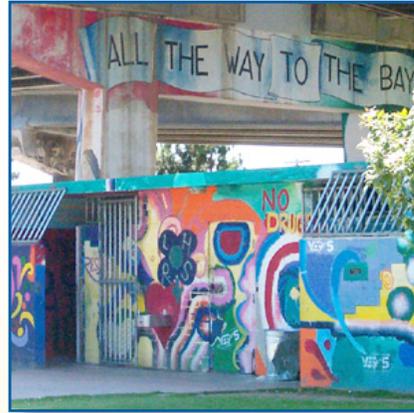


# Barrio Logan

## Public Facilities Financing Plan



September 2013



THE CITY OF SAN DIEGO

Facilities Financing Division

RESOLUTION NUMBER R- 308446

DATE OF FINAL PASSAGE OCT 02 2013

A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN DIEGO APPROVING THE FISCAL YEAR 2014  
BARRIO LOGAN PUBLIC FACILITIES FINANCING PLAN  
AND DEVELOPMENT IMPACT FEE SCHEDULE.

WHEREAS, the Council has reviewed and considered the methodology set forth in the Fiscal Year 2014 Barrio Logan Public Facilities Financing Plan and Development Impact Fee Schedule (FY 2014 Barrio Logan Financing Plan), on file in the Office of the City Clerk as Document No. RR- 308446 ; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, as follows:

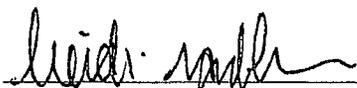
1. The FY 2014 Barrio Logan Financing Plan is approved.
2. That the Chief Financial Officer is authorized to establish and modify individual Capital Improvement Program project budgets to reflect the FY 2014 Barrio Logan Financing Plan provided funding is available for such action.
3. Effective sixty days from the date of final passage of this resolution, that all development impact fees due under the FY 2014 Barrio Logan Financing Plan, shall be those fees in effect at the time building permits are issued, plus automatic annual increases in accordance with San Diego Municipal Code section 142.0640(b).
4. That the FY 2014 Barrio Logan Financing Plan, is incorporated by reference into this Resolution as support and justification for satisfaction of findings required pursuant to the Mitigation Fee Act, as set forth in California Government Code section 66000 et seq., for imposition of development impact fees. Specifically, it is determined and found that this documentation:

- a. Identifies the purpose of the development impact fee, which is to ensure that new development projects pay a proportionate share of funding needed for community serving infrastructure necessary to serve new development;
- b. Identifies the use to which the development impact fee is to be put. The development impact fees will be used to finance transportation, park and recreation, library, and fire facilities as set forth in the FY 2014 Barrio Logan Financing Plan;
- c. Demonstrates how there is a reasonable relationship between the development impact fee use and the type of development project on which the development impact fee is imposed. The development impact fees will be used to provide for a contribution for community serving infrastructure needed to serve both residential and non-residential development.
- d. Demonstrates how there is a reasonable relationship between the need for the public facility and the type of development project on which the development impact fee is imposed.
  - (i) Transportation Projects: Both residential development and non-residential development utilize the community's transportation system. Various street projects, traffic signal interconnect systems, landscaping, and median improvements are necessary to adequately serve the community.
  - (ii) Park and Recreation Projects: Residential development utilizes the community's parks, and improvements are necessary based on the projected population at full community development to maintain existing levels of service, and to achieve General Plan standards.

(iii) Library Project: Residential development utilizes the community's libraries, and improvements are necessary based on the projected population at full community development to maintain existing levels of service, and to achieve General Plan standards.

(iv) Fire Projects: Residential and Non-Residential development will be served by community fire facilities, and additional facilities are necessary based on the projected population at full community development, General Plan standards, and established emergency response times.

APPROVED: JAN I. GOLDSMITH, City Attorney

By   
Heidi K. Vonblum  
Deputy City Attorney

HKV:nja  
08/23/13  
09/18/13 Rev. Cor. Copy  
Or.Dept: DSD  
Doc. No. 619942\_2

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of 9/17/13.

ELIZABETH S. MALAND  
City Clerk

By   
Deputy City Clerk

Approved pursuant to Charter section 265(i):

\_\_\_\_\_  
(date)

\_\_\_\_\_  
TODD GLORIA, Council President

## **Interim Mayor**

Todd Gloria

## **City Council**

Sherri Lightner, Council President Pro Tem, Council District 1

Kevin Faulconer, Council District 2

Todd Gloria, Council President, Council District 3

Myrtle Cole, Council District 4

Mark Kersey, Council District 5

Lorie Zapf, Council District 6

Scott Sherman, Council District 7

David Alvarez, Council District 8

Marti Emerald, Council District 9

## **City Attorney's Office**

Jan Goldsmith, City Attorney

Heidi Vonblum, Deputy City Attorney

## **Development Services Department**

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Mike Westlake, Assistant Deputy Director, Development Services Department

Scott Mercer, Supervising Project Manager

Vicki Burgess, Project Manager

Gloria Hensley, Principal Engineering Aide

## **Barrio Logan Community Stakeholders Group**

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Mary Alvarado

Ruben Andrews

Clifford Arellano

Maribel Arellano

Kim Austin

Eduardo Barrera

Ron Beauloye, Jr.

Matt Carr

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Shawn Halvax

Robert Leif

Maria Martinez

Gloria Medina

Isidro Mendoza

Evelyn Ruth Mitchell

Ana Nayeli Castaneda

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Lee Wilson

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# Table of Contents

BARRIO LOGAN SUMMARY.....	1
GENERAL.....	1
DEVELOPMENT FORECAST AND ANALYSIS .....	1
PERIODIC REVISION .....	2
EXISTING PUBLIC FACILITIES AND FUTURE NEEDS .....	2
TRANSPORTATION.....	2
PARK AND RECREATION.....	2
LIBRARY .....	3
FIRE PROTECTION .....	3
POLICE PROTECTION .....	3
SUMMARY OF PUBLIC FACILITIES NEEDS .....	4
BARRIO LOGAN – PUBLIC FACILITIES FINANCING PLAN .....	4
FINANCING STRATEGY .....	4
GENERAL ASSUMPTIONS AND CONDITIONS .....	8
DEVELOPMENT IMPACT FEE DETERMINATION.....	9
BACKGROUND.....	9
DISTRIBUTION OF PROJECT COSTS AND FEE DETERMINATION.....	9
TRANSPORTATION.....	9
PARK AND RECREATION.....	11
LIBRARY .....	12
FIRE FACILITIES .....	12
BARRIO LOGAN PLAN UPDATE STAKEHOLDER COMMITTEE PRIORITY LIST.....	13
DEVELOPMENT IMPACT FEE SCHEDULE.....	14
PROJECT FUNDING SOURCES.....	15
TABLE 1—BARRIO LOGAN FACILITIES SUMMARY.....	16
TRANSPORTATION.....	18
PARK AND RECREATION.....	43
LIBRARY.....	50
FIRE-RESCUE.....	51
FIGURE 1-2 BARRIO LOGAN BOUNDARY MAP .....	ii
FIGURE 2-FACILITIES INDEX MAP .....	iii
APPENDIX	
APPENDIX A-UNIT PRICING LIST FOR TRANSPORTATION PROJECTS.....	A-1
APPENDIX B-UNIT PRICING LIST FOR PARK & RECREATION PROJECTS.....	B-1

# BARRIO LOGAN



## COMMUNITY BOUNDARY



# Barrio Logan Summary

## General

The City of San Diego General Plan describes a jurisdiction with primarily two tiers: Urbanized Lands, and Proposition A areas. Urbanized Lands are characterized by older, recently developed, and developing communities at urban and suburban levels of development. Proposition A Lands are characterized by very-low density, residential, open space, natural resource-based park, and agricultural uses.

The Barrio Logan Community Plan area is an Urbanized Lands area. This document is the first update to the Barrio Logan Public Facilities Financing Plan and sets forth the major transportation (streets, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire station facilities needed to serve the community. Other public needs such as police facilities, public work yards, landfills, Balboa Park preservation, etc., concern a broader area than the Barrio Logan community or even multiple communities. Accordingly, such facilities are not addressed in this Financing Plan.

This plan supersedes the previously approved Financing Plan. The facilities listed in this Financing Plan will be needed over the next approximately twenty one years when full community development is anticipated. The Barrio Logan Community Plan is a guide for future development within the community and together with this Financing Plan, serves to determine the public facility needs of the community. The City Council has adopted a Development Impact Fee schedule to help mitigate the cost of the public facilities needed to serve new development in the community. On June 29, 2007 the City Council adopted a Development Impact Fee for the community. This Financing Plan provides the basis for an update of the Development Impact Fees for the Barrio Logan Community. This Financing Plan is a companion to the Barrio Logan Community Plan Update and will become effective upon the approval of the City Council.

## Development Forecast and Analysis

The Barrio Logan Community Plan is a comprehensive policy guide for the physical development of the community. The Barrio Logan Community is generally bound on the north by the communities of Southeastern San Diego and Centre City, on the east by Southeastern San Diego, on the south by National City, and on the west by the San Diego Bay.

The Barrio Logan Community, totaling approximately 999.61 acres, will develop in accordance with the Barrio Logan Community Plan. Currently, the Barrio Logan community contains approximately 480 single family detached units and 764 multiple family dwelling units, with a total population of 4,389.

Based on existing development and the Barrio Logan Community Plan, approximately 2,084 additional residential dwelling units are anticipated within the Barrio Logan Community Plan area, resulting in a total of 3,328 dwelling units and a total population of 11,831 by the year 2035.

## **Periodic Revision**

To ensure that this Financing Plan remains up-to-date and accurate, it is to be periodically revised to include, but not necessarily be limited to, (amendments) to the Barrio Logan Community Plan. This fee schedule will be updated annually to reflect inflationary increases.

# **Existing Public Facilities and Future Needs**

## **Transportation**

Barrio Logan is served by a transportation network which consists of automobile and public transportation systems, a bicycle system, and a pedestrian circulation system. Provision of adequate transportation facilities has been a continuing process to support the needs of existing and future development.

Transportation improvements in Barrio Logan are largely dictated by traffic volume. Improvements will be funded through a combination of Development Impact Fees, grants, and other currently unidentified funding sources.

The most current information available from SANDAG's Traffic Model indicates that the average daily trips (ADTs) generated in the community in the year 2010 was approximately 82,926, with an additional 54,341 ADTs projected by the year 2035. The total of 137,267 ADTs in the year 2035 is used in determining the transportation component of the Development Impact Fee for Barrio Logan (please refer to pages 9-10 for additional fee calculation information). The Development Impact Fee provide a funding source for the improvements identified in Table 1 and is to be paid by new development at building permit issuance. New development is not required (and cannot be required) to contribute to existing deficiencies in the transportation system. Other funding sources will need to be identified for remaining transportation needs.

## **Park and Recreation**

The City's General Plan recommends 2.8 acres of parkland for every 1,000 residents. The City's General Plan recommends a 3-13 acre neighborhood park for every 5,000 population located within an approximately 1.0 mile service radius, a minimum 13 acre community park for every 25,000 population typically serving one community planning area (however, the community park may serve multiple community planning areas depending on location), and a recreation center for every 25,000 population or within an approximately 3 mile service

radius, whichever is less. For every 50,000 residents, a community swimming pool is recommended within an approximately 6 mile service radius.

The Barrio Logan community is currently served by two neighborhood parks, Chicano Park and Cesar E. Chavez Park. Based on the City of San Diego General Plan guidelines for population-based park acreage approximately 12.29 acres of parks are needed to serve the existing population of 4,389. Additionally, based on the SANDAG 2035 population forecast of 11,831, a total of approximately 33.13 acres of population-based park land is needed to serve the community at full community development.

The entire park acreage and projected population is used to determine the park component of the Development Impact Fee for Barrio Logan. The Development Impact Fees collected from new development generate only that portion of the amount needed for new development since no impact fees can be collected from existing development. Proposed parks are further described in Table 1 with details provided beginning on page 43. In order to meet the 2.8 acres of parkland per 1,000 population standard set forth in the General Plan, the City may impose additional fees on discretionary projects on an ad hoc basis.

## **Library**

The Barrio Logan community is served by the Logan Heights Branch Library which is located outside of the community at 567 S 28<sup>th</sup> Street in the community of Southeastern San Diego. The new Central Library located at 330 Park Blvd in the Centre City community will provide library services as well.

## **Fire-Rescue Protection**

Fire-Rescue protection for the Barrio Logan community is provided by Station No. 7, located at 944 Cesar Chavez Pkwy, and Station No. 19, located at 3434 Ocean View Blvd.

## **Police Protection**

The Barrio Logan community is served by the San Diego Police Department's Central Division, located at 2501 Imperial Avenue and the Logan Heights Storefront located at 446 26<sup>th</sup> St.

## Summary of Public Facilities Needs

Figure 2 illustrates general locations for Barrio Logan community projects. Table 1 summarizes the facility needs of the Barrio Logan community. Table 1 reflects both long-range needs and those reflected in the current Council adopted Capital Improvement Program (CIP). These projects are more fully described on pages 18 to 51.

The projects listed in Table 1 are subject to revision in conjunction with Council adoption of the annual Capital Improvements Program Budget. Depending on priorities and availability of resources, changes to these projects are possible from year to year. In addition, the City may amend this Financing Plan to add, delete, substitute, or modify a particular project to take into consideration unforeseen circumstances.

## Barrio Logan – Public Facilities Financing Plan

### Financing Strategy

The City of San Diego has a variety of potential funding sources for financing public facilities which will be provided in part by developers as part of the development process. Potential other methods for financing public facilities are listed below:

- A. DEVELOPMENT IMPACT FEES (DIF)
- B. TRANSNET, GAS TAX
- C. ASSESSMENT DISTRICTS
- D. LANDSCAPING AND LIGHTING ACTS
- E. GENERAL OBLIGATION BOND ISSUES
- F. CERTIFICATES OF PARTICIPATION (COP)
- G. LEASE REVENUE BONDS
- H. BUSINESS LICENSE TAX REVENUE\*
- I. CAPITAL OUTLAY (LEASE REVENUE)
- J. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
- K. FRANCHISE FEE REVENUE\*
- L. LOCAL TRANSPORTATION FUND
- M. MOTOR VEHICLE LICENSE FEE (MVLFF) REVENUE\*
- N. PARKING VIOLATION REVENUE\*
- O. PARKING METER REVENUE\*
- P. PROPERTY TAX REVENUE\*
- Q. TRANSIENT OCCUPANCY TAX (TOT)\*
- R. ANNUAL ALLOCATIONS
- S. PRIVATE CONTRIBUTIONS
- T. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP)

- U. UTILITY USERS TAX
- V. SPECIAL TAXES FOR FIRE AND POLICE PROTECTION
- W. SPECIAL TAXES FOR PUBLIC LIBRARIES
- X. PARK AND PLAYGROUND ACT OF 1909
- Y. GRANTS

\*These funds are currently allocated for general City operations, but may be used for capital improvements.

- A. **DEVELOPMENT IMPACT FEES (DIF)** - Development Impact Fees are a method whereby the impact of new development upon the infrastructure is assessed, and a fee system developed and imposed on development to mitigate the impact of new development. Development Impact Fees cannot be used for demand resulting from existing development. Development Impact Fees are collected at the time of building permit issuance. Funds collected are deposited in a special interest bearing account and can only be used for identified facilities serving the community in which they were collected. As sufficient funds are collected, the City proceeds with a construction program. Use of Development Impact Fees is one of the financing methods recommended for Barrio Logan.
- B. **TRANSNET, GAS TAX**, and other programs such as a state-local partnership program may provide funds for community transportation projects. These funds will be allocated annually and may be used to fund a portion of the long-range capital need for future transportation improvements in Barrio Logan.
- C. **ASSESSMENT DISTRICTS** - Special Assessment District financing, such as the Municipal Improvement Acts of 1913/1915, may be used as a supplementary or alternative method of financing facilities such as streets, sidewalks, sewers, water lines, storm drains, and lighting facilities. Assessment Districts may be beneficial in that they provide all of the funding needed for a particular public facility project in advance of the projected development activity. However, assessment districts also create a long-term encumbrance of the benefiting property and require that the funds be repaid over an extended period of time. Assessment districts also require the approval of at least 50% of the property owners, based on a ballot process with votes weighted in proportion to the assessment obligation in order to establish the district.
- D. **LANDSCAPING AND LIGHTING ACTS** - Funds may be used for parks, recreation, open space, installation/construction of planting and landscaping, street lighting facilities, and maintenance. These ballot measures require 2/3 voter approval for passage. These assessments may only be imposed if a majority protest does not exist.

- E. **GENERAL OBLIGATION BOND ISSUES** - Cities, counties and school districts may issue these bonds to finance land acquisition and capital improvements. The bonds are repaid with the revenues from increased property taxes. Bond issuance require 2/3 voter approval for passage.
- F. **CERTIFICATES OF PARTICIPATION (COP)** - These funds may only be used for land acquisition and capital improvements. City Council approval is required and a funding source for debt service must be identified.
- G. **LEASE REVENUE BONDS** - These funds may only be used for capital improvements. City Council approval is required.
- H. **BUSINESS LICENSE TAX REVENUE** - These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.
- I. **CAPITAL OUTLAY (LEASE REVENUE)** - These funds are to be used for capital improvements. City Council approval is required.
- J. **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)** - This is a Federal grant that is applied for annually. Applications are reviewed annually. City Council and the Department of Housing and Urban Development approval are required.
- K. **FRANCHISE FEE REVENUE** - The City collects franchise funds from San Diego Gas and Electric and cable companies for use of City right-of-way. These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.
- L. **LOCAL TRANSPORTATION FUND** - These funds are applied for and may only be used for bikeway projects. City Council and Federal approval are required.
- M. **MOTOR VEHICLE LICENSE FEE (MVLF) REVENUE** - The State allocates a portion of vehicle license fee revenue to local governments. These funds are currently allocated for general City operations but may be used for capital projects. City Council approval is required.
- N. **PARKING VIOLATION REVENUE** - These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.
- O. **PARKING METER REVENUE** - These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.

- P. **PROPERTY TAX REVENUE** - Property owners are taxed one percent of the assessed value of the property. The City receives approximately 17 percent of the one percent. These funds are currently allocated for general City operations but may be used for capital improvements. City Council approval is required.
- Q. **TRANSIENT OCCUPANCY TAX (TOT)** - The City's hotel tax is currently allocated to eligible (tourist related) organizations that request funding annually and to tourist related City activities. TOT may be used for capital improvements. City Council approval is required.
- R. **ANNUAL ALLOCATIONS** - In the years prior to the passage of Proposition 13 the City was able to respond to community facility needs by using a portion of sales tax revenue to support the Capital Improvements Program. This has not been possible for some time. However, if other revenues are increased, annual allocations could again be used to fund some capital facilities. This is a recommended method of funding some park and recreation facilities and transportation improvements. City Council approval is required.
- S. **PRIVATE CONTRIBUTIONS** - Any private donations received by the City may be used for capital improvements. City Council approval is required.
- T. **REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM—(RTCIP)** These funds may be used for regional transportation improvements. Collected from residential development only, county wide program.
- U. **UTILITY USERS TAX** - These funds may be used for any general City operation or capital improvement. These require 2/3 voter approval for passage.
- V. **SPECIAL TAXES FOR FIRE AND POLICE PROTECTION** - These funds may only be used for fire and police activities. These require 2/3 voter approval for passage.
- W. **SPECIAL TAXES FOR PUBLIC LIBRARIES** - These funds may only be used for libraries and library improvements. These require 2/3 voter approval for passage.
- X. **PARK AND PLAYGROUND ACT OF 1909** - These funds may be used for parks, urban open-space land, playground, and library facilities. These require 2/3 voter approval for passage.
- Y. **GRANTS** - Grants are available and applied for from the Federal government, state and other agencies.

## General Assumptions and Conditions

In connection with the application of the following methods of financing, these general assumptions and conditions would apply:

1. Developers will be required to provide facilities normally provided within the development process as a condition of development approval, including but not limited to traffic signals.
2. Abutting property owners are responsible for frontage improvements such as sidewalks, curbs and gutters.
3. The Development Impact Fee will be paid by the developer at the time of building permit issuance.
4. At the time of the Development Impact Fee estimate calculation, with proof of type and amount of prior land use, and/or provision of demolition permit or demolition sheet within a permit submittal package, DIF credit for previous use (and/or demolished structures on the same parcel) is applied towards the calculation of impact fees assessed on the new use and/or new building structure.
5. Development Impact Fees collected will be placed in a separate interest bearing fund with interest earnings accumulated for use in the community planning area for identified facilities.
6. Non-residential development will be charged for transportation and fire facilities through the Development Impact Fee, and may be charged additional fees for park and recreation and library facilities on an ad hoc basis as appropriate.
7. Any project-specific community plan amendments may result in additional fees being charged on an ad hoc basis.
8. Additional fees may be imposed on discretionary projects on a case-by-case basis in order to meet the standard of 2.8 acres of parkland per 1,000 population set forth in the General Plan, or to otherwise fully account for a project's public facilities impacts.

## **Development Impact Fee Determination**

### **Background**

In late 1987, staff developed and recommended impact fees for 28 urbanized communities. The City Council adopted the recommended fees, including those for the Barrio Logan community planning area, to help mitigate the impact of new development on public facilities. All undeveloped and underdeveloped parcels are subject to Development Impact Fees (DIF). Monies collected are placed in City interest-accruing funds to be used only for capital improvements serving the Barrio Logan Community.

The Barrio Logan Community Plan area is near full development. As such, impact fees will provide only a portion of the financing needed for the facilities proposed in this Financing Plan. The remaining identified public improvements will require other funding sources.

### **Distribution of Project Costs and Fee Determination**

Development Impact Fees are based on the extent or degree to which each type of development generates a demand for, or receives benefit from, the various public facilities. For example, all development generates vehicular traffic and demand for fire services, and thus, on an equitable basis, should share in the cost of transportation and fire projects. Residential development also generates demand for park and recreation and library facilities. Non residential development may also create a need for parks or libraries, and may be charged fees for those facilities on an ad hoc basis as appropriate.

Development Impact Fees were determined for the various categories of public facilities needed at full community development. The Development Impact Fee basis includes all eligible project needs except those identified as subdivider funded. The fees also include a charge to cover City administrative costs.

### **Transportation**

There is a clear relationship between the use of transportation facilities and the generation of vehicular trips based upon land use. In the report “San Diego Traffic Generators,” authored by CALTRANS and SANDAG, the traffic generated by various classes of use is detailed. This report summarizes data collected at major regional traffic generators as well as neighborhood and local traffic generators in the San Diego area. Traffic counts taken at each facility are related to various characteristics of the facility such as size, type of use, number of employees, floor area, parking spaces, or number of persons.

The Barrio Logan Community Planning Area is an Urbanized Lands area, therefore, the majority of the development is infill. Therefore, multi-family residential development is assumed for Barrio Logan. The residential portion of the impact fee reflects an average daily trip factor (ADT) of seven (7) as a basis for determining the Development Impact Fee. A considerable range has been found for traffic generation in non-residential developments depending on the character and use of the property. Therefore, the Development Impact Fee for non-residential development is determined by ADT's generated by the development. The residential portion of the impact fee reflects an average (under 20 dwelling units: 8 trips/dwelling unit; over 20 dwelling units: 6 trips/dwelling unit) vehicle trip rate of seven as a basis for determining the impact fee.

Transportation projects included in the basis for the Development Impact Fee have been determined to be consistent with the Community Plan. The transportation improvements are laid out to design standards and material quantities are determined (e.g., the length of curbs and gutters, and square footage of retaining walls and sidewalks, etc.). Unit prices are then applied to the quantities, which are guided by the median prices received on current City of San Diego construction bid documents. Please refer to Appendix A for more detail. Additional costs are applied for contingencies, mobilization, engineering and design, right-of-way, bonds and environmental work.

This Financing Plan includes 25 transportation projects, identified as projects T1 through T25. (see list of transportation projects on pg 16). The costs of these projects are all in the DIF-basis with the exception of five projects T17, T18, T19, T20, and T23. Though the 20 DIF-basis projects are all primarily attributable to new development, the Financing Plan calculates the transportation fee by dividing the DIF-basis by the community-wide trips at full community development (137,267 trips in 2035). This approach was chosen on the basis that the entire community (not just the new development) will benefit from the future facilities. The use of this approach results in a fee that will be approximately 40% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community is fully built out. To achieve 100% of funding requirements for all future transportation facilities, other funding sources in addition to DIF will have to be identified.

Using the Community Plan land use intensity and trip generation rates, the total number of trips forecasted for Year 2035 at full community development is estimated to be 137,267. The total estimated cost (in FY 2014 dollars) for all eligible transportation improvements required to serve the community at full community development is \$17,659,000. Adding 8 percent administrative costs to this total results in a cost of \$139 per ADT and \$973 per dwelling unit. These amounts are to be paid by all future development.

## **Park and Recreation**

Park and Recreation needs are based on projected population at full community development in 2035. The Park Planning Staff from the Development Services Department has identified projects needed in Barrio Logan at full community development to meet the needs of existing and future residents. These parks are shown in Table 1 and in detail on pages 43 through 49. For this Financing Plan, park estimates are based on design and construction costs of \$893,813 per acre, and land acquisition costs of \$1,200,000 per acre. Recreation center costs are estimated at \$551 per square foot. Design and construction estimates are based on recently received competitive bids for other typical population-based park development projects. Land acquisition costs are based on a fair market value estimate.

The Financing Plan includes 7 park projects, identified as projects P1 through P7. (see list of park projects on pg 17). The total cost of the park and recreation facilities needed to serve the community at full development is estimated to be \$33,420,616. All of these costs are in the DIF-basis with exception of a portion of Project P1 (which has partial alternative funding) for a net DIF-basis cost of \$32,332,416.

Barrio Logan, with a current population of 4,389 has a population-based park acreage requirement of 12.29 acres based on the park standard of 2.8 acres per 1,000 residents. The community presently has 12.21 park acres (Chicano Park 8 acres, and Cesar E. Chavez Park 4.21 acres), effectively just 0.08 acre short of meeting the City standard for park acreage.

Accordingly, it can be stated that practically all newly proposed park facilities are due to new development. However, the Financing Plan calculates the park fee by dividing the DIF-basis by the number of residential units at full community development (3,328 residential units in 2035). This approach has been chosen on the basis that the entire community (not just the new development) will benefit from the future park facilities. The use of this approach results in a fee that will be approximately 63% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community is fully built out). To achieve 100% of funding requirements for future park facilities, other funding sources in addition to DIF will have to be identified.

Adding in 5 percent administrative costs and assuming the anticipated total of 3,328 dwelling units at full community development, the Development Impact Fee for park and recreation facilities becomes \$10,201 per dwelling unit.

## **Library**

Library needs are based on population which is derived from the number of dwelling units estimated at full community development. Therefore, only residential development is charged a Development Impact Fee for libraries.

The Logan Heights Library has been replaced with a new 25,000 square foot library branch, at a total cost of \$14,592,097. Based on usage, Southeastern San Diego generates 93% of the demand for the library, and Barrio Logan generates 7% of the demand for the Library. Based on the anticipated total of 3,328 dwelling units at full community development, this results in a Development Impact Fee for library facilities of \$331 per dwelling unit. This was calculated by dividing total library requirements of \$1,021,447 which equals 7% of the total cost of the project (including an additional 8 percent administrative costs) by 3,328 (the number of residential dwelling units at full community development).

## **Fire-Rescue Facilities**

The Fire-Rescue portion of the Development Impact Fee relates to the cost of providing fire facilities to adequately provide fire protection services to both residential and non-residential development within the community. Residential Development Impact Fees are based on an average cost per dwelling unit. It is assumed that the average size of a dwelling unit is 1,000 square-feet. Non-residential Development Impact Fees are based on the average cost per 1,000 square-feet of gross building area.

The Fire-Rescue Department has identified one fire station that serves the Barrio Logan Community that needs improvements to adequately serve the community at full development. It is estimated that Barrio Logan generates 50 percent of the demand for the needed improvements. Using the total amount of development, both residential and non-residential (approximately 15,709,644 square-feet), and Barrio Logan's share of the cost for the needed fire facility of \$7,000,000, plus 8 percent administrative costs, the resulting impact fee is \$481 per residential dwelling unit and \$481 per thousand square feet of non-residential development. This was calculated by dividing the total fire requirements for Barrio Logan of \$7,000,000 by 15,710.

# **Barrio Logan Stakeholder Committee (BLSC) Priority List**

**The following list represents the priorities of the BLSC with regard to public facilities. This is the BLSC's priority list for information purposes only.**

## **High Priorities**

- T1 Cesar Chavez Pkwy--Harbor Dr to Logan Ave
- T2 28<sup>th</sup> St—Harbor Dr to Main St
- T3 28<sup>th</sup> St—National Ave to Main St
- T10 Cesar Chavez Pkwy and National Ave
- T11 Cesar Chavez Pkwy and Main St
- T17 Harbor Dr and Cesar Chavez Pkwy
- T23 Cesar Chavez Pkwy—Improvements
- P1 ADA/Title 24 Improvements & Expansion of Chicano Park
- P2 ADA/Title 24 and Building Improvements to the existing Senior Center
- P4 Perkins Elementary School Joint Use Improvements

## **Medium Priorities**

- T5 Boston Ave—26<sup>th</sup> St to 28<sup>th</sup> St
- T6 26<sup>th</sup> St—Main St to Boston Ave
- T7 Traffic Signals—Various Locations
- T9 Cesar Chavez Pkwy and Logan Ave
- T12 Cesar Chavez Pkwy and Harbor Dr
- T14 Harbor Dr and Schley St
- T16 Bayshore Bikeway
- T18 Harbor Dr and 28<sup>th</sup> St
- T19 Harbor Dr and 32<sup>nd</sup> St
- T20 Harbor Dr and 32<sup>nd</sup> St
- T22 Traffic Signal Modifications—Various Locations
- T24 Bicycle Lanes throughout the Community
- T25 Storm Drain Expansion throughout the Community
- P5 Boston Ave Linear Park Development
- P6 Cesar Chavez Recreation Center Development
- F1 Fire Station #7

## **Low Priorities**

- T3 National Ave—16<sup>th</sup> St to 26<sup>th</sup> St
- T4 National Ave—16<sup>th</sup> St to 26<sup>th</sup> St
- T8 Harbor Dr and Beardsley St
- T13 Logan Ave and Sampson St
- T15 Boston Ave Class I Facility
- T21 Architectural Barrier Removal
- P3 Barrio Logan Park Acquisition & Development, Alt 1 & 2
- P7 Las Chollas Creek Development

## Development Impact Fee Schedule

The resulting impact fees for the Barrio Logan community planning area are as follows:

<b>RESIDENTIAL PROPERTY</b>					<b>COMMERCIAL/INDUSTRIAL</b>	
Transportation	Park & Rec	Library	Fire	Total per Residential Unit	Transportation	Fire
\$ Per Residential Unit					\$/ADT	\$/1000 sq. ft. of Gross Building Area (GBA)
\$973	\$10,201	\$331	\$481	\$11,986	\$139	\$481

## Project Funding Sources

The project schedule and financing table on each project page uses a coding system to identify funding and revenue sources. This table provides a brief description of each potential source.

<u>REVENUE SOURCE</u>	<u>REVENUE SOURCE TITLE</u>
CAPOTH	Capital Outlay Fund/Other
CAPOUT	Capital Outlay Fund/Sales Tax
CDBG	Community Development Block Grant
CITYGF	City General Fund
CMAQ	Congestion Mitigation Air Quality
CMPR	TransNet Commercial Paper
DEV	Funded by Developer
DIF	Development Impact Fees
FEDGR	Federal Grant
FIRST FIVE FUND	Federal Grant Education Fund
GRANT PROP14	Proposition 14 Grant
HBRR NS	Highway Bridge Replacement and Repair Fund
HCDGRANT	HCD Federal Grant
HUD	Housing Urban Development Loans
LIBRARY FUND	Grants for Libraries
LTF 03	Local Transportation Fund-SANDAG
MAJOR DISTRICT	Major District City Funds
MTDB	Metropolitan Transit Development Board
OCITY LB	TOT Interim Funding for Library System
P/P	Public/Private Partnership
PABIKE	Proposition A Bike Ways
PRIV	Private Donations
RTCIP	Regional Transportation Congestion Improvement Program
S/L	State Transportation Fund
STATE	State Funding
STPCC	Surface Transportation Program
TRANS	TransNet Fund
TNBOND	TransNet Bonds
UNIDEN	Unidentified Funding