

RESOLUTION NO. 9221

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CHULA VISTA ADOPTING A COUNCIL POLICY FOR
TRAFFIC SIGNAL PARTICIPATION

The City Council of the City of Chula Vista does hereby
resolve as follows:

NOW, THEREFORE, BE IT RESOLVED by the City Council of
the City of Chula Vista, that that certain policy for traffic
signal participation, attached hereto as Exhibit "A" and
incorporated herein by reference as if set forth in full, be,
and the same, is hereby adopted.

Presented by

Approved as to form by

W. J. Robens
W. J. Robens, Director of
Public Works

George D. Lindberg
George D. Lindberg, City Attorney

ADOPTED AND APPROVED by the CITY COUNCIL of the CITY OF
CHULA VISTA, CALIFORNIA, this 8th day of August, 1978,
by the following vote, to-wit:

AYES: Councilmen: Scott, Cox, Hyde, Gillow

NAYES: Councilmen: Egdahl

ABSENT: Councilmen: None

ATTEST

Jennie M. Fulasz
City Clerk

Will T. Hyde
Mayor of the City of Chula Vista

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) ss.
CITY OF CHULA VISTA)

I, _____, City Clerk of the
City of Chula Vista, California, DO HEREBY CERTIFY that the above is
a full, true and correct copy of Resolution No. 9221, and that the
same has not been amended or repealed. DATED _____.

City Clerk

CITY OF CHULA VISTA
COUNCIL POLICY

SUBJECT	POLICY NUMBER	EFFECTIVE DATE	PAGE
PARTICIPATION BY PRIVATE DEVELOPERS IN THE FINANCING AND/OR INSTALLATION OF TRAFFIC SIGNALS			1 of 5

ADOPTED BY RESOLUTION No. _____ DATED _____

PURPOSE

To establish a policy for participation by private developers for the financing and/or installation of traffic signals on public streets within the City of Chula Vista.

BACKGROUND

New developments, whether residential, commercial, or industrial, generate additional traffic which results in increased congestion or safety hazards at various street intersections throughout the City. The installation of traffic signals is sometimes necessary in order to accommodate the safe and efficient flow of vehicular traffic.

The City has in the past required developers to participate in the cost of signalization which directly impacted a major individual development. Lesser developments, however, were not required to participate. The system was inherently inequitable.

This policy provides for proportionate contribution by all traffic generating private developments toward the projected traffic signal needs of the City.

STATEMENT OF POLICY

1. All new private residential, commercial, or industrial development shall, as a condition of building permit issuance (or approval of a rezoning action relative to creation of new mobile home spaces), pay a traffic signal charge as authorized by ordinance of the City Council, and in such amount per trip as stipulated by City Council Resolution from time to time. The base charge is initially set at \$7.00 per one-way trip per day.
2. Remodeling (enlarging, altering, repairing or improving) of existing residential development is exempt from the traffic signal charge except where and to the extent additional residential dwelling units are created.
3. Structural, occupancy, or use modifications to existing commercial or industrial developments which are projected to increase the average daily traffic generated relative to the total development site by 20% or more shall be subject to payment of the traffic signal charge to the extent of the projected increase in traffic. Traffic volume determinations/projections for current and future traffic at the site shall be made by the City Engineer who shall utilize data provided in Table I and/or traffic counts as applicable. Payment

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of traffic signal charges shall be required as a condition of approval to any action formally permitting a structural, or occupancy, or use modification to an existing commercial or industrial development.

4. Notwithstanding any other provisions of this policy, no private development shall pay the traffic signal charge more than once for a given level of traffic generation. Where additional trips are generated relative to a previously developed property, the traffic signal charge will be applied only to the additional units and/or trips generated.

5. Any private development which has been required to install a traffic signal shall get credit for the cost of that installation in computing traffic signal charges for subsequent development within the boundaries of that private development.

6. The traffic signal charge shall be based on the vehicular trip generation rate for the applicable land use category as shown on Table I. Where a specific traffic generation projection has been prepared by a traffic engineer and approved by the City Engineer for a non-residential development, that study shall be used in lieu of the standard generation rates shown in Table I. Traffic generation rates for land uses not specifically covered by the Table shall be determined by the City Engineer.

7. No additional charge will be required of residential developments for onsite recreational or service facilities (cabanas, clubhouses, swimming pools, meeting rooms, etc.) unless such facilities are open to the public. Any such public facilities shall pay a charge based on the total acreage of the facility including parking areas and a vehicular trip rate of 200 per acre.

8. For all private development the traffic signal charge shall be computed by multiplying the total vehicle trip generation of new trips derived from Table I times the established base charge (in dollars per one-way trip per day).

9. The entire City, including subsequent annexations, shall be in the same Benefit Area for Traffic Signals. All traffic signal charges shall be placed in the Traffic Signal Fund. Use of monies from such account shall be limited to design, construction inspection and modification of traffic signals within the Benefit Area for Traffic Signals. Traffic signal construction may include: traffic signal controller, standards, signal heads, wiring, conduit, power supply,

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detectors, pedestrian push buttons and indicators, painting of street striping, interconnection with signals under master controller, signal-related street widening and signal-related median island construction.

10. The City may require that a developer whose project creates an immediate need for signalization (per warrant system specified in C.V. Code Section 10.24.070) undertake to install such signalization subject to future reimbursement from the Traffic Signal Fund. Reimbursement of a developer to the extent that his construction cost (including design) exceeds his traffic signal charge shall have first call on the Traffic Signal Fund. No interest shall accumulate on the amount to be reimbursed. Reimbursement for any given installation shall commence only when and if funds are available in the Traffic Signal Fund. and when all prior-dated reimbursement commitments have been satisfied in full.

11. The City may advance funds to the Traffic Signal Fund, or provide funds for traffic signal installation which funds shall be subject to reimbursement in the same manner as provided herein for a developer.

TABLE I

VEHICULAR TRIP GENERATION TABLE (ONE-WAY TRIPS)

LAND USE CATEGORY	TRIP GENERATION FACTOR (PER DAY)
<u>Residential</u>	
Single family detached	12
Multi-family	8
Mobile home	6
<u>Commercial</u>	
Hotel	10 trips per room
Motel	10 trips per room
*Hospital	12 trips per bed or
17 trips per 1,000 sq. ft. of structure	
Nursing home	3 trips per bed
General office building	12 trips per 1,000 sq. ft. of leasable area

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TABLE I (Continued)

Shopping center - to 49,999 sq. ft.	115 trips per 1,000 sq. ft. of leasable area
50,000 to 99,999 sq. ft.	80 trips per 1,000 sq. ft. of leasable area
100,000 to 199,999 sq. ft.	60 trips per 1,000 sq. ft. of leasable area
200,000 to 499,999 sq. ft.	50 trips per 1,000 sq. ft. of leasable area
500,000 to 999,999 sq. ft.	35 trips per 1,000 sq. ft. of leasable area
over 1,000,000 sq. ft.	30 trips per 1,000 sq. ft. of leasable area
Discount Store	
	65 trips per 1,000 sq. ft. of leasable area
Low turn-over or "full meal" type Restaurant	55 trips per 1,000 sq. ft. of gross floor area
High turn-over or "coffee shop" type Restaurant	165 trips per 1,000 sq. ft. of gross floor area
Drive-In Restaurant	550 trips per 1,000 sq. ft. of gross floor area
Service Station	750 trips per day
Supermarket	125 trips per 1,000 sq. ft. of gross floor area
Convenience Market (16 hr.)	320 trips per 1,000 sq. ft. of gross floor area
Convenience Market (24 hr.)	575 trips per 1,000 sq. ft. of gross floor area
<u>Industrial</u>	
*Industrial	5 trips per 1,000 sq. ft. of gross floor area -OR- 60 trips per acre of gross site area.

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TABLE I (Continued)

- | | |
|---------------------------|---|
| *General Light Industrial | 5 trips per 1,000 sq. ft. of gross floor area
-OR-
50 trips per acre of gross site area |
|---------------------------|---|
- | | |
|------------------|---|
| *Industrial Park | 8 trips per 1,000 sq. ft. of gross floor area
-OR-
70 trips per acre of gross site area |
|------------------|---|
- | | |
|----------------|---|
| *Manufacturing | 4 trips per 1,000 sq. ft. of gross floor area
-OR-
55 trips per acre of gross site area |
|----------------|---|
- | | |
|--------------|---|
| *Warehousing | 5 trips per 1,000 sq. ft. of gross floor area
-OR-
60 trips per acre of gross site area |
|--------------|---|

*NOTE: Where alternative generation factors are provided, that which results in the higher total vehicle trip generation shall be used in computing the traffic signal fee.