

STAFF REPORT
COUNCIL MEETING DATE:
September 10, 2012

ITEMS FOR COUNCIL CONSIDERATION:

**Annual Review of the City's Development Impact Fee Program and
Capital Improvement Plan**

Report prepared by: Cyndi Vestal, Management Analyst
Department: Public Works



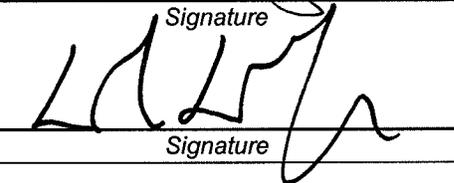
Signature

**Reviewed by
Public Works
Director:**



Signature

**Reviewed by
City Manager:**



Signature

ACTION **NON-ACTION** **STAFF RECOMMENDATION:**

Recommendation: That the City Council adopt Resolution No. 5403, updating the City's Capital Improvement Plan and Approving and Accepting the Annual Report on the City's Development Impact Fee Program.

Sample Motion: I move to adopt Resolution No. 5403, as read by title only, approving and accepting the Development Impact Fee Annual Report and updating the City Capital Improvement Plan.

I. BACKGROUND:

To offset the demands on public facilities generated by new development, the City of Carpinteria collects eleven categories of Development Impact Fees (DIFs). Projects that have been determined to be necessary to respond to the demands placed on public facilities by new development are included in the City's Capital Improvement Plan. The fees are based on a "fair

share” of the cost of those projects that is established through a study.¹ The fees are collected under the authority of the California Mitigation Fee Act, Government Code Section 66000. The Mitigation Fee Act requires implementing agencies follow certain reporting and accounting requirements. The City’s DIF program is established in the City’s Municipal Code (Section 15.80.110 and 15.80.160.

Each year the City is required to prepare an annual report. The City is also required to prepare certain findings every five years. Since many of the DIF categories had different start years, the five year findings for all categories of DIFs are presented every year with the annual report. As required by the Mitigation Fee Act, the annual report with the appropriate findings and the Capital Improvement Plan must be presented at a public hearing for the Council’s consideration regarding adequacy and compliance with State and Local regulations.

The City also collects fees for park acquisition known as Quimby fees, as a condition of approval of residential subdivisions in accordance with Government Code Section 66477. Collection of Quimby fees also requires certain reporting and accounting. For the purposes of this report, the eleven DIFs discussed above and the Quimby fees will collectively be referred to as DIFs.

Resolution No. 5403, with all its exhibits, serves as the annual report required under the Mitigation Fee Act, makes the five-year findings, and constitutes the Capital Improvement Plan. The complete list of DIFs with descriptions is attached as Exhibit A of the proposed Resolution No. 5403.

II. DISCUSSION:

The City’s Development Impact Fee program was first established in 1994. The 2011 Annual Report was received and accepted on September 12, 2011 and adopted by Resolution No. 5335. The Carpinteria Municipal Code also requires that DIFs be adjusted annually by application of an annual inflationary index. A description of the annual report requirements for the DIFs including Quimby fees and the Capital Improvement Plan is provided below:

Development Impact Fee Annual Reporting

For DIFs collected pursuant to the Mitigation Fee Act, Government Code Section 66006 (b) requires that specific information be included in the annual report. The following is a list of those requirements and a corresponding reference to where that information can be found in this report.

- A. A brief description of the type of fee in the account or fund (see Exhibit A of the attached Resolution).
- B. The amount of the fees (see Exhibit B and C of the attached Resolution).
- C. The beginning and ending balance of the account or fund (see Exhibit E of the attached Resolution).

¹ 2003 Development Impact Fee Report, City of Carpinteria dated December 8, 2003

- D. The amount of the fees collected and the interest earned (see Exhibit E of the attached Resolution).
- E. An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement funded with fees (see Table1 below).
- F. 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 a public improvement, as identified in paragraph (2) of the subdivision (a) of Section 66001 (see Exhibit D of the attached Resolution).
- G. A description of each inter-fund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fee will be expended, and, in the case of an inter-fund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan. (No inter-fund transfers have been made.)
- H. The amounts of refunds made pursuant to subdivision (e) of Section 66001 and any allocation pursuant to subdivision (f) of section 66001. (No refunds or allocations have been made.)

Government Code Section 66001 (d) requires that for the fifth year following the first deposit into a DIF account or fund, and every five years thereafter, the local agency shall make findings as follows:

1. Identify the purpose for which the fee is to be expended.
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 for incomplete improvements.
4. Designate the approximate dates on which the funding referred to in item 3 above is expected to be deposited into the appropriate account or fund.

As noted above, the five-year findings are included in the attached Resolution. DIF funds expended during Fiscal Year 2011-2012 are shown in Table 1 below:

TABLE 1

Project Number	Project Name	DIF Category	DIF Funds Expended in FY 2011/2012
HI-03/HI-04	HWY 101 Linden Ave Interchange/Hwy 101 Casitas Pass Rd Interchange	Highway Interchanges & Bridges	\$19,243.17
HI-07	Carpinteria Avenue Bridge over Carpinteria Creek	Highway Interchanges & Bridges	\$17,748.00
HI-08	Eighth Street Pedestrian Bridge	Highway Interchanges & Bridges / Streets & Thoroughfares	\$9,705.56
PR-13	Acquisition of the UPRR Property at Fifth Street	Park Land Acquisition / Park Improvements	\$15,397.33

Table 2 identifies those projects in the City's Capital Improvement Plan that have been designated high priority and determined that sufficient DIFs may be collected for the City to undertake these projects. Additional project funding may be derived from other sources such as Measure A, Gas Tax, and grants.

TABLE 2

Project Number	Project Name	Estimated Cost*	Project Description
ST-02	El Carro Lane Sidewalk Improvements	\$92,685	Installation of Sidewalk along El Carro Lane from 5200 to 5300 Block
HI-03	Highway 101 Linden Avenue Interchange	\$35,547,686	Reconstruction of the Linden Avenue interchange. Includes new southbound on ramp and northbound off ramp, and the extension of Via Real from Casitas Pass Road to Linden Avenue.
HI-04	Highway 101 Casitas Pass Road Interchange	\$59,318,839	Reconstruction of the Casitas Pass Rd. interchange. Includes new northbound hook on and off ramps and the extension of Via Real from San Roque MHP to Casitas Pass Road.
HI-07	Carpinteria Avenue Bridge over Carpinteria Creek	\$2,462,168	Reconstruction of the Carpinteria Avenue bridge over Carpinteria Creek.

*Estimates reflect total project costs, not necessarily the contribution amount from the DIF Fund.

Quimby Act Fees

For Quimby Fees collected pursuant to the Quimby Act, Section 66477 et seq, requires the City to:

1. Develop a schedule specifying how, when, and where it will use the land or fees or both to develop park and recreational facilities to serve residents of the subdivision.
2. Commit any fees to approved projects within five years of the date they were collected.

Exhibit "D" sets forth the Parks & Recreation Property Acquisitions to which Quimby funds will be allocated. All future Quimby fees collected are committed to the property acquisition projects on the list.

Capital Improvement Program

Municipal Code Section 15.80.160 requires that the Annual DIF Report include adjustments of the project cost estimates of the Capital Improvement Program by a specific Cost Index to ensure that estimated construction costs for planned capital improvements in the City keep up with inflation. The provisions of the Code require staff to use the index published by the California Department of Transportation (Caltrans) for the elapsed time period from the previous fiscal year. The updated fees went into effect on July 1, 2012.

Exhibit D attached is the adopted Capital Improvement Plan Project list with cost estimates. Each cost estimate in Exhibit D has been based on an improvement specific analysis to determine the current cost estimate for construction.

Since the General Plan/Local Coastal Land Use Plan designations and growth projections have not changed in the last year, the improvement projects identified on Exhibit D, still meet the needs for future development in the City. The relationship between the need for public improvements, the amount of fees necessary to fund development of such improvements, and the impacts of development for which the fees are charged, has remained unchanged since implementing the City's DIF program in December 2003.

IV. FINANCIAL CONSIDERATIONS:

Collection of Development Impact Fees and other Fees provide the revenue necessary for the City ultimately to fund the construction of the public improvements contained in the City's adopted Capital Improvement Plan.

Cost estimates for DIFs are adjusted automatically on an annual basis on July 1 of each year in accordance with the Carpinteria Municipal Code Section 15.80.050, using the Construction Cost Index percentage published by Caltrans. Also, effective with the adoption of Ordinance 633 DIFs collected pursuant to the Quimby Act are adjusted by the same Index consistent with Carpinteria Municipal Code Section 16.24.080 (C).

As of June 30, 2012, the 11/12 Fiscal Year end balances are as follows, and are also shown as on attached Exhibit E of Resolution No. 5403.

General Facilities:	\$109,080.98
Highway Interchanges & Bridges:	\$807,150.04
Storm Drain:	\$260,851.41
Traffic Control:	\$247,569.39
Streets & Thoroughfares:	\$122,078.95
Parking:	\$71,787.39
Park Land Acquisition:	\$821,822.56
Park Improvements:	\$143,718.58
Aquatic Facilities:	\$27,330.46
Park Open Space Acquisition:	\$79,547.14
Quimby:	\$457,874.53
TOTAL	\$3,148,811.43

V. LEGAL ISSUES:

The City Attorney has reviewed this report and the attached Resolution.

VI. ATTACHMENTS:

Resolution No. 5403, a resolution of the City of Carpinteria City Council Updating the Capital Improvement Plan and the Reporting of the City's Development Impact Fee Program

- Exhibit A, Development Impact Fee Fund Descriptions
- Exhibit B, Development Impact Mitigation Fee Schedule
- Exhibit C, Development Impact Mitigation Fee Schedule (Parks & Recreation and Quimby)
- Exhibit D, Capital Improvement Plan
- Exhibit E, Development Impact Fees Accounting

RESOLUTION NO. 5403
A RESOLUTION OF THE CITY OF CARPINTERIA CITY COUNCIL
UPDATING THE CITY'S CAPITAL IMPROVEMENT PLAN
AND APPROVING AND ACCEPTING THE ANNUAL REPORT ON THE CITY'S
DEVELOPMENT IMPACT FEE PROGRAM

WHEREAS, on January 24, 1994, the City Council adopted Ordinance No. 501, which implemented the City's Development Impact Fee program, and Resolution No. 4081, which established the level of Development Impact Fees; and

WHEREAS, by Resolution No. 4076, the City Council had previously approved a Capital Improvement Plan for the construction of public facilities in the City; and

WHEREAS, by Resolution No. 4075 adopted January 10, 1994, the City Council approved the collection of fees pursuant to Section 66477 of the Government Code; and

WHEREAS, by Resolution No. 4628 adopted October 25, 1999, the City Council approved the collection of fees pursuant to Section 66477 of the Government Code; and

WHEREAS, by Resolution No. 5281 adopted September 12, 2011 the City Council last approved the Capital Improvement Plan Project List and a revision to the level of the City's Development Impact Fees; and

WHEREAS, Carpinteria Municipal Code Section 15.80 provides for an annual review of the Capital Improvement Plan, and Section 15.80.160 provides for an annual review of both the City's Development Impact Fee Program and the balance of funds currently maintained in the City's various Development Impact Fee accounts; and

WHEREAS, the documents that collectively reflect the balance in each Development Impact Fee, Development Fee and Affordable Housing Fee account, the fee balance, interest, income, and the amount of expenditure by public facility and the amount of refunds made for the fiscal year ("the Document"), have been available for public review as required by law.

NOW, THEREFORE, it is hereby resolved by the City Council of the City of Carpinteria, California, as follows:

1. The City Council finds that new development in the City will generate additional demands on public facilities throughout the City, and will contribute to the impact upon public facilities.
2. The City Council finds that the use to which the fees will be put is construction of public improvements at estimated costs therefore described in the Capital Improvement Plan, and determines that there is a continued need for these improvements and that there is a reasonable relationship between such need and the impacts of development for which the fees are charged.
3. The City Council finds that the fees expected to be generated by new development will not exceed the costs for construction of public facilities set forth in the Capital Improvement Plan.
4. The City Council finds that there is a reasonable relationship between the fees' use and the type of development for which the fees are charged, as these reasonable relationships are described in more detail in the City's Development Impact Fees Program and Capital Improvement Plan.

5. The City Council finds the cost estimates set forth in the Capital Improvement Plan are reasonable cost estimates for the public facilities contained in the Capital Improvement Plan, and that the fees expected to be generated by new development will not exceed the costs for construction of the public facilities set forth in the Capital Improvements Plan.
6. The City Council approves the City's adopted Capital Improvement Plan including the priorities for financing improvements as stated therein as shown in Exhibit D dated July 2012 without change.
7. As to funds on deposit in the General Facilities Fund, the City Council finds as follows:
 - a) The purpose of the General Facilities Fund is to Finance the Construction of General Facilities as detailed further in Exhibit D.
 - b) A reasonable relationship between the General Facilities Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the General Facilities DIF is assessed to new development in proportion to such developments impacts on necessary General Facilities.
 - c) The sources and amounts of funding for General Facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
 - d) The approximate dates on which the funding to construct the General Facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the General Facilities Fund are shown in Exhibit D.
8. As to funds on deposit in the Highway Interchanges and Bridges Fund, the City Council finds as follows:
 - a) The purpose of the Highway Interchanges and Bridges Fund is to finance the construction of highway interchanges and bridges as detailed further in Exhibit D.
 - b) A reasonable relationship between the Highway Interchanges and Bridges Development Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Highway Interchanges and Bridges DIF is assessed to new development in proportion to such development's impacts on necessary highway interchanges and bridges.
 - c) The sources and amounts of funding for Highway Interchanges and Bridges Facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
 - d) The approximate dates on which the funding to construct the Highway Interchanges and Bridges Facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the Highway Interchanges and Bridges Fund are shown in Exhibit D.
9. As to funds on deposit in the Storm Drain Fund, the City Council finds as follows:
 - a) The purpose of the Storm Drain Fund is to finance the construction of storm drains as detailed further in Exhibit D.
 - b) A reasonable relationship between the Storm Drain Fund Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Storm Drain DIF is assessed to new development in proportion to such development's impacts on essential

storm drains.

- c) The sources and amounts of funding for Storm Drain facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate date on which the funding to construct the Storm Drain facilities, identified in the City's Capital Improvement Plan, is expected to be deposited into the Storm Drain Fund is shown in Exhibit D.

10. As to funds on deposit in the Streets & Thoroughfares Fund, the City Council finds as follows:

- a) The purpose of the Streets & Thoroughfares Fund is to finance the construction of Streets & Thoroughfares as detailed further in Exhibit D.
- b) A reasonable relationship between the Streets & Thoroughfares Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Streets & Thoroughfares DIF is assessed to new development in proportion to such development's impacts on necessary Streets & Thoroughfares.
- c) The sources and amounts of funding for Streets & Thoroughfares, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate dates on which the funding to construct the Streets & Thoroughfares, identified in the City's Capital Improvement Plan, are expected to be deposited into the Streets & Thoroughfares Fund as shown in Exhibit D.

11. As to funds on deposit in the Park Open Space Fund, the City Council finds as follows:

- a) The purpose of the Park Open Space Fund is to finance the acquisition of Park Open Space acreage as detailed further in Exhibit D.
- b) A reasonable relationship between the Park Open Space Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Park Open Space DIF is assessed to new development in proportion to such development's impacts on necessary Park Open Spaces.
- c) The sources and amounts of funding for Park Open Space, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate dates on which the funding to acquire Park Open Space, identified in the City's Capital Improvement Plan, are expected to be deposited into the Park Open Space Fund are as shown in Exhibit D.

12. As to funds on deposit in the Parking Fund, the City Council finds as follows:

- a) The purpose of the Parking Fund is to finance the construction of Parking facilities as detailed further in Exhibit D.
- b) A reasonable relationship between the Parking Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Parking DIF is assessed to new development in proportion to such development's impacts on necessary

Parking facilities.

- c) The sources and amounts of funding for Parking facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate dates on which the funding to construct the Parking facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the Parking Fund are as shown in Exhibit D.

13. As to funds on deposit in the Traffic Control Fund, the City Council finds as follows:

- a) The purpose of the Traffic Control Fund is to finance the construction of Traffic Control equipment as detailed further in Exhibit D.
- b) A reasonable relationship between the Traffic Control Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Traffic Control Fund DIF is assessed to new development in proportion to such development's impacts on necessary Traffic Control equipment.
- c) The sources and amounts of funding for Traffic Control equipment, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate dates on which the funding to construct the Traffic Control equipment, identified in the City's Capital Improvement Plan, are expected to be deposited into the Traffic Control Fund are as shown in Exhibit D.

14. As to funds on deposit in the Park Land Acquisition Fund, the City Council finds as follows:

- a) The purpose of the Park Land Acquisition Fund is to finance the acquisition of land for parks as detailed further in Exhibit D.
- b) A reasonable relationship between the Park Land Acquisition Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Park Land Acquisition Fund DIF is assessed to new development in proportion to such development's impacts on necessary Park facilities.
- c) The sources and amounts of funding for Parks, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate dates on which the funding to construct the acquisition of Parks, identified in the City's Capital Improvement Plan, are expected to be deposited into the Park Land Acquisition Fund as shown in Exhibit D.

15. As to funds on deposit in the Park Aquatics Fund, the City Council finds as follows:

- a) The purpose of the Park Aquatics Fund is to finance the construction of Park Aquatics facilities as detailed further in Exhibit D.
- b) A reasonable relationship between the Park Aquatics Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Park Aquatics Fund DIF is assessed to new development in proportion to such development's impacts on

necessary Park Aquatics facilities.

- c) The sources and amounts of funding for Park Aquatics facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate dates on which the funding to construct the Park Aquatics facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the Park Aquatics Fund as shown in Exhibit D.

16. As to funds on deposit in the Park Improvement Fund, the City Council finds as follows:

- a) The purpose of the Park Improvement Fund is to finance the design and construction for parks as detailed further in Exhibit D.
- b) A reasonable relationship between the Park Improvement Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Park Improvement Fund DIF is assessed to new development in proportion to such development's impacts on necessary Park Improvements.
- c) The sources and amounts of funding for Park Improvements, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit D.
- d) The approximate dates on which the funding to construct the Park Improvements, identified in the City's Capital Improvement Plan, are expected to be deposited into the Park Improvement Fund as shown in Exhibit D.

17. As to funds on deposit in the Quimby Fund, the City Council finds as follows:

- a) All the requirements of Government Code section 66477 continue to be satisfied for the City's Park and Recreation Facilities Dedication and Fees Program, codified in Carpinteria Municipal Code Chapter 16.24.

PASSED, APPROVED AND ADOPTED this 10th day of September, 2012, by the following called vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

MAYOR, CITY OF CARPINTERIA

ATTEST:

CITY CLERK, CITY OF CARPINTERIA

I hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 10th day of September, 2012.

CITY CLERK

APPROVED AS TO FORM:

PETER N. BROWN
CITY ATTORNEY

EXHIBIT A
City of Carpinteria
Development Impact Fee Fund Descriptions

Streets & Thoroughfares Fund: Fees collected for the actual and estimated costs to acquire additional right of ways for new public street improvements and to improve the existing street network to accommodate the increase traffic demands associated with future development.

Highway Interchanges and Bridges Fund: Fees collected for the actual and estimated costs to acquire additional right of ways and construct new and/or improved Highway interchanges and bridges to accommodate the increase traffic demands associated with future development.

Traffic Control Facilities Fund: Fees collected for the actual and estimated costs for acquiring and installing new traffic control systems and to improve the existing traffic control systems to accommodate the increase traffic demands associated with future development.

General Facilities and Equipment Fund: Fees collected for payment of the costs of acquiring and constructing additional public facilities and equipment, and improving existing public facilities to meet demand of future development.

Storm Drain Fund: Fees collected for the actual and estimated costs of constructing new drainage facilities and to improve the existing drainage facilities to mitigate the drainage impacts associated with future development.

Park Land Acquisition Fund: Fees collected for the payment of the actual or estimated costs of acquiring land for park and recreational purposes. This fee is collect from residential projects that are not associated with a subdivision.

Park Improvement Fund: Fees collected for the payment of the actual or estimated costs of designing and constructing parks and recreational facilities on land acquired for park and recreational purposes. This fee is charged to residential projects that are not associated with a subdivision.

Park Open Space Acquisition Fund: Fees collected for the payment of the actual or estimated costs of acquiring additional acreage to be reserved as open space or with minimal park improvements designed to protect the greater number of acres. This fee is collected from commercial or industrial projects.

Aquatic Facilities Fund: Fees collected for the payment of the actual or estimated costs of designing and constructing aquatics facilities. This fee is not collected from commercial or industrial projects.

Parking Facilities Fund: Fees collected to finance parking improvements within the Downtown area that will accommodate new development within the Downtown "T".

Quimby Fund: Fees collected pursuant to Government Code 66477 (Quimby Act) for the acquisition of parklands. These fees are collected on non-commercial residential projects that are associated with subdivisions.

EXHIBIT B

**CITY OF CARPINTERIA
DEVELOPMENT IMPACT MITIGATION FEE SCHEDULE (1)
EFFECTIVE JULY 1, 2012 FOR FISCAL YEAR 2012-2013
(Exclusive of Parks and Recreation Fees)**

Updated June 2012

Land Use	Streets & Thoroughfares	Highway Interchanges & Bridges ³	Traffic Control Facilities	General Facilities & Equipment	Storm Drainage Facilities
----------	-------------------------	---	----------------------------	--------------------------------	---------------------------

	\$ / unit				\$ / gross acre
Residential					
Single Family	518.00	11,565.36	819.66	1,653.60	9,331.43
Multiple Family	340.25	7,596.85	538.41	1,250.41	9,953.17
Congregate Care	106.65	1,595.34	168.76	765.56	9,953.17

	\$ / gross sq. ft.		\$ / gross acre
Commercial/Industrial			
Commercial	1.48	16.57 ^s	2.35
Industrial	0.70	7.89 ^s	1.12

	\$ / room	\$ / gross acre
Resort/Hotel		
	259.00	11,197.55
	2,891.34 ^s	11,197.55

Land Use	Parking Facilities ⁴
Downtown "T"	
Residential	\$ / parking stall 5,082.77 ⁴
Commercial	5,082.77 ⁴

Residential
fee by category x # of new units = total fee

Commercial/Industrial
fee by category x gross sq. ft. = total fee

- (1) Resolution No. 4840, establishing a Development Impact Mitigation Fee schedule for development within the City of Carpinteria, adopted and approved by the City Council on January 26, 2004.
- (2) Update to the Fee Schedule for all fees was established by Resolution No. 5094 by the City Council on January 14, 2008 going into effect on March 13, 2008.
- (3) Per Resolution 5382 the Highway Interchanges and Bridges fee has been discounted by 50% for commercial, industrial, and resort/hotel uses until November 30, 2013. The fee discount will expire on that date and the appropriate fee will be assessed.
- (4) Per Resolution 5314 the Parking Facilities fee has been reduced to a rate of \$6,051.38 established in 2002. The rate shall be in effect for 18 months from its effective date of June 9, 2011.

*Percent Decrease 2012-2013
1.3%

EXHIBIT C
CITY OF CARPINTERIA
DEVELOPMENT IMPACT MITIGATION FEE SCHEDULE
(Parks and Recreation Fees)

Updated August 2012

Proposed Land Use	Land Acquisition for Parks and Recreational Facilities	Parks and Recreational Facilities Development	Aquatics Facilities	Open Space Land Acquisition
-------------------	--	---	---------------------	-----------------------------

<u>Residential</u>	\$ / unit			
Single Family	10,632.98	4,927.62	442.00	-
Multiple Family	8,040.37	3,726.12	334.24	-
Congregate Care	-	-		-

<u>Commercial/Industrial</u>	\$ / gross sq. ft.			
Commercial	-	-	-	2.17
Industrial	-	-	-	1.58

<u>Resort/Hotel</u>	\$ / room			
	-	-	-	217.46

- (1) Resolution No. 4840, establishing a Development Impact Mitigation Fee schedule for development within the City of Carpinteria, adopted and approved by the City Council on January 26, 2004.
- (2) Resolution No 4839, establishing a Park and Recreation Land Acquisition Fee schedule for all new subdivisions within the City of Carpinteria, adopted and approved by the City Council on January 26, 2004.
- (3) Update to the Fee Schedule for all fees was established by *Ordinance No. 627 by the City Council on January 28, 2008 going into effect on March 13, 2008 and **Ordinance No. 640 on October 12, 2009. Refer to Municipal Code 15.80.050.
- (4) Resolution No. 5238 approved April 12, 2010 allows for a 50% reduction in Development Impact Fees for 100% Affordable Projects. See Resolution for details.

EXHIBIT D
July 2012 Capital Improvement Plan

STREETS AND THOROUGHFARES (1)

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
ST-02	El Carro Lane Sidewalk Improvements	\$92,685	Installation of Sidewalk along El Carro Lane from the 5200 to 5300 Block	High	DIF,MA	2013
ST-05	Seventh Street sidewalk improvements	\$65,425	Installation of Sidewalk on 7th Street from Walnut Avenue to Cactus Avenue	Low	DIF	2016
ST-06	Walnut Avenue sidewalk improvements	\$95,957	Installation of Sidewalk along Walnut Avenue from 7th St. to 8th St.	Low	DIF	2016
ST-08	Annual Street Rehabilitation Program	\$6,542,519	Annual street rehabilitation program consisting of asphalt overlays, slurry seals, and associated miscellaneous improvements for a seven year program.	Medium	DIF, MA, RSTP	On-going
ST-09	Annual Miscellaneous Concrete Repair Program	\$1,189,646	Annual concrete repair program consisting of the removal and restoration of damage concrete sidewalks, curbs, and gutters for a 5 to 10 year program.	Medium	DIF, MA, RSTP, GT	On-going
ST-13	Widening of Via Real at Reef Motel	\$130,851	Widening of sections of Via Real at the Reef Motel to provide for continuous class II bike lanes	Medium	DIF, RSTP	2016
ST-14	Sawyer Avenue Street Improvements	\$218,084	Construction of concrete sidewalk, curb and gutter along the south side of Sawyer Avenue from Linden Avenue to Holly Avenue.	Medium	DIF	2017
ST-16	Beach Area Neighborhood Emergency at grade crossing	\$286,781	Construction of an emergency at grade railroad crossing at Holly Avenue.	Medium	DIF	2018
ST-17	Widening of Via Real at Camper Park	\$174,467	Widening of sections of Via Real at the Camper Park to provide for continuous class II bike lanes including storm drain improvements.	Medium	DIF	2014
ST-18	Casitas Pass Road Traffic Calming	\$398,003	Installation of landscaped medians and/or curb planters to encourage slower vehicular speeds	Medium	DIF, MA, RSTP, GT	2014
ST-19	Linden Avenue/Foothill Rd. Intersection Improvements	\$741,486	Construction of intersection improvements to accommodate pedestrians, bicyclists and truck turning movements.	Medium	DIF, MA, GT SR2S	2016

STREETS AND THOROUGHFARES (1)

Continued

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
ST-20	Foothill Road Sidewalk Improvement	\$104,680	Installation of approximately 400' sidewalk along the south side of Foothill Road East of Linden	Medium	DIF, MA, RSTP	2017
ST-21	Linden Avenue sidewalk improvement	\$128,034	Construction of concrete curb, gutter and sidewalk along the east side of Linden Avenue from Carpinteria Avenue to 100' north of Sawyer Avenue	Medium	DIF, MA, RSTP	2018
ST-22	Via Real Sidewalk Project	\$269,334	Construct concrete, curb, gutter and sidewalk along the north side of Via Real from Poplar Street to Rancho Granada Mobile Home Park.	Medium	DIF, MA, RSTP	Completed
AT-02	UPRR Pedestrian Under-crossing at Calle Ocho	\$552,842	Modifications to an existing Railroad under-crossing to accommodate provide for bicycles and pedestrians.	Medium	DIF	2020
AT-03	UPRR Multi-Use Trail Under-crossing at the Carpinteria Bluffs	\$3,091,340	Construction of a new Railroad under-crossing at the southwest corner of the Carpinteria Bluffs to accommodate bicyclists and pedestrians	Low	DIF	2018
AT-04	Carpinteria Bluffs Bike Path	\$436,168	Construction of a class I bike path along the south side of Carpinteria Avenue from City Hall to Bailard Avenue	High	DIF, STIP	Completed
AT-05	Franklin Channel Bike Path	\$218,084	Construction of a Class I bike path along the east side of Franklin Channel from Carpinteria Avenue to 7th Street.	Medium	DIF	2018
AT-07	Bailard Avenue Park and Ride Facility	\$760,023	Construction of a park & ride lot adjacent to the HWY 101 off ramp at Bailard Avenue.	Medium	DIF	2020
AT-08	Santa Monica Channel Bike Path Extension	\$286,781	Extension of the existing class I bike path located on the east side of the Santa Monica Channel from El Carro Lane north to HWY 192	Low	DIF	2017
AT-09	Via Real Pedestrian Bridge	\$163,563	Construction of a pedestrian bridge over the Santa Monica flood control channel on the south side of Via Real	Medium	DIF, RSTP	2018
Subtotal		\$15,946,753				

HIGHWAY INTERCHANGES AND BRIDGES (2)

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
HI-02	Highway 101 Bailard Avenue Interchange	\$5,844,651	Reconstruction of the Bailard Avenue interchange to accommodate increasing traffic volumes. May include roundabouts at Carpinteria Avenue and Via Real.	Low	DIF	2022
HI-03	Highway 101 Linden Avenue Interchange	\$35,547,686	Reconstruction of the Linden Avenue interchange. Includes new southbound on ramp and northbound off ramp, and the extension of Via Real from Casitas Pass Road to Linden Avenue.	High	DIF, STIP	2017
HI-04	Highway 101 Casitas Pass Road Interchange	\$59,318,839	Reconstruction of the Casitas Pass Rd. interchange. Includes new northbound hook on and off ramps and the extension of Via Real from San Roque MHP to Casitas Pass Road.	High	DIF	2017
HI-05	Highway 101/Highway 150 Interchange	\$4,000,750	Reconstruction of the northern portion of the interchange to provide a direct connection to Via Real.	Low	DIF	2020
HI-07	Carpinteria Avenue Bridge over Carpinteria Creek	\$2,462,168	Reconstruction of the Carpinteria Avenue bridge over Carpinteria creek.	High	DIF	2015
HI-08	Eighth Street Pedestrian Bridge	\$1,526,588	Construction of a new footbridge over Carpinteria Creek at 8th Street to accommodate bicyclists and pedestrians.	High	DIF	Completed
Subtotal		\$108,700,683				

PARKING FACILITIES (3)

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
P-01	Parking Improvements	\$882,150	Construction of new parking facilities/new surface parking lot improvements within the Downtown "T".	Medium	DIF	2018
Subtotal		\$882,150				

TRAFFIC CONTROL FACILITIES (4)

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
TC-01	Carpinteria Avenue/Palm Avenue Intersection Improvements	\$348,934	New Traffic Signal at the Intersection of Carpinteria Avenue and Palm Avenue	Medium	DIF	2014
TC-02	Santa Ynez Avenue/Via Real Intersection Improvements	\$338,030	New Traffic Signal at the Intersection of Santa Ynez Avenue and Via Real	Medium	DIF	2016
TC-03	Santa Monica/Via Real Intersection Modification	\$763,293	Address operational deficiencies at the intersection of Santa Monica and Via Real	Medium	DIF	2018
Subtotal		\$1,450,257				

GENERAL FACILITIES AND EQUIPMENT (5)

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
GF-03	Construction/Acquisition of City Community Center	\$10,904,198	Construction of a 15,000-20,000 square foot community center in the Downtown area.	Low	DIF, GF, GT	2018
GF-07	Public Works Yard Cover Structure	\$218,084	Construction a carport style cover structure in the Public Works Yard for equipment and materials storage.	Medium	DIF, GF	2014
GF-08	Vehicle wash rack and water recycling facility	\$272,605	Construction of a wash rack and water recycling facility for City vehicles and equipment.	Low	DIF	2013
GF-10	Transit Stop Improvements	\$163,563	Improvements to existing transit stops throughout the City including landscaping, handicap access, benches, shelters and bike locks.	Medium	DIF	2014
Subtotal		\$11,558,450				

STORM DRAIN FACILITIES (6)

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
SD-01	Casitas Pass Storm Drain	\$556,114	Construction of a storm drain line on Casitas Pass from El Carro Lane to Highway 101 then east to Carpinteria Creek.	Low	DIF	2020
SD-02	East Via Real Storm Drain	\$398,003	Construction of a storm drain line along the north side of Via Real from 200 feet east of Via Linda to Carpinteria Creek.	Medium	DIF	2016
SD-03	Calle Arena Storm Drain	\$109,042	Construction of storm drain from Calle Arena to Carpinteria Creek.	Low	DIF	2016
SD-04	Upper Palm Avenue Storm Drain	\$279,147	Construction of a storm drain line along Carpinteria and Palm Avenue from Valecito to 8th St.	Low	DIF	2016
SD-05	Walnut Avenue Storm Drain	\$476,514	Construction of a storm drain line along the north side of the UPRR from the terminus of Walnut Avenue to Carpinteria Creek.	Low	DIF	2018
SD-06	Beach Area Drainage Improvement	\$872,336	Construction of street improvements in the beach area neighborhood north of 3rd St. to improve drainage. Include full or partial street reconstruction, concrete swales and roll curbs.	Medium	DIF, MD	2014
SD-07	Star Pine Road Storm Drain	\$163,563	Construction of a storm drain line from Star Pine Rd. at Valecito Rd. westward to the Linden Avenue on ramp.	Medium	DIF	2016
SD-10	Estero Way Box Culvert Extension	\$624,810	Construction of a double box culvert under Highway 101 Near Estero Way.	Low	DIF	2016
SD-12	Storm Drain System Retrofit Program	\$770,927	Installation of storm drain improvements to reduce storm water pollution from non point sources. Includes installation of on line storm water separators and catch basin filter devices throughout the City.	Medium	DIF, GT	2015
SD-13	Ash Avenue Storm Water Lift Station	\$556,114	Construction of an underground storm water lift station near the intersection of Ash Avenue and 3rd St. to drain the area during high tide flooding events.	Low	DIF, GT	2016
SD-14	Storm Drain Master Plan	\$111,223	Provide comprehensive analysis of existing City storm drain system.	High	DIF, MD, GT	Completed
SD-15	El Carro Lane Storm Drain Extension	\$439,439	Provide comprehensive analysis of existing City storm drain system.	Medium	DIF	2018
Subtotal		\$5,357,233				

PARKS AND RECREATION FACILITIES (7)

Project Number	Project Name	Estimated 11/12 Cost	Project Description	Priority	Funding Sources	Completion Date
PR-02	Public Restrooms at Memorial Park	\$80,691	Construction of public restroom accommodations at Memorial Park including ADA Improvements.	Medium	DIF	2014
PR-04	Public Restrooms at Monte Vista Park	\$80,691	Construction of public restroom accommodations at Monte Vista Park including ADA Improvements.	High	DIF	Completed
PR-05	Replacement of Playground Structures at various City Parks	\$222,446	Replacement of playground structures at various city parks.	Medium	DIF, GF	On-going
PR-06	Replacement of Lifeguard Towers	\$20,718	Replacement of the Lifeguard at Holly Avenue	Medium	DIF, TTF	2014
PR-09	Linden Avenue Beach End Beautification	\$269,334	Improvements to the Carpinteria beach end of Linden Avenue in order to provide a more and aesthetically pleasing urban park environment and transition to the beach park	Low	DIF, MD, TTF, GT, GF	2014
PR-13	Acquisition of the UPRR Property at Fifth Street	\$1,388,104	Acquisition of UPRR property south and west of parking lot #3	Medium	DIF, GF	2012
PR-14	Coastal Access Stairway	\$218,084	Construction of a coastal access stairway at Tar Pits Park east of the Veneco pier	Medium	DIF, TTF,	2016
PR-20	Carpinteria State Beach Dune Restoration	\$1,269,248	Restoration of Dune habitat on State Park property.	Medium	DIF, GT	2015
PR-21	Public Tennis Court Facility	\$239,892	Construction of lighted public tennis court facilities for adult and youth programming.	High	DIF, GT	Completed
PR-23	Community Wading Pool	\$109,042	Construction of a 22 foot diameter children's wading pool at the Community Pool.	Medium	DIF	2016
PR-25	Beach Town Trail	\$510,317	Construct trail between Linden Avenue and Palm Avenue south of the Union Pacific Railroad Tracks.	Medium	DIF, TTF,GT	Completed
Subtotal		\$4,408,567				

Footnote 1

“Streets and Thoroughfares” Subcategory is consistent with the following objectives and policies including referenced page numbers described in the City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report dated April 2003:

Objective C-1: To improve the community’s ability to access U.S. 101 and areas North of the freeway through the improvements of interchanges. (page 72)

Policies:

C-1a. Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas.

C-1b. The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.

C-1c. The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community.

C-1d. The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy.

Objective C-3: Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community. (page 76)

Policies:

C-3a. Consider all possible means of funding capital improvements needed to meet traffic and transportation needs generated by build-out of the General Plan.

C-3c. Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the city’s master plan.

C-3f. Improve travel characteristics of the city’s circulation plan by:

- Planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]
- Considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden:
- Prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.

C-3h. Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.

C-3j. Develop a prioritized Capital Improvement Program directed at roadway improvements. [2 – year]

C-3k. Segregate by design, enforcement and traffic pattern, routes of significant industrial areas to minimize interference with efficient traffic circulation.

Footnote 2

“Highway Interchanges and Bridges” Subcategory is consistent with the following objectives and policies including referenced page numbers described in the City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report dated November 2002:

Objective C-1: To improve the community’s ability to access U.S. 101 and areas North of the freeway through the improvements of interchanges. (page 72)

Policies:

C-1a. Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas.

C-1b. The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.

C-1c. The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community.

C-1d. The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy.

Objective C-3: Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community. (page 76)

Policies:

C-3a. Consider all possible means of funding capital improvements needed to meet traffic and transportation needs generated by build-out of the General Plan.

C-3c. Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the city’s master plan.

C-3f. Improve travel characteristics of the city’s circulation plan by:

- Planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]
- Considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden:
- Prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.

C-3h. Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.

C-3j. Develop a prioritized Capital Improvement Program directed at roadway improvements. [2 – year]

C-3k. Segregate by design, enforcement and traffic pattern, routes of significant industrial areas to minimize interference with efficient traffic circulation.

Footnote 3

“Parking Facilities” Subcategory is consistent with the following objectives and policies including referenced page numbers described in the City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report dated November 2002:

Objective CDS2A-3: Preserve and enhance the downtown’s historic status as the center of civic life of the city by encouraging the construction and expansion of cultural and governmental facilities in the downtown. (Page 48)

Implementation Policy 29. – On-street parking and **public parking** requirement for coastal access shall be considered in deciding the required amount of off-street parking. Parking lots are discouraged on street frontages and are strongly discouraged on corner lots.

Footnote 4

“Traffic Control” Subcategory is consistent with the following objectives and policies including referenced page numbers described in the City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report dated November 2002:

Objective C-3: Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community. (page 76)

Policies:

C-3a. Consider all possible means of funding capital improvements needed to meet traffic and transportation needs generated by build-out of the General Plan.

C-3h. Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.

Objective C-4: Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities. (page 79)

Policies:

C-4a. Regulations should be established which minimize traffic movement friction on Carpinteria Avenue. Such standards should include but not be limited to:

- Elimination of problematic existing and proposed left hand turn movements.
- Eliminating where appropriate existing curb cuts, and
- Creating standards for when new driveways are allowed, spacing, and alignment. [5-year]

Footnote 5

“General Facilities and Equipment” Subcategory is consistent with the following objectives and policies including referenced page numbers described in the City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report dated November 2002:

Objective PF-5: To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.

Policies:

PF-5b. The City will require proposed new development to pay a fair share of the cost of needed public facilities and services. Further, in areas of the City designated for non-residential use but where residential use may be permitted, the City shall monitor total residential development and report annually to the School, Fire, Water and Sanitary districts to permit proper facilities planning by these special districts.

Footnote 6

“Storm Drain Facilities” Subcategory is consistent with the following objectives and policies including referenced page numbers described in the City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report dated November 2002:

Objective C-3: Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community. (page 76)

Policies:

C-3a. Consider all possible means of funding capital improvements needed to meet traffic and transportation needs generated by build-out of the General Plan.

C-3c. Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the city’s master plan.

C-3f. Improve travel characteristics of the city’s circulation plan by:

- Planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]
- Considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden:
- Prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.

C-3h. Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.

C-3j. Develop a prioritized Capital Improvement Program directed at roadway improvements. [2 – year]

C-3k. Segregate by design, enforcement and traffic pattern, routes of significant industrial areas to minimize interference with efficient traffic circulation.

Footnote 7

“Parks and Recreation Facilities” Subcategory is consistent with the following objectives and policies including referenced page numbers described in the City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report dated November 2002:

Objective C-14: Provide for adequate park and recreation facilities to meet the needs of the community and visitors. (page 135)

Implementation Policy 61 – Support development of new or expanded park and recreation facilities as demand/need dictates.

Objective C-15: Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system. (page 140)

Pursue development of a trail system and/or boardwalk system along the coastline.

EXHIBIT E
City of Carpinteria
Development Impact Fee Accounting

CITY OF CARPINTERIA		LEDGER@		CURRENT		CURRENT		LEDGER@	
Development Impact Fees		6/30/2011 (CREDITS)		ACTIVITY		ACTIVITY		6/30/2012	
ACCT	PURPOSE			(DEBITS)	(DEBITS)				
231-000	GENERAL FACILITIES DIF	\$61,231.44	\$47,392.39	\$457.15	\$0.00	\$109,080.98			
232-000	HIGHWAY INTERCHANGE DIF	735,256.84	108,672.33	5,317.00	-42,096.13	807,150.04			
234-000	STORM DRAIN DIF	120,391.92	139,129.29	1,330.20 *		260,851.41			
235-000	TRAFFIC CONTROL DIF	220,303.44	25,618.17	1,647.78 *		247,569.39			
236-000	STREETS & THOROUGHFARES DIF	106,763.43	14,610.80	798.98	-94.26	122,078.95			
237-000	PARKING DIF	71,256.96 *		530.43 *		71,787.39			
241-000	PARK LAND ACQUISITION DIF	184,134.57	647,500.14	3,391.68	-13,203.83	821,822.56			
242-000	PARK IMPROVEMENTS DIF	424.78	145,492.10	-4.80	-2,193.50	143,718.58			
243-000	PARK AQUATICS DIF	14,186.05	13,038.83	105.58 *		27,330.46			
244-000	PARK OPEN SPACE DIF	73,689.51	5,291.20	566.43 *		79,547.14			
277-000	PARK/QUIMBY FEES	454,491.38 *		3,383.15 *		457,874.53			
TOTAL		\$2,042,130.32	\$1,146,745.25	\$17,523.58	(\$57,587.72)	\$3,148,811.43			