Citywide Impact Fee Nexus Study

City of Signal Hill

Final – February 2026

Prepared for:

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INTRODUCTION

The City of Signal Hill (City) is the seventy-sixth most populated city in Los Angeles County (County) and is located at the peak of a hill completely surrounded by the City of Long Beach. The City spans an area of approximately 2.2 square miles. The City was formally incorporated in April of 1924 and was primarily completed to avoid being annexed by the City of Long Beach due to its zoning restrictions and oil tax.

The City is part of the Los Angeles, California Combined Statistical Area. The California Department of Finance estimates that as of January 1, 2025, the City population is 11,421, incorporating the 2020 Census benchmark.

As the resident population and non-resident employment in the City increase, there exists a correlating rise in the need for public infrastructure and services to support the increased demand on the City. California's Assembly Bill 1600 (AB 1600) adopted in 1987 and codified as California Government Code Section 66000 et. seq., allows the City to impose Development Impact Fees on new development within the City. Development Impact Fees (DIFs) are one-time charges on new development that are collected and used by the City to cover the cost of capital facilities, vehicles, and equipment that are required to serve new growth.

The City currently has three development impact fee programs:

1. **Traffic Impact Fee:** Under Municipal Code Chapter 21.48, all development projects are required to pay a traffic impact fee unless the project qualifies for an exemption under Section 21.04.050.

2. **Park and Recreation Impact Fee:** Pursuant to Chapter 21.40, Section 21.40.030, any development project that results in the construction of a residential housing unit must pay a park and recreation impact fee, unless the project is otherwise exempt under the Municipal Code.

3. **Water System Impact Fee:** Under Chapter 21.44, a water system impact fee is required for: Any development project consisting wholly or partially of commercial or industrial property; and Any development project that includes residential dwelling units.

To the City's knowledge, the Development Impact Fees have not been updated since they were established. The goal of this update is to assess the current fees and potential additional development impact fees on new development to assist in mitigating City-wide impacts on public

improvements, public services, and community amenities and to ensure compliance with the legal requirements of AB 1600 and AB 602.

NEXUS REQUIREMENT SUMMARY

AB 1600 was enacted by the State of California in 1987 creating the Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project:

1. Identify the purpose of the fee.
2. Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified.
3. Determine how there is a reasonable relationship between the fees use and the type of development project on which the fee is imposed.
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
5. 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.

The purpose of this report is to demonstrate that all fee components comply with the Mitigation Fee Act. The assumptions, methodologies, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees and the development on which the fees will be charged are summarized in subsequent sections of this report.

ASSEMBLY BILL 602

AB 602, enacted by the State of California in 2021, amended Sections 65940.1 and 66019 of, and added Section 66016.5 to the Government Code. AB 602 requires that if a local agency conducts and adopts an impact fee nexus study after January 1, 2022, the local agency shall follow all of the following standards and practices:

1. Before the adoption of an associated development fee, an impact fee nexus study shall be adopted.
2. When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate.
3. A nexus study shall include information that supports the local agency’s actions, as required by subdivision (a) of Section 66001 of the Government Code.

4. If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.
5. A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A local agency that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development. A nexus study is not required to comply with the requirements to calculate a fee imposed on a housing development project proportionally to the square footage of the proposed units if the local agency makes the following findings:
    - An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.
    - An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
    - That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.
6. Large jurisdictions shall adopt a capital improvement plan as a part of the nexus study.
7. All studies shall be adopted at a public hearing with at least 30 days' notice, and the local agency shall notify any member of the public that requests notice of intent to begin an impact fee nexus study of the date of the hearing.
8. Studies shall be updated at least every eight years, beginning on January 1, 2022.
9. The local agency may use the impact fee nexus study template developed by the Department of Housing and Community Development pursuant to Section 50466.5 of the Health and Safety Code.

This report demonstrates that all fee components comply with AB 602. The methodologies performed to calculate the updated fees ensure that the costs for facilities are proportionately spread between existing and future users.

NEXUS STUDY SUMMARY

Purpose

As development occurs in the City, new backbone infrastructure and capital facilities are required to mitigate the increased demand created by new residents and workers. Development Impact Fees (DIFs) fund this required backbone infrastructure and capital facilities as well as the related administrative costs through the City's fee program. The fee program contains separate fee categories for each type of infrastructure and capital facilities. Incorporated in this Nexus Study are the following fees:

- Traffic
- Water
- Police
- General Government Facilities
- Parks Improvement
- Program Administration

This includes the three existing City DIFs: Traffic, Water, and Parks, and three proposed new fees: Police, General Government Facilities, and Program Administration. This report is designed to satisfy AB 1600 Nexus requirements, AB 602 guidance, and provide the necessary technical analysis to support the adoption of the updated fees. The fees will be effective 60 days after the City's final action establishing and authorizing the collection of the fees.

Fee Program Costs

Table ES-1 summarizes the costs attributable to each fee program based on the facilities identified in this Nexus Study, assuming the growth assumptions made within this report occur as projected. This summary does not account for any future inflationary escalation of fees, current fund balances, or outstanding credits and reimbursements.

Table ES-1: Costs Attributable to Fee Programs

Fee Program	Costs Attributable to the Fee Program
Traffic	$ 16,337,490
Water	$ 32,529,860
Parks and Recreation	$ 60,157,329
General Government Facilities	$ 9,084,198
Police	$ 2,779,177
Administration	$ 6,044,403
Total	**$ 126,932,456**

Updated Fees

Pursuant to AB 602, residential development fees are suggested to be assessed on a per square foot basis with the exception of Water Fees which are collected on a per meter basis. To yield consistency across fees assessed on non-residential land uses, non-residential development fees will be assessed per building square foot with the exception of Water Fees which are collected on a per meter basis. Fees on Accessory Dwelling Units, specialized projects, and rebuild projects are detailed further in **Section 8: Implementation and Administration**.

Table ES-2 shows a summary of the proposed updated fees per square foot (SF). **Table ES-3** shows a summary of proposed water fee per meter size.

Table ES-2: Summary of Proposed Impact Fees for Parks and Recreation, Traffic, General Government Facilities, Police, and Program Administration

Land Use	Traffic	Parks & Recreation	General Government Facilities	Police	Administration (5%)[1]
Residential (Fee per Square Foot)					
Single Family	$ 6.51	$ 16.87	$ 2.51	$ 0.77	$ 1.33
Multi-Family	$ 4.32	$ 20.15	$ 3.00	$ 0.92	$ 1.42
Non-Residential (Fee per Square Foot)					
Commercial	$ 26.86	$ 3.24	$ 1.49	$ 0.46	$ 1.60
Office	$ 22.75	$ 7.13	$ 3.27	$ 1.00	$ 1.71
Industrial	$ 5.37	$ 0.71	$ 0.33	$ 0.10	$ 0.33

Notes:

1 Administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

Table ES-3: Summary of Proposed Impact Fees for Water by Meter Size

Meter Size	Water	Administration [1]
Single Family Residential		
Single Family Residential	$ 19,766.82	$ 988.34
Multi-Family Residential and Non-Residential		
5/8-Inch Meter	$ 13,177.88	$ 658.89
3/4- Inch Meter	$ 19,766.82	$ 988.34
1-Inch Meter	$ 32,944.70	$ 1,647.24
1 1/2-Inch Meter	$ 65,889.40	$ 3,294.47
2-Inch Meter	$ 105,423.04	$ 5,271.15
3-Inch Meter	$ 197,668.20	$ 9,883.41
4-Inch Meter	$ 329,447.00	$ 16,472.35
6-Inch Meter	$ 658,894.00	$ 32,944.70
8-Inch Meter	$ 1,054,230.40	$ 52,711.52
10-Inch Meter	$ 1,515,456.20	$ 75,772.81

Notes:

1 An administrative fee of 5% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis. The administration fee is calculated on a fee by fee basis. Please refer to the individual fee calculation tables for a breakdown of the administration fee.

Proposed Fees Comparison with Existing Fees

Table ES-4, on the following page, shows the comparison between the proposed City of Signal Hill Impact fees and the existing fees. Existing residential fees that are not already collected on a fee per square foot were converted from a fee per dwelling unit to a fee per square foot. Non-residential fees are shown on a fee per building square foot. The assumptions used in this study were used for fee conversions to provide a more accurate comparison to the new fee structure.

Table ES-4: Proposed Fees Comparison to Existing Fees

Single Family	Existing Fee [1]	Proposed Fee	Percentage Change
General Govt Facilities	$ -	$ 2.51	N/A
Police	$ -	$ 0.77	N/A
Traffic	$ 0.25	$ 6.51	2,500.88%
Parks	$ 9.97	$ 16.87	69.25%
Program Administration	$ -	$ 1.33	N/A
Water	$ 9.93	$ 13.18	32.74%
Water Program Administration	$ -	$ 0.66	N/A
TOTAL	**$ 20.15**	**$ 41.83**	**107.62%**

Multi-Family	Existing Fee [1]	Proposed Fee	Percentage Change
General Govt Facilities	$ -	$ 3.00	N/A
Police	$ -	$ 0.92	N/A
Traffic	$ 0.35	$ 4.32	1,142.67%
Parks	$ 9.55	$ 20.15	111.03%
Program Administration	$ -	$ 1.42	N/A
Water	$ 13.79	$ 18.30	32.74%
Water Program Administration	$ -	$ 0.92	N/A
TOTAL	**$ 23.68**	**$ 49.03**	**107.00%**

Notes:

1 Existing fees were converted from a fee per dwelling unit to a fee per square foot using the same residential size assumptions in this study to provide a more accurate comparison to the new fee structure.

Commercial	Existing Fee [1]	Proposed Fee	Percentage Change
General Govt Facilities	$ -	$ 1.49	N/A
Police	$ -	$ 0.46	N/A
Traffic	$ 7.41	$ 26.86	262.48%
Parks	$ 0.79	$ 3.24	310.13%
Program Administration	$ -	$ 1.60	N/A
Water	$ 4.41	$ 1.98	-55.18%
Water Program Administration	$ -	$ 0.10	N/A
TOTAL	**$ 12.61**	**$ 35.72**	**183.28%**

Office	Existing Fee [1]	Proposed Fee	Percentage Change
General Govt Facilities	$ -	$ 3.27	N/A
Police	$ -	$ 1.00	N/A
Traffic	$ 1.46	$ 22.75	1,458.22%
Parks	$ 0.79	$ 7.13	802.53%
Program Administration	$ -	$ 1.71	N/A
Water	$ 4.41	$ 3.95	-10.35%
Water Program Administration	$ -	$ 0.20	N/A
TOTAL	**$ 6.66**	**$ 40.01**	**500.79%**

Industrial	Existing Fee [1]	Proposed Fee	Percentage Change
General Govt Facilities	$ -	$ 0.33	N/A
Police	$ -	$ 0.10	N/A
Traffic	$ 0.89	$ 5.37	503.37%
Parks	$ 0.79	$ 0.71	-10.13%
Program Administration	$ -	$ 0.33	N/A
Water	$ 4.41	$ 3.95	-10.35%
Water Program Administration	$ -	$ 0.20	N/A
TOTAL	**$ 6.09**	**$ 10.99**	**80.48%**

Notes:

1 The proposed water fees are based on water meter size and are converted to a fee per square foot utilizing the following assumptions: A 100,000 SF Commercial Building and a 50,000 SF Office and Industrial building

2 Proposed fees (charged per 1,000 SF) have been converted to a fee per square foot for this table for better comparison to existing fees, which are charged per square foot.

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Section 1 METHODOLOGY

METHODOLOGY

Imposed fees require various findings to ensure that a reasonable relationship exists between the fee amount and the cost of the facility or portion of the facility attributable to new development. Several methodologies are available to determine fee amounts. The most common methodologies are defined by the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley. Choosing the appropriate methodology depends on the type of facility for which the fee is calculated and the availability of documentation to support the fee calculation. Following is a discussion of the methodologies available to calculate the separate fee components in this report.

Existing Inventory Method

The existing inventory method, also known as the "incremental method" uses a facility standard based on an analysis of the ratio of existing facilities to the demand on the facilities by the existing population serviced by those facilities ("existing service population") on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the current facility standards serving current residents. In other words, if a deficiency exists in the current facility standards, new development is only required to fund the expansion of facilities at the currently provided standard, and the deficiency must be rectified by funding outside of the fee program. This method is often used when a long-range plan for new facilities is not available.

Planned Facilities Method

The planned facilities method calculates the proposed fee based on the ratio of planned facilities to the increase in demand associated with new development. This method is appropriate when planned facilities have been define by a long range master plan or expenditure plan which includes specific facilities and cost estimates. As the Planned Facilities Method relies on a long range master plan that may change as the plan is implemented, fees based on this methodology need to be regularly updated to remain consistent with the project lists and current plans.

System Plan Method

The system plan method utilizes an integrated approach to allocate the cost of existing facilities and the costs of planned facilities to the total development in the study area. This method is appropriate when calculating a systemwide fee in which new development will fund an integrated

system of facilities at the future standard attributable to new development. By spreading the costs of an integrated system incorporating the existing facilities and planned facilities costs to the total development in the study area, this ensures that new development only pays their proportional share of the total system costs and is not responsible for rectifying any existing deficiencies.

MARK-UPS

A soft cost mark-up of 30% is added to the estimated construction cost to account for items such as design, fees, permits, construction management, insurance, and other indirect costs.

PROGRAM ADMINISTRATION

The City, with assistance from consultants, oversees the implementation and administration of the City of Signal Hill Impact Fee Program, consistent with the requirements of the Mitigation Fee Act. For all City Impact fees, a Program Administration Fee of five percent (5%) is added to fund the costs of City's management and ongoing fee program administration, collection, and reporting. This includes costs associated with City staff and consultant time, studies, and administration to support the program. Industry standard ranges from three to six percent (3-6%) for the administrative component of a development fee program based on research completed by Best, Best & Krieger and presented at the California Society of Municipal Finance Officers Chapter meeting in October of 2025.

For ease of administration, this report creates a separate Program Administration Fee that will be collected in a separate fund. Additional information regarding the Program Administration Fee is presented in **Section 8**. The administrative functions of the Program Administration Fee include, but are not limited to, the following:

- Annual fee adjustments
- Annual fee reporting
- Additional fee reporting every five years
- Application and tracking of fee credits and reimbursements
- Posting of nexus studies and fee schedules on the City's website
- Periodic nexus study updates
- Staff and consultant time related to fee preparation, collection, tracking, and administration

FUND BALANCE

The fund balances used throughout this analysis were based on the City's reported Impact fee fund balances through June 01, 2025. **Table 1-1** displays the balances of the existing funds used within this study.

Table 1-1: City of Signal Hill Impact Fee Fund Balance as of June 30, 2025

Fee Program		Existing Fund Balance
Parks	$	277,667
General Government Facilities	$	-
Police	$	-
Traffic	$	921,513
Water	$	1,101,067
Total	**$**	**2,300,247**

Notes:

1 Existing fund balances derived from the City of Signal Hill Annual Impact Fee Report for the Fiscal Year Ending June 30, 2025.

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Section 2 POPULATION AND LAND USE ASSUMPTIONS

LAND USE TYPES

To ensure a reasonable relationship between each fee and the type of development paying the fee, different land use types must be distinguished. The land use categories used in this analysis are defined below.

- **Single Family:** Detached single-family dwelling units. Includes very low density, low density, and age-restricted units.
- **Multi-Family**: Attached residential projects.
- **Accessory Dwelling Unit (ADU)**: A second unit, attached or detached from a SFR.
- **Office**: All general, professional, and medical office development.
- **Commercial**: All commercial, retail, educational, and mixed-use development.
- **Industrial**: All research and development, manufacturing and warehouse development.

Some developments may include more than one land use type, such as an industrial warehouse with living quarters (a live-work designation) or a mixed-use development with both Retail and Residential land uses. In these cases, the fees will be calculated separately for each land use type. Note that an Accessory Dwelling Unit (ADU) is defined as a second unit, attached or detached from a Single Family Residential (SFR) unit.

GROWTH FORECASTS

Growth projections are used as indicators of demand. The City's existing population, as well as the City's Community Development Department's population projections, are critical assumptions used throughout the fee sections that follow in this report. The following resources were used as part of this analysis:

- Estimates of population projections and new development through buildout were based on the City's land use plan from the City of Signal Hill General Plan adopted July 3, 2001 and subsequently updated with projected estimates developed by the City of Signal Hill Community Development Department.
- Estimated persons per household data were based on the 2023 US Census American Community Survey.
- Existing population estimates are from the 2025 California Department of Finance.
- Worker projections are based on projected non-residential square footage and the employees per square feet assumptions form the USGBC LEED BD+C: New Construction | v4 – Default Occupancy Counts.

Table 2-1 shows the estimated growth in dwelling units and non-residential acreage to 2040.

Table 2-1: Projected New Unit and Acreage Growth (2040 Projections)

Development	Horizon	Single Family	Multi Family	Commercial	Office	Industrial
		(Units)		(Square Feet)		
Orange Bluff	2029	0	290.00	0.00	0.00	0.00
Walnut Bluff	2029	0	90.00	0	0	0
Town Center Northwest	2029	0	267.00	22,000	0	0
Heritage Square	2032	0	60.00	34,400	0	0
Gateway Center North - Remodel	2030	0	0.00	23,500	0	0
2550 Orange Ave	2026	0	150.00	0	0	100,886
3201 Walnut Ave.	2026	0	0.00	0	0	100,000
1701 Creston	2026	0	0.00	0	0	11,024
1900 Temple Ave.	2025	1	0.00	0	0	0
2750 E. 20th St.	2026	0	3.00	0	0	0
2250 Ohio St.	2030	0	1.00	0	0	0
1995 St. Louis	2026	1	0.00	0	0	0
1933-39 Temple	2026	0	8.00	0	0	0
2599 E. PCH	2028	0	8.00	0	0	0
ADU's (750-1,200 SF)	2027	35	0.00	0	0	0
Spring/Atlantic Development	2030	0	200.00	0	0	0
South Orange Bluff	2035	0	75.00	0	0	0
OSA #1 & Cherry Avenue	2035	0	200.00	0	0	0
Proposed Overlay Zone	2030	0	200.00	0	0	0
Total		**37**	**1,552**	**79,900**	**0**	**211,910**

Notes:

1 Future development assumptions provided by the City of Signal Hill Community Development Department.

Source:

City of Signal Hill Community Development Department.

United States Census Bureau On the Map Database.

RESIDENT AND EMPLOYMENT DENSITY

Using persons per household (PPH) data for residential units and employment density data for non-residential buildings is a common metric used to establish a reasonable relationship between the demand created by the development project and the fees charged. The residential density factors were derived using information from the US Census American Community Survey (2023) and the non-residential employment density factors were derived from the U.S. Green Building Council Default Occupancy Counts. The following average density factors are used for each land use type.

Residential	**Density**
High Density Residential	2.59 residents per dwelling unit
Very High Density Residential	2.53 residents per dwelling unit
Non-Residential	**Density**
Office	4.0 employees per 1,000 square feet
Commercial	1.82 employees per 1,000 square feet1
Industrial	0.4 employees per 1,000 square feet

Table 2-2 identifies the existing service population and employment in the City of Signal Hill. **Table 2-3** identifies the existing service population and employment in the City of Signal Hill as it relates to the Parks and Recreation fee due to a lower availability of park facilities in relation to other City services.

Table 2-2: Existing Service Population

Category	Total Persons	Weighting Factor [3]	Service Population
Residents [1]	11,421	1.00	11,421
Workers [2]	14,505	0.37	5,367
Total	**25,926**		**16,788**

Notes:

1 Resident population based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st 2025.

2 Employment data for the City of Signal Hill derived from the United States Census Bureau's On the Map Database.

3 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

California Department of Finance E-5 Population and Housing Estimates.
United States Census Bureau On the Map Database.

Table 2-3: Existing Service Population for Parks and Recreation

Category	Total Persons	Weighting Factor [3]	Service Population
Residents [1]	11,421	1.00	11,421
Workers [2]	14,505	0.12	1,741
Total	**25,926**		**13,162**

Notes:

1 Resident population based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st 2025.

2 Employment data for the City of Signal Hill derived from the United States Census Bureau's On the Map Database.

3 Assumes a resident can utilize park facilities an average of 12 hours per day 7 days a week (84 hours) and an employee can utilize park facilities an average of 2 hours per day 5 days a week

Source:

California Department of Finance E-5 Population and Housing Estimates.
United States Census Bureau On the Map Database.

Table 2-4 identifies the estimated growth in population and employment in the City of Signal Hill through 2040. **Table 2-5** identifies the estimated growth in population and employment in the City of Signal Hill through 2040 as it relates to parkland development. A separate service population is required for parkland development as the weighting factor for workers is reduced due to the amount of time workers can access parks in relation to residents.

Table 2-4: Projected New Population and Employee Growth (2040 Projections)

Category	Future Persons (Horizon Year)	Total Persons at (Horizon Year)	Weighting Factor [5]	Future (Horizon Year) Service Population	Service Population at (Horizon Year)
Residents [1][2]	4,022	15,443	1.00	4,022	15,443
Workers [3][4]	230	14,735	0.37	85	5,452
Total	**4,253**	**30,179**		**4,107**	**20,895**

Notes:

1 Resident population based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st 2025.

2 Future resident population derived from development projections provided by the City of Signal Hill Community Development Department.

3 Employment data for the City of Signal Hill derived from the United States Census Bureau's On the Map Database.

4 Future employment data derived from development projections provided by the City of Signal Hill Community Development Department.

5 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

California Department of Finance E-5 Population and Housing Estimates.
United States Census Bureau On the Map Database.

Table 2-5: Projected New Population and Employee Growth (2040 Projections) for Parks and Recreation

Category	Future Persons (Horizon Year)	Total Persons at (Horizon Year)	Weighting Factor [5]	Future (Horizon Year) Service Population	Service Population at (Horizon Year)
Residents [1][2]	*4,022*	15,443	1.00	4,022	15,443
Workers [3][4]	230	14,735	0.12	28	1,768
Total	**4,253**	**30,179**		**4,050**	**17,211**

Notes:

1 Resident population based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st 2025.

2 Future resident population derived from development projections provided by the City of Signal Hill Community Development Department.

3 Employment data for the City of Signal Hill derived from the United States Census Bureau's On the Map Database.

4 Future employment data derived from development projections provided by the City of Signal Hill Community Development Department.

5 Assumes a resident can utilize park facilities an average of 12 hours per day 7 days a week (84 hours) and an employee can utilize park facilities an average of 2 hours per day 5 days a week (10 hours); this translates to 1.0 employee equaling approx. 0.12 residents (10/84 = 0.12) in terms of potential park utilization.

Source:

California Department of Finance E-5 Population and Housing Estimates.

United States Census Bureau On the Map Database.

Figure 2-1 illustrates the City of Signal Hill City limits and the land uses included in the City based on the City's zoning map. The City's General Plan also includes land use information and is the principal policy document for guiding future planning and development in the City. The City is approximately 2.2 square miles.

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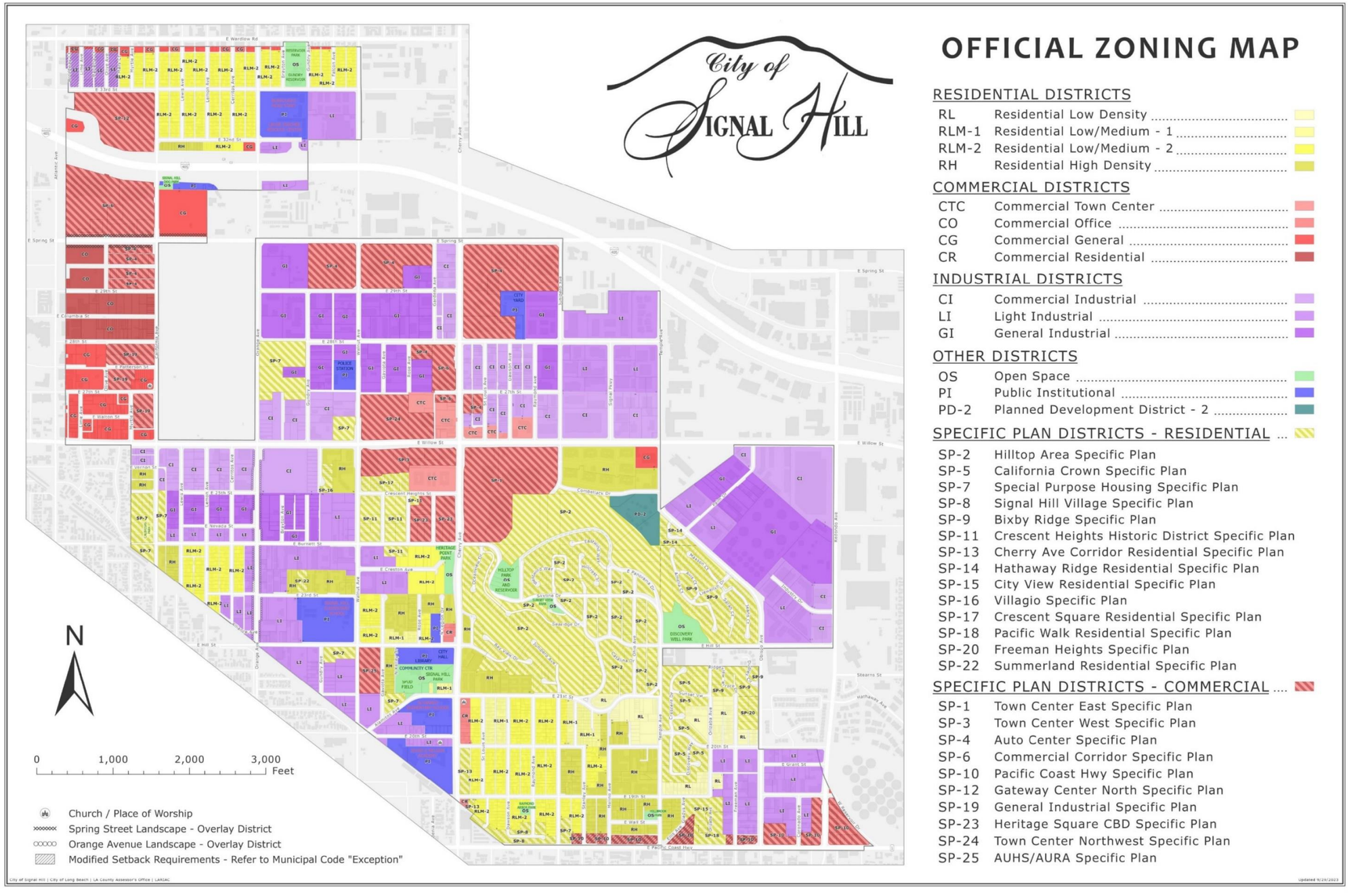
Figure 2-1: City of Signal Hill Land Use



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AVERAGE UNIT SIZES

To meet AB 602 requirement five (5) that suggests that a fee imposed on a housing development project shall be calculated proportionately to the square footage of proposed units of the development, this Nexus Study calculates a fee per unit and then uses the average unit size for Single-Family Residential and Multi-Family Residential based on the estimated average size of planned new development within each land use category to convert to a fee per square foot. The average unit size is based on the livable square footage of the residential units.

Basing the average unit size on livable square footage for all residential units is not only consistent with industry standard for fee calculations, but it also provides a strong nexus between the impact of the unit and the fee amount. A good example of industry standard are school fees in California. In California, school fees are based on assessable space, which means a quantity equal to the area (expressed in square feet) within the perimeter of a residential structure, not including the carport, communal walkway, garage, overhang, patio, enclosed patio, detached accessory structure or similar structure.

Multi-Family Residential projects that include communal spaces (i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees on such areas as the impact is considered to be captured within the residential fees. Areas that contain employees and are accessible by the public will be charged impact fees according to use (i.e., leasing office would pay office fees).

Based on the estimated average size of planned new development within each land use category for the City, the following average unit sizes are utilized in this study.

Single-Family Residential……...2,280 Square Feet Per Unit
Multi-Family Residential...…….……1,865 Square Feet Per Unit

The City will monitor the average size of new housing units on an annual basis and if the average size of units is significantly less than anticipated, the fees will be updated as part of the annual update to reflect this change in order to ensure the fee program does not fall short.

As detailed in the next sections, the fee per square foot is calculated by dividing the fee per unit by the average size shown above for each residential unit type. Fees for Multi-Family Residential result in a higher fee per square foot than Single Family Residential due to the higher density of people per square foot of space.

The methodology for calculating the fees per unit results in a higher fee per square foot for Multi-Family Residential. The need for the facilities included in this Nexus Study for most of the fees are based on the number of people that these facilities must serve. Therefore, utilizing the average number of residents that resides in any density type based on census tract data is the most justified

methodology for the fee. This relates the persons per household for Single and Multi-Family residential to the average size of the unit, which results in the fee per square foot. While Multi-Family residential has a lower persons per dwelling unit assumption, the proportion of persons per unit to the size of the unit is higher than Single Family. This results in a fee that is based on the demand of those residents, which is slightly higher per square foot for Multi-Family. Because the impact of each unit is based on the additional people generated by unit type, this methodology provides a reasonable relationship and rough proportionality between the amount of the fee charged and the burden posed by each residential unit. Moreover, because most Multi-Family units are smaller than Single Family units, the fee paid per dwelling unit will likely be lower for the vast majority of Multi-Family units than Single Family units. Finally, the average square footage used to determine the Multi-Family fee per square foot was a conservative metric because most Multi-Family units built in the area, based on new construction over the past decade, are 1,900 square feet or less.

Section 3 TRAFFIC FEE

BACKGROUND

The Transportation Fee is collected for the purpose of maintaining and expanding the capacity of the City's transportation network. The Transportation Fee is calculated using the System Plan Method. The System Plan Method uses an integrated system methodology where the total transportation network (existing facilities and future improvements), is divided by the total transportation demand on the system (existing users and future users).

Under this method, new development funds the expansion of facilities at a proportional rate to the facilities funded by existing development. Because the fee is based on the full buildout value of the system and allocated across full buildout demand, no existing deficiencies are passed on to future development. In other words, if a deficiency exists in the current facility standards, new development is responsible only for buying in to the existing transportation network and paying its proportional share of future improvements at the same cost per PM Peak Hour Trip as existing development. Any existing deficiencies must be addressed with funding outside the fee program. Future development within the City will pay the transportation impact fee at building permit issuance, unless otherwise required by law, to buy in to the existing network and to fund its proportional share of the system expansion projects described in this section.

Recommended improvements are based on evaluations of the existing and future transportation network of roads and intersections and ability to meet recommended performance and operational criteria under peak hour demand in terms of trips. The proposed expansion facilities in the fee program are system backbone improvements that serve the community at large and does not include on-site infrastructure required by specific development projects. Each development project will be required to construct the specific on-site improvements required to serve their project.

SERVICE POPULATION

Demand for services and the associated facilities for traffic facilities are based on the additional trips that will be generated by new growth through 2040 within the City. The City groups the planned Traffic Facilities within the following categories: Roadway Improvements, Trail System Improvements, Transit System Improvements and Traffic Signal Improvements. All categories were analyzed to the projected 2040 development conditions within the City.

COST SUMMARY AND CIP

The Traffic Fee will fund the expansion of traffic facilities necessary to serve new growth in the City. **Table 3-1** summarizes the future traffic facilities, project costs, and costs attributable to the fee program four traffic categories: Roadway Improvements, Trail System Improvements, Transit System Improvements and Traffic Signal Improvements.

Table A-1 in **Appendix A** will also serve as the Traffic Fee Capital Improvement Plan (CIP) list as required by AB 602, which includes the facilities shown in **Table 3-1**. The Table identifies each of the facilities that will be paid for in part or in whole by the Traffic Fee. The City will use the CIP facilities identified here to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue. The improvements are anticipated to benefit both existing and future development and new development will pay their fair share of the future improvements based on the total percentage of additional trips being added to the City's transportation network as well as buying in to the existing transportation improvements. The City's existing transportation facilities are summarized in **Table 3-2** and detailed in **Appendix B.**

Table 3-1: City of Signal Hill Future Transportation Improvements

Facility	Location	Construction Cost [1]	Soft Costs[2]	Total Cost [1]
Roadway Improvements				
27th Street Improvements	27th Street between Walnut and Gundry	$ 840,000.00	$ 360,000.00	$ 1,200,000.00
28th Street Gap Closure	28th Street from Olive to Atlantic	$ 560,000.00	$ 240,000.00	$ 800,000.00
29th Street Complete Street	29th Street	$ 1,120,000.00	$ 480,000.00	$ 1,600,000.00
Colombia Street Access Road	Access Road to California Avenue	$ 1,330,000.00	$ 570,000.00	$ 1,900,000.00
Olive Street Realignment	Olive Street	$ 567,000.00	$ 243,000.00	$ 810,000.00
Cherry Avenue Complete Street	Cherry Avenue	$ 4,550,000.00	$ 1,950,000.00	$ 6,500,000.00
Orange Avenue Widening and Retaining Wall	Orange Avenue	$ 10,920,000.00	$ 4,680,000.00	$ 15,600,000.00
Subtotal Roadway Improvements		*$ 19,887,000.00*	*$ 8,523,000.00*	*$ 28,410,000.00*
Trail System Improvements				
Trail System Project Phase 1	California Street - from Spring Street to 32nd Street	$ 1,470,000.00	$ 630,000.00	$ 2,100,000.00
Trail System Project Phase 2	Walnut from Burnett to Crescent Heights	$ 840,000.00	$ 360,000.00	$ 1,200,000.00
Legion Drive Widening	Legion Drive at trail connection to Heritage Point Park	$ 350,000.00	$ 150,000.00	$ 500,000.00
Subtotal Trail System Improvements		*$ 2,660,000.00*	*$ 1,140,000.00*	*$ 3,800,000.00*
Transit System Improvements				
Bus Stop Replacement Project	49 Bus Stops throughout City	$ 1,470,000.00	$ 630,000.00	$ 2,100,000.00
Subtotal Transit System Improvements		*$ 1,470,000.00*	*$ 630,000.00*	*$ 2,100,000.00*
Traffic Signal Improvements				
ITS Upgrade to allow for Autonomous Vehicles		$ 6,300,000.00	$ 2,700,000.00	$ 9,000,000.00
Subtotal Traffic Signal Improvements		*$ 6,300,000.00*	*$ 2,700,000.00*	*$ 9,000,000.00*
Total Facilities				**$ 43,310,000.00**

Notes:

1 Costs provided by the City of Signal Hill Public Works Department.

2 A 30% soft cost markup is added to the construction costs to account for contigency, design costs, and construction management.

Source:

Costs provided by the City of Signal Hill Public Works Department.

Table 3-2: City of Signal Hill Existing Transportation Improvements Summary

Description		Value
Existing Transportation Improvements		
Arterial/Collector	$	42,376,127
Local Streets	$	31,343,509
Traffic Signal Improvements	$	20,790,000
Sidewalks	$	12,781,800
Roadway Signage	$	301,500
Total Existing Transportation Improvements	**$**	**107,592,935.56**

Notes:

1 Existing roadway costs prorated based on the Pavement Condition Index (PCI).

2 Costs provided by the City of Signal Hill Public Works Department.

Source:

City of Signal Hill Public Works Department.

FEE METHODOLOGY

The Traffic Fee uses the System Plan Method to calculate the fee. The System Plan Method calculates the fees based on the total facilities, existing facilities plus planned expansion, that are needed to serve existing land uses plus future development. This method is appropriate when future development utilizes the existing transportation network but also incrementally expands the transportation network. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, the System Plan Method "Estimates the costs for an integrated system of existing and future facilities."

The cost per trip is calculated by dividing the total cost of the facilities identified in **Table 3-1** and **Table 3-2** by the total number of trips expected to be generated under 2040 conditions (as shown in **Table 3-6**).

In order to calculate the Traffic Impact Fee, the total trips generated by new development must be calculated. To calculate the total number of new trips attributable to new development within the City through 2040, the growth projections, detailed in **Table 2-1,** are multiplied by the corresponding trip generation rates from **Table 3-3** as derived from the Institute of Transportation Engineers (ITE).

Table 3-3: ITE Trip Generation Rates

Land Use	Trip Generation Rate [1]
Residential (per unit)	
Single Family	0.94
Multi Family	0.51
Non-Residential (per 1,000 square feet)	
Commercial [2]	1.70
Office	1.44
Industrial	0.34

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:

ITE Trip Generation Manual, 11th Edition.

Residential trips are calculated by multiplying the anticipated growth in residential units (**Table 2-1)** by the corresponding single family and multi-family trip generation rates. Non-residential trips were calculated by multiplying the anticipated growth in employees per 1,000 building SF (**Table 2-4)** with the corresponding trip generation rates for each land use. Commercial trips often coincide with other trips (i.e., Person A stops by the store on their way home from work, Person B stops by a restaurant after grocery shopping, etc.) The ITE Trip Generation Manual, 11th Edition notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between forty to sixty percent (40-60%). This study assumes a fifty percent (50%) trip reduction for commercial. **Table 3-6** shows the breakdown of the total trip calculation using the City's growth assumptions identified in **Table 2-1**.

The trips attributable to existing land uses within the City are calculated in **Table 3-4**. These trips are added to the trips generated by future development within the City as shown in **Table 3-5** trips to determine the total trips within the City through 2040 as shown in **Table 3-6**.

Table 3-4: Existing City of Signal Hill Trip Generation

Land Use	ITE Trip Rate [1]	Units	Peak PM Trips
Residential	Per Unit	Units	
Single Family	0.94	2,201	2,068.94
Multi Family	0.51	2,608	1,330.08
Subtotal Residential			3,399.02
Non-Residential	Per 1,000 SF	SF	
Commercial [2]	1.70	1,737,365.00	2,953.52
Office	1.44	457,127.00	658.26
Industrial	0.34	4,431,470.00	1,506.70
Subtotal Non-Residential			5,118.48
Total Existing Peak PM Trips			**8,517.50**

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 Existing land uses provided by the City of Signal Hills Public Works Department on March 6, 2024.

3 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:

ITE Trip Generation Manual, 11th Edition.

City of Signal Hill Public Works Department.

Table 3-5: Future City of Signal Hill Trip Generation

Land Use	ITE Trip Rate [1]	Units	Peak PM Trips
Residential	Per Unit	Untis	
Single Family	0.94	37	34.78
Multi Family	0.51	1,552	791.52
Subtotal Residential			826.30
Non-Residential	Per 1,000 SF	SF	
Commercial [2]	1.70	79,900.00	135.83
Office	1.44	0.00	0.00
Industrial	0.34	211,910.00	72.05
Subtotal Non-Residential			207.88
Total Future Peak PM Trips			**1,034.18**

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:

ITE Trip Generation Manual, 11th Edition.

Table 3-6: Total Buildout City of Signal Hill Trip Generation

Land Use	ITE Trip Rate [1]	Units	Peak PM Trips
Residential	Per Unit	Untis	
Single Family	0.94	2,238	2,103.72
Multi Family	0.51	4,160	2,121.60
Subtotal Residential			4,225.32
Non-Residential	Per 1,000 SF	SF	
Commercial [2]	1.70	1,817,265.00	3,089.35
Office	1.44	457,127.00	658.26
Industrial	0.34	4,643,380.00	1,578.75
Subtotal Non-Residential			5,326.36
Total Buildout Peak PM Trips			**9,551.68**

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:

ITE Trip Generation Manual, 11th Edition.

The cost per trip is calculated by taking the total cost of the transportation network (existing improvements plus future improvements) and then dividing by the total future trips within the City. This calculation is shown in **Table 3-7**.

Table 3-7: Cost per Trip

Description		Cost / Value
Estimated Project Costs [1]		
Roadway Improvements	$	28,410,000
Trail System Improvements	$	3,800,000
Transit System Improvements	$	2,100,000
Traffic Signal Improvements	$	9,000,000
Subtotal Future Facilities	*$*	*43,310,000*
Existing Transportation System	$	107,592,936
Total Transportation Network Costs	***$***	***150,902,936***
Total Buildout Peak PM Trips [2]		**9,551.68**
Cost per Peak PM Trip	**$**	**15,798.57**

Notes:

1 Construction costs derived from budgets provided by the City of Signal Hill's Public Works Department.

2 Total Buildout Peak PM Trips is derived by summing the existing land use Peak PM Trips and the future development Peak PM Trips.

Source:

ITE Trip Generation Manual, 11th Edition.

FEE SUMMARY

The Traffic Fee per unit or 1,000 square feet is calculated multiplying the cost per trip identified in **Table 3-7** by the trip generation rate per unit or per 1,000 square feet. This fee per unit is then divided by the average unit size of planned new residential and non-residential development in the City of Signal Hill to convert the fees to a fee per square foot. **Table 3-8** shows the proposed new traffic fees for new development.

Table 3-8: Traffic Fee

Land Use	Cost Per Trip	Trips per Unit	Subtotal Fee	Average Unit Size (SF)	Fee/SF
Residential			(per Unit)		
Single Family	$ 15,798.57	0.94	$ 14,850.66	2,280	$ 6.51
Multi Family	$ 15,798.57	0.51	$ 8,057.27	1,865	$ 4.32
Non-Residential			(per 1,000 SF)		
Commercial	$ 15,798.57	1.70	$ 26,857.57	1,000	$ 26.86
Office	$ 15,798.57	1.44	$ 22,749.94	1,000	$ 22.75
Industrial	$ 15,798.57	0.34	$ 5,371.51	1,000	$ 5.37

CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

Table 3-9 summarizes the potential Traffic fee revenue from the projected future development identified in **Table 2-1**. The revenue collected from the Traffic Fee will be available to expand the City's transportation network to meet the needs of new residents in the City.

Table 3-9: Projected Traffic Fee Revenue

Land Use	Proposed Fee	Anticipated Growth (units)	Anticipated Growth	Anticipated Fee Collection at Buildout [1]
Residential	(per SF)		(Total SF)	
Single Family	$ 6.51	37	84,373	$ 549,265.25
Multi Family	$ 4.32	1,552	2,894,480	$ 12,504,153.60
Non-Residential	(per SF)		(Total SF)	
Commercial	$ 26.86		79,900	$ 2,146,114.00
Office	$ 22.75		0	$ -
Industrial	$ 5.37		211,910	$ 1,137,956.70
Total				**$ 16,337,489.55**

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

Table A-1 in **Appendix A** will also serve as the Traffic Fee CIP list as required by AB 602, which includes the facilities shown in **Table 3-1. Table 3-1 i**dentifies the planned facilities that will be paid for entirely or in part by the Traffic Fee. These facilities were identified by the City of Signal Public Works Department. The City will use the CIP facilities identified here to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

Table 3-10 details the proportional allocation of Traffic Fee revenue from the projected future development shown in **Table 3-5** to the proposed Transportation facilities shown in **Table 3-1**.

Table 3-10: Proportional Allocation of Anticipated Fee Revenue to Proposed Traffic Facilities

Description	Trips Generated	Proportion of Trips Generated	Proportional Share of Buildout Facilities [1]	Anticipated Facilties Funding [2]	Anticipated Funding Share	CIP Funding [3] [4]
Existing Development	8,518	89.17%	$ 134,564,378.86	$ 134,565,446.01	89.17%	$ 26,972,510.45
Future Development	1,034	10.83%	$ 16,338,556.69	$ 16,337,489.55	10.83%	$ 16,337,489.55
Total	**9,552**	**100.00%**	**$ 150,902,935.56**	**$ 150,902,935.56**	**100.00%**	**$ 43,310,000.00**

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of trips generated by the buildout transportation network valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

REDUCED TRAFFIC FEE

Residential developments near transit stations generate fewer trips than traditional land use configurations that rely on vehicles as the primary mode of transportation. According to various transportation studies, measurable trip reductions result for projects that are near transit stations and where there are a diversity of land uses that promote connectivity and walkability. To account for the reduced trip rates generated by projects meeting the above criteria, an additional trip adjustment factor will be applied to new residential land uses meeting the following criteria:

1. The housing development is located within one-half mile of a transit station and there is direct access between the project and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
2. The housing development is located within one-half mile of the housing development from three or more of the following:
   a. A supermarket or grocery store
   b. A public park.
   c. A community center
   d. A pharmacy or drugstore
   e. A medical clinic or hospital
   f. A public library
   g. A school that maintains a kindergarten or any of grades 1 to 12, inclusive
   h. A licensed childcare facility
   i. A restaurant which means a retail food establishment that prepares, serves and vends food directly to the customer
3. The housing development provides either the minimum number of parking spaces required by the local ordinance, or for residential units, no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

For purposes of this reduction, the definition of transit station shall be defined by California Government Code Section 65460.1, "Transit station" means a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. Also, a "housing development" shall be defined by California Government Code Section 66005.1, which is a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floorspace is for residential use.

EXISTING AND PROPOSED LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility,

identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

Identification of the Existing Level of Service

A standard of service refers to adopted policies in law or practice that are either in place for a particular service or are intended to be. Transportation is unique in that each new user creates a direct, immediate impact on the City's transportation network. There must be sufficient capacity in the transportation system to provide a consistent level of service for all users at the appropriate service standard. When the existing standards of service are not being met, a deficiency exists.

The City of Signal Hill adopted a Circulation Element as part of the General Plan in 2009. The adopted Circulation Element identifies the following goals and standards:

- Provide a safe and efficient roadway system for all users by:
    - Construct new roadways and improve existing roadways consistent with the classification system for minimum right-of-way widths described in the Official Plan Lines Map
    - As areas develop or are redeveloped, require the construction of "complete streets" which serve all users of the roadway, including motor vehicles, pedestrians, bicyclists, and others
    - Pursue Intelligent Transportation Systems (ITS), which may include traffic signal synchronization, bus and emergency vehicle priority signals, and the linking of traffic signal timing with traffic volumes, as a cost-effective method of achieving improved circulation system performance
- Create a safe and comfortable environment for pedestrians and bicyclists, encouraging the use of these modes of transportation for the majority of shorter trips.
- Maintain and enhance the city's public transportation network, increasing its role as a critical element for mobility in the area.

The City of Signal Hill is currently providing a total of 36.3 lane miles as of the City's 2022 update of the pavement management program. When applied to the existing service population, this results in a total of 2.16 lane miles per 1,000 persons served as shown in **Table 3-11**.

Table 3-11: Transportation Existing Level of Service

Description	Value
Existing Lane Miles [1]	
Arterial Streets	18.90
Local Streets	17.40
Total Existing Roadway Lane Miles	**36.30**
Total Existing Service Population	**16,788**
Total Existing Roadway Lane Miles per 1,000 Persons Served	**2.16**

Notes:

1 Existing roadway network in terms of lane miles derived from the City of Signal Hill's Update of the Pavement Management Program (2022-2027) completed by Bucknam Infrastructure Group, Inc. dated February 18, 2022.

Source:

City of Signal Hill Pavement Management Program Update (2022).

Due to the fact that the City of Signal Hill is mostly built out, the opportunity of expansion of the existing roadway network in terms of lane miles or the widening of existing streets is limited. In accordance with the City's Circulation Element adopted in 2009, the City is prioritizing the expansion of the transportation network through the investment in multimodal expansion and optimization of the existing roadway network the implementation of intelligent transportation systems (ITS). These multimodal enhancements are critical to accommodate the additional residents and workers anticipated from new development.

Identification of the Proposed Level of Service and Rationale

The Government Code requires that an impact fee nexus study, where appropriate, identify the proposed level of service and explain why that level of service is appropriate. Under the System Plan Methodology, the City's transportation level of service is defined by an integrated system of existing and planned transportation facilities, with the future standard attributable to new development calculated by dividing the value of the existing facilities plus the cost of planned facilities by total buildout demand.

Under this approach, new development will fund an integrated system of facilities at the future standard attributable to new development, while existing development remains responsible for addressing any existing facility deficiencies through non–impact fee funding sources.

Funding this level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the systemwide transportation facilities required to serve the additional PM Peak Hour Trips generated by future development.

- It establishes a consistent cost per PM Peak Hour Trip based on the future standard of service attributable to growth.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.
- The System Plan Methodology ensures that new development is not required to remedy existing deficiencies.

Because the Transportation fee is being calculated using the System Plan Methodology in which the value of the existing improvements and the cost of future improvements is spread based on the total trips within the City's transportation network, existing deficiencies are not being spread to future development and new development. This methodology ensures that new development is only funding their fair share of the facilities based on their impact on the system. The proportionate share of the systemwide improvements attributed to existing development will be funded by a combination of alternative funding sources including but not limited to, the City's General Fund, grants and special tax assessments.

The planned capital projects in **Table 3-1,** were identified by the City's Public Works Department as required to serve the proposed future development through 2040.

NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

Requirement 1: Identify the purpose of the fee.

The purpose of the Traffic Fee is to fund traffic facilities included by the City of Signal Hill's Public Works Department through the capital improvement planning process required to serve future development in the City of Signal Hill. In order to accommodate this need, new facilities must be built and/or existing facilities expanded.

Requirement 2: Identify the use of the fee.

The fee will be used to fund a portion of the traffic facilities identified in **Table 3-1**. The improvements were identified through the capital improvement planning process completed by the City of Signal Hill Public Works Department, as the facilities that are required to mitigate the impact of new development in the City and to ensure that the new development has adequate access to a functional transportation network.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The Traffic Fees will be used to fund the new traffic facilities and improvements that are necessary to serve the increase in traffic due to new development in the City through 2040. The fee for each development project is calculated by taking the cost per trip shown in **Table 3-7** and applying this to the estimated trip generation rates of each land use as identified in **Table 3-3**. The fee calculations are shown in **Table 3-7** and **Table 3-8**.This correlation to trips ensures that each new development pays their fair share of the transportation costs.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new residential and non-residential development within the City will generate additional trips that incrementally adds to the need for new transportation infrastructure and facilities to serve the increased residents and businesses within the City and ensure that traffic facilities can accommodate the increased demand. Each new residential and non-residential development pays an impact fee based on the additional trips that is expected to be generated by the new development. This calculation is shown in **Table 3-7** and **Table 3-8**.

Requirement 5: 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.

The transportation facilities and capital expansion projects that are necessary to accommodate the additional 1,034 PM peak hour trips generated by the 4,107 additional residents for new development are summarized in **Table 3-1**. Improvements are classified into four categories: roadway improvements, trail system improvements, transit system improvements, and traffic signal improvements. Roadway improvements and traffic signal improvements are designed to optimize the existing roadway network to increase multimodal traffic throughput while trail system improvements and transit system improvements provide multimodal alternatives to vehicle trips which increase the capacity of the comprehensive transportation network.

Because the fee is calculated utilizing the system plan methodology which calculates a fee per trip based on the total cost of the existing and future improvements, existing deficiencies are not spread to future development. Future development projects within the city were identified and EDUs were calculated based on the estimated trip generation rates for the various land uses. To ensure that each land use only pays their fair share of the transportation improvements based on their trip generation rate, the cost of the transportation network identified in **Table 3-7** is divided by the total trips estimated at buildout to calculate the cost per trip. The transportation fee calculation spreading the appropriate costs to the various land uses is shown in **Table 3-8**. The fee

methodology ensures that each land use only pays for their fair share of the transportation improvements based on the amount of trips generated by that land use.

New development is projected to fund approximately $16.3 million of the total $43.3 million in programmed facility improvements. Because new development accounts for approximately 10.83% of the buildout PM peak hour trips, the projected fee revenue, which represents approximately 10.83% of total buildout transportation network valuation reflects only the proportional share attributable to growth. The remaining $26.97 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions and grants as shown in **Table 3-10**.

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Section 4 WATER SYSTEM

BACKGROUND

The Water Fee is collected for the purpose of maintaining and expanding the capacity of the City's water system. The Water Fee is calculated using the System Plan Method. The System Plan Method uses an integrated system methodology where the total water system cost (existing facilities plus future improvements) is divided by the total water demand on the system (existing users and future users). Under this approach, new development funds the expansion of facilities at a proportional rate to the facilities funded by existing development. By definition, the System Plan Method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the buildout system valuation being spread by buildout system demand. In other words, if a deficiency exists in the current facility standards, new development is only required to buy into the existing water system capacity and fund their fair share of the future water facilities at the same cost based on the water demanded per acre as existing development, and the deficiency must be rectified by funding outside of the fee program. Future Development within the City will pay a water impact fee at building permit issuance, unless otherwise required by law, to buy into the City's existing water system and their fair share of the system expansion projects described in this section.

Recommended improvements are based on evaluations of the existing and future water system's treatment, storage and pumping capacities and ability to meet recommended performance and operational criteria under maximum day demand plus fire flow and peak hour demand scenarios. The proposed expansion facilities in the fee program are system backbone improvements that serve the community at large and does not include on-site infrastructure required by specific development projects. Each development project will be required to construct the specific on-site improvements required to serve their project.

AB 602 AND FEE COLLECTION PER METER

As stated in the previous section for AB602, A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development, unless the agency is able to make three additional findings. The proposed water fees will be charged on a fee per meter basis. The following section discusses why square footage is not an appropriate metric to calculate the fees imposed on residential housing projects for the water fees:

- **An explanation as to why square footage is not an appropriate metric to calculate water fees imposed on housing development project.** Water fees should be assessed based on the increase in water demand generated by each new residential unit. Square footage is not an appropriate metric because residential units do not proportionally increase

water demand with increases in square footage. For example, if a kitchen is 200 square feet larger in one single family home than the adjacent single-family home, the additional square footage does not necessarily increase the water demand of the home. Collecting a water fee based on meter size ensures that the fees paid are proportional to the water demand of that unit. Higher-density developments typically generate more water demand per acre than lower-density developments, and as a result will require larger water meters to accommodate the water demand of the development. Collecting a fee based on meter size reflects this variation. Using meter size as the basis for water fees ensures a hydraulically relevant and equitable assessment of water impacts.

- **An explanation that an alternative basis of calculating the water fee bears a reasonable relationship between the fee charged and the burden posed by the development.** The water fees are charged on a meter size basis with one category for single family units and ten fee categories for non-residential development based on the necessary hydraulic capacity in order to meet the water demands of the development project. The fees vary based on the water demand each development project is expected to generate based on the water demand factors included in the City's Water Master Plan. Because the fee is based on the additional water demand generated by each land use, this methodology provides a reasonable relationship between the amount of the fee charged and the burden posed by each development.
- **That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.** The water fees are structured across meter size categories and reflect the relationship between density and water demand. Higher-density developments typically have more units per acre with smaller unit sizes served by a common water meter that are often subsequently sub metered. Charging fees based on meter size results in a lower cost per unit than larger, detached single family residential units which aligns with the expected water demand of each unit. The fee calculation is based on the estimated water demand associated with each meter size, ensuring that the fees are proportional to the impacts created by the project. By utilizing a meter size methodology for determining the fee, smaller developments are not charged disproportionate fees.

SERVICE POPULATION

Demand for services and the associated facilities for water facilities are based on the additional water demand that will be generated by new growth in the City through 2040.

COST SUMMARY AND CIP

The Water Fee will fund the expansion of water facilities necessary to serve new growth in the City. **Table 4-1** summarizes the future water facilities, project costs identified in the *City of Signal Hill Water Master Plan* prepared by Dudek dated May 2025. **Table 4-2** summarizes the City's

existing water facilities, identified in the City of Signal Hill Water Master Plan prepared by Dudek dated May 2025.

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Table 4-1: City of Signal Hill Future Water Facilities Summary

Facility		Project Cost [1]
Planned Water Improvements		
Gundry Reservoir Roof Replacement & Coating	$	3,300,000
Electrical Upgrades at Hilltop PS	$	100,000
SCADA System Upgrade	$	500,000
Well 9 - Rehab	$	300,000
Rehab of Well 7	$	1,500,000
New Well Installation	$	5,250,000
Automated Meter Reading (AMR)	$	800,000
Temple Reservoir Soil Removal / Upgrades	$	300,000
Gundry Pump Station Rehabilitation	$	942,986
Disinfection Improvements & Gundry	$	300,000
Lakewood Water Line By-Pass	$	520,000
Well 9 Treatment Bypass	$	2,800,000
Valve Replacement	$	5,900,000
Site Security for Well 10	$	20,000
Upsize Pipelines on Hydrants That do Not Meet Fire Flow Requirements	$	2,387,582
Gundry Reservoir Treatment Enhancement	$	9,000,000
Rehab MWD Connection to Hilltop	$	850,000
Temple Reservoir Expansion	$	8,000,000
Hilltop Disinfection Station	$	650,000
Total Facilities (Rounded)	**$**	**43,420,568**

Notes:

1 Costs derived from the City of Signal Hill's Water Master Plan and Rate Study prepared by Dudek dated May 2025.

Source:

City of Signal Hill 2025 Water Master Plan.

Table 4-2: City of Signal Hill Existing Water Facilities Summary

Facility [1]	Quantity	UOM	Unit Cost	Total Cost (2025)
Existing Supply [2]				
Well 7	1	EA	$ 362,635.00	$ 477,624.30
Well 10	1	EA	$ 362,635.00	$ 477,624.30
Well 9 & Treatment	1	EA	$ 4,777,629.69	$ 6,292,586.25
Subtotal Existing Storage				*$ 7,247,834.84*
Existing Storage [3]				
Temple Reservoir	1	EA	$ 4,849,791.00	$ 4,849,791.00
Gundry Reservior	1	EA	$ 9,099,084.80	$ 9,099,084.80
Hilltop Reservior	1	EA	$ 4,431,836.00	$ 4,431,836.00
Subtotal Existing Storage				*$ 18,380,711.80*
Existing Distribution Pipelines [4]				
4 Inch	3,843	LF	$ 210.00	$ 807,030.00
6 Inch	31,825	LF	$ 250.00	$ 7,956,250.00
8 Inch	75,630	LF	$ 300.00	$ 22,689,000.00
10 Inch	38,397	LF	$ 340.00	$ 13,054,980.00
12 Inch	85,193	LF	$ 410.00	$ 34,929,130.00
14 Inch	649	LF	$ 470.00	$ 305,030.00
16 Inch	12,678	LF	$ 520.00	$ 6,592,560.00
18 Inch	7,435	LF	$ 570.00	$ 4,237,950.00
20 Inch	29,082	LF	$ 620.00	$ 18,030,840.00
Subtotal Existing Distribution Pipelines				*$ 108,602,770.00*
Total Facilities				**$ 134,231,316.64**

Notes:

1 Existing facilities derieved from the City of Signal Hill Water Master Plan prepared by Dudek dated 2025.

2 Detailed cost breakdowns of the existing water supply facilities facilities included in Appendix C. Costs are shown in January 2017 dollars and escalated by the change in the 20 Cities Engineer's News Record Construction Cost Index from January 2017 to June 2025 (13,871.21/10,531.68).

3 Detailed cost breakdowns of the existing water supply facilities and existing water storage facilities included in Appendix C. Costs are shown in January 2017 dollars and escalated by the change in the 20 Cities Engineer's News Record Construction Cost Index from January 2017 to June 2025 (13,871.21/10,531.68).

4 Costs attibuted to the existing City of Signal Hill distribution pipelines were derived from the City of Tracy Water Master Plan dated May 2023. The costs per unit were evaluated by the City of Signal Hill and determined to be representative of costs for the City of Signal Hill. Costs are shown in June 2020 dollars and escalated by the change in the 20 Cities Engineer's News Record Construction Cost Index from June 2020 to June 2025 (13,871.21/11,436.23). An additional 30% markup is included to account for design, contingency and construction management.

Source:

City of Signal Hill 2025 Water Master Plan.

City of Tracy Water Master Plan dated May 2023.

FEE METHODOLOGY

The Water Fee uses the System Plan methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, the System Plan Method "Estimates the costs for an integrated system of existing and future facilities."

In order to distribute the share of water costs to each land use type, the total water demand of the City through 2040 must be calculated. The water demand factors in terms of gallons per day per unit for residential land uses and per 1,000 square feet were sourced from the City of Signal Hill Water Master Pan dated 2025. These demand factors are summarized in **Table 4-3**. The water demand factor for each land use is then converted into an equivalent dwelling unit (EDU) factor, which is the estimated average water demand for each land use as compared to the average water demand of a single-family unit. This EDU factor is then multiplied by the residential units or the non-residential acreage to determine the total EDUs.

Table 4-3: Water Demand Factors

Land Use	Density Assumptions	Gallons Per day Per Capita [1]	Estimated Average Water Demand (GPD/Unit)	EDU Factor
Residential				
Single Family	2.59	158	409.22	1.00
Multi Family	2.53	158	399.74	0.98
Non-Residential			**Estimated Average Water Demand (GPD/1,000 SF)**	
Commercial	1.82	158	287.56	0.70
Office	4.00	158	632.00	1.54
Industrial	0.40	158	63.20	0.15

Notes:

1 Water Demand Factors based on the City of Signal Hill Water Master Plan dated May 2025 prepared by Dudek.

Source:

City of Signal Hill 2025 Water Master Plan.

The water EDUs generated by the existing City land uses are calculated in **Table 4-4**. These water EDUs are added to future development's water EDUs as shown in **Table 4-5** to determine the total water EDUs in the City through 2040 as shown in **Table 4-6.**

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Table 4-4: Existing City of Signal Hill Water Demand

Land Use	Estimated Average Water Demand (GPD/Unit) [1]	EDU Factor	Units / SF	Equivalent Dwelling Units (EDU)
Residential			Units	
Single Family Residential	409.22	1.00	2,201	2,201.00
Multi Family	399.74	0.98	2,608	2,555.84
Subtotal Residential				*4,756.84*
Non-Residential	**Estimated Average Water Demand (GPD/1,000 SF) [1]**	**EDU Factor**	**SF**	**Equivalent Dwelling Units (EDU)**
Commercial	287.56	0.70	1,737,365.00	1,216.16
Office	632.00	1.54	457,127.00	703.98
Industrial	63.20	0.15	4,431,470.00	664.72
Subtotal Non-Residential				*2,584.86*
Total Existing EDU's				**7,341.70**

Notes:

1 Water Demand Factors based on the City of Signal Hill Water Master Plan dated May 2025 prepared by Dudek.

2 Existing land uses provided by the City of Signal Hills Public Works Department on March 6, 2024.

Source:

City of Signal Hill 2025 Water Master Plan.

City of Signal Hill 2018 Public Works Department.

Table 4-5: Future City of Signal Hill Water Demand

Land Use	Estimated Average Water Demand (GPD/Unit) [1]	EDU Factor	Units / SF	Equivalent Dwelling Units (EDU)
Residential			Untis	
Single Family	409.22	1.00	37	37.00
Multi Family	399.74	0.98	1,552	1,520.96
Subtotal Residential				*1,557.96*
Non-Residential	**Estimated Average Water Demand (GPD/1,000 SF) [1]**	**EDU Factor**	**SF**	**Equivalent Dwelling Units (EDU)**
Commercial	287.56	0.70	79,900.00	55.93
Office	632.00	1.54	0.00	0.00
Industrial	63.20	0.15	211,910.00	31.79
Subtotal Non-Residential				*87.72*
Total EDU's				**1,645.68**

Notes:

1 Water Demand Factors based on the City of Signal Hill Water Master Plan dated May 2025 prepared by Dudek.

Source:

City of Signal Hill 2025 Water Master Plan.

Table 4-6: Total City of Signal Hill Water Demand

Land Use	Estimated Average Water Demand (GPD/Unit) [1]	EDU Factor	Units / SF	Equivalent Dwelling Units (EDU)
Residential			Units	
Single Family Residential	409.22	1.00	2,238	2,238.00
Multi Family	399.74	0.98	4,160	4,076.80
Subtotal Residential				*6,314.80*
Non-Residential	**Estimated Average Water Demand (GPD/1,000 SF) [1]**	**EDU Factor**	**SF**	**Equivalent Dwelling Units (EDU)**
Commercial	287.56	0.70	1,817,265.00	1,272.09
Office	632.00	1.54	457,127.00	703.98
Industrial	63.20	0.15	4,643,380.00	696.51
Subtotal Non-Residential				*2,672.58*
Total Future EDUs				**8,987.38**

Notes:

1 Water Demand Factors based on the City of Signal Hill Water Master Plan dated May 2025 prepared by Dudek.

Source:

City of Signal Hill 2025 Water Master Plan.

The cost per EDU is calculated by taking the City's existing water improvements and adding in the planned water improvements and then diving the total facility costs by the total EDUs in the City through 2040. **Table 4-7** calculates the cost per EDU.

Table 4-7: Water Cost per EDU Calculation

Description		Value
Estimated Project Costs		
Planned Water Improvements [1]	$	43,420,568
Subtotal Future Facilities	*$*	*43,420,568*
Water Improvement Buy-In [2]	$	134,231,317
Total Water System Costs		**177,651,884.64**
Total System EDUs [3]		**8,987.38**
Cost per EDU	**$**	**19,766.82**

Notes:

1 Future Facilities values provided by the City of Signal Hill's Public Works Department.

2 Costs attibuted to the existing City of Signal Hill distribution pipelines were derived from the City of Tracy Water Master Plan dated May 2023. The costs per unit were evaluated by the City of Signal Hill and determined to be representative of costs for the City of Signal Hill. Costs are shown in June 2020 dollars and escalated by the change in the 20 Cities Engineer's News Record Construction Cost Index from June 2020 to June 2024 (13,546.8/11,436.23). An additional 30% markup is included to account for design, contingency and construction management.

3 Total System EDUs is derived by summing the existing land use EDUs and the future development EDUs.

Source:

City of Signal Hill 2025 Water Master Plan.

City of Signal Hill Public Works Department.

FEE SUMMARY

The Water Fee is based on new development's fair share of the facilities identified in the Water Master Plan and buy-in to the City's existing water facilities.

The Water Fee is converted into a per meter by multiplying the cost per single family dwelling unit times the hydraulic capacity factor of a ¾" meter which is the proportional rated maximum flow in gallons per minute as defined by the American Water Works Association. **Table 4-8** summarizes the Water Fee.

Table 4-8: Total Water Fee

Meter Size	Rated Maximum Flow (GPM) [1]	Hydraulic Capacity Factor [2]		Fee
Single Family Residential				
Single Family Residential	30.00	1.00	$	19,766.82
Multi-Family Residential and Non-Residential				
5/8 Inch	20.00	0.67	$	13,177.88
3/4 Inch	30.00	1.00	$	19,766.82
1 Inch	50.00	1.67	$	32,944.70
1 1/2 Inch	100.00	3.33	$	65,889.40
2 Inch	160.00	5.33	$	105,423.04
3 Inch	300.00	10.00	$	197,668.20
4 Inch	500.00	16.67	$	329,447.00
6 Inch	1,000.00	33.33	$	658,894.00
8 Inch	1,600.00	53.33	$	1,054,230.40
10 Inch	2,300.00	76.67	$	1,515,456.20

Notes:

1 Rated maximum flow rates derived from the American Water Works Association (AWWA) Manual M6 - Water Meters, 3rd Edition, dated 1986.

2 Hydraulic Capacity Factor is the ratio of rated flow capacity relative to a 3/4" meter.

Source:

AWWA Manual M6 - Water Meters, 3rd Edition, American Water Works Association, 1986.

CAPITAL IMPROVEMENT PROJECTS AND REVENUE PROJECTIONS

Table 4-9 summarizes the potential Water fee revenue from the projected future development identified in **Table 4-5**. The revenue collected from the Water Fee will be available to expand the City's water system to meet the needs of new residents in the City.

Table 4-9: Projected Water Fee Revenue

Land Use	Proposed Fee	Anticipated Growth (EDUs)	Anticipated Fee Collection at Buildout [1]
Residential	(per EDU)		
Single Family	$ 19,766.82	37	$ 731,372.34
Multi Family	$ 19,766.82	1,521	$30,064,542.55
Non-Residential			
Commercial	$ 19,766.82	56	$ 1,105,558.24
Office	$ 19,766.82	0	$ -
Industrial	$ 19,766.82	32	$ 628,387.21
Total			**$ 32,529,860.34**

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

Table A-1 in **Appendix A** will also serve as the Water Fee CIP list as required by AB 602, which includes the facilities shown in **Table 4-1**. **Table 4-1** identifies each the planned of the facilities that will be paid for in part or in whole by the Water Fee. These facilities were identified by the in the *City of Signal Hill Water Master Plan*, dated 2025 as necessary to serve the City at buildout. The City will use the CIP facilities identified here to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

Table 4-10 details the proportional allocation of the Water fee revenue from the projected future development shown in **Table 4-5** to the proposed Water facilities shown in **Table 4-1**.

Table 4-10: Proportional Allocation of Anticipated Fee Revenue to Proposed Water Facilities

Description	Water Demand EDUs	Proportion of Water Demand EDUs	Proportional Share of Buildout Facilities [1]	Anticipated Facilties Funding [2]	Anticipated Funding Share	CIP Funding [3] [4]
Existing Development	7,342	81.69%	$ 145,122,031.28	$ 145,122,024.30	81.69%	$ 10,890,707.66
Future Development	1,646	18.31%	$ 32,529,853.36	$ 32,529,860.34	18.31%	$ 32,529,860.34
Total	**8,987**	**100.00%**	**$ 177,651,884.64**	**$ 177,651,884.64**	**100.00%**	**$ 43,420,568.00**

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of trips generated by the buildout transportation network valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

EXISTING AND PROPOSED LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

Identification of the Existing Level of Service

A standard of service refers to adopted policies in law or practice that are either in place for a particular service or are intended to be. Water service is unique in that each new user creates a direct, immediate impact on water distribution, supply, and treatment. There must be sufficient capacity in the water systems to provide a consistent level of service for all customers at the appropriate service standard. When the existing standards of service are not being met, a deficiency exists.

Per the City's Water Master Plan adopted in 2025, the City maintains approximately 50 miles of water pipelines ranging in diameter from 4 inches to 20 inches and divided into four pressure zones. The City's three existing groundwater wells and imported water agreement with the Central Basin Municipal Water District provide and meet the required maximum daily demand of 1,982 gallons per minute. In addition to the maximum daily demand, the water system must maintain a minimum of 40 psi during Peak Hour Demand as well as a minimum of 20 psi at fire hydrant outlets. Based on the hydrological analysis completed by Dudek in the City's Water Master Plan adopted in 2025, the City's existing water system meets the facility needs of existing development and there are no deficiencies in the existing systems for distribution. There are eight existing fire hydrants that do not meet the required flow rates as shown in Figure 7-3 of the Water Master Plan. The City does have adequate water supply but relies heavily on imported water to meet the maximum daily demand. Lastly the City has sufficient storage capacity to meet the equalization and fire flow capacities but does not have sufficient capacity to meet the emergency storage requirement. The Water Master Plan does include recommendations for system improvements in reliability, safety and redundancy in the event that a portion of the system is out of order.

Identification of the Proposed Level of Service and Rationale

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. Under the System Plan Methodology, the City's water level of service is defined by an integrated system of existing and planned water facilities, with the future standard attributable to new development calculated by dividing the value of the existing system plus the cost of planned improvements by total horizon-year water demand. Under this approach, new development will fund an integrated system of facilities at the future standard attributable to new development, while existing development remains responsible for addressing any existing system deficiencies through non–impact fee funding sources.

Maintaining the existing level of service of meeting the maximum daily demand of 1,982 gallons per minute, maintaining a minimum of 40 psi during Peak Hour Demand as well as maintaining a minimum of 20 psi at fire hydrant outlets is appropriate because:

- It ensures new development contributes its proportional fair share of the increased water requirements necessary to support the additional water demand generated by future development.
- It ensures required maximum daily demand of water and distribution pressure are sufficient to accommodate the additional development.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.

Because the City of Signal Hill's Water fee is utilizing the System Plan Methodology, which calculates the proposed fee utilizing the total value of the existing and the cost of future improvements and subsequently dividing by the total water demand at the horizon year, future development funds an integrated system of facilities at the future standard applicable to new development. As the System Plan Method spreads the totality of water improvements based on the total demand at the horizon year, existing deficiencies are by definition not being spread to future development and new development is not funding a higher level of service that is applied to existing development. The proportionate share of the systemwide improvements attributed to existing development will be funded by a combination of alternative funding sources including but not limited to, the City's General Fund, grants and special tax assessments.

The planned capital projects in **Table 4-1** were identified in the *City of Signal Hill Water Master Plan*, prepared by Dudek dated 2025, to maintain existing levels of service as growth occurs and prevent the creation of future deficiencies.

NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

Requirement 1: Identify the purpose of the fee.

The purpose of the Water Fee is to fund the facilities that are necessary to provide adequate water supply, treatment, storage and distribution to future development in the City. To accommodate this increased demand, new facilities must be built and/or existing facilities expanded.

Requirement 2: Identify the use of the fee.

The Water Fee will be used to fund or partially fund the water facilities and improvements shown in **Table 4-1**. These water projects were identified in the *City of Signal Hill Water Master Plan*,

dated 2025, as the facilities required to mitigate the impact of new development in the City to ensure that the new development would have adequate water supply and pressure.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The Water Fee will be used to fund or partially fund the new water facilities and improvements that are necessary to serve the increase in water demand due to new development in City. The fee for each development project is calculated based on the estimated water use of each land use type identified in the City. This correlation ensures that the fee is equal to the need generated by that specific land use. The EDU calculations based on the water demand factor for each land use are shown in **Table 4-6**. The fee calculations are shown in **Table 4-7** and **Table 4-8**.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

New development requires the addition of new or upsized water lines to serve the increased residents and businesses within the City and to ensure that the required water pressure can be met. Each new residential and non-residential development pays an impact fee based on the amount of water it is expected to use. This calculation is shown in **Table 4-7** and **Table 4-8.**

Requirement 5: 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.

The water improvements and capital expansion projects that are necessary to accommodate the additional water demand of the 1,645.68 EDUs generated by development are shown in **Table 4-1**. The identified projects are directly related to improvements that address functionality and optimization of the water system, increase the residual pressure of the water system, address velocity concerns and increase the reliability of the system to meet the criteria discussed in the Water Master Plan dated 2025.

Future development projects within the city were identified and EDUs were calculated based on the estimated daily demand for the various land uses as shown in **Table 4-3**. The calculation of water costs per EDU is shown in **Table 4-7**. The water fee calculation to spread the appropriate costs over the various land uses is shown in **Table 4-8**. The fee methodology ensures that each land use only pays for their fair share of the water improvements based on the amount of water required by that land use.

New development is projected to fund approximately $32.5 million of the total $43.4 million in programmed facility improvements. Because new development accounts for approximately 18.31% of the buildout average water demand EDUs in terms of gallons per day per acre, the projected fee revenue, which represents approximately 18.31% of total buildout water network

valuation reflects only the proportional share attributable to growth. The remaining $10.9 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions, water enterprise fund and grants as shown in **Table 4-10**.

Section 5 PARKS AND RECREATION FEE

BACKGROUND

This section presents an analysis of the Parks and Recreation Fee. The Parks and Recreation Fee covers the costs to mitigate the effects of new development on the City's parks and recreation facilities. The Parks and Recreation Fee is calculated using the Planned Facilities Method. The Planned Facilities Method estimates the costs for future facilities needed to serve new development based on a long range expenditure plan for these future facility costs. This includes the facilities required to achieve an adopted level of service that is consistent with the General Plan. Under this approach, new development funds the expansion of facilities at the adopted level of service of four (4) acres of park facilities per 1,000 resident. New residential and non-residential development will pay the Parks and Recreation Fees at building permit issuance, unless otherwise required by law, to provide park and recreation facilities at the adopted level of service identified in the City's General Plan.

PARK CLASSIFICATIONS

The City classifies its parkland into four classifications based on the typical size and amenities provided. The four classifications and the typical amenities provided are described below:

Mini/Pocket Park:
Mini/Pocket Parks typically are one acre or less in size and contain amenities including grass and seating areas, play equipment, and do not traditionally have supporting facilities. .

Linear Park:
Linear Parks vary in size based on location and purpose and are typically comprised of a wide path allowing for multiple modes of active transportation/recreation, shade and seating.

Neighborhood Park:
Neighborhood Parks typically range in size from five to ten acres and contain amenities including multiple shade and seating structures, large grass areas, sports fields and courts, play equipment and may contain or be adjacent to community serving buildings.

Community Park:
Community Parks typically range in size but exceed ten acres and contain amenities including multiple shade and seating structures, large grass areas, sports fields and courts, play equipment and may contain or be adjacent to community serving buildings.

SERVICE POPULATION

Demand for services and the associated facilities is based on the City's future service population, which includes residents and workers. In calculating the service population for new growth, workers are weighted less than residents to reflect a lower service demand. Workers are weighted at approximately 12% that of a resident based the fact that workers can take advantage of the City's Park and Recreation facilities approximately 10 hours a week (two hours per day five days a week) relative to a resident's time of 84 hours (12 hours per day for seven days a week). The discount factor reflects the fact that employees typically generate less service demand than residents because they are present in the community for a limited portion of the day when park and recreation facilities are open to the public. The calculation of the City's future service population as it relates to parks and recreation is shown in **Table 2-5.**

EXISTING AND PROPOSED LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are presented below.

Identification of the Existing Level of Service

A standard of service refers to adopted policies in law or practice that are either in place for a particular service or are intended to be. For park facilities, the level of service is typically expressed as the amount of parkland available on a per capita basis. When the existing standards of service are not being met, a deficiency exists.

As of 2023, Signal Hill's park system has a collection of 24.83 acres of community, neighborhood, mini/pocket, linear/trail, and specialized parks providing 1.89 acres of park facilities per 1,000 residents. The existing level of service does not meet the current General Plan standard of four (4) acres of park per 1,000 residents. The existing inventory of parks within the City is shown in **Table 5-1**. The City's existing level of service is calculated in **Table 5-2** utilizing the existing service population calculated in **Table 2-3**.

Table 5-1: City of Signal Hill Parks Inventory

Facility	Address	Acres [1]
Community Parks		
Signal Hill Park	2175 Cherry Avenue	10.07
Heritage Pointe Park		0.41
Subtotal Community Parks		*10.48*
Neighborhood Parks		
Reservoir Park	3315 Gundry Avenue	3.73
Discovery Well Park	2200 Temple Avenue	4.90
Hilltop Park	2351 Dawson Avenue	3.20
Subtotal Neighborhood Parks		*11.83*
Mini/Pocket Parks		
Hillbrook Park	1865 Temple Avenue	0.54
Raymond Arbor Park	1881 Raymond Avenue	0.33
Sunset View Park	2300 Skyline Drive	0.47
Calbrisas Park	2451 California Avenue	0.50
Subtotal Mini/Pocket Parks		*1.84*
Linear/Trail Parks		
Panorama Promenade	Linear Park Connecting Hilltop Park & Discovery Well Park	0.22
Subtotal Linear/Trail Parks		*0.22*
Specialized Parks		
Signal Hill Dog Park	3100 California Avenue	0.46
Subtotal Specialized Parks		*0.46*
Total Park Facilities		**24.83**

Notes:

1 Signal Hill's existing park acreage is derived from the City of Signal Hill Prioritization and Implementation Plan dated 2022.

Source:

City of Signal Hill 2022 Prioritization and Implementation Plan
City of Signal Hill January 2021 Parks and Recreation Master Plan

Table 5-2: City of Signal Hill Parks Existing Level of Service

Description	Acreage [1]
Existing Facilities	
Community Parks	10.48
Neighborhood Parks	11.83
Mini/Pocket Parks	1.84
Linear/Trail Parks	0.22
Specialized Parks	0.46
Subtotal Facilities	*24.83*
Existing Service Population [2] [3] [4]	13,162
Total Park Acreage per 1,000 Residents	**1.89**

Notes:

1 Signal Hill's existing park acreage is derived from the City of Signal Hill Prioritization and Implementation Plan dated 2022.

2 Existing service population based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st 2025.

3 Employment data for the City of Signal Hill derived from the United States Census Bureau's On the Map Database.

4 Assumes a resident can utilize park facilities an average of 12 hours per day 7 days a week (84 hours) and an employee can utilize park facilities an average of 2 hours per day 5 days a week (10 hours); this translates to 1.0 employee equaling approx. 0.12 residents (10/84 = 0.12) in terms of potential park utilization.

Source:

City of Signal Hill 2022 Prioritization and Implementation Plan
City of Signal Hill January 2021 Parks and Recreation Master Plan

Identification of the Proposed Level of Service and Rationale

The Parks and Recreation Fee includes the parkland development that is needed to serve growth in the City through 2040 based on the adopted standard of providing four (4) acres of parkland per 1,000 residents, as established in the Parks and Recreation Master Plan and City General Plan. As shown on **Table 5-2**, the proposed level of service for future development exceeds the level of service currently provided. However, this is appropriate because the proposed level of service corresponds to the level of service identified by City Council and adopted in the City's General Plan and Parks and Recreation Master Plan. The proposed level of service is 4.0 acres per 1,000 residents compared to the existing level of service amount of 1.89 acre per 1,000 residents.

Government Code section 66001(g) states, "A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service, or (2) achieve an adopted level of service that is consistent with the general plan." The CIP, shown in **Appendix A**, will provide parks for future development at the level of service consistent with the General Plan policies of the City.

The City is not requiring new development to fund the correction of park deficiencies, Rather, the Parks and Recreation Fee is structured to ensure that future development contributes its fair share toward achieving the City's adopted level of service for parks, as reflected in the CIP. The use of the adopted level of service is appropriate where the existing level of service is lower than the City's adopted standards and future facilities are required to serve new growth.

The City has identified potential funding sources for the existing population's fair share of the facilities including grants, reserve funds and general fund contributions. The City has shown an ongoing commitment to find funding for Parks and Recreation Facilities using a range of funding resources and approaches to finance park projects, beyond Parks and Recreation Impact fees. The City has been successful in applying and securing grants in the past, such as the Community Development Block Grant (CDBG) and the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) grants. Additionally, the City has committed funds from Proposition 68, Measure A, Measure W and the City's CIP reserve funds. Thus, showing a commitment from the City to incorporate other funding sources such as grants. The City will continue to identify funding sources and explore bonds or potential grants for the development of park facilities to bring the existing level of service up to the adopted General Plan standard.

FEE METHODOLOGY

The Parks and Recreation Fee uses the Planned Facilities Methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, the Planned Facility Method "Estimates the costs for future facilities needed to serve new development based on a long range expenditure plan for these future facility costs." This method is appropriate when planned facilities are mostly for the benefit of new development. Per the "Impact Fee Nexus Template", the Planned Facilities Methodology estimates the costs for future facilities needed to serve new development based on a long range expenditure plan for these future facility costs. This should include identifying what types of public facilities will be needed in the future to serve new development and their associated costs, which may include refurbishment of existing facilities to maintain the existing level of service or achieving an adopted level of service that is consistent with the General Plan. The fees are based on the future parkland development needed to maintain the adopted General Plan standard of four (4) acres of park facilities per 1,000 residents.

The estimated cost per acre for parkland development in the City of Signal Hill is approximately $3.7 million based on recent projects completed within the City of Signal Hill provided by the City of Signal Hill. This cost is strictly attributed to the cost of amenitizing parkland and does not include land acquisition costs which are acquired through the City of Signal Hill's Quimby ordinance.

Table 5-3 calculates the estimated total future parkland improvement cost using the City of Signal Hill's park standard of four (4) acres per 1,000 residents and the projected future service population in **Table 2-4** to calculate the total park acreage required to serve new development. This acreage is then multiplied by the cost per acre for park improvements as provided by the City of Signal Hill to calculate the total future parkland improvement cost.

Table 5-3: Total Future Parks and Recreation Improvement Cost

Description		Total
Future Park Improvements		
City of Signal Hill Park Acre per 1,000 Standard [1]		4.00
City of Signal Hill Future Service Population		4,050
Total Park Acreage Required to Serve New Development		16.20
Cost per Acre for Park Improvements [2]	$	3,712,454
Total Future Park Improvement Cost	**$**	**60,141,755**

Notes:

1 Park Acreage per 1,000 residents derived from the City of Signal Hill Parks and Recreation Master Plan dated January 1, 2021.

2 Cost per Acre of Park Improvements provided by the City of Signal Hill on March 1, 2024.

Source:

City of Signal Hill January 2021 Parks and Recreation Master Plan

Table 5-4 summarizes the total cost of parkland development and is converted to a cost per resident by dividing by the future service population. The cost per resident is converted to a cost per employee by multiplying by the ratio of time an employee has access to park and recreation facilities in relation to a resident.

Table 5-4: Park and Recreation Cost Per Resident

Description		Value
Future Park Facilities		
Future Park Improvements	$	60,141,755
Subtotal Park Improvements [1]	*$*	*60,141,755*
Future Service Population		4,050
Total Existing Level of Service per Capita	**$**	**14,850**
Total Existing Level of Service per Worker [2]	**$**	**1,782**

Notes:

1 Cost per Acre of Park Improvements provided by the City of Signal Hill on March 1, 2024.

2 Assumes a resident can utilize park facilities an average of 12 hours per day 7 days a week (84 hours) and an employee can utilize park facilities an average of 2 hours per day 5 days a week (10 hours); this translates to 1.0 employee equaling approx. 0.12 residents (10/84 = 0.12) in terms of potential park utilization.

Source:

City of Signal Hill January 2021 Parks and Recreation Master Plan.

FEE SUMMARY

The Parks and Recreation Fee for residential unit is calculated by multiplying the cost per resident by the average number of residents per unit type (density). The fee per unit must then be converted to a fee per square foot for each unit type. **Table 5-5** calculates the Parks and Recreation Fee per residential square footage by taking the cost per unit and dividing by the estimated average unit size for each land use. The Parks and Recreation Fee per 1,000 square foot of non-residential land uses is calculated by multiplying the cost per employee by the number of employees per 1,000 square feet which is then divided by 1,000 to determine a cost per square foot as shown in **Table 5-5.**

Table 5-5: Parks and Recreation Fee Calculation

Land Use	Cost Per Resident	Density	Subtotal Fee	Average Unit Size (SF)	Fee/SF
Residential			(per Unit)		
Single Family	$ 14,850.00	2.59	$ 38,461.50	2,280	$ 16.87
Multi Family	$ 14,850.00	2.53	$ 37,570.50	1,865	$ 20.15
Non- Residential			(per 1,000 SF)		
Commercial	$ 1,782.00	1.82	$ 3,243.24	1,000	$ 3.24
Office	$ 1,782.00	4.00	$ 7,128.00	1,000	$ 7.13
Industrial	$ 1,782.00	0.40	$ 712.80	1,000	$ 0.71

CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

Based upon the projected new population growth in the City (**Table 2-1**), new development will contribute roughly 16 acres to the City's park system, as shown in **Table 5-3.** The City of Signal Hill Parks and Recreation Master Plan dated 2021 defines some of the anticipated park facilities to be constructed to serve future development in the City. These anticipated parks are detailed in **Table 5-6**. The location of the remaining 6.01 acres will be determined as the City continues to develop and the precise location of neighborhood and community parks are identified.

Table 5-6: City of Signal Hill Park Sites

Facility [1]	Location	Acres [1]	Cost per Acre	Total Cost
Future Park Opportunity Sites				
Park Site No. 1	28th St & Rose Ave	1.30	$3,712,454.00	$ 4,826,190.20
Park Site No. 2	27th St & Cherry Ave	1.50	$3,712,454.00	$ 5,568,681.00
Park Site No. 3	Crescent Heights St & Walnut Ave	3.20	$3,712,454.00	$11,879,852.80
Park Site No. 4	Crescent Heights St & Gardena Ave	4.19	$3,712,454.00	$15,555,182.26
Additional Park Sites	TBD	6.01	$3,712,454.00	$22,311,848.54
Total Park Opportunity Sites		**16.20**		**$60,141,754.80**

Notes:
1 Park opportunity sites derived from the City of Signal Hill Parks and Recreation Master Plan dated 2021.

Source:
City of Signal Hill 2022 Prioritization and Implementation Plan
City of Signal Hill January 2021 Parks and Recreation Master Plan

Table 5-7 summarizes the potential Parks and Recreation Fee revenue from projected future development identified in **Table 2-1**. The anticipated revenue does not take into account the current park fund balance and assumes that developers will pay the fee for parkland development in the City and not construct the improvements. If developers construct the improvements and take credits rather than paying the fee, the revenue collected may be substantially lower. The revenue collected from the Parks and Recreation Fee will be available to expand the City's Park facilities to meet the needs of new residents in the City.

Table 5-7: Projected Parks and Recreation Fee Revenue

Land Use	Proposed Fee	Anticipated Growth (units)	Anticipated Growth	Anticipated Fee Collection at Buildout [1]
Residential	(per SF)		(Total SF)	
Single Family	$ 16.87	37	84,373	$ 1,423,372.51
Multi Family	$ 20.15	1,552	2,894,480	$58,323,772.00
Non-Residential	(per SF)		(Total SF)	
Commercial	$ 3.24		79,900	$ 259,134.88
Office	$ 7.13		0	$ -
Industrial	$ 0.71		211,910	$ 151,049.45
Total				**$ 60,157,328.83**

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

Requirement 1: Identify the purpose of the fee.

The purpose of the Parks and Recreation Fee is to fund the park facility needs generated by new development in the City of Signal Hill. Each new resident and employee creates a demand for additional park facilities. The City's adopted standard in the General Plan is to provide four (4) acres of park facilities per 1,000 residents. In order to accommodate these needs, additional park facilities must be developed. **Table 5-3** shows the cost per acre of parkland development based on recent park construction in the City provided by City Staff, for the development of park facilities in the City.

Requirement 2: Identify the use of the fee.

The Parks and Recreation Fee will be used to fund new the development of park facilities in order to meet the General Plan standard discussed in this chapter. Parkland development is necessary to meet the City's adopted standards of four (4) acres of park facilities for each 1,000 new residents. The location of the proposed parkland improvements is located in the City of Signal Hill Parks and Recreation Master Plan dated 2021 and are identified in **Table 5-6**. As future developments come online and Parks and Recreation Fees are collected, the City will identify additional park sites to program the remaining 6.01 acres. The potential fee revenue is shown on **Table 5-7**. It is anticipated that an additional 16.2 acres of park facilities is needed to meet the needs of future development.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The Parks and Recreation Fee will be used to fund the development of additional parkland that is necessary to serve the increased residents and employees in the City. New residential development generates additional residents which increases the demand for park facilities. The Parks and Recreation Fee is calculated using the General Plan standard of four (4) acres of park per 1,000 residents. Residential development is responsible for paying its fair share to maintain the City's standard. Non-residential land uses contribute to the need for additional parkland for the time that they are in the City which is represented by the employees per thousand square foot reduced by the proportional time employees can access the City's parkland in relation to residents. **Table 5-4** calculates the cost per capita. The cost per capita is then allocated to each development type based on the estimated persons or employees per household. **Table 5-5** then calculates the cost per square foot for the residential units and non-residential development based on the estimated average unit size and 1,000 square feet of development respectively. By basing the fee on the size of the unit and the estimated number of new residents that is anticipated to be generated by the addition of that square footage, the fee is directly correlated to the increased need for new park facilities.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development is anticipated to generate new residents and employees. The addition of new residents and employees creates the need for additional park facilities to maintain the General Plan park standard of four (4) acres per 1,000 residents. The fee is directly correlated to the number of new residents and employees expected to be generated by each type of development. These calculations are shown in **Table 5-4**. Non-residential development pays for parkland development at a reduced rate per employee based on the proportional time an employee can access parkland development in comparison with residents.

Requirement 5: 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.

The Parks and Recreation Fee will fund the development of park facilities that is required to serve the new development in the City. As new development occurs, new park facilities are necessary to meet the City's General Plan standard of four (4) acres of park per 1,000 residents. The Parks and Recreation Fee is calculated by taking the cost per acre of park development times four (4) acres of parks per 1,000 future residents to determine the cost per capita, as shown in **Table 5-5.** The cost per capita is then allocated to residential land use based on the persons per household each unit is expected to generate, divided by the average unit size in square feet to determine the fee per square foot as shown in **Table 5-5**. Since the need for park facilities is based on the number of new residents, calculating the fee based on the number of persons each unit is expected to generate and converting to a fee per square feet, ensures that each new residential unit is paying only its fair share of the required facilities. By determining the fee based on the estimated new residents that would be generated by new development, each new residential unit is paying only its fair share of the facilities required to meet the City's General Plan Standard. Non-residential land uses are assessed a Parks and Recreation Fee based on the employees per 1,000 square feet each non-residential use is expected to generate reduced by the total time employees are able to access the City's park facilities.

Section 6 GENERAL GOVERNMENT FACILITIES FEE

BACKGROUND

This section presents an analysis of the General Government Facilities Fee. The General Government Facilities Fee covers the costs to mitigate the effects of new development on the City's general government facilities including administrative functions and the public works department. While the City does not currently collect a General Government Facilities Fee, a fee is being proposed to ensure that new development pays its fair share to maintain the City's existing level of service. The General Government Facilities Fee is calculated using the Existing Inventory Method. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per capita basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development.

By definition, the existing inventory method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the current facility standards serving current residents. In other words, if a deficiency exists in the current facility standards, new development is only required to fund the expansion of facilities at the currently provided standard, and any current deficiency must be rectified by funding outside of the impact fee program. Furthermore, per the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, when using the Existing Inventory Method, no existing deficiencies are assumed because the impact fee associated with this method funds the expansion of facilities at the existing service level. This method is often used when a long-range plan for new facilities is not available. New development will pay the General Government Facilities Fees at building permit issuance, unless otherwise required by law, to maintain the existing level of service provided to the City's existing service population.

SERVICE POPULATION

Demand for services and the associated facilities is based on the City's future service population, which includes residents and workers. In calculating the service population for new growth, workers are weighted less than residents to reflect a lower service demand. Workers are weighted at approximately 37% that of a resident based the fact that workers can take advantage of the City's General Government Facilities approximately 45 hours a week relative to a resident's time of 123 hours (168 hours per week less 45 work hours). The discount factor reflects the fact that employees typically generate less service demand than residents because they are present in the community for a limited portion of the day. The calculation of the City's existing service population as it relates to General Government Facilities is shown in **Table 2-2**.

EXISTING LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

Identification of the Existing Level of Service

The General Government Facilities Fee is calculated using the Existing Inventory Method. This methodology establishes the City's existing level of service through an evaluation of current facility valuation to provide civic services. The analysis and calculations detailed throughout this section provide the basis for identifying and describing the existing level of service.

As of Fiscal Year 2024-2025, the City of Signal Hill is providing General Government Facilities utilized to provide civic services at an approximate valuation of $2,208.26 per capita for residents and $817.05 per capita for workers. The City's existing level of service in terms of facility valuation per capita is shown in **Table 6-2**.

Identification of the Proposed Level of Service and Rationale

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. The existing level of service is proposed to remain consistent at general government facilities valuation of $2,208.26 per capita for residents, and $817.05 per capita valuation for workers. Future development will be required to fund its proportionate share of the additional facilities, systems, and equipment necessary to uphold the current service standard.

Maintaining the established level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the increased facility requirements necessary to serve future development.
- It maintains the existing facility valuation per capita provided to existing development.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.

FEE METHODOLOGY

The General Government Facilities Fee uses the Existing Inventory Method methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, with the Existing Inventory Method "New development will fund the expansion of facilities at the same standard as currently used to service existing development." The fees are based on the general government facilities needed to maintain the existing level of service. As new development increases demand for civic services, the General Government Facilities fee funds capital improvements that ensure City facilities, systems, and equipment remain functional, accessible, and capable of supporting the continued delivery of general government services to residents and workers, consistent with applicable code, safety, and operational standards.

Based on the City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review dated 2023 which is compiled by a third-party auditor, details the replacement valuation of general government facilities provided to the City's existing service population is approximately $37.1 million. **Table 6-1** summarizes the existing General Government Facilities Inventory that forms the basis of the existing level of service calculation as these are the facilities and equipment to serve the City's current residents and workers. Vehicles and equipment that have exceeded their useful life expectancy have been removed from the analysis.

Table 6-1: General Government Facilities Inventory

Facility	Address	Year Constructed	Square Feet	Total Real Property	Total Personal Property	Total Valuation [1]
Administration						
City Hall	2175 Cherry Avenue	1989	15,482.00	$ 3,725,000.00	$ 275,000.00	$ 4,000,000.00
Office Building and Industrial Use	2700-2730 Cherry Avenue	1946	2,346.00	$ 558,000.00	$ -	$ 558,000.00
Subtotal Administration				*$ 4,283,000.00*	*$ 275,000.00*	*$ 4,558,000.00*
Public Works						
Public Works Yard	2175 28th Street		0.00	$ 1,541,506.00	$ -	$ 1,541,506.00
City Yard Building No. 1	2175 28th Street	1984	4,508.00	$ 911,400.00	$ 64,000.00	$ 975,400.00
City Yard Building No. 2	2175 28th Street	1985	4,840.00	$ 695,000.00	$ 44,000.00	$ 739,000.00
City Yard Building No. 3	2175 28th Street	1985	9,440.00	$ 1,458,000.00	$ 123,000.00	$ 1,581,000.00
City Yard Building No. 4	2175 28th Street	1985	9,851.00	$ 426,500.00	$ 54,000.00	$ 480,500.00
City Yard Building No. 5	2175 28th Street	1985	400.00	$ 155,000.00	$ -	$ 155,000.00
City Yard Building No. 6	2175 28th Street	1985	900.00	$ 45,000.00	$ -	$ 45,000.00
Subtotal Public Works				*$ 5,232,406.00*	*$ 285,000.00*	*$ 5,517,406.00*
General Public						
City Library	1800 East Hill Street	2018	20,000.00	$ 17,309,860.00	$ 1,193,790.00	$ 18,503,650.00
Library Building No. 2	1800 East Hill Street	2019	20,500.00	$ 4,116,800.00	$ 420,000.00	$ 4,536,800.00
Pride Building	1919 East Hill Street	1978	500.00	$ 83,000.00	$ 15,000.00	$ 98,000.00
Community Center	1780 East Hill Street	1968	14,106.00	$ 3,146,000.00	$ 46,000.00	$ 3,192,000.00
Subtotal General Public				$ 24,655,660.00	$ 1,674,790.00	$ 26,330,450.00

Vehicles & Equipment	**Replacement Value**
2017 Ford F-350 Truck	$ 52,869.00
2020 Ford F-150 Truck	$ 29,984.00
2016 Chev Colorado Truck w/ Lift Gate	$ 32,111.00
2017 Ford F-450 Truck	$ 83,830.00
2008 Ford F-450 Truck	$ 50,294.00
2018 Ford F-150 Truck	$ 31,835.00
2002 Sterling SC7000 DP	$ 48,639.00
2018 Toyota RAV4 (Hybrid)	$ 32,335.00
2017 Ford Fusion - Plug In Hybrid	$ 32,597.00
2018 Toyota RAV4 (Hybrid)	$ 32,388.00
2018 Toyota RAV4 (Hybrid)	$ 32,335.00
2018 Toyota RAV4 (Hybrid)	$ 32,335.00
2022 Emergency Generator (TRL 65 DA)	$ 68,603.75
2003 Case 580	$ 73,402.00
2017 Mitshubishi Propane Forklift	$ 27,230.00
Light Board	$ 5,570.00
Subtotal Vehicles	$ 666,357.75
Total General Government Facilities	**$ 37,072,213.75**

Notes:
1 Signal Hill's existing facility valuation is derived from the City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review dated 2023.

Source:
City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review 2023.

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Table 6-2 calculates the existing level of service for General Government Facilities on a per-capita basis by dividing the total replacement value of all existing General Government Facilities by the City's current service population, which includes both residents and workers. This existing level of service per capita represents the cost required to provide facility space, vehicles, equipment, and supporting infrastructure necessary to maintain the existing level of service.

This analysis establishes the benchmark for the City's existing level of service and is used to proportionally determine each new development's fair share of the cost for future general government facility improvements. By applying this per-capita cost to the additional service population generated by new development, the City ensures that growth contributes equitably to maintaining the same level of service as provided to existing residents and workers. Utilizing this calculation methodology ensures that if any existing deficiencies are present, they are not allocated to future development because new development is only funding expanded facilities at the same valuation per capita the City currently provides to the existing service population. Any existing deficiency that exists must be rectified by funding outside of the fee program.

Table 6-2: General Government Facilities Cost per Capita

Description		Value
Existing General Governmental Facilities		
Administration	$	4,558,000.00
Public Works	$	5,517,406.00
General Public	$	26,330,450.00
Vehicles & Equipment	$	666,357.75
Subtotal General Government Facilities [(1)]	*$*	*37,072,213.75*
Existing Service Population		16,788
Total Existing Level of Service per Resident	**$**	**2,208.26**
Total Existing Level of Service per Worker [(2)]	**$**	**817.05**

Notes:

1 Signal Hill's existing facility valuation is derived from the City of Signal Hill Property Listing for JPIA-Alliant Annual Insureance Review dated 2023.

2 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review 2023.

FEE SUMMARY

The General Government Facilities Fee per unit is calculated by multiplying the cost per resident or worker by the average number of residents or worker per unit type (density). The General Government Facilities fee per unit must then be converted to a fee per square foot for each residential unit type as well as each non-residential land use type. This calculation is shown in **Table 6-3**.

Table 6-3: General Government Facilities Fees

Land Use	Cost Per Capita	Density	Subtotal Fee	Average Unit Size (SF)	Fee/SF
Residential			(per Unit)		
Single Family	$ 2,208.26	2.59	$ 5,719.39	2,280	$ 2.51
Multi Family	$ 2,208.26	2.53	$ 5,586.90	1,865	$ 3.00
Non- Residential			(per 1,000 SF)		
Commercial	$ 817.05	1.82	$ 1,487.03	1,000	$ 1.49
Office	$ 817.05	4.00	$ 3,268.20	1,000	$ 3.27
Industrial	$ 817.05	0.40	$ 326.82	1,000	$ 0.33

CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

Table 6-4 summarizes the potential General Government Facilities fee revenue from the projected future development identified in **Table 2-1**. The revenue collected from the General Government Facilities Fee will be available to expand the City's General Government Facilities Fees facilities to meet the needs of new residents in the City.

Table 6-4: Projected General Government Facilities Fee Revenue

Land Use	Proposed Fee	Anticipated Growth (units)	Anticipated Growth	Anticipated Fee Collection at Buildout [1]
Residential	(per SF)		(Total SF)	
Single Family	$ 2.51	37	84,373	$ 211,776.23
Multi Family	$ 3.00	1,552	2,894,480	$ 8,683,440.00
Non-Residential	(per SF)		(Total SF)	
Commercial	$ 1.49		79,900	$ 119,051.00
Office	$ 3.27		0	$ -
Industrial	$ 0.33		211,910	$ 69,930.30
Total				**$ 9,084,197.53**

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

Table A-1 in Appendix A will also serve as the General Government Facilities Fee CIP list as required by AB 602, which includes the facilities shown in **Table 6-5**. **Table 6-5** identifies the

planned facilities identified in the City of Signal Hill's Civic Center Master Plan dated December 2024. The revenue collected by the General Government Facilities fee will pay for a portion of the Community Center included in Phase 2 of the City's Civic Center Master Plan. The remaining phases and line items of the Civic Center Master Plan will be funded utilizing other funding sources. The City will use the CIP facilities identified here to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

Table 6-5: Proposed City of Signal Hill General Government Facilities

Facility	Total Programmed Cost [1] [2]
Phase 1	
Amphitheater Stage and Shell	$2,269,575.00
Amphitheater Shell Equipment (sound, lighting, etc.)	$453,915.00
Amphitheater Back-of-House	$3,586,836.00
Amphitheater Seating Area and Landscape	$1,382,171.00
Amphitheater Parking / 21st Street Lot	$1,500,946.00
Subtotal Phase 1	*$ 9,193,443.00*
Phase 2	
Demolition	$2,004,791.00
New Community Center	$33,513,634.00
Expanded Parking - Hill Street Lot	$820,830.00
Kelley Drive Improvements	$682,930.00
Spud Field Sports Courts and Playground	$8,293,027.00
New Storage Shed	$408,524.00
Subtotal Phase 2	*$ 45,723,736.00*
Phase 3	
Exercise Court	$921,447.00
Park Landscape Improvements	$8,662,211.00
Jessie Nelson Circle Improvements	$2,065,313.00
City Hall Entry Garden and Plaza	$5,671,668.00
Community Garden Improvements	$317,741.00
Hill Street Pedestrian Improvements	$1,134,788.00
21st Street Pedestrian Improvements	$453,915.00
Subtotal Phase 3	$ 19,227,083.00
Total General Government Facilities	**$ 74,144,262.00**

Notes:
1 Total programmed costs derived from the City of Signal Hill Civic Center Master Plan dated December 2024.
2 Total programmed costs includes a fourty-five (45%) percent markup for design, contingency and construction management.

Source:
City of Signal Hill Civic Center Master Plan 2024.

Table 6-6 details the proportional allocation of General Government Facilities fee revenue from the projected future development shown in **Table 6-4** to the proposed General Government Facilities shown in **Table 6-5**.

Table 6-6: Proportional Allocation of Anticipated Fee Revenue to Proposed General Government Facilities

Description	Service Population	Proportion of Service Population	Proportional Share of Buildout Facilities [1]	Anticipated Facilties Funding [2]	Anticipated Funding Share	CIP Funding [3] [4]
Existing Development	16,788	80.34%	$ 56,711,902.94	$ 61,501,650.22	87.13%	$ 24,429,436.47
Future Development	4,107	19.66%	$ 13,873,944.81	$ 9,084,197.53	12.87%	$ 9,084,197.53
Total	**20,895**	**100.00%**	**$ 70,585,847.75**	**$ 70,585,847.75**	**100.00%**	**$ 33,513,634.00**

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of service population by the buildout facilities valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

Requirement 1: Identify the purpose of the fee.

The purpose of the General Government Facilities Fees is to fund the portion of administration and public works facilities that are needed to serve new development in the City and necessary to maintain the existing level of service. Each new resident and worker generates increased demand for civic services and the General Government Facilities fee funds capital improvements that ensure City facilities, systems, and equipment remain functional, accessible, and capable of supporting the continued delivery of general government services to residents and workers, consistent with applicable code, safety, and operational standards.

Requirement 2: Identify the use of the fee.

The fees will be used to fund the construction of a new community center at the City's Civic Center summarized in **Table 6-5**. These projects were identified in the City of Signal Hill Civic Center Master Plan dated December 2024 as facilities which will mitigate the impact of new development in the City by constructing additional general government facilities or reconfiguring poorly used space to generate additional functional space.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The General Government Facilities Fees will be used to fund general government facilities projects consisting of new administration and public works facilities necessary to serve the increased residents and workers in the City of Signal Hill as shown in **Table 6-5**. The General Government Facilities Fees are calculated based on the level of service of the existing general government facilities. Workers are weighted at a lower weight than residents to reflect their lesser impact on the facilities. This weighting is calculated as resident equivalents and is used to calculate a cost per capita to maintain the existing level of service as shown in **Table 6-2**. The cost per capita is spread to each land use based on the persons per household and employment density assumptions as defined in **Table 2-4** ensuring a reasonable relationship between the fees use and the type of development project as shown in **Table 6-3**.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development is anticipated to generate either new residents or workers. The addition of these new residents and workers directly creates the need for additional general government facilities for administration and public works facilitates, which are necessary in order to maintain the existing level of service. The fees are based on the number of resident equivalents each new development is expected to generate, thus ensuring that the need for the facility is directly related to a particular development's impact. New workers generate a smaller demand than a resident and thus one worker is considered, on average, as equivalent to 0.37 times that of a resident based on the accessibility of general government facilities in relation to a resident. The relationship between the need for the facility and the type of development project is shown in **Table 6-3**.

Requirement 5: 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.

The General Government Facilities Fees will provide funding for maintaining the existing level of service of the City's general government facilities for administration and public works facilities. These City's existing facilities and costs are summarized in **Table 6-1**. The cost per capita is derived by dividing the existing facilities based on the existing service population in the City as shown in **Table 6-2.** The cost per capita is spread to each land use based on the number of new residents or workers that the land use will generate as shown in **Table 6-3**.

Allocating fees based on the number of new residents or workers that the land use will generate, ensures each new development is only paying for their fair share of the required facilities since the need for the facilities directly correlates to the addition of new residents and worker equivalents.

The required facilities, capital expansion, vehicles and equipment to maintain the existing level of service and accommodate the 4,107 additional residents and workers are shown in **Table 6-5.** Improvements such as the Community Center are directly expanding the square footage of facilities to accommodate the additional residents and works in the City while continually providing the same level of service as development occurs.

New development is projected to fund approximately $9.1 million of the total $33.5 million in programmed facility improvements. Because new development accounts for approximately 19.66% of the buildout service population, the projected fee revenue, which represents approximately 12.87% of total buildout general government facilities valuation reflects only the proportional share attributable to growth. The remaining $24.4 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions and grants as shown in **Table 6-6**.

Section 7 POLICE FACILITIES FEE

BACKGROUND

This section presents an analysis of the Police Facilities Fee. The Police Facilities Fees cover the cost to mitigate the effects of new development on the City's police facilities. While the City does not currently collect a Police Fee, a fee is being proposed to ensure that new development pays its fair share of the City's Police Facilities so that the level of service provided to existing development is not reduced by new development. The Police Fee is calculated using the Existing Inventory Method. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per capita basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development.

By definition, the existing inventory method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the current facility standards serving current residents. In other words, if a deficiency exists in the current facility standards, new development is only required to fund the expansion of facilities at the currently provided standard, and any existing deficiency must be rectified by funding outside of the impact fee program. Furthermore, per the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, when using the existing inventory method, no existing deficiencies are assumed because the impact fee associated with this method funds the expansion of facilities at the existing service level. This method is often used when a long-range plan for new facilities is not available. New development within the City will pay the Police Facilities Fees at building permit issuance, unless otherwise required by law, to maintain the level of service provided to the City's existing residents.

SERVICE POPULATION

Demand for services and the associated facilities is based on the City's future service population, which includes residents and workers. In calculating the service population for new growth, workers are weighted less than residents to reflect a lower service demand. Workers are weighted at approximately 37% that of a resident based the fact that workers can take advantage of the City's Police Facilities approximately 45 hours a week relative to a resident's time of 123 hours (168 hours per week less 45 work hours). The discount factor reflects the fact that employees typically generate less service demand than residents because they are present in the community for a limited portion of the day. The calculation of the City's existing service population as it relates to Police Facilities is shown in **Table 2-2**.

EXISTING LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

Identification of the Existing Level of Service

The Police Fee is calculated using the Existing Inventory Method. This methodology establishes the City's existing level of service through an evaluation of current facility valuation to provide police services. The analysis and calculations detailed throughout this section provide the basis for identifying and describing the existing level of service.

As of Fiscal Year 2024–2025, the City of Signal Hill's police facilities used to provide police services have an estimated valuation of $676.60 per capita for residents and $250.34 per capita for workers, reflecting police administration, patrol, and traffic safety operations. The City's existing facilities, vehicles and equipment is utilized by 34.70 full time equivalent police personnel to provide police services to the City's existing service population. This represents the City providing police officers at a rate of one full time equivalent per 483.8 persons served as shown in **Table 7-1**.

Table 7-1: City of Signal Hill Police Existing Level of Service

Description	Value [1]
Patrol Services	
Sergeant	4.00
Senior Police Officer	4.00
Police Corporal	0.00
Homeless Liaison Officer	1.00
Police Officer	15.00
Police Traffic Officer	2.00
Police Recruit Officer	0.00
Parking Control	0.70
Subtotal Patrol Services	*26.70*
Investigative Services	
Detective Sergeant	1.00
Senior Police Officer/Detective	1.00
Police Corporal/Detective	0.00
Detective	3.00
Subtotal Investigative Services	*5.00*
Police Support Services	
Chief of Police	1.00
Captain	1.00
Lieutenant	1.00
Subtotal Police Support Services	*3.00*
Total Existing Police Personnel	***34.70***
Existing Service Population	16,788
Service Population per Police Officer	**483.80**
Future Service Population	4,107
Future Officers Required	**9.00**

Notes:

1 Signal Hill's existing police personnel derived from the City of Signal Hill Adopted Operation and Capital Budget for Fiscal Years 2024-2026.

Source:

City of Signal Hill Adopted Operation and Capital Budget Fiscal Years 2024-2026.

The City's existing level of service in terms of facility valuation per capita is calculated in **Table 7-3**.

Identification of the Proposed Level of Service and Rationale

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. The existing level of service is proposed to remain consistent at a police facility valuation of $676.60 per capita for residents, and $250.34 per capita valuation for workers. Future development will be required to fund its proportionate share of the additional facilities and vehicles necessary to uphold the existing service standard.

Maintaining the established level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the increased facility requirements necessary to serve future development.
- It maintains the existing facility valuation per capita provided to existing development.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.

FEE METHODOLOGY

The Police Facilities Fee uses the Existing Inventory Method methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, with the Existing Inventory Method "New development will fund the expansion of facilities at the same standard as currently used to service existing development." The fees are based on the police facilities, equipment and systems required to maintain the existing level of service. As new development increases demand for police services, the Police Facilities Fee funds capital improvements that ensure police facilities, vehicles, technology, and equipment remain functional, reliable, and capable of supporting the continued delivery of law enforcement services to residents and workers, consistent with applicable safety, operational, and performance standards.

Based on the City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review dated 2023, which is compiled by a third-party auditor, details the replacement valuation of police facilities provided to the City's existing service population is approximately $11.4 million. **Table 7-2** summarizes the existing Police Facilities Inventory that forms the basis of the existing level of service calculation. Vehicles and equipment that have exceeded their useful life expectancy have been removed from the analysis.

Table 7-2: Police Facilities Inventory

Facility	Address	Year Constructed	Square Feet	Total Real Property	Total Personal Property	Total Valuation [1]
Police						
Police Station	2745 Walnut Avenue	2014	20,500.00	$ 6,633,000.00	$ 650,000.00	$ 7,283,000.00
Police Station Building No. 2	2745 Walnut Avenue	2014	7,000.00	$ 625,000.00	$ -	$ 625,000.00
Police Station Building No. 3	2745 Walnut Avenue	2014	20,500.00	$ 2,215,000.00	$ 56,000.00	$ 2,271,000.00
Police Station Building No. 4	2745 Walnut Avenue	2012	2,800.00	$ 269,000.00	$ -	$ 269,000.00
Subtotal Administration (rounded)				*$ 9,742,000.00*	*$ 706,000.00*	*$ 10,448,000.00*
Vehicles & Equipment						**Replacement Value**
2019 Ford Interceptor						$ 54,387.00
2018 Chevy Tahoe SUV						$ 64,806.00
2019 Ford Interceptor						$ 55,225.00
2018 Ford Interceptor						$ 34,427.00
2018 Ford F-150 Truck						$ 40,626.00
2019 Ford Explorer SUV						$ 39,470.00
2020 Chevrolet Tahoe 4X4 SUV						$ 51,000.00
2020 Chevrolet Tahoe SUV						$ 49,501.00
2020 Ford Interceptor						$ 46,828.00
2020 Ford Interceptor						$ 46,828.00
2019 Toyota Highlander						$ 44,400.00
2021 Ford Interceptor						$ 46,499.43
2021 Ford Interceptor						$ 46,499.43
2021 Toyota 4-Runner						$ 38,383.97
2022 Ford Interceptor						$ 66,928.00
2022 Ford Interceptor						$ 66,928.00
2016 Ford Interceptor						$ 50,031.00
2016 Ford Utility Truck						$ 30,190.00
2019 Honda Odyssey						$ 37,816.00
Subtotal Vehicles (rounded)						*$ 910,774.00*
Total General Government Facilities (rounded)						**$ 11,358,774.00**

Notes:

1 Signal Hill's existing facility valuation is derived from the City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review dated 2023.

2 The land valuation of $1,400,000.00 per acre was provided by the City of Signal Hill via email on August 30, 2023.

Source:

City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review 2023.

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Table 7-3 calculates the existing level of service for Police Facilities on a per-capita basis by dividing the total replacement value of all existing Police Facilities by the City's current service population, which includes both residents and workers. This existing level of service per capita figure represents the cost required to provide facility space, vehicles, equipment, and supporting infrastructure necessary to maintain the existing level of service.

This analysis establishes the benchmark for the City's existing level of service and is used to proportionally determine each new development's fair share of the cost for future police facility improvements. By applying this per-capita cost to the additional service population generated by new development, the City ensures that growth contributes equitably to maintaining the same level of service as provided to existing residents and workers. Utilizing this calculation methodology ensures that if any existing deficiencies are present, they are not allocated to future development because new development is only funding expanded facilities at the same valuation per capita the City currently provides to the existing service population. Any existing deficiency that exists must be rectified by funding outside of the impact fee program.

Table 7-3: Police Facilities Cost per Capita

Description		Value
Existing Police Facilities		
Police	$	10,448,000.00
Vehicles & Equipment	$	910,774.00
Subtotal Police Facilities [1]	*$*	*11,358,774.00*
Existing Service Population		16,788
Total Existing Level of Service per Resident [2]	**$**	**676.60**
Total Existing Level of Service per Worker	**$**	**250.34**

Notes:

1 Signal Hill's existing facility valuation is derived from the City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review dated 2023.

2 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review 2023.

FEE SUMMARY

The Police Facilities Fee per unit is calculated by multiplying the cost per resident or worker by the average number of residents or worker per unit type (density). The Police Facilities fee per unit must then be converted to a fee per square foot for each residential unit type and each non-residential land use type. The fee per square foot for residential is calculated by taking the cost per unit and dividing by the estimated average unit size for each land use. **Table 7-4** calculates the Police Facilities Fee.

Table 7-4: Police Facilities Fees

Land Use	Cost Per Capita	Density	Subtotal Fee	Average Unit Size (SF)	Fee/SF
Residential			(per Unit)		
Single Family	$ 676.60	2.59	$ 1,752.39	2,280	$ 0.77
Multi Family	$ 676.60	2.53	$ 1,711.80	1,865	$ 0.92
Non- Residential			(per 1,000 SF)		
Commercial	$ 250.34	1.82	$ 455.62	1,000	$ 0.46
Office	$ 250.34	4.00	$ 1,001.36	1,000	$ 1.00
Industrial	$ 250.34	0.40	$ 100.14	1,000	$ 0.10

CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

Table 7-5 summarizes the potential Police Facilities fee revenue from projected future development identified in **Table 2-1**. The revenue collected from the Police Facilities Fee will be available to expand the City's Police Facilities to meet the needs of new residents in the City.

Table 7-5: Projected Police Facilities Fee Revenue

Land Use	Proposed Fee	Anticipated Growth (units)	Anticipated Growth	Anticipated Fee Collection at Buildout [1]
Residential	(per SF)		(Total SF)	
Single Family	$ 0.77	37	84,373	$ 64,838.43
Multi Family	$ 0.92	1,552	2,894,480	$ 2,656,713.60
Non-Residential	(per SF)		(Total SF)	
Commercial	$ 0.46		79,900	$ 36,404.04
Office	$ 1.00		0	$ -
Industrial	$ 0.10		211,910	$ 21,220.67
Total				**$ 2,779,176.74**

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

In order to maintain the existing level of service of 1 officer(s) per 484 residents, and additional nine (9) officers must be hired and outfitted. The City of Signal Hill Police Department provided the cost to outfit a new officer with the City's standard issue equipment is approximately $333,000 per officer. This includes the provision a firearm, taser, ammunition, radio, uniform, vehicle, other miscellaneous equipment, and space within the police station. These proposed Police Facilities Fee Expenditures are detailed in **Table 7-6**.

Table A-1 in **Appendix A** will also serve as the Police Facilities Fee CIP list as required by AB 602, which includes the facilities shown in **Table 7-6**. These facilities were identified by the City of Signal Hill Police department as necessary to hire, outfit and maintain nine (9) additional officers to serve new development. The City will use the equipment and facilities identified here to guide their five-year Capital Improvement Plan based upon City needs and timing and will update the date in the CIP and the City's AB 1600 annual and five-year reports.

Table 7-6: Proposed City of Signal Hill Police Facilities

Description	Quantity	UOM	Unit Cost	Total Cost [1]
Equipment per Officer				
Ford Interceptor Vehicle Purchase	1	EA	$ 46,928.33	$ 46,928.33
Vehicle Outfitting and Badging	1	EA	$ 20,450.65	$ 20,450.65
Bulletproof Vest & Tactical Equipment	1	EA	$ 25,000.00	$ 25,000.00
Subtotal Equipment per Officer				*$ 92,378.98*
Building Space per Officer [2]				
Police Station (480 Square Feet)	480	SF	$ 500.92	$ 240,440.96
Subtotal Cost of Additional Space per Officer				*$ 240,440.96*
Cost per Officer				*$ 332,819.94*
Future Officers Required				9.00
Total Cost to Outfit Future Officers				**$ 2,995,379.43**

Notes:

1 Valuation of outfitting each officer and vehicle provided by the City of Signal Hill on May 21, 2024.

2 Police Station cost per SF based on the 2014 Construction cost of the Police Station escalated from January 2014 to July 2024 by the Engineer's News Record Building Cost Index (8,619.41/5567.58).

Source:

City of Signal Hill Police Department.

Table 7-7 details the proportional allocation of Police fee revenue from the projected future development shown in **Table 7-5** to the proposed Police facilities shown in **Table 7-6**.

Table 7-7: Proportional Allocation of Anticipated Fee Revenue to Proposed Police Facilities

Description	Service Population	Proportion of Service Population	Proportional Share of Buildout Facilities [1]	Anticipated Facilties Funding [2]	Anticipated Funding Share	CIP Funding [3] [4]
Existing Development	16,788	80.34%	$ 11,532,784.29	$ 11,574,976.69	80.64%	$ 216,202.69
Future Development	4,107	19.66%	$ 2,821,369.14	$ 2,779,176.74	19.36%	$ 2,779,176.74
Total	**20,895**	**100.00%**	**$ 14,354,153.43**	**$ 14,354,153.43**	**100.00%**	**$ 2,995,379.43**

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of service population by the buildout facilities valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

Requirement 1: Identify the purpose of the fee.

The purpose of the Police Facilities Fees is to fund the portion of police facilities that are needed to serve new development in the City and necessary to maintain the existing level of service. Each new resident and worker generates increased demand for police services and the Police Facilities fee funds capital improvements that ensure Police facilities, vehicles, technology, and equipment remain functional, reliable, and capable of supporting the continued delivery of law enforcement services to residents and workers, consistent with applicable safety, operational, and performance standards. In order to accommodate these needs, new facilities will be built, or existing facilities will be expanded as shown within **Table 7-6**.

Requirement 2: Identify the use of the fee.

The fees will be used to fund or partially fund the Police Facilities summarized in **Table 7-6**. The City of Signal Hill Police Department provided the cost to outfit a new officer with the City's standard issue equipment and provide building space for each officer, which is approximately $333,000 per officer. This includes the provision a firearm, taser, ammunition, radio, uniform, vehicle and other miscellaneous equipment and space within the police station as detailed in **Table 7-6**. It is estimated that nine (9) new officers will be required in order to maintain the current level of service.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The Police Facilities Fees will be used to fund or partially fund the expansion of the City's Police Department including the outfitting of additional officers and the expansion of the police station as shown in **Table 7-6**. The Police Facilities Fees are calculated based on the current level of

service of the existing police facilities provided to the existing service population. Workers are weighted at a lower weight than residents to reflect their lesser impact on the facilities. This weighting is calculated as resident equivalents and is used to calculate a cost per capita to maintain the existing level of service as shown in **Table 7-3**. The cost per capita is spread to each land use based on the persons per household and employment density assumptions as defined in **Table 2-4,** ensuring a reasonable relationship between the fees use and the type of development project as shown in **Table 7-4**.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development is anticipated to generate either new residents or workers. The addition of these new residents and workers directly creates the need for additional police facilities, which are necessary in order to maintain the existing level of service. The fees are based on the number of resident equivalents each new development is expected to generate, thus ensuring that the need for the facility is directly related to a particular development's impact. New workers generate a smaller demand than a resident and thus one worker is considered, on average, as equivalent to 0.37 times that of a resident based on the accessibility of police facilities in relation to a resident. The relationship between the need for the facility and the type of development project is shown in **Table 7-4**.

Requirement 5: 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.

The Police Facilities Fees will provide funding for maintaining the existing level of service of the City's police facilities. These City's existing facilities and costs are summarized in **Table 7-2**. The cost per capita is derived by dividing the existing facilities based on the existing service population in the City as shown in **Table 7-3**. The cost per capita is spread to each land use based on the number of new residents or workers that the land use will generate as shown in **Table 7-4**.

Allocating fees based on the number of new residents or workers that the land use will generate, ensures each new development is only paying for their fair share of the required facilities since the need for the facilities directly correlates to the addition of new residents and worker equivalents.

The required facilities, capital expansion, vehicles and equipment to maintain the existing level of service to provide police services to the additional 4,107 residents and workers are shown in **Table 7-6**. Improvements such as the procurement of a firearm, taser, ammunition, radio, uniform, vehicle and other miscellaneous equipment and space within the police station for the anticipated nine additional police officers are directly expanding the square footage of facilities or capabilities of the City's police department.

New development is projected to fund approximately $2.8 million of the total $3 million in programmed facility improvements. Because new development accounts for approximately 19.66% of the buildout service population, the projected fee revenue, which represents approximately 19.36% of total buildout police facilities valuation reflects only the proportional share attributable to growth. The remaining $0.2 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions and grants as shown in **Table 7-7**.

Section 8 PROGRAM ADMINISTRATION FEE

BACKGROUND

The City, with assistance from consultants, oversees the implementation and administration of the existing City of Signal Hill Impact Fee Program, consistent with the requirements of the Mitigation Fee Act. AB 602, which came into effect on January 1, 2022, adds additional nexus study requirements. Furthermore, AB1483, which became effective January 1, 2020, requires that public agencies make certain information available on their website, increasing the administrative responsibilities of the City.

The five percent (5%) Program Administration Fee is added to fund the costs of the City's management and ongoing fee program administration, collection, and reporting. This includes costs associated with City staff and consultant time, studies, and administration to support the program. City staff time includes one full-time management analyst in the finance department. Industry standard ranges from three to six percent (3-6%) for the administrative component of a development fee program based on research completed by Best, Best & Krieger and presented at the California Society of Municipal Finance Officers Chapter meeting in October of 2025.

The five percent (5%) administration component of the Signal Hill Impact Fee Program includes, but is not limited to, the following activities:

- Posting of nexus studies and fee schedules on City's Websites
- Annual fee adjustments
- Annual fee reporting
- Five year fee reporting
- Application and tracking of fee credits/reimbursements.
- Periodic nexus study updates
- Staff and consultant time related to fee preparation, collection, tracking and administration.

In addition to the aforementioned administrative activities, the City is responsible for using fee revenues to plan for and construct required capital facilities. The City does not currently collect an administration fee but a five percent (5%) fee is included in this Nexus Study given the additional fee reporting requirements of AB 516, posting of information per AB 1483, Nexus Study updates every eight years per AB 602, additional staff time to administer this fee program, and the potential for a Master Plan in the future to support a Nexus Study update.

For projects that are subject to only certain fee categories, the Program Management Fee will be five percent (5%) of the fee categories fees that are assessed on the project. For example, if an area is subject to the Traffic Fee but not the other City of Signal Hill Impact fees, the project will be

charged a Program Administration Fee equal to five percent (5%) of the Traffic Fee. The City will calculate the applicable Program Administration Fee on case-by-case basis for such projects.

Table 8-1 shows the proposed Program Administration Fee as five percent (5%) of the total City of Signal Hill Impact fees charged on each project.

Table 8-1: Program Administration Fee

Land Use	Administration [1]
Residential (Fee per Square Foot)	
Single Family	$ 1.33
Multi-Family	$ 1.42
Non-Residential (Fee per 1,000 Square Feet)	
Commercial	$ 1,609.61
Office	$ 1,713.60
Industrial	$ 327.05

Notes:

1 Administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

Table 8-2 below shows proposed Program Administration Fee as five percent (5%) of the total City of Signal Hill Water Impact fees charged on each meter size for new development.

Table 8-2: Water Program Administration Fee

Meter Size	Administration [1]
5/8-Inch Meter	$ 1,144.32
3/4- Inch Meter	$ 1,716.48
1-Inch Meter	$ 2,860.81
1 1/2-Inch Meter	$ 5,721.61
2-Inch Meter	$ 9,154.58
3-Inch Meter	$ 17,164.84
4-Inch Meter	$ 28,608.06
6-Inch Meter	$ 57,216.13
8-Inch Meter	$ 91,545.80
10-Inch Meter	$ 131,597.09

Notes:

1 An administrative fee of 5% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis. The administration fee is calculated on a fee by fee basis.

Due to the fact that program administration is a new fee, it is not possible to analyze the annual program management funding requirements. However, it is anticipated that administrative costs will continue to increase due to the additional requirements of state legislation. It is also anticipated that revenue and expenditures will vary year to year due to the cyclical nature of five-year reporting requirements, nexus study updates, and the housing market. The City will monitor and evaluate the program administration expenditures to ensure that the program administration fee is reflective of the required expenditures. **Table 8-3** identifies the total anticipated Administration Fee revenue to be collected from future development.

Table 8-3: Administration Fee Anticipated Revenue

Land Use	Total Proposed Fee Administration	Total Proposed Water Administration Fee	Anticipated Growth (units)	Anticipated Growth	Anticipated Growth (EDUs)	Anticipated Fee Collection at Buildout [1]
Residential	(per SF)	(per EDU)		(Total SF)		
Single Family	$ 1.33	$ 988.34	37	84,373	37	$ 148,784.67
Multi Family	$ 1.42	$ 988.34	1,552	2,894,480	1,521	$ 5,613,387.21
Non-Residential	(per SF)	(per EDU)		(Total SF)		
Commercial	$ 1.60	$ 988.34		79,900	56	$ 183,117.86
Office	$ 1.71	$ 988.34		0	0	$ -
Industrial	$ 0.33	$ 988.34		211,910	32	$ 101,349.63
Total						**$ 6,046,639.37**

Notes:

1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

Requirement 1: Identify the purpose of the fee.

The purpose of the Program Management Fee is to provide the funding necessary to administer and update the City of Signal Hill Impact Fees. This includes consultant and City staff time related to services such posting of nexus studies and fee schedules on the City's website, annual fee adjustments, annual fee reporting, additional fee reporting every five years, application and tracking of fee credits/reimbursements, periodic nexus study updates and the preparation of Master Plans to support the nexus study updates, staff and consultant time related to fee preparation, collection, tracking and administration.

Requirement 2: Identify the use of the fee.

The Program Management Fee will be used to fund the management and administration of the City of Signal Hill Impact Fees. This includes consultant and City staff time related to services such as posting of nexus studies and fee schedules on the City's website, annual fee adjustments, annual fee reporting, additional fee reporting every five years, application and tracking of fee credits/reimbursements, periodic nexus study updates and the preparation of Master Plans to support the nexus study updates, staff and consultant time related to fee preparation, collection, tracking and administration.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The Program Administration Fee will be used to fund consultant and City staff time related to services such as providing fee quotes, updated the fee program, tracking revenue and expenditures, calculating credits and issuing reimbursements and the required annual reporting under AB 1600 which are required to successfully and legally implement the City of Signal Hill's Impact Fee Program. New residents and employees that result from new development increases the demand for new infrastructure and facilities. These facilities will be funded through the City of Signal Hill's Impact Fee Program, which requires City staff and consultant time to manage and administer. The administration of the City of Signal Hill's Impact Fee Program will be funded through the Program Administration fee which is calculated as a fee of five percent of the total City of Signal Hill Impact Fee Program for each land use.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development adds residents or workers to the City and in order to maintain the City's desired level of service, new general government, police, parkland development, traffic infrastructure and water facilities must be built. These facilities are funded through the City's Impact fees. To ensure these fees for new development are administered according to state law, regular updates, tracking and reporting are required. In addition, City staff must provide fee quotes for new development. To collect the funding for these resulting activities, the Program Administration Fee is five percent (5%) of the total City of Signal Hill Impact Fees as summarized in **Table 8-1** and **Table 8-2**. Using a percentage of the City of Signal Hill Impact fees, ensures that each new development is charged their fair share based on their impacts to the City's infrastructure. A five percent (5%) fee is in alignment with the industry standard range of three to six percent (3-6%).

Requirement 5: 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.

The Program Administration Fee provides the funding to administer the City's Impact Fee Program. The City is adopting a policy of collecting a five percent (5%) of the total Impact fees to administer their fee program effectively. Since this fee is calculated as a percentage of the other City of Signal Hill Impact Fees as summarized in **Table 8-1** and **Table 8-2,** each land use pays for their fair share of the management costs based on their impact to the City's infrastructure.

Section 9 IMPLEMENTATION AND ADMINISTRATION

IMPLEMENTATION

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting with at least 30 days' notice. In addition, notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, shall be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed.

At least ten days prior to the meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting and a general explanation of the matter are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur for ten days in a newspaper regularly published once a week or more. Two publications, with at least five days intervening between the dates of first and last publication not counting such publication dates, are sufficient. The period of notice commences upon the first day of publication and terminates at the end of the tenth day, including therein the first day.

The new or increased fees shall be effective no earlier than 60 days following the final action on the adoption or increase of the fees. Following adoption of the fees, the fees and supporting information must be placed on the City's website.

FEE PROGRAM ADMINISTRATIVE REQUIREMENTS

The Government Code requires the City to report every year and every fifth year certain financial information regarding the fees. The City must make available within 180 days after the last day of each fiscal year the following information from the prior fiscal year:

1. Brief description of the type of fee in the account or fund
2. Amount of the fee
3. Beginning and ending balance in the account or fund
4. Amount of fees collected and the interest earned during the previous year
5. Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees
6. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been

collected to complete financing on an incomplete public improvement and the public improvement remains incomplete

7. Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each loan will be repaid and the rate of interest the account will receive on the loan
8. Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects

On October 11, 2023, California Governor Gavin Newson signed into law AB 516 which amended certain portions of the Mitigation Fee Act related to the annual and five-year reporting requirements. Under AB 516, Requirements 6 and 8 have been expanded to include the following:

6a. Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted

6b. For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable

8a. For any refunds made, the number of persons or entities identified to receive those refunds

The City must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

1. Identify the purpose to which the fee is to be put.
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
3. Identify all sources and amounts of funding anticipated to complete financing any incomplete improvements.
4. Designate the approximate dates on which funding in item (3) above is expected to be deposited into the fee account.

As with the annual disclosure, the five-year report must be made public within 180 days after the end of the City's fiscal year and must be reviewed at the next regularly scheduled public meeting.

FEE ADJUSTMENT PROCEDURES

The City of Signal Hill Impact fees may be adjusted periodically to reflect revised facility requirements, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities or costs, changes in demographics, changes in the average unit square footage, or changes in the land use plan. In addition, the fees will be automatically updated each year on July 1st based on the June ENR CCI for Los Angeles.

TIMING OF PAYMENT

Fees will be collected at the time the building permit for each structure is issued, unless an alternative timing requirement applies under the California Government Code. All residential projects will be charged based on the livable square footage of each dwelling unit. For phased or multi-building residential projects, fees will be calculated and collected separately for each building at the time its permit is issued.

For multi-family communal portions of the development, the following guidance applies:

- **Residential-only common areas** (e.g., clubhouses, resident-only lounges, private gyms, laundry rooms, storage rooms, mail/package rooms, maintenance and utility rooms) are **not assessed** additional impact fees.
- **Publicly accessible areas** (e.g., leasing offices, publicly accessible commercial spaces, community rooms open to the public) **will be assessed** based on the non-residential land use category that most closely matches the use (e.g., office, retail, or other commercial use).
- **Parking garages, carports, and private circulation areas** within multi-family developments are not assessed separate fees unless they contain commercial or public-serving uses.

Further information on what portion of a project may be subject to fees is discussed within **Section 2 – Average Unit Sizes**.

DESIGNATED RESIDENTIAL PROJECTS DEFERRED FEE PAYMENTS

California Senate Bill 937 (SB 937), which became effective on January 1, 2025, significantly delays the collection of fees for residential projects defined as "Designated Residential Development Projects." Specifically, SB 937 states that public agencies may not impose development impact fees on Designated Residential Development Projects until the project receives a Certificate of Occupancy or Temporary Certificate of Occupancy. Furthermore, local agencies may not charge interest on the delayed fee payments for such projects; rather, the fees must reflect the fee amount in place at the time the project's building permits are issued. In

addition, the bill extends housing entitlements by 24 months for projects with entitlements issued prior to January 1, 2024 and set to expire on or before December 21, 2025.

SB 937 was designed to incentivize housing production by mitigating the effects of rising construction costs and interest rates, which hinder the financial feasibility of new housing projects. By deferring fee payments with zero interest, SB 937 can help to incentivize housing developers, who must demonstrate financial feasibility to investors and lending institutions before receiving necessary funding. Additionally, by extending entitlements, the bill allows developers more time to raise funding before constructing the project. By providing these incentives to developers, the bill strives to increase housing production, allowing local jurisdictions to fulfill their housing goals.

Housing projects must meet one of the following conditions to be considered a Designated Residential Development Project:

1. 100% of residential units (excluding the manager's unit) are reserved for low-income households.
2. The project meets the requirements regarding a Low Barrier Navigation Center Developments, per Government Code Section 65662.
3. The project is approved by a local government and meets all site-specific criteria, affordability criteria, and objective development standards pertaining to affordable housing developments located in commercial zones or mixed-income housing developments along commercial corridors, as specified by Article 2 (commencing with Section 65912.110) or Article 3 (commencing with Section 65912.120) of Chapter 4.1 of the Government Code.
4. The project is subject to a streamlined ministerial approval process, per Government Code Section 65913.4.
5. The project meets the criteria specified in the Affordable Housing on Faith and Higher Education Lands Act of 2023 (SB4)
6. The project is entitled to a Density Bonus, per Government Code Section 65915.
7. The project features 10 or fewer units.

Although fees are deferred for Designated Residential Development Projects until the project receives a Certificate of Occupancy or Temporary Certificate of Occupancy, it is important to note that public agencies may still collect utility service fees after receiving an application for utility services. In addition, developers may be required to pay development impact fees prior to the Certificate of Occupancy if construction does not commence within five years of the building permit issue date.

CREDITS AND REIMBURSEMENT POLICIES

The City may provide fee credits or reimbursements to developers who dedicate land or construct eligible facilities. Fee credits or reimbursements may be provided up to the cost of the improvement, as shown in this study, subject to periodic inflation adjustments, or the actual cost paid by the developer, whichever is lower. For construction cost overruns, only the amount shown in the study, subject to periodic inflation adjustments, would be credited or reimbursed. The City will evaluate the appropriate fee credit or reimbursement based on the value of the dedication or improvement. Credits or reimbursements may be repaid based on the priority of the capital improvements, as determined by the City. The City will determine fee credits and reimbursements on a case-by-case basis and possibly through the use of a development agreement.

PROGRAMMING REVENUES WITH THE CIP

The City should maintain its Capital Improvement Program (CIP) to adequately plan for future infrastructure needs. The CIP should commit all projected fee revenues and fund balances to specific projects that are necessary to serve growth. The CIP provides documentation necessary for the City to hold funds in a project account for longer than five years if necessary to collect sufficient funds to complete a project. In addition, the CIP is required per AB 602. This report outlines the projects that are to be funded with the fee program and forms the basis of the CIP.

Table A-1 in **Appendix A** will also serve as the City's CIP list as required by AB 602, which includes the facilities discussed in the previous chapters. The City will use the CIP facilities identified in Appendix A to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue and will update the date in the CIP and the City's AB 1600 annual and five-year reports.

FEE REPORTING

Assembly Bill No. 1483, which became effective January 1, 2020, requires that public agencies make the following information available on their website. The following information must be provided:

1. A current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special districts, of the city or county applicable to a proposed housing development project, which shall be presented in a manner that clearly identifies the fees, exactions, and affordability requirements that apply to each parcel.
2. All zoning ordinances and development standards, which shall specify the zoning, design, and development standards that apply to each parcel.
3. The list of information required to be compiled pursuant to Section 65940.
4. The current and five previous annual fee reports or the current and five previous annual financial reports, that were required pursuant to AB 1600.

5. An archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by the city, county, or special district on or after January 1, 2018.

Any updates to the above information must be available within 30 days.

ACCESSORY DWELLING UNITS

An accessory dwelling unit (ADU) is a second unit that is attached or detached from a single-family home. In accordance with Assembly Bill No. 881 approved on October 9, 2019, City of Signal Hill Impact Fees will not be charged for an ADU that is less than 750 square feet. For an ADU that is 750 square feet or larger, the ADU will be charged proportionately in relation to the square footage of the primary dwelling unit. Since the City of Signal Hill Impact Fees residential fees are now being charged on a square footage basis, ADU fees will be calculated by multiplying the City of Signal Hill Impact Fees Single Family Residential fee by the ADU's square footage.

SPECIALIZED DEVELOPMENT PROJECTS

The fees in this report may not apply to specialized development projects such as golf courses, cemeteries, sports stadium, or other specialized land uses. For specialized development projects the City will review the development's impacts to determine the applicable fees. The fee rates presented in this Nexus Study may be reduced, exempted, or waived under certain circumstances as determined by the City. Any exemption or reduction in fees will be based on the City's independent analysis and review of the subject property.

Some developments may include more than one land use type. In these cases, the fee is calculated separately for each land use. The City has the discretion to impose the fees based on the specific aspects of a proposed development regardless of zoning. The fee imposed should be based on the land use type that most closely represents the impacts of the development.

REBUILD OR EXPANSION PROJECTS

The City will review reuse, expansions, density increasing, and rezone projects on a case by case basis to determine the applicable fees on the intensification or expansion.

For residential projects that wish to expand the size of their unit(s), the City of Signal Hill Impact Fees will be charged on a per SF basis of the expansion. For example, if a homeowner wishes to build an addition to their home that is 100 square feet, the homeowner would be responsible for paying fees for the 100 square foot addition.

For non-residential projects that wish to expand the size of their facility, the City of Signal Hill Impact Fees will be charged on a per square foot basis of the expansion.

In cases of rebuilding a structure after a demolition or a disaster, impact fees will not be charged on the rebuilding of the structure to the extent that the overall size and use of the new structure is the same as the structure demoed or destroyed by the disaster. Impact fees will be calculated on the new rebuilt structure and the previous structure, and the difference of fees will be assessed. No refunds will be made for rebuilds that have less impact fees than the previous structure. In cases of a disaster, the City Engineer has the discretion to allow for a payment plan on DIFs.

Appendix A: Capital Improvement Plan (CIP)

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Table A-1: Capital Improvement Plan (CIP)

Facility	UOM	Quantity	Unit Cost	Total Cost	Location	Planned Timing	Supporting Documentation
Park Facilities							
Park Site 1	AC	1.3	$ 3,712,454.00	$ 4,826,190.20	28th St & Rose Ave	2029	City of Signal Hill 2021 Parks and Recreation Master Plan
Park Site 2	AC	1.5	$ 3,712,454.00	$ 5,568,681.00	27th St & Cherry Ave	2031	City of Signal Hill 2021 Parks and Recreation Master Plan
Park Site 3	AC	3.2	$ 3,712,454.00	$ 11,879,852.80	Crescent Heights St & Walnut Ave	2035	City of Signal Hill 2021 Parks and Recreation Master Plan
Park Site 4	AC	4.19	$ 3,712,454.00	$ 15,555,182.26	Crescent Heights St & Gardena Ave	2027	City of Signal Hill 2021 Parks and Recreation Master Plan
Subtotal Park Improvements				*$ 37,829,906.26*			
General Government Facilities							
Civic Center Master Plan Phase 1	EA	1	$ 9,193,443.00	$ 9,193,443.00	2175 Cherry Ave	2025	City of Signal Hill 2024 Civic Center Master Plan
Civic Center Master Plan Phase 2	EA	1	$ 45,723,736.00	$ 45,723,736.00	2175 Cherry Ave	2029	City of Signal Hill 2024 Civic Center Master Plan
Civic Center Master Plan Phase 3	EA	1	$ 19,227,083.00	$ 19,227,083.00	2175 Cherry Ave	2032	City of Signal Hill 2024 Civic Center Master Plan
Subtotal General Government Facilities				*$ 74,144,262.00*			
Police Facilities							
Ford Interceptor Vehicle Purchase	EA	9	$ 46,928.33	$ 422,354.97	2745 Walnut Avenue	Portion to be completed as until needed to maintain the existing level of service. Completion anticipated in 2040.	City of Signal Hill Police Department
Vehicle Outfitting and Badging	EA	9	$ 20,450.65	$ 184,055.85	2745 Walnut Avenue	Portion to be completed as until needed to maintain the existing level of service. Completion anticipated in 2040.	City of Signal Hill Police Department
Bulletproof Vest & Tactical Equipment	EA	9	$ 25,000.00	$ 225,000.00	2745 Walnut Avenue	Portion to be completed as until needed to maintain the existing level of service. Completion anticipated in 2040.	City of Signal Hill Police Department
Police Station Expansion	SF	4,320	$ 500.92	$ 2,163,968.61	2745 Walnut Avenue	2040	City of Signal Hill Property Listing for JPIA-Alliant Annual Insurance Review 2023.
Subtotal Police Facilities				*$ 2,995,379.43*			
Transportation Facilities							
27th Street Improvements	LF	640	$ 1,875.00	$ 1,200,000.00	27th Street between Walnut and Gundry	2026	City of Signal Hill Public Works Department
28th Street Gap Closure	LF	600	$ 1,333.33	$ 800,000.00	28th Street from Olive to Atlantic	2026	City of Signal Hill Public Works Department
29th Street Complete Street	LF	750	$ 2,133.33	$ 1,600,000.00	29th Street	2026	City of Signal Hill Public Works Department
Colombia Street Access Road	LF	875	$ 2,171.43	$ 1,900,000.00	Access Road to California Avenue	2026	City of Signal Hill Public Works Department
Olive Street Realignment	LF	680	$ 1,191.18	$ 810,000.00	Olive Street	2026	City of Signal Hill Public Works Department
Cherry Avenue Complete Street	LF	1350	$ 4,814.81	$ 6,500,000.00	Cherry Avenue	2029	City of Signal Hill Public Works Department
Orange Avenue Widening and Retaining Wall	LF	2600	$ 6,000.00	$ 15,600,000.00	Orange Avenue	2034	City of Signal Hill Public Works Department
Trail System Project Phase 1	LF	700	$ 3,000.00	$ 2,100,000.00	California Street - from Spring Street to 32nd Street	2027	City of Signal Hill Public Works Department
Trail System Project Phase 2	LF	650	$ 1,846.15	$ 1,200,000.00	Walnut from Burnett to Crescent Heights	207	City of Signal Hill Public Works Department
Legion Drive Widening	LF	630	$ 793.65	$ 500,000.00	Legion Drive at trail connection to Heritage Point Park	2029	City of Signal Hill Public Works Department
Bus Stop Replacement Project	EA	49	$ 42,857.14	$ 2,100,000.00	49 Bus Stops throughout City	2028	City of Signal Hill Public Works Department
ITS Upgrade to allow for Autonomous Vehicles	EA	1	$ 9,000,000.00	$ 9,000,000.00	18 Signals throughout City with fiber interconnect	Portion to be completed annually until completion.	City of Signal Hill Public Works Department
Subtotal Transportation Facilities				*$ 43,310,000.00*			
Water Facilities							
Temple Reservoir Expansion	EA	1	$ 8,000,000.00	$ 8,000,000.00	2271 Temple Ave	2030	City of Signal Hill Public Works Department
Cast Iron Main Replacement	EA	1	$ 33,000,000.00	$ 33,000,000.00	Various Locations	Portion to be completed annually until completion. Anticipated to completed 3-6% per year.	City of Signal Hill Public Works Department
Well 9 Redevelopment	EA	1	$ 1,595,000.00	$ 1,595,000.00	2175 E 28th Street	2026	City of Signal Hill Public Works Department
Lakewood Emergency Bypass Connection	EA	1	$ 520,000.00	$ 520,000.00	3315 Gundry Ave	2026	City of Signal Hill Public Works Department
SCADA System Upgrade	EA	1	$ 500,000.00	$ 500,000.00	Various Locations	2026	City of Signal Hill Public Works Department
Hilltop Disinfection Station	EA	1	$ 650,000.00	$ 650,000.00	2351 Dawson Ave	2030	City of Signal Hill Public Works Department
Valve Replacement Project	EA	1	$ 5,900,000.00	$ 5,900,000.00	Various Locations	Portion to be completed annually until completion.	City of Signal Hill Public Works Department
Gundry Reservoir Treatment Enhancement	EA	1	$ 9,000,000.00	$ 9,000,000.00	3315 Gundry Ave	2029	City of Signal Hill Public Works Department
Automated Meter Reading	EA	1	$ 4,500,000.00	$ 4,500,000.00	Various Locations	2029	City of Signal Hill Public Works Department
Well 9 Treatment Bypass	EA	1	$ 2,800,000.00	$ 2,800,000.00	2175 E 28th Street	2028	City of Signal Hill Public Works Department
Well 7 Replacement	EA	1	$ 5,250,000.00	$ 5,250,000.00	6476 Orange Ave	2027	City of Signal Hill Public Works Department
Subtotal Water Facilities				*$ 71,715,000.00*			
Total Facilities				$ 229,994,547.69			

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Appendix B: Existing Transportation Facilities

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Table B-2: Existing Transportation Improvements

Facility	To	From	PCI	Quantity	Unit Cost [1]	Total Cost [2]
Arterial/Collector						
28TH ST	ORANGE AVE	GUNDRY AVE	21	27,847	$ 13.79	$ 80,642.13
28TH ST	JUNIPERO AVE	TEMPLE AVE	37	75,335	$ 13.79	$ 384,381.77
JUNIPERO AVE	SPRING ST	28TH ST	38	74,220	$ 13.79	$ 388,927.64
ORANGE AVE	405 BRIDGE	405 S ON RAMP	42	6,018	$ 13.79	$ 34,855.05
CALIFORNIA AVE	SPRING ST	28TH ST	43	44,336	$ 13.79	$ 262,899.18
WALNUT AVE	33RD ST	32ND ST	43	33,880	$ 13.79	$ 200,898.24
WALNUT AVE	HILL ST	CITY LIMITS	44	39,701	$ 13.79	$ 240,889.79
SPRING ST	CHERRY AVE	JUNIPERO AVE	49	53,115	$ 13.79	$ 358,903.37
28TH ST	GUNDRY AVE	WALNUT AVE	51	24,400	$ 13.79	$ 171,602.76
SPRING ST	WALNUT AVE	CHERRY AVE	51	52,040	$ 13.79	$ 365,992.12
BURNETT ST	ORANGE AVE	WALNUT AVE	52	49,760	$ 13.79	$ 356,819.01
REDONDO AVE	19TH ST	PCH	54	41,205	$ 13.79	$ 306,837.15
CALIFORNIA AVE	405 BRIDGE	SPRING ST	55	30,960	$ 13.79	$ 234,816.12
OBISPO AVE	20TH ST	PCH	55	73,620	$ 13.79	$ 558,370.89
SPRING ST	JUNIPERO AVE	CHERRY AVE	55	58,820	$ 13.79	$ 446,120.29
REDONDO AVE	19TH ST	CITY LIMITS	56	6,440	$ 13.79	$ 49,732.26
ORANGE AVE	CITY LIMITS	33RD ST	58	23,628	$ 13.79	$ 188,981.47
SPRING ST	CHERRY AVE	WALNUT AVE	59	54,700	$ 13.79	$ 445,044.67
SKYLINE DR	CHERRY AVE	DAWSON AVE	60	49,210	$ 13.79	$ 407,163.54
BURNETT ST	WALNUT AVE	CHERRY AVE	62	47,652	$ 13.79	$ 407,415.07
SPRING ST	ORANGE AVE	WALNUT AVE	62	40,326	$ 13.79	$ 344,779.23
HILL ST	ORANGE AVE	WALNUT AVE	64	42,741	$ 13.79	$ 377,214.97
OBISPO AVE	TEMPLE AVE	HILL ST	64	60,167	$ 13.79	$ 531,009.88
ORANGE AVE	33RD ST	405 BRIDGE	64	37,575	$ 13.79	$ 331,621.92
SPRING ST	WALNUT AVE	ORANGE AVE	65	41,548	$ 13.79	$ 372,415.50
WILLOW ST	JUNIPERO AVE	CHERRY AVE	67	56,560	$ 13.79	$ 522,574.81
21ST ST	CHERRY AVE	JUNIPERO AVE	68	45,324	$ 13.79	$ 425,012.21
CHERRY AVE	BURNETT ST	HILL ST	70	41,153	$ 13.79	$ 397,249.91
OBISPO AVE	HILL ST	TEMPLE AVE	70	60,900	$ 13.79	$ 587,867.70
CHERRY AVE	HILL ST	BURNETT ST	71	40,664	$ 13.79	$ 398,137.16
CALIFORNIA AVE	WILLOW ST	CITY LIMITS	72	73,179	$ 13.79	$ 726,579.66
CHERRY AVE	WILLOW ST	28TH ST	73	51,120	$ 13.79	$ 514,609.70
CHERRY AVE	28TH ST	WILLOW ST	74	51,120	$ 13.79	$ 521,659.15
21ST ST	JUNIPERO AVE	TEMPLE AVE	76	58,364	$ 13.79	$ 611,678.07
WALNUT AVE	WARDLOW RD	33RD ST	76	21,941	$ 13.79	$ 229,950.46
CHERRY AVE	BURNETT ST	WILLOW ST	77	47,712	$ 13.79	$ 506,620.33
WALNUT AVE	SPRING ST	29TH ST	77	26,772	$ 13.79	$ 284,273.13
WILLOW ST	CHERRY AVE	JUNIPERO AVE	77	51,370	$ 13.79	$ 545,462.07
CHERRY AVE	20TH ST	21ST ST	78	20,150	$ 13.79	$ 216,737.43
CHERRY AVE	21ST ST	HILL ST	78	20,858	$ 13.79	$ 224,352.82
JUNIPERO AVE	20TH ST	19TH ST	78	19,264	$ 13.79	$ 207,207.44
TEMPLE AVE	HILL ST	21ST ST	78	21,960	$ 13.79	$ 236,206.15
21ST ST	ALAMITOS AVE	CHERRY AVE	79	19,573	$ 13.79	$ 213,230.22
BURNETT ST	CALIFORNIA AVE	ORANGE AVE	81	41,679	$ 13.79	$ 465,550.26
CHERRY AVE	SPRING ST	28TH ST	81	41,108	$ 13.79	$ 459,172.25
WILLOW ST	JUNIPERO AVE	TEMPLE AVE	81	47,639	$ 13.79	$ 532,122.87
WILLOW ST	TEMPLE AVE	JUNIPERO AVE	81	45,075	$ 13.79	$ 503,483.24
ALAMITOS AVE	20TH ST	21ST ST	82	26,325	$ 13.79	$ 297,677.84
CHERRY AVE	21ST ST	20TH ST	82	19,440	$ 13.79	$ 219,823.63
CHERRY AVE	HILL ST	21ST ST	82	20,646	$ 13.79	$ 233,460.84
CALIFORNIA AVE	33RD ST	405 BRIDGE	83	31,198	$ 13.79	$ 357,082.95
CHERRY AVE	28TH ST	SPRING ST	83	42,447	$ 13.79	$ 485,835.63
CHERRY AVE	WILLOW ST	BURNETT ST	83	44,512	$ 13.79	$ 509,471.00
JUNIPERO AVE	19TH ST	PCH	83	18,592	$ 13.79	$ 212,798.45
TEMPLE AVE	19TH ST	PCH	83	21,904	$ 13.79	$ 250,706.61
28TH ST	CHERRY AVE	JUNIPERO AVE	85	50,922	$ 13.79	$ 596,882.22
HILL ST	OBISPO AVE	TEMPLE AVE	85	20,316	$ 13.79	$ 238,133.99

Facility	To	From	PCI	Quantity	Unit Cost [1]	Total Cost [2]
Arterial/Collector						
WALNUT AVE	28TH ST	WILLOW ST	86	47,500	$ 13.79	$ 563,321.50
CALIFORNIA AVE	CITY LIMITS	33RD ST	87	19,296	$ 13.79	$ 231,499.90
SKYLINE DR	DAWSON AVE	PANORAMA DR	88	63,756	$ 13.79	$ 773,691.81
TEMPLE AVE	21ST ST	19TH ST	88	45,252	$ 13.79	$ 549,142.07
HILL ST	TEMPLE AVE	OBISPO AVE	89	17,910	$ 13.79	$ 219,811.22
JUNIPERO AVE	21ST ST	20TH ST	89	18,000	$ 13.79	$ 220,915.80
WALNUT AVE	29TH ST	28TH ST	89	27,600	$ 13.79	$ 338,737.56
SPRING ST	CITY LIMITS	CALIFORNIA AVE	90	39,105	$ 13.79	$ 485,332.16
WALNUT AVE	WILLOW ST	BURNETT ST	90	57,152	$ 13.79	$ 709,313.47
SPRING ST	CALIFORNIA AVE	E/TO CITY LIMIT	91	21,936	$ 13.79	$ 275,272.67
TEMPLE AVE	PANORAMA DR	HILL ST	91	18,600	$ 13.79	$ 233,409.54
CHERRY AVE	19TH ST	20TH ST	92	17,084	$ 13.79	$ 216,741.29
HILL ST	WALNUT AVE	CHERRY AVE	93	41,052	$ 13.79	$ 526,479.58
SPRING ST	EAST CITY LIMIT	CALIFORNIA AVE	93	20,966	$ 13.79	$ 268,882.66
CHERRY AVE	20TH ST	19TH ST	94	25,048	$ 13.79	$ 324,687.20
ORANGE AVE	SPRING ST	29TH ST	94	39,381	$ 13.79	$ 510,480.15
CALIFORNIA AVE	28TH ST	WILLOW ST	95	53,112	$ 13.79	$ 695,793.76
HILL ST	OBISPO AVE	REDONDO AVE	95	38,852	$ 13.79	$ 508,980.63
SPRING ST	CALIFORNIA AVE	PCC	95	32,224	$ 13.79	$ 422,150.51
SPRING ST	AC	CITY LIMITS	95	5,850	$ 13.79	$ 76,637.93
TEMPLE AVE	29TH ST	405 BRIDGE	95	7,710	$ 13.79	$ 101,004.86
WALNUT AVE	BURNETT AVE	23RD ST	95	22,792	$ 13.79	$ 298,586.60
ORANGE AVE	WILLOW ST	25TH ST	96	33,985	$ 13.79	$ 449,907.02
ORANGE AVE	23RD ST	HILL ST	96	28,952	$ 13.79	$ 383,278.16
ORANGE AVE	25TH ST	BURNETT ST	97	28,980	$ 13.79	$ 387,645.17
ORANGE AVE	BURNETT ST	23RD ST	97	29,302	$ 13.79	$ 391,952.34
ORANGE AVE	29TH ST	WILLOW ST	97	92,214	$ 13.79	$ 1,233,482.13
TEMPLE AVE	WILLOW ST	28TH ST	97	51,500	$ 13.79	$ 688,879.45
TEMPLE AVE	28TH ST	29TH ST	97	17,000	$ 13.79	$ 227,397.10
WALNUT AVE	23RD ST	HILL ST	97	28,800	$ 13.79	$ 385,237.44
WILLOW ST	ORANGE AVE	CALIFORNIA AVE	97	46,946	$ 13.79	$ 627,963.78
WILLOW ST	WALNUT AVE	CHERRY AVE	97	64,715	$ 13.79	$ 865,647.25
WILLOW ST	CHERRY AVE	WALNUT AVE	97	52,580	$ 13.79	$ 703,325.85
28TH ST	WALNUT AVE	CHERRY AVE	98	72,100	$ 13.79	$ 974,373.82
TEMPLE AVE	WILLOW ST	OBISPO AVE	98	58,646	$ 13.79	$ 792,553.77
TEMPLE AVE	OBISPO AVE	WILLOW ST	98	58,646	$ 13.79	$ 792,553.77
TEMPLE AVE	28TH ST	WILLOW ST	98	46,392	$ 13.79	$ 626,950.77
TEMPLE AVE	405 BRIDGE	29TH ST	98	7,970	$ 13.79	$ 107,708.17
TEMPLE AVE	29TH ST	28TH ST	98	17,200	$ 13.79	$ 232,444.24
WILLOW ST	CITY LIMITS	CALIFORNIA AVE	98	47,105	$ 13.79	$ 636,586.39
WILLOW ST	CALIFORNIA AVE	CITY LIMITS	98	46,432	$ 13.79	$ 627,491.33
WILLOW ST	CALIFORNIA AVE	ORANGE AVE	98	51,072	$ 13.79	$ 690,197.22
WILLOW ST	ORANGE AVE	WALNUT AVE	98	52,430	$ 13.79	$ 708,549.51
WILLOW ST	WALNUT AVE	ORANGE AVE	98	52,625	$ 13.79	$ 711,184.78
Subtotal Arterial/Collector Roads						$ 42,376,126.54

Facility	To	From	PCI	Quantity	Unit Cost [1]	Total Cost [2]
Local Streets						
RAYMOND AVE	28TH ST	27TH ST	27	24,200	$ 13.79	$ 90,103.86
29TH ST	ORANGE AVE	WALNUT AVE	30	49,520	$ 13.79	$ 204,864.24
KELLEY DR	HILL ST	SOUTH TERM	31	11,004	$ 13.79	$ 47,041.00
PALM DR	WILLOW ST	OBISPO AVE	31	49,150	$ 13.79	$ 210,111.34
PATTERSON ST	CITY LIMITS	EAST TERMINUS	36	8,942	$ 13.79	$ 44,391.66
SAINT LOUIS AVE	28TH ST	27TH ST	36	21,960	$ 13.79	$ 109,018.22
27TH ST	CITY LIMITS	CALIFORNIA AVE	38	45,072	$ 13.79	$ 236,186.29
29TH ST	CITY LIMITS	END OF PVMNT	40	13,600	$ 13.79	$ 75,017.60
OHIO AVE	SKYLINE DR	HILL ST	40	22,420	$ 13.79	$ 123,668.72
GUNDRY AVE	HILL ST	21ST ST	41	24,523	$ 13.79	$ 138,650.59
COLUMBIA ST	CITY LIMITS	END	42	12,083	$ 13.79	$ 69,982.32
GUNDRY AVE	29TH ST	28TH ST	42	22,422	$ 13.79	$ 129,863.74
JUNIPERO AVE	WILLOW ST	SOUTH TERM	42	21,107	$ 13.79	$ 122,247.52
RAYMOND AVE	27TH ST	WILLOW ST	42	23,200	$ 13.79	$ 134,369.76
27TH ST	GUNDRY AVE	ALLEY	43	4,530	$ 13.79	$ 26,861.54
28TH ST	CITY LIMITS	EAST END	43	16,800	$ 13.79	$ 99,618.96
ALLIANCE ST	CERRITOS AVE	ORANGE AVE	43	5,088	$ 13.79	$ 30,170.31
32ND ST	ORANGE AVE	WEST END	44	25,959	$ 13.79	$ 157,508.83
ROSE AVE	28TH ST	SOUTH TERM	44	21,924	$ 13.79	$ 133,026.06
WALL ST	MOLINO AVE	TEMPLE AVE	44	20,427	$ 13.79	$ 123,942.87
HILL ST	OHIO AVE	TEMPLE AVE	45	9,702	$ 13.79	$ 60,205.76
33RD ST	ORANGE AVE	WALNUT AVE	46	42,772	$ 13.79	$ 271,319.90
SAINT LOUIS AVE	27TH ST	WILLOW ST	47	22,581	$ 13.79	$ 146,354.24
ALLIANCE ST	ALLEY	CERRITOS AVE	48	1,780	$ 13.79	$ 11,782.18
GUNDRY AVE	BURNETT ST	NORTH TERM	49	21,941	$ 13.79	$ 148,257.53
ROSE AVE	HILL ST	NORTH TERM	49	20,448	$ 13.79	$ 138,169.18
GAVIOTA AVE	28TH ST	END	50	21,096	$ 13.79	$ 145,456.92
DAWSON AVE	28TH ST	27TH ST	51	22,977	$ 13.79	$ 161,594.94
LEWIS AVE	CITY LIMITS	33RD ST	51	17,655	$ 13.79	$ 124,165.85
GAVIOTA AVE	HILL ST	ALAMITOS AVE	52	36,075	$ 13.79	$ 258,686.61
VERNON ST	WEST TERMINUS	CALIFORNIA AVE	52	8,970	$ 13.79	$ 64,322.08
ROSE AVE	CRESCENT HEIGHTS ST	BURNETT ST	53	17,748	$ 13.79	$ 129,714.81
COMBELLACK DR	JUNIPERO AVE	TEMPLE AVE	55	47,619	$ 13.79	$ 361,166.31
DAWSON AVE	27TH ST	WILLOW ST	55	21,756	$ 13.79	$ 165,008.38
GAVIOTA AVE	CRESCENT HEIGHTS ST	BURNETT ST	55	15,475	$ 13.79	$ 117,370.14
20TH ST	MOLINO AVE	TEMPLE AVE	56	21,619	$ 13.79	$ 166,950.57
CRESCENT HEIGHTS ST	WALNUT AVE	CHERRY AVE	57	49,840	$ 13.79	$ 391,757.35
BRAYTON AVE	BURNETT ST	NORTH TERM	58	22,284	$ 13.79	$ 178,231.89
INDUSTRY DR	REDONDO AVE	WEST TERMINUS	58	38,779	$ 13.79	$ 310,162.20
WALTON ST	LIME AVE	MYRTLE AVE	59	20,031	$ 13.79	$ 162,974.22
20TH ST	JUNIPERO AVE	STANLEY PL	60	10,097	$ 13.79	$ 83,542.58
SIGNAL PKWY	28TH ST	WILLOW ST	60	73,800	$ 13.79	$ 610,621.20
20TH ST	ALAMITOS AVE	CHERRY AVE	61	35,844	$ 13.79	$ 301,516.14
CRESTON ST	WALNUT AVE	EAST TERMINUS	61	38,508	$ 13.79	$ 323,925.45
MOLINO AVE	19TH ST	PCH	61	19,069	$ 13.79	$ 160,406.52
GUNDRY AVE	28TH ST	WILLOW ST	62	46,360	$ 13.79	$ 396,368.73
27TH ST	DAWSON AVE	RAYMOND AVE	63	10,716	$ 13.79	$ 93,097.39
LEMON AVE	33RD ST	32ND ST	63	20,604	$ 13.79	$ 179,001.37
GUNDRY AVE	WARDLOW RD	33RD ST	64	18,390	$ 13.79	$ 162,302.78
MOLINO AVE	20TH ST	NORTH TERM	64	1,392	$ 13.79	$ 12,285.24
PANORAMA DR	MOLINO ST	TEMPLE AVE	64	14,355	$ 13.79	$ 126,691.49
20TH ST	ORIZABA AVE	OBISPO AVE	65	23,520	$ 13.79	$ 210,821.52
23RD ST	LEMON AVE	ORANGE AVE	65	17,108	$ 13.79	$ 153,347.56
FREEMAN AVE	550' N/20TH ST	NORTH TERM	66	5,580	$ 13.79	$ 50,785.81
JESSIE NELSON CIR	HILL ST	WEST TERMINUS	66	13,440	$ 13.79	$ 122,322.82
20TH ST	CHERRY AVE	JUNIPERO AVE	67	48,032	$ 13.79	$ 443,782.06
JUNIPERO AVE	28TH ST	27TH ST	67	24,040	$ 13.79	$ 222,112.77
ORIZABA AVE	20TH ST	NORTH TERM	67	32,019	$ 13.79	$ 295,833.15
19TH ST	JUNIPERO AVE	MOLINO AVE	68	20,592	$ 13.79	$ 193,095.30
CORONADO AVE	19TH ST	PCH	68	25,160	$ 13.79	$ 235,930.35
LEGION DR	HILL ST	NORTH TERM	68	16,407	$ 13.79	$ 153,851.72
HILL ST	CHERRY AVE	GATE	69	11,519	$ 13.79	$ 109,604.44
CERRITOS AVE	CITY LIMITS	33RD ST	70	19,040	$ 13.79	$ 183,793.12
STANLEY AVE	END	20TH ST	70	17,824	$ 13.79	$ 172,055.07

Facility	To	From	PCI	Quantity	Unit Cost [1]	Total Cost [2]
Local Streets						
STANLEY AVE	20TH ST	19TH ST	70	21,182	$ 13.79	$ 204,469.85
STANLEY AVE	19TH ST	PCH	70	19,301	$ 13.79	$ 186,312.55
DAWSON AVE	20TH ST	19TH ST	71	24,600	$ 13.79	$ 240,856.14
FREEMAN AVE	20TH ST	PCH	71	51,742	$ 13.79	$ 506,600.75
27TH ST	ST LOUIS AVE	DAWSON AVE	72	10,792	$ 13.79	$ 107,151.61
27TH ST	RAYMOND AVE	JUNIPERO AVE	72	10,920	$ 13.79	$ 108,422.50
GUNDRY AVE	WILLOW ST	PAVEMENT CHAMGE	72	6,194	$ 13.79	$ 61,498.99
LEMON AVE	BURNETT ST	END	72	25,607	$ 13.79	$ 254,246.78
MOLINO AVE	20TH ST	19TH ST	72	20,320	$ 13.79	$ 201,753.22
33RD ST	LEMON AVE	CERRITOS AVE	73	9,835	$ 13.79	$ 99,005.99
GRANT ST	OBISPO AVE	REDONDO AVE	73	30,172	$ 13.79	$ 303,732.47
HILL ST	SKYLINE DR	STANLEY AVE	73	18,520	$ 13.79	$ 186,435.28
LIME AVE	CITY LIMITS	33RD ST	73	19,440	$ 13.79	$ 195,696.65
STANLEY AVE	HILL ST	21ST ST	73	34,383	$ 13.79	$ 346,123.35
19TH ST	TEMPLE AVE	ORIZABA AVE	74	22,227	$ 13.79	$ 226,817.64
33RD ST	CERRITOS AVE	ORANGE AVE	74	9,730	$ 13.79	$ 99,290.76
DAWSON AVE	19TH ST	VILLAGE WAY	74	18,278	$ 13.79	$ 186,519.68
SAINT LOUIS AVE	HILL ST	NORTH TERM	74	13,054	$ 13.79	$ 133,210.85
SAINT LOUIS AVE	21ST ST	20TH ST	74	20,740	$ 13.79	$ 211,643.40
SAINT LOUIS AVE	20TH ST	19TH ST	74	20,774	$ 13.79	$ 211,990.36
19TH ST	REDONDO AVE	RESERVOIR DR	75	3,192	$ 13.79	$ 33,013.26
25TH ST	WEST TERMINUS	CALIFORNIA AVE	75	9,568	$ 13.79	$ 98,957.04
33RD ST	CITY LIMITS	CALIFORNIA AVE	75	59,886	$ 13.79	$ 619,370.96
DAWSON AVE	21ST ST	20TH ST	76	21,888	$ 13.79	$ 229,395.00
LEMON AVE	NEVADA ST	BURNETT ST	76	5,973	$ 13.79	$ 62,599.43
LEWIS AVE	33RD ST	32ND ST	76	21,245	$ 13.79	$ 222,656.10
RAYMOND AVE	20TH ST	19TH ST	76	20,229	$ 13.79	$ 212,008.01
19TH ST	OBISPO AVE	REDONDO AVE	77	30,760	$ 13.79	$ 326,618.91
21ST ST	WALNUT AVE	GUNDRY AVE	77	17,071	$ 13.79	$ 181,265.00
GARDENA AVE	SPRING ST	29TH ST	77	23,862	$ 13.79	$ 253,373.87
LEMON AVE	CITY LIMITS	33RD ST	77	19,224	$ 13.79	$ 204,126.20
NEVADA ST	CERRITOS AVE	ORANGE AVE	77	7,533	$ 13.79	$ 79,987.65
PATTERSON ST	CALIFORNIA AVE	WEST TERMINUS	77	23,408	$ 13.79	$ 248,553.17
RAYMOND AVE	21ST ST	20TH ST	77	20,097	$ 13.79	$ 213,395.98
DAWSON AVE	NORTH TERMINUS	SKYLINE DR	78	20,437	$ 13.79	$ 219,824.46
FALCON AVE	CITY LIMITS	33RD ST	79	18,870	$ 13.79	$ 205,571.67
19TH ST	MOLINO AVE	TEMPLE AVE	80	20,724	$ 13.79	$ 228,627.17
ORIZABA AVE	20TH ST	19TH ST	80	23,541	$ 13.79	$ 259,704.31
STANLEY AVE	SKYLINE DR	HILL ST	80	23,400	$ 13.79	$ 258,148.80
CERRITOS AVE	23RD ST	ALLIANCE AVE	81	9,204	$ 13.79	$ 102,807.76
JUNIPERO AVE	27TH ST	WILLOW ST	81	22,040	$ 13.79	$ 246,184.60
27TH ST	WEST TERMINUS	CHERRY AVE	82	12,320	$ 13.79	$ 139,312.10
33RD ST	LEWIS AVE	LEMON AVE	82	9,758	$ 13.79	$ 110,341.51
CERRITOS AVE	33RD ST	32ND ST	82	21,210	$ 13.79	$ 239,838.44
ELLIS AVE	GLADYS AVE	END	82	14,952	$ 13.79	$ 169,074.23
MOLINO AVE	SKYLINE DR	HILL ST	82	17,820	$ 13.79	$ 201,505.00
MYRTLE AVE	CITY LIMITS	33RD ST	82	17,280	$ 13.79	$ 195,398.78
32ND ST	CALIFORNIA AVE	ORANGE AVE	83	44,135	$ 13.79	$ 505,155.97
HILL ST	STANLEY AVE	OHIO AVE	83	17,490	$ 13.79	$ 200,185.29
OLIVE AVE	CITY LIMITS	33RD ST	83	17,886	$ 13.79	$ 204,717.79
TERRACE DR	21ST ST	SOUTH TERM	83	6,842	$ 13.79	$ 78,311.48
CERRITOS AVE	BURNETT ST	23RD ST	84	24,492	$ 13.79	$ 283,705.53
FREEMAN AVE	20TH ST	550' N/20TH ST	84	14,353	$ 13.79	$ 166,259.41
LEWIS AVE	BURNETT ST	SOUTH TERMINUS	84	17,850	$ 13.79	$ 206,767.26
MYRTLE AVE	WILLOW ST	27TH ST	84	23,294	$ 13.79	$ 269,828.38

Facility	To	From	PCI	Quantity	Unit Cost [1]	Total Cost [2]
Local Streets						
27TH ST	ALLEY	WALNUT AVE	85	5,292	$ 13.79	$ 62,030.18
LEMON AVE	WILLOW ST	NEVADA ST	85	37,734	$ 13.79	$ 442,299.08
OHIO AVE	20TH ST	NORTH TERM	85	2,641	$ 13.79	$ 30,956.48
19TH ST	CHERRY AVE	JUNIPERO AVE	86	42,009	$ 13.79	$ 498,201.53
LEWIS AVE	WILLOW ST	BURNETT ST	86	46,702	$ 13.79	$ 553,857.70
LIME AVE	WILLOW ST	27TH ST	86	19,767	$ 13.79	$ 234,424.76
OHIO AVE	HILL ST	21ST ST	86	22,089	$ 13.79	$ 261,962.29
25TH ST	LEWIS AVE	LEMON AVE	87	11,802	$ 13.79	$ 141,592.13
27TH ST	CHERRY AVE	ST LOUIS AVE	87	10,070	$ 13.79	$ 120,812.81
CERRITOS AVE	WILLOW ST	BURNETT ST	87	46,854	$ 13.79	$ 562,121.49
GARDENA AVE	CRESCENT HEIGHTS ST	BURNETT ST	87	19,158	$ 13.79	$ 229,844.27
RAYMOND AVE	19TH ST	VILLAGE WAY	87	15,104	$ 13.79	$ 181,207.22
25TH ST	LEMON AVE	CERRITOS AVE	89	11,592	$ 13.79	$ 142,269.78
28TH ST	WEST END	CALIFORNIA AVE	89	20,460	$ 13.79	$ 251,107.63
20TH ST	CRESCENT DR	ORIZABA AVE	90	22,355	$ 13.79	$ 277,447.91
25TH ST	CERRITOS AVE	ORANGE AVE	90	10,962	$ 13.79	$ 136,049.38
33RD ST	CALIFORNIA AVE	LEWIS AVE	90	9,765	$ 13.79	$ 121,193.42
BRAYTON AVE	WARDLOW RD	33RD ST	90	17,806	$ 13.79	$ 220,990.27
GLADYS AVE	19TH ST	ELLIS AVE	90	12,480	$ 13.79	$ 154,889.28
GUNDRY AVE	PAVEMENT CHANGE	SOUTH TERM	90	13,683	$ 13.79	$ 169,819.71
MOLINO AVE	PANORAMA DR	SKYLINE DR	90	11,700	$ 13.79	$ 145,208.70
NEVADA ST	LEWIS AVE	LEMON AVE	90	7,488	$ 13.79	$ 92,933.57
NEVADA ST	LEMON AVE	CERRITOS AVE	90	7,695	$ 13.79	$ 95,502.65
CRESCENT DR	SUNSET VIEW	20TH ST	91	15,972	$ 13.79	$ 200,431.03
CRESCENT DR	20TH ST	MOONSTONE DR	91	16,828	$ 13.79	$ 211,172.89
SAINT LOUIS AVE	19TH ST	SOUTH TERM	91	12,651	$ 13.79	$ 158,756.13
VILLAGE WAY	RAYMOND AVE	EAST TERMINUS	91	5,128	$ 13.79	$ 64,350.76
23RD ST	ORANGE AVE	WALNUT AVE	92	36,627	$ 13.79	$ 464,679.42
DISCOVERY WAY	20TH ST	MOONSTONE DR	92	13,593	$ 13.79	$ 172,451.67
SUNSET VIEW	CRESCENT DR	ORIZABA AVE	92	15,203	$ 13.79	$ 192,877.42
CRESCENT DR	NORTH TERM	SUNSET VIEW	93	15,319	$ 13.79	$ 196,461.58
HUMMINGBIRD LN	DISCOVERY WAY	EAST TERMINUS	93	6,912	$ 13.79	$ 88,644.33
MOONSTONE DR	CRESCENT DR	DISCOVERY WAY	93	8,049	$ 13.79	$ 103,226.01
OHIO AVE	PANORAMA DR	SKYLINE DR	93	8,680	$ 13.79	$ 111,318.40
PAPADAKIS WAY	20TH ST	NORTH TERM	93	23,880	$ 13.79	$ 306,253.84
VILLAGE WAY	DAWSON AVE	RAYMOND AVE	93	9,286	$ 13.79	$ 119,090.16
ORIZABA AVE	PCH	NORTH TERM	94	15,270	$ 13.79	$ 197,938.90
SIGNAL POINTE	CRESCENT DR	EAST TERMINUS	94	5,112	$ 13.79	$ 66,264.81
29TH ST	WALNUT AVE	CHERRY AVE	95	48,126	$ 13.79	$ 630,474.66
GARDENA AVE	29TH ST	28TH ST	97	24,518	$ 13.79	$ 327,960.12
GAVIOTA AVE	NORTH TERM	HILL ST	98	17,661	$ 13.79	$ 238,674.29
Subtotal Local Roads					*$ 3,599.19*	*$ 31,343,509.02*
Traffic Signal Improvements						
Traffic Signals				33	$ 630,000.00	$ 20,790,000.00
Subtotal Traffic Signal Improvements					*$ 630,000.00*	*$ 20,790,000.00*
Sidewalks						
Citywide Sidewalks				1,420,200	$ 9.00	$ 12,781,800.00
Subtotal Sidewalks					*$ 9.00*	$ 12,781,800.00
Roadway Signage						
Roadway Signage				670	$ 450.00	$ 301,500.00
Subtotal Roadway Signage					*$ 450.00*	$ 301,500.00
Total Facilities						**$ 107,592,935.56**

Notes:

1 Existing roadway costs prorated based on the Pavement Condition Index (PCI).

2 Costs provided by the City of Signal Hill Public Works Department.

Source:

City of Signal Hill Public Works Department.