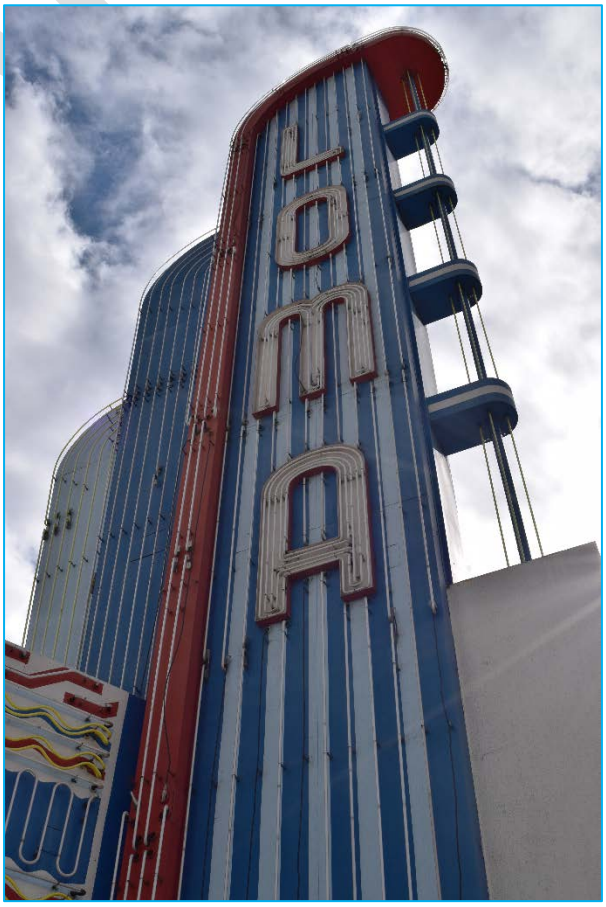
Midway-Pacific Highway

DRAFT IMPACT FEE STUDY

Fiscal Year 2019

January 10, 2019



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Purpose and Scope of the Impact Fee Study

The purpose of the Impact Fee Study (IFS) is to provide a list of facilities that are needed to implement the goals of the community plan and to develop applicable Development Impact Fees (DIFs) pursuant to the California Government Code through which new development will pay no more than its proportional fair-share of the cost of those facilities based on a clear nexus. The IFS functions as an implementation document of the City of San Diego's General Plan (General Plan) and the Midway-Pacific Highway Community Plan as described below.

General Plan

The General Plan is the City of San Diego's constitution for development. It is comprised of 10 elements that provide a comprehensive slate of citywide policies and further the City of Villages smart growth strategy for growth and development. The General Plan was comprehensively updated by the City Council in 2008.

Community Plan

Community plans are part of, and work together with the General Plan to provide location-based policies and recommendations in the City's community planning areas. Community plans are written to refine the General Plan's citywide policies; designate land uses and housing densities; and include additional site-specific recommendations as needed. The Midway-Pacific Highway Community Plan is a comprehensive policy guide for the physical development of Midway-Pacific Highway.

Impact Fee Study

The Public Facilities, Services and Safety Element section of the General Plan describes the City's policy to ensure that the impact by new development on the need for public facilities is mitigated through appropriate fees.

The IFS includes a variety of facilities to meet the needs of diverse communities including, but not limited to: mobility, parks and recreation, library, and fire-rescue. It identifies a baseline of existing public facilities as well as those that are needed as the community continues to develop. The IFS identifies the extent to which facilities are eligible for DIF funding. Some public facilities may be recognized locally as serving the needs of the community and benefiting the public, but may not be identified as eligible for DIF funding due to policy or legal limitations.

Community-level priority preferences are included in the IFS after consultation with community planning groups. The Midway-Pacific Highway Community Planning Board Priority List is included as Appendix A.

The Fiscal Year 2019 Midway-Pacific Highway Impact Fee Study replaces the Fiscal Year 2005 Midway/Pacific Highway Corridor Public Facilities Financing Plan adopted by Resolution No. R-299834. This Study is an update that reflects changes in the amount of anticipated development and to the estimated cost of community-serving facilities.

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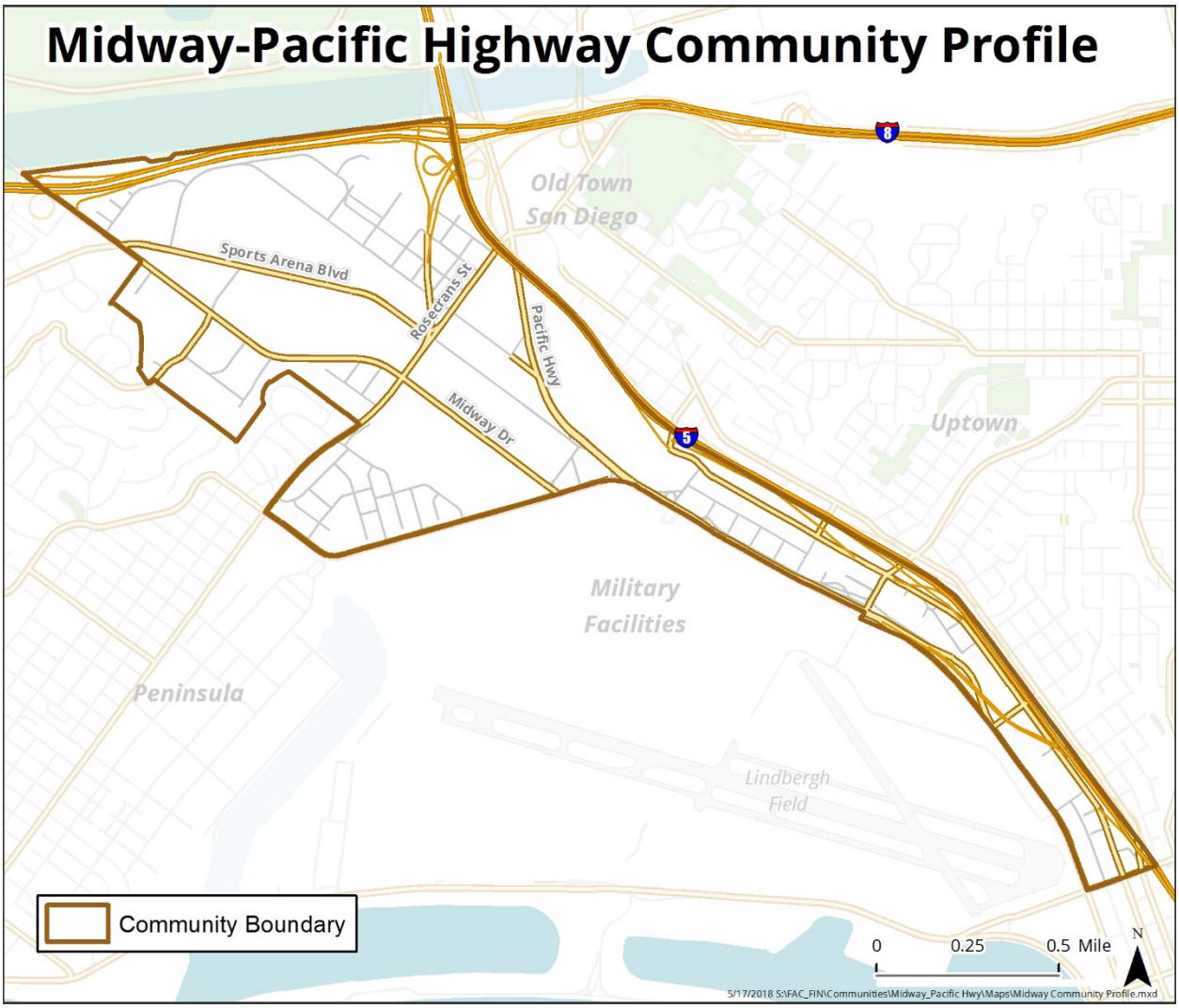
Community Profile

Midway-Pacific Highway is an urbanized community that encompasses approximately 1,313 acres. The community is comprised of three areas: the relatively flat Midway area, the linear Pacific Highway Corridor, and the Marine Corps Recruit Depot. The Midway area and Pacific Highway Corridor encompass 919 acres and the Marine Corps Recruit Depot covers 394 acres.

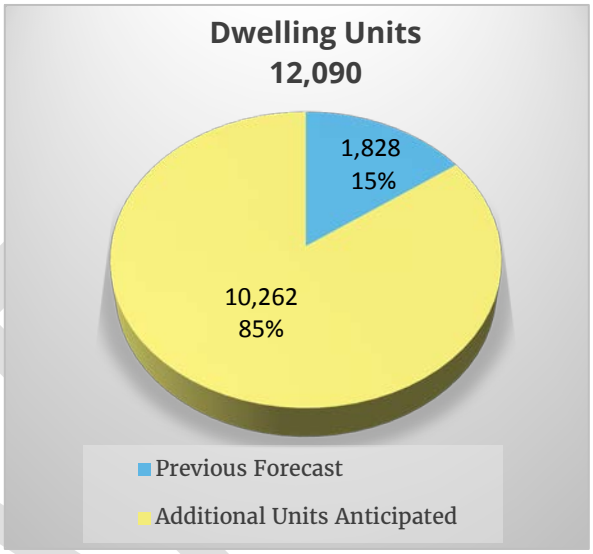


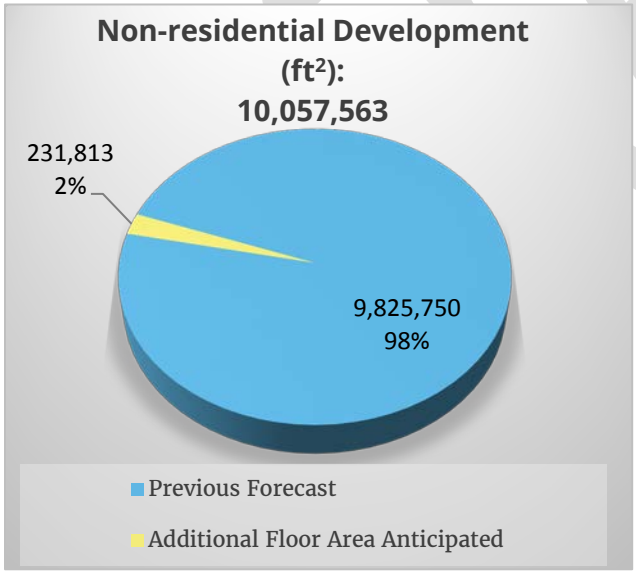
Midway-Pacific Highway Development Forecast

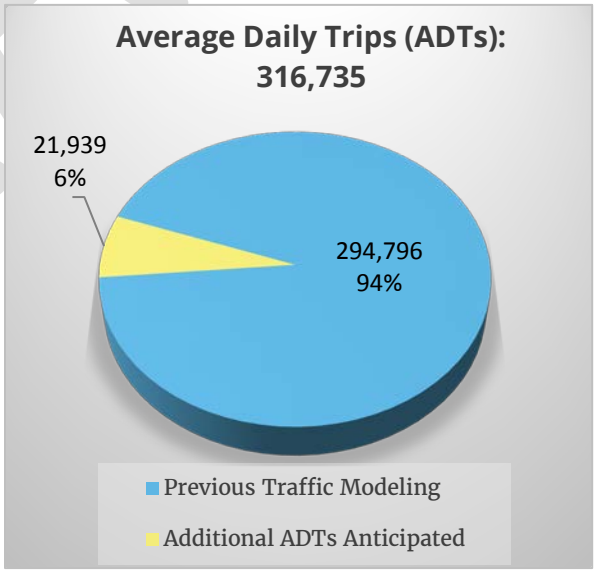
Per the SANDAG 2012 Series 13 forecast, Midway-Pacific Highway was projected to have a population of approximately 4,670 with 1,828 dwelling units (DU). The updated Community Plan anticipates full community development with an estimated 12,090 residential units and a population of 28,260, which results in an additional 10,262 dwelling units and 23,590 residents.

Midway-Pacific Highway was previously projected to have approximately 9,825,750 square feet (ft^2) of non-residential floor area of development. The updated Community Plan anticipates 10,057,563 ft^2 of non- residential development at full community development, an additional 231,813 ft^2

In 2008, traffic models showed Midway-Pacific Highway generating 294,796 average daily trips (ADTs) within the community. The updated Community Plan Environmental Impact Report estimates Midway-Pacific Highway will generate a total of 316,735 ADTs, resulting in an additional 21,939 ADTs.







Existing Public Facilities and Future Needs

Mobility Facilities

Midway-Pacific Highway is served by an existing transportation network of automobile and public transportation systems, as well as bicycle and pedestrian circulation systems.

As Midway-Pacific Highway increases in population there is a need to achieve a balance with a multi-modal and integrated mobility network that serves all categories of users while making more efficient use of the network within the existing right-of-way. The future mobility facilities in this Study include roadway improvements, pedestrian improvements, bicycle improvements, transit improvements, accessibility compliance, storm drains, and traffic signals.

Parks and Recreation Facilities

The Recreation Element of the General Plan provides guidelines for both population-based parks and recreation facilities (Page RE-6). In addition, the General Plan includes Eligible Population-Based Park Equivalencies (Page RE-15).

Nearly all of the public parks and recreation facilities used by residents of the Midway-Pacific Highway lie outside the boundaries of the Midway-Pacific Highway community planning area. These facilities include the swimming and surfing beaches of Ocean Beach; ball fields in the Mission Bay Park Athletic Area; nature trails, viewpoints, and tide-pools in the Cabrillo National Monument area; the marine related recreation facilities of Shelter Island and Mission Bay Park; the Old Town State Historic Park, and the ballfield and recreational facilities of the Old Town San Diego community.

Future parks and recreation projects analyzed in this Study include a Recreation Center and Aquatic complex located at the Naval Training Center (NTC) in Peninsula. A Joint Use Facility located at Dewey Elementary School is also analyzed in this study. Future parks and recreation facility needs in this Study also include the Sports Arena Green Neighborhood Park. Pocket parks, mini parks, a linear park, and park land acquisition are also evaluated as well.

Fire-Rescue Facilities

Midway-Pacific Highway is currently served by five fire stations:

- Station 3, located at 725 West Kalmia Street in Uptown
- Station 8, located at 3974 Goldfinch Street in Uptown
- Station 15, located at 4711 Voltaire Street in Ocean Beach
- Station 20 located at 3305 Kemper Street in Midway-Pacific Highway
- Station 22, located at 1055 Catalina Boulevard in Peninsula

Future fire-rescue needs include the expansion of Fire Station 20 to serve Midway-Pacific Highway at full community development.

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Library Facilities

Midway-Pacific Highway is served by the Point Loma/Hervey Library and the Mission Hills Library. One of the largest libraries in the City, the Point Loma/Hervey Library offers many unique features and several conference rooms, a computer lab, and media room. Fitting with Point Loma's history as a fishing village, the library incorporates themes of marine life and nautical history throughout the two-story building. No future library facilities are included in this Study.

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Facilities Lists

This Study identifies the Fiscal Year 2019 estimated costs associated with the acquisition, design, and/or construction of community-serving infrastructure projects for Midway-Pacific Highway. The portion of those costs that are used to calculate the Midway-Pacific Highway DIF is referred to as the DIF basis.

For most projects included in this Study, 100% of the estimated project costs are included in the DIF basis. However, in certain instances some costs are excluded from the DIF basis. Examples include multiple communities sharing in the total project cost, when known funding sources other than DIF have been identified, or where limitations have been placed on costs that are included in the DIF basis due to policy considerations.

Categories of facilities included in this Study are: mobility, parks and recreation, and fire-rescue. The listed facilities are consistent with the goals of the City's General Plan and Old Town San Diego Community Plan, as well as other City of San Diego policy documents such as the City of San Diego Climate Action Plan, the Transportation Unfunded Needs List (TUNL), the City of San Diego Pedestrian Master Plan (PMP), the City of San Diego Bicycle Master Plan (BMP), and the City of San Diego Traffic Signal Communications Master Plan (TSCMP). These facilities are needed to serve the public at full community development.

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Mobility Facilities

Project No.	Project Title	Project Description
M-1	Roadway Improvements	Segment Modifications, New Roadway, Intersections, Accessibility Compliance. Improvements may include, but are not limited to the following locations:
Project Location		**Improvements-Segment Modifications**
Lytton St/Barnett Ave, between Rosecrans St and Midway Dr		Construct a raised median along segment to implement the ultimate classification of a 4-Lane Major Arterial.
Sports Arena Blvd, between Midway Dr and Rosecrans St		Improve the existing 5-Lane Major Arterial to implement the ultimate classification of a 6-Lane Major Arterial.
Sports Arena Blvd, between I-8 and Midway Dr		Improve the existing 5-Lane Major Arterial to implement the ultimate classification of a 6-Lane Major Arterial.
Rosecrans St between Sports Arena Blvd and Taylor St		Construct a raised/landscaped median along segment to implement the ultimate classification of a 4-Lane Major.
Hancock St, between Old Town Ave and Witherby St		Improve the existing 2-Lane Collector to implement the ultimate classification of a 4-Lane Collector.
Barnett Ave, between Midway Dr and Pacific Highway		Improve the existing 6-Lane Major to implement the ultimate classification of a 6-Lane Prime Arterial.
W. Mission Bay Dr, between I-8 WB Ramps and EB Ramps		Improve the existing 5-Lane Prime Arterial to implement the ultimate classification of a 6-Lane Prime Arterial.
Pacific Highway, between Taylor St and Sports Arena Blvd		Downgrade from an existing 6-Lane Prime Arterial to implement the ultimate classification of a 6-Lane Major.
Pacific Highway, between Washington St and Sassafras St		Downgrade from an existing 6-Lane Prime Arterial to implement the ultimate classification of a 6-Lane Major.
Midway Dr, between Sports Arena Blvd and Barnett Ave		Re-stripe Midway Dr to include a CLTL (Center Left Turn Lane) to implement the ultimate classification of a 4-Lane Collector.
Midway Dr, between Rosecrans St and Barnett Ave		Upgrade the Midway Dr segment between Rosecrans St and Barnett Ave from a 4-Lane Collector with center left-turn lane to a 4-Lane Major Arterial.
Northbound side of Sports Arena Blvd between the I-8 Eastbound On-Ramps and W. Point Loma Blvd/Sports Arena Blvd		Squaring up the I-8 East Bound on-ramp to remove the free right-turn movement.

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Project Location	Improvements-Intersections
Rosecrans St/Sports Arena Blvd/Camino Del Rio West	Remove the southbound free right-turn movement from Camino Del Rio West onto Sports Arena Blvd and construct an exclusive right-turn lane.
Rosecrans St/Sports Arena Blvd/Camino Del Rio West	Allow southbound movements to continue on Sports Arena Blvd through the intersection.
Sports Arena Blvd/ W. Point Loma Blvd/ Midway Dr	Remove the northbound free right-turn movement from Midway Dr onto Sports Arena Blvd.
Sports Arena Blvd/ W. Point Loma Blvd/ Midway Dr	Remove the free right-turn movement from WB Sports Arena Blvd onto NB Sports Arena Boulevard. Square up the right-turn movement.
Lytton St and Rosecrans St	Re-stripe Lytton St to create a second southbound left-turn lane.
Lytton Street and Rosecrans St	Install a right turn overlap (RTOL) phase at the intersection.
Hancock St and Washington St	Re-stripe the south leg of Washington St to create a second right-turn lane onto Hancock St.
Camino Del Rio West and Moore Street / Greenwood St	Extend the existing median approximately 75 feet to close the southbound left turn pocket along Camino Del Rio West to reduce vehicular conflicts.
Old Town Ave between I-5 SB Ramps/Hancock St and Moore St	Install traffic control improvements at Old Town Avenue/Hancock Street/I-5 Southbound Ramps intersection and the Old Town Avenue/Moore Street intersection. These improvements would consider intersection reconfiguration and/or alternative traffic control (e.g., roundabout).
Project Location	**Improvements-Accessibility Compliance**
Community-wide	Facilities improvements for Americans with Disabilities Act (ADA) barrier removal in mobility facilities and in the public right-of-way as required by the federally mandated ADA Transition Plan. Examples include but are not limited to the construction of curb ramps, sidewalks, and audible pedestrian signals.

Project No.	Project Title	Project Description		
M-2	Bicycle Improvements	Approximately 10.8 miles of bicycle improvements may include, but are not limited to the following locations:		
Street Name		**Limit 1**	**Limit 2**	**Class[1]**
Pacific Highway		Taylor St	Laurel St	Cycle Track
Lytton St/Barnett Ave		Rosecrans St	Pacific Highway	II
Rosecrans St		Lytton St	Pacific Highway	II
Sports Arena Blvd		W. Point Loma Blvd	Pacific Highway	II

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Hancock St	Old Town Ave	Noell St	II
Hancock St /Kettner Blvd (south side only)	Noell St	Laurel St	II
Kemper St	Midway Dr	Sports Arena Blvd	II
Kemper St	Sports Arena Blvd	Kurtz St	II
Kemper St	Kenyon St	Sports Arena Blvd	II
Frontier Street	Sports Arena Blvd	Kurtz St	II
Charles Lindbergh Parkway	Midway Dr	Kurtz St	II
Hancock St	Sports Arena Blvd	Kurtz St	III
Kurtz St	Hancock St	Rosecrans St	III
Witherby St	Pacific Highway	Hancock St	II
Washington St	Pacific Highway	Interstate 5	Cycle Track
Sassafras St	Pacific Highway	Interstate 5	II
Old Town Ave	Hancock St	San Diego Ave	II
Noell St	Pacific Highway	Hancock St	III
Enterprise St	Midway Dr	Pacific Highway	III

[1] *Definitions:*

Class I – Bike Path: Bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel.

Class II – Bike Lane: Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway.

Class III - Bike Route: Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, Bike Routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.

Cycle Track: A Cycle Track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional Bike Lane.

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Project No.	Project Title	Project Description
M-3	Pedestrian Improvements	Trails, pedestrian lighting, multi-use urban paths, new sidewalks, bulb-outs, pedestrian refuge island, continental crosswalk, pedestrian hybrid beacons. Green street elements such as street trees, bioswales, and median landscaping. Improvements may include, but are not limited to the following locations:
Project Location		**Improvements**
South side of Rosecrans Street, between Lytton Street and Pacific Highway		Implement green street elements/improvements that are aimed to improve active transportation facilities along Rosecrans St between Sports Arena Boulevard and Taylor Street. Active transportation improvements include: Implement a 12 ft. wide trail on the south side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (La Playa Trail). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).
Southwest side of Sports Arena Boulevard, between I-8 and Midway Drive		Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Implement a 12 ft. wide multi-use urban path on the southwest side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay). Storm water management improvements may include but not be limited to, street tree planting.
Northeast side of Sports Arena Boulevard, between Midway Drive and Rosecrans St Street		Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the northeast side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).

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Project Location	Improvements
Northeast side of Sports Arena Boulevard, between Rosecrans Street and Pacific Highway	Install a 12 ft. wide multi-use urban path on the northeast side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay).
South side of Dutch Flats Parkway, between Barnett Avenue and Sports Arena Boulevard	Install a 12 ft. wide multi-use urban path on the south side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay).
South side of Lytton Street/Barnett Avenue, between Rosecrans Street and Pacific Highway	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the south side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Bay-to-Bay). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).
Southwest side of Midway Drive, between Sports Arena Boulevard and Barnett Avenue	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the southwest side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Midway). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).

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Project Location	Improvements
East side of Pacific Highway, between Taylor Street and Laurel Street	Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment. Active transportation improvements include: Install a 12 ft. wide multi-use urban path on the east side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the path (Historic Highway 101). Storm water management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).
Hancock Street Extension	Extend Hancock Street between Midway Drive and Sports Arena Boulevard as a pedestrian and bicycle connection.
Midway Drive between Bogley Drive and Barnett Avenue	Install new sidewalks on the east side of the roadway.
Jessop Lane between Enterprise Street and Barnett Avenue	Install new sidewalks on both sides of the roadway.
St. Charles Street between Lytton Street and Cadiz Street	Install new sidewalks on both sides of the roadway.
Kemper Street between Kenyon Street to Midway Drive (South Side)	Install new sidewalks on the south side of the roadway.
Sports Arena Boulevard between Rosecrans Street and Pacific Highway	Install new sidewalks on the south side of the roadway.
Kurtz Street between Rosecrans Street and Pacific Highway	Install new sidewalks on both sides of the roadway.
Pacific Highway between Couts Street and Washington Street	Install new sidewalks on the southwest side of the roadway.
Witherby Street between Hancock Street and Pacific Highway	Install new sidewalks on both sides of the roadway.
Channel Way west of Hancock Street and east of Western Street	Install new sidewalks on north side of street adjacent to I-8 ROW.
Hancock Street between Channel Way and Hicock St.	Install new sidewalks on north side of street adjacent to I-8 ROW.
Intersection of Midway Drive and Enterprise Street	Install bulb-outs on the northeast leg of the intersection. Install a pedestrian refuge island on the northeast leg of the intersection.

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Project Location	Improvements
Intersection of West Palm Street and Kettner Boulevard	Install bulb-outs on the north leg of the intersection. Install continental crosswalk on the north leg of the intersection. Install a Pedestrian Hybrid Beacon on the north leg of the intersection (if warrants are met).
Intersection of Sports Arena Boulevard/West Point Loma Drive/Midway Drive	Remove free-right turn movements from southbound Sports Arena Boulevard to westbound West Point Loma Blvd. Install landscaping in the northeast corner of the intersection (where the free right is removed) to improve right-of-way.

Project No.	Project Title	Project Description
M-4	Corridor Transit Improvements	Implement transit facilitating measures along the community's transit carrying corridors; such as queue jump lanes, transit signal priority, and measures identified within the City's Traffic Signal Communications Master Plan, in an effort to prioritize transit use and optimize transit operations. Improvements may include, but are not limited to the following locations:
Major Corridor No.		**Project Location**
1		Sports Arena Boulevard between Midway Drive and Rosecrans St Street
2		Midway Drive between Sports Arena Blvd and Rosecrans St Street
3		Rosecrans St Street between Lytton Street and Pacific Highway
4		Pacific Highway between Taylor Street and Laurel Street

Project No.	Project Title	Project Description
M-5	Storm Water Improvements	Street tree planting, bioswales, median landscaping, and other green street elements (where feasible). Pump station upgrades. Storm drain improvements. Improvements may include, but are not limited to the following locations:

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Project Location	Improvements
Community-wide	Implement Community-wide storm water management improvements (e.g., street tree planting, bioswales, median landscaping, and other green street elements, where feasible)
Rosecrans St between Lytton St and Sports Arena Boulevard and Taylor S	
Kemper St between Midway Dr and Sports Arena Boulevard	
Witherby St between Pacific Highway and Hancock St	
Washington St between Pacific Highway and Interstate 5	
Palm St between Pacific Highway and Kettner Boulevard	
Laurel St between Pacific Highway and Interstate 5	
Taylor St Pump Station	Additional upgrade of the electrical system at the Taylor Street Pump Station. New electrical equipment and components will be purchased and installed.
Wing St, Kenyon St to Midway Dr	Construction of storm drain improvements consisting of 900 square feet of concrete cross gutter, 740 linear feet of 18-inch reinforced concrete pipe and associated inlets and cleanouts.
Noell St Pump Station	This project will upgrade the existing pumps from diesel driven pumps to electrical motor driven pumps with new electric service.

Project No.	Project Title	Project Description
M-6	I-8 to I-5 and I-5 to I-8 Freeway Connectors	Preparation of a preliminary engineering Project Study Report (PSR) for the I-8 East to I-5 North and I-5 South to I-8 West freeway connector ramps.

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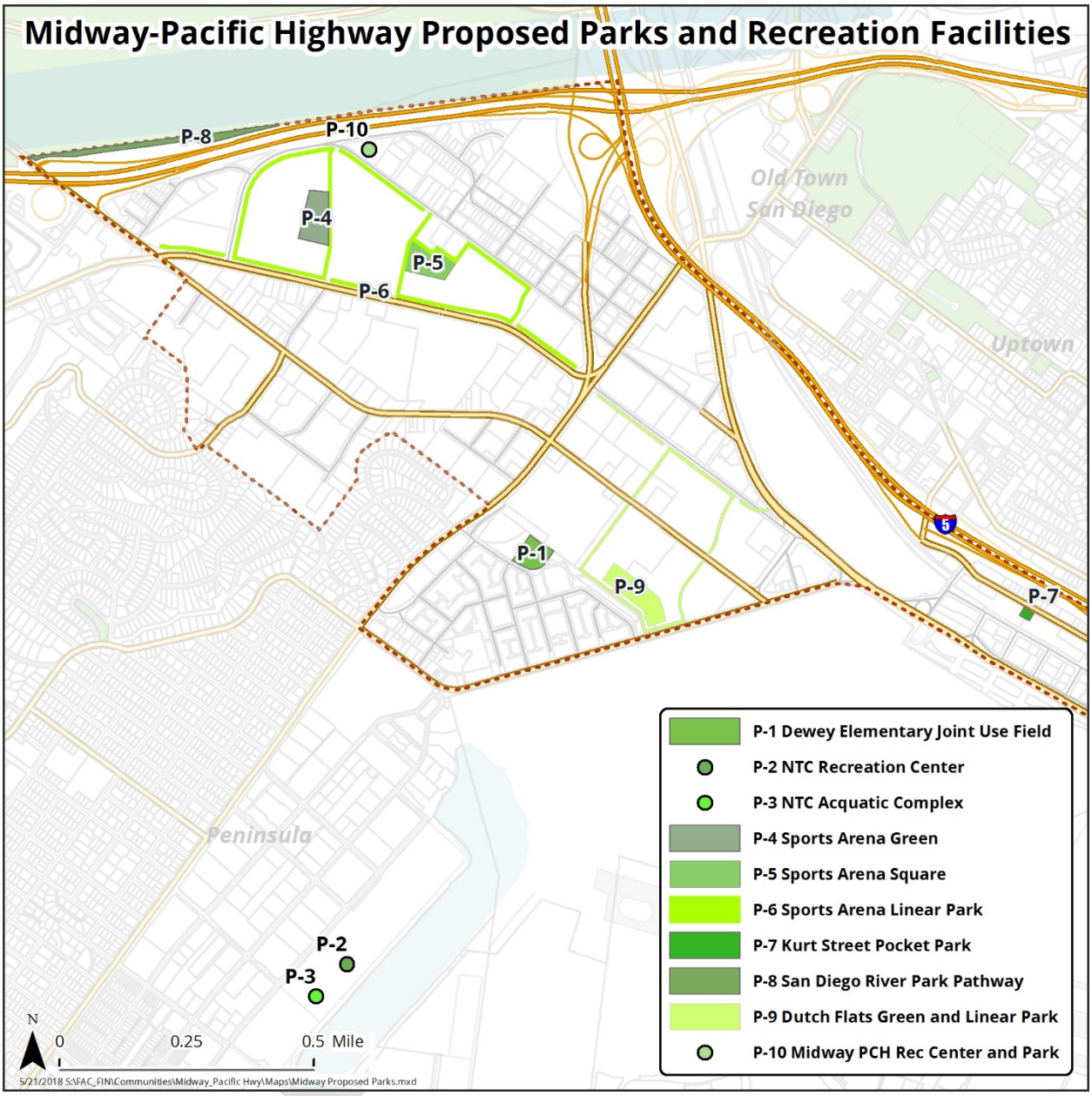
Parks and Recreation Facilities



Project No.	Project Title	Project Description
P-1	Dewey Elementary-Joint Use Improvements	1.5 usable acre joint use facility at Dewey Elementary School.
P-2	NTC Recreation Center-Shared Facility[1]	Design and construction for conversion of NTC Park Building No. 619 to a recreation center.
P-3	NTC Aquatic Complex-Shared Facility[2]	Aquatic Complex may include, but is not limited to, pools for specialized uses, aquatic facilities that include locker rooms, staff offices, and showers. This facility is anticipated to be located at NTC Park.
P-4	Sports Arena Green-Neighborhood Park	3.3-acre park may include; plazas, picnic areas, children's play area, multi-purpose courts, multi-purpose turf areas, comfort station, site furniture, walkways and landscaping.
P-5	Sports Arena Square-Mini Park	2.8-acre park may include; plazas, picnic areas, multi-purpose turn areas, walkways, and landscaping.
P-6	Sports Arena Linear Park	7.3-acre linear park on City-owned land may include; site furniture, fitness stations, picnic areas, multi-purpose courts, multi-purpose turf areas, public art, children's play areas, shade structures, pathways, and landscaping.
P-7	Kurtz Street Pocket Park	0.25-acre park may include; picnic areas, children's play area, multi-purpose court, multi- purpose turf areas, walkways and landscaping.
P-8	San Diego River Pathway	1.13 mile, 14 ft wide multi-use pathway which may include; revegetation, overlooks, kiosks, interpretive signage, benches, shade structures, site furniture, fitness stations, and landscaping.
P-9	Park Land Acquisition and Development	Acquisition, design, and construction of 8 of the 46-acre park deficit to meet the General Plan park standards for the projected population at community buildout. Park improvements may include: multi-purpose fields, children's play areas, multi-purpose courts, picnic facilities, shade structures, walkways, lighting, landscaping, and comfort stations. Potential sites may include, but are not limited to, Dutch Flats Green and Dutch Flats Linear Park.
P-10	Midway-Pacific Highway Recreation Center and Park	1.3 acres of parkland and a recreation center which may include; a gymnasium, indoor courts, multi-purpose rooms, kitchen, and other community serving facilities.

[1] Midway-Pacific Highway's pro-rata share is 42% and 58% for Peninsula based on the projected population at full community development.

[2] Midway-Pacific Highway's pro-rata share is 33%, 46% for Peninsula, 18% for Ocean Beach, and 3% for Old Town based on the projected population at full community development.

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Fire-Rescue Facilities

Project No.	Project Title	Project Description
F-1	Fire Station 8 (Uptown) – Expansion[1]	Expansion to approximately 210 square feet to improve the living environment with a station office, crew dining area, ADA compliance, and expanding the central HVAC system.
F-2	Fire Station 8 (Uptown) - New Station[1]	This project provides for the design and construction of a new 12,500 sf. station at the location of the current station at the corner intersection of Washington Street & Goldfinch Street with 3-bays to meet the current and future emergency response needs of Uptown and surrounding communities.
F-3	Fire Station 15 (Ocean Beach) – Expansion[2]	Expansion to approximately 250 square feet to include a station dining area, new laundry room, and ADA compliance.
F-4	Fire Station 15 (Ocean Beach) - New Station[2]	This project provides for the design and construction of a new 12,500 sf. station to expand the station to enhance the operational capability of the service to Ocean Beach. The station is located at Voltaire Street and Ebers Street.
F-5	Fire Station 20 (Midway-Pacific Highway) - New Station[3]	This project provides for the design and construction of a new 12,500 sf. station located at 3305 Kemper Street with 3-bays to meet the current and future emergency response needs of Midway-Pacific Highway and the surrounding communities.

[1] DIF basis is based on additional square feet required to meet the Fire Station Design Standardization requirements and Midway-Pacific Highway's pro-rata share (6%) based on number of responses. Fire Station No. 8 also serves Old Town San Diego (4%) and other community planning areas (90%).
[2] DIF basis is based on additional square feet required to meet the Fire Station Design Standardization requirements and Midway-Pacific Highway's pro-rata share (3%) based on number of responses. Fire Station No. 15 also serves Ocean Beach (58%), Peninsula (38%), and Old Town (1%).
[3] DIF basis is based on additional square feet required to meet the Fire Station Design Standardization requirements and Midway-Pacific Highway's pro-rata share (44%) based on number of responses. Fire Station No. 20 also serves Old Town (9%) and other areas (47%).

Development Impact Fee (DIF) Calculation

The DIF calculation methodology utilized in this Study is described below. Other fee calculation methodologies exist, which could result in a higher DIF than the fee schedule presented in this Study. As part of future updates to this IFS, the City will evaluate alternative methodologies for calculation of the DIF.

The Midway-Pacific Highway DIF is comprised of a component fee for each category: mobility, parks and recreation, library, and fire-rescue. The fee for each component is discussed in the Midway-Pacific Highway Impact Fee Analysis section.

Costs included in the DIF basis are apportioned to multiple land use types based on the type of the land use and/or the type of facility. For example, residential development generates a demand for parks and recreation and library facilities while, for the purpose of this Study, non-residential development is assumed to not generate that demand. Therefore, the DIF for new residential development will include the cost of parks and recreation facilities as well as library facility needs, while non-residential development will not include those costs.

The portion of the component cost that is eligible to receive DIF funding is determined and included in the DIF basis. The amount of the DIF basis for each component are totaled; 5% is added to cover the City's administrative costs and then apportioned over the total anticipated development for the community at full community development.

The amount of DIF assessed on new development is based on the extent or degree to which each type of development generates a demand for, or receives benefit from, the various planned public facilities, referred to as the nexus.

Midway-Pacific Highway is near full community development. Future DIF funds collected will contribute only a small portion of the cost of the public facilities included in this Study. The remaining portion of costs must be provided though funding mechanisms other than DIF.

Mobility Component of DIF

Mobility facilities are dictated by traffic volumes. Both residential and non-residential development generate demand for mobility facilities. Residential development impact fees are based on an Average Daily Trip (ADT) rate of 7 ADTs per DU. Non-residential development impact fees are based on gross floor area (GFA) and the number of ADTs generated by the development.

For this Study, the ADT rate applied to each building permit fee calculation will be that listed in Table 7 of the Trip Generation Manual.

At full community development, Midway-Pacific Highway is anticipated to generate 316,735 ADTs. The FY 2019 DIF basis for mobility projects is $168,895,650. This cost, which includes 5% for administrative costs, divided by 316,735 ADTs results in a DIF of $533 per ADT and $3,731 per DU.

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Parks and Recreation Component of DIF

Parks and Recreation facilities benefit residential development, and residential impact fees are based on an average cost per residential DU. At full community development, Midway-Pacific Highway is anticipated to have 12,090 DUs. The FY 2019 DIF basis for Parks and Recreation projects is $45,013,500. This cost, which includes 5% for administrative costs, divided by 12,090 DUs results in a DIF of $3,723 per DU.

Library Component of DIF

No future library facilities are included in this Study.

Fire-Rescue Component of DIF

Fire-rescue facilities benefit both residential and non-residential development. Non-residential development impact fees are based on an average cost per 1,000 SF of Gross Floor Area (GFA). Residential impact fees are based on an average cost per dwelling unit.

At full community development, Midway-Pacific Highway is anticipated to have 12,090 DUs. Each DU is assumed to be 1,000 SF, therefore, 12,090,000 SF of residential development is included in the fire-rescue component of the DIF. In addition, Midway-Pacific Highway is anticipated to have 10,057,563 SF of non-residential development at full community development. Therefore, the total square footage for purposes of the fire-rescue component of the DIF is 22,147,563.

The FY 2019 DIF basis for fire-rescue projects is $3,633,000. This cost, which includes 5% for administrative costs, divided by 22,147 SF (22,147,563/1,000 SF) results in a DIF for fire-rescue of $164 per DU and $164 per 1,000 SF of non-residential development.

DIF Schedule

By combining all impact fee components, a DIF fee schedule is created. For residential development, the FY 2019 fee is $7,618 per DU. For non-residential development the FY 2019 fee is $533 per ADT for the mobility component and $164 per 1,000 SF for the fire-rescue component.

DIF is collected at the time of construction permit (usually a building permit) issuance. New development will be assessed a DIF, upon building permit issuance, based on the number of DUs (residential) or the amount of Gross Floor Area or GFA (non-residential) resulting from the project. A tenant improvement that adds GFA or a change in use will be assessed a DIF based on the change.

DIF revenue may be expended on projects identified in this Study. The Midway-Pacific Highway Development Impact Fee fund was established in 1988.

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Midway-Pacific Highway Impact Fee Analysis

Mobility Facilities

Project No.	Project Title	FY 2019 Estimated Cost	FY 2019 DIF Basis
M-1	Roadway Improvements	$65,800,000	$65,800,000
M-2	Bicycle Improvements	$19,650,000	$19,650,000
M-3	Pedestrian Improvements	$64,253,000	$64,253,000
M-4	Corridor Transit Improvements	$800,000	$800,000
M-5	Storm Water Improvements	$8,350,000	$8,350,000
M-6	I-8 to I-5 and I-5 to I-8 Freeway Connectors	$323,000,000	$2,000,000
	Total	$505,945,650	$168,895,650[1]
		Anticipated ADTs	316,735
		$ Per ADT	**$533**
		$533 X 7 ADTs	**$ Per DU**
		$ Per DU	**$3,731**

[1]*Includes 5% for administrative costs*

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Parks and Recreation Facilities

Project No.	Project Title	FY 2019 Estimated Cost	FY 2019 DIF Basis
P-1	Dewey Elementary-Joint Use Improvements	$1,200,000	$1,200,000
P-2	NTC Recreation Center-Shared Facility	$5,000,000	$2,100,000
P-3	NTC Aquatic Complex-Shared Facility	$7,300,000	$2,400,000
P-4	Sports Arena Green-Neighborhood Park	$4,400,000	$4,400,000
P-5	Sports Arena Square-Mini Park	$2,300,000	$2,300,000
P-6	Sports Arena Linear Park	$7,800,000	$7,800,000
P-7	Kurtz Street Pocket Park	$1,300,000	$1,300,000
P-8	San Diego River Pathway	$2,900,000	$2,900,000
P-9	Park Land Acquisition and Development	$279,400,000	$8,170,000
P-10	Midway-Pacific Highway Recreation Center and Park	$10,300,000	$10,300,000
	Total	$346,920,000	$45,013,500[1]
		Anticipated DUs	12,090
		$ Per DU	**$3,723**

[1]*Includes 5% for administrative costs*

Fire-Rescue Facilities

Project No.	Project Title	FY 2019 Estimated Cost	FY 2019 DIF Basis
F-1	Fire Station 8 (Uptown) - Expansion	$1,238,500	$80,000
F-2	Fire Station 8 (Uptown) - New Station	$12,584,000	$550,000
F-3	Fire Station 15 (Ocean Beach) – Expansion	$850,000	$30,000
F-4	Fire Station 15 (Ocean Beach) - New Station	$12,584,000	$300,000
F-5	Fire Station 20 (Midway-Pacific Highway) - New Station	$12,584,000	$2,500,000
	Total	$41,832,525	$3,633,000[1]
		Anticipated SF	22,147,563
		$ Per 1,000 SF	**$164**
		$ Per DU	**$164**

[1]*Includes 5% for administrative costs*

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Midway-Pacific Highway Development Impact Fee Schedule

Fiscal Year 2019 Rates

Residential Development

Component	Unit	FY 2019 Rate
Mobility	Dwelling Unit	$3,731
Parks and Recreation	Dwelling Unit	$3,723
Library	Dwelling Unit	$0
Fire-Rescue	Dwelling Unit	$164
Total DIF Per Dwelling Unit		**$7,618**

Non-Residential Development

Component	Unit	FY 2019 Rate
Mobility	Average Daily Trip	$533
Fire-Rescue	1,000 Square Feet	$164

Annual Increase to DIF Schedule

Chapter 14, Article 2, Division 6 of the Municipal Code provides that automatic annual increases to the DIF Schedule shall occur every July 1st based on the annual Construction Cost Index for Los Angeles as published in the *Engineering News-Record* for the period ending in March.

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Appendix A

Midway-Pacific Highway Community Planning Group Priority List

The following list represents the priorities of the Midway-Pacific Highway Community Planning Group with regards to public facilities. For information purposes only, this list prioritizes each infrastructure project from highest to lowest priority.

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Appendix B

Subdivider Improvements

The improvements listed are anticipated to be financed and constructed by Subdividers as part of their obligations related to future development projects in the community.

Segment Modifications	
Project Location	**Improvements**
Sports Arena Boulevard, between Rosecrans Street and Pacific Highway	Improve from an existing sub-collector to implement the ultimate classification of a 2-Lane Collector w/ center left turn lane (CLTL).
Kurtz Street, between Rosecrans Street and Pacific Highway	Improve from an existing 2-Lane Collector to implement the ultimate classification of a 2-Lane Collector w/ CLTL.
New Roadways	
Project Location	**Improvements**
Greenwood Street Extension	Construct a new roadway between Sports Arena Blvd and Kurtz St. Alignment between Sports Arena Blvd and Midway Dr will follow alignment of Existing East Dr (Private street). The new roadway will be constructed as a 2-Lane Collector. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
Kemper Street Extension	Construct a new roadway between Sports Arena Boulevard and Kurtz Street. The new roadway will be constructed as a 2-Lane Collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
Frontier Street	Construct a new roadway between Sports Arena Boulevard and Kurtz Street. Frontier Street will be constructed as a 2-Lane collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
Charles Lindbergh Parkway	Construct a new roadway between Midway Drive and Kurtz Street. The new roadway will be constructed as a 2-Lane Collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.

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Dutch Flats Parkway	Construct a new roadway between Barnett Avenue and Sports Arena Boulevard. The new roadway will be constructed as a 2-Lane Collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
Intersections	
Project Location	**Improvements**
Sports Arena Boulevard and Pacific Highway	Re-align Sports Arena Boulevard to create a right-angle with Pacific Highway.
	Construct a new intersection approximately 500 feet north of existing intersection (and remove existing intersection).
	Construct an exclusive eastbound left-turn lane from Sports Arena Boulevard onto Pacific Highway.
	Provide exclusive northbound left-turn lane from Pacific Highway onto Sports Arena Boulevard.
Traffic Signals	
Project Location	**Improvements**
Sports Arena Boulevard and Pacific Highway	Install a traffic signal at the intersection.
Midway Drive and Charles Lindbergh Parkway	Install a new traffic signal at the new intersection.
Kemper Street and Sports Arena Boulevard	Install a new traffic signal at the intersection.
Sports Arena Boulevard and Charles Lindbergh Parkway	Install a new traffic signal at the intersection.
Kurtz Street and Hancock Street	Install a new traffic signal at the intersection.
Kurtz Street and Pacific Highway	Install a new traffic signal at the intersection.
Kurtz Street and Frontier Street	Install a single side stop control on south leg of Frontier Street at Kurtz Street.
Kurtz Street and Charles Lindbergh Parkway	Install a new traffic signal at the intersection.
Barnett Avenue and Dutch Flats Parkway	Install a new traffic signal at the intersection.
Midway Drive and Dutch Flats Parkway	Install a new traffic signal at the intersection.
Sports Arena Boulevard and Dutch Flats Parkway	Install a new traffic signal at the intersection.
Sports Arena Boulevard and Frontier Street	Install a new traffic signal at the intersection.
Kurtz Street and Greenwood Street	Install a new traffic signal at the intersection.
Sports Arena Blvd and Greenwood Street	Install a new traffic signal at the intersection.

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Hancock Street and Greenwood Street	Install a new traffic signal at the intersection.
Pedestrian Improvements	
Project Location	**Improvements**
Kurtz Street	Install missing sidewalks on south side of Kurtz St between Hancock St and 3612 Kurtz St on northeast side of Sports Arena property.

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Appendix C

City Council Resolution

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