

**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**

**PAGE**

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**ADOPTED BY:** Resolution No. 9221

**DATED:** 08/08/78

**AMENDED BY:** Resolution No. 2001-385 (11/13/01); Resolution No. 2007-231 (09/18/07); Resolution No. 2014-025 (02/19/14)

**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 by resolution from time to time. The base charge is initially set at \$23.00 per average weekday daily trip. Trips generated by current property usage or 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. For the purposes of this policy, verifiable prior usage shall be the last known usage of the property within five (5) years of the date of application for development approval, if said property is currently vacant. In the event that the property has been vacant for more than five (5) years, no exclusions will be made regardless of property usage more than five (5) years in the past.
2. Remodeling (enlarging, altering, repairing or improving and/or replacement) of existing residential development is exempt from the traffic signal charge where and to the extent additional residential dwelling units are created.

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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 an action formally permitting a structural, or occupancy, or use modification to an existing commercial or industrial/development.
4. Notwithstanding any other provision 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 per the latest "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", which is published by San Diego Association of Government (SANDAG). Traffic generation rates for land uses not addressed by the SANDAG guide shall be determined using the latest ITE Trip Generation book or as approved by the City Engineer.
7. Development Project Exempt from the Fee:

Development Projects that have the following qualifications can be exempt from the Traffic Signal Fee:

- a. 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.
- b. Development projects designated as "Community-Purpose Facilities", as defined in CVMC 19.04.055.

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- c. Junior Accessory Dwelling Units and Accessory Dwelling Units (as defined in CVMC Sections 19.58.023 and 19.58.022, respectively) smaller than 750 square feet are exempt from the traffic signal charge, pursuant to California Government Code Section 65852.2(f)(3)(A).
8. For all private developments, except Accessory Dwelling Units, 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). Accessory Dwellings Units 750 square feet or larger shall be charged proportionately in relation to the square footage of the primary dwelling unit on the lot.
9. The entire City, including subsequent annexations, shall be the same Benefit Area for Traffic Signals. All traffic signal charges shall be placed in the Traffic Signal Fund. Use of funds 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, uninterruptible power supply systems 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 create 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 developer to the extent that their 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 date reimbursement commitments have been satisfied in full.
11. Any private development which installs a traffic signal that is not required by the City or does not meet traffic signal warrants as specified in Chula Vista Code Section 10.24.070, may not be given any credit for the costs of the signal against their required traffic signal fee. The City reserve the right to grant credits if it concludes after performing an appropriate engineering analysis, the cost of such analysis being borne by the developer, that the signal will provide significant benefit to the general public. Such consideration by the City will only be provided if the signal is installed on a public street, or streets, and any credit will be prorated based on the affected approaches to the intersection owned by the City. Example, an intersection with a

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private street on one approach and two approaches owned by the City will be potentially eligible for credit not to exceed two-thirds of the cost of the signals.

The City will not provide reimbursements for any costs incurred by a developer for a signal not required by the City nor meeting traffic signal warrants.

12. 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.
13. The above change at \$23.00 per average weekly daily trip be adjusted, starting on October 1, 2002, and on each October 1<sup>st</sup> thereafter, based on the one year change (from July to July) in the 20 City Construction Cost Index as published monthly in the Engineering News Record. For reference purposes, the July 2001, 20 City Construction Cost Index is 6404.03. Adjustments to the Traffic Signal Participation Fee based upon the 20 City Construction Cost Index shall be automatic and shall not require further action of the City Council.