

**TRANSPORTATION IMPACT FEE
JUSTIFICATION STUDY
CITY OF PASO ROBLES**



JANUARY 25, 2019

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EXECUTIVE SUMMARY

In order to adequately plan for new development and identify the public facilities and costs associated with mitigating the direct and cumulative impacts of new development, David Taussig & Associates, Inc. (“DTA”) was retained by the City of Paso Robles (the “City”) to update the existing impact fee program by preparing an updated AB 1600 Fee Justification Study (the “Fee Study”). The Fee Study is intended to comply with Section 66000 *et. seq.* of the Government Code, which was enacted by the State of California in 1987, by identifying additional public facilities required by new development (“Future Facilities”) and determining the level of fees that may be imposed to pay the costs of the Future Facilities. Specifically, this Fee Study is limited to transportation impact fees to pay for Future Facilities needed to meet the needs of new development over the planning horizon through 2045 (the “TIF Program”). The Future Facilities and associated construction costs are identified in the Needs List, which is included in Section IV of the Fee Study. A description of the methodology used to calculate the fees is included in Section V. All new development may be required to pay its “fair share” of the cost of the new infrastructure through the development fee program.

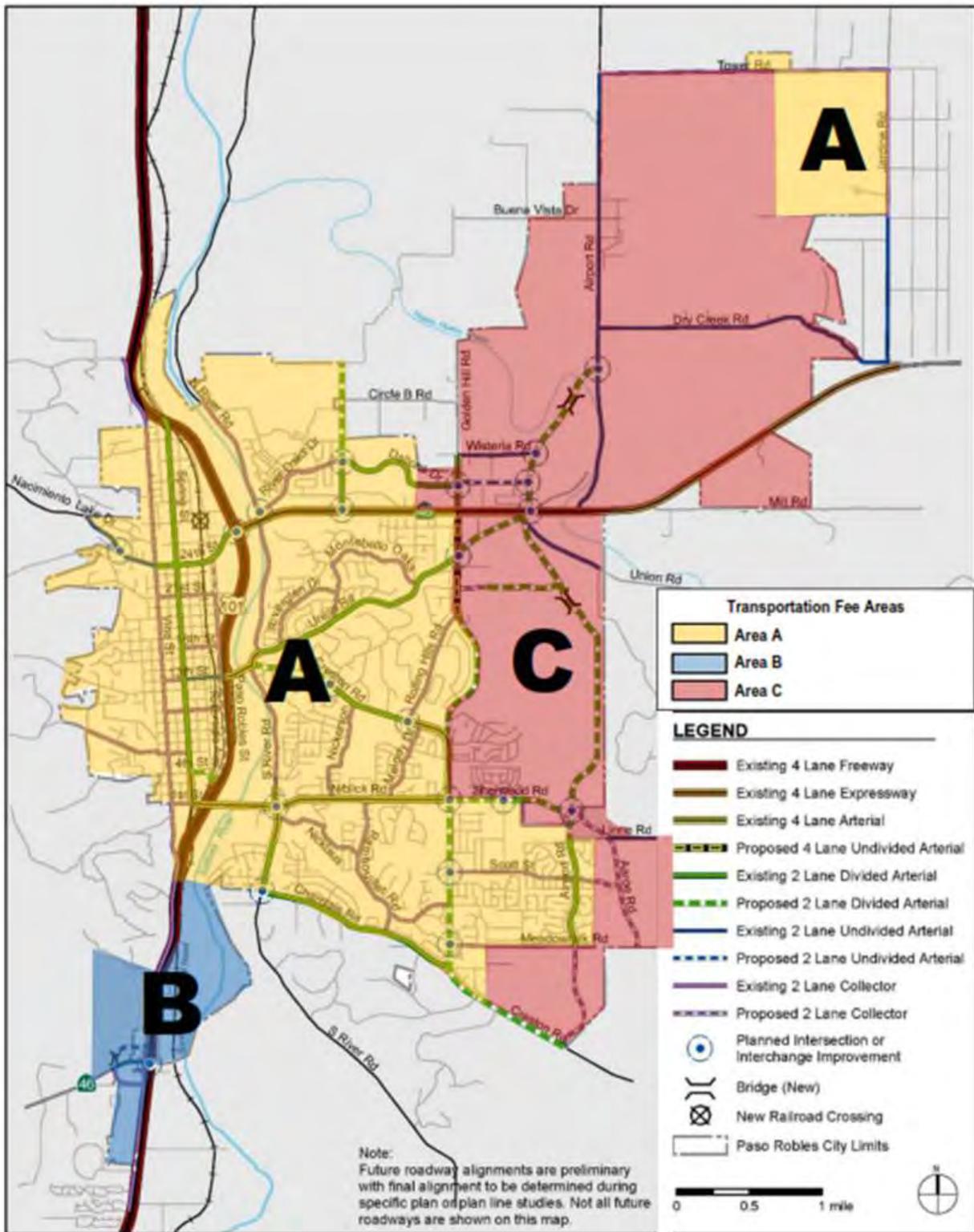
ORGANIZATION OF THE REPORT

Section I of this report provides an introduction to the study including a brief description of City surroundings, and background information on development impact fee financing. Section II provides an overview of the legal requirements for implementing and imposing the TIF amounts identified in the Fee Study. Section III includes a discussion of projected new development and demand variables, i.e. average daily trips (“ADTs”), assuming current growth trends in housing, hospitality, commercial, and industrial development based on data provided by the City. Section IV includes a description of the Needs List, which identifies the facilities needed to serve new development over the development horizon through 2045 that are eligible for funding by the TIF Program. The Needs List provides the total estimated facilities costs, offsetting revenues, net costs to the City and costs allocated to new development for all facilities listed in the Needs List. This list is a compilation of projects and costs identified by the City Community Development Department (“City CDD”). Section V discusses the findings required under the Mitigation Fee Act and requirements necessary to be satisfied when establishing, increasing or imposing a fee as a condition of new development, and satisfies the nexus requirements for each facility included as part of this study. Section V also contains the description of the methodology used to determine the fees for the TIF Program. Section VI includes a summary of the proposed fees justified by this Fee Study. Appendix A includes the calculations used to determine the various fee levels. Appendix B provides a list of the City officials responsible for selecting the facilities on the Needs List, as well as contact information for these officials.

IMPACT FEE METHODOLOGY AND SUMMARY

DTA utilized demographic projections derived from the updated Citywide Traffic Demand Model, as of September 2018 (“TDM”) to determine how much development, by Land Use Category, is anticipated within the City by 2045. Notably, based on the distribution of Future Facilities in the City and to more accurately assign future development’s fair share for a number of Future Facilities, the City defined three (3) study areas: Area “A”, Area “B”, and Area “C” (collectively, the “Fee Areas”), shown in **Figure 1** below, and provided demographic projections for each. These projections were then compared with existing development Land Use Category information by Fee Area, also derived from the TDM. By assigning Average Daily Trip (“ADT”) data to specific Land Use Categories within each of the Fee Areas, DTA was able to determine future development's fair share of Future Facilities costs on a facility-by-facility basis, as further explained below. **Table ES-1** below, summarizes existing and projected development by Land Use Category and Fee Area.

FIGURE 1
TRANSPORTATION IMPACT FEE - FEE AREAS



**TABLE ES-1
TRANSPORTATION IMPACT FEE – DEMOGRAPHIC ASSUMPTIONS**

| Land Use | Units | Year | Fee Area | | | A+B+C |
|--|-------|------|-----------|-----------|-----------|-----------|
| | | | "A" | "B" | "C" | |
| Single Family Residential ¹ | DU | 2017 | 7,932 | 5 | 530 | 8,467 |
| | | 2045 | 8,440 | 5 | 2,401 | 10,846 |
| Multi-family Residential ² | DU | 2017 | 3,539 | 125 | 370 | 4,034 |
| | | 2045 | 5,778 | 125 | 1,303 | 7,206 |
| Hotel | Rooms | 2017 | 1,180 | 141 | 65 | 1,386 |
| | | 2045 | 2,169 | 848 | 985 | 4,002 |
| Fuel Stations W/ Convenience Market | SF | 2017 | 182,328 | 16,100 | 5,905 | 204,333 |
| | | 2045 | 198,292 | 16,100 | 5,905 | 220,297 |
| Drive-Thru Food/Beverage Outlets ⁴ | SF | 2017 | 22,930 | 15,000 | 8,320 | 46,250 |
| | | 2045 | 24,938 | 16,313 | 9,048 | 50,299 |
| Commercial ³ | SF | 2017 | 1,900,991 | 550,960 | 161,590 | 2,613,541 |
| | | 2045 | 2,789,788 | 1,250,747 | 750,862 | 4,791,397 |
| Office | SF | 2017 | 514,965 | 30,990 | 127,010 | 672,965 |
| | | 2045 | 730,694 | 50,990 | 177,010 | 958,694 |
| Light Industrial | SF | 2017 | 1,793,490 | 1,028,806 | 2,164,231 | 4,986,527 |
| | | 2045 | 2,082,208 | 1,204,806 | 4,015,120 | 7,302,134 |
| Heavy Industrial | SF | 2017 | 36,400 | 0 | 97,800 | 134,200 |
| | | 2045 | 36,400 | 0 | 297,800 | 334,200 |
| Notes: | | | | | | |
| 1. Includes single family and rural residential uses. | | | | | | |
| 2. Includes multi-family and mobile home uses. | | | | | | |
| 3. Includes downtown, regional retail, and neighborhood retail. Office category has been blended into the Commercial land use. | | | | | | |
| 4. DTA assumed that the rate of increase in Drive-Thru Food/Beverage Outlets over the buildout period within a specific Study Area would match the rate applied to the Fuel Stations W/ Convenience Market Land Use within Study Area "A". | | | | | | |
| *This table was created using the information provided initially by Central Coast Transportation Consulting. The following Land Uses were added as directed by the City of Paso Robles: Gas Stations, Fast Food Outlets. | | | | | | |

Next, based on the City’s Draft Circulation Element Update prepared by Central Coast Transportation Consultants, dated September 2018 (the “Circulation Element Update”), the Future Facilities and associated costs were identified by the City Community Development Department as being necessary to meet the needs of future development within the City through 2045. These Future Facilities, all of which fully or partially support future development, include roads, bridges, and traffic signals. By being included on the Needs List, these Future Facilities became eligible for funding through the TIF Program. The total cost of the facilities selected for the Needs List by City is \$203,396,500.

Utilizing data derived from the TDM, DTA was able to compare the difference in ADTs generated by existing development and future development by Fee Area and Land Use

Category, and appropriately assign new development’s fair share of the cost based on the specific traffic impacts associated with each of the Future Facilities.

The total fee amounts required to finance new development’s share of the costs of facilities identified in the Needs List are summarized in **Table ES-2** below. Fees within this Fee Study reflect the maximum fee levels that may be imposed on new development.

**TABLE ES-2
TRANSPORTATION IMPACT FEE SUMMARY**

| Land Use | Fee Area “A” | Fee Area “B” | Fee Area “C” |
|--|-----------------|-----------------|-----------------|
| Single Family (<i>Per Unit</i>) | \$2,848 | \$3,780 | \$9,773 |
| Multi Family (<i>Per Unit</i>) | \$1,963 | \$2,605 | \$6,735 |
| One Bedroom Units (<i>Per Unit</i>) ^[1] | \$1,107 | \$1,469 | \$3,798 |
| Studio Units (<i>Per Unit</i>) ^[1] | \$738 | \$979 | \$2,532 |
| Commercial Lodging Motel/Hotel (<i>Per Room</i>) | \$1,778 | \$2,360 | \$2,449 |
| RV Parks & Campgrounds (<i>Per Space</i>) | \$1,778 | \$2,360 | \$2,449 |
| Commercial (<i>Per Sq. Ft.</i>) | \$8.27 | \$10.97 | \$11.39 |
| Assisted Living (<i>Per Sq. Ft.</i>) ^[2] | \$0.94 | \$1.25 | \$1.30 |
| Fuel Stations w/ Convenience Market (<i>Per Sq. Ft.</i>) | \$30.97 | \$57.13 | \$61.15 |
| Drive-Thru Food / Beverage Outlets (<i>Per Sq. Ft.</i>) | \$31.37 | \$60.39 | \$64.85 |
| Light Industrial (<i>Per Sq. Ft.</i>) | \$1.65 | \$2.19 | \$2.28 |
| Heavy Industrial (<i>Per Sq. Ft.</i>) | \$0.66 | \$0.87 | \$0.90 |

[1] Fee based on a reduction of the Multi-Family per unit fee, based on 1.0 person per household (“PPH”) for Studio Units and 1.5 PPH for One Bedroom Units, as compared to the estimated PPH for Multi-Family Units of 2.66.

[2] Fee based on a reduction of the Commercial per Sq. Ft. fee, based on 2.50 trips per 1,000 Sq. Ft. for Assisted Living.

I. INTRODUCTION

As background, the City Paso Robles (the “City”), is situated at the Northern San Luis Obispo County–Southern Monterey County line. Approximately midway between Los Angeles and San Francisco, the City is nestled in the coastal mountain range of central California at the southern end of the fertile Salinas River Valley. With a population of over 31,000, the community makes excellent use of its close proximity to mountains, beaches, and deserts, as it boasts a unique climate suitable for growing a variety of crops. Previously known as the “Almond City,” the City has since reinvented itself by cultivating its own niche in the wine-growing industry. Offering the charm of a rural community with all the amenities of family life, including attractive and affordable housing, the City also understands the importance of staying relevant and has thus placed a high priority on maintaining ample City services, state-of-the-art recreational facilities, easy access retail shopping, excellent public schools, and safe neighborhoods.

In order to adequately plan for new development over the planning horizon through 2045 and identify the public facilities and costs associated with mitigating the direct and cumulative impacts of new development, David Taussig & Associates, Inc. (“DTA”) was retained by the City to update the existing impact fee program by preparing a new AB 1600 Fee Justification Study (the “Fee Study”). The need for this Fee Study is driven by changes in demographics, facility requirements, and time inflated facility costs. Notably, this Fee Study is limited to transportation impact fees (“TIFs”) to pay for Future Facilities needed to meet the needs of new development over the planning horizon through 2045 (the “TIF Program”).

The Fee Study is intended to comply with Section 66000 *et. seq.* of the Government Code, which was enacted by the State of California in 1987, by identifying additional public facilities required by new development (“Future Facilities”) and determining the level of fees that may be imposed to pay the costs of the Future Facilities. Fee amounts have been determined that will finance facilities at levels identified by various City departments as being necessary to meet the needs of new development over the planning horizon through 2045. The Future Facilities and associated construction costs are identified in the Needs List, which is included in Section IV of the Fee Study. All new development may be required to pay its “fair share” of the cost of the new infrastructure through the development fee program.

Currently the City expects to generate new residents and workers within the City limits over the planning horizon through 2045. The City will need to expand its services and facilities to accommodate this new growth. The levy of impact fees in conformance with AB 1600 legislation will help finance new transportation projects, which are needed to mitigate the impacts of this expected new growth. The steps followed in the Fee Study include:

1. **Demographic Assumptions:** Identify future growth that represents the increased demand for facilities.

2. **Facility Needs and Costs:** Identify the amount of public facilities required to support the new development and the costs of such facilities. Facilities costs and the Needs List are discussed in Section IV.
3. **Cost Allocation:** Allocate costs per average daily trip.
4. **Fee Schedule:** Calculate the fee per residential unit, per hotel room, or per non-residential square foot.

II. LEGAL REQUIREMENTS TO JUSTIFY DEVELOPMENT IMPACT FEES

Prior to World War II, development in California was held responsible for very little of the cost of public infrastructure. Public improvements were financed primarily through jurisdictional general funds and utility charges. It was not uncommon during this period for speculators to subdivide tracts of land without providing any public improvements, expecting the closest city to eventually annex a project and provide public improvements and services.

Starting in the late 1940s, however, the use of impact fees grew with the increased planning and regulation of new development. During the 1960s and 1970s, the California Courts broadened the right of local government to impose fees on developers for public improvements that were not located on project sites. Beginning in 1978, with the passage of Proposition 13, the reductions in local government revenues available for new infrastructure have resulted in new development being held responsible for a greater share of public improvements, and both the use and levels of impact fees have grown substantially. Higher fee levels were undoubtedly driven in part by a need to offset the decline in funds for infrastructure development from other sources.

The levy of impact fees by local governments in California is one authorized method of financing the transportation, transit and related facilities necessary to mitigate the impacts of new development, as the levy of such fees provides funding to maintain an agency's service standard required for an increased service population. A fee is "a monetary exaction, other than a tax or special assessment, which is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project..." (California Government Code, Section 66000). A fee may be levied for each type of capital improvement required for new development, with the payment of the fee occurring prior to the beginning of construction of a dwelling unit or non-residential building (or prior to the expansion of existing buildings of these types). Fees are often levied at final map recordation, issuance of a certificate of occupancy, or more commonly, at building permit issuance.

As explained in detail below, the City has identified the need to impose TIFs to pay for transportation infrastructure. A detailed list of required Future Facilities (the "Needs List") is contained within Section IV herein. The TIFs presented in this Fee Study will finance facilities on the Needs List at levels identified by the City as appropriate to mitigate the impacts of future development through 2045. Upon the adoption of the Fee Study and required legal documents by the City Council, all new development will be required to pay its "fair share" of the cost of facilities on the Needs List through these fees at rate structures set in the adopting ordinance.

Section 66000 et seq. of the Government Code mandates that there is a nexus between fees imposed, the use of the fees, and the development projects on which the fees are imposed. Furthermore, there must be a relationship between the amount of the fee and the cost of the improvements. To impose a fee as a condition for a development project, a public agency must do the following:

- Identify the purpose of the fee.
- Identify the use to which the fee is to be applied. If the use is financing public facilities, the facilities must be identified.
- Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
- Determine how there is a reasonable relationship between the need for a public facility and the type of development project on which the fee is being imposed.

Addressing these items will enable an impact fee to meet the nexus and rough proportionality requirements established by *Dolan versus City of Tigard*, *Koontz versus St. Johns River Management District* and other court cases. These findings and the nexus test for the TIFs are presented in Section V of the Fee Study. As mentioned previously, current State financing and fee assessment requirements only allow future development to pay its fair share of facilities' costs. Any current deficiencies resulting from the needs of existing development must be funded through other sources. Therefore, a key element to establishing legally defensible impact fees is to determine what share of the benefit or cost of a particular improvement can be equitably assigned to existing development, even if that improvement has not yet been constructed. By removing this factor, the true impact of new development can be assessed and equitable fees assigned.

A. Purpose of the Fee (Government Code Section 66001(a)(1))

The purpose of the proposed TIF is to fund Future Facilities required as a result of projected development within the City from 2017 through the year 2045. A review of the City's Traffic Demand Model ("TDM") as further explained in Section III, below, projects the construction of 5,551 single and multi-family units and 5.0 million square feet of various non-residential land uses. The future residents and workers housed within this future development will create an additional demand for transportation facilities that existing facilities alone cannot accommodate. In brief, to mitigate the effects of future development in an orderly manner while maintaining the current quality of life in the City, the facilities on the Needs List (see below) will need to be constructed.

The projected direct and cumulative effect of future development has necessitated a TIF Program. Future development will contribute to the need for the Future Facilities, including new roads, bridges, and traffic signals. Without future development, many of the proposed transportation facilities would not be necessary. Future development exclusively drives the need for some of the Future Facilities, while others of these facilities share costs between future and existing development due to the need to cure existing facilities' deficiencies. The proposed TIFs will be used for the acquisition,

installation, and construction of the Future Facilities identified on the Needs Lists to mitigate the direct and cumulative impacts of future development in the City through 2045.

The discussion in this section of the Fee Study sets forth the purpose of the impact fees as required by Section 66001(a)(1) of the California Government Code.

B. THE USE TO WHICH THE FEE IS TO BE PUT (GOVERNMENT CODE SECTION 66001(A)(2))

The TIFs will be used for the acquisition, installation, and construction of the Future Facilities identified on the Needs List included in Section IV of the Fee Study. The TIF will provide a source of revenue to the City to fund such facilities, which in turn will both preserve the quality of life in the City and protect the health, safety, and welfare of its existing and future residents and employees.

The discussion presented in this section of the Fee Study identifies the use to which the fee is to be put as required by Section 66001(a)(2) of the California Government Code.

C. DETERMINE THAT THERE IS A REASONABLE RELATIONSHIP BETWEEN THE FEE'S USE AND THE TYPE OF DEVELOPMENT PROJECT UPON WHICH THE FEE IS IMPOSED (BENEFIT RELATIONSHIP) (GOVERNMENT CODE SECTION 66001(A)(3))

The TIFs collected will be used for the construction of Future Facilities within the City. The types of development that will be paying these fees are new residential and non-residential projects within the City between June 1, 2019 and December 31, 2045. This expected development will generate new residents and employees that will increase the burden on existing transportation infrastructure in the form of increased traffic and roadway usage. In order to maintain existing service standards, the fees to be imposed on new development, as recommended in this Fee Study, will ensure that new development contributes its fair share of funds to mitigate the impacts caused by such development.

For the foregoing reasons, there is a reasonable relationship between the acquisition, construction, and installation of the facilities on the Needs Lists and new development as required under Section 66001(a)(3) of the Mitigation Fee Act.

D. DETERMINE HOW THERE IS A REASONABLE RELATIONSHIP BETWEEN THE NEED FOR THE PUBLIC FACILITY AND THE TYPE OF DEVELOPMENT PROJECT UPON WHICH THE FEE IS IMPOSED (IMPACT RELATIONSHIP) (GOVERNMENT CODE SECTION 66001(A)(4))

As determined by technical analysis using average daily trips (“ADTs”) derived from the TDM, the benefit to each Fee Area and subsequent Land Use Category from the Future Facilities listed in Section IV was calculated so that it would correspond directly to the impact generated by new development. For example, the projected growth of

residential homes (“dwelling units”) and the growth of retail, office and industrial development (“square footage”) translate to additional traffic on City streets as reflected by increased ADTs. In order to prevent congestion, streets need to be created or widened and signals need to be installed. All new development within the City, irrespective of location, contributes to the direct and cumulative impacts of development on public facilities and creates the need for new facilities to accommodate growth. Without future development, the facilities on the Needs Lists would not be necessary.

For the reasons presented herein and in Section V, there is a reasonable relationship between the need for the public facilities included on the Needs List and all new development within the City as required under Section 66001(a)(4) of the Mitigation Fee Act.

E. THE RELATIONSHIP BETWEEN THE AMOUNT OF THE FEE AND THE COST OF THE PUBLIC FACILITIES ATTRIBUTABLE TO THE DEVELOPMENT UPON WHICH THE FEE IS IMPOSED (“ROUGH PROPORTIONALITY” RELATIONSHIP) (GOVERNMENT CODE 66001(A))

This Fee Study uses various methodologies to apportion the cost of the Future Facilities to future development according to the magnitude of the impacts that drive the need for these facilities. Fee amounts for the various Land Use Categories are determined by apportioning costs according to their appropriate demand factors, which in this case consist of ADTs. Section V, “Methodology and Fee Calculation,” explains how ADTs were used to determine Future Facilities benefits based on Fee Area and Land Use Category, describes the methodologies utilized for apportioning costs, and presents the calculations that justify the proposed TIFs for each Land Use Category by Fee Area.

As set forth in part F below, as well as throughout Section V and Appendix A of the Fee Study, the proposed fee amounts are roughly proportional to the impacts resulting from new development. Thus, there is a reasonable relationship between the amount of the fee and the cost of the facilities.

F. AB 1600 NEXUS TEST AND APPORTIONMENT OF FACILITIES COSTS

Section 66000 of the Government Code requires that a reasonable relationship exist between the need for public facilities and the type of development on which a fee is imposed. Roads, bridges, and traffic signals benefit residents and employees in providing safe and efficient vehicular access to properties. It has been well documented by transportation engineers that different land uses generate trips at different rates. Therefore, transportation costs are apportioned on the basis of ADTs. Notably, DTA analyzed fees for eight (8) land use categories to acknowledge the difference in impacts resulting from various Land Use Categories.

III. DEMOGRAPHICS

In order to determine the transportation facilities needed to serve new development as well as establish fee amounts to fund such facilities, the Fee Study must quantify the number of residential dwelling units and retail, office, and industrial square footages for both existing and projected future development. Estimates of existing and future residential units and square footage of commercial development through 2045 were provided by the City through its TDM, which was in turn based on the City's General Plan and the 2018 Circulation Element Update. **Table 3-1** below depicts the anticipated growth in residential units and non-residential square footage through 2045, which was utilized by DTA to calculate the amount of the TIFs to be imposed on new development in the City, as described in Section V of this Fee Study.

**TABLE 3-1
CITY OF PASO ROBLES
EXISTING AND FUTURE DEMOGRAPHICS**

| Land Use | Units | Year | Fee Area | | | A+B+C |
|--|-------|------|-----------|-----------|-----------|-----------|
| | | | "A" | "B" | "C" | |
| Single Family Residential ¹ | DU | 2017 | 7,932 | 5 | 530 | 8,467 |
| | | 2045 | 8,440 | 5 | 2,401 | 10,846 |
| Multi-family Residential ² | DU | 2017 | 3,539 | 125 | 370 | 4,034 |
| | | 2045 | 5,778 | 125 | 1,303 | 7,206 |
| Hotel | Rooms | 2017 | 1,180 | 141 | 65 | 1,386 |
| | | 2045 | 2,169 | 848 | 985 | 4,002 |
| Fuel Stations W/ Convenience Market | SF | 2017 | 182,328 | 16,100 | 5,905 | 204,333 |
| | | 2045 | 198,292 | 16,100 | 5,905 | 220,297 |
| Drive-Thru Food/Beverage Outlets ⁴ | SF | 2017 | 22,930 | 15,000 | 8,320 | 46,250 |
| | | 2045 | 24,938 | 16,313 | 9,048 | 50,299 |
| Commercial ³ | SF | 2017 | 1,900,991 | 550,960 | 161,590 | 2,613,541 |
| | | 2045 | 2,789,788 | 1,250,747 | 750,862 | 4,791,397 |
| Office | SF | 2017 | 514,965 | 30,990 | 127,010 | 672,965 |
| | | 2045 | 730,694 | 50,990 | 177,010 | 958,694 |
| Light Industrial | SF | 2017 | 1,793,490 | 1,028,806 | 2,164,231 | 4,986,527 |
| | | 2045 | 2,082,208 | 1,204,806 | 4,015,120 | 7,302,134 |
| Heavy Industrial | SF | 2017 | 36,400 | 0 | 97,800 | 134,200 |
| | | 2045 | 36,400 | 0 | 297,800 | 334,200 |
| Notes: | | | | | | |
| 1. Includes single family and rural residential uses. | | | | | | |
| 2. Includes multi-family and mobile home uses. | | | | | | |
| 3. Includes downtown, regional retail, and neighborhood retail. Office category has been blended into the Commercial land use. | | | | | | |
| 4. DTA assumed that the rate of increase in Drive-Thru Food/Beverage Outlets over the buildout period within a specific Study Area would match the rate applied to the Fuel Stations W/ Convenience Market Land Use within Study Area "A". | | | | | | |
| *This table was created using the information provided initially by Central Coast Transportation Consulting. The following Land Uses were added as directed by the City of Paso Robles: Gas Stations, Fast Food Outlets. | | | | | | |

Based on the data from the TDM shown above, DTA categorized developable residential land uses as Single Family and Multi-Family. Developable non-residential land uses within the City's are categorized as Hotel/RV Park, Commercial, Fuel Station with Convenience Market, Drive-Thru Food and Beverage Outlets, Light Industrial, or Heavy Industrial respectively, details are included in the table below. Based on these designations, DTA established fees for the following eight (8) land use categories to acknowledge the difference in impacts resulting from various land uses and to make the resulting fee program implementable.

**TABLE 3-2
CITY OF PASO ROBLES
DESCRIPTION OF LAND USE CATEGORIES**

| Land Use Classification for Fee Study | Definition |
|---------------------------------------|---|
| Single Family Residential | Includes single family detached homes, town homes, condominium units, mobile homes, and pre-fabricated homes. |
| Multi-Family Residential | Includes buildings comprised of two or more attached dwelling units under common ownership, including apartments. |
| Hotel/RV Park | Includes, but is not limited to, buildings used as the following (each as further defined in Table LU-4 of the General Plan): <ul style="list-style-type: none"> • Resort/Lodging • Mobile Home Park/Subdivision |
| Commercial | Includes, but is not limited to, buildings (exclusive of Drive-Thru Food and Beverage Outlets) used as the following (each as further defined in Table LU-4 of the General Plan): <ul style="list-style-type: none"> • Neighborhood Commercial • Office Professional • Community Commercial • Regional Commercial • Commercial Service |
| Fuel Station with Convenience Market | Includes, but is not limited to, fuel stations that have a building used as the following (each as further defined in Table LU-4 of the General Plan): <ul style="list-style-type: none"> • Neighborhood Commercial • Community Commercial • Regional Commercial |
| Drive-Thru Food and Beverage Outlets | Includes, but is not limited to, restaurant buildings, with a drive through component, used as the following (each as further defined in Table LU-4 of the General Plan): <ul style="list-style-type: none"> • Neighborhood Commercial • Community Commercial • Regional Commercial • Community Service |
| Light Industrial | Includes, but is not limited to, buildings used as the following (each as further defined in Table LU-4 of the General Plan): <ul style="list-style-type: none"> • Business Parks, • Manufacturing, fabrication, assembly, research and development, • Industrial services, wholesale distribution • Convenience commercial uses, particularly those supporting industrial uses |
| Heavy Industrial | Includes, but is not limited to, buildings used as the following: <ul style="list-style-type: none"> • Warehousing • Airport Hangers • Open Sided Structures, • Mini-Storage and Self-Storage |

IV. THE NEEDS LIST

Identification of the public facilities to be financed is a critical component of any development impact fee program. In the broadest sense, the purpose of impact fees is to protect the public health, safety, and general welfare by providing for adequate public facilities. "Public Facilities" per Government Code 66000 include "public improvements, public services, and community amenities." Fees imposed for a public capital facility improvement cannot be used for maintenance or services.

Government Code 66000 requires that if impact fees are going to be used to finance public facilities, those facilities must be identified. Identification of the facilities may be made in an applicable general or specific plan, other public documents, or by reference to a Capital Improvement Program (CIP) or Capital Improvement Plan. For purposes of the City's TIF Program, the Needs List is intended to be the official public document identifying the Facilities eligible to be financed, in whole or in part, through the levy of a uniform development fee on future development in the City.

Government Code 66000 requires that if impact fees are going to be used to finance public facilities, those facilities must be identified. Identification of the facilities may be made in an applicable general or specific plan, other public documents, or by reference to a Capital Improvement Program (CIP) or Capital Improvement Plan. DTA has worked closely with City staff to develop the list of facilities to be included in the Fee Study ("the Needs List"), which was based on information obtained from three sources:

- Circulation Element Update (2018)
- Town Center Plan
- The Uptown Plan

The Needs List is organized by facility element (or type) and includes a cost section consisting of five columns, which are listed in **Table 4-1** below:

**TABLE 4-1
CITY OF PASO ROBLES NEEDS LIST
EXPLANATION OF COST SECTION**

| Column Title | Contents | Source |
|---|---|--|
| Facilities Costs to City | The total estimated facility cost including construction, land acquisition, and equipment (as applicable) allocable to City. | City Departments |
| Off-Setting Revenues | Any funds on hand that are allocated for a given facility, such as funds from previous DIF programs earmarked for facilities identified on this needs list. This column does not include potential funding from Federal & State sources that cannot be confirmed. | Calculated by DTA based on input from City staff |
| Net Costs to City | The difference between the Facilities Costs to City and the Off-Setting Revenues (column 1 minus column 2) | Calculated by DTA |
| Percent of Costs Allocated to New Development | Percentage of facility cost allocated to new development as calculated in Appendix A | Calculated by DTA |
| Costs Allocated to New Development | Dollar amount representing the roughly proportional impact of new development on the needed facilities. | Calculated by DTA |

Through discussions between DTA, City staff, and meetings with the Housing Constraints and Opportunities Committee, the Needs List has gone through a series of revisions to fine-tune the needs, costs, and methodologies used in allocating the costs for each facility. The Needs List (**Table 4-2**) identifies those facilities needed to serve future development through 2045, consistent with the Circulation Element Update.

DTA categorized the Future Facilities into the following:

- Citywide Facilities – Future Facilities that were determined to benefit the entire City
- Fee Area “A”, “B”, and “C” Facilities – Future Facilities anticipated to benefit existing and new development in the applicable Fee Area
- Other Planned Facilities – Future Facilities for which specific ADT projections were allocated to each Fee Area based on the TDM.

**CITY OF PASO ROBLES
PUBLIC FACILITIES NEEDS LIST THROUGH 2045**

Exhibit C

| Project ID | Facility Name | {1} Facilities Costs to City | {2} Off-Setting Revenues [1] | {3} Anticipated Funding From Other Sources | {4} Net Costs to City | {5} Percent of Costs Allocated to New Development [2] | {6} Costs Allocated to New Development | {7} Policy Background or Objective |
|--|---|---------------------------------------|------------------------------------|---|-----------------------------|--|---|--|
| A. TRANSPORTATION FACILITIES | | | | | | | | |
| CITY-WIDE FACILITIES | | | | | | | | |
| 1 | Highway 101/46East-Dual Left- 17th Street Ramps | \$0 | \$0 | \$0 | \$0 | 36.69% | \$0 | Circulation Element |
| 3 | Connection Road 46E to Airport Road, bridge over Huer Huero Road | \$12,190,000 | (\$288,620) | \$0 | \$11,901,380 | 36.69% | \$4,367,029 | Circulation Element |
| 3a | Union Rd/Wisteria Lane roundabout | \$1,630,000 | (\$38,593) | \$0 | \$1,591,407 | 36.69% | \$583,942 | Circulation Element |
| 3c | Tractor St. / Golden Hill roundabout | \$2,400,000 | (\$56,824) | \$0 | \$2,343,176 | 36.69% | \$859,792 | Circulation Element |
| 3d | Huer Huero Bridge Connector Parkway | \$2,400,000 | (\$56,824) | \$0 | \$2,343,176 | 36.69% | \$859,792 | Circulation Element |
| 4 | Airport Road - Dry Creek Road Intersection Improvement | \$460,000 | (\$10,891) | \$0 | \$449,109 | 36.69% | \$164,794 | Circulation Element |
| 5 | Dry Creek Road - Warbirds to Prairie Rd. | \$1,870,000 | (\$44,276) | \$0 | \$1,825,724 | 36.69% | \$669,922 | Circulation Element |
| 9 | Creston Road - River Road to Niblick Road | \$10,000,000 | (\$236,768) | \$0 | \$9,763,232 | 36.69% | \$3,582,469 | Circulation Element |
| 10 | Creston Road - Lana Street | \$0 | \$0 | \$0 | \$0 | 36.69% | \$0 | Circulation Element |
| 11 | Creston Road - Niblick Road to Scott Street intersection (Signal) | \$2,290,000 | (\$54,220) | \$0 | \$2,235,780 | 36.69% | \$820,385 | Circulation Element |
| 13a | Niblick / Creston Rd. Intersection widening | \$5,000,000 | (\$118,384) | \$0 | \$4,881,616 | 36.69% | \$1,791,234 | Circulation Element |
| 15 | Creston Road -Myrtlewood to Meadowlark Road Intersection (Signal) | \$1,180,000 | (\$27,939) | \$0 | \$1,152,061 | 36.69% | \$422,731 | Circulation Element |
| 16 | Charolais Road - S. River Road Roundabout | \$1,960,000 | (\$46,407) | \$0 | \$1,913,593 | 36.69% | \$702,164 | Circulation Element |
| 17 | Union Road - Kleck Road to Golden Hill Road | \$2,836,500 | (\$67,159) | \$0 | \$2,769,341 | 36.69% | \$1,016,167 | Circulation Element |
| 18 | Union Road - Golden Hill Road Roundabout | \$3,900,000 | (\$92,340) | \$0 | \$3,807,660 | 36.69% | \$1,397,163 | Circulation Element |
| 19 | Union Road - Golden Hill Road to East City Limits | \$1,600,000 | (\$37,883) | \$0 | \$1,562,117 | 36.69% | \$573,195 | Circulation Element |
| 21 | Spring Street Traffic Signal Coordination | \$500,000 | (\$11,838) | \$0 | \$488,162 | 36.69% | \$179,123 | Circulation Element |
| 23 | 24th Street - Mountain Springs Road | \$940,000 | (\$22,256) | \$0 | \$917,744 | 36.69% | \$336,752 | Council Objective |
| 25 | 24th Street - Ysabel Avenue to Riverside Avenue | \$1,000,000 | (\$23,677) | \$0 | \$976,323 | 36.69% | \$358,247 | Council Objective |
| 25a | 24th Street - St. Railroad Bridge Upgrade | \$8,000,000 | (\$189,415) | \$0 | \$7,810,585 | 36.69% | \$2,865,975 | Circulation Element |
| 27 | 4th Street - Pine Street to Riverside - 101 Ramps (One-way WB undercrossing) | \$1,000,000 | (\$23,677) | \$0 | \$976,323 | 36.69% | \$358,247 | Circulation Element |
| 32 | Bike Master Plan Facilities (NCE cost estimate in progress) [2] | \$41,000,000 | (\$970,749) | (\$26,900,000) | \$13,129,251 | 36.69% | \$4,817,578 | Circulation Element |
| 35a | Niblick Road - TDM and optimization improvements | \$10,000,000 | (\$236,768) | \$0 | \$9,763,232 | 36.69% | \$3,582,469 | Circulation Element |
| FEE AREA A FACILITIES | | | | | | | | |
| 6 | River Oaks Drive - N. River Road | \$730,000 | (\$17,284) | \$0 | \$712,716 | 20.77% | \$148,005 | Circulation Element |
| 7 | Buena Vista Drive - Cuesta College Frontage | \$320,000 | (\$7,577) | \$0 | \$312,423 | 20.77% | \$64,879 | Circulation Element |
| 8 | Buena Vista Drive - Highway 46E Dual Left Turns | \$1,160,000 | (\$27,465) | \$0 | \$1,132,535 | 20.77% | \$235,186 | Circulation Element |
| 20 | Spring Street - 1st to 36th Streets (Frontage improvement completion) | \$5,000,000 | (\$118,384) | \$0 | \$4,881,616 | 20.77% | \$1,013,733 | Town Centre-Uptown Plan |
| 22 | Vine Street - 32nd to 36th Streets (Street completion) | \$600,000 | (\$14,206) | \$0 | \$585,794 | 20.77% | \$121,648 | Uptown Plan |
| 24 | Riverside Ave - 4th Street to Black Oak Drive (Frontage improvement completion) | \$4,000,000 | (\$94,707) | \$0 | \$3,905,293 | 20.77% | \$810,987 | Town Centre-Uptown Plan |
| 26 | Railroad Street - 10th Street to 14th Street (Frontage improvement completion) | \$2,000,000 | (\$47,354) | \$0 | \$1,952,646 | 20.77% | \$405,493 | Town Centre Plan |
| 27 | Paso Robles Street Off-Ramp roundabout | \$1,330,000 | (\$31,490) | \$0 | \$1,298,510 | 20.77% | \$269,653 | Circulation Element |
| 29 | Paso Robles Street | \$750,000 | (\$17,758) | \$0 | \$732,242 | 20.77% | \$152,060 | Town Centre Plan |
| FEE AREA B FACILITIES | | | | | | | | |
| 30a | S. Vine Realignment and Bridge | \$7,300,000 | (\$172,841) | \$0 | \$7,127,159 | 44.13% | \$3,145,331 | Circulation Element |
| 31 | Theatre Drive to South City Limits (Widening to 3 lanes) | \$1,160,000 | (\$27,465) | \$0 | \$1,132,535 | 44.13% | \$499,806 | Circulation Element |
| FEE AREA C FACILITIES | | | | | | | | |
| 3b | Tractor St. extension and roundabout | \$2,800,000 | (\$66,295) | \$0 | \$2,733,705 | 64.38% | \$1,760,076 | Circulation Element |
| 33a | Airport Road - Union Road to Sherwood Road with Bridge | \$14,280,000 | (\$338,105) | \$0 | \$13,941,895 | 77.59% | \$10,817,401 | Circulation Element |
| 33b | Airport Road - Sherwood to Linne | \$1,340,000 | (\$31,727) | \$0 | \$1,308,273 | 77.59% | \$1,015,078 | Circulation Element |
| 33c | Sherwood Road - Fontana to Airport Road | \$2,560,000 | (\$60,613) | \$0 | \$2,499,387 | 54.00% | \$1,349,669 | Circulation Element |
| 33d | Sherwood Road - Airport Road to Linne | \$2,970,000 | (\$70,320) | \$0 | \$2,899,680 | 54.00% | \$1,565,827 | Circulation Element |
| 33e | Airport Road / Sherwood Road roundabout | \$1,440,000 | (\$34,095) | \$0 | \$1,405,905 | 54.00% | \$759,189 | Circulation Element |
| 35 | Airport Road - Meadowlark Road to Creston Road | \$1,500,000 | (\$35,515) | \$0 | \$1,464,485 | 77.59% | \$1,136,282 | Circulation Element |
| OTHER PLANNED FACILITIES [3] | | | | | | | | |
| 2 | Union Road - Highway 46E Interchange | \$25,000,000 | (\$591,920) | \$0 | \$24,408,080 | 37.58% | \$9,171,501 | Circulation Element |
| 30 | Highway 101/46W Interchange (City's Allocation) | \$15,000,000 | (\$355,152) | \$0 | \$14,644,848 | 10.86% | \$1,590,370 | Circulation Element |
| TOTAL - TRANSPORTATION FACILITIES | | \$203,396,500 | (\$4,815,781) | (\$26,900,000) | \$176,496,500 | 37.59% | \$66,341,345 | |

V. METHODOLOGY UTILIZED TO CALCULATE FACILITIES IMPACT FEE

Pursuant to the nexus requirements of Government Code 66000, a local agency is required to “determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.” It is impossible to accurately determine the impact that a specific new residential unit, hotel project, commercial project, or industrial development will have on existing facilities. Predicting future residents’ or employees’ specific behavioral patterns, park and transportation, and health and welfare requirements is extremely difficult, and would involve numerous assumptions that are subject to substantial variances. Recognizing these limitations, the Legislature drafted AB 1600 to specifically require that a “reasonable” relationship be determined, not a direct cause and effect relationship.

There are many methods or ways of calculating fees, but they are all based on determining the cost of needed improvements and assigning those costs equitably to various types of development. Fees for the facilities analyzed in this study have been calculated utilizing an average daily trip (“ADT”) methodology.

Table 5-1 below lists existing and projected ADT data, by Fee Area, used throughout Section V.

**TABLE 5-1
CITY OF PASO ROBLES
AVERAGE DAILY TRIPS**

| Facility Type | Service Factor | Existing ADTs | Projected ADTs | Total* |
|--|-----------------------|----------------------|-----------------------|---------------|
| Citywide Transportation Facilities | Average Daily Trips | 193,285 | 112,031 | 305,315 |
| Fee Area “A” Transportation Facilities | Average Daily Trips | 189,025 | 49,541 | 238,566 |
| Fee Area “B” Transportation Facilities | Average Daily Trips | 25,591 | 20,215 | 45,806 |
| Fee Area “C” Transportation Facilities | Average Daily Trips | 25,458 | 46,022 | 71,481 |
| <i>* Totals may not sum due to rounding.</i> | | | | |

The following sections present the reasonable relationship for benefit, impact, and rough proportionality tests for each fee element (i.e. transportation facilities) and the analysis undertaken to apportion costs for each type public facility on the Needs List. More detailed fee calculation worksheets for each type of facility are included in Appendix A.

A. TRANSPORTATION FACILITIES

The Circulation Element of the General Plan includes facilities necessary to provide safe and efficient vehicular access throughout the City. In order to meet the transportation demands of new development through 2045, the City updated this list to include various roadway improvements including rights of way, signalization, widening of roads, paving, and bridges as shown in the Needs List.

1. Nexus Requirement of AB 1600

**TABLE 5-2
TRANSPORTATION FACILITIES
AB 1600 NEXUS TEST**

| | |
|--|---|
| Identify Purpose of Fee | Transportation Improvements |
| Identify Use of Fee | Various roadway improvements including rights of way, signalization, widening of roads, paving, and bridges |
| Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed | New residential and non-residential development will generate additional residents and employees who will create additional vehicular and non-vehicular traffic. Bridges and interchanges will have to be constructed to meet the increased demand and provide for city-wide circulation. Traffic signals, interchanges, bridges and roads will have to be improved or extended to meet the increased demand resulting from new development. Thus there is a relationship between new development and the need for new transportation facilities. Fees collected from new development will be used exclusively for transportation facilities on the Needs List. |

2. Apportionment of Transportation Facilities Costs

Roads, traffic signals, and bridges will benefit residents and employees by providing safe and efficient vehicular access to properties. Road, traffic signals and bridge fees were calculated for each of the eight (8) land use categories based on the number of (“ADTs”) generated by each land use.

Total average ADTs were calculated by applying these trip rates to the various dwelling unit counts and non-residential square feet within each Fee Area and Citywide, as identified in the demographics section of this report. The total facilities cost assigned Citywide and to each Fee Area was then divided by the total number of ADTs for that the applicable area to establish a uniform cost per ADT. This unit cost was then applied to the various land uses and their respective trip generation rates to determine the proposed fees. Expected revenue from

new development was also calculated as a check, insuring that collected fees match the calculated cost responsibility of new development.

Importantly, DTA applied discount factors to the ADT data to account for pass-through trips and diverted trips. As part of the ADT analysis within each Fee Area, DTA relied on pass-through rates published by the Institute of Traffic Engineer's ("ITE") for various land uses. Notably, a 33% pass-through rate was assumed for Commercial (i.e. 33% of the ADTs associated with Commercial were not considered new trips). This pass-through rate has been weighted to account for the fact that the Commercial category includes Office, for which there is no pass-through rate. Moreover, a 66% pass-through rate was assumed for Fuel Stations with Convenience Markets, and a 50% pass-through rate was assumed for Drive-Thru Food/Beverage Outlets.

When considering the Citywide Future Facilities, DTA assumed larger pass-through rates for Fuel Stations with Convenience Markets and Drive-Thru Food/Beverage Outlets. Essentially, the Citywide Future Facilities include major arterials that provide north/south and east/west access to the City. Therefore, these Land Use Categories will have higher pass-through rates, as locations with such Land Use Categories are much more likely to be pass-through stops on-route to a different destination in the City. Therefore, a pass-through rate of 95% was applied to both Fuel Stations with Convenience Markets and Drive-Thru Food/Beverage Outlets.

Once the ADTs for existing and new development in each Fee Area had been determined, the costs for Future Facilities were allocated to that Fee Area based on the Needs List in Section IV.

For Future Facilities that have been deemed "local" to each respective Fee Area (i.e. collector streets), 100% of the cost of Future Facilities has been assigned to that Fee Area. This cost has then been allocated between existing development and new development within the respective Fee Area, based on the percentage of build out ADTs for each. Notably, the costs associated with Citywide Future Facilities have also been allocated between existing development and new development Citywide, based on the percentage of build out ADTs.

For Future Facilities that are more regional (i.e. interchanges and on/off ramps), DTA relied on data from the TDM to assign a percentage of the cost of such Future Facilities to each Fee Area. Again, this cost was then allocated between existing development and new development within the respective Fee Area, based on the percentage of build out ADTs for each.

Finally, for a number of Future Facilities, the City used the TDM to determine specific percentage allocations applicable to new development in each Fee Area.

Based on this information, DTA assigned the appropriate percentage of the cost of such Future Facilities to each Fee Area, then allocated 100% of these assigned costs to new development.

Importantly, in Fee Area “C”, DTA determined that it was necessary to isolate the impacts of the specific plan developments that are largely residential (i.e. Olsen-Chandler and Beechwood). Traffic impacts for these two Specific Plans were estimated by Central Coast Transportation, specifically related to improvements on Airport Road (south of Hwy 46) and Sherwood Road. Consistent with the methodology discussed in the previous paragraph, DTA applied 100% of the cost of these Future Facilities, allocated to the Fee Area, to new development. However, since both specific plan developments are largely residential with very small commercial components (likely intended to serve only these residential developments), DTA isolated the TIF calculation associated with these Future Facilities to future residential development in Fee Area “C”.

The following tables provide a summary of (i) the cost of Future Facilities attributable to each Fee Area, and the percentage allocation between existing and future development.

TABLE 5-3
CITY OF PASO ROBLES
CITYWIDE

| Facility Type | Total Cost | Allocated To Area | Basis for Allocation | Allocated to New Development |
|--|------------------------|-------------------|--|------------------------------|
| Citywide Transportation Facilities | \$89,728,151 | 100% | Citywide Transportation Network Improvements | 36.69% |
| Fee Area “A” Transportation Facilities | | | | |
| Fee Area Improvements | \$15,513,775 | 100% | Local Fee Area Improvements | 20.77% |
| Other Planned Facilities | \$39,052,927 | 25.13% | TDM | 20.77% |
| Fee Area “B” Transportation Facilities | | | | |
| Fee Area Improvements | \$1,132,535 | 100% | Local Fee Area Improvements | 44.13% |
| Other Planned Facilities | \$39,052,927 | 14.5% | TDM | 44.13% |
| Fee Area “C” Transportation Facilities | <i>See Table Below</i> | | | |
| * Totals may not sum due to rounding. | | | | |

TABLE 5-4
CITY OF PASO ROBLES
CITYWIDE

| Facility Type | Total Cost | Allocated To Area | Basis for Allocation | Allocated to New Development |
|---|--------------|-------------------|-----------------------------|------------------------------|
| Fee Area "C" Transportation Facilities | | | | |
| Fee Area Improvements | \$2,733,705 | 100% | Local Fee Area Improvements | 35.62% |
| Other Planned Facilities | \$39,052,927 | 30.75% | TDM | 35.62% |
| Other Fee Area Improvements | | | | |
| - All Land Uses | \$23,519,626 | 8.6% | TDM | 35.62% |
| - Residential | | 62.53% | TDM | 100% |
| * Totals may not sum due to rounding. | | | | |

Fee amounts for each Fee Area to finance the roads, traffic signals, and bridge facilities on the Needs List are presented in Tables 5-5 to 5.9, below. Details regarding the analysis related to transportation facilities are included in Appendix A-1. Importantly, **the total TIF associated with each Fee Area will equal to the Citywide TIF, plus the applicable Fee Area TIF.**

**TABLE 5-5
TRANSPORTATION FACILITIES
CITYWIDE COMPONENT
SUMMARY**

| Land Use Type | Trip Generation Rate per Unit / per 1,000 Non-Res SF ^[1] | Future Units / Non-Res SF | Total Future ADTs | Development Impact Fee per Unit / per 1,000 Non-Res SF | Transportation Facilities Costs Financed by Fees |
|--|--|----------------------------------|--------------------------|---|---|
| Single Family | 7.56 | 2,379 | 17,985 | \$2,222 | \$5,285,625 |
| Multi-Family | 5.21 | 3,172 | 16,526 | \$1,531 | \$4,856,809 |
| Hotel/RV Park | 4.72 | 2,616 | 12,348 | \$1,387 | \$3,628,773 |
| Commercial | 21.95 | 2,463,585 | 54,065 | \$6,450 | \$15,888,933 |
| Fuel Stations w/ Convenience Market | 31.21 | 15,964 | 498 | \$9,172 | \$146,425 |
| Drive-Thru Food/Beverage Outlets | 23.55 | 4,049 | 95 | \$6,920 | \$28,024 |
| Industrial | 1.74 | 200,000 | 348 | \$511 | \$102,273 |
| Total | | | 112,031 | | \$32,924,372 |
| Gross Costs Allocated to Existing Development | | | | | \$56,803,779 |
| Total Gross Transportation Facilities Costs | | | | | \$89,728,151 |

**TABLE 5-6
TRANSPORTATION FACILITIES
FEE AREA "A" COMPONENT
SUMMARY**

| Land Use Type | Trip Generation Rate per Unit / per 1,000 Non-Res SF ^[1] | Future Units / Non-Res SF | Total Future ADTs | Development Impact Fee per Unit / per 1,000 Non-Res SF | Transportation Facilities Costs Financed by Fees |
|--|--|----------------------------------|--------------------------|---|---|
| Single Family | 7.56 | 508 | 3,840 | \$803 | \$407,700 |
| Multi-Family | 5.21 | 2,239 | 11,665 | \$553 | \$1,238,360 |
| Hotel/RV Park | 4.72 | 989 | 4,668 | \$501 | \$495,557 |
| Commercial | 21.95 | 1,104,526 | 24,239 | \$2,330 | \$2,573,227 |
| Fuel Stations w/ Convenience Market | 212.23 | 15,964 | 3,388 | \$22,530 | \$359,666 |
| Drive-Thru Food/Beverage Outlets | 235.48 | 2,008 | 473 | \$24,998 | \$50,187 |
| Industrial | 1.74 | 0 | 0 | \$185 | \$0 |
| Total | | | 49,541 | | \$5,259,249 |
| Gross Costs Allocated to Existing Development | | | | | \$20,066,574 |
| Total Gross Transportation Facilities Costs | | | | | \$25,325,823 |

**TABLE 5-7
TRANSPORTATION FACILITIES
FEE AREA "B" COMPONENT
SUMMARY**

| Land Use Type | Trip Generation Rate per Unit / per 1,000 Non-Res SF ^[1] | Future Units / Non-Res SF | Total Future ADTs | Development Impact Fee per Unit / per 1,000 Non-Res SF | Transportation Facilities Costs Financed by Fees |
|--|--|----------------------------------|--------------------------|---|---|
| Single Family | 7.56 | 0 | 0 | \$1,121 | \$0 |
| Multi-Family | 5.21 | 0 | 0 | \$773 | \$0 |
| Hotel/RV Park | 4.72 | 707 | 3,337 | \$700 | \$495,038 |
| Commercial | 21.95 | 719,787 | 15,796 | \$3,256 | \$2,343,302 |
| Fuel Stations w/ Convenience Market | 212.23 | 0 | 0 | \$31,483 | \$0 |
| Drive-Thru Food/Beverage Outlets | 235.48 | 1,313 | 309 | \$34,932 | \$45,878 |
| Industrial | 1.74 | 0 | 0 | \$258 | \$0 |
| Total | | | 20,215 | | \$2,998,836 |
| Gross Costs Allocated to Existing Development | | | | | \$3,796,373 |
| Total Gross Transportation Facilities Costs | | | | | \$6,795,209 |

**TABLE 5-8
TRANSPORTATION FACILITIES
FEE AREA "C" COMPONENT
SUMMARY**

| Land Use Type | Trip Generation Rate per Unit / per 1,000 Non-Res SF ⁽¹⁾ | Future Units / Non-Res SF | Total Future ADTs | Development Impact Fee per Unit / per 1,000 Non-Res SF | Transportation Facilities Costs Financed by Fees |
|--|--|----------------------------------|--------------------------|---|---|
| Single Family | 7.56 | 1,871 | 14,145 | \$7,623 | \$14,262,422 |
| Multi-Family | 5.21 | 933 | 4,861 | \$5,253 | \$4,901,365 |
| Hotel/RV Park | 4.72 | 920 | 4,342 | \$1,107 | \$1,018,429 |
| Commercial | 21.95 | 639,272 | 14,029 | \$5,147 | \$3,290,285 |
| Fuel Stations w/ Convenience Market | 212.23 | 0 | 0 | \$49,774 | \$0 |
| Drive-Thru Food/Beverage Outlets | 235.48 | 728 | 172 | \$55,226 | \$40,231 |
| Industrial | 1.74 | 200,000 | 348 | \$408 | \$81,617 |
| Total | | | 46,022 | | \$25,500,012 |
| Gross Costs Allocated to Existing Development | | | | | \$5,970,771 |
| Total Gross Transportation Facilities Costs | | | | | \$31,470,784 |

The total expected revenues from TIF for Future Facilities are \$66,682,470. If development takes place as projected in Section III, the fee amounts presented in **Tables 5-9** are expected to finance 38.84% of the net costs of the transportation facilities identified on the Needs List. The remaining 61.16% of the net costs of transportation facilities will be funded through other sources.

**TABLE 5-9
CITY OF PASO ROBLES
CITYWIDE**

| Facility Type | Total Cost | Cost Funded by Fees | Costs Allocated to Existing Development |
|--|----------------------|----------------------------|--|
| Citywide Transportation Facilities | \$89,728,151 | \$32,924,372 | \$56,803,779 |
| Fee Area "A" Transportation Facilities | \$15,513,775 | \$3,221,645 | \$12,292,130 |
| Fee Area "B" Transportation Facilities | \$1,132,535 | \$499,806 | \$632,729 |
| Fee Area "C" Transportation Facilities | \$26,253,330 | \$17,768,249 | \$8,485,081 |
| Other Planned Facilities | \$39,052,927 | \$12,268,398 | \$26,784,529 |
| Total | \$171,680,718 | \$66,682,470 | \$104,998,248 |
| <i>* Totals may not sum due to rounding.</i> | | | |

VI. SUMMARY OF FEES

The total impact fee amounts to finance new development’s share of the costs of facilities in the Needs Lists are summarized in **Table 6-1**.

**TABLE 6-1
DEVELOPMENT IMPACT FEE SUMMARY**

| Land Use | Fee Area “A” [1] | Fee Area “B” [1] | Fee Area “C” [1] |
|--|-----------------------------|-----------------------------|-----------------------------|
| Single Family (<i>Per Unit</i>) | \$2,848 | \$3,780 | \$9,773 |
| Multi Family (<i>Per Unit</i>) | \$1,963 | \$2,605 | \$6,735 |
| One Bedroom Units (<i>Per Unit</i>) ^[1] | \$1,107 | \$1,469 | \$3,798 |
| Studio Units (<i>Per Unit</i>) ^[1] | \$738 | \$979 | \$2,532 |
| Commercial Lodging Motel/Hotel (<i>Per Room</i>) | \$1,778 | \$2,360 | \$2,449 |
| RV Parks & Campgrounds (<i>Per Space</i>) | \$1,778 | \$2,360 | \$2,449 |
| Commercial (<i>Per Sq. Ft.</i>) | \$8.27 | \$10.97 | \$11.39 |
| Assisted Living (<i>Per Sq. Ft.</i>) ^[2] | \$0.94 | \$1.25 | \$1.30 |
| Fuel Stations w/ Convenience Market (<i>Per Sq. Ft.</i>) | \$30.97 | \$57.13 | \$61.15 |
| Drive-Thru Food / Beverage Outlets (<i>Per Sq. Ft.</i>) | \$31.37 | \$60.39 | \$64.85 |
| Light Industrial (<i>Per Sq. Ft.</i>) | \$1.65 | \$2.19 | \$2.28 |
| Heavy Industrial (<i>Per Sq. Ft.</i>) | \$0.66 | \$0.87 | \$0.90 |

[1] Fees derived based on a reduction of the Multi-Family per unit fee, based on 1.0 person per household (“PPH”) for Studio Units and 1.5 PPH for One Bedroom Units, as compared to the estimated PPH for Multi-Family Units of 2.66.

[2] Fee derived based on a reduction of the Commercial per Sq. Ft. fee, based on 2.50 trips per 1,000 Sq. Ft. for Assisted Living.