



City of Emeryville

CALIFORNIA

MEMORANDUM

DATE: December 1, 2020

TO: Christine Daniel, City Manager

FROM: Charles S. Bryant, Community Development Director

SUBJECT: **Resolution Of The City Council Of The City Of Emeryville Approving The Annual Development Impact Fee Report For Fiscal Year 2019-2020**

RECOMMENDATION

Staff recommends that the City Council adopt the above-entitled resolution approving the Annual Development Impact Fee Report for Fiscal Year 2019-2020 dated November 17, 2020, which is attached as Exhibit A to the resolution.

DISCUSSION

The City of Emeryville has three development impact fees: (1) Transportation Facility Impact Fee, (2) Park and Recreation Facility Impact Fee, and (3) Affordable Housing Impact Fee. The City is required by law to review its development impact fee program on an annual basis. California Government Code Section 66000 *et seq.* (the "Mitigation Fee Act") requires each local agency to make public information on development impact fees within 180 days of the close of each fiscal year.¹ The information is to include a brief description of each fee; the amount of each fee; the beginning and ending balance of each fee account or fund; the amount of fees collected and the interest earned; identification of public improvements on which each fee was expended; identification of an approximate date by which the construction of a public improvement will commence if sufficient funds have been collected to complete financing on an incomplete public improvement; a description of each interfund transfer or loan made from each fee account or fund; and the amount of any fee refunds. The Mitigation Fee Act also requires each local agency to review the information at the next regularly scheduled public meeting not less than 15 days after the information is made available to the public.²

For the fifth fiscal year following the first deposit into a development impact fee fund, and every five years thereafter, if fees remain unexpended, the local agency must make findings identifying the purpose to which the fee is to be put, demonstrate that there remains a reasonable relationship between the current need for the fees and the purpose for which it is charged, identify all sources and amounts of funding contemplated to complete financing of incomplete improvements, and designate the approximate dates on

¹ Government Code Section 66006(b)(1)

² Government Code Section 66006(b)(2)

which the contemplated funding is expected to be deposited into the fund.³ The first deposits into the updated Transportation Facility Impact Fee Fund and the new Park and Recreation Facility Impact Fee Fund and Affordable Housing Impact Fee Fund occurred in Fiscal Year 2014-2015. Thus, the fifth fiscal year following these first deposits was Fiscal Year 2019-2020, so the findings noted above are included in the attached resolution.

The Annual Development Impact Fee Report for Fiscal Year 2019-2020, dated November 17, 2020, was made available to the public on November 6, 2020 as part of the agenda for the November 17, 2020 regular meeting of the City Council. A copy of the report is Exhibit A to the attached resolution. In accordance with the Mitigation Fee Act, the purpose of this item is to allow for public review and comment on the report at a public meeting prior to its approval by the City Council. The period between the availability of the report on November 6, 2020 and its approval by the City Council at its regularly scheduled meeting of December 1, 2020 has been more than 15 days.

FISCAL IMPACT

There are no fiscal impacts associated with this report, as it is for reporting purposes only.

STAFF COMMUNICATION WITH THE PUBLIC

Staff has had no communication with the public regarding this item.

APPROVED AND FORWARDED TO THE CITY COUNCIL OF THE CITY OF EMERYVILLE:



Christine Daniel, City Manager

ATTACHMENT

- Draft Resolution including Exhibit A: Annual Development Impact Fee Report – Fiscal Year 2019-2020, dated November 17, 2020

³ Government Code Section 66001(d)

RESOLUTION NO. 20-122

Resolution Of The City Council Of The City Of Emeryville Approving The Annual Development Impact Fee Report For Fiscal Year 2019-2020

WHEREAS, on August 7, 1990, the City Council of the City of Emeryville adopted Ordinance No. 90-08, adding Article 3 of Chapter 2 of Title 3 to the Emeryville Municipal Code, titled "Traffic Facilities Impact Fee Fund", which established the authority for imposing and charging a Traffic Facilities Impact Fee to be deposited into the Traffic Facilities Impact Fee Fund; and

WHEREAS, pursuant to that authority, the City Council adopted Resolution No. 90-62 on August 7, 1990, imposing a Traffic Impact Fee on all new development in the city to help fund various traffic facility improvements; and

WHEREAS, on October 6, 1998, the City Council adopted Resolution No. 98-167 updating the Traffic Impact Fee; and

WHEREAS, on July 15, 2014, the City Council adopted Ordinance No. 14-008 adding Article 19 of Chapter 5 of Title 9 to the Emeryville Municipal Code, titled "Development Impact Fees", repealing Article 3 of Chapter 2 of Title 3, and establishing the authority for the City to impose fees on development projects for the purpose of mitigating the impacts that the projects may have upon the City's ability to provide public facilities including, but are not limited to, transportation facilities and park and recreation facilities; and

WHEREAS, on July 15, 2014, the City Council adopted Resolution No. 14-105, establishing an updated and renamed Transportation Facility Impact Fee, approving and adopting a "Transportation Impact Fee Update" study ("Transportation Impact Fee Nexus Study"), and imposing an updated Transportation Impact Fee on all new development in the city to be deposited into Fund 250, the Transportation Facility Impact Fee Fund, to help fund a list of transportation improvement projects as more particularly described in Attachment 1a of the attached Annual Development Impact Fee Report for Fiscal Year 2019-2020; and

WHEREAS, on July 15, 2014, the City Council adopted Resolution No. 14-104, establishing a Park and Recreation Facility Impact Fee, approving and adopting a "Park and Recreation Facility Development Impact Fee Study" ("Park Fee Nexus Study") and imposing a Park and Recreation Facility Impact Fee on all new development in the city to be deposited into Fund 237, the Park and Recreation Impact Fee Fund, to help fund a list of parks and recreation projects as more particularly described in Attachment 1b of the attached Annual Development Impact Fee Report for Fiscal Year 2019-2020; and

WHEREAS, on July 15, 2014, the City Council adopted Ordinance No. 14-009 amending Article 4 of Chapter 5 of Title 9 of the Emeryville Municipal Code, titled "Affordable Housing Set Aside Program", and retitling it "Affordable Housing Program", and establishing the authority for the City to impose fees on new rental residential projects and new nonresidential projects to mitigate the projects' impacts on the need for affordable housing in the city; and

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WHEREAS, on July 15, 2014, the City Council adopted Resolution No. 14-103, establishing an Affordable Housing Impact Fee, approving and adopting a “Residential Nexus Study” and a “Non-Residential Jobs-Housing Nexus Study”, and imposing an Affordable Housing Impact Fee on all new rental residential projects and new nonresidential projects in the city to be deposited into Fund 239, the Affordable Housing Impact Fee Fund, to mitigate the projects’ impacts on the need for affordable housing in the city; and

WHEREAS, on October 20, 2015, the City Council adopted Resolution No. 15-130 increasing the Affordable Housing Impact Fee on rental residential projects to \$28,000 per dwelling unit; and

WHEREAS, the adopting resolutions for each of the three development impact fees, described above, provide that, for any annual period during which the City Council does not otherwise amend the impact fees, the fee amounts shall be adjusted once as of July 1st based on the percentage increase in the Engineering News-Record Construction Cost Index for San Francisco, California, and, pursuant to these provisions, on April 16, 2019, the City Council adopted Resolution No. 19-39 increasing the development impact fees by 0.28% for fiscal year 2019-2020; and

WHEREAS, California Government Code Section 66000 *et seq.* (the “Mitigation Fee Act”) requires each local agency to make public certain information on development impact fees within 180 days of the close of each fiscal year; and

WHEREAS, Section 66001(d) of the Mitigation Fee Act requires that, for the fifth fiscal year following the first deposit into a development impact fee fund, and every five years thereafter, if fees remain unexpended, the local agency must make findings identifying the purpose to which the fee is to be put, demonstrate that there remains a reasonable relationship between the current need for the fees and the purpose for which it is charged, identify all sources and amounts of funding contemplated to complete financing of incomplete improvements, and designate the approximate dates on which the contemplated funding is expected to be deposited into the fund; and

WHEREAS, the first deposits into the updated Transportation Facility Impact Fee Fund and the new Park and Recreation Facility Impact Fee Fund and Affordable Housing Impact Fee Fund occurred in Fiscal Year 2014-2015; thus, the fifth fiscal year following these first deposits was Fiscal Year 2019-2020; and

WHEREAS, the Annual Development Impact Fee Report for Fiscal Year 2019-2020, attached as Exhibit A, provides the necessary information as required by the Mitigation Fee Act; and

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WHEREAS, the Mitigation Fee Act requires each local agency to review the information at a public meeting not less than 15 days after the information is made available to the public; and

WHEREAS, the information was made available to the public on November 6, 2020 in connection with the agenda for the regular City Council meeting held on Tuesday November 17, 2020, and for public comment at a properly noticed public meeting held on Tuesday, December 1, 2020; now, therefore, be it

RESOLVED, that, pursuant to Section 66001(d) of the Mitigation Fee Act, the City Council of the City of Emeryville hereby makes the following findings:

(A) Identify the purpose to which the fee is to be put.

The Transportation Facility Impact Fee Fund (Fund 250) contains fees imposed on development projects for the purpose of mitigating the impacts that the projects have upon the City's ability to provide transportation facilities. The Park and Recreation Impact Fee Fund (Fund 237) contains fees imposed on development projects for the purpose of mitigating the impacts that the projects have upon the City's ability to provide parks and recreation facilities. The Affordable Housing Impact Fee Fund (Fund 239) contains fees imposed on new rental residential projects and new nonresidential projects to mitigate the projects' impacts on the need for affordable housing in the city. Specific projects to be funded by the Transportation Facility Impact Fee Fund and Park and Recreation Impact Fee Fund are listed in Attachment 1 of Exhibit A.

(B) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

The "nexus studies" that were adopted by the City Council when they established the development impact fees on July 15, 2014, demonstrated a reasonable relationship between each fee and the purpose for which it is charged, and those nexus studies continue to support the reasonable relationship between the fee and the fee's purpose. Specifically:

- On July 15, 2014, the City Council adopted Resolution No. 14-105, establishing an updated and renamed Transportation Facility Impact Fee, and approving and adopting a "Transportation Impact Fee Update" study ("Transportation Impact Fee Nexus Study"). The nexus study demonstrates the Transportation Facility Impact Fee would be imposed on future development projects in Emeryville commensurate with their projected level of auto trip generation without network enhancements based on trip generation rates from Trip Generation Manual, Institute of Transportation Engineers (ITE), 9th Edition. Improvements to transportation facilities included in the fee are designed to*

improve the efficiency of the street network, reduce vehicle trips, and enhance the transportation system for walking, bicycling, and using transit. Shifting existing and new trips that would otherwise be made by a private auto to pedestrian, bicycle and transit trips improves the efficiency of the transportation system for all users and achieves General Plan goals such as avoiding pavement additions to the street network and minimizing adverse environmental impacts associated with vehicle use. The Transportation Facility Impact Fee program is designed to accommodate and mitigate the impact of future travel demand in line with the population and employment growth in Emeryville as a 71 percent increase in population and a 46 percent increase in jobs is forecast by 2030.

- *On July 15, 2014, the City Council adopted Resolution No. 14-104, establishing a Park and Recreation Facility Impact Fee, and approving and adopting a “Park and Recreation Facility Development Impact Fee Study” (“Park Fee Nexus Study”). This nexus study supports the City policy that Park and Recreation Facility Impact Fee revenue will be used for the acquisition of land, construction of facilities and buildings, and purchase of related equipment, furnishings, vehicles, and services used to serve new development as described in the nexus study. Facilities funded by the Park and Recreation Facility Impact Fee are expected to provide a citywide network of facilities accessible to the additional residents and workers associated with new development. Under the Act, fees are not intended to fund planned facilities needed to correct existing deficiencies. Thus, a reasonable relationship can be shown between the use of fee revenue and the new development residential and non-residential use classifications that will pay the fees.*

Facilities need is based on a facility standard that represents the demand generated by new development for those facilities. Facilities demand is determined as follows: The service population is established based upon the number of residents living in Emeryville plus the number of workers working in Emeryville. Service population correlates to the demand for parks and recreation facilities. One worker is weighted at half the demand of one resident based on an analysis of the relative service demand between a worker and a resident. For parks and recreational facilities, demand is measured by a single facility standard (park acres per 1,000 service population) that can be applied across land use types to ensure a reasonable relationship to the type of development. The standards used to identify growth needs are also used to determine if planned facilities will partially serve the existing service population by correcting existing deficiencies. This approach ensures that new development will only be responsible for its fair share of planned facilities, and that the fees will not unfairly burden new development with the cost of facilities associated with serving the existing service population.

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- *On July 15, 2014, the City Council adopted Resolution No. 14-103, establishing an Affordable Housing Impact Fee, and approving and adopting a “Residential Nexus Study” and a “Non-Residential Jobs-Housing Nexus Study”. These nexus studies include the following:*

Residential Nexus Study:

- ***The Nexus Concept:*** *At its most simplified level, the underlying nexus concept is that the newly constructed units represent new households in Emeryville. These households represent new income in Emeryville that will consume goods and services, either through purchases of goods and services or by “consuming” governmental services. New consumption translates to new jobs; a portion of the jobs are at lower compensation levels, low compensation jobs translate to lower income households that cannot afford market rate units in Emeryville and therefore need affordable housing.*

Non-Residential Jobs-Housing Nexus Study:

- ***The Nexus Concept:*** *The nexus analysis and discussion focus on the relationships among development, growth, employment, income of workers and demand for affordable housing. The analysis yields a connection between new construction of the types of buildings in which there are workers and the need for additional affordable housing, a connection that is quantified both in terms of number of units and the amount of subsidy assistance needed to make the units affordable.*

The information in these studies is still relevant and applicable, and there continues to be a reasonable relationship between each fee and the purpose for which it is charged.

- (C) Identify all sources and amounts of funding anticipated to complete financing of incomplete improvements to be funded by the fee.

The Capital Improvement Projects List from the City’s budget for Fiscal Years 2019-20 and 2020-21 is included as Attachment 4 of Exhibit A. This indicates all funding sources and amounts anticipated to complete financing of projects to be funding by the development impact fees.

- (D) Designate the approximate dates on which the funding referred to in subparagraph (C) is expected to be deposited into the appropriate account or fund.

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The Capital Improvement Projects List from the City's budget for Fiscal Years 2019-20 and 2020-21 in Attachment 4 of Exhibit A indicates the dates that funding is projected to be available for those projects.

and be it further

RESOLVED, that the City Council of the City of Emeryville, after considering public comment and the Annual Development Impact Fee Report for Fiscal Year 2019-2020, dated November 17, 2020, does hereby approve the Annual Development Impact Fee Report for Fiscal Year 2019-2020, dated November 17, 2020, attached hereto as Exhibit A.

ADOPTED by the City Council of the City of Emeryville at a regular meeting held on Tuesday, December 1, 2020 by the following vote:

AYES:	5	Mayor Martinez, Vice Mayor Donahue, and Council Members
		Bauters, Medina, and Patz
NOES:	0	
ABSTAIN:	0	
ABSENT:	0	

DocuSigned by:

Dianne Martinez

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MAYOR

ATTEST:

DocuSigned by:

Sheri Hartz

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CITY CLERK

APPROVED AS TO FORM:

Michael Quinn

CITY ATTORNEY



City of Emeryville

CALIFORNIA

MEMORANDUM

DATE: November 17, 2020
TO: Christine Daniel, City Manager
FROM: Charles S. Bryant, Community Development Director
SUBJECT: Annual Development Impact Fees Report – Fiscal Year 2019-2020

RECOMMENDATION

Staff recommends that the City Council accept this report as information only. No action is requested of the City Council at this time, as this report is required to be available to the public at least 15 days prior to City Council action. The report will be brought back for City Council consideration of approval at the December 1, 2020 meeting.

BACKGROUND

In 1989, the State Legislature passed the Mitigation Fee Act which added Section 66000 *et seq.* to the California Government Code (the “Mitigation Fee Act”). Among other things, the Mitigation Fee Act requires each local agency that has adopted fees pursuant to the Mitigation Fee Act to make public a report on collected developer fees within 180 days of the close of each fiscal year.¹ The Mitigation Fee Act also requires each local agency to review the report at a public meeting not less than 15 days after the information is made available to the public². The purpose of this item is to comply with this reporting requirement relative to City of Emeryville development impact fees for Fiscal Year 2019-2020. The City of Emeryville has three such fees: (1) Transportation Facility Impact Fee, (2) Park and Recreation Facility Impact Fee, and (3) Affordable Housing Impact Fee. Each is discussed below.

Transportation Facility Impact Fee

Originally called the Traffic Facilities Impact Fee, this impact fee was established by Ordinance No. 90-08, adopted by the City Council on August 7, 1990. This ordinance added Article 3 of Chapter 2 of Title 3 to the Emeryville Municipal Code, titled “Traffic Facilities Impact Fee Fund”, which established the authority for imposing and charging a Traffic Facilities Impact Fee to be deposited into the Traffic Facilities Impact Fee Fund. The fee itself was established by Resolution No. 90-62, also passed on August 7, 1990, and subsequently amended by Resolution No. 96-75 on May 21, 1996, and Resolution No. 98-167 on October 6, 1998. Resolution 98-167 adopted a “Traffic Mitigation Fee Study”, which established the existence of a reasonable relationship between the need for the public facilities and the impacts of the types of development described in the Fee Study for which the Impact Fee was charged. The Fee Study also established that there was a reasonable relationship between the Traffic Impact Fee’s use and the type of development for which the Traffic Impact Fee was charged.

¹ Government Code Section 66006(b)(1)

² Government Code Section 66006(b)(2)

On July 15, 2014, the City Council adopted Ordinance No. 14-008 adding Article 19 of Chapter 5 of Title 9 to the Emeryville Municipal Code, titled “Development Impact Fees”, and repealing Article 3 of Chapter 2 of Title 3. This Article establishes the authority for the City to impose fees on development projects for the purpose of mitigating the impacts that the projects may have upon the City’s ability to provide public facilities. Such facilities are divided into “public facility categories”, and each category is to have a separate fee to be deposited into a separate and distinct “fee fund”. Such categories may include, but are not limited to, transportation facilities and park and recreation facilities. The ordinance took effect on August 14, 2014, 30 days after its final passage.

Also on July 15, 2014, the City Council adopted Resolution No. 14-105, establishing an updated and renamed Transportation Facility Impact Fee. By this resolution, the City Council approved and adopted a “Transportation Impact Fee Update” study (“Transportation Impact Fee Nexus Study”) prepared by Fehr and Peers. The Transportation Impact Fee Nexus Study included a revised list of transportation improvement projects to be funded by the fee, based on the General Plan, which calls for a multi-modal transportation system, including public transit, pedestrians, bicycles, and automobiles. This nexus study established the existence of a reasonable relationship between the need for the public facilities and the impacts of the types of development described in the study for which the impact fee is charged, and that there is a reasonable relationship between the fee’s use and the type of development for which the fee is charged. This resolution was effective on September 14, 2014, 60 days after its passage. Projects included in the updated Transportation Facility Impact Fee are indicated in Attachment 1a. Revenues from this fee are deposited into Fund 250, the Transportation Facility Impact Fee Fund.

Park and Recreation Facility Impact Fee

As noted above, on July 15, 2014, the City Council adopted Ordinance No. 14-008 adding Article 19 of Chapter 5 of Title 9 to the Emeryville Municipal Code, titled “Development Impact Fees”. Park and recreation facilities are among the “public facility categories” authorized by this Article. Also on July 15, 2014, the City Council adopted Resolution No. 14-104, establishing a Park and Recreation Facility Impact Fee. By this resolution, the City Council approved and adopted a “Park and Recreation Facility Development Impact Fee Study” (“Park and Recreation Impact Fee Nexus Study”) prepared by Willdan Financial Services, including a list of parks and recreation projects to be funded by the fee, based on the General Plan and Parks and Recreation Strategic Plan. This nexus study established the existence of a reasonable relationship between the need for the public facilities and the impacts of the types of development described in the study for which the impact fee is charged, and that there is a reasonable relationship between the fee’s use and the type of development for which the fee is charged. This resolution was effective on September 14, 2014, 60 days after its passage. Projects included in the Park and Recreation Facility Impact Fee program are shown in Attachment 1b. Revenue from this fee is deposited into Fund 237, the Park and Recreation Impact Fee Fund.

Affordable Housing Impact Fee

On July 15, 2014, the City Council adopted Ordinance No. 14-009 amending Article 4 of Chapter 5 of Title 9 of the Emeryville Municipal Code, titled “Affordable Housing Set Aside Program”, and retitling it “Affordable Housing Program”. This Article establishes the authority for the City to impose fees on new rental residential projects and new nonresidential projects to mitigate the projects’ impacts on the need for affordable housing in the city. The ordinance took effect on August 14, 2014, 30 days after its final passage.

Also on July 15, 2014, the City Council adopted Resolution No. 14-103, establishing an Affordable Housing Impact Fee of \$20,000 per dwelling unit on rental residential projects and \$4.00 per square foot on most nonresidential projects. By this resolution, the City Council approved and adopted a “Residential Nexus Study” and a “Non-Residential Jobs-Housing Nexus Study”, both prepared by Keyser Marston Associates. These nexus studies established the existence of a reasonable relationship between the impact fees and the affordable housing impacts attributable to the developments on which the fees are imposed. This resolution was effective on September 14, 2014, 60 days after its passage. On October 20, 2015, the City Council adopted Resolution No. 15-130 increasing the Affordable Housing Impact Fee on rental residential projects to \$28,000 per dwelling unit. This resolution was effective on December 19, 2015, 60 days after its passage. Revenue from this fee is deposited into Fund 239, the Affordable Housing Impact Fee Fund.

DISCUSSION

The three development impact fees are subject to the reporting requirements of the Mitigation Fee Act, as follows:

1. Create separate capital facilities funds or accounts for each improvement funded with impact fees. Remit all interest income earned by the fees to the same fund; interest income must be spent solely on the purpose for which the fee was originally collected. A local agency must not co-mingle fees with any other revenue, except for temporary investment purposes. (California Government Code Section 66006(a))

As noted above, separate funds have been established for each development impact fee as follows: Fund 250, Transportation Facility Impact Fee Fund; Fund 237, Park and Recreation Impact Fee Fund; and Fund 239, Affordable Housing Impact Fee Fund. No funds are co-mingled, and all interest earned by each fund is remitted into its particular account and spent solely on the purpose for which the fee was originally collected. Revenues, expenditures, and fund balances of these three funds are shown in Attachments 2a, 2b, and 2c, respectively. It should be noted that capital improvement projects funded by the development impact fees are also identified in the City’s budget and separate project accounts are established by the Finance Department for each such capital improvement project in order to properly account for its costs and funding sources. A summary

of capital improvement projects funded by the impact fees is included as Attachment 3, and all funding sources for all capital improvement projects are listed in Attachment 4.

2. Within 180 days after the close of the fiscal year, prepare a public report concerning each impact fee fund. Required contents of the report are as follows (California Government Code Section 66006(b)):

- (a) A brief description of the type of fee in the account.

The Transportation Facility Impact Fee Fund (Fund 250) contains fees imposed on development projects for the purpose of mitigating the impacts that the projects have upon the City's ability to provide transportation facilities. The Park and Recreation Impact Fee Fund (Fund 237) contains fees imposed on development projects for the purpose of mitigating the impacts that the projects have upon the City's ability to provide parks and recreation facilities. The Affordable Housing Impact Fee Fund (Fund 239) contains fees imposed on new rental residential projects and new nonresidential projects to mitigate the projects' impacts on the need for affordable housing in the city.

- (b) The amount of the fee.

The City Council established the following fees for Fiscal Year 2014-15 in relation to the maximum fee, or cap, that can justifiably be imposed on new development, as established by the various nexus studies described above:

- *Transportation Facility Impact Fee: 20% of the cap (cap is \$12,541 per trip)*
- *Park and Recreation Facility Impact Fee: 25% of the cap (cap is \$8,048 per capita for residents and \$4,024 per capita for workers)*
- *Affordable Housing Impact Fee: \$20,000 per dwelling unit (approximately 56% of the cap of \$35,600) for rental residential projects and \$4.00 per square foot for nonresidential projects (approximately 1.6% to 6.0% of the cap, which ranges from \$66.80 to \$244.90 per square foot for various uses.) As noted above, on October 20, 2015, the City Council increased the fee on rental residential projects to \$28,000 per dwelling unit (approximately 79% of the cap).*

The adopting resolutions for each of the three development impact fees, described above, provide that, for any annual period during which the City Council does not otherwise amend the impact fees, the fee amounts shall be adjusted once as of July 1st based on the percentage increase in the Engineering News-Record Construction Cost Index for San Francisco, California. The increase for Fiscal Year 2019-20 was 0.28% and was adopted by City Council Resolution No. 19-39 on April 16, 2019.

The nexus studies established fees for various use types. For ease of reference, the fees have been consolidated into a single table using the standardized use classifications from the Planning Regulations, as shown in Attachment 5. This table indicates each development impact fee for each use type, based on the nexus studies, the percentage of the caps as noted above, and the annual increase, as well as the total of the three development impact fees for each use type.

- (c) The fund's beginning and ending balance for the fiscal year.

As noted in Attachments 2a, 2b, and 2c, the beginning balance on July 1, 2019 and the ending balance on June 30, 2020 for each of the three development impact fee funds were as follows:

	<u>July 1, 2019</u>	<u>June 30, 2020</u>
<i>Transportation Facility (Fund 250)</i>	<i>\$2,043,670</i>	<i>\$3,024,505</i>
<i>Park and Recreation Facility (Fund 237)</i>	<i>\$43,136</i>	<i>\$984,418</i>
<i>Affordable Housing (Fund 239)</i>	<i>\$463,565</i>	<i>\$711,880</i>

- (d) Amount of fees collected and interest earned and deposited into the fund for the fiscal year.

As noted in Attachments 2a, 2b, and 2c, the fees collected and interest earned for each of the three development impact fee funds for Fiscal Year 2019-20 were as follows:

	<u>Fees</u>	<u>Interest</u>
<i>Transportation Facility (Fund 250)</i>	<i>\$1,238,706</i>	<i>\$41,810</i>
<i>Park and Recreation Facility (Fund 237)</i>	<i>\$393,132</i>	<i>\$4,941</i>
<i>Affordable Housing (Fund 239)</i>	<i>\$233,712</i>	<i>\$14,603</i>

- (e) A description of each expenditure from the fund for that year, including identification of the improvement being funded and the percentage of the cost of the public improvement that was funded with the fee.

Please refer to Attachments 2a, 2b, and 2c detailing fund activities under the heading of "EXPENDITURES". A summary of capital improvement projects funded by the development impact fees, as indicated in the City's budget for Fiscal Years 2019-20 and 2020-21, is included as Attachment 3, and the break-down of funding sources for all capital improvement projects is included as Attachment 4.

- (f) An identification of the date by which construction of a public improvement will commence if the City determines that sufficient funds have been collected to complete financing on any incomplete project.

A summary of capital improvement projects funded by the development impact fees is included as Attachment 3, and the anticipated dates of construction for all capital improvement projects is included as Attachment 4.

- (g) A description of any interfund transfers or loans.

On May 16, 2017, the City Council approved a loan of \$4,500,000 to the 3706 San Pablo Avenue Affordable Housing Project. Of this amount, \$1,840,000 was from the Affordable Housing Impact Fee Fund (Fund 239), and the remainder came from the Housing Asset Fund (Fund 298). The loan will be repaid each year out of a portion of the surplus cash flow earned by the owner for the previous year after the project is completed and a surplus is determined to exist through an audited annual financial statement. The interest rate is 3% per year.

On June 9, 2020, the City Council adopted Resolution No. 20-46, approving mid-cycle amendments to the Fiscal Year 2019-20 budget. This resulted in a transfer of \$551,507.72 from the General Capital Improvement Fund (Fund 475) into the Park and Recreation Impact Fee Fund (Fund 237) for the Horton Landing Park Expansion project.

- (h) Identification of any fees refunded or allocated for some other purpose.

No fees have been refunded or allocated for some other purpose in Fiscal Year 2019-20.

3. The report is required to be reviewed by the City at a regularly scheduled public meeting not less than 15 days after the report is released to the public (California Government Code Section 66006(b)(2)).

This report is being released to the public no later than November 6, 2020 in connection with the agenda for the November 17, 2020 regular meeting of the City Council and is scheduled for approval by the City Council at its regularly scheduled meeting on December 1, 2020.

4. For the fifth fiscal year following the first deposit into a development impact fee fund, and every five years thereafter, if fees remain unexpended, the local agency must make the findings identifying the purpose to which the fee is to be put, demonstrate that there remains a reasonable relationship between the current need for the fees and the purpose for which it is charged, identify all sources and amounts of funding contemplated to complete financing of incomplete improvements, and designate the approximate dates on which the contemplated funding is expected to be deposited into the fund (California Government Code Section 66001(d)).

The first deposits into the updated Transportation Facility Impact Fee Fund and the new Park and Recreation Facility Impact Fee Fund and Affordable Housing Impact Fee Fund occurred in Fiscal Year 2014-2015. Thus, the fifth fiscal year following these first deposits was Fiscal Year 2019-2020, so the findings noted above are required with this year's report. They will be included in the resolution to be presented to the City Council on December 1, 2020 for approval of this report, and are as follows:

- (A) Identify the purpose to which the fee is to be put.

The Transportation Facility Impact Fee Fund (Fund 250) contains fees imposed on development projects for the purpose of mitigating the impacts that the projects have upon the City's ability to provide transportation facilities. The Park and Recreation Impact Fee Fund (Fund 237) contains fees imposed on development projects for the purpose of mitigating the impacts that the projects have upon the City's ability to provide parks and recreation facilities. The Affordable Housing Impact Fee Fund (Fund 239) contains fees imposed on new rental residential projects and new nonresidential projects to mitigate the projects' impacts on the need for affordable housing in the city. Specific projects to be funded by the Transportation Facility Impact Fee Fund and Park and Recreation Impact Fee Fund are listed in Attachment 1.

- (B) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

The "nexus studies" that were adopted by the City Council when they established the development impact fees on July 15, 2014, demonstrated a reasonable relationship between each fee and the purpose for which it is charged. These studies included a "Transportation Impact Fee Update" study prepared by Fehr and Peers, a "Park and Recreation Facility Development Impact Fee Study" prepared by Willdan Financial Services, and a "Residential Nexus Study" and "Non-Residential Jobs-Housing Nexus Study", both prepared by Keyser Marston Associates.

- (C) Identify all sources and amounts of funding anticipated to complete financing of incomplete improvements to be funded by the fee.

The Capital Improvement Projects List from the City's budget for Fiscal Years 2019-20 and 2020-21 is included as Attachment 4. This indicates all funding sources and amounts anticipated to complete financing of projects to be funding by the development impact fees.

- (D) Designate the approximate dates on which the funding referred to in subparagraph (C) is expected to be deposited into the appropriate account or fund.

The Capital Improvement Projects List from the City's budget for Fiscal Years 2019-20 and 2020-21 in Attachment 4 indicates the dates that funding is projected to be available for those projects.

FISCAL IMPACT

This report is for informational purposes. There is no fiscal impact.

STAFF COMMUNICATION WITH THE PUBLIC

Staff has had no communication with the public regarding this item.

APPROVED AND FORWARDED TO THE CITY COUNCIL OF THE CITY OF EMERYVILLE:



Christine Daniel, City Manager

ATTACHMENTS

1. Public Facilities Funded by Development Impact Fees:
 - a. Transportation Facility Impact Fee
 - b. Park and Recreation Facility Impact Fee
2. Revenues, Expenditures, and Fund Balances of Development Impact Fees:
 - a. Fund 250, Transportation Facility Impact Fee Fund
 - b. Fund 237, Park and Recreation Impact Fee Fund
 - c. Fund 239, Affordable Housing Impact Fee Fund
3. Impact Fee Budgets from Fiscal Years 2019-2020 and 2020-2021 City Budget:
 - a. Fund 250, Transportation Facility Impact Fee Fund
 - b. Fund 237, Park and Recreation Impact Fee Fund
 - c. Fund 239, Affordable Housing Impact Fee Fund
4. Capital Improvement Project List, Fiscal Years 2019-2020 and 2020-2021
5. City of Emeryville Development Impact Fees, Fiscal Year 2019-2020

TABLE 6
ALLOCATION OF PROJECT COSTS TO FEE PROGRAM

Map #	Project	Type	Total Cost	Percent of Cost to Include in Fee		Portion of Cost to include in Fee
				Existing/Other	Emeryville Growth	
1.	Citywide Transit Improvements	Transit	\$2,347,500	0%	100%	\$2,347,500
2.	Powell Street Multi-Modal Phase 1	Multi-modal	\$3,350,000	0%	100%	\$3,350,000
3.	Christie Bay Trail	Multi-modal (non-motorized)	\$480,000	0%	100%	\$480,000
4.	ECCL Path	Multi-modal (non-motorized)	\$750,000	0%	100%	\$750,000
5.	South Bayfront Bridge	Multi-modal (non-motorized)	\$14,549,000	0%	100%	\$14,549,000
6.	San Pablo Avenue Mid-block Crossing	Pedestrian	\$344,100	0%	100%	\$344,100
7.	Shorebird Park Connections	Multi-modal (non-motorized)	\$220,000	0%	100%	\$220,000
8.	Spur Alley Bicycle Treatments	Multi-modal (non-motorized)	\$900,300	0%	100%	\$900,300
9.	Railroad Quiet Zone	Multi-modal	\$4,035,000	0%	100%	\$4,035,000
10.	I-80/Powell Off Ramp Improvements	Automobile Capacity	\$450,000	0%	100%	\$450,000
11.	Christie Avenue/ Powell Street	Automobile Capacity	\$4,600,000	85%	15%	\$690,000
12.	Bicycle and Pedestrian Plan Implementation	Multi-modal (non-motorized)	\$300,000	0%	100%	\$300,000
13.	40th Street/Horton Street	Multi-Modal	\$59,500	0%	100%	\$59,500
14.	40th Street/Emery Street	Automobile Capacity	\$87,000	0%	100%	\$87,000
15.	Transit Center Plaza and Platform Extension	Pedestrian	\$1,042,100	80%	20%	\$208,420
16.	Public Parking and Bus Bays at Transit Center	Transit	\$8,431,000	50.2%	49.8%	\$4,200,048
17.	Doyle Street Bicycle Boulevard	Bicycle	\$275,000	0%	100%	\$275,000
18.	Hollis Street Sidewalk	Pedestrian	\$603,000	0%	100%	\$603,000
19.	Adeline/San Pablo/ Macarthur/Peralta "Star" Intersection	Multi-modal (non-motorized)	\$456,000	0%	100%	\$456,000
20.	Ped-Bike Bridge over I-80: 65th St to Frontage Rd	Multi-modal (non-motorized)	\$18,500,000	0%	100%	\$18,500,000
21.	Horton Street and Overland Avenue from 40th Street to 62nd Street	Bicycle	\$2,015,000	0%	100%	\$2,015,000



TABLE 6
ALLOCATION OF PROJECT COSTS TO FEE PROGRAM

Map #	Project	Type	Total Cost	Percent of Cost to Include in Fee		Portion of Cost to include in Fee
				Existing/Other	Emeryville Growth	
22.	Emeryville Greenway extension from Powell St south to Stanford Ave at Horton St	Multi-modal (non-motorized)	\$1,350,000	0%	100%	\$1,350,000
23.	40th Street/ Harlan Street Signalization	Multi-Modal	\$290,000	0%	100%	\$290,000
24.	Sherwin Area Improvements	Pedestrian	\$2,843,850	0%	100%	\$2,843,850
25.	Bike Sharing Program	Bicycle	\$600,000	0%	100%	\$600,000
26.	Bicycle Parking	Bicycle	\$200,000	0%	100%	\$200,000
27.	Traffic Signal Enhancements	Bicycle	\$490,000	0%	100%	\$490,000
28.	Emery-go-Round Bus Yard Acquisition	Transit	\$1,000,000	0%	100%	\$1,000,000
Total Project Costs			\$70,568,350			\$61,593,718
Contingency, Design Environmental Review and Other (40%)			\$28,227,340			\$24,637,487
Preparation of Transportation Fee Study			\$200,000			\$200,000
City Administrative Costs (2%)			\$1,979,914			\$1,728,624
Total Cost			\$100,975,604			\$88,159,829

Source: Fehr & Peers, 2014



Use of Fee Revenue

The City plans to use park facilities fee revenue to purchase parkland or construct improvements to add to the system of park and recreation facilities that serves new development. The City may only use impact fee revenue to provide facilities and intensify usage of existing facilities needed to serve new development.

The City intends to use the fee revenue to purchase and develop the planned and proposed facilities mapped and listed in the *Parks and Recreation Strategic Plan* (2011). **Table 3.9** displays the planned and proposed facilities identified in the *Strategic Plan*. In order to fully realize all of the planned and proposed facilities in the *Strategic Plan*, the City will need to fund approximately \$70.4 million in costs with non-fee funding sources.

Table 3.9: Planned and Proposed Park Facilities

Project	Proposed Acres	Planning Level Cost Estimate
<u>Planned Parks</u>		
Horton Landing Park	1.40	\$ 372,800
Christie Avenue Park	0.37	344,285
48th Street Community Garden	0.09	20,970
Subtotal	1.86	\$ 738,055
<u>Proposed Parks</u>		
Site 1: Doyle Hollis Park Expansion	6.75	\$ 38,930,888
Site 2: PG&E site West of Hollis between 45th and 53rd	6.24	36,776,183
Site A: I-80 ped-bike bridge touchdown in Ashby Interchange	0.25	1,329,075
Site B: West of Shellmound North of 65th	0.50	3,291,575
Site C: North of 65th, East of RR tracks	1.00	6,054,575
Site D: North of Powell, between Christie and I-80	0.50	3,000,325
Site E: Stanford Ave, Park expansion West to Hollis	0.80	4,315,950
Site F: Stanford Ave, Park expansion North to Powell	0.55	3,241,675
Site G: Powell St. Plaza West of Shellmound, South of Powell	1.00	5,897,300
Site H: Temescal Creek Park and Temescal Creek Greenway	0.08	65,856
Site J: On Park Ave, West of Hollis	0.50	3,204,200
Site K: East Bay Bridge Center, South of 40th, West of San Pablo	3.00	17,590,050
Site L: Triangle neighborhood East of San Pablo, North of 40th	0.50	3,250,800
Emeryville Greenway Expansions	4.71	25,797,972
Temescal Creek Greenway Expansions	1.32	7,135,761
Subtotal	27.70	\$ 159,882,185
Total - Planned and Proposed Park Facilities	29.56	\$ 160,620,240

Source: Table C-1, City of Emeryville Parks and Recreation Strategic Plan, January 18, 2011.

City of Emeryville
Transportation Impact Fee Fund 250
Revenues & Expenditures
Through June 30, 2020

REVENUE:

	FY92-FY14	FY15	FY16	FY17	FY18	FY19	FY20	Total
Traffic Impact Fees (Pre-Sep 2014 projects)	5,739,066	279,871						6,018,936
Transportation Impact Fees - Residential (effective Sep 2014)		595	2,672	1,650	11,599	326,700		343,216
Transportation Impact Fees - Non-Residential (effective Sep 2014)		391,303	990,502	554,402 *	42,601	53,905	1,238,706	3,271,419
Interest	661,274	3,205	9,982	16,871	26,914	37,648	41,810	797,703
Reimbursements	(275,197)							(275,197)
General Fund Subsidy for Updated Fee Study	236,982							236,982
Interfund Transfer from Parks and Recreation Impact Fee Fund 237						34,213		34,213
Total Revenue	6,362,124	674,973	1,003,156	572,923	81,115	452,467	1,280,515	10,427,273

EXPENDITURES:

Pre-September 2014 Projects:

Powell St & I-80 E Off Ramp	34,959							34,959
Shellmound Loop Improvements	1,967,995							1,967,995
Powell/Hollis Intersection Improvements	185,559							185,559
Hollis St Interconnect	73,049							73,049
Shellmound Signal Timing	142,984							142,984
40th Street Signal Design	17,403							17,403
40th & SPA Widening	7,965							7,965
Shellmound Street Striping	8,512							8,512
Horton Street Extension	2,047,791							2,047,791
65th Street Traffic Signal	1,225,898							1,225,898
Powell Streetscape Design	80,668							80,668

Post-September 2014 Projects:

Christie Ave Bay Trail		6,210	309,818					316,028
Horton Street Traffic Calming				13,407				13,407
Traffic Signal Powell/Doyle				2,500			289,500	292,000
South Bayfront Pedestrian-Bicycle Bridge					3,550			3,550
Emeryville Greenway - Stanford to Powell					487,129			487,129
SafeTREC Powell Street Corridor Study						80,041		80,041
Transit Center - Public Parking						176,753		176,753
Powell Street Bridge Widening							10,181	10,181

Update Traffic Impact Fee Study	200,237	2,540	50					202,827
Administrative Expenses	-	-	-	301	45			346
Interfund Transfer to Parks and Recreation Impact Fee Fund 237						27,727		27,727

Total Expenditures	5,993,019	8,750	309,868	16,208	490,724	284,520	299,681	7,402,769
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Revenues Over/(Under) Expenditures	369,105	666,224	693,288	556,715	(409,609)	167,946	980,835	3,024,505
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Beginning Fund Balance, July 1	-	369,105	1,035,329	1,728,617	2,285,333	1,875,724	2,043,670	-
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Ending Fund Balance, June 30	369,105	1,035,329	1,728,617	2,285,333	1,875,724	2,043,670	3,024,505	3,024,505
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City of Emeryville
Parks and Recreation Impact Fee Fund 237
Revenues & Expenditures
Through June 30, 2020

	FY15	FY16	FY17	FY18	FY19	FY20	Total
REVENUE:							
Park/Rec Impact Fees - Residential		7,382	3,822	61,086			72,290
Park/Rec Impact Fees - Non-Residential	193,914	398,531	705,302	5,097	49,822	393,132	1,745,799
Interest	293	3,093	8,518	14,793	6,133	4,941	37,771
Interfund Transfer from Transportation Impact Fee Fund 250					27,727		27,727
Interfund Transfer from General Capital Improvement Fund 475						551,508	551,508
Total Revenue	194,207	409,005	717,643	80,977	83,682	949,581	2,435,094
EXPENDITURES:							
Stanford Avenue Park Expansion	3,960						3,960
Horton Landing Park Expansion			13,215	73,764	756,941	8,299	852,219
South Bayfront Bicycle/Pedestrian Bridge				26,428	235,365		261,793
Emeryville Greenway - Stanford to Powell				259,735	38,757		298,491
Interfund Transfer to Transportation Impact Fee Fund 250					34,213		34,213
Total Expenditures	3,960	-	13,215	359,926	1,065,276	8,299	1,450,676
Revenues Over/(Under) Expenditures	190,247	409,005	704,428	(278,950)	(981,593)	941,282	984,418
Beginning Fund Balance, July 1	-	190,247	599,252	1,303,679	1,024,730	43,136	-
Ending Fund Balance, June 30	190,247	599,252	1,303,679	1,024,730	43,136	984,418	984,418

City of Emeryville
Affordable Housing Impact Fee Fund 239
Revenues & Expenditures
Through June 30, 2020

	FY15	FY16	FY17	FY18	FY19	FY20	Total
REVENUE:							
Affordable Housing Impact Fee - Residential			28,000	28,122			56,122
Affordable Housing Impact Fee - Non-Residential	479,168	446,055	1,105,258	52,477	129,632	233,712	2,446,303
Interest	447	5,036	12,135	5,761	11,472	14,603	49,455
Total Revenue	479,615	451,092	1,145,393	86,360	141,104	248,315	2,551,880
EXPENDITURES:							
3706 San Pablo Avenue Project (Loan)			1,840,000				1,840,000
Total Expenditures			1,840,000				1,840,000
Revenues Over/(Under) Expenditures	479,615	451,092	(694,607)	86,360	141,104	248,315	711,880
Beginning Fund Balance, July 1	-	479,615	930,707	236,100	322,460	463,565	-
Ending Fund Balance, June 30	479,615	930,707	236,100	322,460	463,565	711,880	711,880



City of Emeryville
2019-21 Budget

Capital Project Funds
Traffic Impact Fee Fund #250

Purpose of Fund

The Transportation Impact Fee Fund accounts for transportation impact fees paid by new development, as required by the City's Transportation Impact Fee Ordinance.

	<u>Prior Year Budget Carryover</u>	<u>2019-20 Budget</u>	<u>2020-21 Budget</u>	<u>2021-22 Projection</u>	<u>2022-23 Projection</u>	<u>2023-24 Projection</u>
Beginning Available Fund Balance		\$ (849,937)	\$ (649,937)	\$ (130,937)	\$ 729,363	\$ 192,463
Annual Activity						
Revenues						
Development Fees		200,000	519,000	1,075,400	313,200	200,000
		200,000	519,000	1,075,400	313,200	200,000
Expenditures						
Operations						
Public Works - ENR Membership		-	-	100	100	100
		-	-	100	100	100
Capital Projects						
CF-02 South Bayfront Bridge and Horton Landing Park	1,196,450	-	-	-	-	-
CF-04 Transit Center -Public Parking and Bus Bays	1	-	-	-	-	-
CF-09 Emery-Go-Round Shuttle Bus Yard	1,000,000	-	-	-	-	-
PB-03 Horton Street Experimental Traffic Calming						
PB-06 ECCL - North-South Pedestrian Path from 47th St to 53rd St	-	-	-	-	750,000	-
PB-07 Frontage Road Bay Trail Upgrades	300,000	-	-	-	-	-
PB-08 Transit Stop Improvements	100,000	-	-	-	-	-
PB-11 Bike Share Stations	240,000	-	-	-	-	-
ST-09 Frontage Road Landscape Median Island	200,000	-	-	165,000	-	-
T-06 Traffic Signal - Powell/Doyle	289,500	-	-	-	-	-
T-08 Powell Street Bridge Widening	25,000	-	-	-	-	-
T-09 Powell Corridor Traffic Safety Study	110,000	-	-	-	-	-
T-11 Traffic Signal Modernization - Phase 2	-	-	-	50,000	100,000	50,000
Subtotal, Capital Projects	3,460,950	-	-	215,000	850,000	50,000
Subtotal, Expenditures	3,460,950	-	-	215,100	850,100	50,100
Net Annual Activity	(3,460,950)	200,000	519,000	860,300	(536,900)	149,900
Ending Available Fund Balance						
Total Fund Balance	2,611,014	(649,937)	(130,937)	729,363	192,463	342,363
Project Carryover	3,460,950	-	-	-	-	-
Ending Available Fund Balance	\$ (849,937)	\$ (649,937)	\$ (130,937)	\$ 729,363	\$ 192,463	\$ 342,363



**Capital Project Funds
Park Impact Fee Fund #237**

Purpose of Fund

The Park / Rec Impact Fee Fund accounts for parks and recreation impact fees paid by new development, as required by the City's Park / Rec Impact Fee Ordinance.

	Prior Year Budget Carryover	2019-20 Budget	2020-21 Budget	2021-22 Projection	2022-23 Projection	2023-24 Projection
Beginning Available Fund Balance		\$ (1,140,201)	\$ (890,201)	\$ 98,799	\$ 660,599	\$ 910,599
Annual Activity						
Revenues						
Development Fees		250,000	989,000	561,800	250,000	250,000
		250,000	989,000	561,800	250,000	250,000
Expenditures						
Capital Projects						
CF-02 South Bayfront Bridge and Horton Landing Park	257,393	-	-	-	-	-
CF-13 Horton Landing Park Expansion	1,913,021	-	-	-	-	-
Subtotal, Capital Projects	2,170,414	-	-	-	-	-
Subtotal, Expenditures	2,170,414	-	-	-	-	-
Net Annual Activity	(2,170,414)	250,000	989,000	561,800	250,000	250,000
Ending Available Fund Balance						
Total Fund Balance	1,030,213	(890,201)	98,799	660,599	910,599	1,160,599
Project Carryover	2,170,414	-	-	-	-	-
Ending Available Fund Balance	\$ (1,140,201)	\$ (890,201)	\$ 98,799	\$ 660,599	\$ 910,599	\$ 1,160,599



Capital Project Funds
Affordable Housing Impact Fee Fund #239

Purpose of Fund

The Affordable Housing Impact Fee Fund accounts for rental residential developments and nonresidential developments to mitigate the impact of such developments on the need for affordable housing in the City.

		Prior Year Budget Carryover	2019-20 Budget	2020-21 Budget	2021-22 Projection	2022-23 Projection	2023-24 Projection				
Beginning Available Fund Balance		\$	406,425	\$	531,425	\$	356,425	\$	322,625	\$	347,625
Annual Activity											
Revenues											
Development Fees			125,000		125,000		466,200		125,000		125,000
			125,000		125,000		466,200		125,000		125,000
Expenditures											
Capital Projects											
H-02 6150, 5890 and 5900 Christie Housing Site		-	-		300,000		500,000		100,000		-
Subtotal, Capital Projects		-	-		300,000		500,000		100,000		-
Subtotal, Expenditures		-	-		300,000		500,000		100,000		-
Net Annual Activity		-	125,000		(175,000)		(33,800)		25,000		125,000
Ending Available Fund Balance											
Total Fund Balance		406,425	531,425		356,425		322,625		347,625		472,625
Project Carryover		-	-		-		-		-		-
Ending Available Fund Balance		\$ 406,425	\$ 531,425	\$	356,425	\$	322,625	\$	347,625	\$	472,625



Capital Project Funds
Capital Improvement Project List

<u>Project</u>	<u>Fund</u>	<u>Total Project Cost</u>	<u>Expenditures Through June 2019</u>	<u>Encumbrances and Budget Carryover at June 2019</u>	<u>2019-20 Budget</u>	<u>2020-21 Budget</u>	<u>2021-22 Projection</u>	<u>2022-23 Projection</u>	<u>2023-24 Projection</u>
Community Facilities									
CF-01 McLaughlin Eastshore State Park/Powell Street Bioswale									
475	Gen Cap	100,000	-	100,000	-	-	-	-	-
n/a	Unfunded	400,000	-	-	-	-	400,000	-	-
		500,000	-	100,000	-	-	400,000	-	-
CF-02 South Bayfront Bridge and Horton Landing Park									
RDA	Redevelopment Agency	2,682,000	2,682,000	-	-	-	-	-	-
472	Redevelopment	11,201,466	1,738,004	9,463,462	-	-	-	-	-
473	Developer Contribution	1,618,178	168,178	1,450,000	-	-	-	-	-
475	General Capital Fund	12,241,910	184,066	12,057,844	-	-	-	-	-
479	RDA Implementation Plan	1,829	1,829	0	-	-	-	-	-
237	Park Impact Fees	284,465	27,072	257,393	-	-	-	-	-
250	Traffic Impact Fees	1,200,000	3,550	1,196,450	-	-	-	-	-
254	Grant TFCA	105,000	-	105,000	-	-	-	-	-
254	Grant Measure B	1,895,000	-	1,895,000	-	-	-	-	-
		31,229,848	4,804,698	26,425,150	-	-	-	-	-
CF-05 Corporation Yard Improvements									
475	General Capital Fund	9,547,000	239,363	9,307,637	-	-	-	-	-
650	Major Maintenance Fund	1,900,000	17,682	1,882,318	-	-	-	-	-
		11,447,000	257,045	11,189,956	-	-	-	-	-
CF-07 Underground Tank Closures									
475	General Capital Fund	400,000	99,267	733	300,000	-	-	-	-
CF-08 Art Center									
101	General Fund	33,593	33,593	(0)	-	-	-	-	-
RDA	Former Redevelopment Agency	5,303,882	5,303,882	-	-	-	-	-	-
225	General Plan Maintenance	200,000	80,929	119,071	-	-	-	-	-
247	EPA Grant	230,630	230,630	-	-	-	-	-	-
473	Developer Contribution	1,425,000	515	1,424,485	-	-	-	-	-
479	RDA Implementation Plan	3,800,000	-	3,800,000	-	-	-	-	-
475	General Capital Fund	5,775,000	10,764	5,764,236	-	-	-	-	-
650	Major Maintenance Fund	90,000	90,000	0	-	-	-	-	-
		16,858,106	5,750,315	11,107,791	-	-	-	-	-
CF-09 Emery-Go-Round Shuttle Bus Yard									
250	Traffic Impact Fees	1,000,000	-	1,000,000	-	-	-	-	-
CF-10 Hollis Street Fire Station/EOC Upgrade (Station 35)									
475	General Capital Fund	2,575,000	91,365	2,483,635	-	-	-	-	-
650	Major Maintenance Fund	300,000	-	300,000	-	-	-	-	-
		2,875,000	91,365	2,783,635	-	-	-	-	-
CF-11 Point Emery Shoreline Protection									
475	General Capital Fund	645,000	300,000	-	345,000	-	-	-	-
CF-12 Temescal Creek Park Improvements									
254	Grant PetSafe	25,000	-	25,000	-	-	-	-	-
475	General Capital Fund	682,930	9,115	290,815	383,000	-	-	-	-
		707,930	9,115	315,815	383,000	-	-	-	-
CF-13 Horton Landing Park Expansion									
237	Park Impact Fee	2,000,000	86,979	1,913,021	-	-	-	-	-
CF-14 ADA Transition Plan									
475	General Capital Fund	900,000	112,532	287,468	100,000	100,000	100,000	100,000	100,000



Capital Project Funds
Capital Improvement Project List

<u>Project</u>	<u>Fund</u>	<u>Total Project Cost</u>	<u>Expenditures Through June 2019</u>	<u>Encumbrances and Budget Carryover at June 2019</u>	<u>2019-20 Budget</u>	<u>2020-21 Budget</u>	<u>2021-22 Projection</u>	<u>2022-23 Projection</u>	<u>2023-24 Projection</u>
CF-15 Electric Vehicle Chargers for ROW or City-owned Facilities									
475 General Capital Fund		160,000	-	160,000	-	-	-	-	-
CF-16 Big Daddy Community Garden Rehabilitation									
475 General Capital Fund		15,000	-	15,000	-	-	-	-	-
CF-17 Climate Action Plan Implementation									
475 General Capital Fund		125,000	-	-	25,000	25,000	25,000	25,000	25,000
CF-18 Police Administration Building									
475 General Capital Fund		125,000	-	-	-	125,000	-	-	-
Subtotal, Community Facilities		68,987,884	11,511,315	55,298,569	1,153,000	250,000	525,000	125,000	125,000
		-	-	1	-	-	-	-	-
Facilities Maintenance									
FM-01 General Major Maintenance Program									
650 Maj Maint		1,675,000	319,778	105,222	250,000	250,000	250,000	250,000	250,000
FM-02 Child Development Center Rehabilitation									
475 Gen Cap		65,000	-	65,000	-	-	-	-	-
650 Major Maint		760,000	-	760,000	-	-	-	-	-
		825,000	-	825,000	-	-	-	-	-
FM-03 Civic Center Carpet Replacement									
650 Maj Maint		200,000	43,826	156,174	-	-	-	-	-
FM-04 Civic Center Exterior Painting									
650 Maj Maint		180,000	-	150,000	30,000	-	-	-	-
FM-05 Civic Center Garden Level Conf Room/Permit Counter Upgrade									
650 Maj Maint		466,390	-	466,390	-	-	-	-	-
FM-06 Civic Center HVAC Upgrade									
650 Maj Maint		850,262	116,742	633,520	100,000	-	-	-	-
FM-08 Davenport Mini Park Rehabilitation									
475 Gen Cap		160,000	-	-	160,000	-	-	-	-
650 Maj Maint		25,000	-	25,000	-	-	-	-	-
		185,000	-	25,000	160,000	-	-	-	-
FM-09 Emergency Generators/Fuel Tank Upgrades									
650 Maj Maint		525,000	272,810	252,190	-	-	-	-	-
FM-10 Shorebird Park Boardwalk Rehabilitation									
650 Maj Maint		125,000	-	25,000	-	100,000	-	-	-
FM-12 Amtrak Pedestrian Bridge Modifications and Preventive Maintenance									
Developer Contribution (Market Place Site A Apartments; Developer is modifying bridge; City controls and bills for design costs)									
473		55,000	-	55,000	-	-	-	-	-
650 Major Maint		50,000	-	50,000	-	-	-	-	-
		105,000	-	105,000	-	-	-	-	-



Capital Project Funds
Capital Improvement Project List

<u>Project</u>	<u>Fund</u>	<u>Total Project Cost</u>	<u>Expenditures Through June 2019</u>	<u>Encumbrances and Budget Carryover at June 2019</u>	<u>2019-20 Budget</u>	<u>2020-21 Budget</u>	<u>2021-22 Projection</u>	<u>2022-23 Projection</u>	<u>2023-24 Projection</u>
FM-13 Bay-Friendly Landscape for City Hall									
254	Grant - StopWaste	15,000	-	15,000	-	-	-	-	-
650	Maj Maint	90,516	-	-	90,516	-	-	-	-
		105,516	-	15,000	90,516	-	-	-	-
FM-15 Rehab of City Facilities' Sewer Laterals									
650	Major Maint	100,000	-	-	50,000	50,000	-	-	-
Subtotal, Facilities Maintenance									
		5,342,168	753,156	2,758,496	680,516	400,000	250,000	250,000	250,000
		-	-	0	-	-	-	-	-
Housing									
H-01 3706 San Pablo Avenue Housing Site - Estrella Vista									
239	AHP Impact Fee	1,840,000	1,840,000	-	-	-	-	-	-
298	Housing Successor	2,785,000	2,744,872	40,128	-	-	-	-	-
298	Housing Successor	112,800	17,615	95,185	-	-	-	-	-
299	Affordable Housing	155,000	30,290	84,710	40,000	-	-	-	-
		4,892,800	4,632,777	220,023	40,000	-	-	-	-
H-02									
6150, 5890 and 5900 Christie Housing Site									
239	AHP Impact Fee	900,000	-	-	-	300,000	500,000	100,000	-
299	Affordable Housing	14,000	13,596	404	-	-	-	-	-
299	Affordable Housing	4,725,000	6,624	118,376	-	-	-	-	4,600,000
475	General Capital fund	108,000	50,000	58,000	-	-	-	-	-
n/a	Unfunded Remediation Costs (Potential Bond Funds)	18,000,000	-	-	-	-	-	-	18,000,000
		23,747,000	70,221	176,779	-	300,000	500,000	100,000	22,600,000
H-04 4300 San Pablo Affordable Housing									
299	Affordable Housing	1,225,000	83,181	1,141,819	-	-	-	-	-
n/a	Unfunded (potential bond funds)	6,375,000	-	-	-	6,375,000	-	-	-
		7,600,000	83,181	1,141,819	-	6,375,000	-	-	-
H-05 South Bay Front Site B									
475	Gen Cap	150,000	413	129,587	-	-	20,000	-	-
H-06 Below Market Rate (BMR) Unit Acquisition Program									
299	Affordable Housing	1,600,000	21,657	1,578,343	-	-	-	-	-
H-07 3600 San Pablo Avenue									
299	Affordable Housing	2,175,000	54,731	1,756,969	363,300	-	-	-	-
n/a	Unfunded	6,575,000	-	-	175,000	400,000	5,900,000	50,000	50,000
		8,750,000	54,731	1,756,969	538,300	400,000	5,900,000	50,000	50,000
H-09 Adeline Sites									
n/a	Unfunded (potential bond funds)	100,000	-	-	100,000	-	-	-	-
Subtotal, Housing									
		46,839,800	4,862,980	5,003,520	678,300	7,075,000	6,420,000	150,000	22,650,000
		-	-	-	-	-	-	-	-



Capital Project Funds
Capital Improvement Project List

<u>Project</u>	<u>Fund</u>	<u>Total Project Cost</u>	<u>Expenditures Through June 2019</u>	<u>Encumbrances and Budget Carryover at June 2019</u>	<u>2019-20 Budget</u>	<u>2020-21 Budget</u>	<u>2021-22 Projection</u>	<u>2022-23 Projection</u>	<u>2023-24 Projection</u>
Information Technology									
IT-01 IT Capital Replacements and Purchases									
670	IT	1,150,397	350,397	100,000	150,000	150,000	100,000	200,000	100,000
IT-02 Electronic Document Management System (EDMS)									
268	Comm Dev Tech	31,381	31,381	-	-	-	-	-	-
670	IT (reso 98-100, 13-107)	582,319	243,549	188,771	-	-	50,000	50,000	50,000
		613,700	274,929	188,771	-	-	50,000	50,000	50,000
IT-03 Geographic Information Systems (GIS) Development									
268	Comm Dev Tech	31,067	31,067	-	-	-	-	-	-
670	IT	588,271	266,830	321,441	-	-	-	-	-
		619,338	297,897	321,441	-	-	-	-	-
IT-04 Computerized Maintenance Management System (CMMS)									
510	Sewer (reso 13-16)	68,288	-	38,288	-	15,000	15,000	-	-
650	Maj Maint (reso 13-16)	79,144	-	19,144	-	30,000	30,000	-	-
670	IT (reso 13-16)	19,143	17,484	1,659	-	-	-	-	-
670	IT	40,000	-	20,000	-	10,000	10,000	-	-
		206,575	17,484	79,091	-	55,000	55,000	-	-
IT-05 Computer Aided Dispatch / Record Mgmt System (CAD/RMS)									
670	IT	500,000	372,457	127,543	-	-	-	-	-
IT-06 Records Management System									
670	IT	415,893	100,000	315,893	-	-	-	-	-
Subtotal, Information Technology		3,505,903	1,413,165	1,132,738	150,000	205,000	205,000	250,000	150,000
		-	-	-	-	-	-	-	-
Marina									
M-01 Marina Navigation Channel Maintenance Dredging Program									
495	Marina	1,412,500	-	1,412,500	-	-	-	-	-
473	Developer Contribution (50% Emery Cove Marina)	1,412,500	-	1,412,500	-	-	-	-	-
		2,825,000	-	2,825,000	-	-	-	-	-
M-02 Marina Park Improvements									
495	Marina	514,109	186,257	77,852	-	250,000	-	-	-
M-03 Marina Park and Powell Street Lighting									
495	Marina	1,050,000	10,300	1,039,700	-	-	-	-	-
Subtotal, Marina		4,389,109	196,557	3,942,552	-	250,000	-	-	-
		-	-	-	-	-	-	-	-
Pedestrian/Bicycle									
PB-01 Sidewalk Improvement Program									
471	Ped Path Imp Fund	540,000	-	-	180,000	180,000	180,000	-	-
475	Gen Cap	1,475,000	3,943	476,057	160,000	160,000	225,000	225,000	225,000
		2,015,000	3,943	476,057	340,000	340,000	405,000	225,000	225,000



Capital Project Funds
Capital Improvement Project List

Project	Fund	Total Project Cost	Expenditures Through June 2019	Encumbrances and Budget Carryover at June 2019	2019-20 Budget	2020-21 Budget	2021-22 Projection	2022-23 Projection	2023-24 Projection
PB-05 Bicycle and Pedestrian Plan Implementation - Minor Cost Improvements									
220	Gas Tax	75,000	-	-	25,000	25,000	25,000	-	-
262	Measure B-bike/ped	107,859	18,618	89,241	-	-	-	-	-
264	Measure BB-bike/ped	188,045	10,045	0	-	30,000	30,000	59,000	59,000
		370,904	28,663	89,241	25,000	55,000	55,000	59,000	59,000
PB-06 ECCL - North-South Pedestrian Path from 47th St to 53rd St									
250	Traffic Impact Fee	750,000	-	-	-	-	-	750,000	-
PB-07 Frontage Road Bay Trail Upgrades									
250	Traffic Impact Fee	300,000	-	300,000	-	-	-	-	-
PB-08 Transit Stop Improvements									
250	Traffic Impact Fee	100,000	-	100,000	-	-	-	-	-
PB-10 40th-San Pablo Transit Hub and 40th Street Feasibility Study									
225	General Plan Maint	253,654	204,385	49,269	-	-	-	-	-
PB-11 Bike Share Stations									
250	Traffic Impact Fee	240,000	-	240,000	-	-	-	-	-
254	Grants TFCA	180,000	-	180,000	-	-	-	-	-
254	Grants TDA	30,000	-	-	30,000	-	-	-	-
		450,000	-	420,000	30,000	-	-	-	-
PB-12 Greenway Crossings Safety Enhancement									
254	Grant ATP	265,000	-	265,000	-	-	-	-	-
254	Grant TDA	36,000	-	-	36,000	-	-	-	-
		301,000	-	265,000	36,000	-	-	-	-
PB-13 Pickleworks Pedestrian Path									
n/a	Unfunded	-	-	-	-	-	-	-	-
PB-14 San Pablo Avenue Mid-Block Cross Walk									
221	RMRA	266,000	-	266,000	-	-	-	-	-
475	Gen Cap	30,000	-	-	30,000	-	-	-	-
		296,000	-	266,000	30,000	-	-	-	-
PB-16 Greenway and Mandela Connector Feasibility Study									
n/a	Unfunded	300,000	-	-	300,000	-	-	-	-
Subtotal, Bicycles/Pedestrian		5,136,558	236,991	1,965,567	761,000	395,000	460,000	1,034,000	284,000
		126,933	126,933	(0)	-	-	-	-	-
Public Art									
PA-02 Public Art Master Plan Projects - Mural Program and Marina Project									
243	Pub Art	345,000	163,578	26,422	155,000	-	-	-	-
Subtotal, Public Art		345,000	163,578	26,422	155,000	-	-	-	-
		-	-	-	-	-	-	-	-



Capital Project Funds
Capital Improvement Project List

<u>Project</u>	<u>Fund</u>	<u>Total Project Cost</u>	<u>Expenditures Through June 2019</u>	<u>Encumbrances and Budget Carryover at June 2019</u>	<u>2019-20 Budget</u>	<u>2020-21 Budget</u>	<u>2021-22 Projection</u>	<u>2022-23 Projection</u>	<u>2023-24 Projection</u>
Sewer									
SS-01 Sanitary Sewer Rehabilitation Program									
511	Sewer	4,810,000	2,304,569	1,005,431	300,000	300,000	300,000	300,000	300,000
Subtotal, Sewer		4,810,000	2,304,569	1,005,431	300,000	300,000	300,000	300,000	300,000
		-	-	-	-	-	-	-	-
Streetscape System									
ST-01 40th Street Bridge Railing Painting and Repair									
475	Gen Cap	195,000	11,073	173,927	-	-	10,000	-	-
ST-02 40th Street/San Pablo Ave Median Rehabilitation									
254	Grant - AHSC	100,000	100,000	-	-	-	-	-	-
475	Gen Cap	800,000	500,000	-	300,000	-	-	-	-
		900,000	600,000	-	300,000	-	-	-	-
ST-04 Lumec Streetlight Pole Painting and LED Retrofit									
475	Gen Cap	2,024,693	1,196,727	827,966	-	-	-	-	-
ST-05 Storm Drain Cleaning and Repair Program									
475	Gen Cap	250,000	-	200,000	25,000	25,000	-	-	-
ST-06 Storm Drain Inventory and CCTV Inspection									
475	Gen Cap	100,000	44,668	55,333	-	-	-	-	-
ST-07 Street Tree Program									
251	Urban Forrest	135,000	11,976	103,025	10,000	10,000	-	-	-
475	Gen Cap	251,000	12,000	239,000	-	-	-	-	-
n/a	Unfunded	250,000	-	-	-	-	-	-	250,000
		636,000	23,976	342,025	10,000	10,000	-	-	250,000
ST-08 Survey Monument and Benchmark Preservation Program									
475	Gen Cap	57,000	7,625	33,375	-	8,000	-	8,000	-
ST-09 Frontage Road Landscape Median Island									
473	Developer Contribution (Hilton Garden Inn)	100,000	-	100,000	-	-	-	-	-
250	Traffic Impact	365,000	-	200,000	-	-	165,000	-	-
		465,000	-	300,000	-	-	165,000	-	-
ST-11 Traffic Signal Modernization - Phase 1									
475	Gen Cap	300,000	-	150,000	150,000	-	-	-	-
ST-12 Additional Storm Drain Inlet Trash Capture Devices									
475	Gen Cap	11,000	-	11,000	-	-	-	-	-
ST-13 Large Trash Separator in Storm Drain Line									
475	Gen Cap	530,000	-	530,000	-	-	-	-	-



Capital Project Funds
Capital Improvement Project List

Project	Fund	Total Project Cost	Expenditures Through June 2019	Encumbrances and Budget Carryover at June 2019	2019-20 Budget	2020-21 Budget	2021-22 Projection	2022-23 Projection	2023-24 Projection
ST-14 North Hollis Undergrounding District									
475	Gen Cap	3,634,465	-	500,000	-	-	3,134,465	-	-
254	Grants - PG&E Rule 20A	1,000,000	-	-	-	-	1,000,000	-	-
n/a	Unfunded	9,365,535	-	-	-	-	9,365,535	-	-
		14,000,000	-	500,000	-	-	13,500,000		-
ST-15 Green Infrastructure Projects									
475	Gen Cap	100,000	-	-	-	50,000	-	50,000	-
ST-16 Streetlight Survey and Standards Development									
220	Gas Tax	125,000	-	-	50,000	50,000	25,000	-	-
ST-17 Village Greens									
n/a	Unfunded	-	-	-	-	-	-	-	-
Subtotal, Streetscape System		19,693,693	1,884,068	3,123,625	535,000	143,000	13,700,000	58,000	250,000
		-	-	0	-	-	-	-	-
Transportation									
T-01 Annual Street Rehabilitation/Preventive Maintenance Program									
221	RMRA	1,000,000	-	-	200,000	200,000	200,000	200,000	200,000
238	Measure B-VLF	330,000	227,615	2,385	-	50,000	-	50,000	-
240	Measure B	2,153,858	1,350,000	-	250,000	250,000	250,000	53,858	-
242	Measure BB	2,436,142	790,000	-	240,000	240,000	240,000	436,142	490,000
262	Measure B-Bike/Ped	70,000	70,000	-	-	-	-	-	-
444	1999 Bonds PFA	1,698,000	847,113	850,887	-	-	-	-	-
		7,688,000	3,284,728	853,272	690,000	740,000	690,000	740,000	690,000
T-02 Powell Street Bridge Seal Coat and Joint Seal Replacement									
475	Gen Cap	525,000	-	510,000	15,000	-	-	-	-
T-04 Quiet Zone at 65th, 66th, and 67th Street At-Grade Crossings									
475	Gen Cap	708,870	14,766	404,845	189,259	100,000	-	-	-
254	Grants ACTC Local match	1,800,000	-	-	-	1,800,000	-	-	-
254	Grants SB1 TCEP Grant	4,200,000	-	-	-	4,200,000	-	-	-
		6,708,870	14,766	404,845	189,259	6,100,000	-	-	-
T-05 Traffic Signal - 40th and Harlan									
215	Catellus	155,000	24,220	130,780	-	-	-	-	-
444	1999 PFA	172,455	-	172,455	-	-	-	-	-
		327,455	24,220	303,235	-	-	-	-	-
T-06 Traffic Signal, Powell and Doyle									
473	Gen Cap (developer)	15,000	8,450	6,550	-	-	-	-	-
250	Traffic Impact	292,000	2,500	289,500	-	-	-	-	-
238	Measure B-VLF	44,000	-	44,000	-	-	-	-	-
264	Measure BB-bike/ped	96,955	-	96,955	-	-	-	-	-
		447,955	10,950	437,005	-	-	-	-	-
T-07 Paid Parking and Transportation Demand Management									
475	Gen Cap	1,200,000	314,282	885,718	-	-	-	-	-
254	Grants - Measure B	930,000	100,000	830,000	-	-	-	-	-
		2,130,000	414,282	1,715,718	-	-	-	-	-



Capital Project Funds
Capital Improvement Project List

Project	Fund	Total Project Cost	Expenditures Through June 2019	Encumbrances and Budget Carryover at June 2019	2019-20 Budget	2020-21 Budget	2021-22 Projection	2022-23 Projection	2023-24 Projection
T-08 Powell Street Bridge Widening									
250	Traffic Impact	25,000	-	25,000	-	-	-	-	-
475	Gen Cap	100,000	-	-	-	-	100,000	-	-
		125,000	-	25,000	-	-	100,000	-	-
T-09 Powell Corridor Traffic Safety Study									
250	Traffic Impact	110,000	-	110,000	-	-	-	-	-
475	Gen Cap	35,000	-	-	35,000	-	-	-	-
		145,000	-	110,000	35,000	-	-	-	-
T-10 Innovative Deployments to Enhance Arterial (IDEA)									
475	Gen Cap	75,000	-	-	75,000	-	-	-	-
254	ACTC Grant	170,888	-	-	170,888	-	-	-	-
254	MTC Grant	836,936	-	-	500,000	200,000	136,936	-	-
		1,082,824	-	-	745,888	200,000	136,936	-	-
T-11 Traffic Signal Modernization - Phase 2									
250	Traffic Impact	200,000	-	-	-	-	50,000	100,000	50,000
475	Gen Cap	150,000	-	-	50,000	100,000	-	-	-
		350,000	-	-	50,000	100,000	50,000	100,000	50,000
T-12 Structure Deck Seal, Repair and Maint									
475	Gen Cap	700,000	-	-	-	50,000	400,000	-	250,000
T-13 40th-San Pablo Transit Hub & 40th St Reconstruction									
n/a	Unfunded	13,568,000	-	-	-	1,059,500	1,059,500	11,449,000	-
T-14 40th - Adeline ST Recon Feasibility Study (2)									
n/a	Unfunded	200,000	-	-	200,000	-	-	-	-
Subtotal, Transportation		33,998,104	3,748,947	4,359,075	1,925,147	8,249,500	2,436,436	12,289,000	990,000
		-	-	-	-	-	-	-	-
Vehicles									
V-01 Vehicle Replacements and Purchases									
660	Vehicle	5,060,009	1,587,009	-	672,000	330,000	166,000	1,239,000	1,066,000
Subtotal, Vehicles		5,060,009	1,587,009	-	672,000	330,000	166,000	1,239,000	1,066,000
		-	-	-	-	-	-	-	-
Total Capital Projects		\$ 198,108,228	\$ 28,662,334	\$ 78,615,995	\$ 7,009,963	\$ 17,597,500	\$ 24,462,436	\$ 15,695,000	\$ 26,065,000
Five Year Total									\$ 90,829,899



City of Emeryville Development Impact Fees

Fiscal Year 2019-2020 (valid July 1, 2019 through June 30, 2020)

Use Type	Affordable Housing	Park and Recreation Facility	Transportation Facility	TOTAL IMPACT FEES
Residential Use Types				
Single Unit	\$0	\$4,137	\$2,774	\$6,911 / dwelling unit
Two Unit and Multi-Unit				
<i>Rental - Apartment</i>	\$29,185	\$3,984	\$1,720	\$34,889 / dwelling unit
<i>In TH Transit Hub Overlay Zone</i>	\$29,185	\$3,984	\$1,665	\$34,834 / dwelling unit
<i>Owner - Condominium</i>	\$0	\$3,984	\$1,441	\$5,425 / dwelling unit
<i>In TH Transit Hub Overlay Zone</i>	\$0	\$3,984	\$1,388	\$5,372 / dwelling unit
<i>Owner - Townhome</i>	\$0	\$4,137	\$1,441	\$5,578 / dwelling unit
<i>In TH Transit Hub Overlay Zone</i>	\$0	\$4,137	\$1,388	\$5,525 / dwelling unit
Domestic Violence Shelter	\$0	\$1,558	\$612	\$2,170 / bed
Group Residential	\$0	\$1,558	\$612	\$2,170 / bed
Mobile Home Park				
<i>Rental</i>	\$29,185	\$3,984	\$1,720	\$34,889 / dwelling unit
<i>Owner</i>	\$0	\$4,137	\$1,441	\$5,578 / dwelling unit
Residential Care Facility	\$4.43	\$6.02	\$2.07	\$12.52 / square foot
Supportive Housing	\$0	\$1,558	\$612	\$2,170 / bed
Transitional Housing	\$0	\$1,558	\$612	\$2,170 / bed
Commercial and Institutional				
Adult Oriented Businesses				
<i>Retail</i>	\$4.43	\$2.22	\$5.17	\$11.82 / square foot
<i>Performance</i>	\$4.43	\$1.68	\$107.26	\$113.37 / square foot
Animal Care and Sales				
<i>Grooming</i>	\$4.43	\$2.01	\$4.03	\$10.47 / square foot
<i>Kennel/Animal Care</i>	\$4.43	\$3.11	\$15.40	\$22.94 / square foot
<i>Pet Stores</i>	\$4.43	\$2.22	\$5.17	\$11.82 / square foot
<i>Veterinary Services</i>	\$4.43	\$2.01	\$13.09	\$19.53 / square foot
Arts and Entertainment				
<i>Gallery</i>	\$4.43	\$0.33	\$0.50	\$5.26 / square foot
<i>Indoor Entertainment</i>	\$4.43	\$1.34	\$13.63	\$19.40 / square foot
<i>Outdoor Entertainment</i>	TBD	TBD	TBD	TBD
Banks and Financial Institutions	\$4.43	\$2.22	\$11.78	\$18.43 / square foot
Business Services	\$4.43	\$2.22	\$20.57	\$27.22 / square foot
Colleges and Trade Schools	\$0.00	\$2.01	\$7.05	\$9.06 / square foot
Community Assembly	\$0.00	\$0.55	\$7.60	\$8.15 / square foot
Day Care Centers	\$0.00	\$3.11	\$15.40	\$18.51 / square foot
Eating and Drinking Establishments				
<i>Bars/Nightclubs/Lounges</i>	\$4.43	\$5.56	\$9.44	\$19.43 / square foot
<i>Restaurants</i>				
Quality (ITE Land Use 931)	\$4.43	\$5.56	\$6.25	\$16.24 / square foot
High Turnover (ITE Land Use 932)	\$4.43	\$5.56	\$8.19	\$18.18 / square foot
Fast Food (ITE Land Use 933)	\$4.43	\$5.56	\$36.26	\$46.25 / square foot
Fast Food with Drive-Thru (ITE Land Use 934)	\$4.43	\$5.56	\$45.29	\$55.28 / square foot
<i>Mobile Food Vendors</i>	\$0.00	\$0.00	\$0.00	\$0.00
Emergency Shelters	\$0	\$1,558	\$612	\$2,170 / bed
Funeral Homes, Mortuaries and Mausoleums	\$4.43	\$0.55	\$1.52	\$6.50 / square foot

Use Type	Affordable Housing	Park and Recreation Facility	Transportation Facility	TOTAL IMPACT FEES
Health Care				
<i>Clinics and Medical Offices</i>	\$4.43	\$4.05	\$9.90	\$18.38 / square foot
<i>Hospitals</i>	\$4.43	\$3.23	\$2.58	\$10.24 / square foot
<i>Medical Laboratories (non research)</i>	\$4.43	\$2.01	\$8.73	\$15.17 / square foot
Instructional Services				
<i>Individual/ Small Group Instruction</i>	\$4.43	\$0.65	\$2.69	\$7.77 / square foot
<i>Group Instruction</i>	\$4.43	\$0.65	\$2.69	\$7.77 / square foot
Libraries and Museums				
Libraries	\$4.43	\$1.55	\$20.25	\$26.23 / square foot
Museums	\$4.43	\$0.33	\$0.50	\$5.26 / square foot
Live/Work Unit	\$4.43	\$1.68		\$6.11 / square foot plus
plus			\$1,803	\$1,803 / unit
Lodging				
<i>Hotels and Motels</i>	\$4.43	\$1.11		\$5.54 / square foot plus
plus			\$1,164	\$1,164 / room
<i>Bed & Breakfast</i>	\$0.00	\$0.00	\$0.00	\$0.00 / square foot
Major Public Services	\$4.43	TBD	TBD	TBD / square foot
Marina	\$0	\$1,112	\$527	\$1,639 / berth
Motor Vehicle Sales and Services				
<i>Cleaning (Self-Service Car Wash - ITE Land Use 947)</i>	\$4.43			\$4.43 / square foot plus
plus		\$278	\$7,683	\$7,961 / stall
<i>Rentals</i>	\$4.43	\$1.68	\$2.77	\$8.88 / square foot
<i>Sales and Leasing</i>	\$4.43	\$1.45	\$7.26	\$13.14 / square foot
<i>Repair and Service</i>	\$4.43	\$1.11	\$12.37	\$17.91 / square foot
<i>Service Station</i>	\$4.43			\$4.43 / square foot plus
plus		\$279	\$7,694	\$7,973 / pump
<i>Towing and Impounding</i>	\$4.43	\$1.11	\$13.88	\$19.42 / square foot
Offices				
<i>General/Government/Walk-In Clientele</i>	\$4.43	\$4.05	\$4.14	\$12.62 / square foot
<i>Corporate Headquarters (ITE Land Use 714)</i>	\$4.43	\$4.05	\$3.92	\$12.40 / square foot
Parking	\$0.00	\$0.00	\$0.00	\$0.00 / square foot
Personal Services	\$4.43	\$2.22	\$4.03	\$10.68 / square foot
Public Safety Facilities	\$0.00	\$2.22	\$3.34	\$5.56 / square foot
Recreation				
<i>Gaming</i>	\$4.43	\$2.22	\$37.26	\$43.91 / square foot
<i>All Other</i>	\$4.43	\$2.22	\$9.79	\$16.44 / square foot
Repair Services	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Retail				
<i>Food and Beverage Sales</i>				
<i>Supermarket (ITE Land Use 850)</i>	\$4.43	\$2.22	\$11.83	\$18.48 / square foot
<i>Convenience Market (ITE Land Use 851)</i>	\$4.43	\$2.22	\$43.62	\$50.27 / square foot
<i>All Other</i>	\$4.43	\$2.22	\$5.17	\$11.82 / square foot
Schools	\$0.00	\$1.11	\$3.32	\$4.43 / square foot
Social Service Facilities	\$0.00	\$3.56	\$4.14	\$7.70 / square foot

Use Type	Affordable Housing	Park and Recreation Facility	Transportation Facility	TOTAL IMPACT FEES
Industrial				
Arts-Industrial - All	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Commercial Kitchens	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Construction and Maintenance	\$4.43	\$0.78	\$0.88	\$6.09 / square foot
Crematories	\$4.43	\$2.44	\$2.03	\$8.90 / square foot
Food Production and Assembly - All	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Hazardous Waste Facilities - All	\$4.43	\$2.44	\$2.03	\$8.90 / square foot
Laundry and Dry Cleaning Services	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Manufacturing				
<i>Pharmaceutical</i>	\$4.43	\$1.11	\$2.69	\$8.23 / square foot
<i>Custom</i>	\$4.43	\$1.11	\$1.81	\$7.35 / square foot
<i>Light</i>	\$4.43	\$1.11	\$2.69	\$8.23 / square foot
<i>General</i>	\$4.43	\$1.11	\$2.03	\$7.57 / square foot
<i>Heavy</i>	\$4.43	\$1.11	\$2.03	\$7.57 / square foot
<i>Cannabis Manufacturing</i>	\$4.43	\$1.11	\$2.69	\$8.23 / square foot
Recycling Facilities - All	\$4.43	\$2.44	\$2.03	\$8.90 / square foot
Research and Development	\$4.43	\$2.78	\$2.97	\$10.18 / square foot
Salvage and Wrecking	\$4.43	\$2.44	\$2.03	\$8.90 / square foot
Storage and Distribution	\$0.00	\$0.00	\$0.00	
<i>Indoor and Outdoor</i>	\$4.43	\$0.78	\$0.88	\$6.09 / square foot
<i>Personal</i>	\$4.43	\$0.04	\$0.71	\$5.18 / square foot
Agricultural				
Community Gardens	\$0.00	\$0.00	\$0.00	\$0.00
Indoor Agriculture	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Outdoor Agriculture	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Animal Husbandry	\$4.43	\$1.45	\$2.69	\$8.57 / square foot
Communication, Transportation and Utilities				
Communication Facilities				
<i>Transmission Towers</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Equipment within Buildings</i>	\$4.43	\$0.05	\$0.26	\$4.74 / square foot
Transportation and Delivery Services	\$0.00	\$0.00	\$0.00	
<i>Bus/Rail Passenger Stations</i>	\$4.43	TBD	TBD	TBD / square foot
<i>Truck/Rail Freight Terminals</i>	\$4.43	\$1.45	\$2.31	\$8.19 / square foot
<i>Human-Powered</i>	\$4.43	\$0.78	\$0.88	\$6.09 / square foot
<i>Light Fleet</i>	\$4.43	\$0.78	\$0.88	\$6.09 / square foot
Utility Services	\$4.43	\$8.11	\$2.12	\$14.66 / square foot