

Old Town San Diego

IMPACT FEE STUDY

Fiscal Year 2019

April 2019



ACKNOWLEDGEMENTS

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<https://www.sandiego.gov/facilitiesfinancing>

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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 Old Town San Diego 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 Old Town San Diego Community Plan is a comprehensive policy guide for the physical development of Old Town San Diego.

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 Old Town San Diego Community Planning Board Priority List is included as Appendix A.

The Fiscal Year 2019 Old Town San Diego Impact Fee Study replaces the Fiscal Year 2004 Old San Diego Public Facilities Financing Plan adopted by Resolution No. R-298059. This Study is an update that reflects changes in the amount of anticipated development and to the estimated cost of community serving facilities.

Community Profile

Old Town San Diego is approximately 230 acres. It is bounded on the north by Interstate 8 and the Mission Valley Community; on the west by Interstate 5 and the Midway-Pacific Highway Community; and on the south and the east by the Uptown/Mission Hills hillsides.

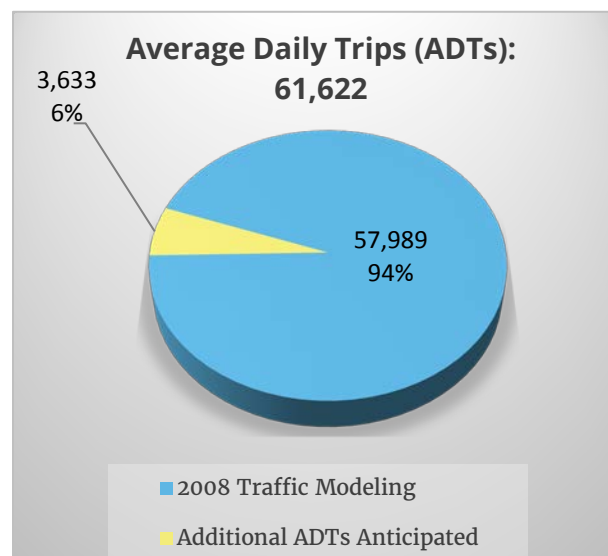
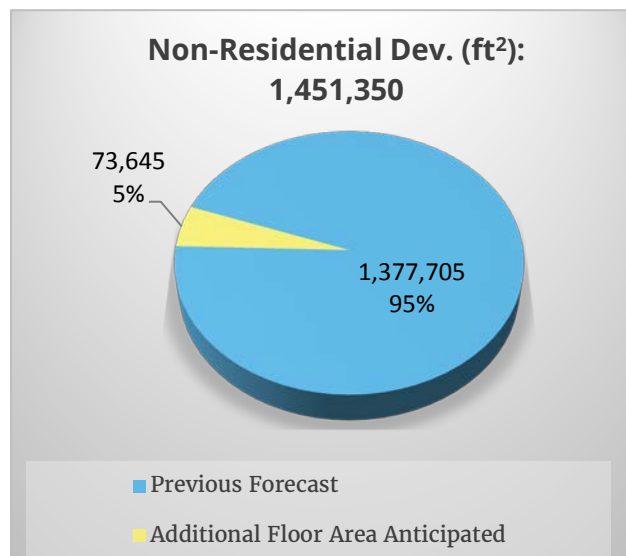
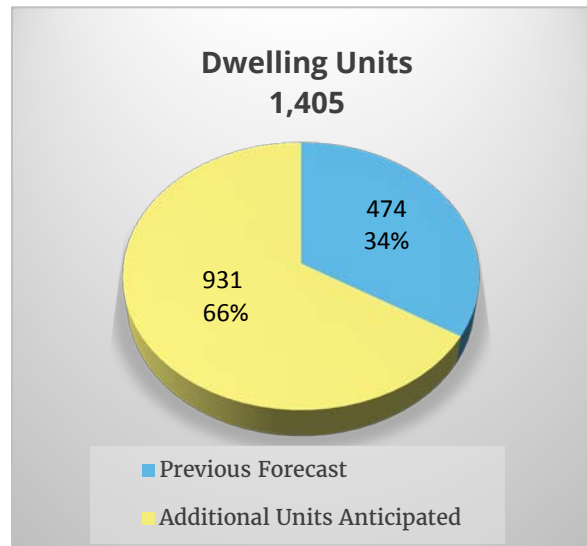


Development Forecast

Per the SANDAG 2012 Series 13 forecast, Old Town San Diego was projected to have a population of approximately 830 with 474 dwelling units (DU). The updated Community Plan anticipates full community development with an estimated 1,405 residential units and a population of 2,430, which results in an additional 1,600 residents.

Old Town San Diego was previously projected to have approximately 1,377,705 square feet (ft²) of non-residential floor area of development at buildout. The updated Community Plan anticipates 1,451,350 ft² of non-residential floor area at full community development, an additional 73,645 ft².

The 2008 traffic modeling showed Old Town San Diego development generated 57,989 ADTs within the community. The updated Community Plan Environmental Impact Report estimates Old Town San Diego will generate a total of 61,622 average daily trips (ADTs), resulting in an additional 3,633 ADTs.



Existing Public Facilities and Future Needs



Mobility Facilities

Old Town San Diego is served by an existing transportation network of automobile and public transportation systems, as well as bicycle and pedestrian circulation systems.

As Old Town increases in population there is a need to achieve a balance with a multi-modal and integrated transportation 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, bicycle improvements, pedestrian improvements, transit improvements, and storm drain facilities.



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).

Population-based parks in Old Town consist of Presidio Community Park. This population-based park will continue to serve Old Town San Diego's residential population parks and recreational needs. The Community Plan envisions enhancing the recreational experience.

Future parks and recreation projects analyzed in this Study include multi-use trails at Presidio Park and El Campo Santo Pocket Park. Future parks and recreation facility needs in this Study also include the construction of an aquatic complex which will be located at the Naval Training Center (NTC) in the Peninsula Community. The aquatic complex is to be shared with the communities of Peninsula, Ocean Beach, Midway Pacific Highway, and Old Town.

Fire-Rescue Facilities

Old Town San Diego is currently served by five fire stations:

- 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 Old Town San Diego
- Station 23, located at 2190 Comstock Street in Linda Vista
- Station 25, located at 1972 Chicago Street in Clairemont Mesa

Future fire-rescue needs include the expansion of Fire Station 20 to serve Old Town San Diego at full community development.



Library Facilities

Old Town San Diego 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.

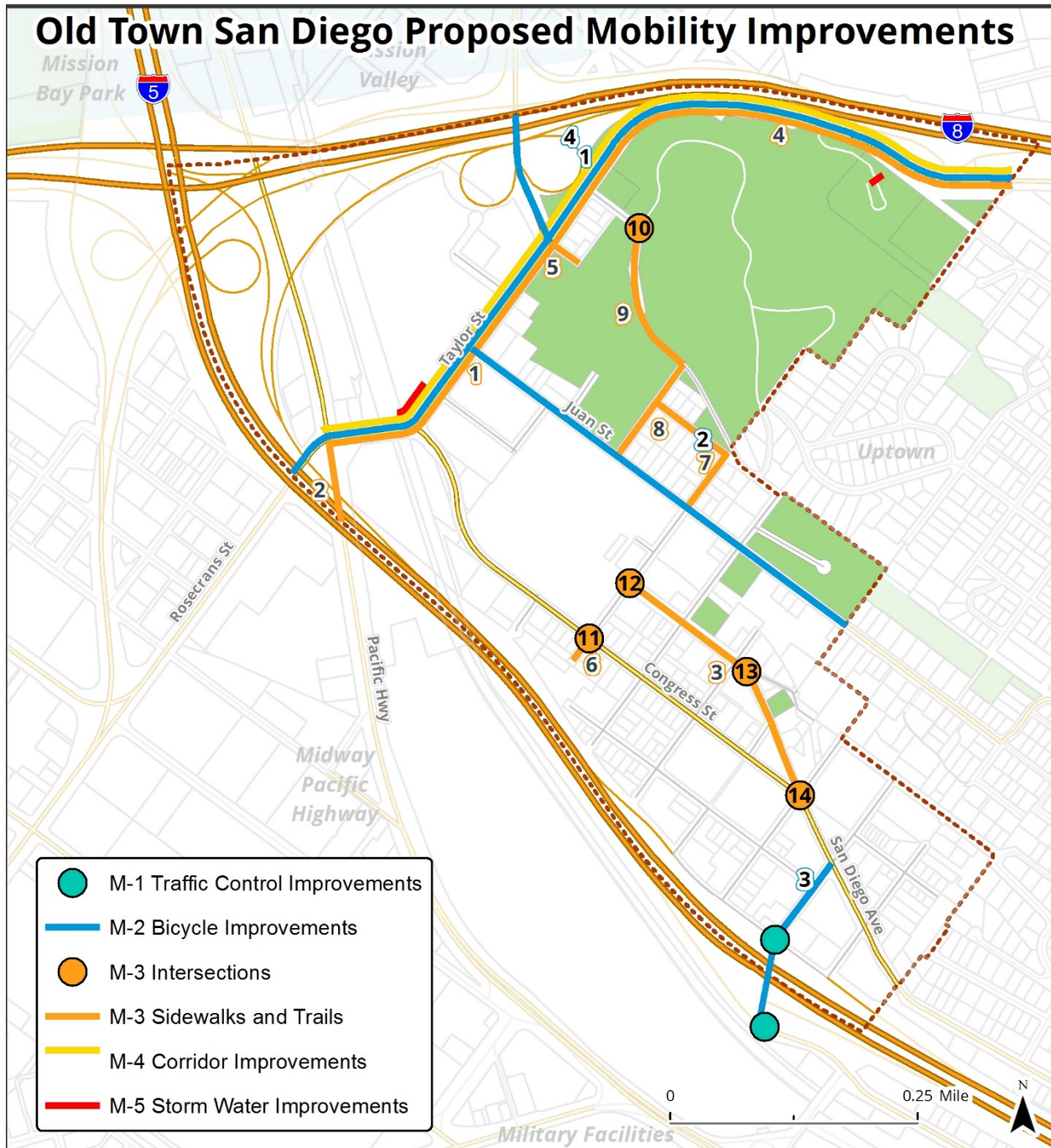
Facilities Lists

This Study identifies the Fiscal Year 2019 estimated costs associated with the acquisition, design, and/or construction of community-serving infrastructure projects for Old Town San Diego. The portion of those costs that are used to calculate the Old Town San Diego 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.

Mobility Facilities



Project No.	Project Title	Project Description
M-1	Roadway Improvements	Architectural Barrier Removal/ADA Compliance and traffic control improvements.
Project Location		Improvements-Segment Modifications
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.
Old Town Avenue between I-5 SB Ramps/Hancock Street and Moore Street		Implement 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 No.	Project Title	Project Description		
M-2	Bicycle Improvements	Approximately 1.51 miles of bicycle improvements may include, but are not limited to the following locations:		
No.	Street Name	Limit 1	Limit 2	Class
1	Taylor Street	Rosecrans Street	Community Boundary	II
2	Juan Street	Taylor Street	Community Boundary	III
3	Old Town Avenue	Hancock Street	San Diego Avenue	II
4	Morena Boulevard	Taylor Street	Community Boundary	II

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.

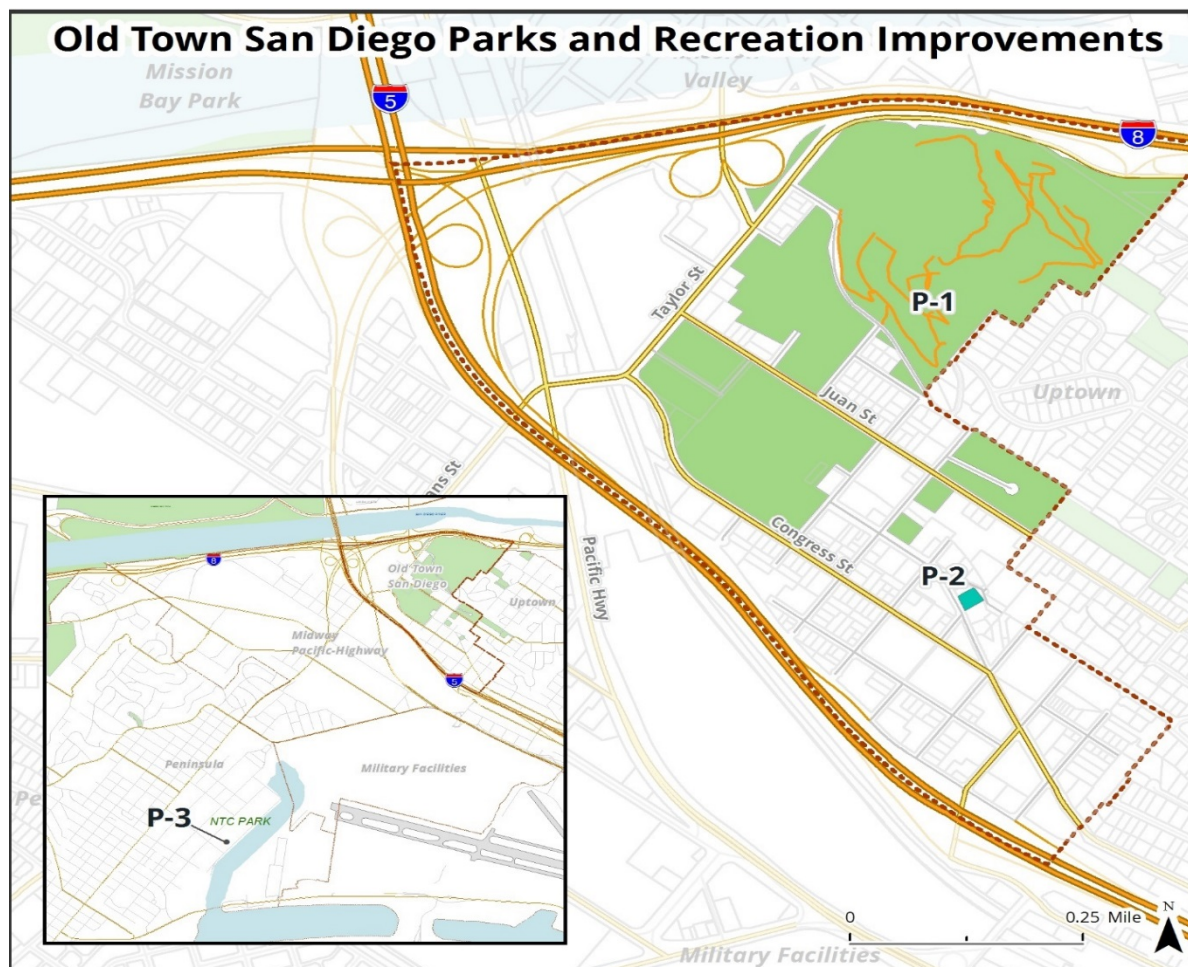
Project No.	Project Title	Project Description
M-3	Pedestrian Improvements	Trails, pedestrian lighting, new sidewalks, bulb-outs, pedestrian refuge island, crosswalk, and pavers. Improvements may include, but are not limited to the following locations:
No.	Project Location	Improvements
1	South side of Taylor Street, between Pacific Highway and Presidio Drive	Implement a 12 ft. wide multi-use path on the south side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the trail (La Playa Trail).
2	East side of Pacific Highway, between Midway-Pacific Highway community boundary and Taylor Street	Implement a 12 ft. wide multi-use path on the east side of the roadway that will replace the existing sidewalk. Install pedestrian scale lighting along the length of the trail (Historic Highway 101 Coastal Trail).
3	San Diego Avenue, north of Ampudia Street	Complete sidewalks on the east side of the roadway.
4	Taylor Street, east of Presidio Drive	Complete sidewalks along both sides of the roadway.
5	Whitman Street, east of Taylor Street	Implement sidewalks along the north side of the roadway.
6	Twiggs Street, west of Congress Street	Complete sidewalks along the north side of the roadway.
7	Sunset Street, between Juan Street and Mason Street	Implement sidewalks along both sides of the roadway.
8	Mason Street, between Juan Street and Jackson Street	Implement sidewalks along the west side of the roadway.
9	Jackson Street, between Presidio Drive and Mason Street	Implement sidewalks along the west side of the roadway.
10	Presidio Drive and Jackson Street	Implement bulb-outs on the west leg of the intersection; Complete sidewalks on all sides; Square up intersection and remove southbound yielded right-turn movements; Provide crosswalks across all legs.
11	Congress Street and Twiggs Street	Implement bulb-outs at all four corners.
12	San Diego Avenue and Twiggs Street	Implement pavers/other high-visibility material in the center of the intersection.

No.	Project Location	Improvements
13	Linwood Street and San Diego Avenue	Implement pedestrian refuge island on the southern leg (Linwood Street).
14	Congress Street/San Diego Avenue/Ampudia Street	Interim improvements may include the following; Convert intersection to all-way stop control. Implement bulb-outs on all legs and widen sidewalks along north side of San Diego Avenue. Construction of a roundabout subject to further analysis and design.

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 location:
Major Corridor No.		Project Location
1		Taylor Street from Pacific Highway to community boundary

Project No.	Project Title	Project Description
M-5	Storm Drain Pipe Upgrades	Upgrade approximately 1,520 linear feet of under sized storm drain and corrugated metal pipes throughout the Old Town Community to at least 18" or larger reinforced concrete pipes depending on the needed capacity. Improvements may include but are not limited to the following:
No.	Project Location	Improvements
1	Intersection of Calhoun & Taylor St. to the railroad crossing and Congress St.	One 24-inch Corrugated Metal Pipe with a length of 250 feet.
2	Unnamed section, south of I-8	One 12-inch Corrugated Metal Pipe with a length of 45 feet.
3	Community-wide	Approximately 25 undersized pipe segments totaling 1,225 linear feet throughout the community.

Parks and Recreation Facilities



Project No.	Project Title	Project Description
P-1	Presidio Park Trails	3.37 acres of decomposed granite multi-use trails which may include; revegetation, trailheads, overlooks, interpretive signs, protective fencing, security lighting, drinking fountains, trash receptacles, benches, tables, and native landscaping.
P-2	El Campo Santo Pocket Park Expansion	This project provides for the design and construction of an expansion of recreational facilities at the 0.28 acre El Campo Santo Pocket Park, which may include; interpretive signage, accessibility improvements, security lighting, and benches.
P-3	NTC Aquatic Complex-Shared Facility ¹	Aquatic Complex may include, but is not limited to, pools for specialized uses, aquatic facilities that include locker rooms, staff offices, and showers.

¹ Old Town San Diego's pro-rata share is 3%, 46% for Peninsula, 18% for Ocean Beach, and 33% for Midway-Pacific Highway based on the projected population at full community development.

Fire-Rescue Facilities



Project No.	Project Title	Project Description
F-1	Fire Station 8 (Uptown) – Expansion ¹	Expansion of approximately 210 sf. 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 3-bay, 12,500 sf. station at the location of the current station at the intersection of Washington Street & Goldfinch Street, to meet the current and future emergency response needs of Uptown and the surrounding communities.
F-3	Fire Station 15 (Ocean Beach) – New Station ²	This project provides for the design and construction of a new 3-bay, 12,500 sf. station to replace the current station located at Voltaire Street and Ebers Street, to meet the current and future emergency response needs of Ocean Beach and the surrounding communities.
F-4	Fire Station 20 (Midway-Pacific Highway) – New Station ³	This project provides for the design and construction of a new 3-bay, 12,500 sf. station to replace the current station located at 3305 Kemper Street, 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 Old Town San Diego's pro-rata share (4%) based on number of responses. Fire Station No. 8 also serves Midway-Pacific Highway (6%) 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 Old Town San Diego's pro-rata share (1%) based on number of responses. Fire Station No. 15 also serves Ocean Beach (58%), Peninsula (38%), and Midway-Pacific Highway (3%).

³ DIF basis is based on additional square feet required to meet the Fire Station Design Standardization requirements and Old Town San Diego's pro-rata share (9%) based on number of responses. Fire Station No. 20 also serves Midway-Pacific Highway (44%) and other community planning 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 Old Town San Diego 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 Old Town San Diego 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.

Old Town San Diego 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 through 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, Old Town San Diego is anticipated to generate 61,622 ADTs. The FY 2019 DIF basis for mobility projects is \$16,674,000. This cost, which includes 5% for administrative costs, divided by 61,622 ADTs results in a DIF of \$271 per ADT and \$1,897 per DU.

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, Old Town San Diego is anticipated to have 1,405 DUs. The FY 2019 DIF basis for Parks and Recreation projects is \$2,541,000. This cost, which includes 5% for administrative costs, divided by 1,405 DUs results in a DIF of \$1,809 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 DU.

At full community development, Old Town San Diego is anticipated to have 1,405 DUs. Each DU is assumed to be 1,000 SF, therefore, 1,405,000 SF of residential development is included in the fire-rescue component of the DIF. In addition, Old Town San Diego is anticipated to have 1,451,350 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 2,856,350.

The FY 2019 DIF basis for fire-rescue projects is \$1,281,000. This cost, which includes 5% for administrative costs, divided by 2,856 SF (2,856,350/1,000 SF) results in a DIF for fire-rescue of \$448 per DU and \$448 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 \$4,154 per DU. For non-residential development the FY 2019 fee is \$271 per ADT for the mobility component and \$448 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 Old Town San Diego Development Impact Fee fund was established in 1988.

Old Town San Diego Impact Fee Analysis

Mobility Facilities

Project No.	Project Title	FY 2019 Estimated Cost	FY 2019 DIF Basis
M-1	Roadway Improvements	\$3,200,000	\$3,200,000
M-2	Bicycle Improvements	\$130,000	\$130,000
M-3	Pedestrian Improvements	\$9,100,000	\$9,100,000
M-4	Corridor Transit Improvements	\$600,000	\$600,000
M-5	Storm Water Improvements	\$2,850,000	\$2,850,000
	Total	\$16,674,000	\$16,674,000 ¹
		Anticipated ADTs	61,622
		\$ Per ADT	\$271
		\$271 X 7 ADTs	\$1,897 Per DU

¹Includes 5% for administrative costs

Parks and Recreation Facilities

Project No.	Project Title	FY 2019 Estimated Cost	FY 2019 DIF Basis
P-1	Presidio Park Trails	\$910,000	\$910,000
P-2	El Campo Santo Pocket Park Expansion	\$1,300,000	\$1,300,000
P-3	NTC Aquatic Complex-Shared Facility ¹	\$7,300,000	\$210,000
	Total	\$9,985,500	\$2,541,000 ²
		Anticipated DUs	1,405
		\$ Per DU	\$1,809

¹Old Town San Diego's pro-rata share is 3%, 46% for Peninsula, 18% for Ocean Beach, and 33% for Midway-Pacific Highway based on the projected population at full community development.

²Includes 5% for administrative cost

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	\$380,000 ¹
F-2	Fire Station 8 (Uptown) - New Station	\$12,584,000	\$310,000 ¹
F-3	Fire Station 15 (Ocean Beach) - New Station	\$12,584,000	\$30,000 ²
F-4	Fire Station 20 (Midway-Pacific Highway) - New Station	\$12,584,000	\$500,000 ³
	Total	\$40,940,025	\$1,281,000 ⁴
		Anticipated SF	2,856,350
		\$ Per DU	\$448
		\$ Per 1,000 SF	\$448

¹ DIF basis is based on additional square feet required to meet the Fire Station Design Standardization requirements and Old Town San Diego's pro-rata share (4%) based on number of responses. Fire Station No. 8 also serves Midway-Pacific Highway (6%) and other community planning areas (90%). Change this for expansion

² DIF basis is based on additional square feet required to meet the Fire Station Design Standardization requirements and Old Town San Diego's pro-rata share (1%) based on number of responses. Fire Station No. 15 also serves Ocean Beach (58%), Peninsula (38%), and Midway-Pacific Highway (3%).

³ DIF basis is based on additional square feet required to meet the Fire Station Design Standardization requirements and Old Town San Diego's pro-rata share (9%) based on number of responses. Fire Station No. 20 also serves Midway-Pacific Highway (44%) and other community planning areas (47%).

⁴ Includes 5% for administrative costs

Old Town San Diego Development Impact Fee Schedule

Fiscal Year 2019 Rates

Residential Development

Component	Unit	FY 2019 Rate
Mobility	Dwelling Unit	\$1,897
Parks and Recreation	Dwelling Unit	\$1,809
Library	Dwelling Unit	\$0
Fire-Rescue	Dwelling Unit	\$448
Total DIF Per Dwelling Unit		\$4,154

Non-Residential Development

Component	Unit	FY 2019 Rate
Mobility	Average Daily Trip	\$271
Fire-Rescue	1,000 Square Feet	\$448

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.

Appendix A

Old Town San Diego Community Planning Group Priority List

The following lists represent the priorities of the Old Town San Diego Community Planning Group with regards to public facilities. For information purposes only, these lists prioritize each category of infrastructure asset from highest to lowest priority.

Mobility Facilities

Project No.	Project Title and Location	Priority Ranking
M-3	Congress Street/San Diego Avenue/Ampudia Street Roundabout	1
N/A	Sidewalk Expansion: San Diego Avenue Corridor	1
M-1	ADA Improvements: Community-wide	1
M-5	Storm Water Improvements: Community-wide	2
M-3	Pedestrian Improvements: Congress Street/San Diego Avenue/Ampudia Street (All-way stop control, Bulb-outs, Widen Sidewalks)	2
M-4	Corridor Transit Improvements: Taylor Street from Pacific Highway to Community Boundary	3
M-1	Roadway Improvements: Old Town Avenue between I-5 SB Ramps/Hancock Street and Moore Street (Roundabouts)	3
M-4	Bicycle Improvements: Taylor Street – Rosecrans to Community Boundary, Juan Street – Taylor Street to Community Boundary, Old Town Avenue – Hancock Street to San Diego Avenue, Morena Boulevard – Taylor Street to Community Boundary	4
M-3	Pedestrian Improvements: Jackson Street, between Presidio Drive and Mason Street (Sidewalks)	4
M-3	Pedestrian Improvements: Mason Street, between Juan Street and Jackson Street (Sidewalks)	5
M-3	Pedestrian Improvements: Twiggs Street, west of Congress Street (Sidewalks)	6
M-3	Pedestrian Improvements: San Diego Avenue, north of Ampudia Street (Sidewalks)	7
M-3	Pedestrian Improvements: Taylor Street, east of Presidio Drive (Sidewalks)	8
M-3	Pedestrian Improvements: Whitman Street, east of Taylor Street (Sidewalks)	9
M-3	Pedestrian Improvements: Congress Street and Twiggs (Bulb-outs)	10
M-3	Pedestrian Improvements: South side of Taylor Street, between Pacific Highway and Presidio Drive (Trail and Lighting)	11

Project No.	Project Title and Location	Priority Ranking
M-3	Pedestrian Improvements: Presidio Drive and Jackson Street (Bulb-outs, Sidewalks, Crosswalks)	12
M-3	Pedestrian Improvements: Sunset Street, between Juan Street and Mason Street (Sidewalks)	13
M-3	Pedestrian Improvements: San Diego Avenue and Twiggs Street (Pavers)	14
M-3	East side of Pacific Highway, between Midway-Pacific Highway community boundary and Taylor Street (Trails and Lighting)	15
M-3	Pedestrian Improvements: Linwood Street and San Diego Avenue (Pedestrian Refuge Island)	16

Parks and Recreation Facilities

Project No.	Project Title and Location	Priority Ranking
P-1	Presidio Park Trails	1
P-2	El Campo Santo Pocket Park	2
P-3	NTC Aquatic Complex-Shared Facility	3

Fire-Rescue Facilities

Project No.	Project Title and Location	Priority Ranking
F-4	Fire Station 20 (Midway-Pacific Highway) - New Station	1
F-1	Fire Station 8 (Uptown) - Expansion	2
F-2	Fire Station 8 (Uptown) - New Station	3
F-3	Fire Station 15 (Ocean Beach) - New Station	4

City Council Resolution

RESOLUTION NUMBER R- 312296DATE OF FINAL PASSAGE APR 11 2019

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO APPROVING THE OLD TOWN IMPACT FEE STUDY, FY 2019, AND THE DEVELOPMENT IMPACT FEE SCHEDULE FOR PROPERTIES WITHIN OLD TOWN, AND AUTHORIZING THE CHIEF FINANCIAL OFFICER TO ESTABLISH AND MODIFY INDIVIDUAL CAPITAL IMPROVEMENT PROGRAM PROJECT BUDGETS TO REFLECT THE STUDY.

WHEREAS, the purpose of Development Impact Fees (DIFs) is to ensure that each new development project pays its proportionate share of the funding needed for public facilities necessary to serve new development; and

WHEREAS, the Council of the City of San Diego has reviewed and considered the methodology set forth in the Old Town Impact Fee Study, FY 2019, on file in the Office of the City Clerk as Document No. RR- 312296 ; NOW, THEREFORE,

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

1. The Old Town Impact Fee Study, FY 2019 (Study), is approved.
2. The Chief Financial Officer is authorized to establish and modify individual Capital Improvement Program project budgets to reflect the Study, provided funding is available for such action.
3. Effective sixty days from the date of final passage of this resolution, all DIFs due under the Study shall be those fees in effect at the time the project's building permits or construction permits are issued, in accordance with San Diego Municipal Code section 142.0640(b).

4. The DIFs due shall automatically increase annually in accordance with San Diego Municipal Code section 142.0640(c).

5. The Study 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 66001, for imposition of development impact fees. Specifically, it is determined and found that this documentation:

a. Identifies the purpose of the DIF, which is to ensure that each development project pays its proportionate share of funding needed for the public facilities projects necessary to serve new development;

b. Identifies the use to which the DIF is to be put, which includes but is not limited to, the funding of public facilities projects to serve the community at full community development as identified in the Old Town Community Plan and the General Plan. A list of the public facilities projects is shown in the Study;

c. Demonstrates there is a reasonable relationship between the DIFs' use and the type of development project on which the DIF is imposed, which includes the following: The DIF will be used to provide for a proportionate fair share contribution for community infrastructure projects needed to serve both residential and non-residential development based on the increased intensity of the development permitted in accordance with the DIF schedule in effect at the time a building permit is issued. Credit will be given for any existing development;

d. Demonstrates there is a reasonable relationship between the need for the public facility and the type of development project on which the DIF is imposed, which includes the following:

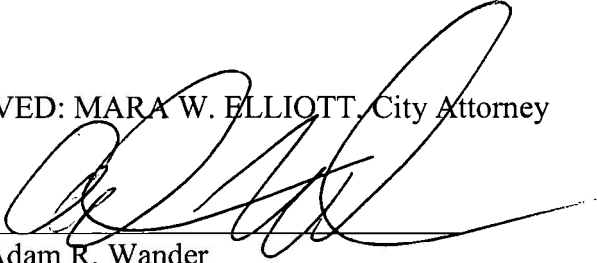
(i) Mobility Facilities: Both residential development and non-residential development utilize the community's transportation system, which requires various street and bridge projects, traffic signal interconnect systems, and medians.

(ii) Fire/Rescue Facilities: Residential and non-residential development will be served by community fire/rescue facilities, and additional facilities are necessary based on the projected population at full community development, General Plan standards, and established emergency response times.

(iii) Park and Recreation Facilities: Residential development utilizes the community's parks, and improvements are necessary based on the projected population at full community development and General Plan standards.

APPROVED: MARA W. ELLIOTT, City Attorney

By


Adam R. Wander
Deputy City Attorney

ARW:nja
01/09/19
Or.Dept: Planning
Doc. No.: 1906212

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of APR 08 2019.

ELIZABETH S. MALAND
City Clerk

By Connie Patterson
Deputy City Clerk

Approved: 4/11/19
(date)

Kevin L. Faulconer
KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on APR 08 2019, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Barbara Bry	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jennifer Campbell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monica Montgomery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vivian Moreno	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Georgette Gómez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage APR 11 2019.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

(Seal)

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

By Connie Patterson, Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- 312296