

**COUNCIL POLICY
CITY OF CHULA VISTA**

**SUBJECT: PARTICIPATION BY PRIVATE DEVELOPERS IN
THE FINANING AND/OR INSTALLATION OF
TRAFFIC SIGNALS**

**POLICY
NUMBER**

478-01

**EFFECTIVE
DATE**

08-08-78

PAGE

1 OF 5

ADOPTED BY: Resolution No. 13857

DATED: 08-08-78

MODIFIED BY COUNCIL ACTION 02-17-81

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 private developments generating significant traffic toward the projected traffic signal needs of the City. It is the intent of the City Council in establishing this policy that all development, redevelopment, remodeling or other activity which will result in a long-term INCREASE in the number of vehicle trips upon the City's system of streets shall be subject to the traffic signal charge. That charge shall be based upon the net INCREASE in number of trips generated by any specific site, and shall NOT include trips generated at such site under previous or current usage.

STATEMENT OF POLICY

1. All new private residential, commercial or industrial development as described below 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 for ADDITIONAL trips generated as authorized by ordinance of the City Council, and in such amount per additional 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. Trips generated by verifiable prior usage shall be excluded in determining the total charge which shall be based on ADDITIONAL trips generated at the site under the new use.
2. Remodeling (enlarging, altering, repairing or improving and/or replacement) 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 2% 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 be required as a condition of approval to any

**COUNCIL POLICY
CITY OF CHULA VISTA**

**SUBJECT: PARTICIPATION BY PRIVATE DEVELOPERS IN
THE FINANCING AND/OR INSTALLATION OF
TRAFFIC SIGNALS**

**POLICY
NUMBER**

478-01

**EFFECTIVE
DATE**

08-08-78

PAGE

2 OF 5

ADOPTED BY: Resolution No. 13857

DATED: 08-08-78

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 less credit for any prior level of traffic generation. Credit applied shall not exceed the amount due under the new use. 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 on-site 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 applicable private development the traffic signal charge shall be computed by multiplying the new additional vehicle trip generation 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, detectors, pedestrian push buttons and indicators, painting of street striping, interconnection with signals under master controller, signal-related street widening and signal-related raised 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

**COUNCIL POLICY
CITY OF CHULA VISTA**

**SUBJECT: PARTICIPATION BY PRIVATE DEVELOPERS IN
THE FINANCING AND/OR INSTALLATION OF
TRAFFIC SIGNALS**

**POLICY
NUMBER**

**EFFECTIVE
DATE**

PAGE

478-01

08-08-78

3 OF 5

ADOPTED BY: Resolution No. 13857

DATED: 08-08-78

available in the Traffic Signal Fund and when all prior-date 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)

Residential

Single family detached	12
Multi-family	8
Mobile home	6

Commercial

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
Medical/dental building	75 trips per 1,000 sq. ft. of leasable area
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

**COUNCIL POLICY
CITY OF CHULA VISTA**

**SUBJECT: PARTICIPATION BY PRIVATE DEVELOPERS IN
THE FINANCING AND/OR INSTALLATION OF
TRAFFIC SIGNALS**

**POLICY
NUMBER**

**EFFECTIVE
DATE**

PAGE

478-01

08-08-78

5 OF 5

ADOPTED BY: Resolution No. 13857

DATED: 08-08-78

TABLE I (continued)

LAND USE CATEGORY

TRIP GENERATION FACTOR (PER DAY)

-OR-

*Industrial Park

50 trips per acre of
gross site area
8 trips per 1,000
sq. ft. of gross floor area

-OR-

*Manufacturing

70 trips per acre of
gross site area
4 trips per 1,000
sq. ft. of gross floor area

-OR-

*Warehousing

55 trips per acre of
gross site area
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.**