

TO: James L. App, City Manager

FROM: Ron Whisenand, Community Development Director

SUBJECT: Reimbursement for Installation of a Traffic Signal and Storm Drain at the Intersection of 4th and Spring Streets; Pacific Management and Development, PD 03-020

DATE: February 6, 2007

Needs: For the City Council to authorize a reimbursement to Pacific Management and Development (PMD), developer of PD 03-020 for the installation of a traffic signal and storm drain at the intersection of 4th and Spring Streets.

Facts:

1. On March 28, 2006, the Planning Commission adopted Resolution 06-023 approving PD 03-020.
2. Conditions of Approval of PD 03-020 require the developer to install a traffic signal and a storm drain at the intersection of 4th and Spring Streets in order to mitigate impacts caused by their project. The condition of approval references the developer's option to request City Council reimbursement for a portion of the installation costs that relate to City-wide need.
3. The developer has provided a report prepared by Associated Transportation Engineers (ATE) dated 8-28-06 establishing the developer's share of the costs of the installation of the traffic signal at 12.12 percent.
4. The existing storm drain across Spring Street was identified as needing replacement in a 1976 study that was the basis of the City's first storm drain impact fee. The developer's share of this improvement is defined in the most recent AB 1600 fee study. Fees will be assessed to the development of PD 03-020 in accordance with the City's AB 1600 fee schedule.
5. The traffic signal and the storm drain at 4th and Spring Streets are considered City-wide improvements and were both included on the AB 1600 Needs List adopted last October. In accordance with AB 1600, fees related to any project on the Needs List, imposed pursuant to mitigation of an environmental impact of a land development entitlement, shall be credited towards the deposit of development impact fees.
6. AB 1600 transportation fees for all buildings in PD 03-020 will likely exceed the 12.12 percent share referenced in the ATE report. Therefore payment of AB 1600 fees will, in this case, likely fulfill mitigation of the project's transportation impacts. Reimbursement for the costs of installation of the traffic signal and storm drain that go beyond the project's obligation will therefore be calculated by the difference of the actual traffic signal and storm drain costs and the AB 1600 fees for transportation and drainage for all buildings in PD 03-020.

**Analysis
and**

Conclusion: Because of the projects traffic impacts and the need to improve the intersection of 4th and Spring Streets, the developer will be required to install the traffic signal and

storm drain up front with their development. The City's AB 1600 fee program allows for reimbursement when, as in this case, regional improvements are installed by developers of a single project.

The report prepared by ATE, that determined the project's share of improvements has been reviewed by the City Engineer. The City Engineer concurs that the methodology outlined in the report is an acceptable method of determining the share of cost of the traffic signal attributable to the development of PD 03-020.

The existing storm drain across the south side of the intersection of 4th and Spring Streets was identified as needing replacement in the Storm Drain Report prepared for the City by Central Coast Engineering in 1976. The 4th Street storm drain has been included in the storm drain fee program since its original adoption in 1979. This project appears again on the Needs List associated with the current AB 1600 fee program adopted last October.

Policy

Reference: Municipal Code Section 12.18.050

Fiscal

Impact: The developer will be installing the traffic signal at an estimated cost of \$250,000. Since the project is included on the Needs List in City's AB 1600 fee program, full reimbursement to the developer is appropriate. The developer's share will be collected through payment of his impact fees. The reimbursement would come from the AB 1600 Transportation Fund. Funding of the 4th and Spring Street signal project with AB 1600 fees will impact funding availability to/for other transportation projects.

The estimated cost of replacement of the storm drain in the intersection is \$300,000. As in the case of the traffic signal, this project is included on the AB 1600 Needs List. Full reimbursement to the developer is therefore appropriate. The developer's share will be collected through payment of his impact fees. Reimbursement would come from the Storm Drain Fund.

The current fund balance is \$338,000. Full funding of the 4th and Spring Street storm drain with AB 1600 fees will limit funding options to/for other projects on the storm drain list.

- Options:**
- a. Adopt Resolution No. 07-xx authorizing the Mayor to enter into an Agreement with PMD, the developer of PD 03-020, to reimburse the cost of installation of a traffic signal and storm drain at the intersection of 4th and Spring Streets.
 - b. That the City Council amend, modify or reject the above option.

Attachments: (2)

- 1) ATE Report dated 8-28-06
- 2) Resolution



ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.
Scott A. Schell, AICP

August 28, 2006

06084L01.doc

Mr. Jim Saunders
Pacific Management and Development
1232 Park Street, Suite 200
Paso Robles, CA 93446

Re: Traffic Related Report for the 4th Street Development, City of Paso Robles

This report addresses issues related to the implementation of the 4th Street Master Plan prior to the construction of the PSR project. The proposed underpass and alignment of 4th Street is not programmed for some time. Thus the report is to discuss how the current Pine Street underpass will function when the development projects are occupied. The second task is to determine each project's proportionate share of the traffic added to the Spring Street/4th Street intersection for the City's purpose of allocating the share of the installation cost of a traffic signal. For the purposes of this report, data from the PSR project report by URS, the 4th and Spring Special Education and Vocation School Report by ATE, and the traffic volumes from the 4th Street Master Plan Traffic Study by Pinnacle Engineering were used.

4th Street Circulation/PSR Improvement/Pine Street Underpass

The PSR project proposes to realign 4th street with a grade separated crossing under the Union Pacific Railroad. The new alignment would connect to Riverside Avenue and replace the one-lane underpass, maintaining operations at the southbound U.S. Highway 101 ramps at Pine Street. As the PSR project has not been programmed and would not be constructed for some time, the current underpass needs to remain in operation to maintain the connection with U.S. Highway 101.

Of the 175 vehicles using the underpass during the p.m. peak hour, 95 vehicles travel eastbound toward the freeway and 80 travel westbound toward Spring Street. With restricted sight distance, vehicles must travel at speeds of 10 to 15 mph in the underpass, restricting the capacity. When the 4th Street Master Plan is implemented, the volumes are forecast to increase to 385 vehicles during the p.m. peak hour, with 185 traveling eastbound and 200 vehicles traveling westbound. The increase in volumes would increase the potential for conflicts and safety issues.

Pine Street Underpass Interim Operations

For safety reasons, consideration should be given to converting the Pine Street underpass to a one-way facility. The question then arises as to which direction the underpass should operate. There are three southbound exits on U.S. Highway 101 in Paso Robles: 24th Street, 16th Street, and Pine Street. There is no southbound exit at Spring Street. Pine Street is the last southbound exit into Paso Robles and this part of the City. In order to maintain the connection to this part of town, the underpass should be routed one-way westbound toward Spring Street.

Conversion to one-way traffic will modify the traffic patterns of cars that currently use the one-lane underpass to get to Riverside Avenue or the freeway onramp. Of the 95 eastbound cars, 20 turn north onto Riverside Avenue and 75 turn south onto the freeway. The 20 cars heading north on Riverside Avenue may drive north on Pine Street to 10th Street and cross to Riverside. The 75 cars turning onto the freeway have two choices: they can drive north on Pine Street, cross at 10th Street, then drive south to the freeway onramp; or they can turn west onto 4th Street, turn south at Spring Street and drive directly to the freeway. The new signal at Spring Street and 4th Street should facilitate this movement. The majority of the 75 cars turning onto the freeway are coming from Pine Street somewhere between 10th and 4th Streets. These cars would likely split between the two options depending on their proximity to either street.

The question of timing the conversion also arises. The conversion should occur before the projects listed below are occupied so that tenants would not have used the two-way underpass and would not have to modify their traffic patterns.

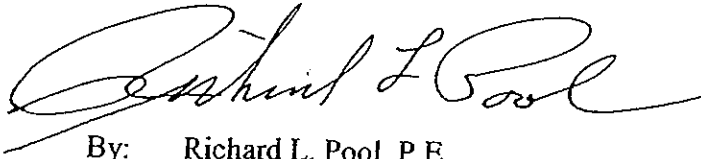
Spring Street/4th Street Signal

The traffic volumes from 4th Street Master Plan Traffic Study by Pinnacle Engineering were used as the basis to determine the adjacent projects' contribution to the Spring Street/4th Street intersection volumes. The added volumes generated by the adjacent projects were calculated, and the proportionate share was determined for each project by dividing the project-added traffic by the net-added cumulative traffic (project/cumulative-existing).

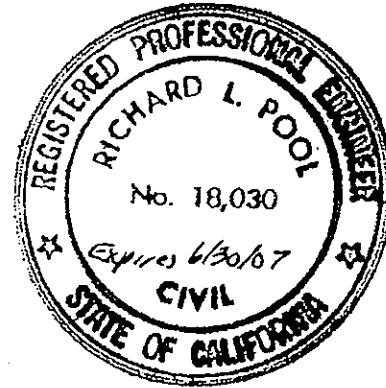
Project	Proportionate Share Percentage
4 th Street Master Plan	15.53%
Medical Office	12.12%
County Education Office	0.79%
Other Contributions	71.56%
Total	100.00%

The method used by Pinnacle Engineering to determine the proportionate share of the 4th Street Master Plan project used the total cumulative traffic, including existing volumes, rather than the net-added approach shown above.

Associated Transportation Engineers



By: Richard L. Pool, P.E.
President



RLP/JSL/wp

Enclosures: Proportionate Share Calculation Sheets
4th Street Master Plan Site Map

Copy to: Greg Jaeger, North Coast Engineering

RESOLUTION NO. 07-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
AUTHORIZING REIMBURSEMENT FOR INSTALLATION OF A
TRAFFIC SIGNAL AND STORM DRAIN AT 4TH AND SPRING STREETS
(PACIFIC MANAGEMENT AND DEVELOPMENT)

WHEREAS, on March 28, 2006, the Planning Commission approved Amended PD 03-020, an office building project at the northeast corner of 4th and Spring Streets, proposed by Pacific Management and Development (PMD); and

WHEREAS, as conditions of approval of Amended PD 03-020, PMD is required to install a traffic signal and replace the storm drain at the intersection of 4th and Spring Streets; and

WHEREAS, PMD has provided a report prepared by Associated Transportation Engineers (ATE) dated August 28, 2006 recommending that PMD's share of the cost of the traffic signal be 12.12 percent; and

WHEREAS, the traffic signal and storm drain at the intersection of 4th and Spring Streets appears on the Needs List in the transportation section of the AB 1600 fee study; and

WHEREAS, in accordance with AB 1600, fees related to any project on the Needs List, imposed pursuant to mitigation of an environmental impact of a land development entitlement, shall be credited towards the deposit of development impact fees; and

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION 1. Based on the staff report prepared by the City Engineer, the City Council finds as follows:

1. That PMD is eligible for reimbursement of the cost of installation of a traffic signal at the intersection of 4th and Spring Streets. The reimbursement is estimated to be \$250,000.
2. That PMD is eligible for reimbursement for the cost of replacement of the storm drain across the intersection of 4th and Spring Streets. The reimbursement is estimated to be \$300,000.

SECTION 2. That the City Council hereby approves and authorizes the Mayor to execute a Reimbursement Agreement in substantially the form attached hereto and incorporated herein by reference, subject to any minor technical and clarifying changes approved by the City Manager and City Attorney. The Reimbursement Agreement provides that city shall reimburse PMD a maximum amount of \$550,000 for the installation of a traffic signal and storm drain at the intersection of 4th and Spring Streets.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 6th day of February, 2007 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Deborah D. Robinson, Deputy City Clerk