

RESOLUTION #481

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMADOR CITY ADOPTING LOCAL ROAD TRAFFIC MITIGATION FEES INCLUDING SUPPORTING DOCUMENTATION REQUIRED PURSUANT TO GOVERNMENT CODE SECTION 66000

WHEREAS, pursuant to their authority under Government Code Section 66000 *et. seq.*, the City Council ("City") have previously adopted and imposed a regional traffic mitigation fee on residential, commercial, and industrial development to mitigate the impact of new development on the regional road system of the City of Amador City and Amador County; and

WHEREAS, said previously adopted regional road traffic mitigation fees which were adopted by Resolutions 2006-463 and 2006-464 in February 2006 did not include provisions to pay for LOCAL street and road improvements required by new development within the City; and

WHEREAS, the City, in accordance with Ordinance #166 (Chapter 14.04, City Codes) desires to impose a separate fee for local roads; and

WHEREAS, the new and separate City LOCAL road traffic mitigation fee is to be \$4,906.00 per single family dwelling unit equivalent or \$491 per trip end consistent with the Amador City Local Traffic Mitigation Fee Nexus Plan ("nexus plan") a copy of which is attached hereto and incorporated by; and

WHEREAS, the imposition of LOCAL and regional traffic mitigation fees by resolution is necessary to implement Chapter 14.04 of Amador City Code; and

WHEREAS, City LOCAL traffic mitigation fees are kept in a separate account, not co-mingled with regional traffic mitigation fees or other City funds.

NOW THEREFORE BE IT RESOLVED, BY THE COUNCIL OF THE CITY OF AMADOR CITY as follows:

SECTION 1 - The Council of the City of Amador City has reviewed the information provided in the attached nexus plan and finds it to be true and correct.

SECTION 2 - The City, based on the information contained in the nexus plan, does hereby approve the City LOCAL road traffic mitigation fee in the amount of \$491 per trip end in accordance with the fee schedule (Exhibit 5-3 of the nexus plan) based on the following findings:

SECTION 2.1 - That the nexus plan provides a Capital Improvement Program (CIP) for which City LOCAL traffic mitigation fees are needed.

SECTION 2.2 - That the nexus plan documents that the purpose of the traffic mitigation fee imposed on new residential, commercial, and industrial development within Amador City is to fund improvements to the City LOCAL roadway system impacted by new development.

SECTION 2.3 - That the nexus plan shows that that there is a proportional and reasonable relationship between the LOCAL traffic mitigation fee imposed on new development and the need for additional improvements to the LOCAL roadway system because new development will generate additional use of this system, and that the traffic mitigation fees imposed do not exceed the cost of providing such additional improvements.

SECTION 2.4 - That there is a further proportional and reasonable relationship between the need for additional improvements to the City LOCAL roadway system because the transportation funding projected to be available to Amador City for existing sources will not fully cover the cost of providing such additional improvements for these new developments.

SECTION 2.5 - That the funding anticipated to complete the financing of needed transportation projects will be obtained from the LOCAL traffic mitigation fee and funds projected to be available from other sources.

SECTION 2.6 - That the dates upon which the projects employing the unexpended funds of the City LOCAL road traffic mitigation fee account will commence are not presently known.

SECTION 3 - The City has made the nexus plan, its integrated Capital Improvement Program and fee schedule, as well as the Annual Report available for public review at least 15 days prior to the City Council's hearing for consideration of this matter.

SECTION 4 - The City mailed notice of the time and place of the Council's hearing in which the fee increase, the nexus plan, and the Annual Report would be considered as well as the location where all related documents could be reviewed at least 15 days before the hearing to each individual who had filed a written request for such notice.

SECTION 5 - The City published in a local newspaper of citywide circulation a notice of the time and place of the City Council hearing in which the fee increase, nexus plan, and Annual Report would be considered as well as the location where related documents could be reviewed two times, five days apart, at least ten days prior to the hearing.

PASSED AND ADOPTED by the City Council of the City of Amador City, County of Amador, State of California on the 20th day of September, 2007, by the following vote:

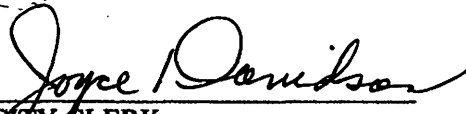
AYES: Knox, Jurisich, Brusatori

NOES: None

ABSTAIN: Lynch

ABSENT: Lindsay


MAYOR


CITY CLERK

**Amador City Traffic Mitigation Fee
Nexus Plan
2000-2025**

State law requires that a plan be prepared describing the nexus or connection between a traffic mitigation fee that is charged upon new development and the purposes for which the fees will be used. State law requires that the plan cover the following five general subjects:

1. Identify the purpose of the fee
2. Identify the improvements that the fee is used to fund
3. Determine how there is a reasonable relationship between the fee's use and the type of development projects upon which the fee is imposed
4. Determine how there is a reasonable relationship between the need for the road improvement and the type of development project on which the fee is imposed
5. Determine how there is reasonable relationship between the amount of the fee and the cost of the road improvement or the portion thereof that is attributable to the development project upon which the fee is imposed.

1. Purpose of the Fee

The purpose of the Amador City Traffic Mitigation Fee is to offset the direct, indirect, and cumulative impacts of new development projects upon Amador City's road system. Amador City does not currently have a Traffic Mitigation Fee for the financial costs of the future demand for roadway infrastructure. The required improvement costs to accommodate future traffic levels is estimated in a later section of this document to be \$709,200, and no funding is anticipated to be available from other sources.

2. Improvements to be Funded by the Fee

The Amador City Traffic Mitigation Fee shall be used to fund the capital improvements to the local roadways listed in Exhibit 2-1. The type of improvements to be funded by the fees to be collected under this program can include transportation improvements such as new roadway lanes (on new alignments or added to existing alignments), traffic signals, bridges, intersection improvements to add lanes or improve geometry,

and operational and safety improvements that will be needed to accommodate future travel demand and safety needs created by new Amador City development.

It is Amador City's goal to maintain a level of service (LOS) of "C" or better for average daily conditions on all State highways and local streets. Amador City recognizes, however, that LOS C may not be achievable on certain sections of the State highway through Amador City because the State highways are largely outside of Amador City's control and because of lack of funding, and/or environmental constraints. The improvements identified for this fee program are, nonetheless, needed to better accommodate future traffic levels.

**Exhibit 2-1 – Amador City Local Road System
Projects to be Funded by Traffic Mitigation Fees**

Project ID	Project Description	Total Cost ¹
401	Water St improvements	\$ 709,200
402		\$
Total		\$ 709,200

¹ Source: Roark Weber (Weber, Ghio & Associates, Inc.) – See Appendix A

3. Reasonable Relationship Between Fee's Use and Development Projects

The County's regional transportation model, which includes the Amador City development, was used to establish the connection between the traffic to be generated by new development and the improvements to be funded by the traffic mitigation fee program. The expected new development between the years 2000 and 2025 was added to the model. The model's land uses included the separate general land use types of single-family and multi-family dwelling units, central business district commercial floor space, shopping center floor space, general commercial floor space, office floor space, light industrial floor space, institutional floor space, and park acreage.

Separate traffic generation rates appropriate for each general land use type were used in the model to forecast the traffic generation to be added by the new development. Therefore, the traffic volume growth determined by the regional transportation model directly accounts for and reflects the relative traffic generation levels associated with each individual land use category. These same traffic volume projections were used to determine the improvements needed to accommodate the growth traffic in accordance with the Amador City levels of service goals. Therefore, the improvements for which the traffic mitigation fees are to be collected are directly connected with and reflect the relative traffic generation levels associated with each individual land use category.

The relative traffic generation levels of the various Amador City land use categories are illustrated in Exhibit 3-1. This exhibit uses the concept of dwelling unit equivalents or DUEs to show the relative traffic generation potential of the respective land use types. The DUE for a land use represents the ratio of the daily trip generation of the land use being considered and that of single-family dwellings. Since a single-family home generates 10 vehicle trips per day, 10 daily vehicle trips generated by any other land use will be the equivalent of the single-family dwelling traffic generation.

A more detailed relationship between the amount of traffic to be generated by specific land uses and the amount of the traffic mitigation fee to be collected is provided in the Traffic Mitigation Fee Schedule presented in Exhibit 5-3.

**Exhibit 3-1 – Relative Traffic Generation Levels by Land Use Type
Dwelling Unit Equivalency Calculations**

Amador City Traffic Mitigation Fee Program Dwelling Unit Equivalency Calculations				
Land Use Type	Units	DUE¹ per Unit	Growth Amounts²	DUEs
SF	DUs	1.00	37	37
MF	DUs	0.71	20	14
CBD Commercial	1,000 SF	1.89	34	64
Shopping Center	1,000 SF	3.46	0	0
General Commercial	1,000 SF	2.84	0	0
Office	1,000 SF	1.42	22	31
Light Industrial	1,000 SF	0.58	0	0
Institutional	1,000 SF	1.39	0	0
Park	acres	1.67	0	0
Total DUEs:				146
¹ Dwelling Unit Equivalents				
² Source: Projected growth from 2000-2025 based on the Amador County Regional Transportation Plan 2004 Update				

New Development Growth Traffic & Roadway Improvement Locations

The improvements included in the Amador City Traffic Mitigation Fee program are located on the Amador City local roadways. These are the roadways that are expected to serve and provide local and regional access for the majority of the traffic to be generated by new development. Amador City's relatively small size and the relatively few arterial and collector roadways, make it likely that most of the traffic to be generated by new development will use the roadways that make up the primary local roadway system.

Commute traffic generated by residential development and non-residential development will be directly served by this roadway system due to the relatively longer trip lengths associated with commute trips. The patronage traffic to be generated by non-residential development will also be served by this same roadway system. The larger the non-residential development, the more the local (and regional) system will be used by its traffic, since larger developments have characteristically larger market areas.

To illustrate the connection between the improvements to be funded by the traffic mitigation fee and the traffic due to growth, two graphic figures have been prepared. The first figure, Exhibit 3-2, shows the growth traffic plotted as a bandwidth on the Amador City and local roadways network of the traffic model. The growth traffic shown only includes Amador City generated traffic growth. The larger the growth volume, the wider the bandwidth of the line. This figure shows where on the local roadway network traffic from growth will increase traffic volumes.

The map shows a road network with the following features:

- State Route 49**: A major road running diagonally from the bottom left towards the top right.
- School St**: A road branching off State Route 49 towards the top left.
- Numbered Segments**: Various segments of the roads are labeled with numbers, including 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

The map displays a network of roads. A primary road, labeled "State Route 49", runs diagonally from the bottom left towards the top right. Another road, labeled "School St", branches off from State Route 49 and extends upwards. At the junction where School St meets State Route 49, there is a prominent black dot and the number "401". Various other numerical markers are present along the roads: "273" appears twice near the junction, "323" is on School St, "324" is on a branch to the right, "312" is further down that branch, and "394" is on another branch extending downwards. The map uses simple line art to represent the roadways.

The second figure, Exhibit 3-3, shows superimposed on the Amador City growth traffic volumes the locations of the improvement projects that are included in the Amador City traffic mitigation fee program. These figures show that the improvements for which the traffic mitigation fee is being collected are directly located on roadway segments that will be impacted by the traffic from new development.

4. Relationship Between Need for Road Improvements and Development Projects

Amador City has identified those roadway improvements that are needed to meet its level of service goals and provide adequately for public safety on the local roadway network at the projected 2025 traffic volume levels. The improvements have been designed as much as possible to include improvements that do not go beyond those needs; however, the quantum nature of transportation improvements (e.g., adding a lane or installing a traffic signal) may in some cases improve the projected levels of service to better than the level of service goals. In such cases, this is unavoidable and necessary, since a fraction of a traffic lane or part of a traffic signal cannot be safely or feasibly implemented.

The improvements have been identified where the traffic from new development would create or contribute to the need for improvement to existing facilities. Where the Amador City level of service goals or public safety are adequately served by the existing roadway facilities even with the additional growth traffic, no improvements are identified or included in the traffic mitigation fee program.

The need for the improvements was determined by identifying roadways that are expected to need improvement in order to accommodate the projected future traffic volumes and maintain the City's level of service goals. The daily traffic-carrying capacity of those roadways was estimated with appropriate assumptions to reflect the specific characteristics of the roadways.

These roadways were checked to see if they are already carrying traffic volumes that meet or exceed their design capacity levels, in which case future development would only be responsible for a share of the cost of improving these roadways. Since traffic growth due to new development would contribute to the need for and benefit from these improvements, the new development share of the improvement costs is estimated to be equal new development's traffic as a percentage of the total projected traffic volumes to be served by these roadways. The result was that no roadways were identified as already carrying traffic levels that exceed their design capacity levels.

The roadways that currently have available design capacity were checked to see if the projected future traffic volumes would exceed their design capacity, and if so future development would be responsible for 100% of the cost of improving these roadways. (See Appendix B.) Since the projected future traffic cannot be accommodated by the existing roadway system and still maintain level of service goals and public safety, these improvements would be necessitated entirely by growth due to new development. The Water Street improvements shown in Exhibit 5-1 are in this category.

The traffic growth that necessitates improvements to the existing facilities has been estimated as described in Section 3 in a manner that directly links the traffic growth levels to the amount and nature of the expected new development. Therefore, the need for the improvements for which the traffic mitigation fees are to be collected is directly connected with and reflects the relative traffic generation levels associated with the expected new development.

5. Relationship Between Amount of Fee, Cost of Road Improvements, and Development Projects

New Development's Share of Roadway Improvement Cost

The improvements to be funded by new development were determined as described above in Section 4, including a determination of the percentage of those costs that should be borne by new development. Exhibit 5-1 shows that the need for the identified improvements has been determined to be entirely due to the anticipated traffic demands of expected new development, as discussed in Section 4. The total cost of the improvements is \$709,200, which is also the new development share of the needed improvement costs.

Also shown in this exhibit are the total new development dwelling unit equivalents or DUEs and the resulting cost per DUE. The DUE total is calculated as shown above in Exhibit 3-1, where each of several land use categories used in the traffic model are given a DUE value corresponding to their respective trip generation rates relative to the single family dwelling trip rate. The DUE for a land use represents the ratio of the daily trip generation of the land use being considered and that of single-family dwellings. These DUEs are multiplied by the total growth amounts of the respective land uses between the years 2000 and 2025. The results are summed and the overall DUE total is 146.

The growth share of the improvement costs per DUE is \$6,290, including the program administration fee. This cost per DUE (adjusted as described below) is used in preparing the Traffic Mitigation Fee Schedule, presented later in Exhibit 5-3.

Exhibit 5-2 shows how the funds will be generated from application of the local traffic mitigation fee to new development and the total funds available for projects when program administration costs and the current uncommitted traffic mitigation fee fund balance are included.

Exhibit 5-1 – New Development's Share of Improvement Costs

AMADOR CITY						
Local Roads Traffic Mitigation Fee Program Cost Attributable to New Development						
Project ID	Project Description	Total Cost ¹			% Growth	Growth Cost
401	Water St Improvements	\$ 709,200	²		100.0%	\$ 709,200
		\$ 709,200	²		100.0%	\$ 709,200
	Total	\$ 909,200			100.0%	\$ 709,200
Current Uncommitted Fund Balance						\$ -
Remaining Cost to be Collected by Fee Program						\$ 709,200
Administration Fee @ 1%						\$ 7,092
Total Cost to be Collected by Fee Program						\$ 716,292
Total DUEs						146
Cost per DUE						\$ 6,290
¹ Source: Roark Weber (Weber, Ghio & Associates, Inc.)						
² 100% due to growth						

Exhibit 5-2

Amador City
Funds Expected to be Generated by Local Traffic Mitigation Fees
Based on a Local Traffic Mitigation Fee of \$6,290 per DUE

2000-2025

LAND USE	Number of Units	Fee Per Unit	Total Fees
Single family units	37	\$6,290	\$232,730
Multi-family units	20	\$4,466	\$89,320
CBD Commercial (1,000 sq. ft.)	34	\$11,888	\$404,192
Shopping Center (1,000 sq. ft.)	0	\$21,763	\$ 0
General Commercial (1,000 sq. ft.)	0	\$17,864	\$ 0
General Office (1,000 sq. ft.)	22	\$8,932	\$196,504
Light Industrial (1,000 sq. ft.)	0	\$3,648	\$ 0
Institutional (1,000 sq. ft.)	0	\$8,743	\$ 0
Park (acres)	0	\$10,504	\$ 0
		Subtotal	\$922,746
Less one percent Administration Fee			\$9,136
Net Fee Income for projects			\$913,610
Beginning balance of local fees collected to date			\$0
TOTAL available for projects			\$913,610

Traffic Mitigation Fee Calculation

Exhibit 5-3 shows the fees to be applied to each land use category, expressed in terms of fee amount per dwelling unit, per 1,000 square feet of floor area, or per another variable as appropriate for the specific land uses involved. The fee per single-family detached dwelling unit is set to the cost per dwelling unit equivalent calculated above (\$6,290). The dwelling unit equivalent (DUE) is a concept used to normalize, or index, the fees charged to the various land use categories to the fees charged to single family dwelling units.

The DUE for a land use represents the ratio of the daily trip generation of the land use being considered and that of single-family dwellings. Since a single-family home generates 10 trips per day, 10 daily trips generated by any other land use will be the equivalent of the single-family dwelling trip generation. With an improvement cost of \$6,290 per growth DUE, the cost per trip works out to be \$629.00, which is used in Exhibit 5-3 to calculate the rates shown in this traffic mitigation fee schedule.

The trip generation rates shown in Exhibit 5-3 are derived in part from the regional traffic model trip generation rates and partly from trip generation rates published by the Institute of Transportation Engineers (ITE) in their *Trip Generation* publication. A trip is defined as a one-way vehicle movement that begins or ends within the land use's development site. These trip generation rates are used in this fee program because they are nationally recognized as appropriate for estimating traffic generation, they are recognized by Caltrans statewide and recommended for use in their traffic impact analysis guidelines, and they are accepted in Amador County by Caltrans and the local agencies (Amador County and the five cities in the county) for use in traffic impact analyses of new development. These trip generation rates provide a fairly accurate and detailed set of data, which allows indexing the fees charged to the various land uses to the fees charged to single-family residences.

For the non-residential land uses, some of the ITE trip rates have been reduced to account for pass-by trips, diverted trips, and on-site internal capture trips. Pass-by trips are trips that would frequent new development, but are already in the traffic stream that passes the new development site prior to its development. Diverted trips are trips that already exist on parallel roadways in the network, but which would be diverted to the site of new development due to various factors such as market forces or more convenient location of services. Internal capture adjustments reflect the fact that on sites with multiple uses, such as shopping centers and mixed-use developments, some trips would occur entirely on-the site without using the surrounding roadway system. These on-site capture trips are the result of multi-destination trip-making at multi-use sites and the adjustment is needed to reflect this phenomenon in the ITE trip rates, which are derived from studies of stand-alone land uses.

The overall effect of these adjustments are that trip generation rates for some commercial uses, employment intensive uses (e.g., office and industrial), institutional uses were reduced somewhat. Trip rates for residential uses were not reduced at all. These adjustments are derived from information published by ITE in *Trip Generation Guidelines* regarding the level of pass-by trips, diverted trips, and on-site capture trips for the various land use types.

For land uses that, in the opinion of the City Engineer, are not specifically identified in the fee schedule (Exhibit 5-3), a special trip generation analysis may be required to determine the appropriate traffic mitigation fee. The estimated trips per day would be multiplied by the fee amount per trip end (\$ 629.00) to calculate the required fee. The full cost of preparing a special trip generation analysis shall be borne by the development proponent.

Exhibit 5-3

Amador City, Local Traffic Mitigation Fee Schedule

Residential Category	Development Project Type (uses not specifically listed may require a special trip generation analysis)	Trip Rate ¹	Fee Amount \$629.00 per trip end
Residential	Single Family Detached	10.0/D.U. ²	\$6,290/D.U.
	Multi-Family Attached Apartments, duplexes or condominiums are charged per dwelling unit without regard to square footage or number of bedrooms.	7.1/D.U.	\$4,466/D.U.
	Mobile Home Park or Subdivision An area or tract of land where more than two spaces are rented or individually owned to accommodate mobile homes.	4.22/D.U.	\$2,654/D.U.
	Retirement Community Five or more residential units, restricted to those 55 or over and designed for the elderly.		
	Congregate Care Facility Congregate care facilities typically consist of one or more multi-unit buildings designed for elderly living; they may also contain common dining rooms, medical facilities and recreational facilities.	2.15/D.U.	\$1,352/D.U.
Lodging	Hotel/Motel/Resort/Bed and Breakfast	5.2/Unit ³	\$3,271/Unit
Non-Residential Category	Development Project Type (uses not specifically listed may require a special trip generation analysis)	Adjusted Trip Rate ¹	Fee Amount \$629.00 per trip end
Retail Commercial	CBD Commercial: Bank Delicatessen Clothing/Apparel Store Antique Store Hardware Store Gallery Bakery Dry Cleaner Shoe Store Gift Shop Jewelry Store Stationary Store Photo Store Print Shop (retail) Toy Store Electronics Store Book Store Health Food Store Clock Store Shop (TV, Radio, Vacuum, etc.)	18.9/1,000 S.F. ⁴	\$11,888/1,000 S.F.
	General Commercial: Appliance Store Furniture Store Kennel Boat/RV/Mobile Home Sales Automobile Repair Child Care Lumber/Building Supplies Sporting Goods Store Nursery Factory Outlet Center Tire Store Boat/Equipment Repair Shop	28.4/1,000 S.F.	\$17,864/1,000 S.F.
	Shopping Center May contain Department Store, Supermarkets, Drug Stores, Banks, Movie Theater and miscellaneous small retail shops, including apparel; hard goods; and services such as real estate offices, dance studios, florists, and small restaurants.	34.6/1,000 S.F.	\$21,763/1,000 S.F.
Office	General Office	14.2/1,000 S.F.	\$8,932/1,000 S.F.
	Medical Office or Medical or Health Clinic providing diagnostic or treatment services	30/1,000 S.F.	\$18,870/1,000 S.F.
Food Services	Stand Alone Restaurant w/ drive through.	161/1,000 S.F.	\$101,269/1,000 S.F.
	Quality Sit-down Restaurant Drinking Establishment (Bar)	23/1,000 S.F.	\$14,467/1,000 S.F.
Industrial	Light industrial	5.8/1,000 S.F.	\$3,648/1,000 S.F.
	Warehouse Facilities primarily devoted to the storage of materials, including wholesale distribution facilities.	5/1,000 S.F.	\$3,145/1,000 S.F.
	Mini-storage Facilities Buildings housing separate storage units or vaults used for storage.	2/1,000 S.F.	\$1,258/1,000 S.F.

Notes:

¹ The vehicle trip rates are for calculation of fees only; do not use for estimating traffic volumes.

² D.U. = Dwelling Unit

³ Unit = Sleeping unit, dwelling unit, rental unit, or other component by which the development is marketed.

⁴ S.F. = Square Feet of the gross floor area, measured to the nearest square foot; applicable to structures only.

APPENDIX A

Amador City Improvement Cost Estimates

WATER STREET IMPROVEMENTS

- A. 4001.f. of minor widening, restriping with left-turn pocket, safety improvements along creek bank, and drainage improvements at post office and School Street.
Estimated costs are:

1.	500'x 32' Pavement Grinding and Subgrade Reinforcement at \$5/s.f.	\$ 80,000
2.	Guardrail (Historical District suitable) 400 l.f. at \$200/l.f.	\$ 80,000
3.	Drainage improvements, drop inlets, and conduit.	\$ 25,000
4.	Asphalt Resurfacing (400'x 36'= 14,400 s.f @ \$3/s.f.)	\$ 43,200
5.	Street lighting. (Historical Character.)	\$175,000
6.	Walkway Improvements to ADA Standards	<u>\$ 75,000</u>

Subtotal: \$478,200

- B. 1000 l.f. Water Street from E. School to End.

1.	6' - 14' Wide Overlay with Fabric at \$4/s. f.	\$ 60,000
2.	800 l.f. Guardrail at \$120/l.f.	\$ 96,000
3.	Miscellaneous Drainage Improvements	<u>\$ 75,000</u>

Subtotal: \$231,000

PARKING LOT IMPROVEMENTS

Upgrading and/or expansion of parking lots for public use \$200,000

Total Improvement Costs: \$909,200

APPENDIX B

AMADOR CITY LOCAL ROAD CAPACITY CALCULATIONS

Road Name	Existing Volume ADT / Date	% Effective as Class V Regional Collector	LOS C Capacity (ADT)	Future Volume with Amador City Growth	New Development Share*
Water Street - local city street	800 / 2000	25%	900	1400	100%
* If future volume exceeds capacity					