Civic Association Building	retained
Public Off-Street Parking	369 spaces (increase from existing)
Public On-Street Parking (town area)	583 spaces (decrease from existing)
Total Parking Spaces	**952 (increase of 17 over existing)**

2. Conceptual Plan Housing Units and Population

The Conceptual Plan foresees development of 145 new infill housing units in Avila Beach. They would include a mixture of single-family homes, apartments and multi-family housing units to allow for a diversity of housing to accommodate a range of income levels. Table 2 shows total housing units in Avila Beach following the remediation and including the addition of units proposed in the Conceptual Plan.

Based on the average household size in 1997, a total of 333 housing units would result in a population of approximately 546 people in Avila Beach.

As noted below, additional units could also be built under full buildout as allowed by development regulations.

3. Potential Buildout

According to County staff, the current *Local Coastal Plan* has an estimated build-out of 667 units, which implies an actual build-out population of 1,094.[1] The Specific Plan would designate several additional parcels for multi-family development but would also lower multi-family development potential in visually sensitive areas. These changes would offset each other and result in an estimated buildout potential that is essentially identical to that of the existing LCP, with 657 units and a population of 1,077. More information on these estimates is contained in the Avila Beach Specific Plan Final EIR.

TABLE 2 CONCEPTUAL PLAN HOUSING UNITS

Pre-Cleanup Housing Unit Total	234
Existing Units to be Removed*	46
Specific Plan Proposed Units	145
Total	**333**

[1] Maximum build-out projections are based on construction of the highest density levels permitted under the zoning ordinance on undeveloped as well as already developed parcels. Hence, maximum build-out projections are somewhat theoretical calculations because they assume a level of development in the absence of existing development constraints and conditions. This figure adjusts the theoretical maximum downward by 25% to account for variation in ultimate actual densities.

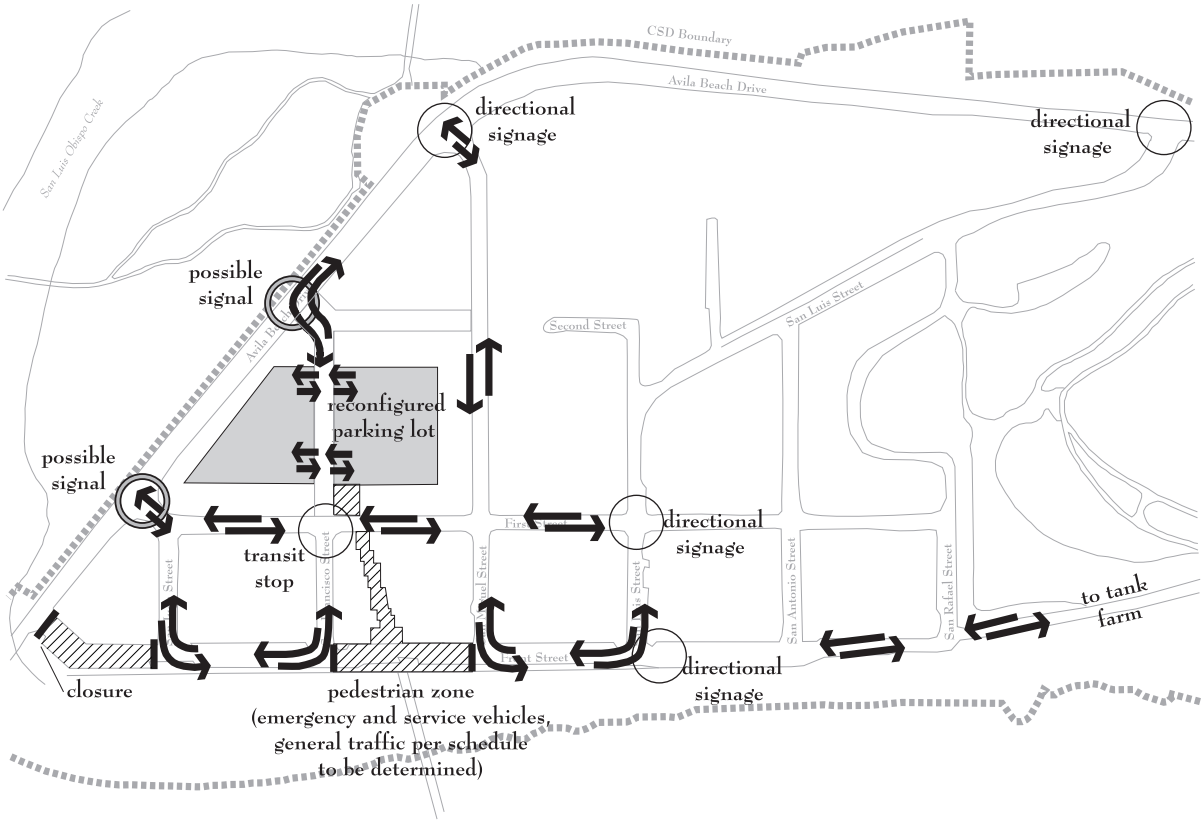
3 Circulation, Parking and Infrastructure

This chapter summarizes the circulation, parking and infrastructure improvements that would be implemented under the Specific Plan. These improvements were selected by the community through the planning process.

Many of the proposed circulation, parking and infrastructure improvements were selected based on a review of existing circulation and infrastructure conditions. Existing conditions are described in Appendix B of this document.

A. Circulation

As a part of the Avila Beach Specific Plan, the public and private transportation circulation systems would be improved to better support vehicular, pedestrian, bicycle and transit circulation.



Circulation Improvements in Avila Beach

1. Street Improvements and Vehicular Circulation

The Specific Plan proposes several improvements to road infrastructure and vehicular circulation, as shown on the previous page.

- **Front Street Circulation.** Front Street traffic flows would be changed from the existing condition by a one-block closure of Front Street between San Francisco Street and San Miguel Streets. Two-way circulation would remain along the rest of the street. Service to the buildings in the closure area would occur from the side streets to the east and west and from the parking lots at the rear of some of the buildings. Additional seasonal or temporary closure of the block of Front Street between San Miguel and San Luis Streets would be permitted. A connection from Front Street to the Tank Farm would be created for vehicles, pedestrians and bicyclists to access the future development on the Tank Farm site.

- **Closure of Front Street at Avila Beach Drive.** Front Street would be closed at Avila Beach Drive to eliminate turning movements where sight distance is limited by the proximity of the intersection and the bridge.

- **New Intersection.** San Francisco Street and/or Second Street could be extended to create a new intersection with Avila Beach Drive, if shown to be consistent with all applicable LCP standards. The new street(s) and intersection would facilitate traffic circulation in and out of Avila Beach, in particular to the parking lot area.

- **New Traffic Signal.** A new traffic signal would be installed at either the new intersection of San Francisco Street and/or Second Street with Avila Beach Drive, or at the intersection of San Juan and First Street with Avila Beach Drive. Determination of the signal's location will be made following a period in which to monitor traffic flows with the revised street network.

- **Directional Signing.** Directional signing would be installed at the San Luis and San Miguel Street intersections with Avila Beach Drive to direct beach-goers to the central parking lot. This would be expected to reduce visitor traffic on San Luis Street.

- **Transit Stop.** A new transit stop would be located on the south side of First Street at the intersection with San Francisco Street. The shuttle from the potential remote parking lot and other transit services would stop at this location, which would allow riders to walk directly into the mid-block passage or down San Francisco Street to Front Street and the beach.

2. Bicycle Facilities

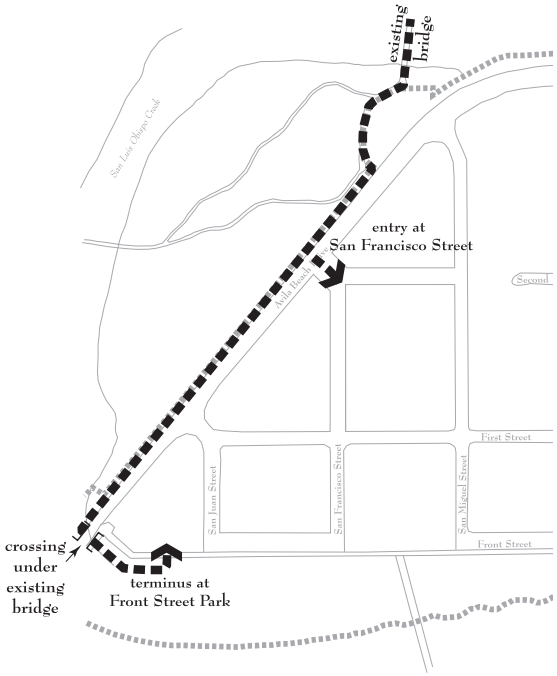
The Specific Plan proposes the following improvements to bicycle facilities in Avila Beach.

a. Bicycle Path Terminus

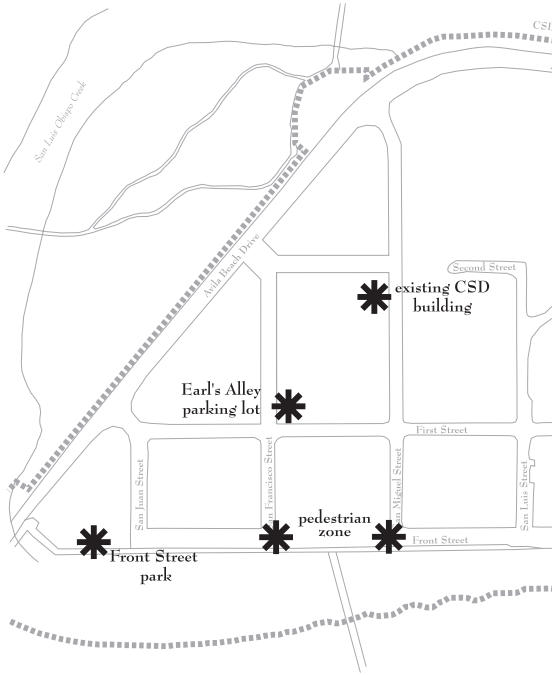
An extension of the existing bicycle path would terminate at the Front Street Park, with the path crossing under the bridge. If the crossing under the bridge is shown to be infeasible for structural, environmental or other reasons, the bike path will cross Avila Beach Drive at the signalized intersection, and terminate at the Earl's Alley parking lot or some other location where bicycle racks can be provided. These locations are shown below.

b. Bicycle Parking

Bicycle storage facilities would be located in the town of Avila Beach at several key locations, as shown below. There would be bicycle racks installed in the Front Street Park, at both ends of the closure area, at the Post Office and CSD building, and at the foot of the pier.



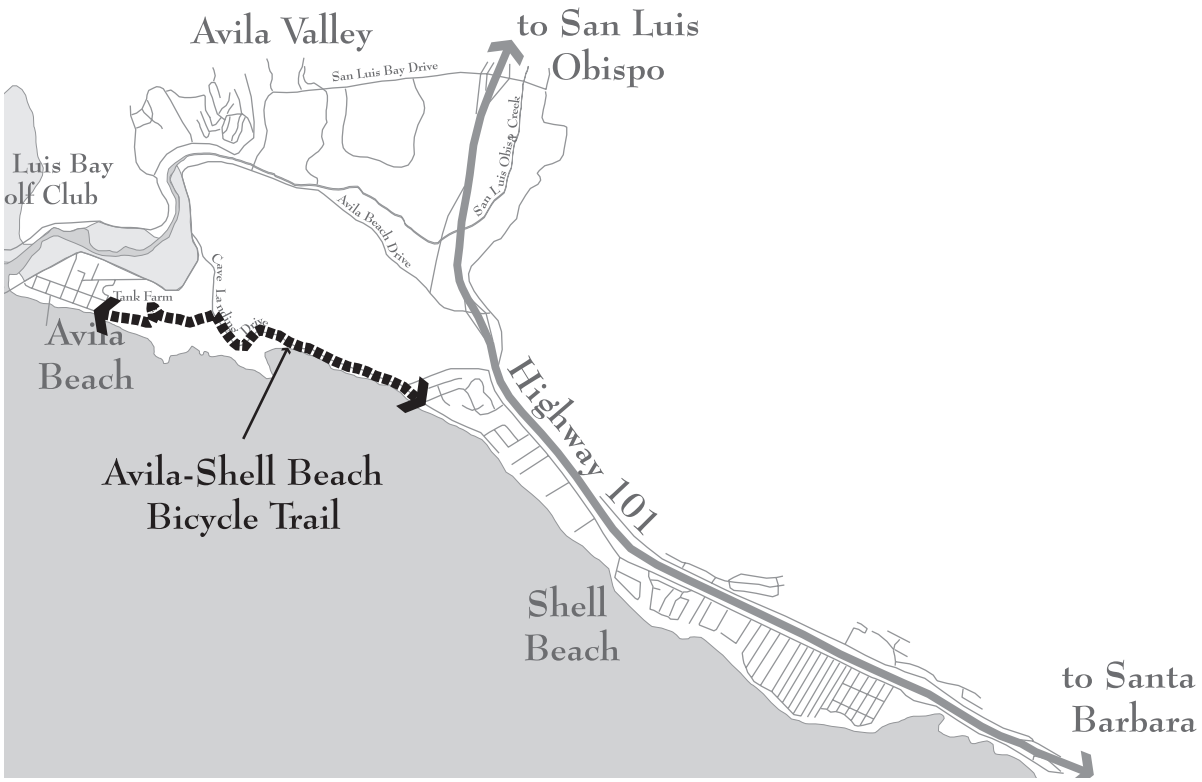
Bicycle Path Terminus



Bicycle Parking Locations

c. Bicycle-Pedestrian Connection to Shell Beach

A bicycle-pedestrian path between Avila Beach and Shell Beach via Cave Landing Road could be constructed, as shown below. When existing landslide damage in the area is repaired, the right-of-way could be designed to emphasize the route's recreational function as a bicycle and pedestrian facility. Efforts should be made to obtain right-of-way to extend the bicycle/pedestrian route through the Tank Farm site to connect with Front Street.



Shell Beach Bicycle and Pedestrian Connection

3. Pedestrian Circulation

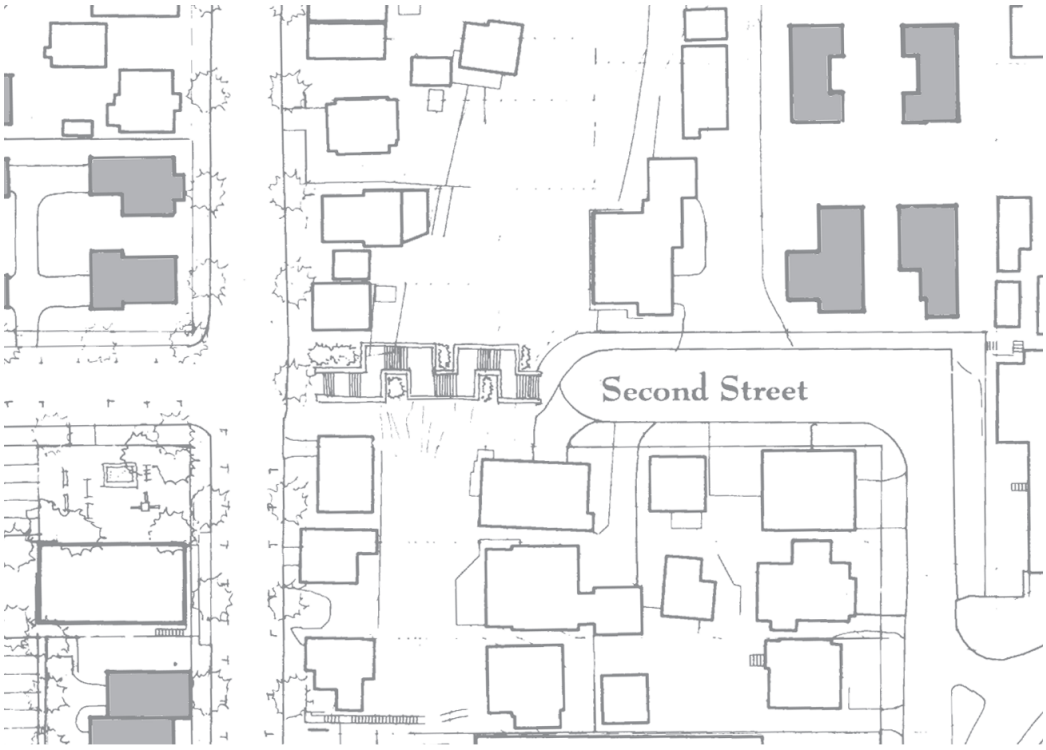
Pedestrian circulation would be improved throughout the town. Two new pedestrian connections would be constructed; a mid-block passage connecting First Street to Front Street, and a hillside stairway linking San Miguel Street to Second Street. New sidewalks would be constructed where feasible.

a. Mid-Block Passage

Pedestrian circulation would be improved by a proposed connection between the Earl's Alley Parking lot and Front Street via a new mid-block passage. The passage would permit access from the parking lot to the beach that would require only one street crossing.

b. Hillside Pedestrian Connection

As shown below, a pedestrian connection would be constructed on the former Second Street right-of-way to connect from San Miguel Street and

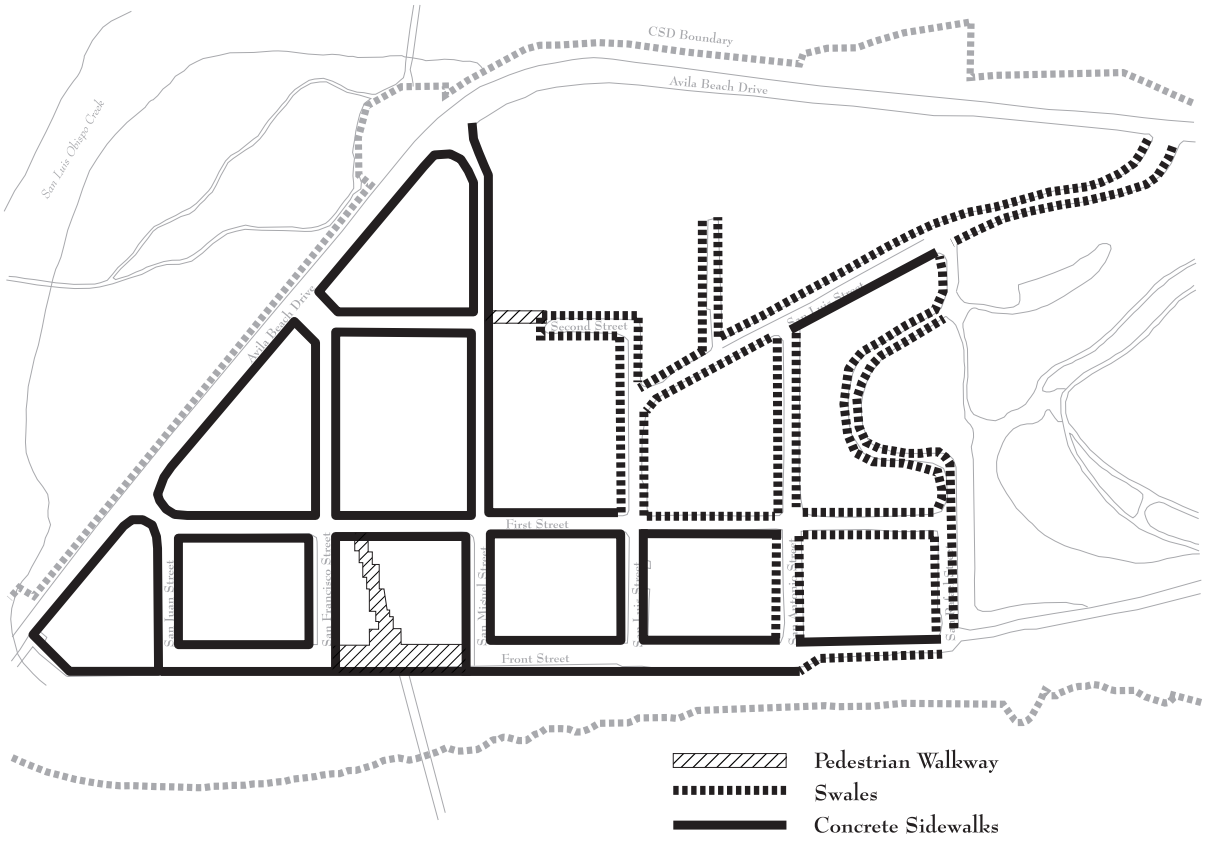


San Miguel - Second Street Steps

the CSD building below to the hillside above. The hillside connection would be a concrete stairway with landscaping in the areas where the stairs would turn to create landings between sets of stairs. There would be about 50 steps, grouped into sets of 10 risers with intervening platforms where people could pause to take in the view or catch their breath. This connection would make it easier for people to walk to the post office from the hilltop residential area.

c. Sidewalks

As noted in Chapter 2, concrete sidewalks with concrete curbs and gutters would be installed on Front Street between San Juan and San Rafael Streets, First Street, San Juan Street, San Francisco Street, San Miguel Street, and San Luis Street between Front and First Streets. In the hillside area of town, drainage swales would be installed on the south side of Front Street between San Antonia and San Rafael Streets, on San Luis Street



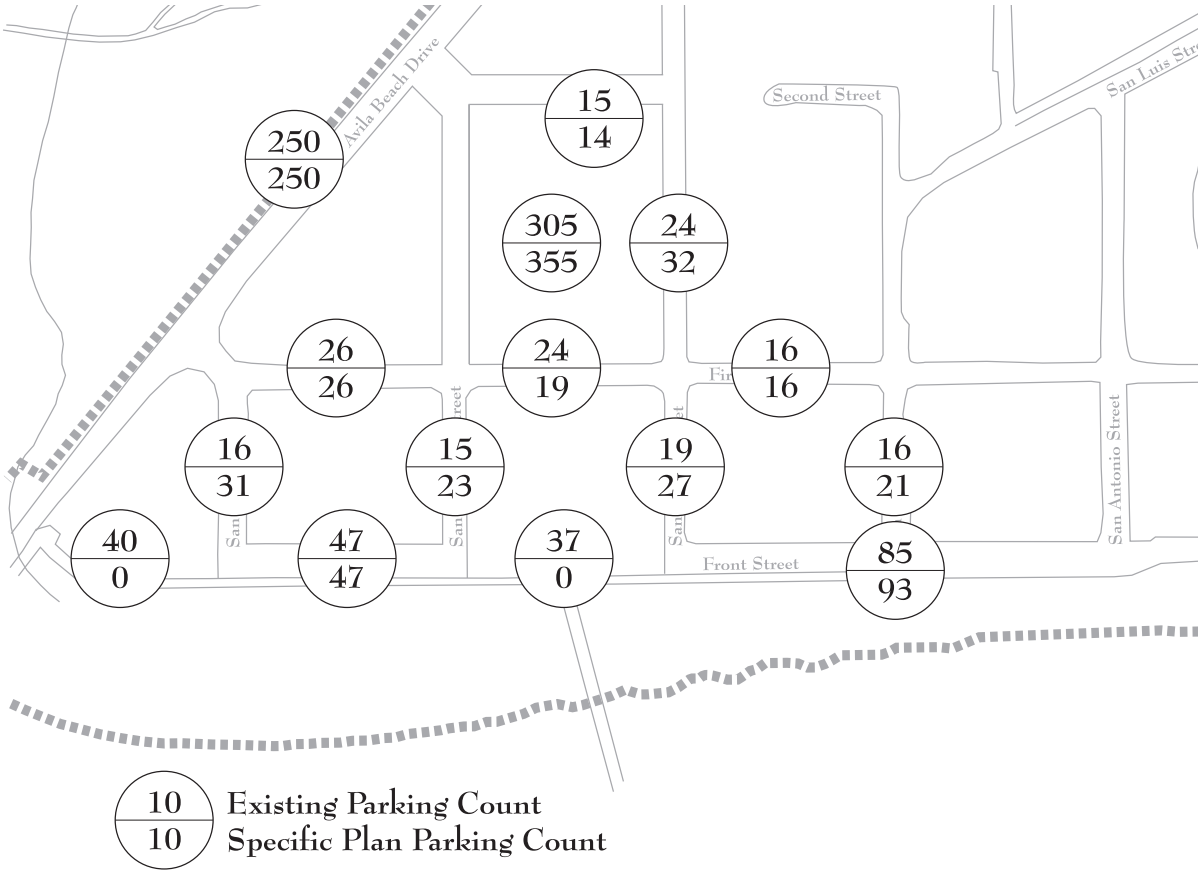
Sidewalk and Swale Improvements

between First Street and San Antonia Street, and on Second Street, as shown on page 58. The asphalt swales would improve the deteriorating edges of the existing streets and could provide a safer place for people to walk at times when on-street parking spaces are not occupied.

B. Parking

As shown in Table 3, parking demand in Avila Beach is generated primarily by beach users. When the beach is full, beach goers create a demand for approximately 998 parking spaces.

Theoretically, commercial uses in Avila Beach also create a demand for parking. On busy sum-



Proposed Parking Count

TABLE 3 **PARKING DEMAND**

Retail Parking Demand	
@ 3 spaces per 1000 square feet	
Proposed Retail (70,000 square feet)	210
Total Potential Retail Demand	**210**

Beach Demand*	
Usable Beach Area 6.4 acres	
Total Number of Possible Beach Users	3,485
Parking Spaces Required	998
Total	**998**

* Assumptions: 1 person per 80 square feet of beach; 3.35 persons per car; 95.9% auto use

TABLE 4 **PARKING COUNT SUMMARY**

Location	**Existing Parking Supply**	**Proposed Parking Supply**
Front Street	209	140
Side Streets	90	132
First Street	66	61
Earl's Alley Parking Lot	305	355
Post Office Parking Lot	15	14
Avila Beach Drive Curbside Parking	250	250
Total	**935**	**952**

mer days, however, it appears that people visit local businesses almost exclusively as a part of a trip to the beach, so parking demand for the commercial uses is subsumed within the beach parking demand. At less busy times, when people make trips specifically to visit Avila Beach businesses, the beach-serving parking supply is more than adequate to serve the commercial uses.

While the Plan proposes an increase in visitor-serving commercial development along Front Street, the new development would serve the existing number of visitors to Avila Beach, not new visitors. This means that the existing parking supply will be adequate to serve new commercial development, and this supply will be maintained at its current level under the Specific Plan. New residential and lodging uses will be required to supply their own on-site parking.

Overall, the public parking supply in Avila Beach under the Specific Plan would increase slightly when compared to the previously existing supply. While there would be a decrease in on-street parking, this would be offset by an increase in parking at the Earl's Alley lot.

1. Public Parking

Public parking is currently supplied by the Earl's Alley parking lot, on-street parking in the commercial area of town and parking along Avila Beach Drive. This current parking supply, which totals approximately 920 spaces, is sufficient to meet the demand in Avila Beach, which is primarily a function of beach capacity.

In the Avila Beach Specific Plan, the parking supply would increase slightly overall to 952 spaces, although the balance among the specific locations shift somewhat, as shown below and in Table 4. Front Street would have less parking in order to accommodate the park and the street closure area. There would be additional parking on the side streets and in the Earl's Alley lot. To the extent possible, Front Street parking spaces eliminated by the street closure would be replaced by increasing the number of spaces on the side streets, immediately north of Front Street. The capacity of the public lot can be increased by a more efficient layout of parking spaces. Some of this parking could be made available for long term fishing users.

Additional key points about the public parking supply are as follows:

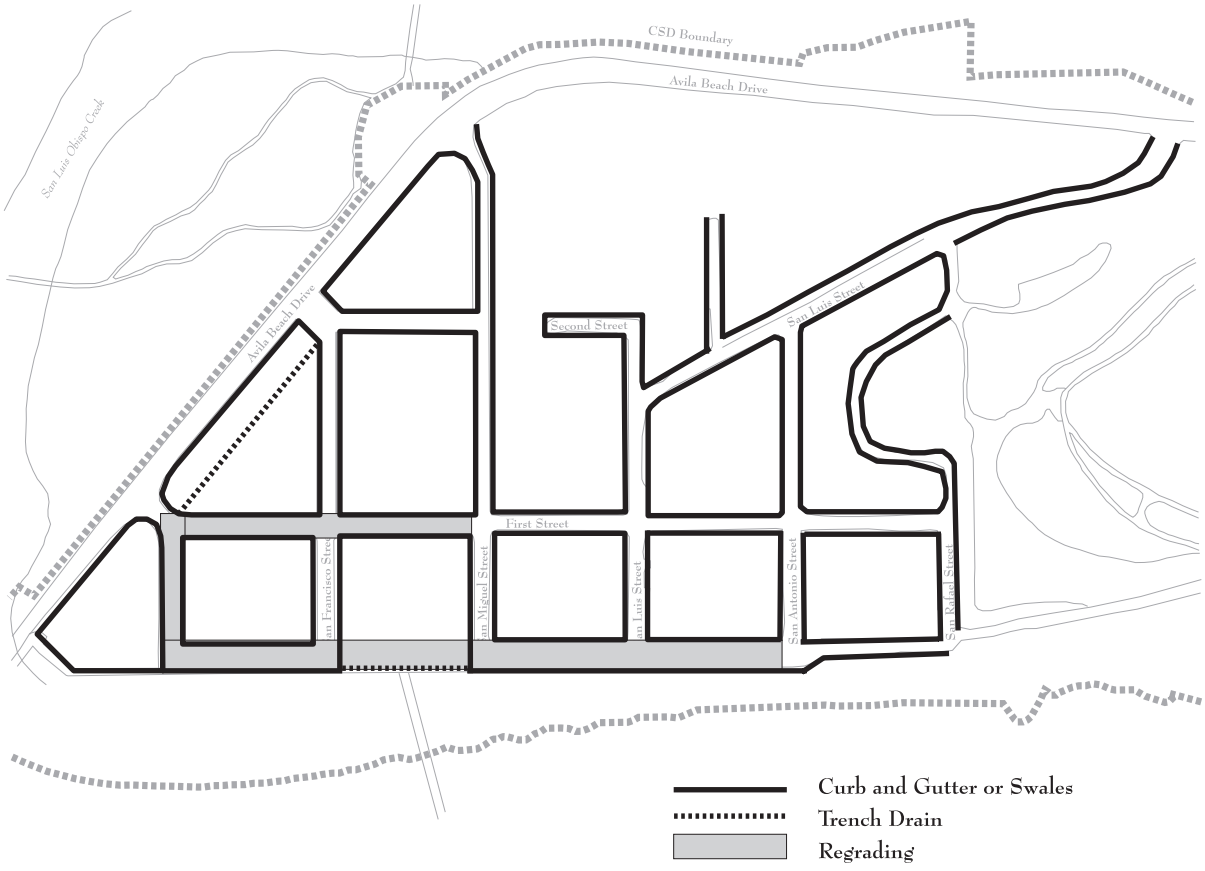
- **Front Street Diagonal Parking.** Parking along Front Street has historically been in a diagonal parking arrangement. The Specific Plan would maintain the historic parking pattern along Front Street. Spaces would be laid out at 45 degrees and 30 degrees on the two sides of the street, in order to make it possible to provide wider sidewalks.

- **Side Street Parking.** Parking on some side streets would be changed from parallel parking in some locations to diagonal parking. These locations include both sides of San Juan Street and San Francisco Streets.

- **Residential Neighborhood Parking.** Residential neighborhood on-street parking would continue to be uncontrolled, which would mean that beach-goers and tourists could still park on residential streets. In conjunction with installation of informal sidewalks and drainage swales, on-street parking spaces could be designated with pavement markings to create a more orderly arrangement of spaces.

2. Private Parking

Currently, all new development in Avila Beach must supply its own on-site parking, to meet County standards. This requirement has been identified as an unnecessary burden on restaurant and retail development. In most cases, commercial development in Avila relies on the beach itself to generate its customers; visitors park for the beach and then walk to retail and restaurant locations. Parking for dinner restaurants is



Stormwater and Drainage Improvements

readily available since many beach-goers have vacated their spaces by late afternoon.

Therefore, this Specific Plan includes changes to the Avila Beach Area Standards that will not require that new retail or restaurant development in the Front Street Commercial District supply its own parking on-site. Instead, these commercial uses have the option to pay an in-lieu parking fee to help provide and manage the shared parking supply.

Other uses, such as residences and lodging, would supply parking on-site. This means that buildings on Front Street would generally need to supply on-site parking for second floor uses. Between San Francisco and San Luis Streets, such parking could probably be provided on the ground floor, below the level of Front Street, in either surface lots, individual garages or shared parking garages. On-site parking would be provided by the individual property owner to meet parking requirements. No parking access would occur from Front Street.

C. Infrastructure

As required by California State Law, a Specific Plan must identify the distribution, location, extent and intensity of major infrastructure elements to be located within the planning area and as needed to support the land uses described in the plan. This section identifies the infrastructure needed to support the level of development proposed in the Specific Plan, including sewage, water service, stormwater runoff, solid waste disposal and energy.

1. Water Service

Water services are provided to the community of Avila Beach by the Avila Beach Community Services District. The water supply is comprised of 65 acre feet of water from Lopez Lake and 100 acre feet of water from the State Water Project. Historically, the Lopez Reservoir was the only source of water for Avila Beach. In recent years, the district contracted for another 100-acre feet from the State Water Project. With the addition of the state water, water capacity is expected to be sufficient for the foreseeable future.[1] Unocal has agreed to purchase five years of state water for the district in acknowledgment that groundwater and soil contamination issues have resulted in lost growth and revenues for the community. This agreement terminates in 2002.

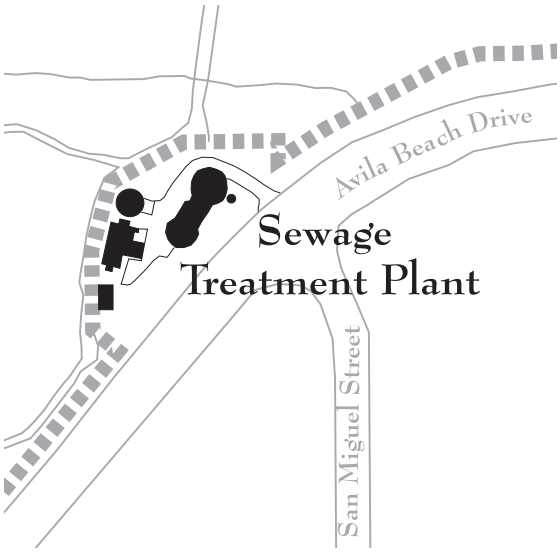
Although Avila Beach has historically had a restricted supply of water, the acquisition of the additional water from the State enables Avila Beach to accommodate significant growth. In 1998, 55 acre feet of water were utilized by the existing population. Use over the last 5 years has ranged between 55 acre feet to 62 acre feet per year. The existing water supply is sufficient

1 1998 Annual Resource Summary Report, County of San Luis Obispo.

to serve a community of 820 dwelling units, a number greater than that which would result from the build-out of Avila Beach under the revised regulations of the Specific Plan.

2. Stormwater Runoff and Drainage

A reconfigured parking lot would require modifications to the drainage system in order to ensure that surface runoff is adequately managed. The implementation chapter and its cost projections in this Specific Plan assume that a new drainage system would be constructed in the Earl's Alley parking lot to collect parking lot runoff, and that new drainage swales would be installed on the hillside residential streets to direct runoff in those locations. These improvements would enhance the drainage of the town and would better support the development proposed under the Specific Plan.



Avila Beach CSD Sewage Treatment Facility

Drainage for Front Street (over its length from Avila Beach Drive to San Luis Street) would have a cross-slope down toward the beach, in order to enhance the visual relationship from the street to the ocean and beach, which is limited by the existing condition in which the street slopes up toward the beach. The storm water system will be adjusted to ensure that no additional water would impact the beach. Additionally, Best Management Practices (BMP) and pollution control devices such as oil and water separators will be utilized where feasible to minimize pollution impacts to the natural water systems.

Concurrent with the adoption of the Specific Plan, new drainage control standards for residential and commercial development have been incorporated into the San Luis Bay Area Plan (Coastal). These standards call for new private development to incorporate Best Management Practices for the control of polluted runoff.

3. Sewage Disposal

The Avila Beach Community Services District provides sewer service to the developed portions of Avila Beach. Sewage treatment is provided to Avila Beach by the District at an existing plant

2 ibid.
3 Personal communication, Kathy Richardson, Avila Beach County Water District, as cited in the *Unocal Avila Beach Cleanup Final EIR/EIS*.
4 Personal communication, Sandy Wolfe, South County Sanitary Services, as cited in the *Unocal Avila Beach Cleanup Final EIR/EIS*.

located on Avila Beach Drive near its intersection with San Miguel Street. The capacity of the plant is 200,000 gallons of effluent per day, which is estimated to support 1,436 people. [2] The present estimated wastewater flow is 50,000 gallons per day, and supports the existing population of 395 people. Given these flows, the plant is expected to be adequate until about the year 2010. [3] Thus the plant is operating at 25% of its capacity and would support the increase in population that would result due to the implementation of the Specific Plan.

4. Solid Waste Disposal

Municipal solid waste in the Avila area is collected by a private company, South County Sanitary Services, and hauled to the Cold Canyon Landfill. The company collects solid waste from homeowners and commercial clients. [4]

Solid waste disposal facilities in the region include the privately-owned Cold Canyon Landfill and Chicago Grade Landfill. The Cold Canyon Landfill is the closest to the project site and is undergoing expansion. Its expected closure date is 2025. Given increased efficiency using an alternative daily cover and a state-mandated reduction in solid waste streams, the likely closure date will be further in the future. The annual amount of waste received in 1995 and 1994 was 122,000 and 130,000 tons, respectively.

No additional solid waste disposal capacity for Avila Beach is required to support the additional population resulting from the Specific Plan.

5. Energy

Electricity and gas are provided to Avila Beach by Pacific Gas & Electric and the Southern California Gas Company, respectively. PG&E has stated that the growth proposed in the Specific Plan is well within their planning horizons for service provision to Avila Beach. Circuit feeds will be strengthened when they are relocated during remediation. Southern California Gas has also stated that there would be no impact to gas service as a result of the growth foreseen in the Specific Plan.

4 Design Guidelines and Development Standards

This chapter is focused on the design details of future construction in Avila Beach. It sets design guidelines and siting criteria that will create a built environment that supports the community vision. The vision calls for the rebuilding of Avila Beach in a manner consistent with the pre-remediation design of the buildings in the town, with some changes to development standards and design guidelines to permit and encourage variety in building form. The standards and guidelines are divided into five sections, Affordable Housing and sections representing each of four land use districts - Front Street Commercial Retail (FCR), Commercial Retail (CR), Residential Multi-Family (RMF) and Residential Single-Family (RSF).

Standards are mandatory requirements that must be satisfied to enable a permit for a new use to be approved and for a newly-constructed project to be used. In this plan, standards are indicated by the use of words such as "shall" or "must." Guidelines comprise a set of non-mandatory but strongly recommended criteria which will be used to evaluate whether proposed development projects achieve the community vision described in the Specific Plan. In the plan, guidelines are identified by the use of such words and phrases as "should," "may" and "are encouraged."

Some of the guidelines are repetitious between sections but are included for ease of reference.

This chapter sets forth the standards for development within the Avila Beach Specific Plan Area. Unless otherwise specified in the Specific Plan, permit requirements are as specified in the Coastal Zone Land Use Ordinance, Title 23 of the County Code.

A. Affordable Housing

This section describes regulatory changes to affordable housing requirements in Avila Beach.

A.1. New Housing

County policy stipulates that new housing projects over 11 units must include at least 15% affordable units. In Avila Beach, this requirement should be augmented by a requirement that **all** new housing projects of more than 4 and fewer than 11 units must include at least one studio unit.

A.2. Mobile Home Park Replacement Housing

The former Mobile Home Park located at Front Street, San Juan Street and San Francisco Street contained a number of occupied mobile home units prior to the vacation of the property for the cleanup activities. Some of these units may be required to be replaced with new affordable units under the Coastal Zone Land Use Ordinance and related state statutes pertaining to replacement of affordable housing.

If the requirements for replacement of affordable housing are satisfied at some other sites in Avila Beach, the former Mobile Home Park site should be used to provide visitor accommodations. However, if necessary, the former Mobile Home Park site could be used to provide these affordable units if no other site in Avila Beach is available. Other potential sites include the residual land around the reconfigured parking lot or the lot at the end of Laurel Street and land adjacent to the parking lot.

B. Front Street Commercial District Area Standards

This section contains design guidelines for new development in Avila Beach in the commercial area defined by Front, San Juan, First and San Antonia Streets, as shown below. This includes all parcels with a Front Street Commercial District (FCR) designation.

The standards and guidelines contained in this section are targeted at the creation of a commercial district that will be visually interesting, with great variety along the street edge created through variable building heights and setbacks in combination with elements such as balconies, awnings

Front Street Commercial District

and overhangs. These elements will create opportunities for human interaction by incorporating places for people to gather. Mixed use development with residential units on the second floor above first floor businesses will provide a "neighborhood watch" over public areas such as public streets and pedestrian areas. The district will also be reminiscent of Avila Beach prior to the clean-up activities in that the signs, building materials and building styles will reflect those of historic and pre-remediation Avila.

B.1. Allowable Uses

All uses allowed in the Commercial Retail land use category by the Coastal Framework for Planning (Table "O") are allowed in the Front Street Commercial District except: communication uses; schools - business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; single family dwellings (except on the second floor); auto, mobile home and vehicle dealers and supplies.

Consistent with Avila Beach Standard 1 for Commercial Retail areas, developments in the Front Street Commercial District shall give priority to visitor-serving uses. However, development on the second floor is encouraged to include conditional residential uses as well as visitor-lodging uses, to replace housing units removed as a result of the cleanup, and to provide surveillance of streets and other public spaces, increasing the level of safety in these places. The intent is to achieve two objectives for second-floor uses - residential units to provide surveillance and lodging units to assure an adequate supply of visitor accommodations.

To accomplish these objectives, prior to the approval of any residential development on the second story within the Front Street Commercial District a finding shall be made which demonstrates that there remains adequate undeveloped space throughout the Front Street Commercial District (including the area of the former mobile home park) and Commercial Retail Areas combined to accommodate the numbers of potential new visitor lodging units contemplated by the Market Overview (as summarized in Appendix B, Section D.b. of this Plan), less any new visitor-units constructed following the effective date of this Plan. Such a finding is not required for a single caretaker unit accessory to a proposed commercial use, the replacement of a residential use that was demolished during the clean-up, or a year-round residential unit which would be the only such unit on each street frontage facing Front Street, First Street and the connecting side streets.

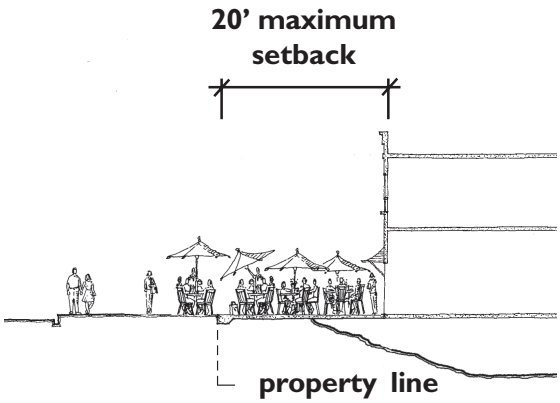
Any Front Street development that includes a conditional residential use on the second floor may be processed as a Minor Use Permit, but shall be appealable to the Coastal Commission. In the event that existing lodging units are converted to a different type of use, the number of units converted shall be added to the number of new units to be provided. For purposes of this

analysis, a lodging unit shall be assumed to be 400 square feet, and must be available for transient occupancy by the general public for a maximum stay of 84 days in a year (total) and 14 days between Memorial Day and Labor Day. Low-cost visitor-serving facilities shall be protected, encouraged, and where feasible, provided.

B.2. Front Setbacks

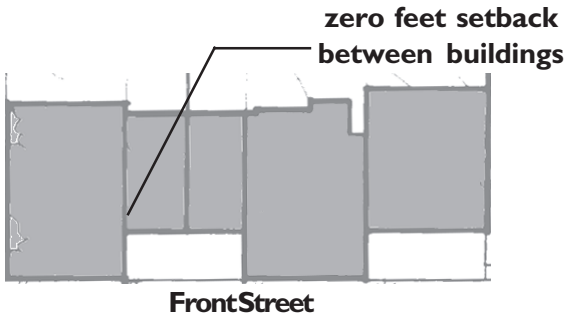
B.2.a. Front Street Setbacks

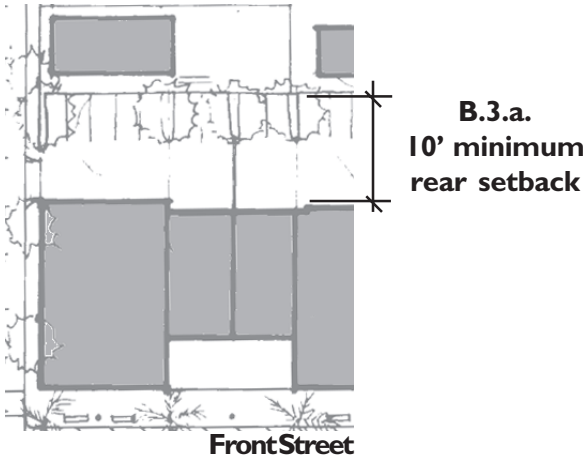
Variable setbacks along Front Street will create a variety of spaces in which people can gather to purchase food and beverages, shop for local goods, sit on benches to talk or take in views of the ocean, and enjoy outdoor greenery. These spaces will enrich the pedestrian experience, provide visual variety within each block face, and will function as an extension of adjacent shops and restaurants where outdoor sales can occur.



Buildings facing Front Street may have variable setbacks up to twenty feet in the interior of a block. In order to define the corners of the blocks and to create a framework in which the variable setbacks will have an impact on the streetscape, corner buildings may not have front setbacks. This requirement will help to preserve the pre-cleanup street and block pattern of Avila Beach and is implemented through the allowable building height criteria (see paragraph B.6).

Outdoor Seating





B.2.b. Allowable Front Setback Uses

To enrich the pedestrian experience, allowable uses in the front setbacks are landscaping, retail display areas, and cafe or outdoor seating areas. Parking, elevated platforms, ramps and/or staircases are not permitted in front setbacks. Setbacks may contain rails, low screen walls (not to exceed 3-½ feet in height) or planters at their edges. These edge details may be set back three to five feet from the property line to create a space for bench seating along the edge of the walkway.

B.3. Side Setbacks

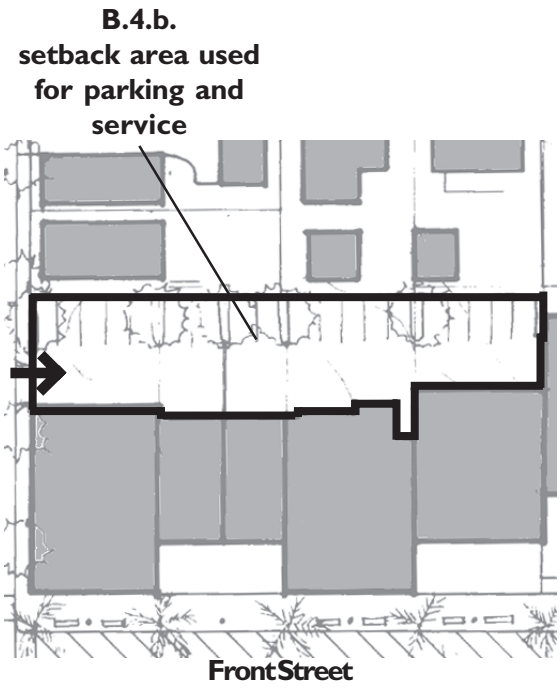
Side setbacks in all commercial areas shall be zero feet from the property line at the street frontage, in order to create a continuous built edge along the streetscape edge and to further define the front setback outdoor areas.

B.4. Rear Setbacks

Rear setbacks create a transition between uses at the rear of a lot, by allowing some open space and landscaping between buildings. Rear setbacks also create a place for service and parking access, which minimizes pedestrian conflicts with vehicles crossing sidewalks on main commercial streets, and reduces the visual impact of parking areas on the main streetscape.

B.4.a. Minimum Rear Setback

In order to minimize visual and noise impacts of commercial uses on adjacent residential properties, rear setbacks in the commercial retail area



shall be a minimum 10' setback from the property line. Rear setbacks are not required on parcels adjacent to the mid-block passage.

B.4.b. Allowable Rear Setback Uses

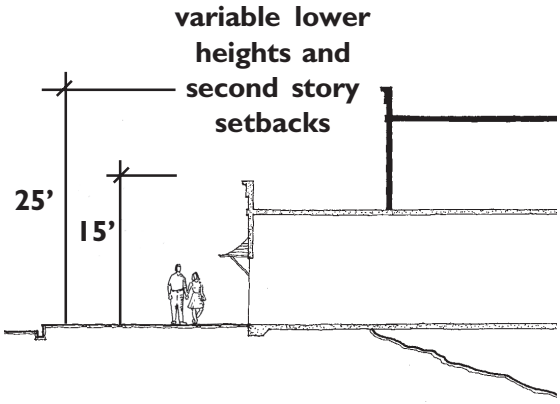
Allowable uses in rear setbacks are landscaping, service access and parking.

B.5. Mid-Block Pedestrian Passage Setbacks

Parcels underlying the proposed mid-block passage are subject to setbacks which will enable implementation of this pedestrian facility, and are required to provide public access to the mid-block passage through offers-to-dedicate such access, through public acquisition or by some other acceptable means.

B.6. Allowable Building Heights

To prevent the development of a uniform wall of two story buildings, to help recreate the scale of single-story buildings which characterized old Avila, and to encourage variety in building heights, allowable building heights shall be a maximum of 25' above the sidewalk of the "main street frontage" (measured from the back of sidewalk), provided that one or more of the conditions below are met.



"Main street frontage" means the frontage on Front Street, First Street or a side street between Front and First. If the building is located on a corner parcel, the main street frontage shall be considered to be the frontage on Front or First Street.

All buildings may be 15' tall. A building may be up to 25' tall if at least one of the following criteria are met:

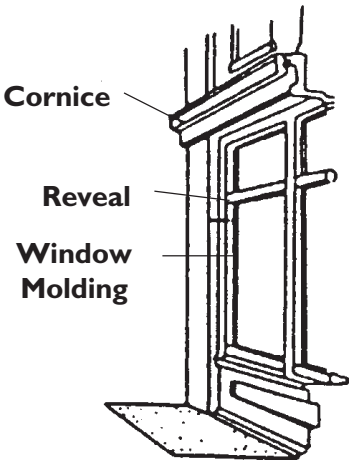
a. Front setback = minimum of 7 feet.
b. Unenclosed second story setback = minimum 10% of parcel depth or 8 feet, which ever is greater.
c. Project is located on a corner lot.
d. Project is located on the mid-block passage.

Projects located on corner lots or the mid-block passage and built to the Front Street property line may be 25' tall in an area extending no more than 50 linear feet from the corner. If the building extends more than 50' from the corner, the remaining portions of the building may only exceed 15' in height if they comply with items a or b above.

B.7. Building Style and Materials

B.7.a. Building Articulation

All facades shall emphasize three dimensional detailing such as cornices, window moldings, and reveals to cast shadows and create visual interest on the facade. Architectural elements used to provide relief can include awnings and projections, trellises, detailed parapets, and arcades.



Painted Wood Siding

Stucco

Tile

B.7.b. Building Materials

Building materials can reflect an historic period in time and celebrate the traditional style of a community. In order to meet this goal, building materials shall be consistent with the materials of pre-clean-up and historic Avila Beach, with emphasis on stucco, painted wood, lap-siding and tile. Building materials may not include unfinished wood or metal. The use of different building materials can also be used to enhance variety along the streetscape and to enliven a district vi-

Corrugated Metal (Not Allowed)

Unfinished Wood (Not Allowed)

sually. Property owners should seek to create variety in building materials throughout the commercial district. Materials used for accents that differ from the dominant building materials are encouraged.

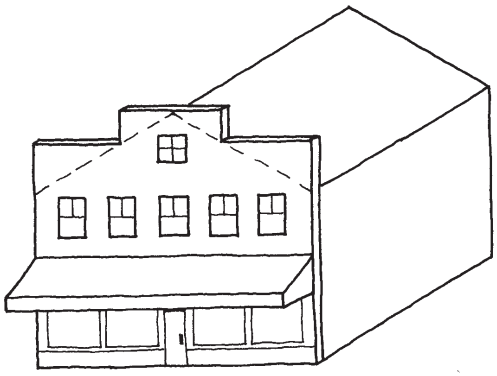


Diagram of Parapet Roof

This

Not This

B.7.c. Roof Types

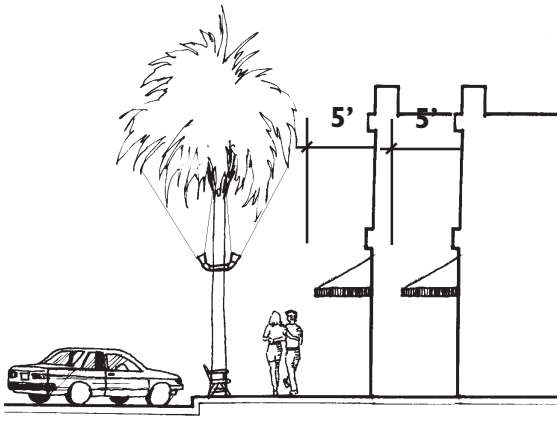
Roof types can help to define the overall style of a commercial district. Historically, Avila Beach was characterized by facades that created the visual effect of "flat roofs" behind a variety of parapet shapes. Therefore, new buildings in Avila Beach shall have parapets with varied shapes in front of their roofs. Small areas such as balconies, overhangs and rooftop enclosures may have sloped roofs or parapets as well.

B.7.d. Roof Detailing

Continuous identical roof lines can be monotonous, just as jutting and large-scaled roofs can be overwhelming along the street. Roof parapets should be simply articulated and adorned for visual interest. Roofline cornices, reveals and detailed eaves should be developed to create interest on the building facade and an interesting skyline.

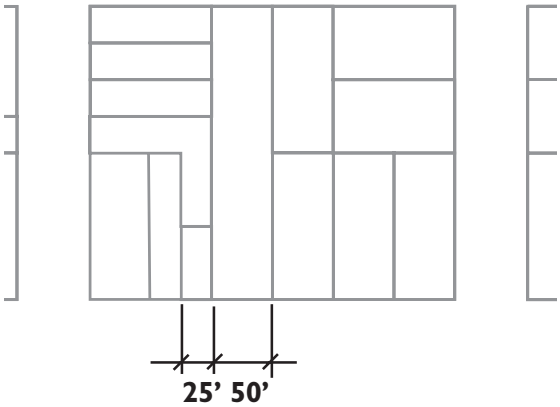
B.7.e. Roof Materials

Roof materials shall be non-reflective.



B.7.f. Overhangs

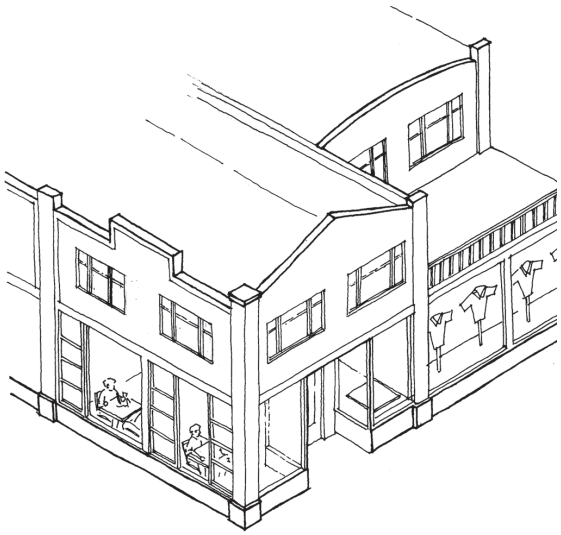
Overhangs and awnings are encouraged on each building to provide shade and a sense of enclosure for pedestrians. Balconies are also encouraged, and may project up to 5 feet over the sidewalk.



Reflect Land Division

B.8. Building Scale

To help maintain the historical scale of Avila Beach, new development should give the appearance of being separate buildings on 25' or 50' wide lots. A single project may encompass two or more adjacent parcels, but the buildings must be articulated to reflect the historic parcelization pattern.



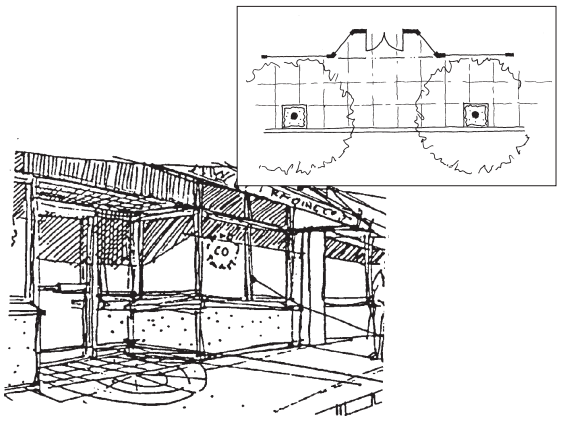
B.9. Windows and Openings

B.9.a. Ground Floor Windows

To promote a sense of connection between people inside shops and restaurants and those outside on the sidewalk, ground floors of buildings along Front Street in the commercial district should include large amounts of glass and other openings to promote visual permeability. Storefront windows should be broken into vertical segments with molding, columns, pilasters, or other three dimensional detailing. Sills shall be no higher than 36" in order to enhance the indoor-outdoor visual connection.

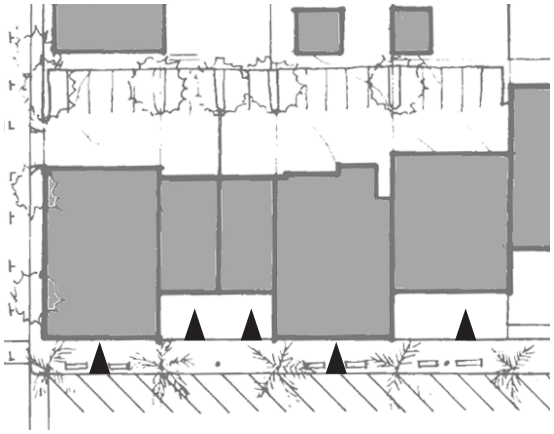
B.9.b. Second Story Windows

To reinforce the human scale of two-story facades, window openings in upper floors should have vertical elements in their designs, and should appear to be "punched" into solid walls.



B.9.c. Entries

Building entries shall occur off main streets, and shall be accentuated by molding, lighting, overhangs, or awnings. Building entries should be recessed into entry bays, to create transitional spaces between the street and buildings.



B.9.d. Individual Business Entries

To promote a sense of connection between people inside shops and restaurants and those outside on the sidewalk, each individual commercial retail establishment should have direct frontage onto a street or the mid-block pedestrian passage.

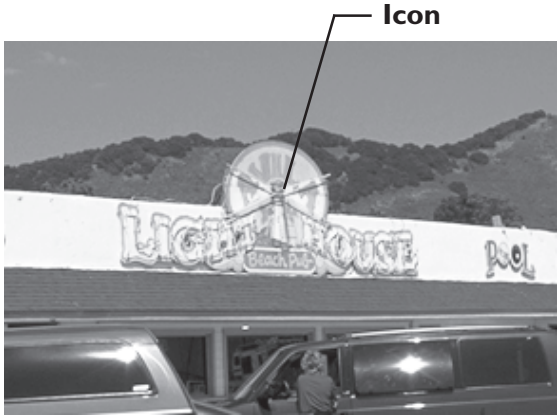
B.10. Landscaping

Landscaping is encouraged to create comfortable outdoor spaces for pedestrians with visual "breaks" from paving and building materials. Permanent landscaping in front setbacks should be of coastal, drought-tolerant, climate-appropriate plant materials. Landscaping in planters may be of any species that adds color and visual interest to the streetscape.

B.11. Signs

A great deal of Avila's character has traditionally been defined by the signs on the businesses. The signs were colorful and creative, and were generally hand-painted. Many included neon. The re-creation of a significant portion of Avila's character will be through the creation of new signs that reflect the signing characteristics of traditional Avila Beach. In order to implement this goal, the following standards and guidelines for signs will apply:

Wood Sign



Icon Sign

B.11.a. Sign Materials

Signs shall be made of hand-painted wood or wood-appearing materials, or painted directly onto the building surface, or may be metal with neon. Signs shall not be constructed of prefabricated letters or of plastic.

B.11.b. Sign Detailing and Style

Artistic expression in signing shall be encouraged. Signs should be "funky" and related to the commercial use occupying the building through either form, thematic material, color, icon or motif.

B.11.c. Icons

At least part of the signing should be an "icon" representative of the service, product, activity or name of the business establishment. Some "icon" signs found on pre-remediation buildings included a cocktail glass at Mr. Ricks and a lighthouse sign at the Lighthouse.

B.11.d. Irregular Shapes

In addition to icons, sign parts are encouraged to have irregular shapes, such as the irregularly shaped signs at Beachcomber Bills and the Jet Ski Rental store formerly located on Front Street.

"Informal" Fonts

"Formal" Fonts

B.11.e. Sign Lettering

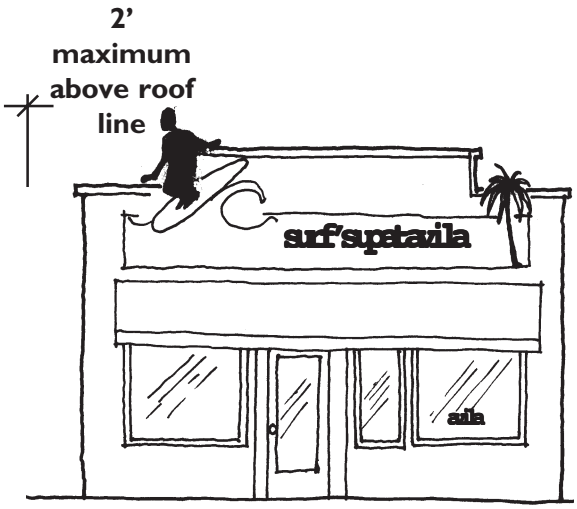
To help achieve the traditional spirit of Avila Beach, "informal" fonts, with mildly distorted, iconic or exaggerated letters are encouraged for beach-related establishments. "Formal" fonts, with serifs, are encouraged for more formal dining and beverage-oriented establishments.

B.11.f. Sign Colors

Mounted signs should be colorful, to be consistent with the signs of old Avila.

B.11.g. Sign Illumination

Two methods of sign illumination are permitted: building mounted light fixtures with subtle direct illumination of the sign or neon accents highlighting lettering and icons. Signs shall not be internally lighted.



B.11.h. Sign Location

Signs shall be attached flush to the building facade or hung perpendicular from the facade. Signs attached flush to the building shall be permitted to extend to a maximum of two feet above the roof line, but must be within the overall building height requirement as specified in Section B.6. Signs shall not be located above the second story.

B.12. Building Lighting

Building lighting shall be mounted perpendicularly to building facades and shall be comprised of simple fixtures.

B.13. Off-Street Parking

B.13.a. Off-Street Parking Locations

Off-street parking shall be located at the rear of the lot, with primary access from side streets or access easements. Parking may be located under buildings as grades permit or on surface parking lots.

B.13.b. Parking Access

To avoid conflicts between vehicles and pedestrians in the commercial area of Front Street, driveways crossing the Front Street sidewalk are not permitted. Access easements across adjacent lots to the rear or side of a property would be arranged on a voluntary basis between individual property owners.

B.13.c. Residential Buffer

Parking areas shall be buffered from residential lots with fences, trellises and/or landscaping.

B.13.d. Landscaping

Parking areas shall be shaded with tree cover.

B.13.e. Parking Requirements
Uses other than residences or lodging (e.g., retail and restaurant uses) are not required to provide on-site parking, but have the option to pay in-lieu parking fees, in an amount to be determined by the County, for any unbuilt required parking spaces.

The County shall prepare an ordinance to create a parking district and enable the collection of fees, and shall submit this ordinance to the Coastal Commission for incorporation into the LCP no later than June 30, 2001. In the event that no such ordinance is submitted by this date, or the ordinance does not become certified by December 31, 2001, all commercial uses shall be required to provide on-site parking consistent with CZLUO requirements. The ordinance shall specify, among other things, that in-lieu fees will be used to fund construction of community parking facilities, to establish a remote shuttle and parking lot, to provide transit subsidies or to provide other parking-related facilities and services for Avila Beach, consistent with state statutes.

The County may also accept considerations other than fees in lieu of required parking spaces. For example, the County may accept an offer to dedicate additional public right-of-way for the purpose of providing on-street parking available to the general public. The County will determine the value of the dedication, expressed as an equivalent number of parking spaces, and will credit the parcels from which the dedication is made as having contributed toward satisfaction of the in-lieu fee requirement.

B.13.f. Parking Credit, Block 214
Pursuant to paragraph B.13.e., above, the south one-half of Block 214 is credited with having made in-lieu contributions, in the form of right-of-way dedication and construction of off-site parking spaces, equivalent to 19 parking spaces. This in-lieu credit will be used in the calculation of the parking obligation for the south one-half of Block 214 when plans are submitted for approval.

B.14. Mechanical Equipment

B.14.a. Building Mounted Utilities
To minimize visual clutter, building mounted or adjacent utilities shall be hidden from view by enclosures and/or building materials.

B.14.b. Roof Top Mechanical Equipment
Rooftop mechanical equipment shall be screened by integral architectural elements such as pitched roofs or ornamental parapets. Rooftop equipment shall not exceed the 25 foot maximum allowable building height unless it complies with paragraph 23.04.124.b(3) of the Coastal Zone Land Use Ordinance.

B.15. Drainage Requirements

All new development within the Front Street Commercial Retail District shall conform to the Drainage Standards described in the Avila Beach Urban Area Standards in the San Luis Bay Area Plan (Coastal).

C. Commercial Retail District Standards (for Areas Not on Front Street)

This section contains design guidelines and standards that provide policy direction for new development in commercial areas in Avila Beach that are not on or related to Front Street. This includes all parcels with a Commercial Retail (CR) designation, as distinct from the FCR designation.

The standards and guidelines contained in this section are intended to guide development in the commercial areas of town in a manner that is consistent with pre-remediation Avila, and creates a pleasant pedestrian environment.

The guidelines recognize that most commercial retail use will prefer a Front Street location, and the market may not support commercial development apart from the Front Street District. Therefore, the guidelines are intended to encourage the development of visitor lodging and residential uses, as an alternative to commercial retail in this area. Because these CR districts are adjacent to residential areas, bars will not be allowed and business establishments must not be open for business after 10:00 p.m. In addition, new development should incorporate features common to residential development, including building size and scale, articulation of facades, roof forms and landscaping.

Commercial Retail (CR) Areas

C.1. Allowable Uses

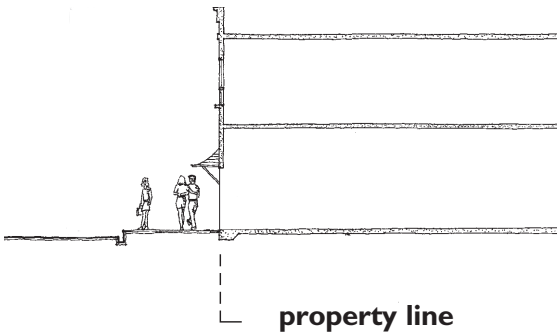
All uses allowed in the CR category per Coastal Framework for Planning (Table "O") are allowed in the CR category in Avila Beach, except: bars; communication uses; schools - business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; auto, mobile home and vehicle dealers and supplies. Allowable uses within the CR area shall be subject to the following provisions:

- Business establishments may not be open for business after 10:00 p.m., any night of the week.

- Establishments whose principal business is the consumption of alcoholic beverages on site are not permitted.

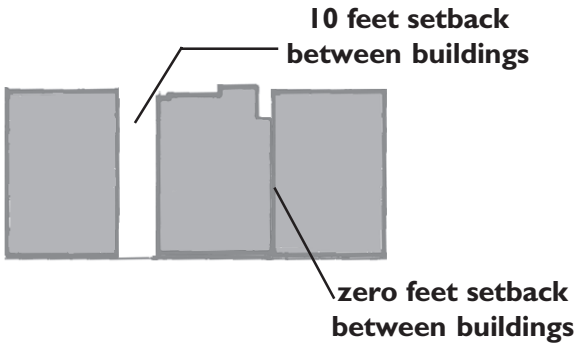
- Residential uses shall be Conditionally Permitted uses in the CR district of Avila Beach and, as such, shall be appealable to the Coastal Commission. Residential uses on the second floor and the replacement of any residential unit demolished during the clean-up may, however, be processed as a Minor use Permit, while all other residential uses on the ground floor shall require Development Plan Review. Prior to the approval of a residential use on either the first or second floor, other than a single caretaker unit accessory to a proposed commercial use, the replacement of a residential use that was demolished during the clean-up, a year-round residential unit which would be the only such unit on

each street frontage facing Front Street, First Street and the connecting side streets, a finding shall be made that there remains an adequate supply of land available for visitor serving commercial uses. "Adequate supply" means that there remains undeveloped space to accommodate the numbers of potential new visitor lodging units contemplated by the Market Overview (as summarized in Appendix B, Section D.b. of this Plan), less any new visitor units constructed following the effective date of this Plan. In the event that existing lodging units are converted to a different type of use, the number of units converted shall be added to the number of new units to be provided. For purposes of this analysis, a lodging unit shall be assumed to be 400 square feet, and must be available for transient occupancy by the general public for a maximum stay of 84 days in a year (total) and 14 days between Memorial and Labor Day. Residential use in the CR district shall comply with all guidelines and standards applicable to residential use contained in this Specific Plan. Projects of more than 4 and fewer than 11 units must include at least one studio unit.



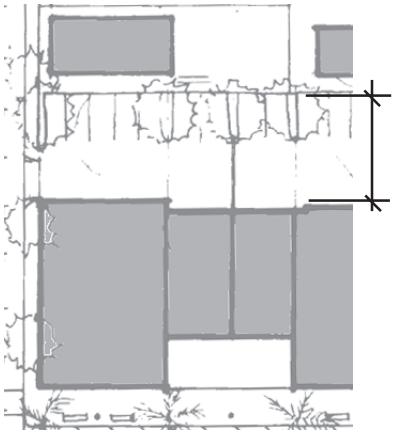
C.2. Front Setbacks

All parcels in CR commercial areas shall have zero foot front setbacks or shall have front setbacks that are consistent with setbacks on nearby parcels.



C.3. Side Setbacks

Side setbacks in all commercial areas shall be zero to 10 feet from the property line.



C.4. Rear Setbacks

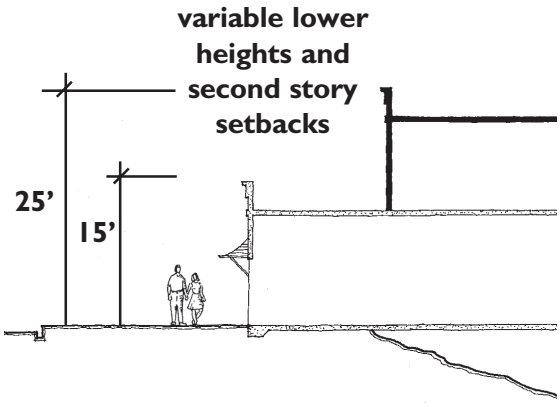
Rear setbacks create a transition between uses at the rear of a lot, by allowing some open space and landscaping between buildings. Rear setbacks also create a place for service and parking access, which minimizes pedestrian conflicts with vehicles crossing sidewalks on main commercial streets, and reduces the visual impact of parking areas on the main streetscape.

C.4.a. Minimum Rear Setback

In order to minimize visual and noise impacts of commercial uses on adjacent residential property, rear setbacks in the commercial retail area shall be a minimum 10' setback from the property line.

C.4.b. Allowable Rear Setback Uses

Allowable rear setback uses are the same as in the FCR category. See Standard B.4.b.



C.5. Allowable Building Heights

To prevent the development of a uniform wall of two story buildings, to help recreate the scale of single-story buildings which characterized old Avila, and to encourage variety in building heights, allowable building heights in the CR category shall be a maximum of 25' above the sidewalk of the main street frontage * (measured from the back of sidewalk), provided that one or more of the conditions below are met.

All buildings may be 15' tall. A building may be up to 25' tall if at least one of the following criteria are met:

a. Unenclosed second story setback = 10 percent of parcel depth or 8 feet, which ever is greater.
b. Project is located on a corner lot.
c. Side setbacks = minimum of 10 feet total.

* Main street frontage means First Street or a side street between Front and First. If the building is located on a corner parcel, the main street shall be considered to be First Street.

Diagram of Roof Types

C.6. Building Style and Materials

C.6.a. Building Articulation

Allowable building articulations are the same as in the FCR category. See Standard B.7.a.

C.6.b. Building Materials

Allowable building materials are the same as in the FCR category. See Standard B.7.b.

C.6.c. Roof Types

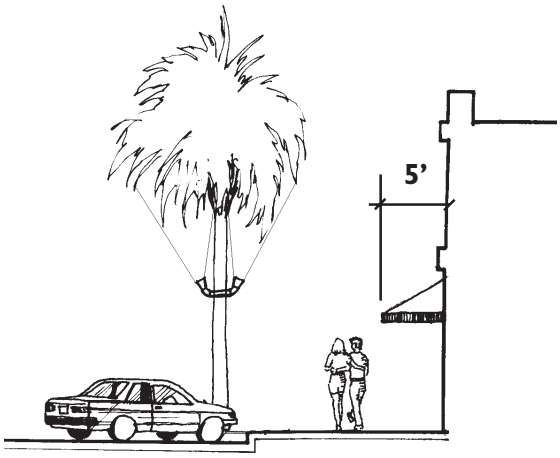
Beyond Front Street, buildings have had varied roof shapes that included both exposed slope roofs and parapets. Therefore, new buildings in this district shall have parapets with varied shapes in front of their roofs or shall have articulated roofs such as peaked or hipped roofs.

C.6.d. Roof Detailing

Allowable roof detailing uses are the same as in the FCR category. See Standard B.7.d.

C.6.e. Roof Materials

Allowable roof materials are the same as in the FCR category. See Standard B.7.e.

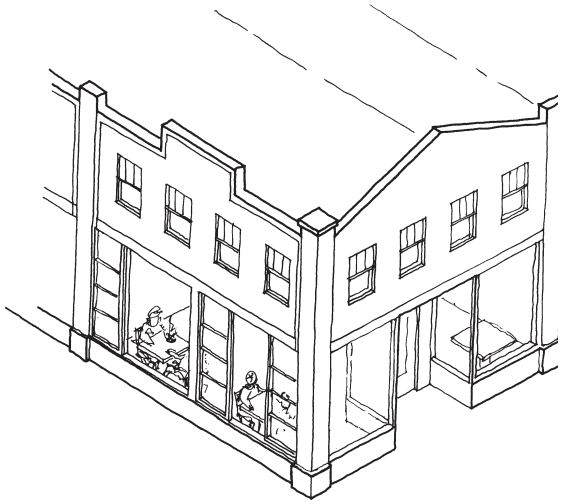


C.6.f. Overhangs

Overhangs and awnings are encouraged on each building to provide shade and a sense of enclosure for pedestrians. Balconies are also encouraged, and may project up to 5 feet over the sidewalk.

C.7. Building Scale

Allowable building scales are the same as in the FCR category. See Standard B.8.



C.8. Windows and Openings

C.8.a. Ground Floor Windows

Any ground floor commercial establishments should include large amounts of glass and other openings to promote visual permeability. Storefront windows should be broken into vertical segments with molding, columns, pilasters, or other three dimensional detailing. Sill heights shall be no higher than 36" in order to enhance the indoor-outdoor visual connection.

C.8.b. Second Story Windows

To reinforce the human scale of two-story facades, window openings in upper floors should have a vertical orientation, and should appear to be "punched" into solid walls.

C.8.c. Entries

Allowable entries are the same as in the FCR category. See Standard B.9.c.

C.8.d. Individual Business Entries

Allowable individual business entries are the same as in the FCR category. See Standard B.9.d.

C.9. Landscaping

Allowable landscaping uses are the same as in the FCR category. See Standard B.10.

C.10. Signs

Allowable sign uses are the same as in the FCR category. See Standards B.11.a. to B.11.h.

C.11. Building Lighting

Allowable building lighting uses are the same as in the FCR category. See Standard B.12.

C.12. Off-Street Parking

C.12.a. Off-Street Parking Locations

Allowable off-street parking locations are the same as in the FCR category. See Standard B.13.a.

C.12.b. Residential Buffer

Allowable residential buffers are the same as in the FCR category. See Standard B.13.c.

C.12.c. Landscaping

Allowable landscaping is the same as in the FCR category. See Standard B.13.d.

C.12.d. Parking Requirements

All uses in the CR land use category must provide on-site parking in accordance with the provisions of the Coastal Zone Land Use Ordinance (CZLUO), section 23.04.162, et seq.

C.13. Mechanical Equipment

C.13.a. Building Mounted Utilities

Allowable building mounted utilities are the same as in the FCR category. See Standard B.14.a.

C.13.b. Roof Top Mechanical Equipment

Allowable roof top mechanical equipment are the same as in the FCR category. See Standard B.14.b.

C.14. Drainage Requirements

All new development within the Commercial Retail District shall conform to the Drainage Standards described in the Avila Beach Urban Area Standards in the San Luis Bay Area Plan (Coastal).

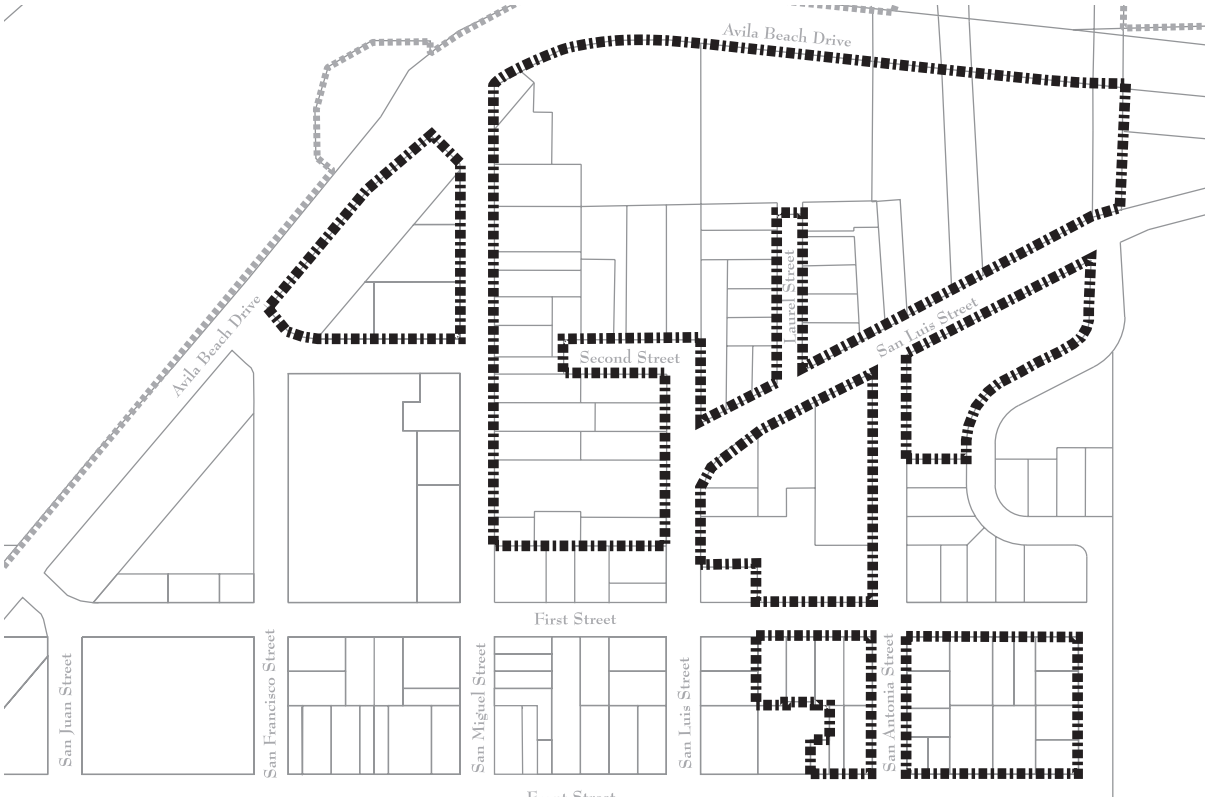
D. Residential Multi-Family (RMF) Area Standards

This section contains design guidelines that provide policy direction for new development in Avila Beach in the residential areas of Avila Beach for those parcels with a Residential Multi-Family (RMF) land use designation. The purpose of these guidelines and standards is to guide new residential development to be consistent with the existing fabric of residential development in Avila Beach.

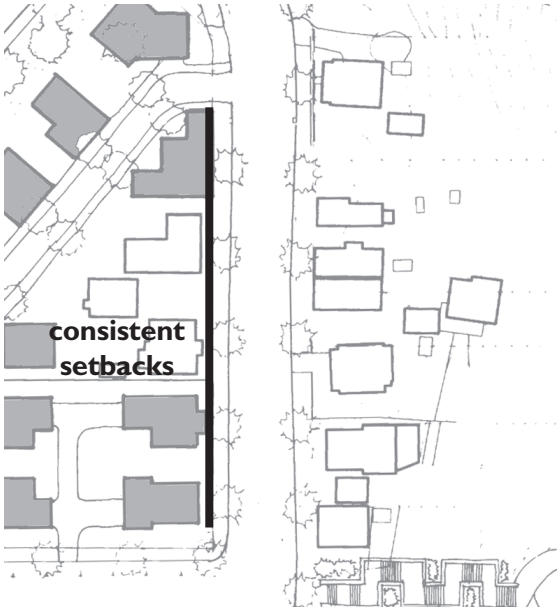
D.1. Density

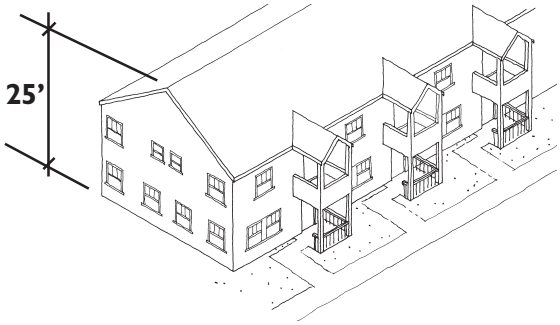
In order to preserve the community's character while providing increased residential opportunities in Avila Beach, such as in apartments and multi-family dwellings, allowable density shall be low density (up to 15 units to the acre). Increased densities of up to 38 units to the acre will be permitted if the following conditions are met:

a. there would be no greater obstruction of public views and no greater limitation of



Residential Multi-Family Areas





solar access to adjacent properties than at 15 dwelling units per acre,

b. the bulk, massing and design character of the project would be consistent with that of the surrounding adjacent parcels, and
c. all other design guidelines and standard applicable to RMF development are met.

These determinations will be made by the Planning Commission through the Development Plan review process.

D.2. Setbacks

To achieve conformance with existing development patterns, front setback requirements should be consistent with adjacent parcels.

D.3. Allowable Building Heights

In order to provide for roof variety, allowable building height shall be up to a maximum of 25’, provided that one or more of the conditions below are met. All buildings may be 20’ in height. A building may be up to 25' tall provided that:

a. it would result in no greater obstruction of public views and no greater limitation of solar access to adjacent properties than a 20 foot building.
b. the building has a pitched roof with a slope greater than 2.5 in 12, and the additional height above 20 feet is used to achieve this pitched roof. Height shall be measured as specified in the *Coastal Zone Land Use Ordinance*.

D.4. Off-Street Parking

D.4.a. Parking Requirements

Except as modified by this section, off-street parking requirements are as specified in the Coastal Zone Land Use Ordinance.

D.4.b. Parking Location

To reduce visual impacts, required parking spaces shall not be located in the front setback, except as provided in paragraph 23.04.108.a(2) of the Coastal Zone Land Use Ordinance.

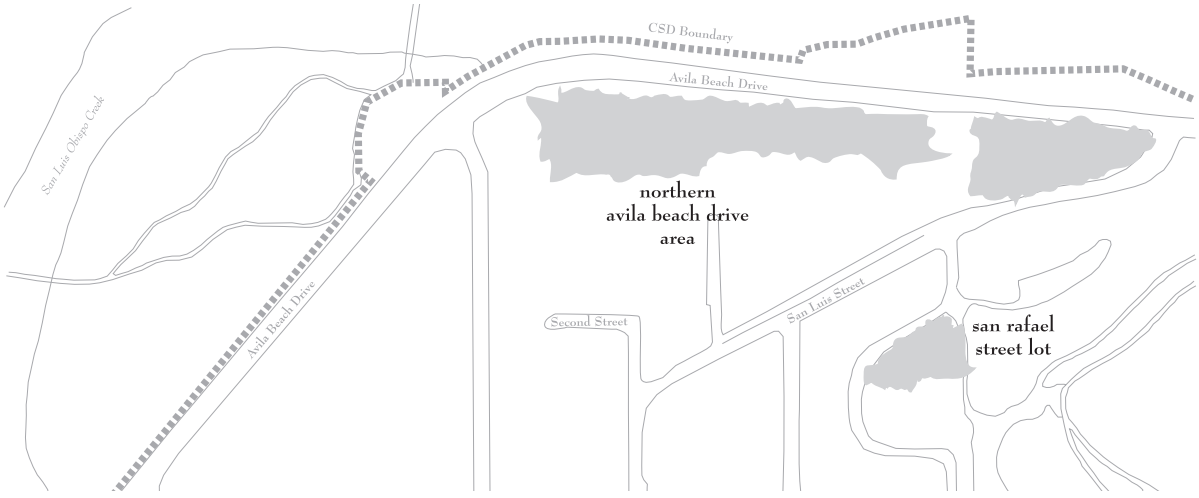
D.5. Landscaping Along Avila Beach Drive

Residential development shall be clustered to prevent the construction of a long row of separate units along Avila Beach Drive. Screening of units from Avila Beach Drive may be accomplished by the use of landscaping and fences with a high degree of transparency, but not with solid walls or fences.

D.6. Development Standards for Oak Woodland Preservation Areas

In the oak woodland areas on the south side of Avila Beach Drive between San Miguel and San Luis Streets and on the vacant lot on San Rafael Street (as shown below), the following development standards shall be met to preserve the natural setting and entry into Avila Beach:

a. new construction in this area shall not result in the removal of any native tree with a diameter at breast height (DBH) greater than six inches, that is one of a group of trees that forms a continuous, uninterrupted canopy, except in such circumstances as described in D.6.d., below,
b. new construction must be setback by a minimum of five feet from the dripline of any native tree to be preserved, and



Oak Woodland Preservation Areas

c. no grading or construction activities may occur within the area defined by the dripline of any native tree to be preserved.

d. if retention of trees in accordance with D.6.a. would result in a significant reduction in the development potential of a parcel, removal of a limited number of native trees may be permitted if it would not reduce the area of the canopy by more than 15% or significantly reduce the effectiveness of the canopy in screening development from public view. All such trees removed shall be replaced at the rate of four trees for every tree removed, and shall be located so they will become, at maturity, part of the continuous, uninterrupted tree canopy.

D.7. Inclusion of Studio Units

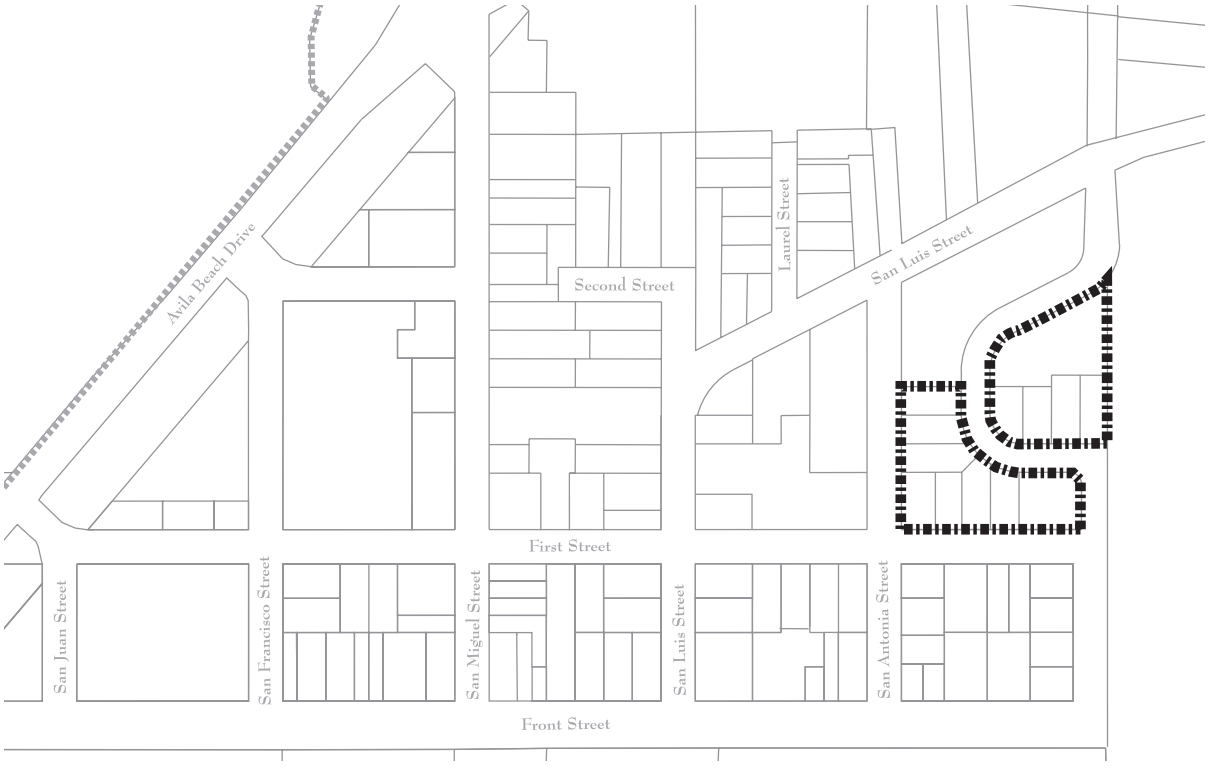
In order to maintain an inventory of smaller units that would be affordable to a larger segment of the housing market, projects of more than 4 and fewer than 11 units must include at least one studio unit.

D.8. Drainage Requirements

All new development within the Residential Multi-Family area shall conform to the Drainage Standards described in the Avila Beach Urban Area Standards in the San Luis Bay Area Plan (Coastal).

E. Residential Single-Family (RSF) Area Standards

This section contains new design guidelines to provide policy direction for new development in Avila Beach for those parcels with a Residential Single-Family (RSF) land use designation. The purpose of these guidelines and standards is to encourage new residential development to be consistent with the existing fabric of residential development in Avila Beach.



Residential Single Family Areas

E.1. Allowable Building Heights

In order to provide for roof variety, allowable building height shall be up to a maximum of 25’, provided that one or more of the conditions below are met.

All buildings may be 20’ in height. A building may be up to 25' tall provided that:

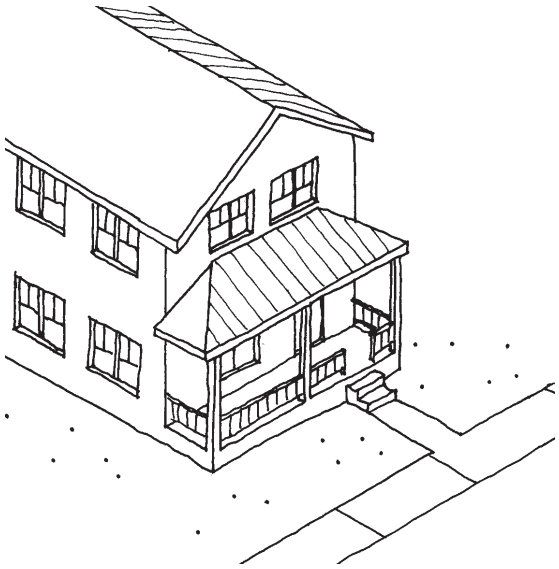
a. it would result in no greater obstruction of public views and no greater limitation of solar access for adjacent parcels than a 20 foot building.
b. the building has a pitched roof with a slope greater than 2.5 in 12, and the additional height above 20 feet is used to achieve this pitched roof. Height shall be measured as specified in the *Coastal Zone Land Use Ordinance*. Buildings shall not be taller than two stories.

E.2. Windows and Openings

Windows and openings onto main streets create opportunities for interaction among residents, provide internal solar access and enhance neighborhood safety due to the potential resulting increase in surveillance of the street by occupants.

E.2.a. Entries

The main entry to a dwelling should be located on the street side of the building at or above street level to create a presence for the building on the street.



E.2.b. Doors and Windows

Doors and window openings on the front facade are encouraged because they convey a sense of human habitation, as well as the idea that building occupants can observe what goes on outside on the street.

E.2.c. Transitional Areas

Covered front porches and sitting areas at the fronts of houses are encouraged because they define transitional areas between the public realm and the house. Front porches are encouraged in front setbacks.

E.3. Drainage Requirements

All new development within the Residential Single Family area shall conform to the Drainage Standards described in the Avila Beach Urban Area Standards in the San Luis Bay Area Plan (Coastal).

5 IMPLEMENTATION

This chapter outlines the specific administrative, financing and regulatory approaches that should be followed to effectively implement the Avila Beach Specific Plan.

A. Area Plan Amendment

In order to implement the land use recommendations of the Specific Plan, the County will amend the *San Luis Bay Local Coastal Plan* and adopt the regulatory appendix in this Specific Plan as the regulatory document for Avila Beach. This will include the following specific steps:

1. Area Plan Amendment

The *San Luis Bay Local Coastal Plan* will be amended to remove the existing Avila Beach Urban Area Standards, as detailed on pages 147-157 of this Specific Plan. These standards are replaced by Chapter 4 of the Specific Plan.

2. Adoption of the Regulatory Appendix

The County will adopt the Regulatory Appendix of this Specific Plan as the detailed regulatory document for Avila Beach. The Regulatory Appendix includes all standards currently found in the Avila Beach Urban Area Standards, which have been modified to include all design guidelines and development regulations in Chapter 6 of this Specific Plan.

3. Land Use Category Changes

Several changes to land use categories currently mapped for Avila Beach in the *San Luis Bay Local Coastal Plan* should be made in order to achieve the implementation of the Specific Plan. These changes are illustrated on the next page. The recommended changes are summarized below, referenced by street or area:

- **Front Street.** A new Front Street Commercial Retail (FCR) land use category would be created to cover the commercial parcels on Front Street and along the mid-block pedestrian passage. Differences between the new FCR category and the existing CR category are described in Chapter 4.

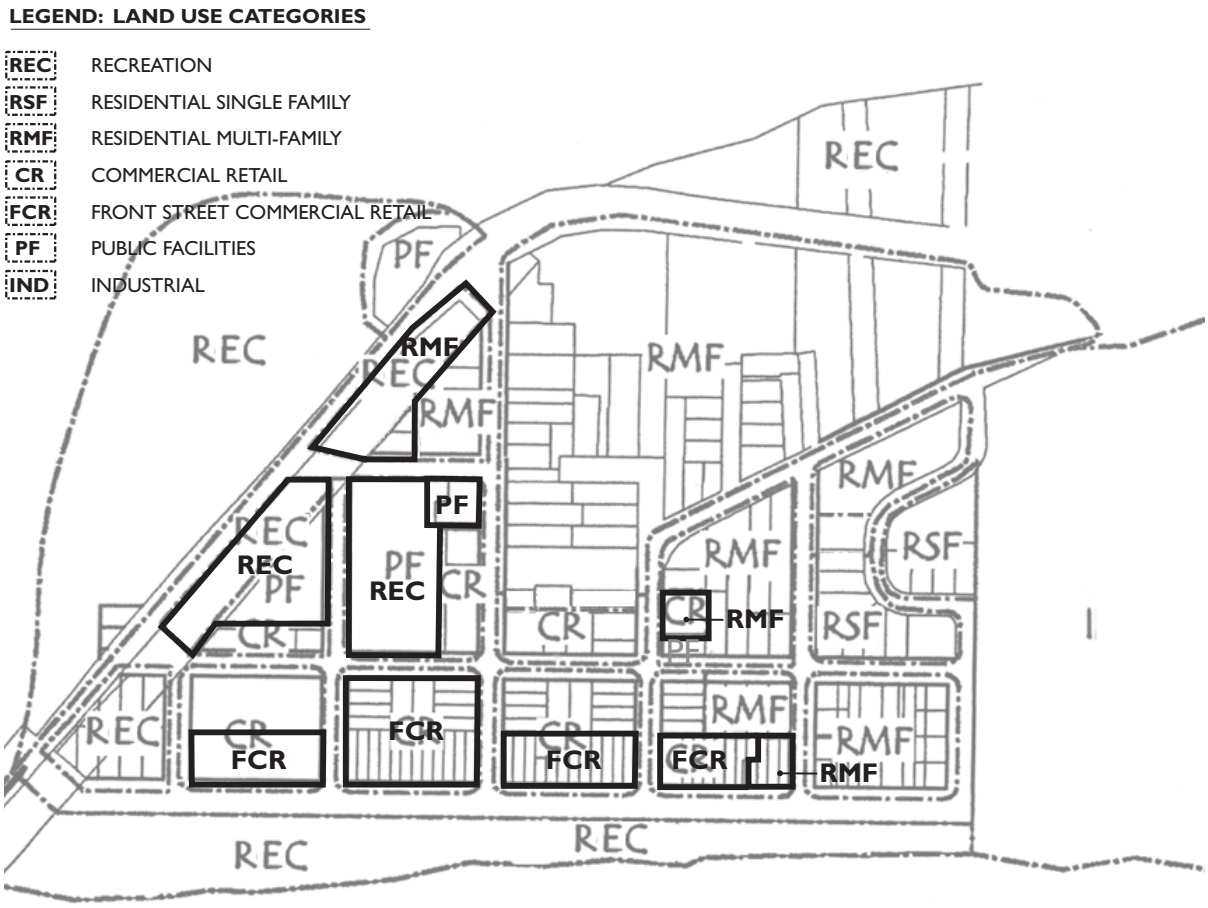
- **Front Street.** The three parcels at the corner of Front Street and San Antonia Street would be designated as Residential Multi-Family (RMF) in order to concentrate Front Street commercial retail to best serve visitors. These parcels are located along Front Street in a place where the steepness of the hillside and change in character to other residential uses occur, and are therefore more appropriate as multi-family residential (RMF).

- **Parking Lot Area.** The parking lot itself and the newly available land resulting from the parking lot reconfiguration located on First and Second Streets would be designated as Recreation (REC). Since both residential developments and parking lots are allowable uses in the REC category, this would al-

low the greatest amount of flexibility in achieving re-configuration.

- **Hillside Lots.** The vacant land adjacent to the fire station would be designated as Residential Multi-Family (RMF), to be consistent with the property adjacent to the east.

- **Old Railroad Right-of-Way.** The southern portion of the former old railroad right-of-way would remain Recreation (REC) to permit the expansion of the parking lot or allow for a residential use, and the northern portion would be redesignated as Residential Multi-Family (RMF).



Land Use Category Changes

4. Parking In-Lieu Fee

Implementation of the Specific Plan would also require the adoption of a new ordinance by the County of San Luis Obispo and the California Coastal Commission.

The County shall submit an in-lieu parking fee ordinance to the California Coastal Commission for incorporation into the LCP, which would allow commercial developers within the Front Street Commercial District to pay into a fund that would augment the parking supply in Avila Beach. Property owners would be permitted to pay the fees instead of supplying parking in on-site locations for the businesses on their property. Preliminary in-lieu fee estimates are $5 per square foot of building area. In-lieu fees would be used to construct parking improvements, to maintain the existing parking supply and/or to provide remote parking lot and shuttle or other transit subsidy that would improve public transportation to Avila Beach. This ordinance will be submitted for Coastal Commission review and approval as an amendment to the San Luis Obispo County LCP no later than June 31, 2001. In the event that no such ordinance is submitted by that date, or the amendment is not certified by December 31, 2001, all commercial development must provide on-site parking consistent with CZLUO requirements.

5. Port of San Luis Harbor District Master Plan

Overall, this Specific Plan is consistent with the *Port San Luis Harbor District Master Plan*, which, like this Specific Plan, seeks to preserve the unique character of the waterfront and beach resources. However, the Master Plan permits the construction of up to 12,000 square feet of commercial space on the pier. This is in conflict with two of the principles of the Specific Plan, which are to "maintain and preserve unobstructed public views of the ocean" and to encourage the concentration of retail development on Front Street. Therefore, to eliminate this conflict, the Specific Plan recommends that the Harbor District should consider amending its Master Plan to eliminate the potential for retail facilities on the pier.

B. General Plan Consistency

California State law requires that a Specific Plan be consistent with the General Plan of the adopting locality. Once the Area Plan amendment described above is made and the ordinances are adopted, the County can find that this Specific Plan is consistent with the General Plan. The General Plan calls for Avila Beach to be maintained as a visitor-serving beach town, which the Specific Plan will ensure.

TABLE 5 **CAPITAL IMPLEMENTATION PROJECTS**

Proposed Projects	Project Description	Estimated Cost	Funding Source
Front Street Enhancements	pedestrian plaza, streetscape improvements, James Keefe bench, observation deck, beach access improvements, public restrooms	n/a	Unocal, 100%
Front Street Park	landscaping, playground, basketball court, picnic tables, public restrooms	n/a	Unocal, 100%
Front Street Park	community building	n/a	Marine Institute, 100%
Parking Lot, Earl's Alley	paving and restriping within current area	n/a	Unocal, 100%
Parking Lot	landscaping and reconfiguration/expansion	$513,300	In-lieu and daily parking fees
Pedestrian Passage	mid-block connection from First Street to Front Street	$719,000	portion of settlement funds
Open Space Acquisition	open space preservation along Avila Beach Drive and San Rafael Street	$879,000	portion of settlement funds
Bicycle Path	bicycle path extension from San Miguel Street to the Front Street Park	$176,000	portion of settlement funds
Second Street Steps	pedestrian stairway from San Miguel Street to Second Street	$124,000	portion of settlement funds
San Francisco/Second Street Signal & Improvements	new street construction, new traffic signal installation	$810,000	portion of settlement funds
Undergrounding of Utilities	utility undergrounding throughout town	$601,000	portion of settlement funds
Shell Beach Bicycle Connection	new asphalt bicycle and pedestrian trail from Avila Beach to Shell Beach	$379,000	portion of settlement funds
Total		**$4,201,300**	
Street Trees on Side Streets	San Juan, San Francisco, and San Luis (up to First Street), San Miguel Street, First Street (to San Luis Street), Avila Beach Drive	$1,200/tree	property owners*
Sidewalks on Side Streets	same as above	$45,000/25'	property owners*
Hillside Swales	swales on hillside streets, including San Luis, San Antonia, San Rafael, First Street (east of San Miguel), and Second Street	$20,000/25'	property owners*

The new residential street proposed between Second Street and San Miguel Street is not included in this list of projects because it is assumed that it will be a privately developed street that would occur as a part of the construction of the housing units on the old railroad right-of-way.
*Property owners would be responsible for costs as new development takes place.

C. Public Improvement Costs

A number of public improvements, including land acquisition and the construction of public amenities such as streetscape improvements and the new park construction will be needed in order to attain the vision for Avila Beach identified in the Specific Plan. Table 5 shows the proposed public improvements and their preliminary estimated costs.

D. Funding Sources

There are many funding sources available with which to finance public improvements in Avila Beach, primarily as a result of the Unocal clean-up activities. A total of approximately $9.2 million dollars are available for improvements within Avila Beach, not including direct funding available from Unocal and the Marine Research Institute as indicated in Table 5. It therefore appears that the funding sources exceed the costs of all the proposed capital projects. The funding sources are shown in Table 6.

This section does not include a discussion of direct funding from Unocal, which agreed to fund Front Street improvements, the Front Street Park, and new restroom facilities in Avila Beach, as shown in Table 5. This funding would come directly from Unocal.

Additionally, the Marine Research Institute has proposed to pay for and construct the community building in the Front Street Park if it were allowed to locate in the building. The Institute has also offered to maintain the park during its tenure in Avila Beach. The Institute funding is not included in Table 6 or in this section since the amount of funds available from the Institute is unknown.

TABLE 6 **CAPITAL FUNDING SOURCES**

Potential Funding Sources	Estimated Funds Available	Purpose
California Department of Fish & Game	$3,500,000	Natural Resources/Public Facilities Improvements
Avila Beach Community Foundation	$3,000,000	General Enhancements
Air Pollution Control District	$900,000	Air Quality Improvements
Regional Water Quality Control Board	$1,000,000	Water Quality Improvements
In-Lieu Parking Fees	$350,000	Parking Lot Improvements
Daily Parking Fees	$486,000*	Parking Lot Improvements
Total	**$9,236,000**	

***The net present value of funds that would be generated by daily parking fees has been reduced by $10,000 per year to account for operations and maintenance costs.

This discussion does not create a commitment on the part of the County or the agencies listed as overseeing these funds to spend funds in any particular way. It is merely intended to show the relationship between potential costs and funding sources.

1. California Department of Fish & Game

The Office of Spill Prevention and Response (OSPR) of the Department of Fish and Game (CDFG) has received funding from the Settlement Agreement that will be used to offset some of the damage caused by contamination and clean-up activities. The OSPR will administer the implementation of the funds for projects that will mitigate the loss of the use and enjoyment of natural resources and public facilities, including the public beach. The OSPR plans to allocate the funds through a community participation process. CDFG funds could be used to fund open space acquisition in Avila Beach.

CDFG has other funding available for biological impact studies and biological restoration projects which would not be applicable to the public improvements proposed in the Avila Beach Specific Plan. These funds are not included in Table 6.

2. Avila Beach Community Foundation

The Avila Beach Community Foundation (ABCF) has also received settlement agreement funds from Unocal to fund "projects for the enhancement and betterment of the Avila Beach community." The funds from the ABCF could be used for a variety of purposes, including capital improvements and operations and maintenance. Improvements such as the midblock pedestrian passage, utility undergrounding and street improvements to town side streets and hillside streets could be funded with this source of money.

3. Air Pollution Control District

The Air Pollution Control District (APCD) has received settlement agreement funds to pay for projects that would reduce air pollution in Avila Beach. This funding could be used to pay for pedestrian and bicycle facilities, such as the bicycle path extension and terminus, the Shell Beach pedestrian and bicycle connection in the Avila Beach CSD, and the Second Street pedestrian connection.

4. Regional Water Quality Control Board

The Regional Water Quality Control Board (RWQCB) has funding available to pay for projects and improvements that would improve water quality in Avila Beach. The funds would not be applicable to the public improvements in the Avila Beach Specific Plan.

5. In-Lieu Parking Fees

In-lieu parking fees would be collected from retail business owners instead of requiring them to provide parking for their retail establishments on-site. The resulting funds could be used to pay a portion of the cost to reconfigure and improve the parking lot. The consultant team and County staff estimate that retail owners would

pay a one-time fee of approximately $5 per square foot of retail space into the in-lieu fund. The exact amount of this fee would be determined when the County develops the parking in-lieu fee ordinances.

6. Daily Parking Fees

Parking fees would be charged on summer weekend days and holidays from Memorial Day weekend to Labor Day weekend. These fees could be used to pay for a portion of the costs of reconfiguration and improvements to the parking lot, and the San Francisco/Second Street improvements. The consultant team and County staff estimate that people would be willing to pay approximately $5 per day on weekends and holidays to park in the parking lot, based on fees that have been charged in the past in Avila Beach.

6 Economic Recovery Strategy

This chapter describes economic strategies to assist the community of Avila Beach to recover completely following the completion of the Unocal cleanup.

A. Introduction

For the vision of the Specific Plan to be successful, the economics of Front Street must be restored and enhanced. Beach-related tourism and Front Street commercial activity provide the revenue stream that allows Avila Beach to thrive. The following strategies provide a framework for implementing the Specific Plan.

These strategies are largely based on the nationwide and California Main Street programs. The Main Street approach to revitalization is a comprehensive management strategy which builds on the idea that the total image of an area must be addressed for revitalization efforts to be successful. The approach is a self-help methodology which develops the necessary market niche for the retail and professional services sectors; creates a high-quality visual identity unique to a community; and nurtures a cultural ambiance associated with a community's location, appearance and way of life. Four major elements contribute to a downtown's total image - organization, promotion, economic restructuring and design. The Specific Plan has begun the process of organizing the Avila community and laying out a design framework. This economic recovery strategy addresses further elements of organization, economic restructuring and promotion that are relevant to the post-cleanup rebuilding of Avila Beach.

B. Organization

Identification and creation of an organization to lead the commercial and economic rebuilding of Avila Beach is an important first step. Though an Avila Valley-wide business association has existed in the past, it is recommended an Avila Beach or Front Street District business association or chamber of commerce should be formed to implement the strategies and recommendations below.

1. Downtown Coordinator

The business association should select a Downtown Coordinator. This person would be full or part-time staff devoted to economic recovery. The coordinator could be paid through the business association or with mitigation funds. The coordinator would be responsible for facilitating the process of revitalization including working with merchants to set goals, develop an advertising campaign, business attraction strategies and developing other programs. Once goals have been set, the coordinator would be responsible for implementing the programs and goals.

2. Vision and Annual Goals Statement

The business association should further refine the vision for the Front Street District from a retail and commerce perspective. This vision should be refined from the vision laid out in this Specific Plan and should assist the business association in developing a program for revitalization. The vision should be updated and clear goals and programs should be developed on an annual (or more frequent) basis. A retreat or some gathering with all interests represented should meet to develop a series of actions to be completed throughout the year, with a timetable and assigned responsibility for ensuring that these actions are completed. The Specific Plan and this Economic Recovery Strategy can serve as the first set of goals and actions but this should become an ongoing participatory process.

3. Increase Off-Peak Activity

Avila Beach commerce is heavily dependent on tourism and the attraction of the beach. The business association should work to develop strategies to become less dependent on revenues in peak times, and summer weather. As noted in the Economic Overview, the off-peak period (October through March) represents almost 40 percent of taxable revenue in Avila Beach. Compared to other tourism driven economies this suggests the potential for a year-round (rather than seasonal) economy.

Further diversification would result in less direct competition, less dependence on the weather and beach-related tourism and more off-season sale potential. Specific diversification opportunities are discussed below.

- **Overnight Accommodations**. The Specific Plan recommends the construction of additional overnight accommodations in Avila Beach, potentially as second story uses above Front Street retail. Overnight accommodations allow Avila Beach to attract more tourists that stay in Avila longer. More revenue will be generated from tourism due to additional expenditures on accommodations, food, rentals and other recreational activities.

- **Bicycle rentals.** Bicycles could potentially be rented at the beach and perhaps at a remote (1/2 to one-mile distance) parking site. This would allow visitors to park their vehicles and rent a bicycle to travel to Avila Beach.

- **Art Establishments.** Art galleries, studios and craft shops could be a target for attraction to Front Street. Given the events and programming in the Avila Valley, the restaurants on Front Street, and new public space for public art and arts related special events, art establishments could build on regional assets and develop presence on Front

Street. This would represent a new source of income which that is less seasonal and weather based.

4. Coordinate Store Hours

Coordinated store hours can increase the convenience and competitive position of Avila Beach for local shoppers. Many small towns have effectively organized their merchants so that all agree on the same store hours, including adequate hours on week nights, weekends and during promotional and special events.

5. Storefront Displays, Signing and Merchandising

In coordination with the overall physical improvements in the Specific Plan, individual store owners should be encouraged to develop their businesses with attention to character and appearance. This could be accomplished by the business association by offering a workshop on signs, merchandise and displays including the history of Avila Beach signing and store decoration.

6. Coordinate Parking

Though ground floor retail on Front Street does not require off-street parking, second story uses do require off-street parking. Lots in the middle of blocks may have trouble acquiring necessary access to provide parking behind their establishments. These issues could potentially inhibit the development of commercial uses in these areas. The business association should play a role in coordinating parking requirements and needed easements and access, or development of pooled parking in order to more swiftly resolved these issues.

7. Front Street Business Improvement District

A Business Improvement District is a mechanism to collect funds from local businesses to improve and maintain common assets that will improve the appearance and business climate of the commercial district. The Front Street Commercial District should begin the process of forming a Business Improvement District, to fund one or more of the recommended activities:

C. Promotions and Advertisement

Promoting the new Avila Beach is a critical step for economic recovery. Local and tourist commercial activities will not be fully restored until visitors and tourists are made aware that Avila Beach is rebuilding. This promotion should focus on the rebuilding process while it is underway, and on the "new" Avila Beach both before and after it is created. The vision set forth in this Specific Plan is a key ingredient of the promotion process.

1. Promotional Campaign

A tourism promotional campaign will be needed to re-attract visitors to Avila Beach once the cleanup is done. The advertising campaign should begin by targeting the statewide and regional tourists that have traditionally come to

Avila Beach (specifically those living in the Central Valley) in the off-season before the Beach is re-opened. This will allow for people who historically return to Avila Beach to plan their vacations. Concurrently, ad placement in statewide and national tourism magazines/advertisers should begin in order to raise awareness again of Avila Beach as a destination. The business association should coordinate with the Visitor's and Conference Bureau for their opinion regarding the most effective tourist ad placements.

Once the cleanup is completed, a local campaign that includes local media ads, billboards and brochures should be implemented to bring local visitors and attract tourists already in the vicinity to Avila Beach.

2. Coordination with the San Luis Obispo County Visitor & Conference Bureau (VCB)

Avila Beach should work with the VCB to ensure inclusion of Avila Beach in their marketing materials and campaigns.

3. Cooperative Advertising Activities

Cooperative advertising that includes all business in Avila Beach would help to increase overall sales. Ads could be run weekly to bi-monthly in local media such as the San Luis Obispo Tribune. The ads should feature special sales or promotions as well as mentioning all of the stores in the Front Street district and presenting the image of Avila Beach as outlined in the Specific Plan. The ads should be developed by a graphic designer and paid for by the business association or individual businesses. The ads should emphasize Avila as a local destination (including live music events, restaurants, the selection and variety of swim and surfware etc.) and should be targeted in the off-peak season. This will increase attraction during historically off-peak times, and reinforce the idea of Avila Beach as a year round destination.

4. Entertainment and Special Events

Avila Beach could hold special events either in the dedicated outdoor public space created on Front Street, or in indoor venues such as expanded bars/restaurants with live music and dancing. Other beach communities in the County have added these types of facilities, and seen a significant attraction of tourist and County-resident expenditures. In addition, Avila should focus on expanding existing local events and traditions; this is one of the most effective ways to promote an identity which will continue in visitors' minds long after the actual visit. Avila events should be planned to avoid conflicts with other regional events, and should not interfere with the general public's ability to access and recreate on the beach. Processing requirements for the conduct of temporary events may be found in the San Luis Bay Coastal Area Plan.

5. Develop Attractions

The addition of the Front Street improvements, including the closure between San Miguel and San Francisco and the proposed pedestrian mall/pass through from the parking area to Front

Street, will help lengthen the average stay of visitors, and could bring a more coherent theme to the beachfront. These attractions would increase spending by the additional people attracted and the longer stays in Avila (allowing for more food and beverage sales). In addition, there may be opportunities for other attractions celebrating the unique history or natural features of the area, such as a visitor's center, museum, or cultural center focusing on the history of Avila Beach dating to 1542 or Chumash Native American culture.

D. Business Assistance

San Luis Obispo County has established a team of County professionals to assist in the cleanup and rebuilding of Avila Beach. This team is an important resource to expedite the rebuilding process and creating a business climate where new (or rebuilt) business can thrive. The team consists of representatives from community planning, the energy section, an environmental specialist, and a liaison. This group can help Avila Beach with the regulatory concerns necessary for starting up and running a business.

E. Development of Business Skills

There are numerous resources to help new business owners. The U.S. Small Business Administration (SBA) and organizations it sponsors are the single biggest provider on business resources. Local chapters of some of these programs are discussed below:

1. The SCORE Association

Service Corps of Retired Executives is a nonprofit association dedicated to entrepreneur education and the formation, growth and success of small business nationwide. SCORE is a resource partner with the Small Business Administration (SBA). SCORE Association volunteers serve as "Counselors to America's Small Business." Working and retired executives and business owners donate their time and expertise as volunteer business counselors and provide confidential counseling and mentoring free of charge. There is a SCORE chapter located in San Luis Obispo.

2. Small Business Development Center

Cuesta College in San Luis Obispo has a Small Business Development Center sponsored by the Small Business Administration. Consulting sessions are offered at no charge to businesses currently located in or planning to locate within San Luis Obispo County. Workshops/seminars are held throughout the county. Services include: Business Planning, Marketing and Sales, Sources of Capital, Business Record Keeping, Management, Financial Analysis, Business Start-up & Purchase, Inventory Control, Personnel, and Business Liquidation.

F. Financing and Funding

1. Public Information and Coordination Program

As a part of the Unocal settlement, a Public Information and Coordination Program (PICP) has been established. The purpose of the PICP is to assist residents and commercial stakeholders in overcoming difficulties resulting from the remediation activities.

Specifically, the program can:

- Fund commercial and financial loss claims related to the remediation efforts.
- Process claims of commercial stakeholders, including employees, for losses including loss of business revenue, business shut-down, employee termination costs, relocation, moving costs, employees lost wages and benefits.
- Provide for relocation of residents significantly affected by the cleanup project.

Currently these services are being provided out of the Unocal Project Avila office.

2. Unocal Loan Guarantee

Often, serious environmental contamination will stop all businesses and real estate loan activity in the impacted area. Unocal has established an agreement with Mid-State Bank to allow business and real estate loans to continue in areas of Avila Beach affected by environmental contamination. Unocal has established a loan guarantee fund that allows Mid-State Bank to make market rate loans to any business or real estate venture within Avila Beach or the tank farm area. Port San Luis and other surrounding areas are not included. Additionally, the fund will cover up to 2 points (2 percent of the loan amount) of up front loan fees.

3. Other Unocal Assistance

Unocal has made numerous claims settlements with residents and businesses in Avila Beach. These settlements are generally confidential, but it appears that some of the business settlements include provisions for ongoing payment for business interruption. Additionally, Unocal helped fund the Avila Beach Business Association. This association received $100,000 from Unocal. Unocal is not involved with the association on an ongoing basis.

4. Economic Vitality Corporation San Luis Obispo County

The County, its cities and private business have established the non-profit Economic Vitality Corporation (EVC) to promote economic development in the County. The EVC has a loan guarantee program using Community Development Block Grant funds. A business that has been refused a commercial loan can apply for a cash loan guarantee from the EVC. The business must be a for profit business that creates new full time jobs for low to moderate income county resi-

dents. The program can guarantee up to $25,000 per full time job created. The EVC is in the process of establishing a micro-loan program for small businesses. Loans of up to $10,000 would be awarded to small businesses.

5. State Trade & Commerce

- **California Small Business Loan Guarantee Program**. The California Trade and Commerce Agency provides loan guarantee financing up to $350,000. It is especially designed for small businesses that cannot qualify for bank loans.

- **California Capital Access Program (CalCAP)** The California Pollution Control Financing Authority provides a form of loan portfolio insurance which provides up to 100% coverage on certain loan defaults, encouraging banks and other financial institutions to make loans to small businesses that fall just outside of most banks' conventional underwriting standards. CalCAP insures bank loans made to small businesses to assist them in growing their business. Loans can be used to finance the acquisition of land, construction or renovation of buildings, the purchase of equipment, other capital projects and working capital. There are limitations on real estate loans and loan refinancing.

6. Federal Programs: Small Business Administration

- **SBA's 7(a) Loan Guaranty Program** The Small Business Administration provides loans to small businesses unable to secure financing on reasonable terms through normal lending channels.

- **SBA's 7(A) Short Term and Revolving Lines of Credit CAPLines.** Program CAPLines is the umbrella program under which the SBA helps small businesses meet their short-term and cyclical working-capital needs. A CAPLines loan can be for any dollar amount.

- **SBA's Micro Loan Program** Small Business Administration provides funds to nonprofit intermediaries, who in turn make loans to eligible borrowers in amounts that range from under $100 to a maximum of $25,000.

Appendix A: Planning Background

A. Reasons for Preparing the Specific Plan

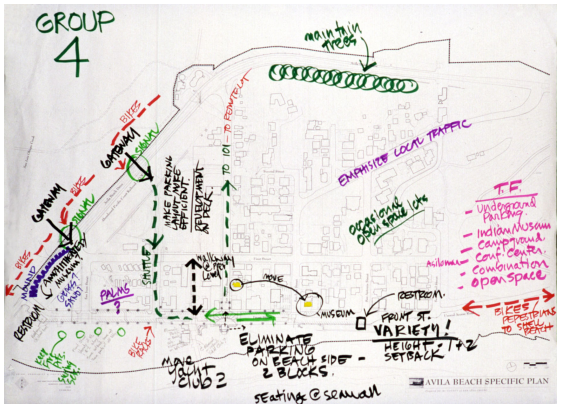
The need for the Avila Beach Specific Plan has been largely created by the remediation of toxic contamination in the downtown area. The remediation requires the demolition of most of the town's commercial area. The rebuilding that will ensue is a significant opportunity to ensure that the town develops in a way that meets community desires. The Avila Beach Specific Plan will guide this new development.

B. Process

The Avila Beach Specific Plan was developed through a community process that began in September of 1998. The process consisted of eight community meetings:

- **Introductory Meeting.** The process was initiated with an introductory meeting explaining the Specific Plan process to the community.
- **Existing Conditions.** At a second meeting, held in October 1998, the community reviewed existing conditions and generated preliminary goals for the Specific Plan. Small groups of participants worked together to brainstorm about their goals for the community. Their ideas were summarized by the consultant team into the goals for the Specific Plan.
- **Alternatives Ideas.** The third meeting, held in November 1998, was focused on the development of alternative planning concepts, which would become candidates for inclusion in the Specific Plan. Community mem-

Workshop in Avila Beach



Group Diagram from the Alternatives Ideas Meeting

bers worked in small groups to mark up base maps with their ideas for new development in Avila Beach, which the consultant team used as the basis of an Alternatives Workbook, reviewed at the fifth and sixth community meetings.

- **Design Preferences.** At the fourth meeting held in December, the consultant team presented a slide show illustrating different building types and styles. The community indicated their "design preferences" by selecting among the slides presented. Their preferences were used by the consultant team to develop design guidelines for the Specific Plan.

- **Alternatives Workbook.** At the fifth and sixth meetings, held in January 1999, the community reviewed an Alternatives Workbook that contained a set of alternatives for each of the primary development issues in Avila Beach, which were based on ideas generated at the third workshop. At these meetings, the community selected the preferred components. The consultant team synthesized them into a "Preferred Alternative" which later became the basis for the Specific Plan.

- **Preferred Alternative.** The Preferred Alternative was presented at a seventh meeting held in March 1999. At that meeting, the list of goals for the Specific Plan were revised and participants commented on the Preferred Alternative.

Several additional workshops were held exclusively for Avila Beach residents to ensure that the Specific Plan would reflect resident desires, including a meeting held in April to review preliminary design guidelines for incorporation into the Specific Plan.

A mandatory 45-day review period followed the publication of the Draft Specific Plan and EIR, during which time members of the community, public, and interested agencies commented on both documents. Subsequently, the Specific Plan consultant revised the Specific Plan and EIR and responded to the comments on them. The County is now publishing a Public Hearing Draft Plan and Final EIR. Adoption hearings before the Planning Commission, the County Board of Supervisors and the California Coastal Commission will commence subsequently. Members of the public will be invited to comment on the Plan and EIR at the adoption hearings as well.

Appendix B: Existing Conditions

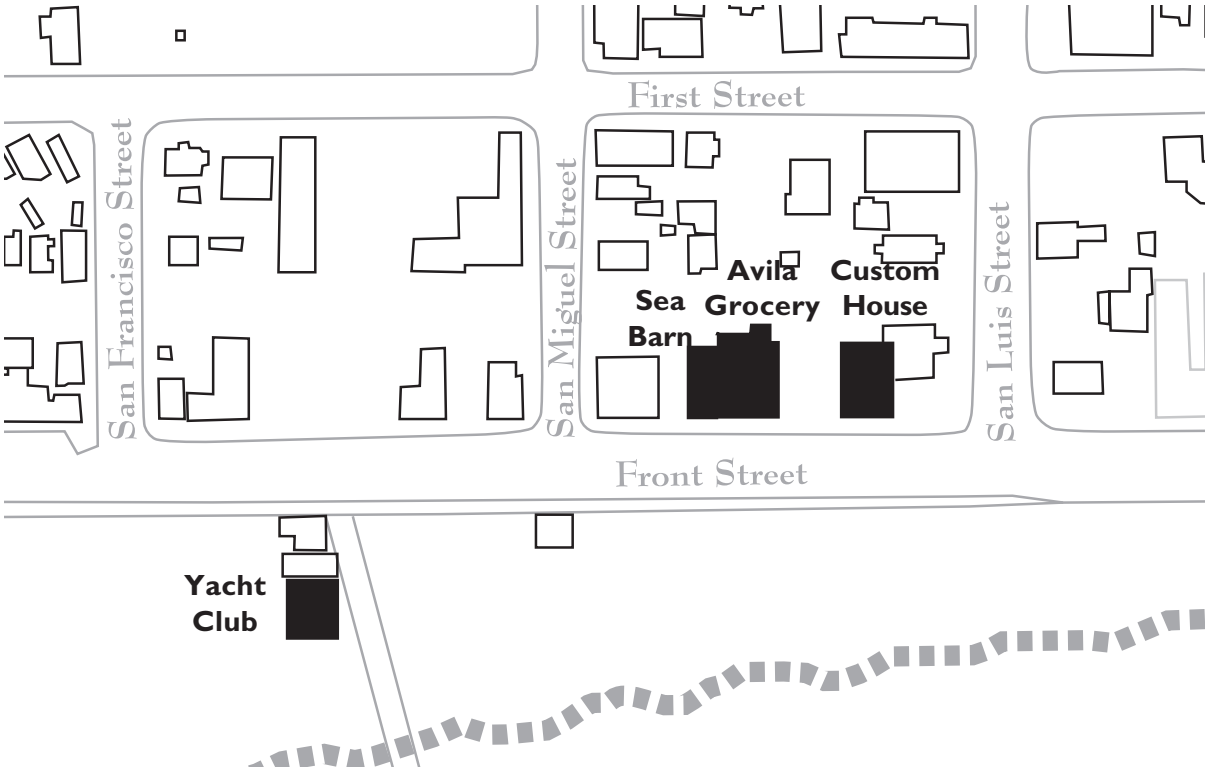
This chapter describes the conditions that existed in Avila Beach prior to the Unocal clean-up. It includes discussions of the design, policy, circulation and parking, and market conditions that create the environment in which development in the town may presently occur.

A. Design and Development Conditions

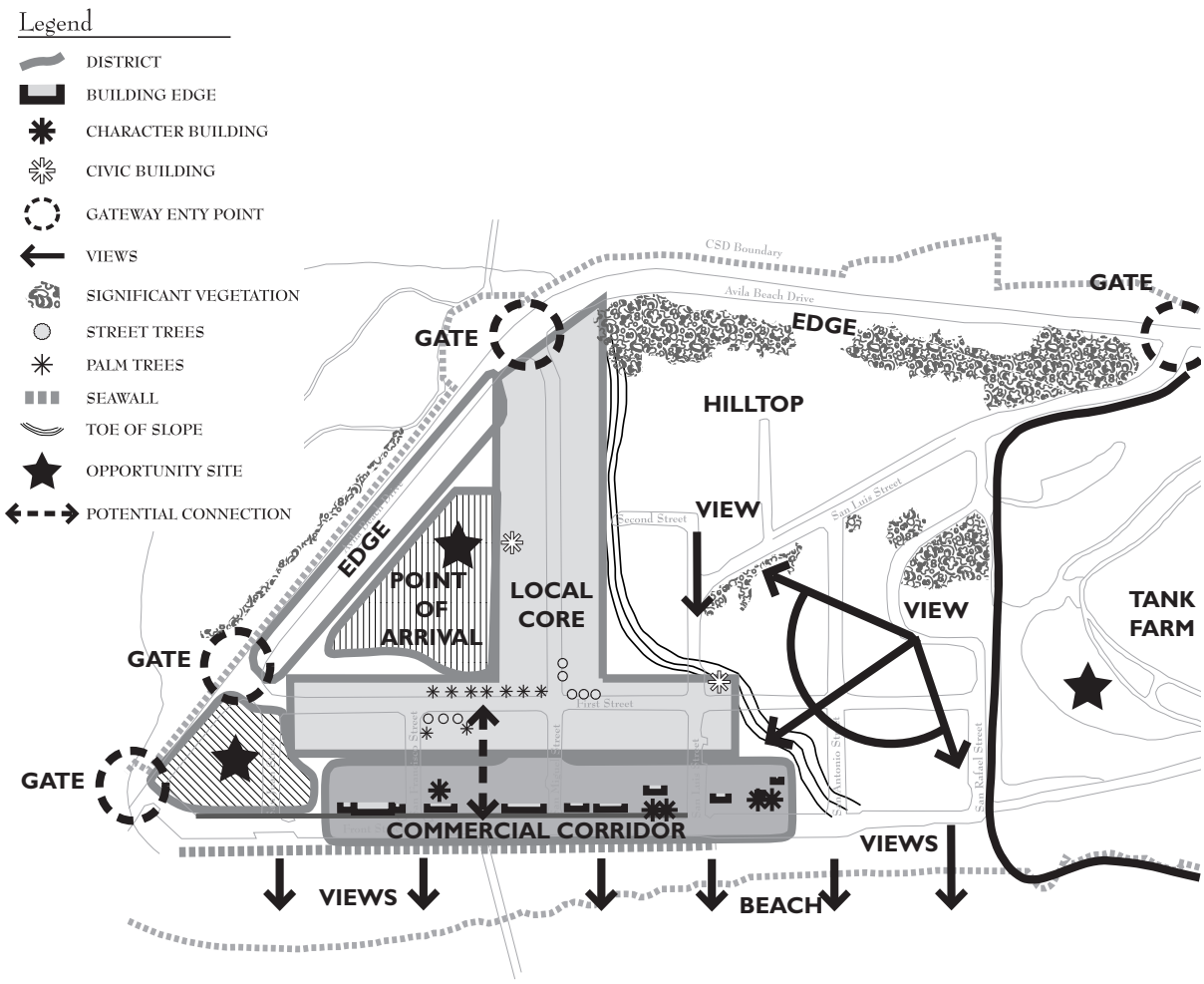
The design and development conditions in Avila Beach include historic resources, urban design opportunities, characteristic signing, public policy, circulation, parking, and opportunity sites that are described in the following sections.

1. Historic Resources

There are several existing historic buildings in Avila Beach, which are being removed and replaced or fully documented prior to demolition. Historic buildings and potentially historic buildings in the demolition area are identified in the diagram below. The historic character of the town is evident primarily on Front Street, where several buildings have false-front facades and are



Historic Buildings



Urban Design Existing Conditions

over 70 years old. The buildings in Avila Beach that have been identified as significant buildings include the Yacht Club, Avila Grocery, the Custom House and the Sea Barn. All four of these buildings will be removed by the clean-up process. Only the Yacht Club and the Avila Grocery will be removed and replaced. Replacement of the Custom House and the Sea Barn or new construction on these sites will reflect the original design for those buildings.

2. Urban Design

The urban design characteristics of Avila Beach are illustrated graphically above. The following characteristics establish the urban design framework for the town.

- **Entries.** The town has several gateways, or distinct points of entry, created by the intersections along Avila Beach Drive where vehicles may enter the town. At the San Miguel Street intersection, a sign reading "Welcome to Avila Beach" marks a main entry point into town.

- **Edges and Views.** The vacant former Pacific Coast Railroad right-of-way creates an open space edge along Avila Beach Drive. Be-

cause the "shelf" of the former right-of-way is higher than the remainder of the town, motorists are afforded excellent views into and through the town out towards the ocean. In addition, there are significant ocean views from the hillside residential areas. In the town itself, the Front Street seawall creates a visual barrier that limits views of the ocean from several side streets; views of the ocean from San Juan, San Francisco and San Miguel Streets are not visible until one is approximately a half block from Front Street itself.

- **Point of Arrival.** On the busiest beach days, the Earl's Alley parking lot serves as a point of arrival from which pedestrians circulate into the town. Most tourists and beach-goers prefer to look for parking in on-street locations before heading to the parking lot, but the lot fills quickly on many summer weekends.

- **Districts.** The town is topographically separated into three districts. The Front Street "Commercial Corridor" is defined by the commercial buildings, the seawall and beach. It is visually separated from the "Local Core" by the grade change between the lower level parts of town and Front Street. The "Local Core" consists primarily of residential uses along with the Avila Civic Association building and Avila Post Office. Together these two areas comprise a "town-side" area. The major residential area is separated from "town-side" by the steep topography of the hills in the eastern half of town. This residential neighborhood also includes a telephone switching facility, fire station and church. Because of its higher elevation, this part of town enjoys relatively unobstructed views of the ocean.

- **Streetscape.** Street trees and street lights are not consistent elements of the existing streetscape character of Avila Beach. Those that do exist in Avila include a row of Mexican Fan Palms (*Washingtonia robusta*) along the edge of the Earl's Alley parking lot on the north side of First Street and a few Brisbane Box trees (*Tristania conferta*) at the corner of San Francisco and First Streets. There are also a few Queen Palms (*Arecastrum romanzoffianum*) planted as street trees at the corner of San Miguel and First Streets. Street lights are cobra head fixtures located at an infrequent and irregular spacing. The low level of light creates an informal atmosphere in town, and also helps to preserve night views of the sky.

- **Natural Vegetation.** Several areas of significant natural vegetation exist in Avila Beach. These areas are primarily along northern Avila Beach Drive, and on a vacant lot on San Rafael Street adjacent to the former Tank Farm site, and are densely forested with oaks and other woodland species. These areas create a natural setting for the town, because they visually emphasize the relationship of the town to the surrounding natural

hillsides. The dense foliage along Avila Beach Drive creates a strong visual impression for motorists arriving in Avila Beach, which in turn opens into the views of the ocean described previously, as one rounds the bend at San Miguel Street or approaches over the hill on San Luis Street.

- **Building Character.** Front Street is characterized by a strong building edge, despite the number of vacant lots scattered along the street. This is due to the fact that the buildings come to the street edge and that the largest vacant lots along the street are disguised by a brightly painted construction fence. Several buildings along Front Street define the character of the commercial area. These buildings are also the major historic buildings in the town, and include Old Martin's Pavilion, the Custom House, the Avila Grocery, the Sea Barn, and Mr. Ricks.

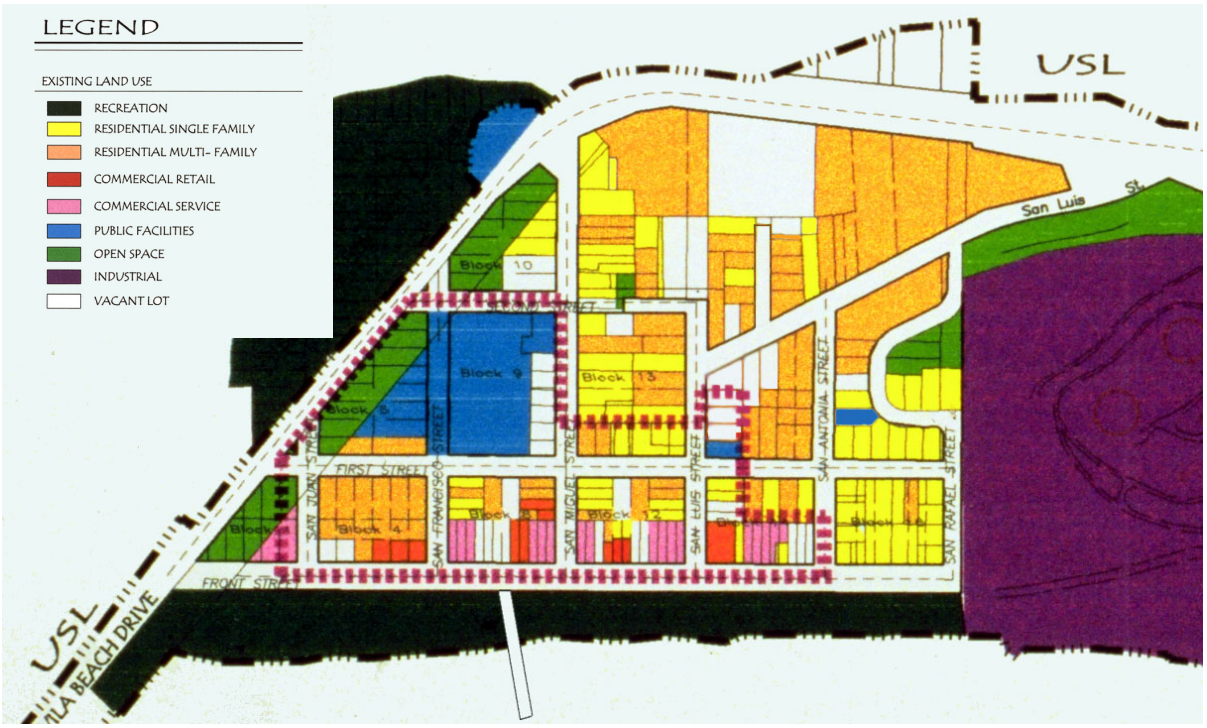
The Sea Barn Signing

In the flatter areas of town, most of the other buildings are cottages with some larger homes interspersed among them. On the hillsides, the buildings tend to be a mix of apartments and large single family homes. The buildings are generally 15 to 50 years old, and have a variety of architectural styles. They are primarily wood-sided structures.

3. Signs

The commercial buildings of Avila Beach are characterized by their distinct signing. The

Lighthouse Signs



Existing Land Use

unique hand-made signs and distinctive decoration styles of the buildings lend much to the "funky and eclectic" character of the town. The colorful signs greatly enhance the commercial district, particularly because the buildings themselves tend to be of simple design.

4. Land Use

Land uses in Avila Beach prior to the clean-up generally consisted of retail buildings along Front Street and residential buildings throughout the remainder of town. Existing land use is shown above.

- **Residential.** Residential land uses consist of single- and multi-family residences, many built as vacation homes and subsequently occupied by permanent residents. Residential uses are located primarily in the northeast portion of the community in neighborhoods consisting of one- and two-story structures developed at densities ranging from about six to twelve units per acre. Avila Beach continues to offer relatively affordable housing compared to other beach locations within the County. Construction is typically wood-frame with wood siding or stucco exterior.

- **Commercial.** The blocks between First Street and Front Street west of San Antonia Street are occupied by commercial and residential uses. Commercial parcels are generally small, and consist of retail, food-service and motel establishments that cater to the needs of beach-goers.

- **Recreation and Open Space.** The beach and pier are considered recreational land uses.

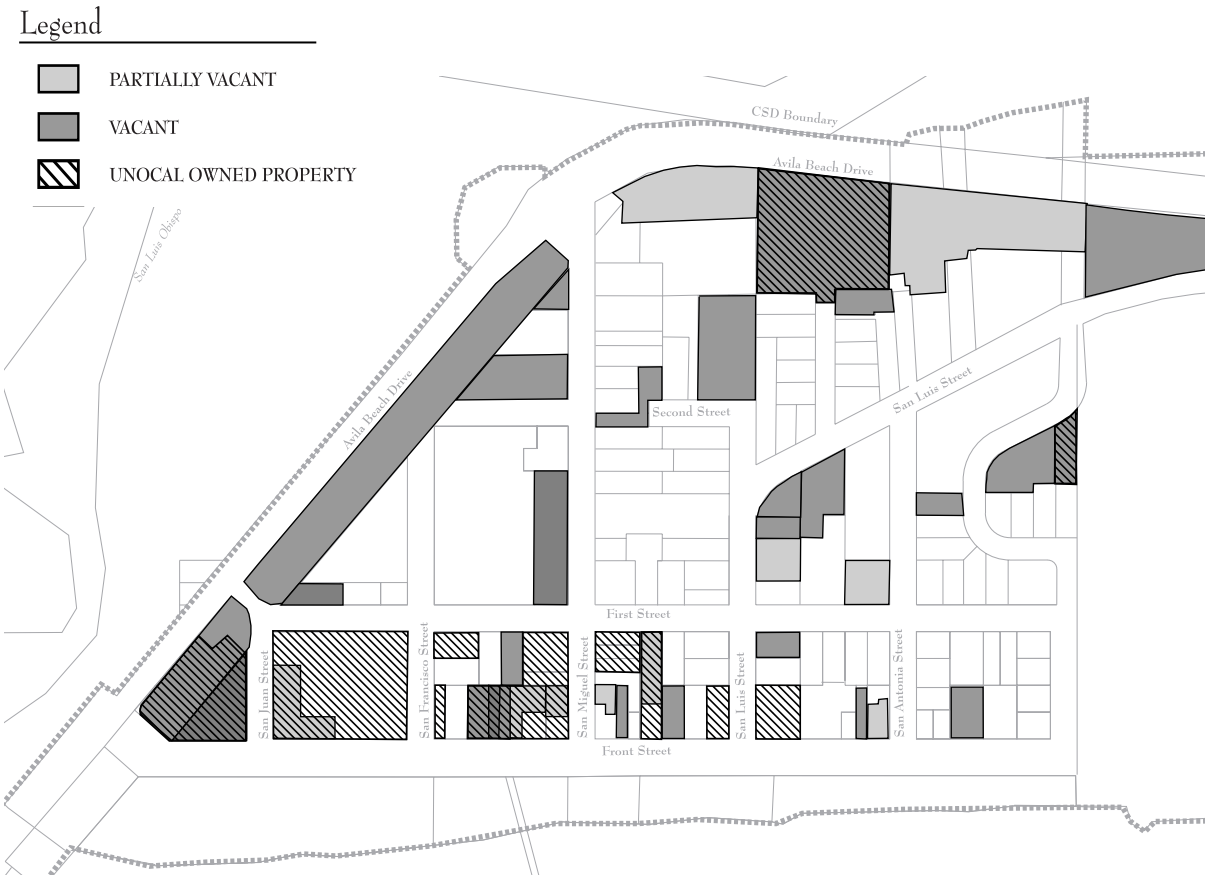
- **Public Facilities.** Public facilities include a post office and civic center, offices for the local community services district, a fire station, and public parking lots located at the intersection of San Francisco and First Streets. The sewage treatment plant, operated by the Community Services District, is located across Avila Beach Drive at San Miguel Street.

- **Industrial.** The Unocal Tank Farm and Pump Station provide support for the clean-up activities. At the conclusion of the clean-up process, these industrial uses will be discontinued. As part of the remediation process for the Tank Farm site, proposals will be considered to establish other land uses at this location.

5. Opportunities

As shown to the right, there are many sites in the town of Avila Beach that present opportunities for new development.

- **Development Sites**. In addition to the many vacant and partially vacant parcels, the clean-up underway by Unocal to remediate groundwater and soil contamination has resulted in the need to rebuild a substantial portion of the town. Remediation will require the demolition of much of Front Street and the blocks adjacent to it. Additionally, Unocal owns a number of parcels throughout the town which it has acquired in order to facilitate clean-up activities and to compensate property owners.



Opportunity Sites

- **Pedestrian Connections.** There are several potential pedestrian connections which could be developed. In the town-side area, a pedestrian connection could be constructed from the Earl's Alley parking lot and First Street to Front Street due to the existence of several vacant parcels between San Francisco and San Miguel Streets. On the hillside, potential connections exist between San Miguel and Second Streets, and between San Antonia and San Rafael Streets.

B. Circulation and Parking

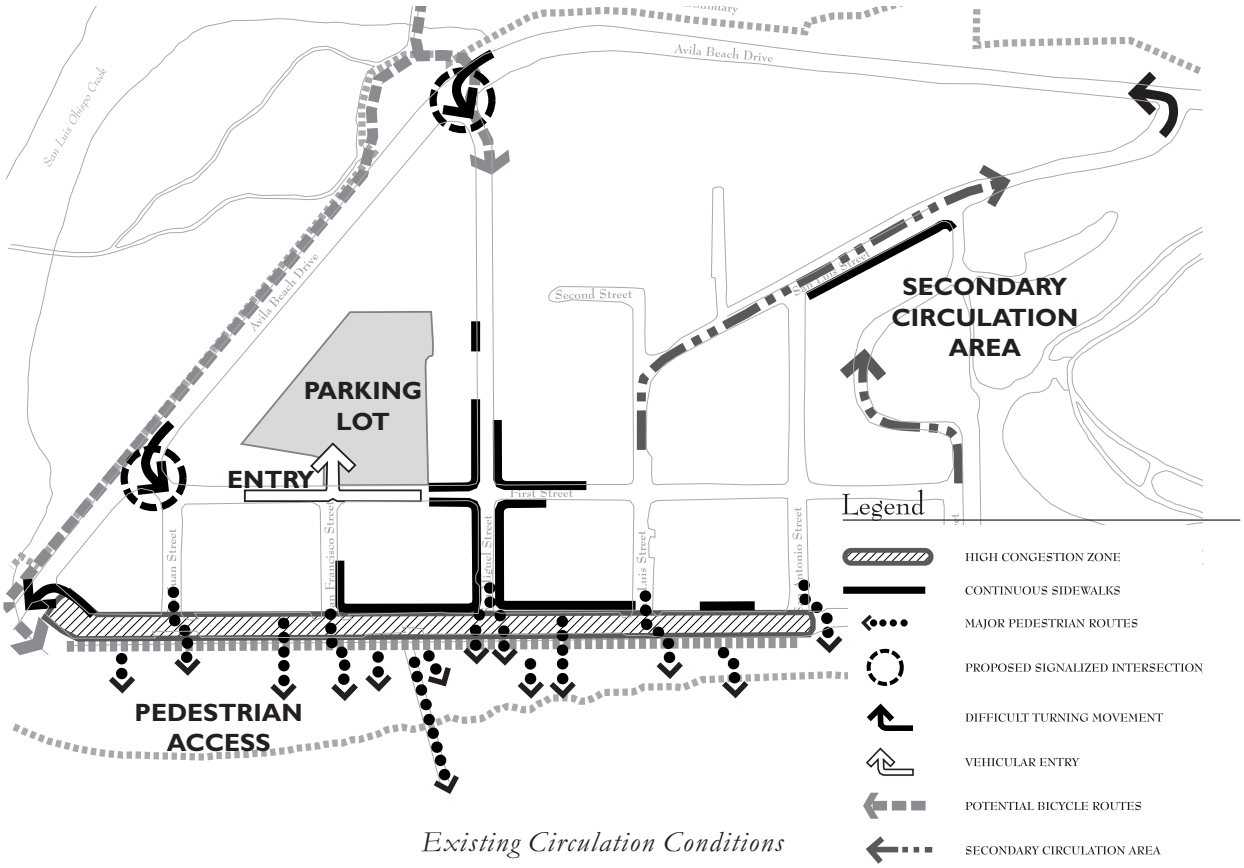
This section describes the existing circulation and parking conditions in Avila Beach prior to the clean-up activities.

1. Circulation

The circulation system in Avila Beach is shown below.

- **Street System.** Topographically, Avila Beach is defined by its lower level town-side area and upper hillside area, which is adjacent to the former Tank Farm site. The street network in Avila Beach reflects this grade change, and consists of a basic grid pattern in the town-side area with some variation in the residential streets on the hill.

- **Pedestrian Circulation.** During the summer, particularly on the weekends, Front Street is a high congestion zone for both pedestrians and vehicles. The sidewalks on Front Street are heavily used for access to the beach and to businesses along the north



Existing Circulation Conditions

side of the street. Sidewalks are generally narrower than they should be to accommodate the large numbers of pedestrians present during these periods of peak use. Sidewalks along the route connecting from the Earl's Alley parking lot to Front Street and the beach are very narrow or non-existent, which forces many pedestrians into the street. The absence of sidewalks in the hillside residential area means that many local residents also use the streets for walks to and from the beach. The steep hillside east of San Miguel Street prevents the development of an east-west street north of First Street. Therefore, pedestrians have no convenient way to walk between the hilltop area and the post office.

- **Bicycle Circulation.** Bicyclists currently enter the town from the bridge next to the sewage treatment plant. Alternative routes are under consideration by the County, and include a possible connection to First Street at a signalized intersection or via an underpass at the San Luis Obispo Creek Estuary.

- **Signalized Intersection.** A signalized intersection was under consideration by the County at the intersection of First Street or San Miguel Street and Avila Beach Drive. As the only thoroughfare connecting Avila Beach, Port San Luis and Diablo Canyon to the Avila Valley and to Highway 101, Avila Beach Drive is a significant collector of vehicular traffic.

- **Vehicular Circulation.** Vehicular circulation in Avila Beach is concentrated on Front Street, where beach-going traffic collects to look for parking and to enjoy the views of the beach and ocean. Entrance routes into Avila Beach contribute to the concentration of traffic on Front Street. Most of the vehicles entering Avila Beach from the east make left turns from Avila Beach Drive on to San Luis Street, with the percentage of cars making left turns on San Miguel Street, First Street and Front Street decreasing as cars travel west along Avila Beach Drive. This results in a disproportionate number of cars entering Front Street at San Luis Street. Conversely, one-third of traffic from the west on Avila Beach Drive turns right onto Front Street, also contributing to the concentration of vehicle traffic on Front Street.

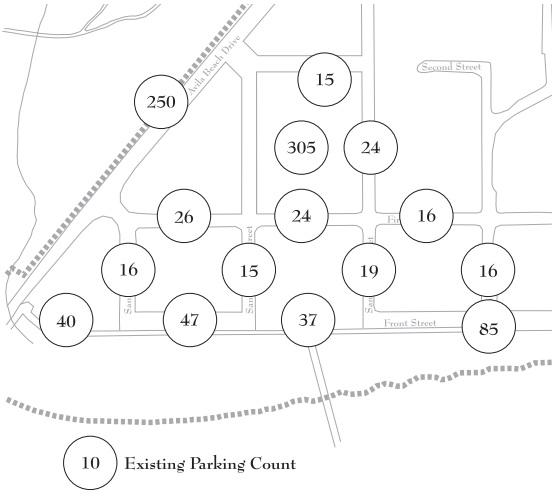
- **Hillside Circulation.** On the hillside streets, where the street system shifts off the town-side grid, the relationship between the town and Avila Beach Drive is unclear. To a first-time visitor approaching from the east on Avila Beach Drive, it is unclear if San Luis Street connects through to the beach or only to the hillside residential areas.

2. Parking

The existing parking supply is generally consistent with the potential demand generated by the beach. The current supply, including designated on-street parking spaces and the parking lot, is approximately 935 spaces, and the maximum demand, which is a function of beach capacity, is estimated at 998 spaces. The Earl's Alley parking lot is heavily used on summer weekends but is often empty at other times of the year. As shown below and in Table 7, Avila Beach Drive is included in the parking supply and provides approximately 250 spaces. Front Street also provides a significant amount of parking through diagonal on-street parking on both sides of the street. Although some overflow parking occurs in the residential neighborhoods on peak summer weekends, the number of on-street spaces in the hillside residential area was not included in the parking supply count because it is assumed that parking in this area generally serves the residents.

TABLE 7 **PARKING COUNT SUMMARY**

Location	Existing Parking Supply
Front Street	209
Side Streets	90
First Street	66
Earl's Alley Parking Lot	305
Post Office Parking Lot	15
Avila Beach Drive Curbside Parking	250
Total	**935**



Existing Parking Supply

C. Policy

This section describes the policy and planning context in San Luis Obispo County. The Specific Plan is related to several County planning documents, including the County General Plan, the San Luis Bay Local Coastal Plan and the County-wide Design Guidelines Manual.

1. County General Plan

The *San Luis Obispo County General Plan* is comprised of a set of documents that meet the requirements of State General Plan law and the California Coastal Act (Division 20 of the Public Resources Code, Section 30000, et seq) and provides a comprehensive framework for the regulation, protection and management of coastal resources. To comply with the requirements of the Coastal Act, the General Plan includes a set of documents that are used to implement the Local Coastal Program.

One of the elements of the General Plan is the *Land Use Element and Local Coastal Program*. This is not a single document, but a set of documents divided into two major groups, which are the "Land Use Plan" and the "Ordinances." Since the Specific Plan is a policy-level document, this discussion focuses on the documents that make up the Land Use Plan, which is also a policy-level document. The more specific Ordinances include the *Coastal Zone Land Use Ordinance*, Title 23 of the San Luis Obispo County Code, and other related ordinances governing Water Wells, Building and Construction, and Real Property Division.

In coastal areas, the Land Use Plan is comprised of four types of documents, which include *Coastal Plan Policies*, the *Coastal Framework for Planning*, the *Area Plans* (of which there are four), and land use category maps. The Avila Beach area is within the jurisdiction of the *San Luis Bay Local Coastal Plan*.

Following are brief descriptions of land use policies contained in the *Coastal Plan Policies*, the *Coastal Framework for Planning*, and the *San Luis Bay Local Coastal Plan*.

a. Coastal Plan Policies

The *Coastal Plan Policies* of the Local Coastal Plan provide overall policy direction for the management of land use within the coastal zone. The *Coastal Plan Policies* document is divided into chapters that cover shoreline access, recreation and visitor serving facilities, energy and industrial development, commercial fishing and recreational boating, environmental and sensitive habitat, agriculture, public works, coastal watersheds, visual and scenic resources, hazards, archaeology and air quality.

- **Shoreline Access.** The policies within the Coastal Plan encourage the protection of existing coastal access and the provision of new access, and require that new coastal access be provided with new development.

Avila Pier

- **Recreation and Visitor Serving Facilities.** Coastal Plan policies encourage the preservation of existing recreational opportunities and the expansion of such opportunities where feasible. Visitor-serving recreational facilities are given a priority over non-coastal dependent uses.

- **Energy and Industrial Development.** The Coastal Plan recognizes the need to accommodate coastal-dependent industrial and energy development. However, policies in the Plan encourage decision-makers to weigh the environmental consequences of allowing continued or expanded industrial and energy land uses.

- **Commercial Fishing and Recreational Boating.** Policies in the Coastal Plan encourage the protection of commercial and recreational boating facilities, and give priority, where feasible, to the expansion of such facilities.

- **Environmentally Sensitive Habitats.** Policies within the Plan protect and preserve coastal resources such as wetlands and riparian corridors from development, and where feasible, restore and enhance such resources.

- **Coastal Watersheds.** The Coastal Plan contains policies to help maintain the long-term viability of coastal watersheds and to manage new development so that their long-term viability is maintained.

- **Visual and Scenic Resources.** The Coastal Plan provides guidance for new development relative to the protection of scenic resources, and encourages the preservation of existing resources. Avila Beach is identified as a Special Community that provides needed commercial and recreational facilities for beach users. According to the Coastal Commission, the protection of visual and scenic resources concerns *"the protection of ocean and coastal views from public areas such as highways, roads, beaches, parks, coastal trails and accessways, vista points, coastal streams and waters used for recreational purposes and other public preserves rather than coastal views from private residences where no public vistas are involved."*

- **Hazards.** These policies provide guidance for the protection of lives and property from natural and human-made hazards within the coastal zone, including floods, unstable geology, erosion, fire, and sea-cliff retreat.

- **Archeology.** The Coastal Plan contains policies relating to the identification and preservation of archaeological resources.

- **Air Quality.** The Coastal Plan encourages the preservation and enhancement of air quality through implementation of the policies and programs of the Air Quality Management Plan.

b. Coastal Framework for Planning

The *Coastal Framework for Planning* portion of the Land Use Plan defines the policies and procedures that apply to the unincorporated area of the Coastal Zone, and describes how it is used in relationship to the *Coastal Zone Land Use Ordinance*. The primary components of the *Coastal Framework for Planning* are:

- **Land Use Categories.** The document contains descriptions of land use categories, and the population density and building intensity criteria used to evaluate individual development projects. These land use categories are mapped in the Official Maps and are further refined in the Local Coastal Plans.

- **Land Division Review.** The *Coastal Framework for Planning* specifies parcel sizes, population density and building intensity criteria for consistency of land division proposals with the General Plan and Local Coastal Program.

- **Allowable Uses.** Coastal Table O of the *Coastal Framework for Planning* defines the land uses that are allowed within a land use category in which a proposed development site is located. Coastal Table O identifies uses that are allowed within a category as either "allowed," "principally permitted" or "special standards required." For those uses identified in the latter category, references are cited to the appropriate sections of the *Coastal Zone Land Use Ordinance* which define such special standards.

- **Combining Designations.** The document also explains the criteria for application of the land use categories and combining designations to planning areas. Combining designations generally apply to those areas in which there are unique resources or potential hazards.

c. San Luis Bay Local Coastal Plan

The *San Luis Bay Local Coastal Plan* describes the county land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, and reviews public facilities and services, circulation, resource management, land use, combining designations and planning area standards for each of the identified areas within the San Luis Bay area. The *Local Coastal Plan* recommends a number of programs for land management in Avila Beach. It also contains detailed Avila Beach Urban Area Standards with which development in Avila Beach must comply.

i. Area Standards

"Area standards" are mandatory requirements for new development designed to address special concerns in a particular community or subarea of a community. Planning area standards can range from establishing special setbacks in one neighborhood, to limiting the kinds of land uses normally allowed by the General Plan because of specific community conditions.

The Avila Beach Urban Area Standards are organized under several headings describing locations in the planning area where they apply. The first group is the Community-Wide Standards, which are the following:

- **Water Authorization.** Proof of water authorization must be submitted prior to issuance of a building permit.

- **Level of Service.** Level of Service (LOS) calculations on Avila Beach Drive will be based on traffic counts conducted the second week in May during weekday peak hours.

- **Front Street Enhancement Plan.** All development applications for Front Street shall include portions of the improvements identified in the Front Street Enhancement Plan. The Front Street Enhancement Plan was created through a community process, and calls for the installation of palm trees, tree grates, pedestrian crosswalks, handicapped facilities, parking improvements, drainage improvements, and street lighting along Front Street between Avila Beach Drive and San Luis Street, and a new restroom, observation deck, performance area and handicapped ramp to the beach at the foot of San Miguel Street.

Additionally, there are area standards that implement the land use designations contained in the *Coastal Framework for Planning.* The area standards result in the following land use designations in Avila Beach:

- **Commercial Retail.** The commercial retail (CR) designation is intended to provide appropriately-located areas for stores, offices and service establishments offering a wide range of commodities and services scaled to meet neighborhood and community needs. The Area Standards for Commercial Retail uses specify allowed business types, development plan approval requirements, building heights, and sign guidelines.

- **Public Facilities.** Public facilities in Avila Beach include the beach, pier and parking lot, all of which are owned and operated by the Harbor District, as well as the fire station, post office/community building and the wastewater treatment plant. The Area Standards permit the construction of visitor-serving retail uses on the pier in addition to other recreational uses, and specify the types of ac-

tivities and uses permissible on the beach. The parking lot may be used for public parking and landscaping.

- **Residential Multi-Family (RMF).** The RMF designation generally allows for the development of apartments and other types of multi-family residences. In Avila Beach, the Area Standards require Development Plan approval for RMF development, particularly to assess building bulk and the preservation of view corridors.

- **Residential Single Family (RSF).** This designation is applied to areas intended for single-family residential neighborhoods (with one residence per lot) at densities ranging from one to seven units per acre. In Avila Beach, the Area Standards limit RSF development to single family dwellings, home occupations, animal raising and keeping, and residential accessory uses. Building heights are also limited.

- **Recreation.** The Recreation designation is applied to visitor-serving recreation and resort-oriented development and to priority areas within the coastal zone, such as oceanfront land. Within the townsite, the Recreation designation is applied to the beach and the land along the south side of Avila Beach Drive, which was previously a Pacific Coast Railroad right-of-way. The Area Standards limit the uses of some of the specific sites in Avila with a Recreation designation.

- **Industrial.** The Industrial land use designation applies to the Unocal tank farm site which adjoins the townsite to the east.

Combining designations surrounding Avila Beach fall into two primary categories, geologic study area and sensitive resource area. The combining designation relevant to Avila Beach is the San Luis Creek Estuary. This small estuary is located immediately west of the town and is an important feeding ground and resting area for migratory water fowl.

ii. Other Area Plan Programs

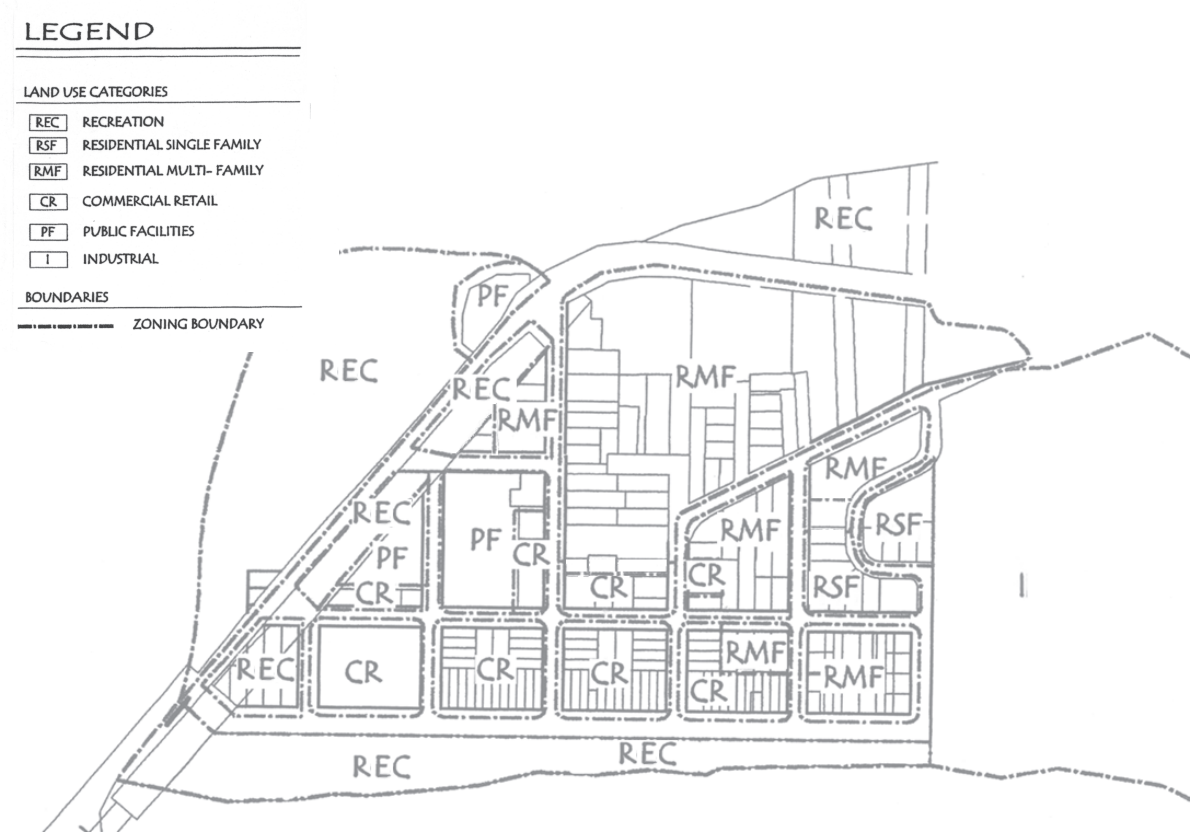
"Programs" are non-mandatory actions or policies recommended to achieve community or area-wide objectives identified in an area plan or LCP. There are a number of other programs outlined in the *Local Coastal Plan,* two of which are particularly relevant to Avila Beach:

- **Transportation Demand Management Program (TDM).** The *Local Coastal Plan* calls for the use of alternative transportation methods to increase capacity and reduce traffic volumes on Avila Beach Drive.

- **Central Business District Design Plan.** The Plan calls for the creation of a CBD Plan which would address desired improvement and development standards for the CBD and its adjacent public facilities.

d. Official Maps

The Land Use Plan also consists of Official Maps that show the locations of the Land Use Categories and the Combining Designations that apply in Avila Beach and throughout the County. The basic land use categories and combining designations are described in the *Coastal Framework for Planning*, and modifications to them for individual communities are included in the Area Plans. A map of land use categories in Avila Beach is shown below.



Existing Land Use Designations

2. Clean Air Plan (CAP)

The San Luis Obispo County Air Pollution Control District (APCD) has prepared a Clean Air Plan in accordance with relevant sections of State and federal air quality laws. The purpose of the Plan is to achieve and maintain healthful air quality for county residents. The Plan contains control strategies for stationary and mobile sources that are intended to reduce the emission of air pollutants and their precursors.

3. County Design Guidelines

The *San Luis Obispo County Design Guidelines* are intended to provide a set of design guidelines and standards to help guide the future development of the unincorporated areas of San Luis Obispo County. Specific design guidelines contained in Area Plans supersede guidelines identified in the Design Guidelines Manual.

4. Port San Luis Harbor District Master Plan and Local Coastal Program

In accordance with the Coastal Act, the Port San Luis Harbor District adopted a port Master Plan and Local Coastal Program in March, 1984. The Plan was updated in 1994. The purpose of the Master Plan is to provide an overall management framework for the port and related facilities and to help resolve certain issues relating to the use of port facilities; for the capacity of port services and the expected demand for new services; and the preservation of the unique character of the District's waterfront and beach resources. The Plan contains policies intended to achieve these broad objectives, including goals and policies for the Port's Avila Beach facilities which include the pier, beach area and parking lot.

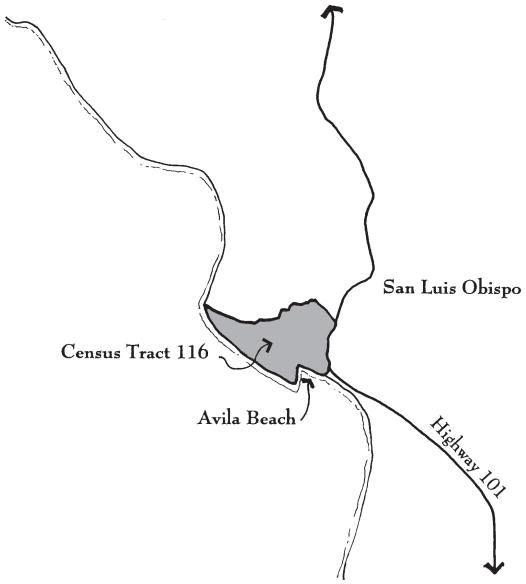
D. Market Conditions

This section provides a demographic overview of the market area, describes the local- and visitor-serving retail market in Avila Beach, and provides recommendations for rebuilding the commercial district. The market conditions overview was conducted by Bay Area Economics, part of the Specific Plan consultant team.

Table 8 summarizes the existing market conditions in Avila Beach and indicates what Avila Beach could support in terms of additional sales, retail square footage and hotel rooms.

1. Demographic Overview

This section examines key demographic attributes and trends affecting retail and tourist de-



Census Tract 116

TABLE 8 **MARKET CONDITIONS SUMMARY**

Existing Tourist Serving Retail	28,400 square feet
1997 Front Street Taxable Sales	$3,957,400
Taxable Sales per Square Foot	$139.35
Estimated Annual Visitors to Avila Beach	800,000 to 1 million
Potential Sales in Avila *(based on $12 per visitor average)*	$12 million
Potential Retail Square Footage	approx. 60,000
Potential Local Serving Retail Square Footage *(50% eating and drinking establishments)*	approx. 10,000
Existing Hotel Rooms in Avila	87 rooms
Planned Hotel Rooms in Avila Valley	237 rooms
Potential Additional Rooms in Avila	50 to 100 rooms

mand in Avila Beach, the surrounding Avila Valley, and the County of San Luis Obispo. Only limited data is available for Avila Beach, primarily because it is part of a large census tract which includes Avila Valley, as shown on page 30. Avila Valley is the smallest unit that reliable data was available for and it represents the area for which Avila Beach is the closest shopping district. This section summarizes key findings about the local demographics.

- **Population and Household Growth.** Avila Beach contains a 1998 estimated population of 395 residents living in 176 households. Avila Valley has an estimated 3,230 residents in 1,314 households. Avila Valley has experienced relatively moderate increases in population since 1990, with a 0.3 percent average annual growth rate. In contrast to Avila Beach and Avila Valley, the County has experienced relatively more rapid growth since 1990, with an annual average change of 0.9 percent. The County had a 1998 population of 238,974 persons.

- **Household Size and Composition.** Avila Beach has small average household sizes, with an average of 1.64 persons per household in 1997. This is a slight decrease from the 1990 level of 1.70 persons, and is very small compared to Avila Valley, with 2.41 persons per household, and the County, with 2.54 persons per household (Census 1990).

- **Tenure.** Only 24 percent of Avila Beach households owned their dwelling unit in 1996 (Avila Beach Cleanup Final EIR/S). This compares to a much higher owner-occupancy rate in Avila Valley (71 percent) and the County, where 60 percent of households owned their dwelling unit.

- **Age Distribution.** A relatively low proportion of Avila Beach's population (11 percent) is under the age of 18, compared with approximately 18 percent of total population under age 18 in Avila Valley and 22.5 percent in the County. The median age is lower in Avila Beach (39.6 years) compared to Avila Valley (45 years), but slightly higher than the County as a whole (36.6 years). These facts suggest that Avila Beach has a relatively high percentage of young adults compared to Avila Valley or the County.

- **Household Income.** Household income is an important indication of the amount and type of retail uses that are supportable in an area. Avila Beach had a 1996 median household income of $39,166; Avila Valley, which includes Avila Beach, had an estimated median household income of $65,761 in 1998, compared to a County median of $38,512. Approximately 62 percent of Avila Valley households had incomes above $50,000 in 1998, and 43.5 percent had household income above $75,000. This compares to 36 percent

of households with income above $50,000 in the County. This data indicates Avila Valley households are generally more affluent than Avila Beach and the County and will tend to have more disposable income.

- **Reported Home Values and Rents.** In 1990, the median reported value for owner-occupied homes in Avila Valley was $336,000, compared to $215,300 in the County. Data for home values specifically in Avila Beach was not available. The median monthly rent was $475 in Avila Valley and $510 in the County. Avila Beach average rent was estimated as $551 in 1996 (Avila Beach Cleanup Final EIR/S).

In summary, Avila Beach residents can be characterized as having similar incomes but living in smaller households than the County as a whole. Avila Beach households have significantly lower home-ownership rates than Avila Valley or the County overall. The population of Avila Beach appears to consist of a mix of long time aging residents, young people attracted by the beach, and households employed nearby including the Avila Beach Commercial district, Port San Luis, and Diablo Canyon.

With respect to retail market support, the population base of Avila Beach and Avila Valley, totaling slightly more than 3,200 residents in 1,300 households, represents a very limited source of local demand. Typical neighborhood serving retail uses generally require at least 5,000 households to support small grocery and restaurant facilities, with larger numbers of households needed to support chain grocery and drug stores.

2. Tourism Trends and Conditions

Tourism on the Central Coast is largely based in the coastal resort communities of southern San Luis Obispo County and Hearst Castle near Cambria. Tourists come for the beaches and related beach and ocean activities. The average overnight visitor to the County spends $75 per day, stays 3.3 nights, and is in a party of 2.3 people (UCSB Economic Forecast Project, 1998). Besides lodging, tourist expenditures go to food, shopping items, and recreation activities in that order. Overnight visitors typically spend 20 percent more than day visitors (UCSB Economic Forecast Project, 1998).

Avila Beach on an August Saturday

- **Avila Beach Recreational Opportunities.** Set on the scenic Central Coast, Avila Beach offers an attractive beach, a pleasant year-round climate (it is said that if it is sunny anywhere on the coast it will be sunny in Avila Beach), and the charming atmosphere of an old-time beach town. These features make Avila Beach a popular tourist destination.

- **Visitors to Avila Beach.** Tourism in the Avila Beach/Port San Luis area is reportedly high; estimates range from 800,000 to over one million visitors per year (Port San Luis staff, Avila Beach Cleanup Final EIR/S). The peak capacity of Avila Beach given the current parking inventory and typical turnover rates has been estimated to be just under 5,000 visitors per day or a total of 1.8 million per year (Avila Beach Cleanup Final EIR/S). Of the Avila Beach visitors seeking overnight accommodations, only 10 to 15 percent lodge in Avila Beach, suggesting potential support for additional lodging facilities.

In summary, in contrast to the limited potential retail demand from local residents, Avila Beach attracts a strong tourist population, upwards of 800,000 persons per year. These visitors, coming primarily from nearby communities, but with a significant minority coming from the Central Valley and other places, could easily spend from $11 million to more than $20 million in Avila Beach/Port San Luis, if appropriate lodging, shopping and dining facilities were available.

3. Existing Retail and Visitor-Serving Facilities

There are two commercial centers in the local market area, which is the area that provides commercial opportunities within the project vicinity. The two commercial centers are the Avila Beach commercial district located on Front Street and the Port San Luis area. The two centers are home to a wide variety of businesses including tourist serving establishments, business and personal services (such as architects and real estate brokers), fishing, and manufacturing. Front Street in Avila Beach is oriented toward the beach

Avila Beach Market Area

Avila Beach Commercial District

Port San Luis

visitor, with restaurants, shops, and services while Port San Luis is oriented more towards fishing and marine industries. The Harford Pier in Port San Luis, oriented more towards fishing and marine industries and activities, contains two sit-down restaurants, several other fast food stands, several wholesale/retail seafood outlets, a marine supply shop, and other marine-related establishments. Market area businesses also include enterprises located along Avila Beach Drive and San Luis Bay Drive.

Historically, Avila Beach's commercial district has been composed of approximately 20 businesses arrayed along Front Street, from San Juan Street to San Antonia Street, and on San Miguel Street between Front and First Streets. The businesses have been primarily tourist-serving. These businesses are all housed in one-story structures, typically in spaces of 300 to 5,000 square feet. There is a total of 28,400 gross square feet of commercial/retail space (excluding the Inn at Avila Beach) in the Front Street District.[1] Several of the businesses reside in buildings owned by the business proprietors, while others are tenants in buildings owned by other parties. Businesses that lease space pay monthly rents ranging from $0.75 to $1.60 per square foot.

Overnight accommodations in and around Avila Beach include 32 rooms in the Avila Beach Inn (remodeled in 1996), 140 units in the San Luis Bay Inn (of which the majority are time-share units, with 6 rooms available for transient occupancy), and 55 rooms in the Sycamore Mineral Springs, located approximately two miles east on Avila Beach Drive. Based on interviews with local lodging operators, year-round occupancy

1 Square footage of space is based on calculations taken off of existing aerial photography of Avila Beach.

rates at these facilities appear to be strong, and seasonal occupancy is very strong, although exact data are not available. Other facilities in the town of Avila Beach that once were transient hotel facilities appear to have been converted to apartments when the Diablo Canyon power plant opened in the late 1970's.

4. Recent Sales Activity

In Avila Beach, total taxable sales have varied from a low of $3.3 million in 1996 to a high of almost $4.0 million in 1997. Avila Valley total taxable sales have varied during the two year period, from a low of $5.6 million in 1996 to a high of almost $6.2 million in 1997.[2] While these sales levels are encouraging, they are significantly below the possible tourism expenditures identified in the previous section ($11 million to $32 million). Restaurant sales predominated in both years reported, ranging from 76 percent of total sales in 1996 to 68 percent in 1997.

The peak tourism period of April through September (i.e., the 2nd and 3rd quarters) accounted for over 60 percent of the taxable sales. However, it should be noted that weekend visits in the winter season (starting in January) and other off-season visitation account for a significant 40 percent of taxable sales reported by Avila Beach establishments.

5. Planned and Proposed Competitive Supply

This section details proposed projects in Avila Valley that would compete with Avila Beach for local-serving and tourism retail expenditures.

- **San Luis Bay Estates Master Plan.** The adopted San Luis Bay Estates Master Plan includes 50,000 square feet of office and retail space and 12,000 square feet of club uses (including banquet and recreational facilities). As of October 1998 only 2,500 square feet of these allowed commercial uses had been built; the space is used as an office facility. A small, upscale general retail store is planned for development in the near future. This facility, which will be less than 3,000 square feet, will offer convenience items, wine, prepared food, and golf and tourist items.

- **Avila Valley Proposed Hotel Facilities.** There is also one hotel project currently in the planning/approvals stage and one hotel expansion in Avila Valley. A 30-room medium to high-end inn is included in the San Luis Bay Estates Master Plan. This phase of the project has been approved subject to final environmental analysis, which is in the process of being completed. Sycamore Min-

2 Sources of taxable sales in the Avila Valley include businesses in Port San Luis and other retail establishments, such as the Avila Hot Springs.

eral Springs Resort has zoning approval to build 40 additional rooms across Avila Beach Drive from the current facility. Another facility has recently been discussed which would be located across Avila Beach Drive from the Avila Hot Springs. The project would be comprised of 135 rooms. No plans have been submitted to the County for the project at this time.

- **Port San Luis.** The Harbor Terrace Inn, a 147-room medium to high-end hotel to be built in approximately 30 cottages has been proposed within the jurisdiction of the Port San Luis Harbor District. Additionally, as part of Harbor Terrace Inn planning, a second phase has been proposed that would result in re-aligning Avila Drive and adding up to 95,000 square feet of commercial and retail space. The LCP amendment submitted to the Coastal Commission by the County to allow for this development did not include this second phase. The Commission denied the amendment associated with the first phase in February 2000.

6. Potential Sales and Supportable Square Feet

The following section discusses the potential retail sales, retail square footage and potential hotel rooms that would be supportable in Avila Beach.

a. Retail Space

This section reviews the potential for retail sales and thereby the amount of supportable square footage of retail space in Avila Beach. The estimated potential is a based on a combination of factors including potential sales from local residents, from Diablo Canyon employees, and sales from tourists.

- **Sales from Local Residents.** There are few local-serving retail categories that could be supported by the Avila Beach population, even assuming capture of a large percentage of resident retail sales. There is potential for a rebuilt Avila Beach to retain enough of the local sales to support one small local-focused specialty retail store. There is also support for a local restaurant, but eating establishments are more likely to focus on a combination of tourist and local markets. There may also be the potential for a re-built Avila Beach to capture enough local sales from Avila Valley to support two small locally targeted specialty retail stores and two eating establishments.

- **Sales from Diablo Canyon Employees.** Diablo Canyon employees are another source of potential local retail sales. Approximately 2,000 workers are employed at Diablo Canyon, along with periodic maintenance efforts that add over 1,000 workers approximately about once a year for a six week period. If 10 percent of the workforce were

to eat lunch or shop in Avila Beach on any given work day and spend an average of $10, this source of demand could account for almost $600,000 annually in sales for Avila Beach businesses. This demand would be accounted for primarily in the eating and drinking establishment category, along with some convenience items, and would be met in local-serving facilities.

- **Sales from Tourists.** The 1995-96 County Visitor and Conference Bureau Visitor Survey found that visitors to Avila Beach spent an average $40 per capita a day, though the survey did not specify where the money was spent. The 1983 MDW Associates beach survey found that over half of Avila Beach goers surveyed on the beach spent less than five dollars per day. Given these disparate statistics, it can be assumed that there are two types of visitors to Avila Beach: 1) tourists who come from some distance to vacation and recreate in the San Luis Obispo County area, and whose spending will be in line with the County Visitor and Conference Bureau survey, and 2) beach-goers, who come from surrounding communities to enjoy the beach, but spend very little. Based on the MDW Associates survey, it appears likely that spending by beach-goers might continue to be approximately $8 per day and that tourist spending in Avila Beach will approximate 75 percent of $40 per day, with the balance of spending occurring at Port San Luis, Avila Valley and other destinations. Assuming an annual visitor total of 800,000 and that 40 percent of visitors are tourists and 60 percent beach-goers, total tourist-serving potential sales are estimated at $12 million per year.

This level of tourism-serving sales would translate, at the current sales per square foot of Avila Beach establishments, to approximately 60,000 supportable square feet of tourism-serving retail space, which would represent an approximate tripling of existing retail space. Approximately

Inn at Avila Beach

30,000 square feet of this space would be in eating and drinking establishments, and the balance would be in retail and recreational establishments.

In summary, the above analysis explores potential sales and supportable square feet of retail space from three sources of demand – residents of the immediate market area, Diablo Canyon employees, and tourists (both vacationers and beachgoers). While the independent analyses each result in supportable space, the actual result in small commercial districts such as Avila Beach's Front Street typically cater to a blended market of local residents, workers, and visitors. The amount of space that would be supported by local residents alone would not be enough to create a commercial district. In fact local demand would only support a few small stores. However, the addition of a large visitor/tourist population means that Avila Beach could support a viable commercial district catering primarily to visitors. The estimate of space supportable by tourists and locals, 70,000 square feet, should be considered the upper bound of the potential support from all sources of demand. The District presently contains approximately 28,400 square feet of commercial space; this upper bound estimate means that up to an additional 31,600 square feet of space could potentially be supported.

b. Support for Overnight Accommodations

Currently the Avila Valley area has 93 hotel rooms, as well as 140 time share units that reportedly are available for occasional occupancy by non-time share participants. However, only one hotel, the Inn at Avila Beach with 32 rooms, has a beach orientation.

In addition to existing supply, a total of 217 hotel rooms are proposed (including an approved expansion and two projects pending final approvals) bringing the potential total for available ac-

TABLE 9 **EXISTING AND PROPOSED HOTEL ROOMS**

Ocean-Oriented		**Inland-Oriented***	
Facility	Rooms	Facility	Rooms
Inn at Avila Beach	32	Sycamore Mineral Springs	95
Harbor Terrace **	147	San Luis Bay Estates	30
San Luis Bay Inn	6		
Sub-Total	185		125
Total			**310 Rooms**

* the 135 rooms to be located across from the Avila Hot Springs are not included in Table 3 because there is no formal proposal for their completion at this time.

** the LCP Amendment required to allow for the development of hotel units at the Harbor Terrace was denied by the Coastal Commission in February 2000.

tual rooms at that time up to 310 in the Avila Valley, as shown in Table 9. Neither of the new hotels will be beach-oriented. Currently Avila Beach has 32 hotel rooms. Six rooms are available for transient occupancy at the San Luis Bay Inn.

The potential for additional hotel room market support is based on tourism data from the range of sources described previously in this report and comments from local business owners. Assuming an annual Avila Beach visitor total of 800,000 and that 40 percent of visitors are tourists with the potential to stay overnight, approximately 140,000 annual hotel-nights are supportable in Avila Beach by existing tourism. This assumes an average of 2.3 tourists per room. Based on an assumption that a 50 percent capture rate is possible, and that hotel operators need at least a 70 percent occupancy rate to support a hotel room, 272 rooms would be supportable in Avila Beach. Thus, it appears that a rebuilt Avila Beach could support at least an additional 80 to 90 hotel rooms. This number may increase depending on what is allowed at the Port San Luis Harbor Terrace site. However, the ultimate demand for lodging units will depend on the type of hotel under consideration as well as the perceived attractiveness of the reconstructed Avila Beach.

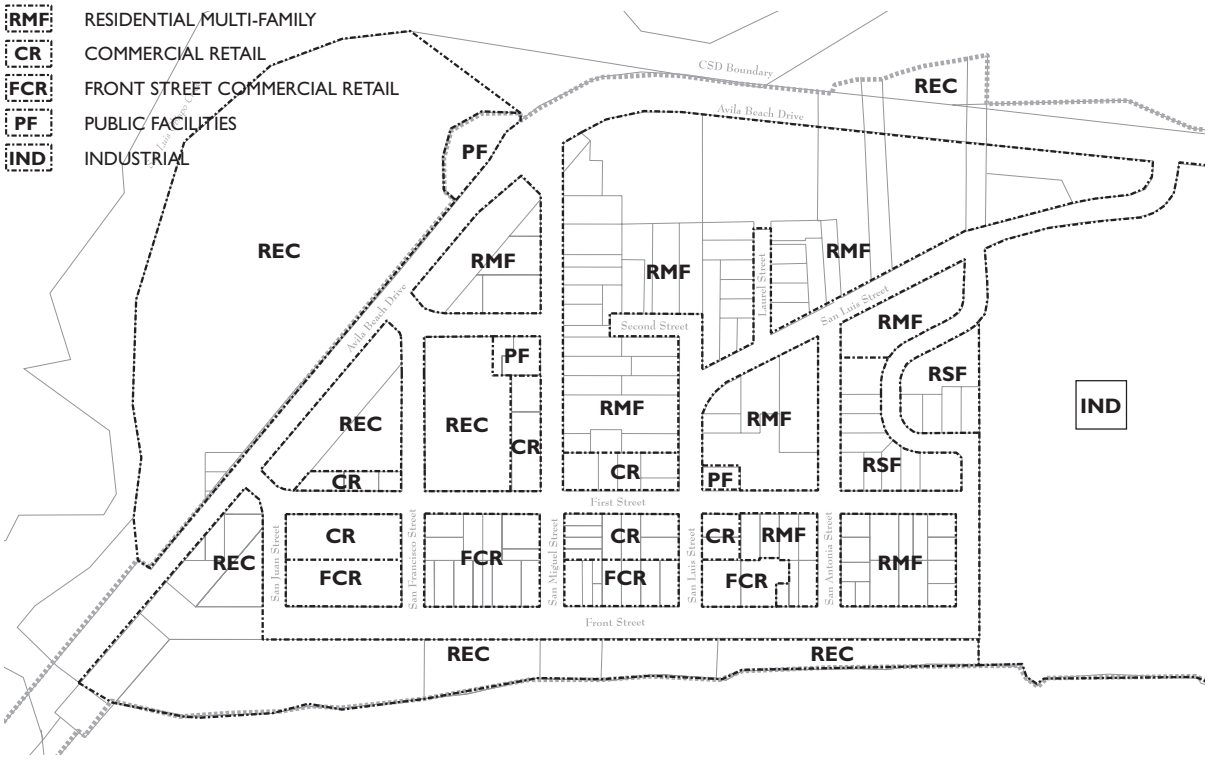
Hotel rooms in Avila Beach could be built in the form of a traditional hotel/motel complex. However, in this Specific Plan construction of visitor lodging incorporated as second story accommodations above Front Street retail establishments is encouraged. The construction of second story lodging units would also increase safety in public areas due to the increased level of surveillance lodgers would have of the street level.

APPENDIX C: REGULATORY APPENDIX

This appendix to the Avila Beach Specific Plan will serve as a stand alone document that will be used by County staff to implement the design guidelines and development standards contained in the Specific Plan. This document will replace the Avila Beach Urban Area Standards previously contained in the *San Luis Bay Local Coastal Plan*. The two major components of this document are a Land Use Map and the revised Area Standards for Avila Beach.

A. Land Use Map

The land use map shown below identifies proposed new land use designations for parcels within the Avila Beach Community Services District. The Official Land Use Category Map for Avila Beach shall be updated accordingly, with the Urban Services Line as currently shown on the Official Map remaining in effect. Land use designations are described in the *Coastal Zone Framework for Planning*. Limitations on the uses described in the *Framework for Planning* are described in the Area Standards section, following.



Avila Beach Land Use Map

B. AVILA BEACH LAND USE

This section of text supercedes text from the San Luis Bay Local Coastal Plan, Chapter 6, pages 6-4 to 6-7.

AVILA BEACH

This area includes the townsite of Avila Beach, the Union Oil Company property and the Port San Luis Harbor District lands. This total area is contained within the Urban Services Line.

Residential Multi-Family

Existing development is primarily residential, with the majority of structures being single-family residences or duplexes. There are also a few motel units that are rented as apartments fall through spring. Some of the older residences are run-down and detract from the visual quality of the community.

The character of Avila Beach will continue to be that of a recreation community. It is also expected that the residential type will continue to be single-family and duplexes on small lots, with the net resultant density being that of multiple residential. New development proposals for multiple family dwellings must be consistent with the total community character and also be responsive to the varied terrain and viewsheds of existing development.

The Avila Beach Specific Plan adopted for the Avila townsite specifies the type and density of new Residential Multi-Family projects. Mixed use projects, where appropriate, are encouraged, including the combination of visitor lodging and traditional multi-family dwellings. [Amended 2000, Ord 2919]

Residential Single Family

The only area designated as Residential Single Family is bordered on the north by San Luis Street, on the west by San Antonio Street, on the south by First Street, and on the east by the Union Oil Company industrial lands.

Commercial Retail

The Central Business District (CBD) is concentrated within the blocks between Front and First Streets, extending from San Juan Street to a point east of San Antonia Street. In 1999, a majority of this area was demolished as part of a clean-up operation by the Unocal Corporation. The uses prior to the demolition were varied and included bars, restaurants, a mobilehome park, motels, auto repair, grocery and several residences.

The commercial establishments provide for residents daily needs, but are most heavily dependent on the recreation/tourist trade for their continued economic survival. Residents must travel to other communities for major retail purchases.

Future commercial development should continue to emphasize visitor-serving commercial uses. The Specific Plan sets forth standards that allow the proper delineation of roadway, parking and pedestrian areas to lessen some of the past adverse conditions. The Specific Plan also recommends a redistribution of public parking adjacent to the commercial areas, coupled with a pedestrian plaza and pedestrian walkways to the beachfront, to benefit the commercial establishments. Traffic congestion might even be further lessened if, in the future, the proposed Pacific Coast Light Railway (a tourist concession) or some other system could be extended from Avila Valley to the Avila townsite and provide a shuttle-type service that would permit parking of cars in the outlying areas rather than in town. [Amended 2000, Ord. 2919]

Recreation

Avila Beach, considered one of the best swimming beaches in the county, extends the full length of Front Street. The beach has restrooms, picnic facilities and some playground equipment, and the Avila Pier is a public pier used for fishing. Both the beach and pier are operated and maintained by the Port San Luis Harbor District.

In the future, better pedestrian access should be provided between the beach and parking facilities located on the perimeter of the CBD. The old Pacific Coast Railroad right-of-way could be utilized by the proposed Pacific Coast Light Railway to connect Avila Valley to Avila Beach recreation resources. The railway is also proposed for ultimate extension out to Port San Luis and could serve not only as a tourist attraction, but could become an important aspect of the area's circulation system. [Amended 2000, Ord. 2919]

Public Facilities

This land use category is applied to lands along Harford Drive owned by the Port San Luis Harbor District. The lands owned by the harbor district are proposed for a wide variety of recreational uses, to be constructed in phases over a period of several years.

Uses contemplated are berthing for commercial and pleasure craft, boat repair, auto and boat trailer parking, and a restaurant, all of which would be compatible with the harbor character.

Due to the unknown nature of crew base requirements at this time, any such improvements will require amendment to the harbor plan and county development plan approval based upon the criteria identified in the Avila Beach Urban Area Programs and Standards.

The district has also acquired additional property at the northeast corner of Harford Drive and the PG&E access road, which they intend to develop as a supplemental boat storage and parking area to serve future harbor development. A little further east of this site is an existing 41 space trailer park. This use of these properties is being phased out.

The Public Facilities category also applies to the parking lot north of First Street. This should be up-graded and integrated into the uses adjoining the parking lot. [Amended 2000, Ord. 2919]

Industrial

This land use designation is applied to the Union Oil Company property adjacent to the easterly edge of the townsite, and to the company pier west of San Luis Obispo Creek. The site of approximately 120 acres is located on a large hill overlooking the town and has been used for many years as a site for Union Oil's tank farm for petroleum storage. The tank farm site is a major visual feature as it overlooks and can be seen from all points of the community.

The storage site is relatively flat, with slopes of 0-15%, but this turns to rather steep cliffs on all sides of the site with over 30% slopes. At one time, there were approximately 12 major storage tanks on the flat section of the site with small tanks and accessory buildings (i.e., water tanks, truck loading facilities) scattered throughout. In conjunction with the clean-up of petroleum contamination in the community, Union Oil Company has removed the tanks and other facilities, except for small water tanks. The property is fenced and access is restricted to Union Oil Company officials. Future utilization of the site should not infringe on the steep wooded slopes along the northern perimeter above Avila Road or damage the bluffs along the waterfront. Union Oil maintains their own sewage disposal system and fire protection facilities, but receives water from the Avila Beach Community Services District. [Amended 2000, Ord. 2919]

C. Avila Beach Urban Area Programs

This section of text supercedes text from the San Luis Bay Local Coastal Plan, Chapter 6, pages 6-21 to 6-23.

AVILA BEACH URBAN AREA PROGRAMS

The following programs apply within the Avila Beach urban reserve line to locations in the land use categories listed.

Communitywide

1. **Priority Coastal-Dependent and Coastal-Related Uses.** Priorities and policies of the California Coastal Act and the San Luis Obispo County Local Coastal Plan shall be considered in reference to any development proposal in the Avila Beach Urban Area, which could impact traffic levels on Avila Beach Drive. [Added 1995, Ord. 2702]

Commercial Retail

1. **Parking.** The county should work with property owners toward development of adequate parking facilities needed to serve the downtown and beach areas.

2. **Facility Management.** The county should cooperate with the town of Avila, the Avila Beach Community Services District, the Avila Beach Community Foundation, the Port San Luis Harbor District, and Front Street property owners to facilitate management of facilities in the downtown area of Avila Beach, including the beach and pier, the park, and the parking lot. [Added 1996, Ord. 2776]

Industrial. The following programs apply to the Union Oil marine terminal and tank farm.

3. **On-Shore Pipeline Alternative.** The county should encourage expansion or construction of onshore petroleum pipelines when and where feasible in lieu of any expansion of marine terminal facilities or operations.

4. **Abandonment of Pier.** At such time as the Union Oil Pier is no longer needed for petroleum operations, the county, the State Department of Parks and Recreation or other public agency should be offered the right of first refusal if the pier is determined appropriate for recreational use.

5. **Onshore Pipeline.** The county should encourage the State to study extending the onshore pipeline being proposed to service offshore oil development in the Santa Barbara Channel and northern Santa Barbara County, northward to intercept oil presently being exported through Port San Luis.

Public Facilities. The following program applies only to the Port San Luis Harbor District.

6. Future revisions to the harbor master plan should be based upon the following priorities:

Priority I: Coastal-Dependent Uses

a. Commercial fishing and related mariculture/aquaculture

b. Sport fishing

c. Recreational boating and other oceanfront recreational uses

d. Energy-related facilities

Priority II: Coastal-Related Uses

a. Other visitor-serving retail commercial uses and other coastal-related uses

Priority III: Other Uses

a. Other uses which are neither coastal dependent or related.

Priorities and policies of the California Coastal Act shall be considered in all harbor development. Prior to approval of any use which is not coastal-dependent the harbor district shall make a finding that adequate resources and services have been reserved for all coastal dependent uses proposed in the master plan. (PSL Policy C-3)

7. **Facility Management.** The county should pursue coordinated review of any harbor improvement plans with the California Coastal Commission, the U. S. Army Corps of Engineers, the California Department of Water Quality Control Board and the Port San Luis Harbor District to ensure a timely response to the proposed project and incorporation of the concerns of each of these agencies into the approval of the development plan.

Recreation

8. **Avila Beach.** Future recreation uses at Avila Beach should be compatible with the Avila Beach Specific Plan. [Amended 2000, Ord. 2919]

9. **Floodplains.** The county Engineering Department should work with owners of developing properties to acquire protective easements over floodplain areas.

10. **Pacific Coast Light Railway.** The county should assist the railroad operator in acquiring right-of-way to extend the proposed Pacific Coast Light Railway from Avila Valley through Avila Beach. The old Santa Fe School building east of Ontario Road should be incorporated into the proposed railroad facilities development.

11. **Screening.** The county should work with property owners and the State Department of Transportation to initiate a program to landscape and screen existing and proposed recreational uses from view of U.S. 101 and to remove unsightly fill from San Luis Obispo Creek.

12. **Avila Pier.** The county shall encourage discussions between the Port San Luis Harbor District and the Avila Beach Community Services District regarding management of the pier, beach and parking lot. [Amended 2000, Ord. 2919]

D. Avila Beach Urban Area Standards

The Avila Beach Urban Area Standards section of the San Luis Bay Local Coastal Plan has been modified as follows:

The following standards apply only to lands within the town of Avila Beach, to the land use categories or specific areas listed.

COMMUNITYWIDE:	The following standards apply within the Avila Beach urban reserve line and are not limited to a single land use category.

1. **Water Authorization Required.** Submittal of a "will-serve" letter from the Avila Water District is required prior to issuance of any building permits for construction proposed to have water service.
2. **Avila Beach Drive and San Luis Bay Drive Level of Service.** The Level of Service (LOS) for Avila Beach Drive and San Luis Bay Drive shall be based on the average hourly weekday two-way 3:00 p.m. to 6:00 p.m. traffic counts to be conducted during the second week in May of each year. [Added 1995, Ord. 2702]

3. **Avila Beach Specific Plan Included by Reference.** The Avila Beach Specific Plan, and any amendments made thereto, is hereby incorporated into this Land Use Element as though it were fully set forth here. All development within the Avila Beach Specific Plan planning area (as shown above) is to be in conformity with the adopted Specific Plan, as well as all other applicable LCP standards. In the event of any conflict between the provisions of the San Luis Bay Area Plan and the Specific Plan, the Specific Plan shall control. [Added 2000, Ord. 2919]

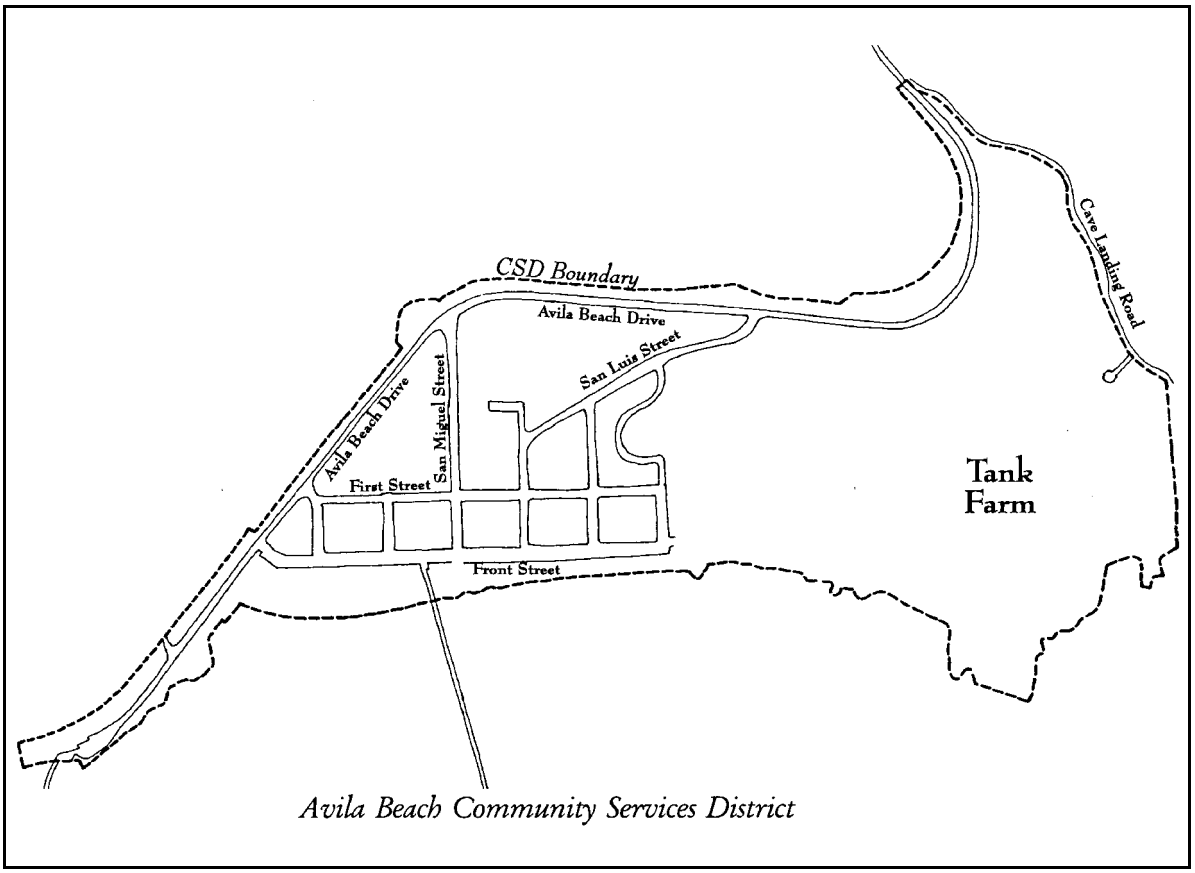


Figure 1-1: The planning area for the Avila Beach Specific Plan coincides with the boundary of the Avila Beach Community Services District.

4. Permit Requirement. Unless otherwise specified in the Avila Beach Specific Plan, Minor Use Plan approval is required for all proposed new uses. All development activities on the Tank Farm shall require Development Plan review and approval. [Added 2000, Ord. 2919]

5. Temporary Events: Where allowed as S-17 uses by the Land Use Element, temporary events in the town of Avila Beach are subject to the following standards:

a. Permit Requirements: Minor Use Permit approval, except as follows:

Public Events. Except as otherwise provided in this section, no land use permit is required for:

Events occurring in approved theaters, convention centers, meeting halls or other approved public assembly facilities; or

Admission free events held at a public park or other land in public ownership when conducted with the approval of the public agency having jurisdiction, provided that the event is conducted in accordance with all applicable provisions of this title; or

Other free admission events which are eight hours or less in duration and are operated by non-profit organizations.

In accordance with the Coastal Commission Guidelines for Temporary Events adopted on January 12, 1993, a Coastal Development Permit shall be required for any temporary events that meet all of the following criteria:

- are held between Memorial Day weekend and Labor Day; and,
- occupy all or a portion of sandy beach area; and,
- involve a charge for general public admission or seating where no fee is currently charged for use of the same area (not including booth or entry fees).

However, temporary events may be excluded from coastal development permit requirements when:

- the fee is for preferred seating only and more than 75% of the provided seating capacity is available free of charge for general public use; or,
- the event is less than one day in duration or,

- the event has previously received a coastal development permit and will be held in the same location, at a similar season, and for the same duration, with operating and environmental conditions substantially the same as those associated with the previously approved event.

Notwithstanding the above provisions, a temporary event may be subject to coastal development permit review if unique or changing circumstances exist that have the potential for the temporary event to have a significant adverse impact on coastal resources. Such circumstances may include:

- the event, either individually or together with other temporary events scheduled before or after the particular event, precludes the general public from use of a public recreational area for a significant period of time;

- the event and its associated activities or access requirements will either directly or indirectly impact environmentally sensitive habitat areas, rare or endangered species, significant scenic resources, or other coastal resources such as public access opportunities, visitor and recreational facilities, water-oriented activities, marine resources, biological resources, agricultural lands, and archaeological or paleontological resources;

- the event is scheduled between Memorial Day weekend and Labor Day and would restrict public use of roadways or parking areas or otherwise significantly impact public use or access to coastal waters;

- the event has historically required a coastal development permit to address and monitor associated impacts to coastal resources.

In the event of any conflict regarding a determination by San Luis Obispo County as to whether a temporary event requires a coastal development permit, the matter shall be referred to the Executive Director of the Coastal Commission for resolution. [Added 2000, Ord. 2919]

COMMERCIAL RETAIL: The following standards apply only to lands within the Commercial Retail land use category (including the Front Street Commercial Retail district).

1. **Priority and Protection of Visitor-Serving Uses.** Priority shall be given to visitor-serving uses throughout the Front Street Commercial District and the Commercial Retail area. Low-cost visitor serving facilities shall be protected, encouraged and, where feasible, provided.

2. **Storm Drainage.** Commercial development shall use best management practices (BMPs) to control and prevent pollutants from entering the storm drain system. BMPs shall be chosen and sized to meet the guidance of the California Storm Water Best Management Practices Handbook (Industrial/Commercial). Such measures shall include both source control and treatment control practices that insure contaminants

do not leave the site. Stormwater runoff from commercial sites shall be filtered through BMPs that treat storm water runoff up to and including the 85th percentile storm event. Restaurant and other commercial cleaning practices that can impact water quality (such as floor mat rinsing and vehicle cleaning) by introducing chemicals to storm drain systems (detergents, oils and grease and corrosive chemicals) shall provide designated areas that collect and dispose of this runoff through the sanitary septic system. Street sweeping and cleaning shall use best management practices outlined in the above referenced handbook or the Model Urban Runoff Program to keep contaminants and cleaning products from entering the storm drain system. [Added 2000, Ord. 2919]

INDUSTRIAL: The following standards apply only to lands within the Industrial land use category.

1. **Limitation on Use - Tank Farm.** Uses are limited to power transmission; coastal accessways and water wells and impoundment. Future use of the site will be considered during the remediation review process and a subsequent amendment to the Avila Beach Specific Plan. The amendment will include a request to amend the Specific Plan to change the land use designation from Industrial (IND) to a new category which would enable development similar in physical scale and functional characteristics to that described in the Specific Plan. [Amended 2000, Ord. 2919]

2. **Limitation on Use - Pier.** Facilities at the existing pier are limited to those needed to make the transfer of petroleum products and are not to include storage facilities.

RESIDENTIAL:	The following standards apply only to lands within the Residential Multi-Family and Residential Single-Family land use categories.

1. **View Protection.** All new residential development shall be designed to protect public view corridors to the beach and ocean. [Added 2000, Ord. 2919]

2. **Storm Drainage.** All new residential development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be sized and developed to meet the requirements of the California Storm Water Best Management Practices Handbook (Municipal). Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g., install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on site (e.g., percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into

   BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate storm water runoff up to and including the 85th percentile storm event. [Added 2000, Ord. 2919]

OPEN SPACE:	The following standards apply only to lands within the Open Space land use category.

1. **Riparian Vegetation.** Riparian vegetation is to be retained along creekways.

RECREATION:	The following standards apply only to lands within the Recreation land use category.

1. **Pacific Coast Railroad Right-of-Way.** Allowable uses are limited to the proposed railroad line, bicycle and hiking trails. Construction of the proposed railroad shall require Development Plan approval.

2. **RV Park Expansion.** The existing camper park south of San Luis Obispo Creek is not to be expanded into the creek floodplain.

3. **Sycamore Hot Springs - Development Standards.** Expansion of existing facilities is to occur in accordance with the approved Development Plan, with no development north of Avila Road.

Appendix J

Avila Beach Community Plan Inland

Avila Beach Community Plan

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Chapter 1: Introduction

1.1 Purpose

The Avila Beach Community Plan establishes a vision for the future that will guide land use and transportation over the next 20 years.

1.2 Relationship to General Plan

This community plan is part of Part III of the Land Use and Circulation Elements (LUCE) of the County General Plan. This plan is consistent with the other elements of the County General Plan. All other County plans, policies and programs that involve the community of Avila Beach and are subject to the County General Plan are to be consistent with and implement this plan. In addition, where applicable, all public and private development is to be consistent with the LUCE, including this community plan. It should be recognized, however, that this plan is subject to higher legal authority; for example, federal and state statutes, case law, and regulations.

The Framework for Planning (LUCE Part I) is the central policy document, while this plan contains programs more specifically applicable to this community. In accordance with the Framework for Planning, allowable densities (intensity of land use) are established. In addition to the Framework for Planning, the San Luis Obispo Area Plan contains regional land use and circulation goals, policies, and programs that apply to Avila Beach.

The Land Use Ordinance contains development regulations that are applicable countywide, as well as standards and guidelines for local communities that may be different than the county-wide regulations.

The Avila Beach urban area is split by the California Coastal Zone boundary. This plan addresses land use and circulation issues for the inland portion of the community outside of the coastal zone. The San Luis Bay Area Plan, Coastal (part of the Local Coastal Program) addresses these issues for the portion of Avila Beach within the coastal zone.

1.3 Features of the Plan

This plan describes County land use and transportation programs for a 20-year time frame in the community of Avila Beach, including regulations also adopted in the Land Use Ordinance and Land Use Element. All information contained in this plan is taken from the San Luis Bay Inland Area Plan, which was adopted on September 22, 1980. Only non-substantive edits have been made to this text for consistent formatting and to reflect the new organization of the LUCE. No changes have been made to reflect current conditions in Avila Beach.

This plan includes the following major features:

Background Information

This plan provides information on land use, population, availability of resources and public services, and environmental characteristics. This information (current as of 1980) is the basis for many of the plan recommendations.

Policies, Programs and Standards

In addition to countywide policies in Framework for Planning, the San Luis Obispo Area Plan contains areawide land use and circulation policies affecting the community of Avila Beach. These policies are implemented in Avila Beach through the recommended programs in Chapters 3 through 6 of this plan and the standards in Article 10 of the Land Use Ordinance (Chapter 22.106 – San Luis Obispo Area Communities and Villages).

Proposed programs listed at the end of Chapters 3 through 6 are non-mandatory actions that may be initiated by the County, communities, or other agencies to correct or improve local problems or conditions, and to otherwise help implement the goals and policies of the San Luis Obispo Area Plan. Since many recommended programs involve public expenditures, their initiation depends upon availability of funding. Areawide programs listed in the San Luis Obispo Area Plan may also affect the community of Avila Beach.

Specific, mandatory development standards are included in Article 10 of the Land Use Ordinance (Chapter 22.106 – San Luis Obispo Area Communities and Villages) that address special conditions in communities and neighborhoods and help implement the goals and policies of the San Luis Obispo Area Plan. These standards address land use, public services, circulation, sensitive resources, and natural hazards (the latter two overlays are called "combining designations"). The standards provide criteria for detailed evaluation of development projects.

Resource Management

Chapter 3 describes the existing and future status of water supply, sewage disposal, schools, and other public services in Avila Beach. Included are estimates of population thresholds at which potential resource capacity problems may occur. Chapter 6 includes descriptions of sensitive resources and historic resources. While this plan focuses on public facilities, services, and resources within the Avila Beach urban area, the San Luis Obispo Area Plan addresses these topics on a regional scale.

Area Plan Maps

Land use, circulation and combining designation maps are shown following Chapters 4, 5 and 6, respectively. They illustrate:

- **Land Use Categories** – which determine the uses that are allowable on a piece of property, including density and intensity of development.
- **Combining Designations** – which identify areas of hazards, sensitive resources and historic resources.
- **Circulation** – which consists of roads and pedestrian, bicycle, and equestrian facilities.

Due to scale limitations, the maps in this plan are for reference purposes only. The official maps are available at the County Department of Planning and Building.

1.4 Setting

The unincorporated community of Avila Beach includes an area bounded on the east by Highway 101, the city of Pismo Beach on the south, the coastal zone on the west and the Irish Hills to the north. It includes the Avila Valley area and most of the San Luis Bay Estates residential development. Development in outlying portions of the urban area could lead to substantial population increases that could alter the community character.

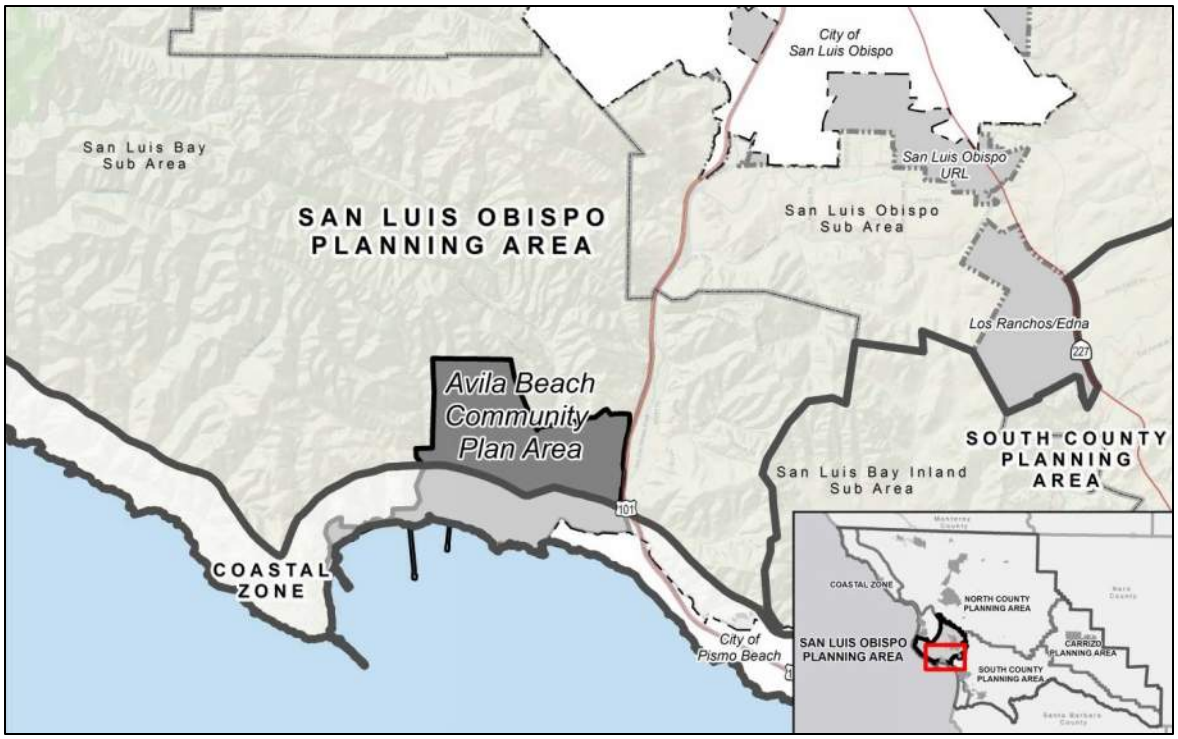

Figure 1-1: Regional Map

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Chapter 2: Population

This chapter discusses the population of Avila Beach. More detailed population information for the entire San Luis Bay sub-area is described in the San Luis Obispo Area Plan.

2.1 Population

Developments proposed for outlying portions of the community could lead to a considerable population increase within the urban reserve line.

Avila Beach has maintained a stable environment with a small town atmosphere. Population projections and absorption capacities by land use category are shown in Tables 2-1 and 2-2, respectively.

Table 2-1: Population Projections – Avila Beach					
1980	**1985**	**1989**	**1990**	**1995**	**2000**
396	419	644	654	687	713

Table 2-2: Absorption Capacity[1] – Avila Beach	
Land Use Categories	**Absorption Capacity**
Agriculture	0
Rural Lands	2
Residential Rural	0
Residential Suburban	918
Residential Single Family	0
Residential Multi-Family	0
Maximum Absorption Capacity	**920**
1989 Population	644
Potential Added Population	**276**

Notes:

1. Theoretical maximum population at build-out, by land use category. Calculations are based on the following assumptions:
   a) Minimum parcel size is 80 acres for Agriculture and Rural Lands, 5 acres for Residential Rural, 1 acre for Residential Suburban.
   b) Density is 6 dwelling units per acre for Residential Single-Family and 26 per acre for Residential Multi-Family.
   c) 2.685 persons per household

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Chapter 3: Public Facilities, Services, and Resources

3.1 Introduction

Chapter 3 provides a description of public facilities, services and basic resources within Avila Beach. It identifies capacities and compares them with current and projected demand levels, based on 1980 information. It then identifies appropriate program options that the County might use to deal with current and potential deficiencies. In addition, this chapter identifies programs for improving our basic understanding of existing and potential resources.

> ***NOTE:*** This chapter describes service levels and available resource capacities as of the adoption of the San Luis Bay Inland Area Plan (1980). More recent data on resource and service levels is available in the County's Resource Summary Report, which is updated every two years.

Appropriate levels of service for urban, suburban and rural areas are discussed in Framework for Planning (LUCE Part I). Appropriate development levels within Avila Beach are addressed in Chapter 4 of this plan. The intent of Chapter 3 is to provide the public and decision makers with basic information and a range of options to be considered when evaluating growth and development issues. In addition to the discussion in this chapter, the San Luis Obispo Area Plan describes regional facilities and services that are not necessarily based in Avila Beach but are available to residents in the San Luis Bay sub-area.

3.2 Resource Management System

The primary purpose of the Resource Management System is to provide an alert process for timely identification of potential resource deficiencies. Sufficient lead time can then be provided to allow for correcting or avoiding a problem without the necessity of resorting to development moratoria or other severe growth restrictions. This chapter initiates the RMS by summarizing assessments of the major resources of water supply, sewage disposal, schools, and road capacity. In conjunction with those assessments, population thresholds have been estimated for three levels of severity for each resource. Since population thresholds are estimates, however, changes in population growth, resource consumption or other factors may change the estimated thresholds. Data developed for this report will be reviewed and updated annually as part of the general plan review process.

The resources that appear to be experiencing deficiencies in Avila Beach are summarized in Table 3-1, below. Verification of the level of severity will occur after public hearings and Board of Supervisors action to certify the documentation on which these assessments are based. Resource capacity information is included in this area plan to support ongoing review of needs for capital programs and providing information to the public on the status of county resources. This information is not to be used for reviewing individual development proposals or their consistency with the general plan. The use of Land Use Element resource capacity information by the County to evaluate development proposals can only occur through separate hearings and enactment of ordinances outside of the general plan. An explanation of this procedure is in Part I of the Land Use Element (Framework for Planning).

Table 3-1: Resource Severity Levels and Population Thresholds - Avila Beach[1]			
Resources	Levels of Severity		
	I	II	III
Water Resources	410	420	445
Sewage Treatment Plant[2]	-	-	-
Schools[3]	-	-	-
Roads/Circulation Avila Road	-	380[1]	420

Notes:

[1]Includes areas within the Coastal Zone

[2]No level of severity is indicated before the year 2000

[3]Population thresholds are listed in the San Luis Obispo Area Plan

3.3 Status of Public Facilities, Services, and Resources

As Avila Beach grows and its services become more clearly defined, a locally governed community services district may be appropriate. This district could possibly include areas of the community now served by CSA #12, Avila Beach County Water District and the Avila Lighting District; as well as possibly including the private service providers such as Port San Luis Harbor District and Union Oil Company.

Water Supply

An adequate water supply is an important prerequisite for future development in Avila Beach. Decisions on water resource use in Avila Beach will have far reaching implications for the entire planning area. Based on the projected growth rate and the present consumption rates, Avila Beach (primarily within the coastal zone) is expected to reach an RMS Severity Level I when the population reaches approximately 410 persons.

The urban portions of Avila Beach rely heavily on water allotments from Lopez Reservoir. The total allotment available for urban uses is 4,530 acre feet per year. This water supply is augmented by pumping groundwater, primarily from the Arroyo Grande groundwater basin. The 1979 state Department of Water Resources (DWR) study of the Arroyo Grande basin notes that the water quality in some portions of the basin is not adequate to meet requirements for domestic consumption. DWR estimates there is ample water stored above sea level in the basin to meet the demands until about 1990. However, in order to ensure an adequate long range water supply, DWR recommends the development of a comprehensive plan to manage the groundwater resources and to provide for the future delivery of a supplemental water supply. This will be particularly important as urban and agricultural users are forced to compete for the groundwater, competition brought about by a population increase and growth in agricultural activities in the San Luis Bay sub-area.

The 1979 DWR study also indicates that a potential water supply lies off shore from the coastline, where approximately three million acre feet are stored. While the study substantiates the existence of this resource, it also notes that it is a "one time" resource; once mined it is gone. If the policy decision is to use the off shore aquifer, plans must be developed to prevent or alleviate sea water intrusion that might occur as the water moves inland. Utilization of this resource appears to be many years distant.

Table 3-2: Special Districts - Avila Beach		
County Service Area #12	Port San Luis Harbor west of Avila Beach, area east of Avila town site including Ontario Ridge, Avila Valley, and Squire Canyon area.	Acquisition and distribution of Lopez Reservoir water

Lopez Water

Total water allotment available for urban uses is 251 acre feet per year. Table 3-3 summarizes the entitlements and the amount of water consumed during the fiscal year 1978-79.

Table 3-3: Lopez Water Entitlement and Consumption - Avila Beach		
Agency	**Entitlement (acre feet/year)**	**1978-79 Consumption (acre-feet)**
County Service Area #12[1] (Avila Beach)	186	52
Avila Beach Co. Water District[2]	65	55
Total	**251**	**107**

Notes:

1. Partially within the Coastal Zone
2. Entirely within the Coastal Zone

Source: San Luis Obispo County Public Works

Sewage Disposal

The San Luis Obispo City Sewage Treatment Plant discharges treated effluent into San Luis Obispo Creek. These waters are used downstream in Avila Valley for irrigation. Proposed improvements to the treatment plant will ensure that the effluent will meet water quality standards established by the Regional Water Quality Control Board.

Schools

Students from the Avila Beach urban area and the area east of Montana de Oro attend school in the San Luis Coastal District.

The Bellevue Santa Fe School, located in Avila Valley, provides elementary school facilities, while the junior high and high school aged students attend San Luis Obispo junior and senior high schools. A review of district facilities indicates there will be ample capacity in the elementary school beyond the year 2000. A similar situation exists for the junior high school facilities.

The capacity of the high school is presently being exceeded; however, the enrollment is declining and projected to continue downward until about 1985. The declining enrollment in the near future will then provide some capacity for the upward enrollment trend that is expected to follow. Based on these factors the high school facilities are now experiencing a Level II deficiency but the situation can be expected to improve in the near future.

Drainage

Floodplains have been influenced by land use changes. Development has increased run off, and flow obstructions, such as bridges and culverts, cross the streams in areas not designed to take increased flows.

Non-structural measures that are compatible with the National Flood Insurance Program provide interim floodplain management techniques until structural solutions are implemented. Non-structural solutions proposed in the master plan include the availability of subsidized flood insurance for existing structures in the floodplain, as well as the enforcement of land use controls for new construction. The Flood Hazard combining designation indicates the areas within the 100 year floodplain for which the Land Use Ordinance has applicable standards to provide non-structural controls. The Land Use Element designation of low density rural uses in those areas provides opportunities to locate permitted development away from areas of heavy flooding. An integral part of flood control also includes the continuation of the stream bed maintenance programs in Zone 9.

Emergency and Social Services

Avila Beach is serviced by the San Luis Obispo County Sheriff and the California Highway Patrol. The South County Sheriff's Substation, located in Oceano, services the entire San Luis Bay Inland sub-area and the rest of the South County. Since the area is large, the response time in outlying areas can be quite long.

Fire Protection

A recently established volunteer fire company in Avila Valley provides fire protection service to Avila Valley, See, Squire, Price, and Sycamore Canyons, north of the San Luis Obispo city limits, and the Diablo Canyons, north to San Luis Obispo city limits, and the Diablo Canyon power plant, also utilizing an all-volunteer force.

3.4 Community Service Programs

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this community plan. The implementation of each LUE program is the responsibility of the County or other public agency identified in the program itself.

Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

NOTE: In addition to the programs listed here, the San Luis Obispo Area Plan contains regional programs for the San Luis Bay Inland sub-area that may also affect the community of Avila Beach.

The following public service program applies within the Avila Beach Urban Reserve Line.

1. **Community Services District**. As Avila Beach grows, the community and LAFCO should consider consolidating services into a community services district, including services now provided by CSA #12, Avila Beach County Water District and the Avila Beach Lighting District. The CSD should include all lands within the urban reserve line, with provision of services based on "zones of benefit" so that service costs are borne by users.

Chapter 4: Land Use

4.1 Introduction

This chapter discusses land use issues affecting the community of Avila Beach and contains programs intended to achieve the community's vision, consistent with the areawide land use goals and policies described in the San Luis Obispo Area Plan.

The Land Use Element official maps separate the community into land use categories, which define regulations for land uses, density and intensity of use. The programs at the end of this chapter recommend actions by the County to address land use and growth-related issues in the community of Avila Beach. Other programs are listed in the San Luis Obispo Area Plan for the rural portions of the San Luis Bay Inland sub-area.

4.2 Distribution of Land Uses

The primary method of allocating land uses within Avila Beach is through the mapping of 14 land use categories. The uses that are allowed within each category are shown in Article 2 of the Land Use Ordinance. Further limitations on allowable uses may be imposed by standards located in Article 10 of the Land Use Ordinance (Chapter 22.106 – San Luis Obispo Area Communities and Villages).

The location and distribution of the land use categories is shown in the official maps on file in the Department of Planning and Building and on the informational report map at the end of this chapter.

For ease of discussion the land uses in the Avila Beach Urban Area are divided into two sections: San Luis Bay Estates and Avila Valley.

San Luis Bay Estates

This private development lies north of Avila Road between San Luis Bay Drive on the east and an area west of the mouth of San Luis Obispo Creek, covering approximately 1,187 acres. The southern portion of the development lies within the coastal zone. In 1981, a master development plan was approved for phased construction of a recreational/residential community. The master development plan establishes the location and extent of residential, commercial, recreational and related development; the phasing sequence for future construction; the proposed circulation system; and development and design standards for proposed uses (Amended 1987, Ord. 2321).

The master development plan for San Luis Bay Estates established a maximum total of 808 residential units. The Local Coastal Program Land Use Plan, as certified by the Coastal Commission in 1984, deleted two residential clusters totaling 43 dwelling units located adjacent to the golf course within the Coastal Zone. However, these 43 units may be transferred to other locations within San Luis Bay Estates through approval of an amendment to the master development plan, unless the 43 units are retained within Phase IV (Amended 1987, Ord. 2321).

The dwelling units within San Luis Bay Estates are to be attached or detached single family units of conventional construction (except for the existing mobile home park) and will be developed in several clusters, retaining about 80 percent of the project area in open space. Additional proposed development is to include a commercial center. Each phase of the project will be

implemented through a Conditional Use Permit application in accordance with the Land Use Ordinance. Water and sewer service considerations, traffic and other potential environmental impacts will be evaluated with each phase of development.

Facilities constructed by 1987 include the hotel, 18 hole golf course, tennis facilities, private water supply and sewage disposal systems, fire station, private roads, a mobile home park, an office area adjacent to the entrance gate on San Luis Bay Drive, and Phase I residential townhouse development (the hotel and golf course are within the coastal zone) (Amended 1987, Ord. 2321).

It is expected that this development will remain a recreational/residential community. Each phase of the project will require Conditional Use Permit approval. With continuation as a private community, none of the facilities would be maintained or operated by the County. An expansion of the existing hotel has been approved (Amended 1987, Ord. 2321).

Residential Suburban

Development should occur at a net density within the range of the Residential Suburban land use category using the cluster division provisions of the Land Use Ordinance. This will allow smaller individual lot sizes while providing open space to preserve the highly scenic quality of the property. Location of the clusters will be determined by the master development plan and individual clusters will then be designed in detail through a Conditional Use Permit application.

Commercial Retail

Commercial Retail uses are to occur in a "village" adjacent to the entrance road, west of San Luis Bay Drive. These facilities should be aimed at meeting the neighborhood needs of the project residents and nearby residents of Avila Valley and should not be developed as a major commercial center. The high visibility of the site requires careful attention to building design, siting, landscaping and signage.

Recreation

The Recreation category is applied to San Luis Obispo Creek and to areas containing existing recreational development - the tennis courts. Neighborhood recreation centers could also occur as part of each residential cluster and are not designated in the Recreation category. Even though the property is a private development, the creek bed offers the only area suitable for installing public trails that could connect to both Avila Valley to the east and Avila Beach to the west. The old Pacific Coast Railroad right-of-way also passes through the property and agreements should be worked out that could allow public access to a trail system and also the possible extension of the proposed Pacific Coast Light Railway from Avila Valley to Avila Beach.

Open Space

This category is applied to the parcel lying south of Avila Road (a portion of the parcel is within the Coastal zone). The parcel is extremely steep, heavily brush covered and does not appear to have any reasonable access from either Avila Road or Cave Landing Road. The acreage of this parcel may be considered toward meeting the required amount of open space for development of the total project, if dedicated. The Open Space category is also applied to those areas shown by the master development plan to be preserved in open space. Open space areas will be reserved by perpetual easement with approval of each phase of residential development. (Amended 1987, Ord. 2321)

Avila Valley

Avila Valley is at the easterly edge of the Avila Beach urban reserve area, about 2 miles east of Avila Beach. It is bounded on the east by Highway 101, on the south by Ontario Ridge and on the north and west by San Luis Bay Drive. This area was included within the 1972 Avila Valley Specific Plan. However, that specific plan has been repealed in the resolution for adoption of the Land Use Element.

The valley has many areas with high open space values and also several areas of hazard lands, primarily flood plains along San Miguelito and San Luis Obispo Creeks and geologic hazard areas on steep slopes. Areas which present a natural hazard should be left in open space or designated for very low intensity uses and development should be located where construction will not destroy natural or scenic values of the site. Areas with high soil erosion hazard, habitat value and scenic value should be retained for open space uses, while limited development is appropriate in areas of moderate environmental and scenic value. Most development should be concentrated in areas of low environmental or scenic impact.

The previous specific plan recommended a variety of land uses. The major amount of development, approximately 170 to 200 dwelling units, was proposed for the central portion of the valley bounded by San Luis Bay Drive on the north and west, Ontario Road on the east, and San Luis Obispo Creek on the south. More recently, lower density development has been approved in this area, recognizing the reduced amount of Lopez water allotments available to the properties. The lower density appears to also reduce the economic feasibility of providing public sewers in the valley. In addition to these changes in the central valley, some of the properties along the westerly edge of Ontario Road have recently broken down through the lot split process and homes constructed on parcels having a lower density than proposed in the previous specific plan.

Residential Suburban

The residential suburban development is to be clustered toward the center of Avila Valley and not immediately adjacent to the roadways or on prominent hilltops. Tract No. 699 covers much of the area and provides for suburban lots utilizing specially designed individual sewage disposal systems and a community water supply system. The portion of Tract No. 699 lying west of San Miguelito Creek has not yet been subdivided, however, when subdivision does occur the units should be clustered with the net density not to exceed one dwelling unit per 5 acres.

Properties located east of Tract No. 699 from the PG&E information center to the old Buddhist Temple property, are designated for suburban densities. Recent land divisions have led to home sites being constructed on portions of properties that are highly visible from the Highway 101 corridor. Any further development should be located so it will not further impinge on scenic qualities. Construction of access roads should also be carefully located to minimize visual impacts.

Commercial Retail

Commercial Retail uses should be confined to properties immediately adjacent to the San Luis Bay Drive/Highway 101 interchange and should be subject to Conditional Use Permit approval. The uses to be established here should be highway oriented, rather than everyday commercial uses for area residents. A recent proposal was for development of a commercial winery and wine tasting facility on this corner, a concept that appears to be in keeping with the rural character of the valley and yet is a highway/tourist oriented commercial use. Due to the highly

visible nature of this corner, signing should be limited to one free standing identification sign. Signing on any structures should be integrated into the building design.

The former Buddhist Temple property is also designated for commercial development. Uses should be restricted to tourist/ highway oriented uses. Development should also be coordinated with the proposed development of the Pacific Coast Light Railway. Because of the scenic qualities of the area, all development should be subject to Conditional Use Permit approval. Also, signing for commercial uses should be limited to one identification sign.

Recreation

The Recreation land use category is applied between Ontario Road and the freeway and includes several existing facilities: the Avila Hot Springs pool and accompanying camper park, and the old Santa Fe School building. The Avila Hot Springs pool should continue as a commercial recreation facility. The adjoining camper park to the north along Ontario Road cannot expand beyond its present size since the adjacent land is within the floodplain of San Luis Obispo Creek. The developed area also needs to be screened from view from Highway 101 as it is highly visible. Dumping of fill material into the floodplain should also be discontinued. There is also a recreational vehicle and boat storage area southeast of the hot springs pool, along Avila Road, that is entirely visible from the roadway. This area needs to be properly maintained and effectively screened so as to provide a more desirable entrance to Avila Valley.

The old Santa Fe School is presently being used as a residence and is rapidly falling into disrepair. The building fronts on an old portion of Ontario Road right-of-way. The school building should become part of the proposed development of the Pacific Coast Light Railway.

Sycamore Hot Springs, a historic landmark in the valley, has been approved for substantial remodeling and expansion on about 14 acres at its present location. When completed, the complex will consist of some 50 cabin units, a pavilion, pool, bath house and spa facilities, and increased parking facilities. The remainder of the property is now covered by a scenic easement and there should be no further development of the property. The property to the north across Avila Road should not be used for any expansion of the facilities since most of the land is within the floodplain of San Luis Obispo Creek. However, use of this area for riding/hiking trails or picnics areas and other recreational uses may be appropriate.

The Recreation designation is also applied to lands along San Luis Obispo Creek where major emphasis should be on open space uses. These lands are subject to flooding and only low intensity recreational uses should be permitted and structures should be incidental to major uses. The light railway proposed for Avila Valley would utilize the old Pacific Coast Railroad right of way. Development of riding and hiking trails, picnic areas certain recreation uses would also be appropriate, but emphasis must be placed on retaining the natural features that are essential to the overall character. The Recreation land use category also includes Lot 31 of Tract 699 which was recently granted in fee to the County as a greenbelt and for creation of a bicycle path along San Miguelito Creek and a bicycle park at the intersection of San Miguelito and San Luis Obispo Creeks.

Open Space

The Open Space designation is applied to lands along San Luis Obispo Creek where major emphasis should be on open space uses. These lands are subject to flooding and only low intensity recreational uses should be permitted and structures should be incidental to major uses. The light railway proposed for Avila Valley would utilize the old Pacific Coast Railroad right-of-way. Development of riding and hiking trails and picnic areas would also be appropriate, but emphasis must be placed on retaining the natural features that are essential to

the overall character. The Open Space land use category also includes portions of Tract 699 which calls for creation of a bicycle path along San Miguelito Creek and a bicycle park at the intersection of San Miguelito and San Luis Obispo Creeks.

Rural Lands

This designation covers lands lying southerly of Avila Road on the northerly slopes of Ontario Ridge. The area is extremely steep and heavily wooded and provides the southerly definition of Avila Valley. Any development of these lands should occur adjacent to Avila Road, not on the hillsides. The undeveloped portions of the properties should then be covered by open space easements.

4.3 Land Use Programs

The following programs apply within the Avila Beach Urban Reserve Line. They are grouped under land use categories or other headings to identify where they apply. The San Luis Obispo Area Plan should also be referenced for a list of areawide land use programs for the San Luis Bay Inland sub-area that may affect Avila Beach.

NOTE: In addition to the programs listed here, the San Luis Obispo Area Plan contains regional programs for the San Luis Bay Inland sub-area that may also affect the community of Avila Beach.

Areawide

1. **Priority for Coastal-Dependent and Coastal-Related Uses**. Priorities and policies of the California Coastal Act and the San Luis Obispo County Local Coastal Plan shall be considered in reference to any development proposal in the Avila Beach Urban Area, which could impact traffic levels on Avila Beach Drive. [Amended 1994, Ord. 2702]

Recreation

2. **Floodplains.** The County Public Works Department should work with owners of developing properties to acquire protective easements over floodplain areas.

3. **Pacific Coast Light Railway**. The County should assist the railroad operator in acquiring right-of-way to extend the proposed Pacific Coast Light Railway from Avila Valley through Avila Beach. The old Santa Fe School building east of Ontario Road should be incorporated into the proposed railroad facilities development.

4. **Screening**. The County should work with property owners and the state Department of Transportation to initiate a program to landscape and screen existing and proposed recreational uses from view of U.S. 101 and to remove unsightly fill from San Luis Obispo Creek.

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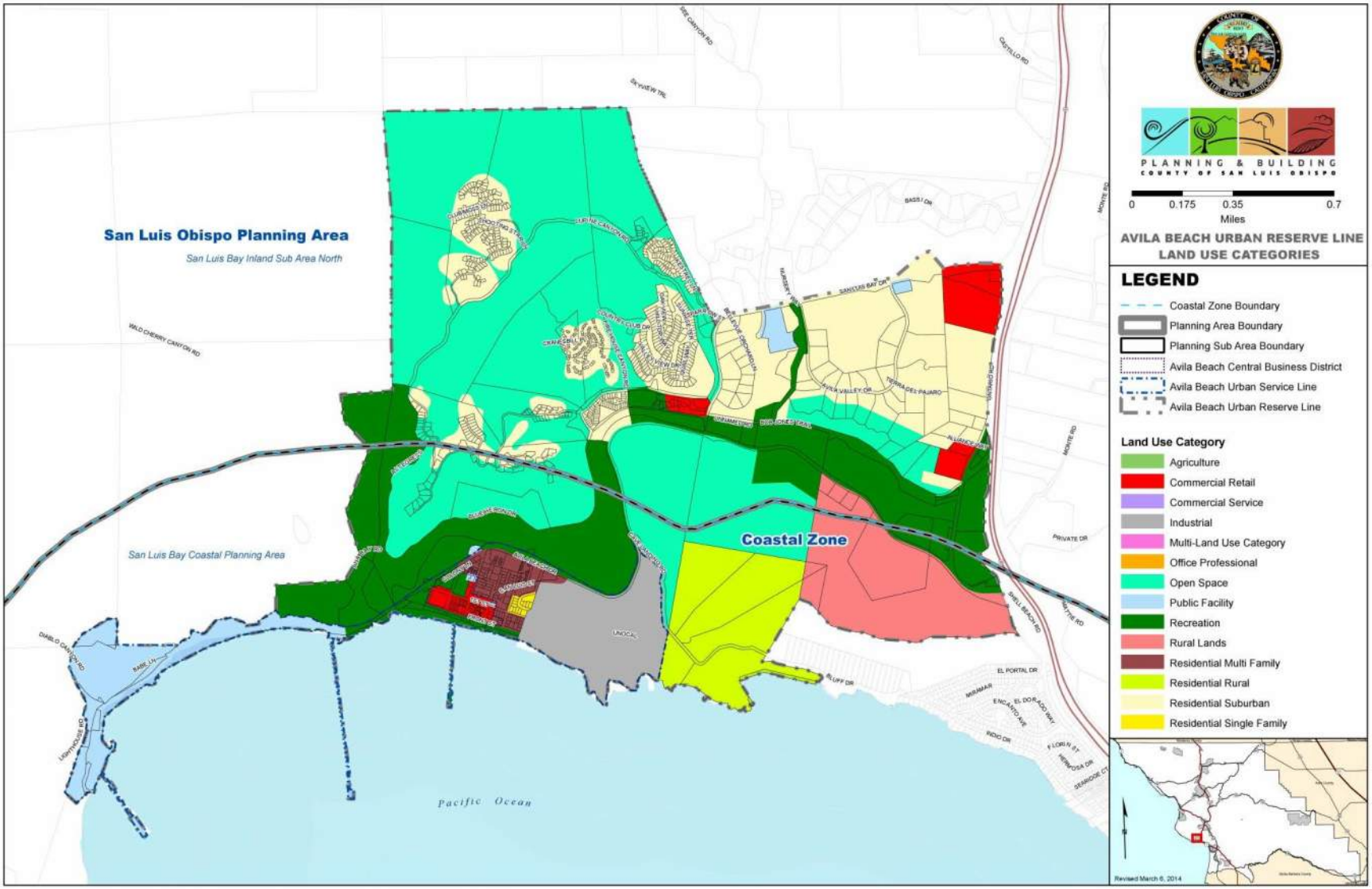
San Luis Obispo Planning Area
San Luis Bay Inland Sub Area North
San Luis Bay Coastal Planning Area
Coastal Zone
Pacific Ocean
PLANNING & BUILDING
COUNTY OF SAN LUIS OBISPO
0 0.175 0.35 0.7
Miles
AVILA BEACH URBAN RESERVE LINE
LAND USE CATEGORIES
LEGEND
Coastal Zone Boundary
Planning Area Boundary
Planning Sub Area Boundary
Avila Beach Central Business District
Avila Beach Urban Service Line
Avila Beach Urban Reserve Line
Land Use Category
Agriculture
Commercial Retail
Commercial Service
Industrial
Multi-Land Use Category
Office Professional
Open Space
Public Facility
Recreation
Rural Lands
Residential Multi Family
Residential Rural
Residential Suburban
Residential Single Family
Revised March 6, 2014

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Chapter 5: Circulation Element

This chapter is the Circulation Element for Avila Beach. It reflects the countywide goals and policies in Framework for Planning (LUCE Part I)) and regional goals and policies in the San Luis Obispo Area Plan (LUCE Part II). The circulation map at the end of this chapter shows the existing road network and planned road improvements within the Avila Beach urban area.

Land use and circulation planning should support each other so that the pattern of land development is supported by a well-defined system of transportation linkages. Roads, bikeways, airports, railroads and various modes of transportation make up the circulation system. Improvements occur by a combination of public and private measures, including the dedication of land to the public in proportion to the impacts created by development. It is understood that public dedications will be reviewed on a case-by-case basis to meet nexus and other legal requirements.

The following sections describe transportation management programs, the major features of the circulation system, and alternative modes of travel to the private automobile. System improvements and programs are recommended to implement the circulation needs of the Land Use Element.

5.1 Roads

Road Improvement Projects

The following is a listing of the major proposals for the road system in and around Avila Beach. These and other improvements are shown on the plan map; the listed order does not imply any priority.

Principal Arterial

Principal arterials function to carry traffic between population centers. The following improvements are proposed in the Avila Beach area.

U.S. Highway 101. This route should be maintained as a principal arterial and be the subject of a corridor study for designation as a scenic highway. A deficiency analysis has shown that the level of service for the highway will be in the marginal category by 1995, from Santa Margarita to Arroyo Grande. One critical area is in the vicinity of the Five Cities area. It is also recommended that a separate frontage road be constructed linking central Pismo Beach to the Five Cities Shopping Center by extending Price Street south to Five Cities Drive, thus keeping local traffic off the freeway entirely. Cal Trans is preparing special studies to develop an improvement plan for the highway.

Collectors

See Canyon Road. Widen the travelled way where necessary to provide a safe width, but contain the improvements within the existing right of way.

5.2 Other Means of Transportation

Both the San Luis Obispo Area Plan and Framework for Planning encourage alternatives to single occupancy vehicle travel. These alternatives are described below.

Public Transit

The Greyhound Bus Company presently provides several trips each day to San Luis Obispo and the South County area Transit system is scheduled to provide connection to the Greyhound system. For now this provides the intercommunity transit system for the entire South County area. As transit needs are further defined and funding sources can be made available to meet transit needs, consideration should be given to expansion.

Bikeways

Several roadways in the community should be improved to include Class II bike lanes as part of future improvement projects. A Class II bike lane is located within the right of way of the road at the edge of the vehicle lanes and the recommended width is 5 to 6 feet. On arterial highways bicycles should be separated as far as possible from motor vehicle traffic. Bike lanes as wide as 8 feet, or separated Class I bikeways, are needed on such roadways as: San Luis Bay Drive and along Highway 1 from Pismo Beach through Oceano. Class II or III bikeways are recommended on: Price Canyon road; Lopez Drive; Highway 227; Los Berros Road; and on Highway 1 from Oceano on to the Nipomo Mesa.

5.3 Circulation Programs

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve the goals and objectives identified in this community plan. The implementation of each LUE program is the responsibility of the County or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on a consideration of community needs and substantial community support for the program and its related cost. Refer to the San Luis Obispo Area Plan for a list of regional circulation programs.

NOTE: In addition to the programs listed here, the San Luis Obispo Area Plan contains regional programs for the San Luis Bay Inland sub-area that may also affect the community of Avila Beach.

The following circulation programs apply within the Avila Beach Urban Reserve Line.

1. **Avila Valley Transportation System Management (TSM) and Transportation Demand Management (TDM) Programs.** The county should pursue TSM and TDM programs to increase capacity and reduce traffic volume on Avila Beach Drive, including

   a) Public transit system improvements;

   b) Parking management;

   c) Intercept parking and shuttle service; and

d) Establishment of bicycle routes.

[Amended 1994, Ord. 2702]

2. **Resource Capacity – Avila Beach Drive.** When annual traffic counts indicate that remaining excess capacity has declined to 25 percent of the LOS "C" range, the Board of Supervisors should be notified according to the procedures of the Resource Management System, and be asked to consider the allocation of the remaining capacity among coastal-dependent, coastal-related and other development. (Coastal-dependent and coastal-related uses are defined the San Luis Bay Area Plan (Coastal), Avila Beach Urban Area Standards, Public Facilities land use category.)

[Amended 1994, Ord. 2702]

3. **Pedestrian and Bicycle Paths.** The County should work with the Port San Luis Harbor District and other property owners to provide pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club and Avila Valley.

4. **Street Improvement Assessment Districts**. The County Public Works Department should work with residents and property owners in the formation of assessment districts to improve local streets to acceptable county standards.

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San Luis Obispo Planning Area
San Luis Bay Inland Sub Area North
San Luis Bay Coastal Planning Area
Avila Beach URL
Coastal Zone
Pacific Ocean
PLANNING & BUILDING
COUNTY OF SAN LUIS OBISPO
0 1,000 2,000 4,000
Feet
AVILA BEACH URBAN RESERVE LINE
COMBINING DESIGNATIONS MAP
LEGEND
Coastal Zone Boundary
Planning Area Boundary
Planning Sub Area Boundary
Lake or Pond
Avila Beach Urban Reserve Line
Combining Designations
H - Historic
V - Visitor Serving Area
ASA - Archaeological Sensitive Area
AR - Airport Review Area
EX - Extractive Area
EX 1 - Energy Extractive Area
Flood Hazard
GSA - Geologic Study Area
GSA - Alquist-Priolo
SRA - Sensitive Resource Area
Environmentally Sensitive Habitat
Coastal Stream
Marine Habitat
Riparian Vegetation
Terrestrial Habitat
Wetland
Proposed Public Facilities
Fwy Interchange
Proposed Elementary School
Proposed Government Facility
Proposed High School
Proposed Library
Proposed Park
Proposed Police Station
Proposed Sewage Treatment Facility
Proposed Solid Waste Facility
Proposed Water Treatment Facility
Reservoir
Revised March 7, 2014

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Chapter 6: Combining Designations

6.1 Introduction

Combining designations are special overlay maps and symbols applied in areas of the county with potentially hazardous conditions or special resources, where more detailed project review is needed to avoid or minimize adverse environmental impacts or effects of hazardous conditions on proposed projects. Symbols denote the vicinity of proposed public facilities such as government uses, parks and schools. The following areas are subject to special combining designations. In some cases, specific standards have been adopted for an area where a combining designation is applied. These standards are found in Article 10 of the Land Use Ordinance (Chapter 22.106 – San Luis Obispo Area Communities and Villages) and apply to development proposals in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

6.2 Avila Beach Combining Designations

The Avila Beach urban area includes the following combining designations, which are shown on the map at the end of this chapter:

1. **Coastal Terrace of Irish Hills – Sensitive Resource Area (SRA).** The coastal terrace both north and south of Diablo Canyon, supports a variety of coastal species that differ from other coastal areas. The terrace area north of Diablo Canyon has outstanding scenic value, with volcanic formations.

2. **Ontario Ridge – Sensitive Resource Area (SRA).** This major ridge forms an important scenic backdrop for the coastal area of Avila Beach and Pismo Beach, as well as for Avila Valley. Open space agreements on the slopes should be obtained at the time of development proposals.

3. **Avila Valley Historic Site (H).** This is a recorded historic and archaeological site (CA SLO 802). It contains the remnants of an historical building with scattered artifacts i.e., tile, bottles and crockery. This knoll also shows signs of earlier aboriginal occupation. An archaeological and historical site easement was granted the county for this .59 acre site. (Amended 1981, Ord. 2075)

6.3 Proposed Public Facilities

Development guidelines for proposed public facilities are found in Framework for Planning (Part I of the Land Use Element).

1. **Public Safety Facility Station.** A permanent facility should be constructed on San Luis Bay Drive on the parcel reserved for such use in Tract 699. The facility would serve the recently formed Avila Valley Volunteer Fire Company.

6.4 Combining Designations and Proposed Public Facilities Programs

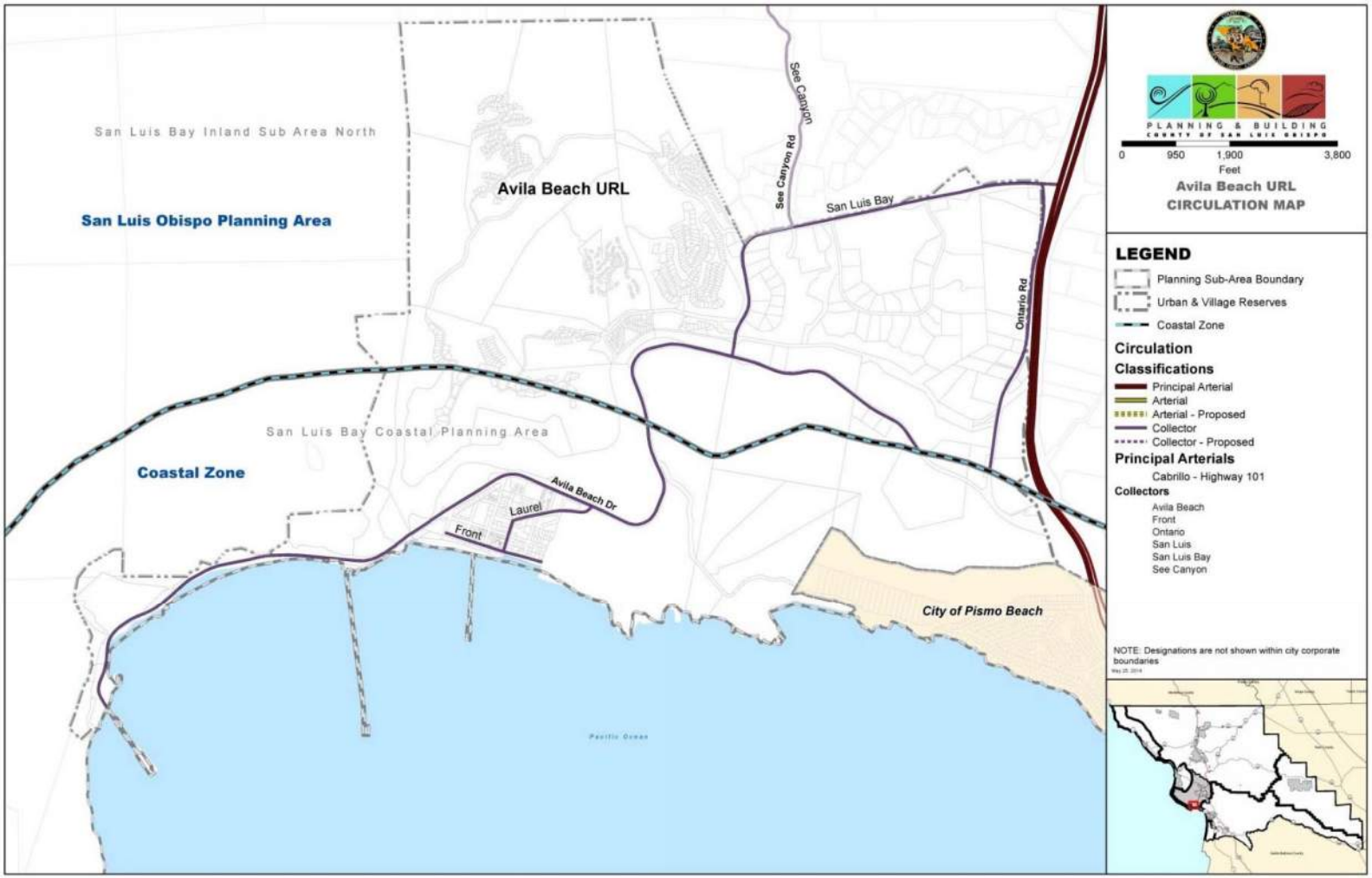
"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve the objectives of this community plan. The implementation of each LUE program is the responsibility of the County or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

NOTE: In addition to the program listed here, the San Luis Obispo Area Plan contains regional programs for the San Luis Bay Inland sub-area that may also affect the community of Avila Beach.

The following program applies within the Avila Beach Urban Reserve Line:

Public Facilities

1. **Avila Valley Fire Station**. The County should work with area residents to construct a permanent fire station on the dedicated site along San Luis Bay Drive.


San Luis Bay Inland Sub Area North
San Luis Obispo Planning Area
Avila Beach URL
See Canyon
See Canyon Rd
San Luis Bay
Ontario Rd
San Luis Bay Coastal Planning Area
Coastal Zone
Avila Beach Dr
Laurel
Front
City of Pismo Beach
Pacific Ocean
PLANNING & BUILDING
COUNTY OF SAN LUIS OBISPO
0 950 1,900 3,800
Feet
Avila Beach URL
CIRCULATION MAP
LEGEND
Planning Sub-Area Boundary
Urban & Village Reserves
Coastal Zone
Circulation
Classifications
Principal Arterial
Arterial
Arterial - Proposed
Collector
Collector - Proposed
Principal Arterials
Cabrillo - Highway 101
Collectors
Avila Beach
Front
Ontario
San Luis
San Luis Bay
See Canyon
NOTE: Designations are not shown within city corporate boundaries

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