

Alamo Area of Benefit

This following document was provided to me as a paper copy by the Contra Costa Public Works Department. I scanned it and have placed it on-line to provide a historical perspective of the Alamo Area of Benefit (AOB).

Please note that the document is dated April 1998 and is therefore 10 years old. Many of the assumptions and financial estimates need to be brought up to date. The recently formed Alamo Road Advisory Committee is chartered to update the Project List.

Steve Mick
June 2008

ADOPTED BY BOARD OF SUPERVISORS ON April 28, 1998

REVISED DEVELOPMENT PROGRAM REPORT

FOR THE

ALAMO AREA OF BENEFIT

PROVIDING FUNDING FOR CONSTRUCTION OF

MAJOR THOROUGHFARE IMPROVEMENTS

IN THE ALAMO AREA

PREPARED PURSUANT TO SECTION 913

COUNTY ORDINANCE CODE

**CONTRA COSTA COUNTY PUBLIC WORKS AND COMMUNITY
DEVELOPMENT DEPARTMENTS**

April 28, 1998

**REVISED DEVELOPMENT PROGRAM REPORT
FOR THE ALAMO AREA OF BENEFIT
PURSUANT TO THE BRIDGE CROSSING AND
MAJOR THOROUGHFARES FEE AREA POLICY**

INTRODUCTION AND PURPOSE

The Alamo Area of Benefit is a development program established to improve the capacity and safety of the arterial road network in the Alamo area. This ordinance applies only to new development within the unincorporated area of Alamo. This Revised Development Program Report is required by the Board of Supervisors Policy on Bridge Crossings and Major Thoroughfare Fees (adopted July 17, 1979), which implements Division 913 of the County Ordinance Code and Section 66484 of the State Subdivision Map Act.

One of the objectives of the County General Plan is to relate new development directly to the provision of community facilities necessary to serve that new development. Accordingly, development cannot be allowed to occur unless a mechanism is in place to provide the funding for the infrastructure necessary to serve that development. The Alamo Area of Benefit is a fee mechanism providing funds to construct road improvements to serve new residential, commercial and industrial development. Requiring that all new development pay a road improvement fee will help ensure that they participate in the cost of improving the road system.

Each new development or expansion of an existing development will generate new traffic. Where the existing road system is inadequate to meet future needs based on new development, improvements are required to meet the new demand. The purpose of this development program is to determine improvements that will ultimately be needed to serve estimated future development and to require the developers to pay a fee to fund these improvements. Because the fee is based on the relative impact on the road system and the costs of the necessary improvements to mitigate this impact, the fee amount is roughly proportional to the development impact. This report discusses the basis of that fee amount.

BACKGROUND

On September 24, 1985, the Board of Supervisors passed a resolution forming the Alamo Area of Benefit. At the time, there were many vacant parcels in the area with potential for residential development, and the existing transportation system was inadequate to handle the additional traffic generated from the projected development. In 1993, the Area of Benefit program was revised to reflect the changing needs of the area. Over the past 12 years, Area of Benefit fees have helped pay for improvements to Stone Valley Road, Miranda Avenue, Livorna Road and Danville Boulevard.

The Alamo area has, in recent years, experienced changes in the area's traffic circulation needs and development potential. Most of the residential development potential has been

fulfilled and many of the Area of Benefit projects have been constructed. These changes have prompted another revision to the area of benefit program, resulting in a new project list and fee schedule.

COMPLIANCE WITH SECTION 66001 (a) OF THE GOVERNMENT CODE

1) PURPOSE OF THE FEE

The purpose of this area of benefit is to generate monies through the adoption of a traffic mitigation fee to ensure a roadway network consistent with current and future transportation needs. By adoption of this fee, the proposed road improvement program will be able to keep pace with new growth.

2) USE OF THE FEES

The fees will be used to generate monies to pay for the road improvements described in Exhibit B. This Area of Benefit will only finance the minimum interim roadways needed to meet traffic level of service and safety demands. Amenities that do not have a direct effect on capacity, such as general lighting, extensive longitudinal storm drain systems, and sidewalks, are not included. These improvements are considered to be frontage improvements by the Board of Supervisors, and as such are the responsibilities of the owners of the adjacent properties. As these properties develop, the frontage improvements may be provided by the developer through conditions of approval, or by other future means such as additional fees or assessment districts.

3) RELATIONSHIP BETWEEN USE OF FEES AND TYPE OF DEVELOPMENT PROJECT

The road improvement projects for which the fees will be used are necessary for the improvement of the safety and the capacity of the road network serving the

unincorporated Alamo area as determined by future growth allowed for in the General Plan. The road network is outlined in the Circulation Element of the General Plan.

4) RELATIONSHIP BETWEEN NEED FOR ROAD IMPROVEMENTS AND TYPE OF DEVELOPMENT

A peak trip generation factor has been associated for each type of development outlined in this program report. These factors are industry standards obtained from the *Institute of Transportation Engineers, Trip Generation, 5th Edition*. The factor used for the commercial development potential has been adjusted downward to account for the fact that the single vacant commercial parcel remaining in the Alamo area is suited only for "neighborhood" commercial development. While the potential commercial development will generate additional peak hour trips, a large percentage of the trips will be generated within the community. These trips do not have as great an impact on the overall road network and will already have been counted among the trips generated by residential development.

The proposed fee is based on distributing the cost of the Area of Benefit road improvement program to new development in proportion to the number of peak hour trips generated by the particular type of new development. All new development will be required to pay a fee to fund the needed roadway improvements.

GENERAL PLAN RELATIONSHIP

The basis for the Alamo Area of Benefit is derived from the features of the County General Plan and its amendments, and subscribes to the policies of the General Plan elements. The General Plan and its various elements are available for review at the Community Development Department, County Administration Building, 651 Pine Street, Martinez, during office hours.

ROAD NETWORK CAPACITY IMPROVEMENT PLAN

The road network capacity improvement program was developed using the Circulation Element and the development potential identified in the County General Plan. The road improvements will be funded and constructed in conjunction with the development of property within the Area of Benefit. The rate of revenue generated in the Alamo Area of Benefit is dependent on the rate of new development. This affects the timing of the construction of an Area of Benefit project as it is dependent on the total amount of fees collected less expenditures.

The proposed projects along Stone Valley Road and the Stone Valley Road/Danville Boulevard project are only partially funded by the Alamo Area of Benefit fees. This is due to the fact that traffic generated outside of Alamo contributes significantly to the need for these proposed improvements. Alamo traffic accounts for only one-sixth of the traffic impacting the intersection of Stone Valley Road and Danville Boulevard, and only about 64% of the traffic that is impacting those projects along Stone Valley Road east of 1-680. Accordingly, the AOB revenues generated within Alamo will fund only one-sixth of the Danville Boulevard/Stone Valley Road intersection project and 64% of the remaining projects along Stone Valley Road. Because the projects on Livorna Road and Miranda Avenue are impacted 100% by Alamo traffic, the Alamo AOB will fund the entire project costs for those two projects. Other sources of funding, such as State or Federal aid, or local sources such as sales tax or gas tax, will be pursued for the partially funded Alamo Area of Benefit projects.

While the existing road network is adequate to service existing development, the proposed road plan will help to provide the capacity needed to serve the estimated potential development and future traffic volumes in the Alamo area. This Area of Benefit will finance only the minimum interim roadways needed to meet traffic level of service and safety demands. The road capacity improvement programs proposed by the Alamo Area of Benefit will be reviewed periodically to assess the impacts of changing travel patterns, the rate of new development, and the adequacy of the estimated road improvement project costs.

DEVELOPMENT POTENTIAL WITHIN THE AREA OF BENEFIT

The development potential for the Area of Benefit was estimated by the County Public Works Department using the General Plan and other resources provided by the County Community Development Department. A summary of the potential new residential dwelling units, and commercial, office, and industrial development are shown in Table 1.

Table 1

Summary of Development Potential

<u>Category</u>	<u>Floor Area or Units</u>
Single Family Residential	185 Dwelling Units
Multi-Family Residential	6 Dwelling Units
Commercial	13,000 Square Feet

ESTIMATED COST OF ROAD NETWORK IMPROVEMENTS

The estimated Alamo Area of Benefit contribution shown in Exhibit B is only a portion of the total project cost. The area of benefit will only fund the "fair share" portion of the project attributable to new development. Also, the area of benefit will not fund items that do not have a direct effect on safety or capacity, such as general lighting, extensive longitudinal storm drain systems, and sidewalks. The area of benefit will only finance the minimum interim roadways needed to meet traffic level of service and safety demands.

The estimated Alamo Area of Benefit contribution has been increased by approximately 2% to cover the cost of administration. This includes the estimated staff time for fee collection, accounting, and technical support to the community groups and traffic advisory committees.

BASIS FOR FEE APPORTIONMENT

The concept of an area of benefit is the equitable distribution of road improvement costs to new development from which future traffic impacts will arise. As traffic impacts are directly related to the total number of vehicles on the road network, we are able to relate development road fees to the number of vehicle trips associated with a particular category of development. To summarize, the six categories of land use for which a fee will be assessed in the Alamo Area of Benefit, are: single and multi-family residential, commercial, light industrial, industrial and "other" (although there is currently no anticipated development in the "light industrial" or "industrial" categories in Alamo). The total estimated Area of Benefit share of the project costs is divided by the number of peak hour trips generated by each category.

Within the residential categories, the cost is equally distributed among all dwelling units. In the non-residential categories, the cost is distributed on the basis of each square foot of

gross floor area. For the "other" category, the fee would be based on the number of peak hour trips generated by the particular type of development. The Public Works Department will require a traffic report prepared by a licensed engineer to analyze the project's impact during the peak traffic hours. The project would then be charged the peak hour trip rate for the Area of Benefit multiplied by the number of peak hour trips identified in the traffic report.

CALCULATION OF FEES

The costs of the road improvement program have been distributed to the respective land use category in proportion to the number of peak hour trips generated by that category.

The fee calculation is shown in Table 2, following.

Table 2

Alamo Area of Benefit Fee Calculation

Land Use	Units or Square Feet	Peak Hour Factor	Trips	% Trips	Cost Share	Fee
Single Family	185	1.0	185	91.6%	\$1,348,902	\$ 7,290
Multi-Family	6	0.8	5	2.5%	\$36,815	\$ 6,075
Commercial	13,000	0.0009	12	5.9%	\$86,883	\$ 6.73
All Others						\$ 7,290
TOTAL			202		\$1,472,600	

RECOMMENDED FEES

The recommended fees for the Alamo Area of Benefit, resulting from the Table 2, are shown below.

- Single Family Residential: \$ 7,290 per dwelling unit
- Multi-Family Residential: \$ 6,075 per dwelling unit
- Commercial: \$ 6.73 per SF of gross floor area
- Other: \$ 7,290 per peak hour trip

REVIEW OF FEES

Project cost estimates will be reviewed periodically while the Alamo Area of Benefit is in effect. The fee schedule will be adjusted annually to account for inflation using the State of California Construction Cost Index as published annually by the California Department of Transportation. At no time will the fee schedule be increased at a rate of more than 5% per year for inflation.

COLLECTION OF FEES

Fees will be collected when the building permit is issued in accordance with Section 913-4.204 of Title 9 (Subdivisions) of the Contra Costa County Ordinance Code. Fees collected will be deposited in an interest bearing account already established by the Board of Supervisors on September 24, 1985.

INTEREST ON FEES

The interest accrued on the fees collected in the Alamo Area of Benefit will continue to accumulate in the trust account and will be used for the purpose of administration, design and construction of the fee area improvements.

IN LIEU DEDICATION

A development may be required to construct a portion of the road improvement identified in Exhibit B. In such a case the developer may be eligible to receive credit or reimbursement toward the Area of Benefit fee. The developer should contact the Public Works Department prior to the commencement of construction to determine the eligibility of the road improvement.

Alamo AOB Project List

	Project Name	Project Description	Amount of Project Cost to be Funded by AOB*
1	Stone Valley Road Improvements: Stone Valley Way to High Eagle Court (Current Project)	Provide 2 12-foot lanes and 5-foot shoulders, overlay existing pavement install signal at Miranda Avenue intersection	FUNDED
2	Stone Valley Road/Miranda Avenue Intersection Improvements	Improve intersection to provide additional capacity on Miranda Avenue.	\$ 60,000
3	Stone Valley Road Improvements: High Eagle Court to Roundhill Road	Widen to accommodate 2 travel lanes, 2 shoulders (5 ft. wide) and a left turn lane at Roundhill Road	\$ 81,000*
4	Stone Valley Road Improvements Roundhill Road to Glenwood Court	Widen to accommodate 2 travel lanes and 2 shoulders (5 ft. wide).	\$655,000*
5	Danville Boulevard/Stone Valley Road Intersection Improvements	Provide left turn channelization from WB Stone Valley Road to SB Danville Boulevard, and from SB Danville Boulevard to EB Stone Valley Road. Modify signal accordingly. Estimated cost includes widening of Stone Valley Road bridge over San Ramon Creek.	\$ 200,000**
6	Livorna Road Improvements	Construct pavement as needed to provide standard road width	\$ 85,000
7	Miranda Avenue Improvements Stone Valley Road to Stone Valley School	Construct pavement widening and curb to provide 32-foot section and curbs on each side.	\$ 391,600
	TOTAL		\$ 1,472,600***

Unencumbered Balance = \$0

Funding to be Generated by New Development = \$1,472,600

*64% of project cost is funded by the Alamo AOB

**17% of project cost is funded by the Alamo AOB

***Total includes funding for 2% Administration Costs