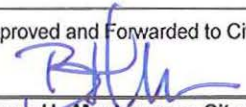




## STAFF REPORT

**Date:** Tuesday, March 14, 2017  
**To:** Bryan H. Montgomery, City Manager  
**From:** Joshua McMurray, Planning Manager  
Kevin Rohani, P.E., City Engineer/Public Works Director  
**Subject:** **Park and Traffic Impact Fee Updates Work Session**

Approved and Forwarded to City Council:

  
Bryan H. Montgomery, City Manager

### Summary

The City has initiated two studies to analyze and recommend updates to both the Park Impact Fees and Traffic Impact Fees. The current Park Impact Fee was adopted on April 14, 2003 with City Resolution 19-03. The Traffic Impact Fee was adopted on August 11, 2003 with City Resolution 49-03. It is common to review these fees over time and update them for consistency with current infrastructure needs of the City. Since 2003, the City has experienced significant growth and many of the City parks and roadway infrastructure that were identified in these studies have been built.

In addition to the constructed improvements, the City has identified new projects since 2003 that are Community priorities. For example, the City will soon have the 55-acre piece of land in the Dutch Slough Corridor slated for a Community Park. This project was not analyzed in the 2003 study and should be included and accounted for in the Park Impact Fee. Alternatively, the City has constructed a significant amount of roadway improvements through the Capital Improvement Program and private development has contributed to the construction of infrastructure as residential and commercial projects have been constructed.

The City hired Goodwin Consulting Group to prepare a Park Impact Fee Update, which analyzes both components of the fee (acquisition and improvement). In short, the Park Impact Fee in total is projected to increase to \$1,437 per single family unit and \$937 per multi-family unit. Updated impact fees for other land use categories are identified further in the report.

Correspondingly, TJKM Transportation Consultants conducted the Traffic Impact Fee Update. The Traffic Impact Fee is projected to decrease to \$12,075 per single family dwelling unit and \$7,366 per multi-family dwelling unit. Updated impact fees for other land use categories are identified further in the report.

**Subject: Park and Traffic Impact Fee Updates Work Session**

**Date: March 14, 2017**

**Page 2**

City Staff has presented the findings of both studies to a group made up of representatives from the Building Industry Association and homebuilders that are active in Oakley and the surrounding area at a meeting held at City Hall on March 6, 2017. The group was also given a chance to review and comment on the two studies prior to this work session. Staff and both consultants will be giving a presentation to describe the findings of the two studies. If the City Council would like to move forward with adopting the new fees, Staff plans on bringing the two fees back for formal adoption on April 11, 2017.

**Recommendation**

Staff recommends that the City Council receive the presentation by City Staff and Consultants and provide direction to Staff.

**Attachments**

1. Draft Park Impact Fee Analysis Memo prepared by Goodwin Consulting Group
2. Draft Traffic Impact Fee Update Report prepared by TJKM



## MEMORANDUM

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*December 1, 2016*

**To:** Joshua McMurray  
**From:** Victor Irzyk and Miriam Adamec  
**Re:** Oakley Updated Park Fee Analysis

---

This memo summarizes the assumptions contained in this updated park fee analysis. As requested, the community park, neighborhood park, and open space components of the fee are shown separately. Following are the assumptions incorporated into the updated analysis:

- The analysis assumes a park land acquisition value of \$213,137 per acre.
- Per your instruction, no acreage for community park and open space land acquisition was included in the analysis.
- The cost per acre for community park facilities has increased from \$700,000 to \$800,000.
- Park improvement costs for neighborhood park facilities are based on a weighted average of future neighborhood parks. As instructed, neighborhood parks greater than 2.5 acres were assigned a value of \$300,000 per acre, while neighborhood parks less than or equal to 2.5 acres were assigned a value of \$375,000. This increased the total weighted cost per acre from \$300,000 to \$302,784.
- Table 1-C shows a comparison of the proposed park facilities and park acquisition fees to the City's existing fees. The comparison is based on the rates for the Single Family and Multi-Family land use categories. The total proposed fees for the residential land use categories represent an overall increase of 15% from the City's current fees.

After you have had a chance to review the attached tables, we should schedule a call to discuss them further as well as any comments and/or changes you may have.

Attachment

**Table 1-A  
Park Facilities Fee Summary**

<b>Land Use Category</b>	<b>Community Park Facilities A</b>	<b>Neighborhood Park Facilities B</b>	<b>Open Space Facilities /1 C</b>	<b>Administration (3%) D = (A + B + C) x .03</b>	<b>Total Park Facilities Fee E = A + B + C + D</b>
<b>Residential</b>	<i>Per Residential Unit</i>				
Single Family	\$7,324	\$1,848	\$0	\$275	\$9,447
Multi-Family	\$4,785	\$1,207	\$0	\$180	\$6,172
<b>Non-Residential</b>	<i>Per 1,000 Building Square Feet</i>				
Commercial	\$1,078	\$272	\$0	\$41	\$1,391
Commercial Recreation	\$863	\$218	\$0	\$32	\$1,113
Business Park	\$2,157	\$544	\$0	\$81	\$2,782
Light Industrial	\$917	\$231	\$0	\$34	\$1,182
Utility Energy	\$917	\$231	\$0	\$34	\$1,182

/1 Current and planned projects have fulfilled their open space facility requirements and therefore additional open space facilities are not required.

Source: City of Oakley, Goodwin Consulting Group, Inc.

12/01/2016

**Table 1-B  
Park Acquisition Fee Summary**

<b>Land Use Category</b>	<b>Community Park Land /1</b> <i>A</i>	<b>Neighborhood Park Land</b> <i>B</i>	<b>Open Space Land /2</b> <i>C</i>	<b>Administration (3%)</b> <i>D = (A + B + C) x .03</i>	<b>Total Parkland Fee</b> <i>E = A + B + C + D</i>
<b>Residential</b>	<i>Per Residential Unit</i>				
Single Family	\$0	\$1,390	\$0	\$42	\$1,432
Multi-Family	\$0	\$908	\$0	\$27	\$935
<b>Non-Residential</b>	<i>Per 1,000 Building Square Feet</i>				
Commercial	\$0	\$205	\$0	\$6	\$211
Commercial Recreation	\$0	\$164	\$0	\$5	\$169
Business Park	\$0	\$409	\$0	\$12	\$421
Light Industrial	\$0	\$174	\$0	\$5	\$179
Utility Energy	\$0	\$174	\$0	\$5	\$179

/1 Acreage for Community Parks is not included in this fee program.

/2 Current and planned projects have fulfilled their open space land requirements and therefore additional open space land is not required.

Source: City of Oakley, Goodwin Consulting Group, Inc.

**Table 1-C  
Residential Park Fee Comparison**

Land Use Category	Proposed Oakley Fees	Existing Oakley Fees	Difference	Percent Change
<u>Residential</u>				
Single Family				
Park Facilities Fee	\$9,447	\$5,863	\$3,584	61.1%
Park Acquisition Fee	\$1,432	\$3,579	(\$2,147)	-60.0%
Total	\$10,879	\$9,442	\$1,437	15.2%
Multi-Family				
Park Facilities Fee	\$6,172	\$3,831	\$2,341	61.1%
Park Acquisition Fee	\$935	\$2,338	(\$1,403)	-60.0%
Total	\$7,107	\$6,170	\$937	15.2%

Source: City of Oakley, Goodwin Consulting Group, Inc.

**Table 2  
Land Use Assumptions**

<b>Existing Development as of January 1, 2016</b>				
Residential				<u>Residents</u> 40,038
Non-Residential				<u>Employees</u>
Commercial/Business Park/Industrial/Utility Energy				4,168
<b>Total Persons Served (Residents + 24% of Employees)</b>				<b>41,038</b>
<hr/>				
<b>Future Development in the City of Oakley</b>				
Residential				<u>Residents</u> 26,666
<u>Non-Residential</u>	<u>FAR</u>	<u>Acres</u>	<u>Sq. Ft.</u>	<u>Employees</u>
Commercial	0.25	303.9	3,309,471	6,619
Commercial Recreation	0.25	15.1	164,657	263
Business Park	0.25	114.8	1,249,736	4,999
Light Industrial	0.25	114.8	1,249,736	2,125
Utility Energy	0.25	44.0	479,160	815
<b>Total</b>		<b>592.5</b>	<b>6,452,761</b>	<b>14,821</b>
<b>Total Persons Served (Residents + 24% of Employees)</b>				<b>30,223</b>
<hr/>				
<b>Total Existing &amp; Future Residents and Employees</b>				
<b>Total Estimated Residents</b>				<b>66,704</b>
<b>Total Estimated Employees</b>				<b>18,989</b>
<b>Total Persons Served (Residents + 24% of Employees)</b>				<b>71,261</b>

Source: City of Oakley; Neilson; Goodwin Consulting Group, Inc.

**Table 3  
Park Level of Service Standard**

General Plan Buildout Population				66,704
General Plan Park Standard per 1,000 Population		<u>Acres</u>		<u>Acreage</u>
Neighborhood Parks		2		133.41
Community Parks		3		200.11
Open Space		1		66.70
Total		<u>6</u>		<u>400.22</u>
Persons Served		Persons Served		Percent Applicable
Existing Development		41,038		58%
Future Development		30,223		42%
Total Development		<u>71,261</u>		<u>100%</u>
<hr/>				
<b>Residential</b>		<b>Residents per Unit</b>	<b>Acres per Resident</b>	<b>Acres Required</b>
Single Family		3.26	0.006	0.01956
Multi-Family		2.13	0.006	0.01278
<b>Non-Residential</b>	<b>Employees per 1,000 Bldg. SF</b>	<b>Resident Equivalent /1</b>	<b>Acres per Resident Equivalent</b>	<b>Acres Required</b>
Commercial	2.0	0.48	0.006	0.00288
Commercial Recreation	1.6	0.38	0.006	0.00230
Business Park	4.0	0.96	0.006	0.00576
Light Industrial	1.7	0.41	0.006	0.00245
Utility Energy	1.7	0.41	0.006	0.00245

/1 This fee program utilizes the number of hours an employee is at the work place (40 hours) by the total number of hours in a week (168 hours). This translates to 1.0 employee equals approximately 0.24 residential equivalents (40 / 168 = 0.24) in terms of potential park utilization.

Source: City of Oakley; Goodwin Consulting Group, Inc.



**Table 4**  
**Park Facilities and Land Acquisition Cost Summary**

Item	Acres	Cost per Acre	Total Cost
Neighborhood Park Facilities	133.41	\$302,784	\$40,394,361
Community Park Facilities	200.11	\$800,000	\$160,088,000
Open Space Facilities	66.70	\$0	\$0
<b>Total</b>	<b>400.22</b>		<b>\$200,482,361</b>
-----			
Parkland Acquisition		\$213,137	

Source: City of Oakley; Goodwin Consulting Group, Inc.

**Table 5**  
**Community Park Facilities - Cost Allocation**

Total Community Park Improvement Cost		\$160,088,000
Cost Allocated to Existing Development		\$92,192,214
<b>Cost Allocated to Future Development</b>		<b>\$67,895,786</b>
Future Growth - Persons Served		30,223
<b>Cost per Resident Equivalent</b>		<b>\$2,246</b>
<hr/>		
<b>Land Use Category</b>	<b>Resident/ Resident Equivalent</b>	<b>Cost per Unit/ 1,000 SF</b>
<u>Residential</u>		<u>per Unit</u>
Single Family	3.26	\$7,324
Multi-Family	2.13	\$4,785
<u>Non-Residential</u>		<u>per 1,000 SF</u>
Commercial	0.48	\$1,078
Commercial Recreation	0.38	\$863
Business Park	0.96	\$2,157
Light Industrial	0.41	\$917
Utility Energy	0.41	\$917

Source: City of Oakley; Goodwin Consulting Group, Inc.

**Table 6**  
**Neighborhood Park Facilities - Cost Allocation**

Total Neighborhood Park Improvement Cost		\$40,394,361
Cost Allocated to Existing Development		\$23,262,491
Cost Allocated to Future Development		\$17,131,871
Future Growth - Persons Served		30,223
Cost per Resident Equivalent		\$567
<hr/>		
<b>Land Use Category</b>	<b>Resident/ Resident Equivalent</b>	<b>Cost per Unit/ 1,000 SF</b>
<u>Residential</u>		<u>per Unit</u>
Single Family	3.26	\$1,848
Multi-Family	2.13	\$1,207
<u>Non-Residential</u>		<u>per 1,000 SF</u>
Commercial	0.48	\$272
Commercial Recreation	0.38	\$218
Business Park	0.96	\$544
Light Industrial	0.41	\$231
Utility Energy	0.41	\$231

Source: City of Oakley; Goodwin Consulting Group, Inc.

**Table 7**  
**Neighborhood Park Land - Cost Allocation**

Land Use Category	Residents per Unit/ Employees per 1,000 SF	Resident Equivalent /1	Acres per Resident/ Resident Equivalent	Acres Required	Cost per Unit/ 1,000 SF
<b>Cost:     \$213,137</b>					
<b><u>Residential</u></b>					
	<i>Residents</i>				<i>per Unit</i>
Single Family	3.26	--	0.002	0.0065	<b>\$1,390</b>
Multi-Family	2.13	--	0.002	0.0043	<b>\$908</b>
<b><u>Non-Residential</u></b>					
	<i>Employees</i>	<i>per 1,000 SF</i>			<i>per 1,000 SF</i>
Commercial	2.0	0.48	0.002	0.0010	<b>\$205</b>
Commercial Recreation	1.6	0.38	0.002	0.0008	<b>\$164</b>
Business Park	4.0	0.96	0.002	0.0019	<b>\$409</b>
Light Industrial	1.7	0.41	0.002	0.0008	<b>\$174</b>
Utility Energy	1.7	0.41	0.002	0.0008	<b>\$174</b>

/1 Assumes one employee has the impact of 0.24 residents.

Source: City of Oakley, Goodwin Consulting Group, Inc.

# Traffic Impact Fee Update

March 2017

Prepared for:



Prepared by:



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## Chapter 1. Introduction and Summary

### Introduction

This analysis provides the technical basis for updating the Transportation Impact Fee (TIF) for the City of Oakley.

Transportation impact fees are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use. To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (the Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs.

Oakley has updated a comprehensive plan for improvements that will be required on the regional road network. The objective is to ensure that adequate transportation facilities will be available to meet the projected needs of Oakley as it grows, and that the facilities planned are consistent with the General Plan. This study updates the TIF that is assessed on new development in the City. It is projected that during the life of the TIF, it would collect \$141 million to assist in funding the 63 proposed improvement projects.

Oakley adopted its initial TIF in 2003, which included 109 projects, in Resolution No. 49-03. This document is the update of the 2003 TIF.

### Summary

#### *Chapter 1 – Introduction and Summary*

#### *Chapter 2 – Planned Growth and Trip Generation*

The first step required for the update was to review previous work and studies, particularly the existing TIF adopted by the City in 2003. This update utilizes very similar procedures and assumptions contained in the 2003 report.

The first step in the process is to obtain the land use growth planned for the City. The TIF uses the same land use bases as other Oakley fee study updates currently being considered. These are based on a determination of available developable acreage in the City and its planned land uses.

New residential development is expected to add 8,413 residential units and an estimated population growth of 26,666 people. Non-residential growth on nearly 600 acres will add 6.4 million square feet of building area with capacity for nearly 15,000 new jobs. The analysis examines the impact of p.m. peak hour trips created by new development, then “normalizes” these trips to account for pass-by trips and average trip length. The normalization process results in dwelling unit equivalents (DUEs), which compares all trips with those created by single family dwelling units. It was calculated that there will be 11,986 new DUEs during the life of the TIF.



**Chapter 3 – Selection and Cost of Projects**

A total of 63 projects are included in the updated TIF:

- 32 roadway widening projects totaling 21.5 miles
- 14 new traffic signals
- 7 intersections with signal modifications
- 3 railroad grade separation projects
- 1 at-grade railroad crossing
- 2 new roadway bridges
- 4 widened roadway bridges

**Chapter 4 – Program Costs and Fee Calculation**

The basic fee per DUE is calculated by dividing the total cost of the TIF program, \$144,727,100 by the total projected 11,986 new p.m. DUE trips. The TIF requirement calculates to a cost of \$12,075 per p.m. DUE trip. The proposed TIF fee schedule is shown in **Table 1**.

**Table 1: Proposed Fee Updated Schedule**

Land Use Category	Unit	Fee Amount
Single Family	Dwelling Unit	\$12,075
Multi-Family	Dwelling Unit	\$7,366
General Retail	KSF <sup>2</sup>	\$5,313
General Office	KSF	\$12,195
Industrial	KSF	\$7,124
Utility Energy	KSF	\$7,124
Commercial Recreational	KSF	\$7,124
All Other Uses	Peak Hour Trip	\$12,075

<sup>1</sup> Adapted from Table 4

<sup>2</sup> KSF = 1,000 square feet

**Chapter 5 – Nexus Findings**

California legislation requires that charges on new developments bear a reasonable relationship to the needs created by, and the benefits accruing to, that development. California courts have long used that reasonableness standard or nexus to test to evaluate the constitutionality of exactions, including development fees. Based on the analysis included in the body of this report, it can be concluded that the future development and the need for their associated improvements meet or exceed the basic requirements set forth in Government Code sections beginning with 66000 to govern development fees.

The methodology of this report ensures that only the portions of the projects included in the updated TIF project list are necessitated by the planned growth in traffic. Thus, there is a reasonable relationship between the proposed use of the RTIF and the proposed land use development projects on which the fee will be imposed. In the same manner, there is a reasonable relationship between the need for facilities included in the RTIF and the proposed land use development projects.



## Chapter 2. Planned Growth and Trip Generation

The roadway network is the fundamental component of transportation in Oakley. It provides a basic network for the movement of people and goods in the area. Roadways are used by nearly all travel modes including automobiles, ridesharing (carpools and vanpools), transit buses, bicycles, and local and interregional trucks.

The fee is applied to a limited number of projects within the City. Most of the projects proposed in this update are already included in the existing traffic impact fee adopted in 2003.

### New Growth

A key step in the fee development process is to determine the number of trips that will be generated over a 20-year period by the growth in local development within the fee area. To determine the land use growth, TJKM utilized information provided by the City Planning Department. **Table 2** below summarizes the land use growth, expressed in dwelling units and employees, within the City by the various land use categories.

### Residential

The expected residential growth is expected to consist of 26,666 residents residing in both single-family and multi-family dwelling units. Single-family dwelling units average 3.26 residents per unit and constitute 91 percent of the housing. Multi family dwelling units average 2.13 residents per unit and constitute 9 percent of the total dwelling units. As shown in **Table 2**, this will result in 7,740 new single-family dwelling units and 673 new multi-family dwelling units.

**Table 2: Determination of Growth in Dwelling Units**

Residential Category	Dwelling units	People/DU	People
Single family	7,740	3.26	25,232
Multi family	673	2.13	1,434
	<b>8,413</b>		<b>26,666</b>

Source: City of Oakley Planning Division

**Non- Residential**

**Table 3** depicts the amount of non-residential land development expected to over the life of the TIF based on available developable acreage, land use designation and expected floor-area-ratios for the new development. TJKM utilized the square footage of development in the TIF calculations.

There are nearly 600 acres of available land for non-residential development in Oakley. This includes nearly 3.3 million square feet of commercial development and 2.5 million square feet designated for business park or light industry. Overall, non-residential development encompasses over 6.4 million square feet and generates 14,821 new jobs.

**Table 3: Growth in Non-Residential Development**

Non-Residential	FAR	Acres	Square Feet	Employees
Commercial	0.25	303.9	3,309,471	6,619
Commercial Recreational	0.25	15.1	164,657	263
Business Park	0.25	114.8	1,249,736	4,999
Light Industrial	0.25	114.8	1,249,736	2,125
Utility Energy	0.25	44.0	479,160	815
<b>Total</b>		<b>592.5</b>	<b>6,452,761</b>	<b>14,821</b>

Source: City of Oakley, Goodwin Consulting Group, Inc.

**Normalize Land Use**

All land uses were converted to DUEs, taking into account that different development types generate traffic with different characteristics. This conversion was accomplished by applying use-specific trip rates from the Institute of Transportation Engineer’s (ITE) *Trip Generation, 9<sup>th</sup> Edition* and estimates of pass-by trips and average trip lengths for SANDAG’s *Brief Guide of Vehicular Traffic Generation Rates* (April 2002) and from the ITE Journal *Impact Fees: Issues, Concepts and Approaches* (May 1991). All DUEs were then normalized to the single-family residential rate. This information is summarized in **Table 4**.

**Table 4: Calculation of Dwelling Unit Equivalents (DUEs)**

Land Use Category	Units	Peak Hour Trip Rate <sup>1</sup>	Percent New Trips <sup>2</sup>	Average Trip Length <sup>3</sup>	New Travel Demand Per Unit <sup>4</sup>	Normalized DUE per Unit <sup>5</sup>	Developable Units <sup>6</sup>	Total DUEs <sup>7</sup>
Single-Family Residential	DU	1.00	100	5.0	5.1	1.00	7,740	7,740
Multi-Family Residential	DU	0.62	100	5.0	3.1	0.61	673	411
Business Park	1,000 SF	1.26	80	5.1	5.1	1.01	1,250	1,263
Commercial	1,000 SF	3.71	40	1.7	2.2	0.44	3,309	1,456
Utility Energy	1,000 SF	0.73	80	5.1	3.0	0.59	479	283
Commercial Recreation	1,000 SF	0.73	80	5.1	3.0	0.59	164	97
Industrial	1,000 SF	0.73	80	5.1	3.0	0.59	1,250	738
<b>Total</b>								<b>11,986</b>

<sup>1</sup> Peak Hour Trip Rate: ITE Trip Generation, 9th Edition

<sup>2</sup> SANDAG Brief Guide of Vehicular Traffic Generation Rates, April 2002, and ITE Trip Generation Handbook, 2012

<sup>3</sup> Average Trip Length: ITE Journal, Impact Fees, Issues, Concepts and Approaches, May 1991, expressed in miles

<sup>4</sup> New Travel Demand per Unit = Peak Hour Trip Rate x Percent New Trips x Average Trip Length

<sup>5</sup> Normalized DUE per Unit = New Travel Demand per Unit divided by the result for single-family residential

<sup>6</sup> Developable Units: From Tables 2 and 3

<sup>7</sup> Total DUEs = Developable Units x Normalized DUE per Unit

### Chapter 3. Selection and Cost of Projects

In this chapter, the proposed projects to be included in the update of the TIF were selected. Most of the projects were carried forward from the existing TIF adopted in 2002. Projects that have been completed were dropped and a few new projects were added based on recent analysis of the City wide roadway system. New cost estimates were made for each project, which accounted for frontage improvements being paid directly by the developer and not included in the citywide fee.

A total of 63 projects are included in the updated TIF:

- 32 roadway widening projects totaling 21.5 miles
- 14 new traffic signals
- 7 intersections with signal modifications
- 3 railroad grade separation projects
- 1 at-grade railroad crossing
- 2 new roadway bridges
- 4 widened roadway bridges

These projects are further detailed in **Table 5** and illustrated in **Figure 1**.



Table 5: Transportation Improvement Project List

2017 Update Transportation Improvement Project List										
Item No.	Roadway	Segment	Length (MI)	Length (LF)	Existing Road	Future Road	New Engineer's Estimates TOTAL PROJECT COST	Fronting Developer Share	Regional Share (RTDIM)	Proposed Program Share
1	Main St.	City Limits - Big Break Rd.	1.06	5600	4D	6D	\$10,599,700	\$5,601,896		\$4,997,804
2	Main St.	5th Street - E. Cypress Rd.	0.80	4200	2RU	4D	\$8,453,700	\$448,778	\$1,690,740	\$6,314,182
3	Main St.	E. Cypress Rd. - Laurel Rd.	0.27	1400	2RU	4D	\$2,419,300	\$1,288,050	\$483,860	\$647,390
4	Main St.	Honey Ln. - Delta Rd.	0.76	4000	2RU	4D	\$10,795,900	\$4,459,064	\$2,159,180	\$4,177,656
5	Wilbur Ave.	Bridgehead - Live Oak	0.49	2600	N/A	2U	\$5,457,700	\$4,288,587		\$1,169,113
6	Oakley Rd.	SR 160 - Neroly	0.23	1220	2RU	2U	\$981,100	\$788,896		\$192,204
7	Oakley Rd.	Neroly - Live Oak	0.49	2600	2RU	2U	\$4,165,200	\$2,457,468		\$1,707,732
8	Oakley Rd.	Live Oak - Empire	0.29	1550	2RU	4D	\$3,120,900	\$1,972,408		\$1,148,492
9	E. Cypress Rd.	800' East of Frank Hengle Way. - Sellers	0.50	2650	2RU	4D	\$8,478,800	\$6,150,239		\$2,328,561
10	E. Cypress Rd.	Sellers - Jersey Is. Rd.	0.99	5250	2RU	6D	\$18,994,100	\$10,440,668		\$8,553,432
11	Laurel Rd.	O'Hara - Main	0.98	5200	2RU	4D	\$11,283,000	\$7,503,188		\$3,779,812
12	Laurel Rd.	Main - Teton Rd.	0.33	1750	2RU	4U	\$3,053,200	\$457,980		\$2,595,220
13	Laurel Rd.	Teton Rd. - Sellers	0.49	2600	N/A	4U	\$8,949,100	\$5,816,915		\$3,132,185
14	Brownstone Rd.	O'Hara - Main	0.70	3720	2RU	2U	\$7,119,000	\$3,256,515		\$3,862,485
15	Neroly Rd.	O'Hara - Main	0.69	3650	N/A	2U	\$7,791,700	\$3,116,680		\$4,675,020
16	Delta Rd.	Main - Marsh Creek	0.72	3800	2RU	2U	\$4,991,700	\$1,347,759		\$3,643,941

2017 Update Transportation Improvement Project List										
Item No.	Roadway	Segment	Length (MI)	Length (LF)	Existing Road	Future Road	New Engineer's Estimates TOTAL PROJECT COST	Fronting Developer Share	Regional Share (RTDIM)	Proposed Program Share
17	Delta Rd.	Marsh Creek - Sellers	0.27	1400	2RU	2U	\$2,259,500	\$1,129,750		\$1,129,750
18	Bridgehead Rd.	Wilbur - Main	0.49	2600	2RU	2U	\$3,705,400	\$2,308,706		\$1,396,694
19	Neroly Rd.	Main - Oakley	0.49	2600	2RU	2U	\$4,430,300	\$1,461,999		\$2,968,301
20	Neroly Rd.	Oakley - Live Oak	1.32	6950	2RU	4U	\$12,490,500	\$3,996,960	\$2,498,100	\$5,995,440
21	Sandy Ln.	Main - Oakley	0.49	2600	2RU	2U	\$4,990,100	\$1,996,040		\$2,994,060
22	Live Oak Ave.	Wilbur - Main	0.49	2600	N/A	4D	\$8,228,100	\$5,765,334		\$2,462,766
23	Live Oak Ave.	Main - Oakley	0.49	2600	2RU	4D	\$6,432,500	\$3,256,997		\$3,175,503
24	Live Oak Ave.	Oakley - Neroly	0.68	3570	2RU	2C	\$5,897,800	\$2,830,944		\$3,066,856
25	O'Hara Ave.	Laurel - Carpenter	0.49	2600	2RU	4D	\$3,944,000	\$1,612,997		\$2,331,003
26	O'Hara Ave.	Carpenter - Brownstone	0.31	1620	2RU	4D	\$2,748,400	\$1,125,594		\$1,622,806
27	Rose Ave.	Main - Laurel	0.80	4250	2RU	2C	\$4,997,300	\$3,498,110		\$1,499,190
28	Anderson Ln.	Brownstone - City Limits	0.17	920	2RU	2C	\$1,321,500	\$396,450		\$925,050
29	Sellers Rd.	E. Cypress - Laurel	0.49	2600	2RU	4U	\$6,292,200	\$4,089,930		\$2,202,270
30	Sellers Rd.	Laurel - Delta	1.00	5280	2RU	2U	\$4,453,600	\$3,562,880		\$890,720
31	Jersey Island Rd.	E. Cypress - City Limits	1.48	7800	2RU	2C	\$10,190,100	\$5,095,050		\$5,095,050
32	Del Antico Ave.	250' S of Main St. - 320' N of Walnut Dr.	0.15	800	N/A	2U	\$1,452,600	\$581,040		\$871,560
33	Intersection Imp. Signal - New	Sandy Ln./Main St. (SR4)					\$350,000			\$350,000



2017 Update Transportation Improvement Project List										
Item No.	Roadway	Segment	Length (MI)	Length (LF)	Existing Road	Future Road	New Engineer's Estimates TOTAL PROJECT COST	Fronting Developer Share	Regional Share (RTDIM)	Proposed Program Share
34	Intersection Imp. Signal - New	Neroly Rd./ Oakley Rd.					\$350,000			\$350,000
35	Intersection Imp. Signal - New	Jersey Island Rd./ E. Cypress Rd.					\$350,000			\$350,000
36	Intersection Imp. Signal - New	Sellers Ave./ Laurel Rd.					\$350,000			\$350,000
37	Intersection Imp. Signal - New	Live Oak Ave./ Neroly Rd.					\$350,000			\$350,000
38	Intersection Imp. Signal - New	Live Oak Ave./ Oakley Rd.					\$350,000			\$350,000
39	Intersection Imp. Signal - New	Main St./Delta Rd.					\$350,000			\$350,000
40	Intersection Imp. Signal - New	Sellers Ave./ Delta Rd.					\$350,000			\$350,000
41	Intersection Imp. Signal - New	Wilbur Ave./ Bridgehead Rd.					\$350,000			\$350,000
42	Intersection Imp. Signal - New	Brownstone Rd./ Main St.					\$350,000			\$350,000

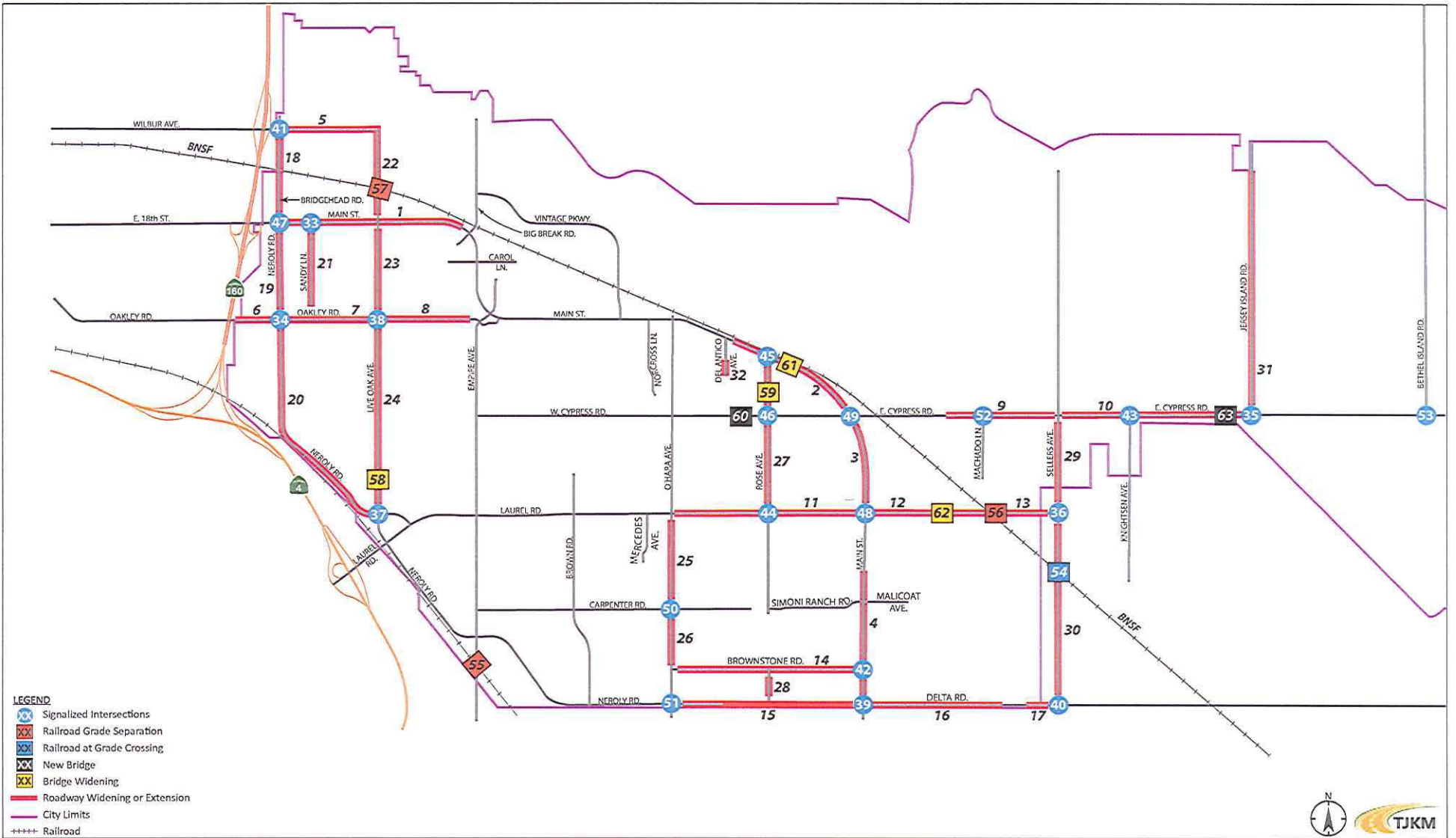
2017 Update Transportation Improvement Project List										
Item No.	Roadway	Segment	Length (MI)	Length (LF)	Existing Road	Future Road	New Engineer's Estimates TOTAL PROJECT COST	Fronting Developer Share	Regional Share (RTDIM)	Proposed Program Share
43	Intersection Imp. Signal - New	Knightsen Ave./ E. Cypress Rd.					\$350,000			\$350,000
44	Intersection Imp. Signal - New	Rose Ave./ Laurel Ave.					\$350,000			\$350,000
45	Intersection Imp. Signal - New	Rose Ave./Main St.					\$350,000			\$350,000
46	Intersection Imp. Signal - New	Rose Ave./ W. Cypress Rd.					\$350,000			\$350,000
47	Intersection Modifications	Main St./Bridgehead & Neroly Rd.					\$270,000			\$270,000
48	Intersection Modifications	Main St./Laurel Rd.					\$667,400			\$667,400
49	Intersection Modifications	Main St./ E. Cypress Rd.					\$713,000			\$713,000
50*	<b>Intersection Modifications</b>	<b>O'Hara Ave. - Carpenter Rd.</b>					<b>\$692,900</b>			<b>\$692,900</b>
51*	<b>Intersection Modifications</b>	<b>O'Hara Ave - Neroly Rd.</b>					<b>\$466,600</b>			<b>\$466,600</b>
52*	<b>Intersection Modifications</b>	<b>E.Cypress Rd./ Emerson Ranch Way &amp; Machado Ln.</b>					<b>\$270,000</b>			<b>\$270,000</b>
53*	<b>Intersection Modifications</b>	<b>E.Cypress Rd./ Bethel Island Rd.</b>					<b>\$270,000</b>			<b>\$270,000</b>



2017 Update Transportation Improvement Project List										
Item No.	Roadway	Segment	Length (MI)	Length (LF)	Existing Road	Future Road	New Engineer's Estimates TOTAL PROJECT COST	Fronting Developer Share	Regional Share (RTDIM)	Proposed Program Share
54	Railroad Crossing	Sellers Ave./BNSF					\$500,000			\$500,000
55	Bridge - Railroad Crossing	Empire Ave./SPRR (Grade Sep)					\$5,760,000			\$5,760,000
56	Bridge - Railroad Crossing	Laurel Rd./BNSF (Grade Sep)					\$20,000,000			\$20,000,000
57	Bridge - Railroad Crossing	Live Oak Ave./BNSF (Grade Sep)					\$5,760,000			\$5,760,000
58	Bridge - Widening	Live Oak Ave./ CC Canal					\$432,000			\$432,000
59	Bridge Widening	Rose Ave./CC Canal					\$288,000			\$288,000
60	Bridge - New	W. Cypress Rd./ CC Canal					\$1,600,000			\$1,600,000
61	Bridge Widening	Main St./CC Canal					\$547,200			\$547,200
62	Bridge Widening	Laurel Rd./ Marsh Creek					\$1,214,400			\$1,214,400
63	Bridge - New	E. Cypress Rd./ CC Canal					\$4,608,000			\$4,608,000
<b>TOTAL</b>							<b>\$249,447,500</b>	<b>\$102,103,872</b>	<b>\$6,831,880</b>	<b>\$140,511,748</b>

\* New Project Added With This Update

# Oakley TIF Projects



## Chapter 4. Program Costs and Fee Calculation

### Cost per Trip Estimate

**Table 6** presents a summary of the TIF improvement project costs; the projected future trips to be added by new development, and the resulting estimated TIF improvement cost per trip. The total cost of the TIF projects to be included is \$140,511,748.

The fee calculation is based on trip generation estimates in **Table 2** and the cost estimates of the TIF improvement projects. The cost per p.m. peak hour trip is calculated to be \$12,075, using a total TIF project cost of \$144,727,100 including the cost for administering the program and 11,986 new p.m. peak hour DUE trips. The TIF improvement project costs as well as the calculated new TIF cost per trip are shown in **Table 6**.

**Table 6: 2017 Cost per Trip Estimate**

TIF Improvement Projects	2017 TIF Costs
All Projects	\$140,511,748
Plus Administrative Costs (three-percent)	\$4,215,352
<b>Total TIF Funding</b>	<b>\$144,727,100</b>
Total DUE Peak Hour Trips Added by New Development	11,986
<b>TIF Cost per DUE Peak Hour Trip</b>	<b>\$12,075</b>

Note: The current cost per DUE is \$14,316 as of January 1, 2017

### New Fee Schedule

**Table 7** presents the new schedule of fees. The land use categories in this fee schedule have been determined based on a range of expected development land use types.

Fees for common developments include \$12,075 for a single family home, \$7,366 for a multi-family home, and \$5,313 for retail uses.

**Table 7: Calculation of Fees (per KSF unless noted)**

Land Use Category	ITE Reference	DUE <sup>1</sup>	Cost Per P.M. Trip	Fee Rate
Single Family/unit	Single Family Detached Housing (210)	1.00	\$12,075	\$12,075
Multi-Family/unit	Apartment (220)	0.61	\$12,075	\$7,366
Commercial	Shopping Center (820)	0.44	\$12,075	\$5,313
General Office	General Office Building (710)	1.01	\$12,075	\$12,195
Industrial	Light Industrial (130)	0.59	\$12,075	\$7,124
Utility Energy	Light Industrial (130)	0.59	\$12,075	\$7,124
Commercial Recreational	Health Fitness Club (492)	0.59	\$12,075	\$7,124
Other Uses: Calculate using ITE trip rates at \$12,075 per P.M. peak hour trip			\$12,075	TBD

<sup>1</sup> Adapted from Table 4



## Chapter 5. Nexus Findings

TIF's are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the Act with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document five findings when adopting a fee.

The five statutory findings required for adoption of the maximum justified fee documented in this report are presented in this chapter and supported in detail by this report. All statutory references are to the Act.

### Purpose of the Fee

For the first finding, the City must:

- Identify the purpose of the fee (§66001(a) (1)).

This fee is charged under the authority of ordinance 14-00 adopted by the City of Oakley on November 13, 2000. The ordinance authorizes the collection of developer impact fees for the purpose of funding projects that help to mitigate congestion in the City. The ordinance notes that legislative-established nexus requirements are satisfied. This fee will charge new development the fair share cost of transportation improvements needed to mitigate the transportation impacts created by that development.

### Use of Fee Revenues

For the second finding the City must:

- Identify the use to which the fee is to be put.

If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged (§66001(a)(2)).

Detail on planned uses of fee revenues is contained in Chapter 3 of this report.

### Benefit Relationship

For the third finding, the City must:

- Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed (§66001(a) (3)).

The City has determined that the improvements listed in the report are necessary to support projected development within the City. Public facilities funded by the fee will provide a network of transportation infrastructure accessible to the additional residents and workers associated with new development. The benefit from planned improvements and facilities will result from the maintenance of acceptable levels of congestion. Thus, there is a reasonable relationship between the use of fee revenues and the residential and nonresidential types of new development that will pay the fee.

### **Burden Relationship**

For the fourth finding, the City must:

- 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 (§66001(a) (4)).

Residential dwelling units and building square footage/employment are indicators of the demand for transportation facilities needed to accommodate growth. As new building square footage is created, the occupants of the new structures will place additional burdens on the transportation facilities. The need for the fee is based on traffic engineering studies assessing the impact of additional vehicle trips from new development as well as City policies governing the design of a transportation system needed to serve new growth areas. Traffic engineering and related data were also used to inform the scope of improvements included in the fee program. For transportation improvements needed to accommodate the development anticipated in the near term, the cost burden is fully allocated based on development anticipated in the near term. For transportation improvements that are not immediately needed to accommodate near term development, but that will be needed to accommodate development in the longer term, the cost burden is allocated based on projections of new development. Thus, there is a reasonable relationship between the need for the planned improvements, the scope of the improvements and the parcels that will pay the fee.

### **Proportionality**

For the fifth finding, the City must:

- 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 (§66001(b)).

There is a reasonable relationship between the TIF for a specific development project and the cost of the facilities attributable to that development based on the estimated vehicle trip demand the development will generate in the City of Oakley. The total fee for a specific development is based on its planned employment and/or square footage for nonresidential uses and the number of dwelling units for residential use. Larger projects of a certain land use type will have a higher trip generation and pay a higher fee than smaller projects of the same land use type. Thus, the fee schedule ensures a reasonable relationship between the transportation impact fee for a specific development project and the cost of the facilities attributable to that project.