

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS
County of Placer

TO: BOARD OF SUPERVISORS DATE: June 9, 2009
FROM: KEN GREHM / ANDREW GABER
SUBJECT: GRANITE BAY CAPITAL IMPROVEMENT PLAN UPDATE AND TRAFFIC
MITIGATION FEE ADJUSTMENT

ACTION REQUESTED / RECOMMENDATION

Conduct a Public Hearing and, 1) Approve a Nexus Analysis for the Granite Bay Traffic Impact Fee District; and 2) Adopt an Ordinance modifying the Capital Improvement Program (CIP) and corresponding Traffic Mitigation Fee for the Granite Bay Traffic Impact Fee District.

BACKGROUND / SUMMARY

In April 1996, the Board adopted the Countywide Traffic Mitigation Fee Program. This program established traffic mitigation fees for eleven (11) separate districts in the County, each with its own Capital Improvement Program (CIP). The CIP consists of intersection and roadway improvements necessary to support the level of traffic created by new growth and development at acceptable service levels.

The 2005 Granite Bay Circulation Element contains a table of "Prioritized Road and Intersection Improvements" necessary to mitigate impacts from future growth. Staff reviewed this table of projects in order to develop a more concise list of improvements to plan for construction within the area. Staff also examined the number of vacant parcels and potential for development to determine the remaining Dwelling Unit Equivalents (DUEs) within the district. With this information, a new CIP has been developed for the Granite Bay District and is presented in the attached Ordinance. The current CIP is presented in Attachment A. The revised CIP project list identifies \$37.5 million of needed transportation improvements, \$13.3 million of these will be funded through the Granite Bay traffic mitigation fees. The current CIP, developed in 1989, identified \$40.3 million of improvements with \$25.3 million funded by fees. The remaining funding will come from various sources, including frontage improvements, such as other local, State and Federal funding programs. The current fee for the Granite Bay District is \$5,706 per DUE and the new fee would be \$5,928 per DUE. These changes are shown in the proposed Ordinance.

The Granite Bay MAC and its Transportation Committee were included in the review process to ensure that the priorities identified by the Community and in the 2005 Plan update were maintained. The Auburn Folsom Road widening project is identified as the highest priority project within this District. In adopting the fee, State law requires that the Board make various findings. These findings are presented in Attachment B, entitled Nexus Analysis. The updated fees for the Granite Bay District are proposed to become effective sixty (60) days after passage and are to be paid at the time of building permit issuance.

ENVIRONMENTAL

This action is categorically exempt from CEQA as it relates to obtaining funds for capital projects necessary to maintain service within existing service areas (Section 21080(b)(8)).

FISCAL IMPACT

The fiscal impact of this action would be to narrow the deficiencies between capital improvement costs and capital improvement funding needed to support anticipated new growth and development within Granite Bay. The proposed CIP creates a funding plan for various transportation improvements required by future development. Approval of the CIP will complete the funding package for the Auburn-Folsom Widening Project.

Attachment A - Current Granite Bay Capital Improvement Program

Attachment B - Granite Bay Nexus Analysis

Attachment C - Ordinance

Street/ Intersection		Segment	Description of Improvements	All Costs in Thousands-\$				
Est. Total Cost	Frontage Impr. Funding	Local/Misc-Programs Existing Deficiencies	Other	State	County Traffic Impact Fee	Funding Source		
						State	County Traffic Impact Fee	
\$23,720.2		Sacramento-County line to Joe Rodgers-Road	Widen to 4 lanes			\$6,523.3	\$5,166.0	\$12,031.9
2,802.3	934.1	Sacramento-County to 3/4 mile no.-of Douglas	Improve roadway					1,868.2
312.9		Loomis to Olive-Ranch-Road	Shoulder-widening					312.8
403.5	201.0	Extension to Douglas Blvd.	Construct 2 lanes					202.5
5,585.1		Sierra-College Blvd. To Auburn-Folsom Rd.	Widen to 4 lanes (Partial Reimbursement to Fee Program)					5,585.1
808.4	538.9	New road from Eureka Rd. to Roseville Pkwy.	Construct 2 lanes					268.5
1,130.4		Sierra-College Blvd. to Auburn-Folsom Rd.	Improve/widen					1,139.4
403.5		South of Loomis town limits	Improve curves				201.0	202.5
452.4		Auburn-Folsom Road to Loomis	Shoulder-widening					462.4
279.2	27.9	Cavitt-Stallman to Barton	Widen/reconstruct					261.3
1,718.8	1,288.8	Barton Road to Auburn-Folsom Road	ROW & Engineering/ Environmental					430.0
111.7		at Barton Road	Install signal					111.7
1,843.8		Sacramento-County Line to south-Rocklin-City limits	Widen to 4 or 6 lanes					1,843.8
209.5	52.4	at Cavitt-Stallman Rd.	Signalizer/ Intersection-Improv.					157.1
349.1	87.3	at Douglas Boulevard	Signalizer/ Intersection-Improv.					261.8
209.5	52.4	at Old Auburn Road	Signalizer/ Intersection-Improv.					157.1
\$40,349.1	\$3,182.8					\$6,523.3	\$5,366.0	\$25,277.0
Granite Bay Fee District-Totals:								

June 9, 2009

Attachment B

GRANITE BAY TRAFFIC IMPACT FEE
NEXUS ANALYSIS

In April 1996, the Placer County Board of Supervisors adopted a Countywide Traffic Fee Program. The program ensures new development pays their fair share for improvements required to the local and regional transportation system. With the updated infrastructure needs identified as part of the 2005 Granite Bay Circulation Element an updated Capital Improvement Program (CIP) list has been developed for the future improvements needed within the plan boundaries for the 20 year plan horizon.

This memorandum will provide the nexus between new development and the need for additional roadway and intersection improvements. These improvements are presented on the table in attachment 1 along with the identified financing for the specific improvements. These improvements will be used to update the existing Granite Bay Impact Fees Program, pursuant to Placer County's police power in accordance with the procedural guidelines established in A.B.1600, codified in California Government Section 66000 et seq. These procedures require a reasonable relationship, or nexus, must exist between a government exaction and the purpose of the condition. Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee
- Identify how the fees will be used
- Determine a reasonable relationship exists between the fee's use and the type of development project on which it is imposed
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed
- Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributed to the development on which the fee is imposed

Purpose of the fee:

Provide improvements to the transportation system within the Granite Bay region that meet the goals and policies set in the Placer County General Plan, as well as the specific Community Plan for the region.

Use of the fee:

Expansion of existing roadway facilities and the construction of new facilities as identified in the Circulation Element of the Placer County General Plan and specific Community Plan for the region.

Relationship between type of development and the use of the fee:

Projects in the region will add new vehicular trips to the roadway network and roadway capacity improvements will be needed to maintain the County's Level of Service on area roadways and intersections. The fees will be used to expand capacity, which will facilitate traffic flow and mitigate future safety problems resulting from increased volume of traffic on the area's roadway network. The increase in capacity will be done to meet the goals and policies of the Placer County General Plan as well as the specific Community Plans in the region.

Granite Bay Traffic Impact Fee
Nexus Analysis
Page 2 of 3
June 9, 2009

Relationship between the need for the facility and the type of development:

Each new development will add incrementally to the need for increased roadway capacity and safety improvements. For the County's Level of Service standards and safety policies to be maintained, roadway capacity and safety improvements will be required. Different types of development must account for their relative traffic impacts and required improvements to the regional roadway network.

Relationship between amount of fee and the cost of, or portion of, the facility to development upon which the fee is imposed:

The remainder of the discussion is regarding the assumptions and methodology used to establish the relationship between the fee and the cost of the improvements attributed to development. Specifically, the land use assumptions, roadway improvements needs and costs, fee allocation, dwelling unit equivalents, and the proposed updated fee.

Land Use Assumptions:

Future land use for the region was based on reasonable 20 year growth projections, the plan horizon, as developed by SACOG. Future land use for the Granite Bay community plan area was based on the number of vacant parcels, parcels with potential for additional development and the build out population contained within the Community Plan.

Roadway improvements needs and costs:

The 2005 Granite Bay Circulation Element was used to establish the roadway needs in the region. The predominant policy guiding the needed improvements is the Level of Service (LOS) policy. The LOS standards are defined in the Placer County General Plan, as well as various community plans. The appropriate LOS standards, and associated improvements were discussed and reviewed with the Granite Bay MAC prior to development of the CIP and Fee.

The costs of the improvements identified on the attached table have been developed using recent cost estimates for construction projects in the region. Economies of scale were used and other considerations were given to the total project costs.

Fee Allocation Methodology:

The fee allocation establishes a nexus between the usage of the roadway improvements and the new development in the region. The fee allocation is based on reasonable 20 year growth projections of the approved circulation element. The projects on the existing CIP list have been updated to include the list of projects identified in the approved circulation element.

Granite Bay is a very desirable area to live because of its central location. It is close to employment centers in Roseville, Sacramento and Folsom, as well as the recreational areas in the Sierra Nevada Mountains and San Francisco Bay area. Douglas Boulevard and Auburn-Folsom Road, the primary east-west and north-south roads in the Plan area provide access to Folsom Lake State Recreation Area, which has a full range of water oriented and outdoor recreational

Granite Bay Traffic Impact Fee
Nexus Analysis
Page 3 of 3
June 9, 2009

activities. This central location also means that roadways within the Plan area are heavily used as commuter routes, which can lead to peak hour congestion; additionally, weekend trips within the Plan area can be high due to its proximity to recreation areas. The costs for the identified improvements have been proportionally spread based on the number of vehicular trips on each roadway facility.

Dwelling Unit Equivalent:

The fees will be assessed on new development using the same method currently in place, their Dwelling Unit Equivalent (DUE). The number of vacant parcels and potential for development were examined, and it was established that 2,246 DUEs remain within the District.

Proposed Updated Fee:

The new fee is calculated by multiplying the percent impact by the total capital improvements divided by the total number of DUEs. The new proposed fee for the Granite Bay district will be \$5,928 per DUE.

**Attachment C
Ordinance**

**Before the Board of Supervisors
County of Placer, State of California**

In the matter of:
AN ORDINANCE MODIFYING
ARTICLE 15.28 OF THE PLACER COUNTY
CODE REGARDING TRAFFIC IMPACT FEES
IN THE GRANITE BAY DISTRICT

Ord. No: _____

FIRST READING: _____

SECOND READING: _____

The following **Ordinance** was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held _____, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chairman, Board of Supervisors

Attest:
Clerk of said Board

Ann Holman

THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: The Capital Improvement Program for the Granite Bay Traffic Impact Fee District is hereby amended and restated in entirety as shown on Attachment 1, "Proposed Granite Bay Capital Improvement Program."

Section 2. Exhibit C of Article 15.28 of the Placer County Code is hereby amended to replace the fee stated for the Granite Bay District with Five Thousand Nine Hundred and Twenty Eight Dollars (\$5,928.00), as shown in Attachment 2.

Section 3: This Ordinance shall take effect and be in full force and effect August 10, 2009. The Clerk is directed to publish this Ordinance, or a summary therefore, within fifteen (15) days in accordance with Government Code Section 25124.

Attachment 1 - Proposed Granite Bay Capital Improvement Program
Attachment 2 - Exhibit C, Countywide Traffic Mitigation Fees

Granite Bay Benefit District		All Costs in Thousands \$							
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Improvements	Funding Source			State	County Traffic Impact Fee
					Existing Deficiencies	Local/Misc Redevelop- ment	Other		
Auburn-Folsom Road	Sacramento County Line to 500 ft n/o Douglas Blvd	Widen to 4 Lanes w/ Class II Bikeway	23,620.1			18,700.0	see footnote 1		4,920.1
	Douglas Blvd to Joe Rodgers Rd	Class II Bikeway							
	At Cavitt-Stallman Rd	New Signal (3-way approach) realignment at Laird							
	Joe Rodgers Rd to Dick Cook Rd	Traffic flow improvements (e.g. left turn pockets)							
Barton Road	Sacramento County Line to Loomis Town Limit	Widen Pavement, Class II Bikeway	1,392.7						1,392.7
	At Douglas Blvd	Additional Turn Lanes on Barton	111.7						111.7
	At East Roseville Pkwy	New Signal (3-way approach)	197.8						197.8
Berd Street	Olive Ranch to Douglas Blvd	Widen Pavement	180.0	43.7					146.3
	Cavitt-Stallman South Rd to Barton Rd	Widen Pavement, Class II Bikeway	905.8	135.8					770.0
Cavitt-Stallman Road	Barton Rd to Auburn-Folsom Rd	Widen Pavement, Class II Bikeway	536.1	102.3					435.8
	at Laird Rd	Realign Intersection, ROW	221.5	23.8					197.8
Dick Cook Road	Val Verd Rd to Auburn-Folsom Rd	Widen Pavement (Per Com. Plan)	269.1	67.2					201.9
	Cavitt-Stallman South Rd to Sierra College Blvd	Widen to 6 Lanes w/ Class II Bikeway frontage imp. are completed	372.3						372.3
Douglas Boulevard	At Sierra College Blvd (Max. conventional intersection - 6 lanes)	Additional Turn Lanes on Douglas (Dual lefts all approaches)	2,086.2			1,900.0	6		186.2
	At Wellington Way	New Signal (3-way approach)	197.8						197.8
East Roseville Pkwy	Sierra College Blvd to Wellington Way	Widen to 4 Lanes w/ Class II Bikeway	930.6	372.3					558.3
	At Barton Rd	Roundabout or New Signal (4-way approach)	197.8						197.8
Eureka Road	At Wellington Way	New Signal (3-way approach)	197.8						197.8
	Wellington Way to Auburn-Folsom Road	Widen Pavement, Class II Bikeway	832.5						832.5
Laird Road	Cavitt-Stallman Rd to Loomis Town Limit	Widen Pavement, Curve Improvement, Class II Bikeway	772.4	81.8					710.6

Laird to Val Verde Connector	Connector Between Laird Road & Val Verde Road ⁴	Construct New 2 Lane Roadway w/ Shoulders	883.4			793.4	5	100.0
Old Auburn Road	Sierra College Blvd to Roseville City Limit	Complete North Side of Roadway	883.4	71.5		791.1	5	30.8
Olive Ranch Road	Cavit-Stallman Rd to Barton Rd	Widen Pavement/Reconstruct	582.4	99.0		183.4	5	300.0
Sierra College Blvd	Sacramento County Limit to Old Auburn Rd (East Side Only)	Widen to 6 Lanes w/ Class II Bikeway	448.7					448.7
	Old Auburn Rd to Eureka Rd to Roseville Pkwy ⁵	Sidewalk, Curb & Gutter	205.8				3	205.8
Val Verde Road	Cavit-Stallman Rd ³ Wells Avenue to Dick Cook Rd ⁴	Sidewalk, Curb & Gutter	1,058.4			800.0	7	258.4
	Laird Rd to Val Verde Rd	Widen Pavement	247.0			147.0	5	100.0
Wells Avenue	Loomis Town Limit to Laird Rd	Widen Pavement	82.3					82.3
Minor Safety and Operation Improvements	Fee District	Minor Improvements required due to increased traffic	100.0					100.0
Granite Bay Fee District Totals:			37,524.0	977.4		\$ 23,314.9		13,331.7

Footnotes

- ¹ \$8,000,000 funding from SPRTA, \$7,700,000 funding from fees collected to date (11/2006)
- ² Broken Down into Single Lane Lengths Since Varying Sections of Roadway Lanes/Widths Currently Exist
- ³ SPRTA fee program to fund additional lanes, County/development to fund sidewalks, curb & gutter, and landscaping costs
- ⁴ Rocklin Road Extension Functional Equivalent
- ⁵ Other Funding Not Identified
- ⁶ City of Roseville funding
- ⁷ CMAQ

45

Exhibit C

Placer County Code Article 15.28
 Placer County Road Network
 Traffic Mitigation Fees

COUNTYWIDE TRAFFIC MITIGATION FEES
 Fees per DUE by Benefit District

Benefit District	Countywide Fee Per Dwelling Unit Equivalent (DUE)
Auburn/Bowman	\$4,590
Dry Creek	\$3,280
Foresthill	\$4,425 (Residential) \$2,301 (Non-Residential)
Granite Bay	\$5,706 \$5,928
Meadow Vista	\$4,744
Newcastle/Horseshoe Bar/Penryn	\$4,521
Placer Central	\$1,946
Placer East	\$3,148
Placer West	\$2,411
Sunset	\$2,774
Tahoe Resorts	\$4,475

- Note: 1) This fee schedule reflects revisions to the fee schedule for the Foresthill District presented to the Board of Supervisors on June 9, 2009
 2) DUE = Dwelling Unit Equivalent