

IN THE CITY COUNCIL OF THE CITY OF SAN LEANDRO

RESOLUTION NO. 2005-128

(2318/2941)

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN LEANDRO
IMPOSING A TRAFFIC IMPACT FEE TO FUND IMPROVEMENTS TO THE
DAVIS STREET-DOOLITTLE DRIVE INTERSECTION AND ADOPTING A NEW
CHAPTER 8.10 TO THE SAN LEANDRO ADMINISTRATIVE CODE RELATING TO
DEVELOPMENT FEE FOR STREET IMPROVEMENTS

RECITALS

WHEREAS, the City Council of the City of San Leandro has adopted San Leandro Municipal Code Chapter 7-11 establishing the authority to adopt and impose a Development Fee for Street Improvements ("Fee") on new development projects.

WHEREAS, a traffic study dated June 6, 2002 by TJKM ("Traffic Study") was prepared for the Bayside Business Park development that calculated the proportion of traffic growth generated in the area around the Davis Street-Doolittle Drive Intersection ("Intersection") between 2003 and 2025.

WHEREAS, the City has determined that improvements to the intersection to address the impacts identified in the Traffic Study will cost approximately \$1,498,000. The Conditions of Approval for the Bayside Business Park attributed 15% of the costs to impacts from the Business Park. The Conditions of Approval required the Business Park developers to pay 100% of the cost to improve the Intersection, of which the developers would be reimbursed 85% of those advanced costs from traffic impact fees imposed by the City. The City and the developer entered into an agreement dated March 30, 2003 that obligated the City to establish a traffic impact fee, and to reimburse the developer from the proceeds of that fee.

WHEREAS, to comply with AB 1600, the City commissioned a report entitled Davis Street-Doolittle Drive Intersection Traffic Impact Fee Justification—AB 1600 Report ("Fee

Report”). This report is attached to this Resolution and incorporated within. The Fee Report identifies the proposed assessment area, the eight zones of benefit, the per-square-foot assessment in each zone of benefit, (“Traffic Fee”) and the maximum total assessment for each zone of benefit.

WHEREAS, the Fee Report does not identify a proposed assessment for Zone 7 as that zone encompasses the Oakland Airport expansion. The City does not have regulatory authority to impose a Fee on the Oakland Airport.

WHEREAS, in accordance with the Government Code, at least 14 days prior to the public hearing at which this resolution was adopted, the City mailed the time and place of the public hearing to eligible interested parties who had previously filed written requests with the City for mailed meeting notices on new or increased fee or service charges.

WHEREAS, the Fee Report was made available for public inspection for 10 days prior to the public hearing.

WHEREAS, the City provided 10 days published notice prior to the public hearing in accordance with Government Code section 6062a.

WHEREAS, in addition, the City needs to adopt administrative procedures to provide land use definitions for uses subject to the Development Fee for Street Improvements (DFSI), provide that the DFSI will be indexed to the Construction Cost Index published in Engineering News Record, address how the DFSI will apply to mixed use developments, address how uses not falling into one of the use categories for which the DFSI applies will be assessed, and impose the Traffic Fee to fund traffic intersection improvements to the Davis-Doolittle intersection, as set forth above in these Recitals.

FINDINGS

The City Council finds as follows:

1. The Traffic Fee's purpose is to finance street improvements to reduce traffic impacts to the Intersection from future developments. The improvements to be financed are summarized in the Fee Report, and more fully described in the plans and specifications on file in the City Engineer's office. The improvements also include right-of-way acquisition, design, and pre-construction activities.
2. The Traffic Fee collected will be used to finance the improvements.
3. After considering the Traffic Fee Report, written testimony, oral testimony received during the public hearing, and the staff report, the City Council approves and adopts the Fee Report.
4. The Traffic Fee is necessary to fund improvements to offset traffic impacts on the Intersection as identified in the Traffic Study.
5. In adopting the Traffic Fee, the City Council is exercising its powers under California Constitution Article XI, section 7, San Leandro Municipal Code Chapter 7-11, and Government Code section 66000 et seq.
6. The Traffic Fee Report has established that a reasonable relationship exists between the Traffic Fee amount and the costs to improve the Intersection. The Traffic Fee Report further establishes that a reasonable relationship exists between the need for the Intersection improvements and the type of development upon which the fee is being imposed.

NOW THEREFORE, the City Council of the City of San Leandro does RESOLVE as follows:

- A. The Traffic Fee is imposed on all non-exempt properties within the Assessment Areas shown in the Figure 1 of the Fee Report if those properties are also within a zone of benefit for which an assessment has been specified in Table 2 of the Fee Report.

B. San Leandro Municipal Code Chapter 7-11 will govern imposing and collecting the Traffic Fee.

C. Title 6, Chapter 4 of the San Leandro Administrative Code, which sets the Development Fee for Street Improvements Schedule, is amended to include Table 2 of the Fee Report. The Traffic Fee is in addition to, and not a substitute for, any other Fees set forth in the Schedule.

D. For purpose of San Leandro Municipal Code section 7-11-140, the City Council determines that Traffic Fee proceeds may properly be used to reimburse the Bayside Business Park developer for that portion of the advanced costs for the Intersection Improvements for which the developer is entitled to be reimbursed under the March 30, 2003 Agreement.

E. A new Chapter 8-10 to the San Leandro Administrative Code entitled "Development Fee for Street Improvements," attached hereto and incorporated by reference is hereby adopted.

The provisions of this Resolution shall be effective immediately, and the Traffic Fee will become effective 60 days from this Resolution's effective date.

Introduced by Councilmember Santos and passed and adopted this 6th day of September 2005, by the following called vote.

Members of the Council:

AYES: Councilmembers Badger, Grant, Nardine, Santos, Starosciak, Stephens; Mayor Young (7)

NOES: None (0)

ABSENT: None (0)

ATTEST: Marian Handa
Marian Handa, City Clerk

**DAVIS STREET-DOOLITTLE DRIVE INTERSECTION
IMPROVEMENTS TRAFFIC IMPACT FEE JUSTIFICATION
(AB 1600 REPORT)**

The City of San Leandro (City) intends to establish a supplemental traffic impact fee for developments within the proposed impact fee areas (See Figure 1) to cover the costs of intersection improvements required to mitigate the impacts of existing and projected future traffic congestion at the intersection Davis Street and Doolittle Drive. The purpose of this Davis Street-Doolittle Drive Intersection Improvements Traffic Impact Fee Justification (AB 1600 Report) is to satisfy the requirements of the Mitigation Fee Act by establishing a rational and substantial nexus between the anticipated growth in land use in the proposed impact fee areas, and the traffic impact fee required to fund and build the required intersection improvements. The subsequent sections of this AB 1600 Report include:

- Brief Description of Davis-Doolittle Intersection Improvements
- Requirements of the Mitigation Fee Act
- The Purpose of the Fee
- The Use to which the Fee will be put
- The Reasonable Relationship Between the Fee's Use and the Type of Development Project Upon Which the Fee is Imposed
- The Reasonable Relationship Between the Need for the Public Facility and the Type of Development Upon Which the Fee is Imposed
- The 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
- References

BRIEF DESCRIPTION OF DAVIS – DOOLITTLE INTERSECTION

Davis Street and Doolittle Drive are arterial streets running east west and north south, respectively, across west San Leandro. Development and redevelopment in West San Leandro continues to place increasing traffic pressure on the intersection of Davis Street and Doolittle Drive. The City of San Leandro has determined that existing and future traffic congestion at Davis Street and Doolittle Drive requires intersection improvements that will cost approximately \$1,498,000 including design, right-of-way acquisition and

construction. A recent traffic study has shown that this increased traffic can be accommodated with the addition of one additional westbound lane on Davis Street, one additional eastbound lane on Davis Street, one additional northbound lane on Doolittle Drive with corresponding changes in signal hardware and operation.

REQUIREMENTS OF THE MITIGATION FEE ACT

In 1987, the State of California enacted Assembly Bill (“AB”) 1600, which created Section 66000 et seq. (i.e., Mitigation Fee Act) of the California Government Code. The Mitigation Fee Act requires that all public agencies intending to establish, or impose a fee as a condition of approval of a development project do all of the following:

- Identify the purpose of the fee
- Identify the use to which the fee is to be put
- Determine how there is a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed
- 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
- Discuss 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

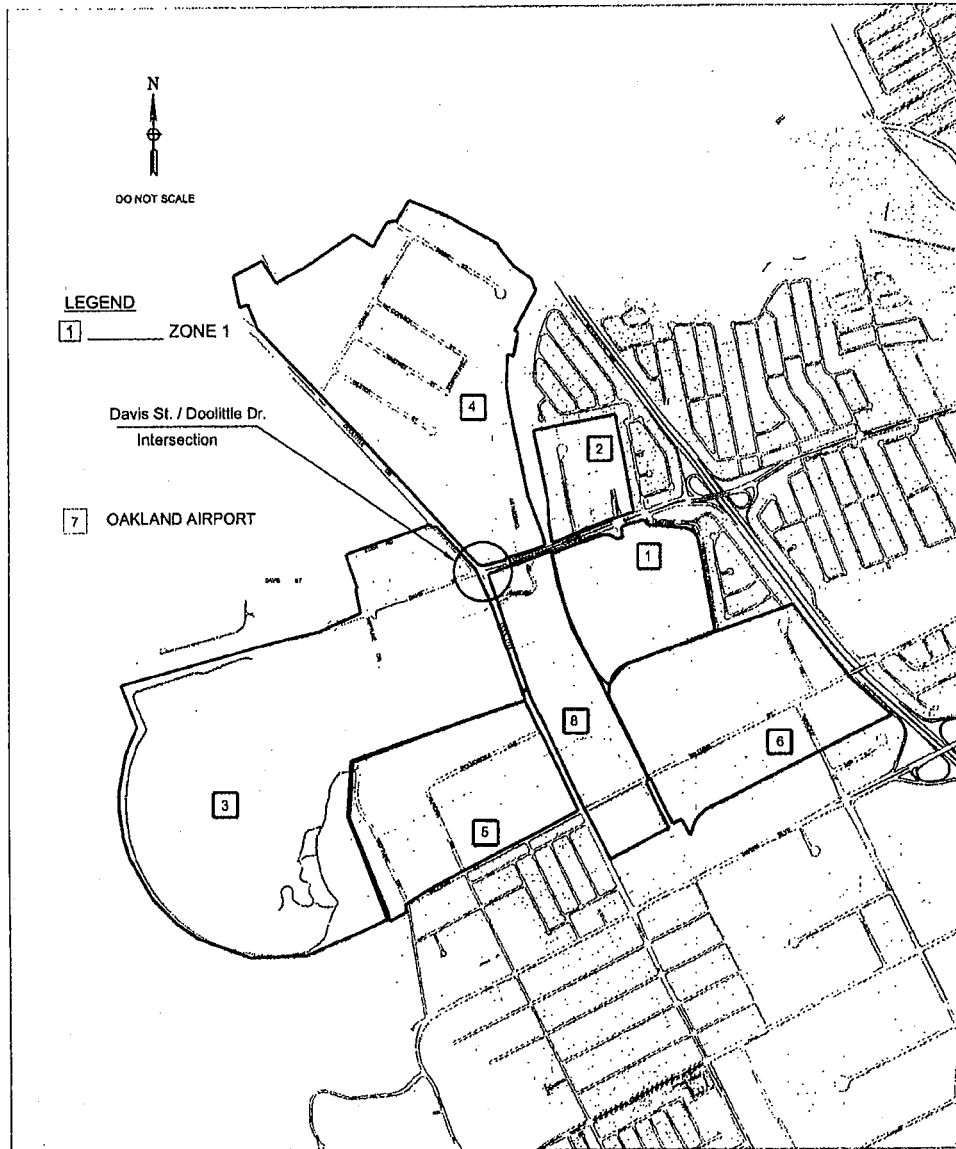
Subsequent sections of this AB 1600 Report address each of the five items listed above and in doing so, also establish a rational and substantial nexus between the proposed Intersection improvements at Davis-Doolittle intersection and the imposition of a traffic impact fee to fund the required intersection improvements.

THE PURPOSE OF THE FEE (GOVERNMENT CODE SECTION 66001 (A)(1))

The purpose of the fee is to fund intersection improvements to mitigate the impact of increased vehicular trips through the Davis Street and Doolittle Drive intersection due to anticipated increase in development in the proposed impact fee areas, shown in Figure 1.

Figure 1

CITY OF SAN LEANDRO
Davis St. / Doolittle Dr. Intersection
Traffic Impact Fee Zones
Figure 1



The City of San Leandro currently charges a traffic impact fee, the “Development Fees for Street Improvements” (DFSI) for all net or additional development throughout the City. The basis for this fee is that while one particular development cannot be shown to contribute traffic at widespread locations throughout the city, the cumulative contribution of all increases in land use and development does increase traffic at many intersections and locations. In the case of this proposed fee, one specific intersection, Davis Street and Doolittle Drive, is singularly useful in serving growth in the proposed impact fee area in Figure 1. This is because there are few alternative routes for traffic other than to use Davis and Doolittle. Additionally it was concluded that the fee due under the current traffic impact fee schedule was insufficient to mitigate the traffic impact of development projects in the impact zone.

THE USE TO WHICH THE FEE WILL BE PUT (GOVERNMENT CODE SECTION 66001 (A)(2))

The proposed fee will be used to acquire right-of-way, design and construct intersection improvements including traffic signal modifications to mitigate impacts of increased trips through Davis-Doolittle intersection due to anticipated increase in industrial development in the proposed impact fee areas. The traffic improvements shall include, but not be limited to, the following:

- Widening eastbound Davis Street approach with on additional lane
- Widening westbound Davis Street with one additional lane
- Widening northbound Doolittle Drive with an additional lane
- Improvements to Traffic Signal hardware and operations

A more detailed description of the required traffic improvements to which the fee will be applied, including costs of the improvements, can be found in the Davis Street and Doolittle Drive Project No. 210-38-249 Plans, Specifications and Estimate all on file in the office of the City Engineer.

DETERMINE HOW THERE IS A REASONABLE RELATIONSHIP BETWEEN THE FEE’S USE AND THE TYPE OF DEVELOPMENT PROJECT ON WHICH THE FEE IS IMPOSED (GOVERNMENT CODE SECTION 66001 (A)(3))

A reasonable relationship exists between the fee’s use and the type of development in the proposed impact fee areas. The fee will be used to construct intersection improvements required to mitigate impacts of increased trip making through the Davis-Doolittle intersection due to the anticipated increase in development within the traffic impact area.

Analysis of Benefit Assessments for Proposed Traffic Improvements of Davis Street and Doolittle Drive by TJKM Traffic Engineers dated December 23, 2004 (Traffic Report), calculated the proportion of traffic growth generated in the proposed impact fee areas to all additional traffic using the Davis-Doolittle intersection between 2003 and 2025 by completing an origin and destination analysis. As shown in Table 1, TJKM has determined, on a square foot basis, the amount of traffic added by new development in the proposed impact fee areas.

Table 1: Travel Growth at Davis Street and Doolittle Drive

TAZ	Existing Land use (ksf)*	Future Land Use (ksf)	Difference (ksf)	TRIPS ENTERING DAVIS/DOOLITTLE					
				Existing		Future(From Model)		Difference (Future-Existing)	
				a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
all	-	-	-	2640	2992	3279	3699	639	707
1	1489.9	1773.1	283.2	33	80	42	83	9	3
2	160.0	180.0	20.0	33	287	42	317	9	30
3	2311.7	4040.3	1728.6	438	413	518	499	80	86
4	2405.0	4176.4	1771.3	385	417	443	481	58	64
5	1389.0	2090.0	700.9	191	377	197	386	6	9
6	2772.7	4070.6	1297.9	64	91	52	138	-12	47
7		Airport Expansion		332	614	446	716	114	102
8	603.5	1159.1	555.6	31	75	78	172	47	97
TOTALS	11131.8	17489.5	6357.6	1507	2354	1818	2792	314	388

* ksf = gross floor area in thousands of square feet

Percent Contribution of Zones 1 to 8 to total growth in traffic a.m. Peak 49.1%
 Percent Contribution of Zones 1 to 8 to total growth in traffic p.m. Peak 54.9%

Consequently, the proposed fee will fund right-of-way acquisition, design and construction of intersection improvements including traffic signal modifications required to mitigate impacts of increased vehicular trips at the intersection in direct proportion to the actual increase in trips through the intersection that the traffic zones contribute, thereby, creating a reasonable relationship between the fee and the type of development in the proposed impact fee areas.

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 (GOVERNMENT CODE SECTION 66001 (A)(4))

A reasonable relationship exists between the need for the proposed intersection improvements and the type of development because the proposed intersection improvements were identified based on the projected increase in traffic generated due to anticipated increase in development in the traffic impact areas, by the year 2025.

The proposed intersection improvements were identified based on the anticipated increase in land use in the proposed impact fee areas, using a sophisticated traffic-forecasting model developed by TJKM engineers. The model is based upon the countywide model from the Alameda County Congestion Management Agency (ACCMMA). Analysis with the model included traffic estimates in terms of total entering traffic in both a.m. and p.m. peak hours, origins and destinations of peak hour traffic, amount of new traffic added in the proposed impact fee areas on a per square foot basis and the proportional growth in traffic at the Davis-Doolittle intersection between 2003 and 2025.

Consequently, without the proposed intersection improvements identified using the traffic-forecasting model, the additional traffic generated by the anticipated increase in land use in the proposed impact fee areas, will result in unacceptable levels of service at the Davis-Doolittle intersection. The proposed intersection improvements, towards which the proposed fees are to be used, will ensure acceptable level of service in the vicinity of the project, which will benefit the industrial land uses.

THE 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 (GOVERNMENT CODE SECTION 66001 (B))

The City of San Leandro has determined that existing and future traffic congestion at Davis Street and Doolittle Drive requires intersection improvements that will cost approximately \$1,498,000 including design, right of way and construction. These improvements are anticipated to be sufficient for forecast traffic demand through 2025.

TJKM determined that the entire increase in land use intensities is projected to occur with general industrial use. The City of San Leandro currently charges a \$0.83/square foot DFSI rate for industrial development. *The proposed supplemental fees will be in addition to the current fees.* The contributions of each of the traffic analysis zones towards the increase trips are not equal, so the allocation of impact fee per square foot is not equal. The reason is that zones further away contribute less traffic growth per additional square foot than zones close to the intersection.

Table 2 shows the proposed supplemental impact fee per square foot for new development in each zone. The airport expansion is shown as an aggregate impact fee based upon the forecasted increase in trips through the intersection originating or destined to the Oakland International Airport. Of the total estimated cost of \$1,498,000, Zones 1 thru 8 are assessed a total of 53% of the cost based on the impact.

The proposed fee was developed by spreading the total cost of the required traffic improvements over the anticipated growth in land use and the associated new trips,

within the proposed impact fee areas, creating a reasonable relationship between the amount of the fee and the cost of the proposed traffic improvements.

Table 2: Calculation of Impact fee Rates by Zone

Assume total cost of Improvements		\$ 1,498,000		
Share from zones 1 to 8		\$ 812,456		
Zone	New Trips	% Total	Share of cost	Assessed/ft ²
1	12	0.01	\$ 13,017	\$ 0.05
2	39	0.03	\$ 42,304	\$ 2.12
3	166	0.12	\$ 180,064	\$ 0.10
4	122	0.09	\$ 132,336	\$ 0.07
5	15	0.01	\$ 16,271	\$ 0.02
6	35	0.03	\$ 37,965	\$ 0.03
7	216	0.16	\$ 234,300	
8	144	0.10	\$ 156,200	\$ 0.28
All others	644	0.47	\$ 698,560	
Total	1381	1.00	\$ 1,498,000	

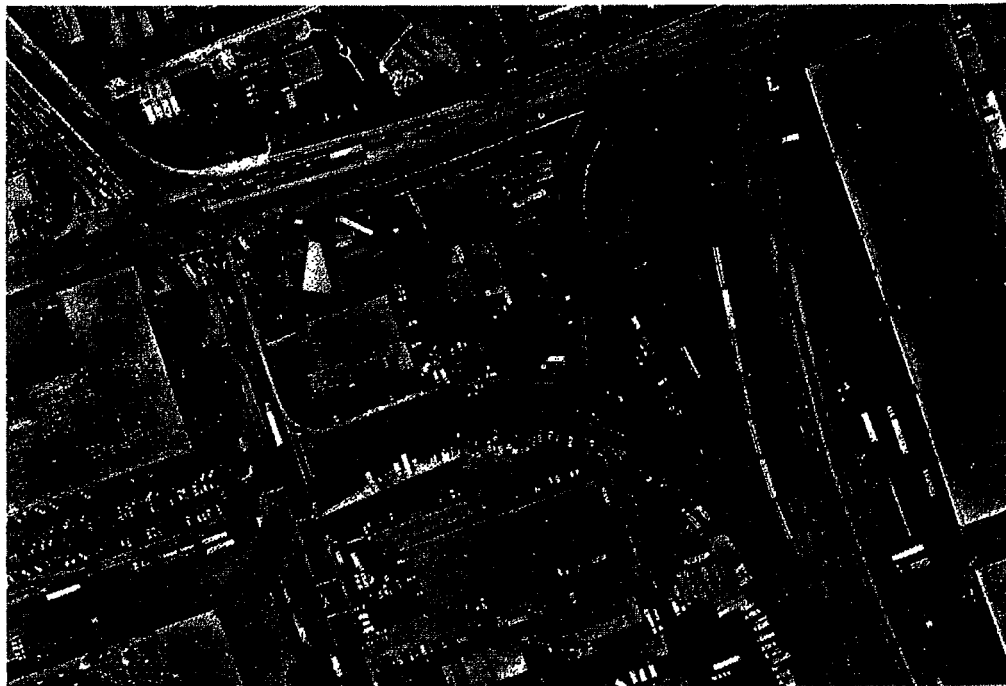
TAZ	Assess Rate/ft ²	General Residential	Senior Housing	General Office	Medical Office	General Retail	Personal Services	Financial Services	Hotel/ Motel	Mini- Warehouse	Service Station
1	\$ 0.05	\$ 0.09	\$ 0.04	\$ 0.16	\$ 0.22	\$ 0.18	\$ 0.09	\$ 0.47	\$ 0.08	\$ 0.02	\$ 0.63
2	\$ 2.12	\$ 3.84	\$ 2.36	\$ 6.63	\$ 9.28	\$ 7.42	\$ 3.98	\$ 19.88	\$ 3.18	\$ 0.66	\$ 26.50
3	\$ 0.10	\$ 0.18	\$ 0.11	\$ 0.31	\$ 0.44	\$ 0.35	\$ 0.19	\$ 0.94	\$ 0.15	\$ 0.03	\$ 1.25
4	\$ 0.07	\$ 0.13	\$ 0.06	\$ 0.22	\$ 0.31	\$ 0.25	\$ 0.13	\$ 0.66	\$ 0.11	\$ 0.02	\$ 0.88
5	\$ 0.02	\$ 0.03	\$ 0.02	\$ 0.05	\$ 0.07	\$ 0.05	\$ 0.03	\$ 0.15	\$ 0.02	\$ 0.00	\$ 0.19
6	\$ 0.03	\$ 0.05	\$ 0.02	\$ 0.09	\$ 0.13	\$ 0.11	\$ 0.06	\$ 0.28	\$ 0.05	\$ 0.01	\$ 0.38
7	not apply										
8	\$ 0.28	\$ 0.51	\$ 0.21	\$ 0.88	\$ 1.23	\$ 0.98	\$ 0.53	\$ 2.63	\$ 0.42	\$ 0.09	\$ 3.50

TAZ: Traffic Analysis Zone
 Source: Analysis of Benefit Assessments for Proposed Traffic Improvements of Davis Street and Doolittle Drive by TJKM Traffic Engineers dated December 23, 2004

REFERENCES

Analysis of Benefit Assessments for Proposed Traffic Improvements of Davis Street and Doolittle Drive by TJKM Traffic Engineers dated December 23, 2004.

**Analysis of Benefit Assessments for
Proposed Traffic Improvements of
Davis Street and Doolittle Drive**



In San Leandro, California

December 23, 2004

**Analysis of Benefit Assessments for
Proposed Traffic Improvements of
Davis Street and Doolittle Drive**

In San Leandro, California

December 23, 2004

**Prepared by:
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INTRODUCTION AND SUMMARY

Introduction

TJKM completed a calibrated traffic-forecasting model for the City of San Leandro in conjunction with the Westgate Parkway Project in December 2004. This model is based upon the countywide model from the Alameda County Congestion Management Agency (ACCMA). The City of San Leandro model estimates traffic for 2003 and for 2025 in the a.m. and p.m. peak hours. It is a very detailed model and can accurately estimate trips for relatively small areas such as the Costco store north of Davis Street. TJKM has demonstrated that this model provides accurate traffic estimates for traffic on Davis Street at Doolittle Drive in terms of total entering traffic, and also right and left turns in both peak hours.

The City of San Leandro has determined that existing and future traffic congestion at Davis Street and Doolittle Drive requires traffic improvements that will cost approximately \$1,000,000 including design, right of way and construction. Those improvements include widening the eastbound Davis Street approach with an additional lane, adding one additional westbound lane on Davis Street, and adding one additional northbound through lane on Doolittle Drive with corresponding changes in signal hardware and operation. These improvements are anticipated to be sufficient for forecast traffic demand through 2025.

TJKM has used the traffic model to trace the origins and destinations of all a.m. and p.m. peak hour traffic using Davis and Doolittle. This has allowed the calculation of the proportion of traffic growth generated in the nearby area to all additional traffic using the intersection between 2003 and 2025. We have also been able to determine, on a square foot basis, the amount of traffic added by new development in the proposed assessment area, shown as Figure 1 on the next page. One zone, the Oakland Airport is only referenced and not shown on the map.

The City of San Leandro currently charges a traffic impact fee, the "Development Fees for Street Improvements" (DFSI) for all net or additional development throughout the city. The basis for this fee is that while one particular development cannot be shown to contribute traffic at widespread locations throughout the city, the cumulative contribution of all increases in land use and development does increase traffic at many intersections and locations. An earlier study has identified projects and programs throughout the city that are justified on the basis of traffic growth.

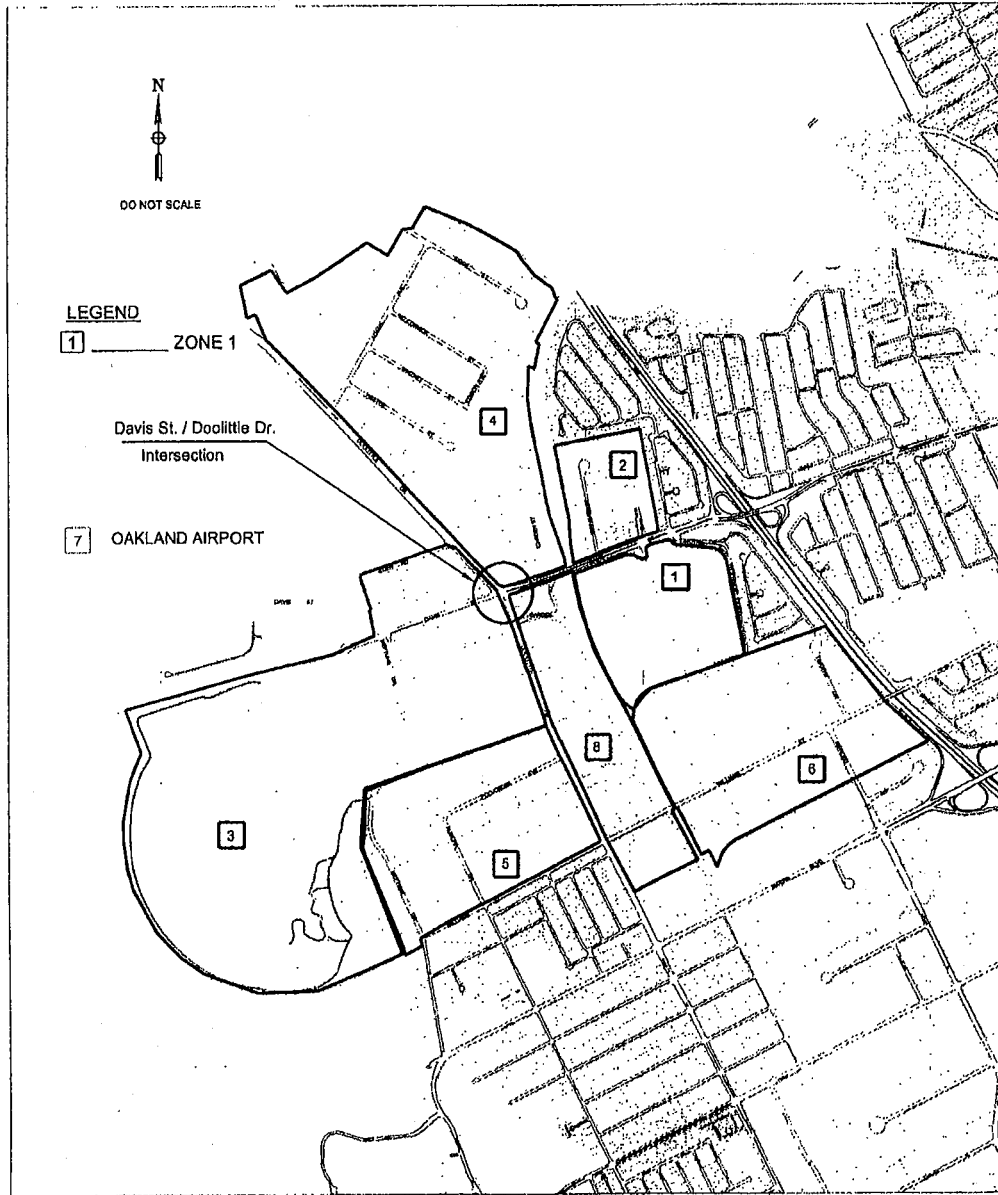
However, one specific intersection, Davis Street and Doolittle Drive, is singularly useful in serving growth in the proposed assessment area in Figure 1. This is because there are few alternate routes for Traffic other than to use Davis and Doolittle. The use of the model for 2003 and 2025 has enabled TJKM to calculate the specific traffic impact of increased land use intensity in this area.

Summary

There is a clear connection between anticipated increases in land use intensity in the proposed assessment area and increased trip making through Davis Street and Doolittle Drive. The routing of trips from the Oakland Airport via Doolittle Drive and Davis Street to reach I-880 is due to congestion on I-880. Bypassing congestion north of Davis Street (both north and southbound) via Doolittle Drive and Davis Street is faster than directly accessing I-880 from either 98th Avenue or Hegenberger Drive.

Figure 1: Proposed Traffic Impact Assessment Area and Zones

CITY OF SAN LEANDRO
Davis St. / Doolittle Dr. Intersection
Traffic Impact Fee Zones
Figure 1



ANALYSIS

TJKM used the total a.m. and p.m. peak hour vehicle trips for all calculations, because both peak hours require specific parts of the total package of improvements at this intersection. Table 1 shows the calculation of trips related to land use growth. In some instances the change in land use results in a net reduction in trips. This is true for Traffic Analysis Zone (TAZ) 6 in the a.m. peak. In TAZ 6, the current General Plan designation is industrial, but because of the new link, Westgate Parkway, opening access between Williams Street and Davis Street, it is possible that future uses will become more retail oriented due to the greatly improved freeway access. Table 2 contains factors that will allow calculation of assessments for Davis and Doolittle improvements by TAZ should land uses change from the assumptions in the current city traffic model.

Table 1: Travel Growth at Davis Street and Doolittle Drive

TAZ	Existing	Future	Difference	TRIPS ENTERING DAVIS/DOOLITTLE					
	Land use	Land Use		(ksf)	Existing		Future(From Model)		Difference
	(ksf)*	(ksf)	(ksf)		a.m.	p.m.	a.m.	p.m.	a.m.
all	-	-	-	2640	2992	3279	3699	639	707
1	1489.9	1773.1	283.2	33	80	42	83	9	3
2	160.0	180.0	20.0	33	287	42	317	9	30
3	2311.7	4040.3	1728.6	438	413	518	499	80	86
4	2405.0	4176.4	1771.3	385	417	443	481	58	64
5	1389.0	2090.0	700.9	191	377	197	386	6	9
6	2772.7	4070.6	1297.9	64	91	52	138	-12	47
7	Airport Expansion			332	614	446	716	114	102
8	603.5	1159.1	555.6	31	75	78	172	47	97
TOTALS	11131.8	17489.5	6357.6	1507	2354	1818	2792	314	388

* ksf = gross floor area in thousands of square feet

Percent Contribution of Zones 1 to 8 to total growth in traffic	a.m. Peak	49.1%
Percent Contribution of Zones 1 to 8 to total growth in traffic	p.m. Peak	54.9%

TJKM determined that the entire increase in land use intensities is projected to occur with general industrial. Note that the increase in land use intensity represents "buildout" as opposed to uses in 2025. The 2025 increases in intensity are only a fraction of the total buildout. The model trip generation functions are based upon the levels of development (industrial) anticipated by 2025, not buildout. The present \$0.80/square foot DFSI rate was used as the basis for calculations of the per-square-foot assessment in particular traffic analysis zones. The reason for the change in assessment is due to the proportion of traffic growth attributed to each zone. The contributions are not equal, so the allocation of assessment per square foot is not equal. The reason is that zones further away contribute less traffic growth per addition square foot than zones close to the intersection. Table 3 shows our proposed assessment per square foot for new development in each zone. Please note that the airport expansion is shown as an aggregate assessment based upon the forecasted increase in trips through the intersection originating or destined to the Oakland International Airport.

Table 3 also shows additional trips through the intersection in the a.m. and p.m. peak hours combined that do not originate nor end in the proposed assessment area.

Table 2: Assessment Factors for Changes in Planned Land Uses by

TAZ	Assess Rate/ft ²	General Residential	Senior Housing	General Office	Medical Office	General Retail	Personal Services	Financial Services	Hotel/Motel	Mini-Warehouse	Service Station
1	\$ 0.03	\$ 0.06	\$ 0.04	\$ 0.10	\$ 0.13	\$ 0.11	\$ 0.06	\$ 0.29	\$ 0.05	\$ 0.01	\$ 0.38
2	\$ 1.41	\$ 2.56	\$ 1.57	\$ 4.41	\$ 6.18	\$ 4.94	\$ 2.65	\$ 13.24	\$ 2.12	\$ 0.44	\$ 17.65
3	\$ 0.07	\$ 0.13	\$ 0.08	\$ 0.22	\$ 0.30	\$ 0.24	\$ 0.13	\$ 0.65	\$ 0.10	\$ 0.02	\$ 0.87
4	\$ 0.05	\$ 0.09	\$ 0.06	\$ 0.16	\$ 0.22	\$ 0.17	\$ 0.09	\$ 0.47	\$ 0.07	\$ 0.02	\$ 0.62
5	\$ 0.02	\$ 0.03	\$ 0.02	\$ 0.05	\$ 0.07	\$ 0.05	\$ 0.03	\$ 0.15	\$ 0.02	\$ 0.00	\$ 0.19
6	\$ 0.02	\$ 0.04	\$ 0.02	\$ 0.06	\$ 0.09	\$ 0.07	\$ 0.04	\$ 0.18	\$ 0.03	\$ 0.01	\$ 0.24
7	not apply										
8	\$ 0.19	\$ 0.34	\$ 0.21	\$ 0.59	\$ 0.82	\$ 0.66	\$ 0.35	\$ 1.76	\$ 0.28	\$ 0.06	\$ 2.35

Table 3: Assessment Rates by TAZ

Assume total cost of Improvements			\$ 1,000,000	
Share from zones 1 to 8			\$ 542,361	
Zone	New Trips	% Total	Share of cost	Assessed/ft ²
1	12	0.01	\$ 8,689	\$ 0.03
2	39	0.03	\$ 28,240	\$ 1.41
3	166	0.12	\$ 120,203	\$ 0.07
4	122	0.09	\$ 88,342	\$ 0.05
5	15	0.01	\$ 10,862	\$ 0.02
6	35	0.03	\$ 25,344	\$ 0.02
7	216	0.16	\$ 156,408	Not Applicable
8	144	0.10	\$ 104,272	\$ 0.19
All others	644	0.47	\$ 466,329	Not Applicable
Total	1381	1.00	\$ 1,000,000	-

Conclusions

There is a clear connection between anticipated increases in land use intensity in the proposed assessment area and increased trip making through Davis Street and Doolittle Drive. The routing of trips from the Oakland Airport via Doolittle Drive and Davis Street to reach I-880 is due to congestion on I-880. Bypassing congestion north of Davis Street (both north and southbound) via Doolittle Drive and Davis Street is faster than directly accessing I-880 from either 98th Avenue or Hegenberger Drive.

STUDY PARTICIPANTS

TJKM Transportation Consultants

Gary Kruger, P.E., Principal Associate, Project Manager

Jia Hao Wu, Ph.D., Senior Associate, Chief Modeler

Frank Cai, EIT, Transportation Engineer, Modeler

Pratyush Bhatia, EIT, Transportation Engineer, Assessment Calculations

DEVELOPMENT FEE FOR STREET IMPROVEMENTS

8.10.100: LAND USE DEFINITIONS

RESIDENTIAL:

- A. General Residential: single family houses, apartments and condominiums.
- B. Senior Housing: housing specially designed for and limited to seniors, including independent living, congregate care, and residential care project.

COMMERCIAL:

- C. General Offices: business, professional and administrative offices.
- D. Medical Offices: a facility that provides diagnosis and out-patient care on a routine basis, but which is unable to provide prolonged, in-house medical/surgical care.

RETAIL:

- E. General Retail: sales of consumer goods to customers, including supermarkets, department stores, shopping center, appliance stores, auto and truck sales, bowling alleys, etc.
- F. Personal Services: establishments such as a beauty shop, barber shop, portrait studio, electronic repair, auto service and repair, Laundromats, furniture stores and child and adult care facilities.

RESTAURANTS:

- G. Quality Restaurants: sit-down, full-service eating establishments with turnover rates usually of at least one hour or longer that may require reservations.
- H. All Other Restaurants: eating establishments that are not Quality Restaurants, including cafes, coffee shops and fast-food drive-in establishments

FINANCIAL SERVICES:

- I. Financial Services: business that include check cashing, deferred deposit loans and institutions such as banks, savings and loans, credit unions, security brokers and real property lending institutions.

HOTEL/MOTEL:

- J. Hotel/Motel: places of lodging providing sleeping accommodations and possibly a restaurant or cafe contained in the same building patronized primarily by lodgers.

INDUSTRIAL:

- K. General Industrial: light industry, industrial parks, manufacturing, assembly, warehouses and testing laboratories.
- L. Mini-Warehouse: individually rented storage units.

SERVICE STATION:

- M. Service Station: facilities where the primary business is the fueling of motor vehicles and ancillary facilities for maintaining and repairing automobiles

8.10.200 FEE SCHEDULE

8.10.210 The Development Fee for Street Improvements set forth in Title 6 Chapter 4 of this Administrative Code shall be indexed to the Construction Cost Index (CCI) for San Francisco as published in the periodical Engineering News Record. This indexing shall be subject to review and approval by the City Council annually, with the new Fee Schedule based on the CCI for the preceding calendar year.

8.10.220. Mixed use developments will pay a fee based on the individual component uses or, if the uses are unknown, on the highest traffic generating use permitted without further building permits.

8.10.230. Land uses not fitting into any of the land use categories in the Fee Schedule will be individually analyzed and fee established by the City Manager or his designee. This analysis shall compare the trip generation rates as published in the latest edition of the Institute of Transportation Engineer's Trip Generation Informational Report for the proposed land use with the trip generation rates for the land use set forth in the Land Use Definitions set forth in Section 8.10.100. The use will be assessed a fee equivalent to that of the land use category containing a land use that most nearly matches the proposed land use's trip generation rates.

8.10.300 INDIVIDUAL ADJUSTMENTS

8.10.310 Davis St./Doolittle Dr. Intersection Traffic Impact Fee

A. A Traffic Impact Fee is imposed on all non-exempt properties within the Traffic Impact Fee Zones shown Figure 1 and Resolution No. _____ adopted by the City Council on _____, 2005. The amount of the fee is set forth in the Fee Schedule.

B. San Leandro Municipal Code Chapter 7-11 will govern imposing and collecting the Traffic Fee.

C. This Traffic Impact Fee shall be collected until such time that the entirety of \$578,156.00 indexed to the CCI has been collected.