

Draft

# Mission Beach

**IMPACT FEE STUDY**

Fiscal Year 2019

January 2019



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# Table of Contents

<b>Purpose and Scope of the Impact Fee Study</b> .....	<b>1</b>
GENERAL PLAN .....	1
COMMUNITY PLAN .....	1
IMPACT FEE STUDY .....	1
<b>Community Profile</b> .....	<b>2</b>
DEVELOPMENT FORECAST.....	3
<b>Existing Public Facilities and Future Needs</b> .....	<b>4</b>
PARK AND RECREATION FACILITIES .....	4
POLICE FACILITIES .....	4
LIBRARY FACILITIES .....	4
FIRE-RESCUE FACILITIES .....	4
MOBILITY FACILITIES .....	4
<b>Facility List and Costs</b> .....	<b>5</b>
MOBILITY FACILITIES .....	5
<b>Facilities Summary</b> .....	<b>7</b>
MOBILITY FACILITIES .....	7
<b>Development Impact Fee (DIF) Calculation</b> .....	<b>7</b>
MOBILITY COMPONENT OF DIF .....	7
DIF SCHEDULE.....	8
ANNUAL INCREASE TO DIF SCHEDULE .....	8
COLLECTION AND EXPENDITURE OF DIF .....	9
<b>Appendix A</b> .....	<b>A1</b>
MISSION BEACH IMPACT FEE ANALYSIS.....	A1
<b>Appendix B</b> .....	<b>B1</b>
MISSION BEACH PRECISE PLANNING BOARD PRIORITY LIST .....	B2
<b>Appendix C</b> .....	<b>C1</b>
CITY COUNCIL RESOLUTION .....	C1

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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 Mission Beach Precise 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 unanimous vote of the City Council in 2008. The General Plan update did not include community plan-level land use designation or zoning changes as those issues are addressed in the community plans, zoning ordinances that apply to particular properties, and in the City of San Diego's [Land Development Code](#), which is a part of its [Municipal Code](#).

### 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 [Mission Beach Precise Plan](#) is a comprehensive policy guide for the physical development of Mission Beach.

### Impact Fee Study

Policy PF-A.3 of the General Plan ([Public Facilities, Services and Safety Element](#)) describes the City's policy to maintain an effective facilities financing program to ensure that the impact by new development on the need for public facilities is mitigated through appropriate fees. DIFs are evaluated and updated periodically, especially when community plans are updated, to ensure the IFS is representative of current facility needs and project costs.

The IFS includes a variety of facilities to effectively and efficiently meet the needs of diverse communities and could include, but is not limited to: police, fire-rescue, library, parks and recreation, and mobility. 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 limitation. Wherever possible, the IFS promotes the joint-use of facilities, including schools, parks, recreational centers, and libraries.

Community-level priority preferences, are included in the IFS after consultation with community planning groups and may incorporate community-specific criteria to define and locate needed facilities while giving consideration to management, operation, and maintenance requirements.

The Fiscal Year 2019 Mission Beach Impact Fee Study (Study) replaces the Fiscal Year 1988 Mission Beach Facilities List (adopted by Resolution No. R-269019). This Study is an update that reflects changes in the amount of anticipated development and to the DIF contributions to Capital Improvement Projects (CIPs).

## Community Profile

The Mission Beach planning area is an urbanized community consisting of approximately 220 acres. The community is bounded on west by the Pacific Ocean, on the east by Mission Bay, Pacific Beach to the north and Ocean Beach to the south. The Mission Beach Precise Plan is the community plan for the Mission Beach planning area.



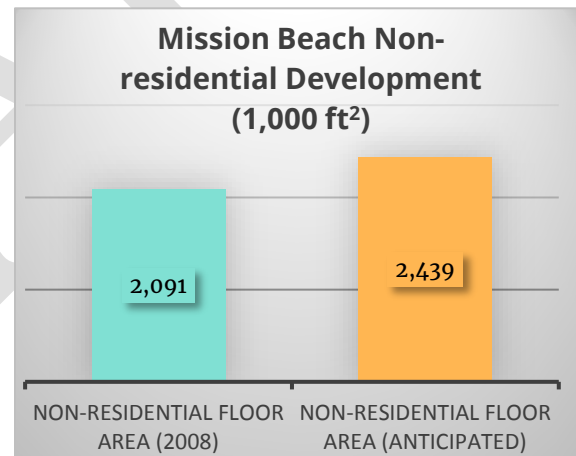
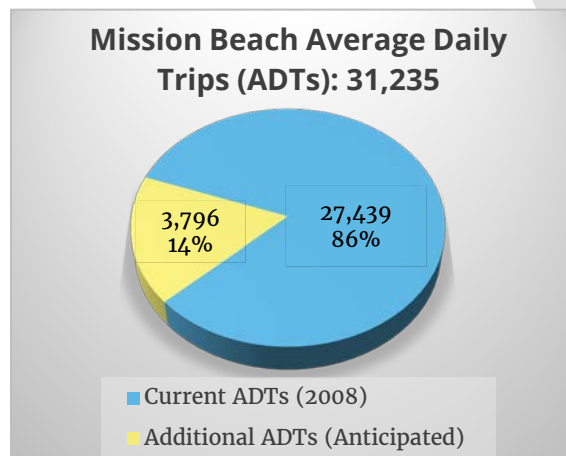
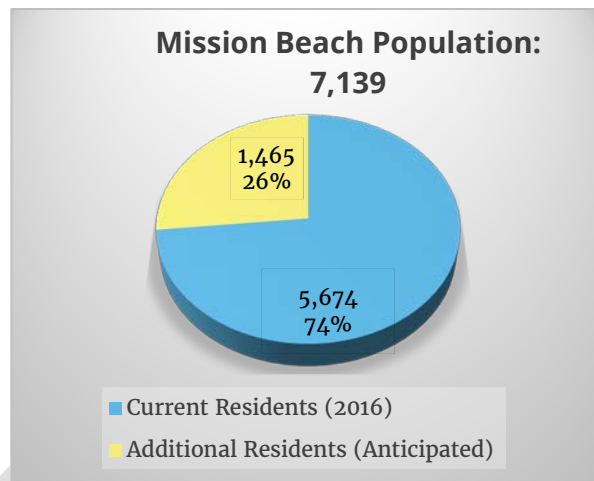


## Development Forecast

The Mission Beach Precise Plan area has a 2016 population, of approximately 5,674 with 3,620 dwelling units (DU). Sandag Series 12 Regional Growth Forecast projects full community development with an estimated 4,665 residential dwelling units and a population of 7,139.

In 2008, Mission Beach had approximately 2,090,880 square feet (ft<sup>2</sup>) of non-residential floor area of development. The Community Plan anticipates 2,439,360 ft<sup>2</sup> of non-residential development at full community development for an increase of 348,480 ft<sup>2</sup>.

Traffic models show that in 2008 (most recent data available), Mission Beach development had generated 27,439 Average Daily Trips (ADTs) within the community. The traffic models estimate that by the year 2035 Mission Beach will generate a total of 31,235 ADTs.



## Existing Public Facilities and Future Needs

### Park and Recreation Facilities

The Mission Beach Community Planning Area enjoys extensive recreation opportunities resulting from its location adjacent to both the Pacific Ocean and Mission Bay Park. The City has a Capital Improvement Project established for Mission Bay Park which provides for improvements throughout the park. Notable park facilities adjacent to the Mission Beach Community Planning Area include Santa Clara Point and the Santa Clara Point Recreation Center, Mission Point, Mission Beach Park, and Bonita Cove. Improvements to Mission Bay Park facilities are funded by the Mission Bay Park Improvement Fund.

The community also has a pocket park project identified for development at 818 Santa Barbara Place. This pocket park is being funded and developed by the developer of the Mission Beach Elementary School site.

### Police Facilities

Mission Beach is served by the Northern Division of the Police Department located at 4275 Eastgate Mall in the North University City Community.

### Library Facilities

The Pacific Beach (Taylor) Library located at 4275 Cass St. serves Mission Beach residents. This Study identifies no future library needs for Mission Beach.

### Fire-Rescue Facilities

Mission Beach is served by Fire Station 15 located at 4711 Voltaire St. in Ocean Beach, Fire Station 20 located at 3305 Kemper St in Midway/Pacific Highway, and Fire Station 21 located at 750 Grand Ave in Pacific Beach.

Mission Beach is also served by the South Mission Beach Lifeguard Station. The existing facility was constructed in 1974 and is being replaced with a new facility. This project is under construction, fully funded, and is expected to be completed in Fiscal Year 2019.

### Mobility Facilities

Mission Beach is served by an existing mobility network of automobile and public transportation systems, as well as bicycle and pedestrian circulation systems. The community bounded on the west by the Pacific Ocean, on the east by Mission Bay, to the north by Pacific Beach, and to the south by Ocean Beach. The surrounding water creates physical barriers for pedestrians, bicyclists, buses, and vehicles moving into and out of Mission Beach.

As Mission Beach increases in population there is a need to achieve a balance of 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 improvements for streets, traffic signals, Intelligent Transportation Systems (ITS), transit priority measures, active transportation projects, accessibility compliance projects, and storm drains.

## Facility List and Costs

This Study identifies the estimated costs associated with the acquisition, design, and construction of community-serving infrastructure projects for Mission Beach. The community's share of those costs, referred to as the *DIF-basis*, is used in this Study to determine the appropriate share of the costs that is attributable to new development within the community. DIF also funds the cost of administering the development, implementation, and operation of the DIF program.

The listed facilities are consistent with the goals of the City's General Plan and the Mission Beach Precise Plan, and are needed to serve the public at full community development.

Depending on priorities and availability of resources, substantial changes to individual projects are possible from year to year. The facilities projects included and described in this Study are also subject to revision in conjunction with City Council adoption of the annual Capital Improvement Program (CIP) Budget.

### Mobility Facilities

#### **M-1 Streets, Places, and Courts: Improvements DIF-basis: \$2,000,000**

Up to the amount identified above as the M-1 DIF-basis, DIF revenue may provide funding for eligible improvements to streets, places, and courts. Projects may include, but are not limited to, the following: Traffic flow and safety improvements for all Streets, Places and Courts. A Modern roundabout may also be considered to replace an existing traffic signal. Modern roundabouts can increase traffic capacity, reduce speeds, and reduce the likelihood of right-angle or head-on collisions.

CIP: TBD

Total M-1 Project Cost Estimate: \$2,000,000

#### **M-2 Traffic Signal & Intelligent Transportation Systems (ITS) DIF-basis: \$400,000**

Up to the amount identified above as the M-2 DIF-basis, DIF revenue may provide funding for eligible improvements including a new traffic signal and improvements to traffic signals and ITS.

##### Traffic Signal:

A new traffic signal is identified for the community at the following location:

Mission Boulevard and Santa Barbara Place:

(The signal is funded by the developer of the Elementary School site)

##### ITS Improvements:

Expanding the communication network, expanding signal coordination on the major roadway, updating the timing of traffic signals to meet shifting travel patterns, using traffic responsive or adaptive traffic control in areas with variable traffic patterns, using variable message signs to direct motorists to available parking and to alert them of street closures.

CIP: TBD

Total M-2 Project Cost Estimate: \$750,000

**M-3 Active Transportation**

**DIF-basis: \$2,600,000**

Up to the amount identified above as the M-3 DIF-basis, DIF revenue may provide funding for eligible facilities and facilities improvements necessary to enhance alternative transportation modalities and to promote and improve bicycle use and safety, overall vehicular traffic circulation and flow, and pedestrian safety. Facilities may include, but are not limited to, the projects listed below:

- **Pedestrian Facilities**

This project would provide for pedestrian facilities throughout the community. Potential pedestrian improvement types that should be considered for implementation include:

- Adding sidewalks where currently there are none along streets with heavy pedestrian activity
- Widening sidewalks where needed along streets with heavy pedestrian activity
- Corner bulb-outs where appropriate
- Pedestrian phasing at signals including pedestrian countdown timers and/or accessible pedestrian push buttons, and rectangular rapid flashing beacons (RRFB's).

- **Bicycle Facilities**

This project would increase bicycle safety and encourage the use of an alternate mode of transportation throughout the community with facility improvements such as bicycle storage, bicycle lanes, and multi-use paths, and the provision of various bicycle facilities such as class II, class III, or a bicycle boulevard.

CIP: TBD

Total M-3 Project Cost Estimate: \$2,600,000

**M-4 Accessibility Compliance**

**DIF-basis: \$500,000**

Up to the amount identified above as the M-4 DIF-basis, DIF revenue may provide funding for facilities improvements for Americans with Disabilities Act (ADA) barrier removal in mobility facilities, City Facilities and in the public right-of-way as required by the federally mandated ADA transition plan for disability related complaints from citizens. Examples include but are not limited to the construction of curb ramps, sidewalks, and audible pedestrian signals, sites will be identified.

CIP: TBD

Total M-4 Project Cost Estimate: \$500,000

**M-5 Storm Drain Facilities**

**DIF-basis: 10,000,000**

Up to the amount identified above as the M-5 DIF-basis, DIF revenue may provide funding for design and construction of improvements to storm drain facilities. This project would provide for the installation of upsized storm drain pipes currently 8” in diameter and will be upsized to at least 18” depending on capacity needed, at various locations throughout the community which may be located within streets or easements.

CIP: TBD

Total M-5 Project Cost Estimate: \$10,000,000

## Facilities Summary

### Mobility Facilities

		Cost Estimate	DIF-basis
M-1	Streets, Places and Courts: Improvements	\$2,000,000	\$2,000,000
M-2	Traffic Signal & Intelligent Trans Systems (ITS)	\$750,000	\$400,000
M-3	Active Transportation	\$2,600,000	\$2,600,000
M-4	Accessibility Compliance	\$500,000	\$500,000
M-5	Storm Drain Facilities	\$10,000,000	\$10,000,000
	Current/Future Mobility Facilities	\$15,850,000	\$15,500,000
	<b>Total Mobility Cost</b>	<b>\$15,850,000</b>	<b>\$15,500,000</b>

**Total Facility Cost Estimates**      \$15,850,000  
**Total DIF-basis Cost Estimates**      \$15,500,000

## Development Impact Fee (DIF) Calculation

The DIF calculation methodology utilized for 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 a part of future updates to this IFS, the City will evaluate alternative methodologies for the calculation of the DIF.

The Mission Beach DIF is comprised of a fee for Mobility Projects. A park component to the DIF is unwarranted as community park facilities requirements are satisfied by facilities in Mission Bay Park and the developer funded pocket park project at the former elementary school site. The Fire Station 15 and South Mission Beach Lifeguard Station projects are fully funded, and existing Library and Police facilities are deemed adequate for serving the community. The mobility DIF is calculated as follows:

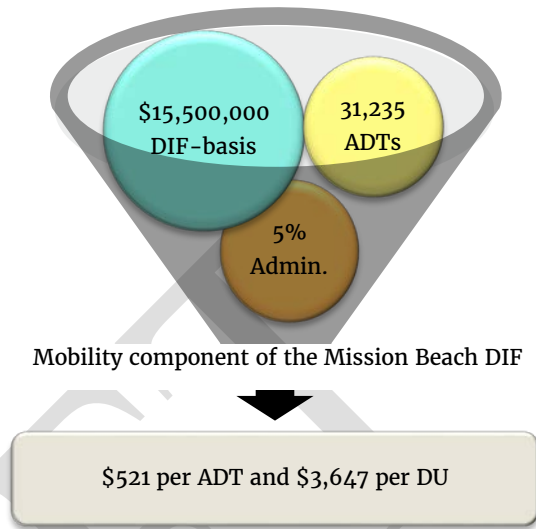
### Mobility DIF

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 building area (GBA) and the number of ADTs generated by the development. The ADT rate applied to each building permit fee calculation will be that as listed in the most current version of the San Diego Municipal Code, Land Development Code, [Trip Generation Manual](#), Table 7 (Trip Generation Rates for Facilities Financing Purposes) on the date the fee is paid.

At full community development, Mission Beach is anticipated to generate 31,235 ADTs. The FY 2018 DIF-basis for Mobility projects is \$15,500,000. This cost, plus 5% for administration, divided by 31,235 ADTs results in a DIF of \$521 per ADT and \$3,647 per DU.



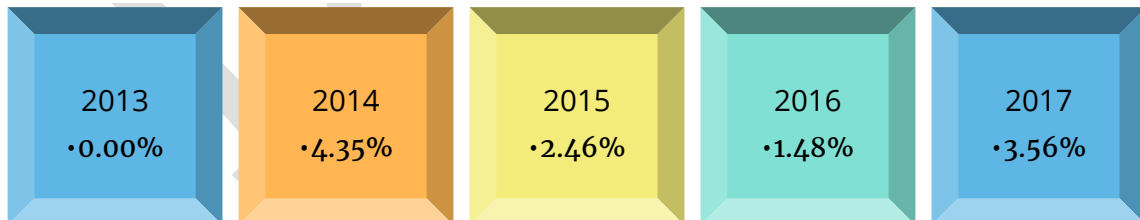
### DIF Schedule

For residential development, the FY 2019 fee is \$3,647 per residential unit. For non-residential development the FY 2019 fee is \$521 per ADT. The actual dollar amount for an individual building permit will be based on the DIF Schedule and Trip Generation Manual in effect on the date of building permit issuance.

### 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 1<sup>st</sup> based on the annual Construction Cost Index for Los Angeles as published in the Engineering News-Record for the period ending in March.

#### CCI Annual Percentage Increase



Source: Engineering News-Record

## **Collection and Expenditure of DIF**

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 floor area in ft<sup>2</sup> (non-residential) being added to the community. A tenant improvement that adds floor area or a change in use will be assessed a DIF based on the change in associated trips (ADTs).

DIF credit for previous use (and/or demolished structures on the same parcel) may be applied towards the calculation of impact fees for a new permitted use and/or new building structure with proof of type and amount of prior land use, and/or provision of demolition permit or demolition sheet within a permit submittal package.

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## Appendix A

### Mission Beach Impact Fee Analysis

MOBILITY FACILITIES				
	Project	2019 Estimate	Non-DIF-basis	DIF-basis
M-1	Streets, Places and Courts: Improvements	\$2,000,000	\$0	\$2,000,000
M-2	Traffic Signal & Intelligent Trans System(ITS)	\$750,000	\$350,000	\$400,000
M-3	Active Transportation	\$2,600,000	\$0	\$2,600,000
	<i>Pedestrian Facilities (sidewalks)</i>	\$800,000	\$0	\$800,000
	<i>Bicycle Facilities Construction</i>	\$1,800,000	\$0	\$1,800,000
M-4	Accessibility Compliance	\$500,000	\$0	\$500,000
	<i>Architectural Barrier Removal-ADA Improvements</i>	\$500,000	\$0	\$500,000
M-5	Storm Drains	\$10,000,000	\$0	\$10,000,000
	<b>Current/Future Mobility Projects:</b>	<b>\$15,850,000</b>	<b>350,000</b>	<b>\$15,500,000</b>
	<b>Total:</b>	<b>\$15,850,000</b>	<b>\$350,000</b>	<b>\$15,500,000</b>
			5% Admin.:	\$775,000
			<b>DIF-basis:</b>	<b>\$16,275,000</b>
			ADTs:	31,235
			<b>\$ Per ADT:</b>	<b>\$521</b>
			<b>\$ per DU:</b>	<b>\$3,647</b>

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## Appendix B

### Mission Beach Precise Planning Board Priority List

The Mission Beach Precise Planning Board may establish and update a priority list for projects listed in this IFS. The projects described in the FY 2019 Mission Beach IFS are derived from the FY 2019 IFS and have been ranked by the Mission Beach Precise Planning Board for informational purposes. The Mission Beach Precise Planning Board may review this priority list regularly and transmit changes in the ranking results to the Facilities Financing section of the Planning Department. Please contact the Facilities Financing Project Manager to view the most recent priority list from the Mission Beach Precise Planning Board. The updated priority lists will be considered in determining priority for implementation of CIP projects.

IFS NO.	PROJECT/FACILITY DESCRIPTION	PRIORITY
	<i>Mobility Facilities</i>	
M-5	<b>Storm Drain Facilities</b>	<b>1</b>
M-2	<b>Traffic Signal &amp; Intelligent Transportation Systems (ITS)</b>	<b>2</b>
M-3	<b>Accessibility Compliance</b>	<b>3</b>
M-4	<b>Active Transportation</b>	<b>4</b>
M-5	<b>Streets, Places and Courts: Improvements</b>	<b>5</b>

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**Appendix C**  
**City Council Resolution**

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## **Residential DIF**

\$3,647 PER DWELLING UNIT

## **Non-residential DIF**

\$521 PER ADT (AVERAGE DAILY TRIP)

Note: The DIF Schedule will increase every July 1, based on the one-year change (from March to March) in the Construction Cost Index (CCI) for Los Angeles as published monthly in the Engineering News-Record.