City of Hercules

111 Civic Drive
Hercules, CA 94547

Meeting Agenda

Tuesday, March 12, 2019

7:00 PM

SPECIAL CLOSED SESSION - NONE.
REGULAR MEETING - 7:00 P.M.

Council Chambers

City Council

Mayor Dan Romero
Vice Mayor Roland Esquivias
Council Member Chris Kelley
Council Member Gerard Boulanger
Council Member Dion Bailey

David Biggs, City Manager
Patrick Tang, City Attorney
Lori Martin, City Clerk

To view webcast of meetings, live or on demand, go to the City's website at www.ci.hercules.ca.us. In addition, a live broadcast of City Council meetings is available on Comcast Cable Channel 28.

I. SPECIAL MEETING - CLOSED SESSION – NONE.

II. PUBLIC COMMUNICATION - CLOSED SESSION ITEMS - NONE.

III. CONVENE INTO CLOSED SESSION - NONE.

IV. REGULAR MEETING – 7:00 P.M. CALL TO ORDER - ROLL CALL

V. REPORT ON ACTION TAKEN IN CLOSED SESSION

VI. PLEDGE OF ALLEGIANCE

VII. MOMENT OF SILENCE

VIII. INTRODUCTIONS/PRESENTATIONS/COMMISSION REPORTS

1. 19-493 Presentation from Education Matters, Jason Singer, Executive Director

Attachments: WCC-Master-Spreadsheet-2017-18

IX. AGENDA ADDITIONS/DELETIONS

X. PUBLIC COMMUNICATIONS

This time is reserved for members of the public to address issues not included in the agenda. In accordance with the Brown Act, Council will refer to staff any matters brought before them at this time, and those matters may be placed on a future agenda.

Individuals wishing to address the City Council are asked to complete a form indicating the name and address of the speaker and the general topic to be addressed. Speakers must make their comments from the podium and will be allowed 3 minutes to discuss their concerns. All public comments are recorded and become part of the public record. A limit of 30 minutes will be devoted to taking public comment at this point in the agenda. If any speakers remain at the conclusion of the initial 30 minute period, time will be reserved at the conclusion of the meeting to take the remaining comments.

XI. PUBLIC HEARINGS

1. 19-492 **Mandatory Garbage/Solid Waste Disposal - Delinquent Accounts**
Recommendation: Conduct a public hearing and upon conclusion, consider adopting a Resolution confirming the report of delinquent accounts and placing liens on said properties and special assessments upon property taxes pursuant to City of Hercules Municipal Code Section 5-2.01 to 5-2.16, Mandatory Garbage/Solid Waste Disposal.

Attachments: Staff Report - Garbage Liens

Attach 1 - Resolution - Garbage Liens

Attach 2 - Prelim Delinquency list - redacted - 022819

2. 19-497 **2019 Hercules Transportation Impact Fee Update**

Recommendation: Hold a public hearing and consider the following:

1) Approving a Resolution
a) Adopting the 2019 Hercules Transportation Impact Fee Nexus Study
b) Approving a "Transportation Impact Fee" as set by the Council at or below the maximum justified fee, and
c) Amending the City's Master Fee Schedule to Replace the "Traffic Facilities Fee" with the "Transportation Impact Fee" contingent upon adoption of the companion Ordinance, and

2) Waive the first reading and introduce an Ordinance amending title 10, Chapter 18, Article 6 - Traffic Facilities Impact Fees.

Attachments: Staff Report- Transportation Impact Fee Update

Resolution Approving Nexus Study and Setting Impact Fee

Att1-ExhA.1- 2019 Hercules Nexus Study Revised Final

Att1-ExhA.2 Hercules Draft Cost Estimates v4

Att2-Transportation Imact Fee Ordinance

Att2-ExhA-Title 10- Chapter 18-HMC-Traffic Impact Fees

Att 3-Land_Use_DeltabyTAZ

3. 19-499 **2018 Annual Housing Element Progress Report**

Recommendation: Conduct a public hearing and approve the annual Housing Element Progress Report for the 2018 calendar year and direct staff to submit the report to the appropriate state and regional agencies via minute action.

Attachments: Staff Report - 2018 Annual Housing Report

Housing-Element-Annual-Progress-Report-Form-2018 combined

XII. CONSENT CALENDAR

1. 19-495 **Meeting Minutes**

Recommendation: Approve the Special and Regular Meeting Minutes of February 26, 2019.

Attachments: Minutes - 022619 - Special and Regular

2. 19-496 **Acceptance of the Bay Trail West Project**
Recommendation: Adopt a Resolution accepting the Bay Trail West Project contract with Grade Tech Inc. as complete for a total amount of $1,252,872 and authorizing the filing of the Notice of Completion with the Contra Costa County Recorder's Office.

Attachments: Staff Report - Bay Trail West (BTW) Acceptance
Attach 1 - Resolution - Bay Trail West Acceptance
Attach 2 - Bay Trail West Notice of Completion
Attach 3 - BTW Exhibit

XIII. DISCUSSION AND/OR ACTION ITEMS

1. 19-491 **Update on Recycling and Recycling Audits by Republic Services**
Recommendation: Receive Report, Discuss, and Provide Direction, if any.

Attachments: Staff Report - Recycling Report 03122019
Attach 1 - Republic Letter of February 6 2019

2. 19-498 **Approval of Contract Amendment No. 3 for $15,080 with DKS for the Transportation Impact Fee Nexus Study and Circulation element Update for a Total Not To Exceed Contract Amount of $250,094, and Appropriation of $15,080 to cover the Cost of Said Amendment.**
Recommendation: Adopt a Resolution appropriating an additional $15,080 in funds from the General Plan Update Fees and approving Amendment No. 3 to Contract # 16-056 with DKS for a total not to exceed contract amount of $250,094, to update the Transportation Impact Fee Study and the City's Circulation Element.

Attachments: Staff Report - DKS Contract Amendment 3 for Traffic Impact Fee Study
Att 1-CC Reso fo 3-12-19 for DKS Amendment 3
Exibit A to Resolution- DKS Amendment 3

3. 19-490 **Discussion of Parking Restrictions**
Recommendation: Receive Report, Discuss, and Provide Direction, if any.

Attachments: Staff Report - Parking Restrictions 03122019

XIV. PUBLIC COMMUNICATIONS

This time is reserved for members of the public who were unavailable to attend the Public Communications period during Section X of the meeting, or were unable to speak due to lack of time. The public speaker requirements specified in Section X of this Agenda apply to this Section.

XV. CITY COUNCIL/CITY MANAGER/CITY ATTORNEY ANNOUNCEMENTS, COMMITTEE, SUB-COMMITTEE AND INTERGOVERNMENTAL COMMITTEE REPORTS AND FUTURE AGENDA ITEMS

This is the time for brief announcements on issues of interest to the community. In accordance with the provisions of the Brown Act, matters which do not appear on this agenda but require City Council discussion may be either (a) referred to staff or other resources for factual information or (b) placed on a future meeting agenda.

XVI. ADJOURNMENT

The next Regular Meeting of the City Council will be held on Tuesday, March 26, 2019 at 7:00p.m. in the Council Chambers.

Agendas are posted in accordance with Government Code Section 54954.2(a) or Section 54956. Members of the public can view electronic agendas and staff reports by accessing the City website at www.ci.hercules.ca.us and can receive e-mail notification of agenda and staff report postings by signing up to receive an enotice from the City's homepage. Agendas and staff reports may also be obtained by contacting the Administrative Services Department at (510) 799-8215

(Posted: March 7, 2019)

THE HERCULES CITY COUNCIL ADHERES TO THE FOLLOWING POLICIES, PROCEDURES AND REGULATIONS REGARDING CITY COUNCIL MEETINGS

1. SPECIAL ACCOMODATIONS: In compliance with the Americans with Disabilities Act, if you require special accommodations to participate at a City Council meeting, please contact the City Clerk at 510-799-8215 at least 48 hours prior to the meeting.

2. AGENDA ITEMS: Persons wishing to add an item to an agenda must submit the final written documentation 12 calendar days prior to the meeting. The City retains the discretion whether to add items to the agenda. Persons wishing to address the City Council otherwise may make comments during the Public Communication period of the meeting.

3. AGENDA POSTING: Agendas of regular City Council meetings are posted at least 72 hours prior to the meeting at City Hall, the Hercules Swim Center, Ohlone Child Care Center, Hercules Post Office, and on the City's website (www.ci.hercules.ca.us),

4. PUBLIC COMMUNICATION: Persons who wish to address the City Council should complete the speaker form prior to the Council's consideration of the item on the agenda.

Anyone who wishes to address the Council on a topic that is not on the agenda and is relevant to the Council should complete the speaker form prior to the start of the meeting. Speakers will be called upon during the Public Communication portion of the meeting. In accordance with the Brown Act, the City Council may not take action on items not listed on the agenda. The Council may refer to staff any matters brought before them at this time and those matters may be placed on a future agenda.

In the interests of conducting an orderly and efficient meeting, speakers will be limited to three (3) minutes. Anyone may also submit written comments at any time before or during the meeting.

5. CONSENT CALENDAR: All matters listed under Consent Calendar are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a member of the Council or a member of the public prior to the time the City Council votes on the motion to adopt.

6. LEGAL CHALLENGES: If you challenge a decision of the City Council in court, you may be limited to raising only those issues you or someone else raised at the meeting or in written correspondence delivered at, or prior to, the meeting. Actions challenging City Council decisions shall be subject to the time limitations contained in Code of Civil Procedure Section 1094.6.

OVERVIEW			DEMOGRAPHICS 2017-18									SBAC RESULTS 2018					
School Name	Family	Grade	Total Enroll	FRL	ELL	SPED*	White	Asian	AA/ Black	Hispanic /Latino	Other	ELA - Met or Exceeded	ELA - Delta from 2017	ELA - 3 year Avg. Delta	Math - Met or Exceeded	Math - Delta from 2017	Math - 3 year Avg. Delta
Amethod: Benito Juarez Elementary	Charter	Elem	417	92%	56%	10%	1%	2%	2%	95%	1%	37%	4%	-1%	41%	1%	-4%
Amethod: John Henry High	Charter	High	257	93%	28%	1%	1%	1%	2%	95%	0%	62%	10%	3%	41%	-1%	0%
Amethod: Richmond Charter Academy	Charter	Middle	218	90%	53%	7%	1%	3%	1%	95%	1%	37%	-2%	-3%	21%	-20%	-8%
Aspire Richmond College Preparatory	Charter	M & H	520	69%	18%	12%	4%	6%	15%	68%	7%	41%	7%	-2%	18%	-7%	-1%
Aspire Richmond Technology Academy	Charter	Elem	342	83%	40%	9%	1%	4%	7%	70%	18%	45%	10%	3%	46%	6%	4%
Bayview Elementary	Richmond	Elem	529	90%	50%	6%	3%	10%	21%	59%	8%	14%	-1%	-1%	10%	-2%	-2%
Caliber: Beta Academy	Charter	E & M	793	79%	30%	11%	2%	3%	14%	76%	6%	44%	4%	3%	30%	4%	-2%
Cesar E. Chavez Elementary	Richmond	Elem	522	94%	64%	9%	3%	2%	5%	89%	2%	17%	-2%	-2%	10%	-2%	0%
Collins Elementary	Pinole	Elem	332	62%	19%	15%	15%	15%	19%	32%	19%	36%	0%	-1%	28%	-1%	0%
Coronado Elementary	Kennedy	Elem	437	95%	53%	6%	3%	3%	26%	66%	3%	8%	-10%	-4%	7%	-4%	-4%
Crespi Junior High	De Anza	Middle	475	82%	19%	15%	9%	16%	21%	45%	9%	33%	1%	0%	18%	-2%	0%
De Anza High	De Anza	High	1,382	70%	19%	16%	9%	14%	23%	43%	11%	46%	11%	3%	14%	3%	1%
Dover Elementary	Richmond	Elem	681	92%	71%	10%	3%	3%	5%	89%	1%	21%	1%	-1%	9%	0%	-1%
Edward M. Downer Elementary	Richmond	Elem	626	91%	66%	8%	4%	4%	6%	85%	2%	20%	-4%	1%	15%	-2%	0%
El Cerrito High	El Cerrito	High	1,482	44%	13%	12%	28%	18%	20%	28%	6%	41%	-2%	-5%	29%	3%	0%
Ellerhorst Elementary	Pinole	Elem	367	43%	17%	18%	31%	6%	11%	40%	12%	45%	9%	2%	33%	9%	-1%
Fairmont Elementary	El Cerrito	Elem	540	62%	40%	14%	19%	25%	10%	34%	12%	46%	-4%	3%	34%	-5%	1%
Ford Elementary	Richmond	Elem	448	94%	61%	6%	4%	6%	5%	81%	4%	27%	0%	1%	12%	0%	-2%
Fred T. Korematsu Middle	El Cerrito	Middle	715	45%	13%	13%	31%	17%	16%	30%	6%	54%	-3%	2%	42%	1%	3%
Grant Elementary	Kennedy	Elem	523	93%	75%	14%	2%	4%	6%	87%	2%	17%	5%	2%	8%	-2%	0%
Greenwood Academy (Alternative)	Kennedy	Other	358	78%	33%	12%	6%	3%	24%	63%	5%	5%	-1%	1%	0%	-1%	0%
Hanna Ranch Elementary	Hercules	Elem	485	32%	12%	5%	7%	22%	15%	24%	31%	53%	-9%	-3%	47%	-13%	-2%
Harding Elementary	El Cerrito	Elem	448	38%	23%	15%	38%	20%	11%	22%	10%	58%	1%	3%	49%	-3%	2%
Helms Middle	Richmond	Middle	997	93%	42%	12%	1%	4%	11%	81%	3%	20%	2%	-2%	7%	-3%	-2%
Hercules High	Hercules	High	935	44%	10%	11%	6%	19%	27%	22%	26%	62%	1%	0%	27%	-1%	-1%
Hercules Middle	Hercules	Middle	594	44%	9%	12%	7%	21%	23%	22%	27%	53%	6%	5%	34%	3%	2%
Highland Elementary	De Anza	Elem	478	90%	43%	13%	3%	11%	21%	58%	7%	38%	0%	-1%	32%	0%	0%
John F. Kennedy High	Kennedy	High	881	96%	38%	14%	2%	5%	24%	66%	3%	20%	6%	-1%	1%	-2%	-2%
Kensington Elementary	El Cerrito	Elem	481	8%	7%	8%	61%	12%	4%	11%	12%	83%	-2%	0%	75%	-6%	0%
Lake Elementary	Richmond	Elem	412	93%	62%	6%	3%	6%	12%	73%	6%	20%	4%	1%	20%	10%	4%
Leadership Public Schools: Richmond	Charter	High	577	89%	21%	9%	0%	2%	4%	92%	2%	63%	-10%	3%	27%	8%	3%
Lincoln Elementary	Kennedy	Elem	428	88%	58%	8%	1%	1%	22%	72%	4%	13%	3%	2%	13%	3%	3%
Lovonya DeJean Middle	Kennedy	Middle	439	90%	44%	15%	1%	6%	18%	72%	2%	15%	4%	1%	4%	0%	0%
Lupine Hills Elementary	Hercules	Elem	398	44%	20%	20%	9%	23%	17%	23%	28%	37%	-3%	-1%	33%	2%	-2%
Madera Elementary	El Cerrito	Elem	498	22%	13%	7%	40%	22%	7%	15%	15%	73%	5%	0%	72%	4%	3%

Source: California Department of Education, 2018

*2016-17 data used in place of missing 2017-18 data

Created by Education Matters, 10/10/2018

School Name	Family	Grade	Total Enroll	FRL	ELL	SPED*	White	Asian	AA/ Black	Hispanic /Latino	Other	ELA - Met or Exceeded	ELA - Delta from 2017	ELA - 3 year Avg. Delta	Math - Met or Exceeded	Math - Delta from 2017	Math - 3 year Avg. Delta
Making Waves Academy	Charter	M & H	795	86%	19%	6%	1%	1%	7%	89%	2%	44%	0%	1%	25%	4%	-1%
Manzanita Middle	Charter	Middle	121	85%	35%	5%	4%	2%	7%	84%	4%	31%	-18%	3%	15%	-11%	1%
Martin Luther King, Jr. Elementary	Kennedy	Elem	470	98%	48%	15%	6%	7%	32%	52%	3%	4%	-4%	-2%	4%	-1%	-1%
Middle College High	Hercules	High	296	59%	3%	0%	8%	14%	19%	52%	7%	84%	-12%	-3%	55%	-6%	-2%
Mira Vista Elementary	El Cerrito	Elem	571	58%	29%	14%	23%	10%	19%	38%	10%	45%	1%	3%	35%	2%	2%
Montalvin Manor Elementary	Pinole	Elem	443	89%	53%	8%	5%	7%	14%	68%	6%	49%	5%	1%	23%	-4%	-1%
Murphy Elementary	De Anza	Elem	492	71%	28%	16%	12%	12%	20%	42%	14%	47%	5%	5%	35%	5%	2%
Nystrom Elementary	Kennedy	Elem	512	90%	63%	8%	3%	2%	16%	74%	6%	13%	-2%	2%	13%	3%	3%
Ohlone Elementary	Hercules	Elem	413	34%	14%	13%	7%	19%	20%	23%	32%	54%	3%	3%	46%	0%	1%
Olinda Elementary	De Anza	Elem	350	34%	24%	7%	18%	23%	15%	30%	14%	52%	-4%	-2%	43%	1%	-1%
Peres Elementary	Richmond	Elem	540	93%	61%	15%	2%	2%	15%	78%	3%	26%	-4%	-1%	19%	1%	0%
Pinole Middle	Pinole	Middle	505	68%	23%	17%	11%	12%	22%	44%	11%	32%	-1%	2%	19%	-2%	-1%
Pinole Valley High	Pinole	High	1,136	62%	15%	11%	15%	13%	16%	45%	12%	42%	-9%	0%	18%	-6%	2%
Richmond College Preparatory	Charter	Elem	503	78%	47%	7%	0%	0%	27%	70%	2%	54%	8%	5%	53%	12%	6%
Richmond High	Richmond	High	1,511	85%	43%	10%	1%	4%	6%	86%	3%	34%	5%	1%	10%	2%	1%
Riverside Elementary	Richmond	Elem	392	89%	41%	12%	8%	11%	18%	53%	9%	29%	0%	2%	28%	-4%	3%
Shannon Elementary	Pinole	Elem	317	70%	30%	12%	9%	16%	15%	42%	20%	44%	5%	7%	44%	7%	8%
Sheldon Elementary	De Anza	Elem	366	74%	32%	18%	13%	15%	23%	39%	11%	31%	-2%	0%	28%	1%	-1%
Stege Elementary	Kennedy	Elem	280	93%	29%	9%	3%	7%	58%	25%	7%	8%	2%	-1%	3%	2%	0%
Stewart Elementary	Pinole	Elem	466	47%	13%	8%	17%	13%	22%	35%	14%	33%	-2%	-2%	20%	-6%	-3%
Summit Public School: K2	Charter	M & H	426	58%	14%	8%	14%	8%	21%	37%	21%	51%	-13%	1%	29%	-9%	-3%
Summit Public School: Tamalpais	Charter	Middle	237	65%	15%	10%	6%	11%	15%	51%	17%	53%	3%	1%	36%	-9%	-3%
Tara Hills Elementary	Pinole	Elem	464	69%	30%	16%	10%	9%	22%	49%	10%	35%	-5%	1%	21%	-1%	0%
Valley View Elementary	De Anza	Elem	343	53%	17%	13%	29%	16%	15%	27%	13%	42%	3%	-1%	33%	-5%	-5%
Verde Elementary	Richmond	Elem	328	97%	73%	7%	1%	1%	13%	84%	3%	17%	0%	3%	12%	3%	2%
Vista High (Alternative)	Richmond	Other	264	76%	25%	56%	13%	8%	28%	45%	7%	28%	-3%	3%	6%	-1%	0%
Washington Elementary	El Cerrito	Elem	469	64%	41%	8%	16%	2%	13%	66%	3%	19%	-9%	-4%	19%	-10%	-3%
West County Mandarin	Kennedy	Elem	67	49%	33%	N/A	8%	37%	16%	28%	11%	N/A	N/A	N/A	N/A	N/A	N/A
Wilson Elementary	Kennedy	Elem	429	89%	50%	15%	4%	11%	11%	66%	7%	26%	-8%	1%	20%	0%	2%
District Total	N/A	All	28,318	70%	34%	12%	11%	11%	17%	52%	9%	34%	0%	1%	23%	0%	0%
Charter Total	N/A	All	5,206	80%	30%	8%	2%	3%	11%	77%	6%	46%	1%	N/A	31%	0%	N/A
West Contra Costa Total	N/A	All	33,524	72%	33%	11%	10%	10%	16%	56%	9%	36%	1%	N/A	25%	0%	N/A
Contra Costa Total	N/A	All	178,060	41%	17%	12%	31%	13%	9%	36%	12%	54%	0%	1%	42%	-3%	0%
State Total	N/A	All	6,220,413	60%	20%	12%	23%	9%	6%	54%	8%	50%	1%	2%	39%	1%	2%

Color Scale 0% 100%

Source: California Department of Education, 2018

*2016-17 data used in place of missing 2017-18 data

Created by Education Matters, 10/10/2018

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of March 12, 2019

TO: Members of the City Council

SUBMITTED BY: Lori Martin, Administrative Services Director/City Clerk

SUBJECT: Mandatory Garbage/Solid Waste Disposal – Delinquent Accounts

RECOMMENDED ACTION:
Conduct a Public Hearing and upon conclusion, consider adopting a Resolution confirming the report of delinquent accounts and placing liens on said properties and special assessments upon property taxes pursuant to City of Hercules Municipal Code Section 5-2.01 to 5-2.16, Mandatory Garbage/Solid Waste Disposal.

COMMISSION/SUBCOMMITTEE ACTION AND RECOMMENDATION:
There was no Commission or Subcommittee review of this item.

FISCAL IMPACT OF RECOMMENDATION:
In addition to the fees due Richmond Sanitary Service (the Collector), the City is authorized by the Code to establish reasonable administrative charges. In order to cover the costs incurred by the City through the lien process, a total administrative charge of $30 per parcel is assessed. This charge is comparable to that charged by the other cities in West County and notice of this charge has been provided to the affected property owners. This fee will be used to cover the cost of staff's time and other costs associated with processing these delinquencies.

BACKGROUND:
Municipal Code Sections 5-2.01 to 5-2.16, Mandatory Garbage/Solid Waste Disposal, require all property owners of occupied premises in the City to subscribe to, and pay for, garbage collection service through Richmond Sanitary Service, the City's franchised refuse collector. Collection charges that are not paid for in a six-month period are subject to the notice and hearing process defined by the Code. This process ultimately results in an assessment lien against the property for which service was rendered to cover the delinquent garbage collection charges, penalties and City costs. The lien is placed on said property and the assessment is collected either through escrow when the property is sold or by the City with its regular property tax allocation from the County. The Collector, in turn, receives payment for the delinquent fees and charges from the City.

The procedure specified by the Code for the collection of these fees and charges is as follows:

1. The Collector sends notification to the affected property owners regarding the delinquency and the City lien process.
2. The Collector submits a delinquent accounts report to the City, Attachment 2.
3. An initial Administrative Hearing was held on February 7, 2019 on the delinquent accounts report.
4. Section 5-2.09(c) of the Hercules Municipal Code requires the City to mail a notice of the council public hearing date to the owners listed on the report not less than 10 days prior to the council hearing. This notice was mailed to delinquent property owners on February 21, 2019.
5. The City Council confirms the delinquent accounts report and orders placement of liens on said properties and special assessment upon property taxes by resolution.
6. By August 10th of each year, the City Council approves the final assessment levy and the confirmed report is submitted to the County Auditor for inclusion on the property tax rolls.

DISCUSSION:
Richmond Sanitary Service has submitted a report listing all of the delinquent accounts subject to lien proceedings and has provided the required notice to property owners.

For the period October 2018 through January 2019, Richmond Sanitary Services Preliminary Lien List Report lists 64 accounts totaling $19,121.58. The attached report shows the billing and service addresses of the subject property, the date that each account became at least six month delinquent, the amount due for the delinquent garbage collection service, the amount of the processing charge due to the City and the total amount due and to be liened against the property. Richmond Sanitary Service has confirmed that all required notices and billings have been mailed to this list of property owners.

At the hearing the City Council shall hear any objections or protests of owners liable to be assessed for delinquent fees and administrative charges. The City Council may make such revisions or corrections to the report as it deems just, after which, by resolution, the report shall be confirmed. (See, Hercules Municipal Code 5-2.09(d).)

A certified copy of the report will be filed with the County Recorder's Office for the placement of special liens against the respective parcels. Any payments made on these delinquencies after the date on the Preliminary Lien List and/or after the City Council public hearing, but prior to the filing date referenced in No. 6 above, will be deleted from the list and not filed with the County Recorder's Office.

ATTACHMENTS:

1. Resolution
2. Lien List

RESOLUTION NO. 19-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERCULES CONFIRMING THE REPORT OF DELINQUENT ACCOUNTS AND PLACING LIENS ON SAID PROPERTIES AND SPECIAL ASSESSMENTS UPON PROPERTY TAXES PURSUANT TO CITY OF HERCULES MUNICIPAL CODE SECTION 5-2.01 TO 5-2.16, MANDATORY GARBAGE/SOLID WASTE DISPOSAL

WHEREAS, pursuant to Hercules Municipal Code Sections 5-2.01 to 5-2.16, subscription to, and payment for, waste collection service for all occupied properties in the City of Hercules is mandatory; and

WHEREAS, waste collection service has been provided by Richmond Sanitary Service to all delinquent properties described in the 'Preliminary Lien List by Parcel Number" report; and

WHEREAS, pursuant to the provisions of Section 5-2.01 to 5-2.16, each owner of said delinquent properties has been notified in writing of their obligation to subscribe to waste collection services and make payment for this service; and

WHEREAS, said property owners have failed to make payments for six months or more for waste collection services as required; and

WHEREAS, said property owners have been notified in writing of the commencement of lien proceedings; and

WHEREAS, the City has incurred collection and delinquency costs on the above described delinquent properties; and

WHEREAS, City staff has established an administrative charge of $30 per parcel for processing the delinquent accounts and recording the assessment lien; and

WHEREAS, Republic Services has, on February 7, 2019, held a duly noticed administrative hearing and on March 12, 2019 the City Council held a duly noticed public hearing which afforded each identified delinquent property owner the right to protest the assessment lien for delinquent collection charges and administrative fees; and

WHEREAS, the City Council has revised and corrected the delinquent accounts report as it deems just.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hercules as follows:

1. That the City Council confirms the delinquent accounts report attached hereto and made a part hereof and hereby places a lien against said properties in the amounts described.

2. That the City Clerk is hereby directed to record a certified copy of the confirmed report with the Contra Costa County Recorder.

3. That the City Clerk is hereby directed to deliver a copy of the Resolution of Confirmation to the Finance Director who is authorized to cause the above amounts to be collected in the manner provided by law for the collection of special items.

The foregoing Resolution was duly and regularly adopted at a regular meeting of the City Council of the City of Hercules held on the 12th day of March, 2019 by the following vote of the Council:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Dan Romero, Mayor

ATTEST:

_____
Lori Martin, MMC
Administrative Services Director/City Clerk

Levy Code: HU

As Of 2/28/19

Owners Name	Billing Address	Service Address	Service Thru	RSS Charges	City Charge	Total Due
3606410136	1104 TURQUOISE DR HERCULES CA 94547	1104 TURQUOISE DR	17/09	298.02	30.00	328.02
3623200148	136 RALEIGH CT HERCULES CA 94547	136 RALEIGH CT	17/09	719.88	30.00	749.88
3623500174	157 GRENADINE WAY HERCULES CA 94547	157 GRENADINE WAY	17/09	293.11	30.00	323.11
4040910152	106 SKELLY CT HERCULES CA 94547	106 SKELLY CT	17/09	719.88	30.00	749.88
4041300122	105 HERA 5 HERCULES CA 94547	105 HERA 5	17/09	293.22	30.00	323.22
4043510322	250 ONEIL CIR HERCULES CA 94547	250 ONEIL CIR	17/09	306.58	30.00	336.58
4043510520	130 CARDOZA HERCULES CA 94547	130 CARDOZA	17/09	293.20	30.00	323.20
4044400358	181 OVERLOOK TER HERCULES CA 94547	181 OVERLOOK TER	17/09	470.08	30.00	500.08
4045800226	1129 REGATTA PT HERCULES CA 94547	1129 REGATTA PT	17/09	325.06	30.00	355.06
4046900249	2042 LEWIS ST HERCULES CA 94547	2042 LEWIS ST	17/09	293.50	30.00	323.50
4047000288	3036 N FRONT ST HERCULES CA 94547	3036 FRONT N ST	17/09	33.11	30.00	63.11

Levy Code: HU

As Of 2/28/19

Owners Name	Billing Address	Service Address	Service Thru	RSS Charges	City Charge	Total Due
4060500016	6 MANCHESTER HERCULES CA 94547	6 MANCHESTER	17/09	292.37	30.00	322.37
4061100139	154 OXFORD HERCULES CA 94547	154 OXFORD	17/09	293.20	30.00	323.20
4062130051	295 VIOLET RD HERCULES CA 94547	295 VIOLET RD	17/09	308.52	30.00	338.52
4070210010	99 CRYSTAL CIR HERCULES CA 94547	99 CRYSTAL CIR	17/09	293.04	30.00	323.04
4071920294	139 CARDINAL WAY HERCULES CA 94547	139 CARDINAL WAY	17/09	293.22	30.00	323.22
4072410154	106 DOVE CT HERCULES CA 94547	106 DOVE CT	17/09	542.29	30.00	572.29
4045600261	175 TRESTLE CV HERCULES CA 94547	175 TRESTLE CV	17/10	31.27	30.00	61.27
4063100582	118 ASTER CT HERCULES CA 94547	118 ASTER CT	17/10	526.22	30.00	556.22
4063420121	151 DRIFTWOOD CV HERCULES CA 94547	142 MANZANITA PL	17/10	40.00	30.00	70.00
4063620050	181 BEECHNUT DR HERCULES CA 94547	181 BEECHNUT DR	17/10	177.33	30.00	207.33
4064410295	118 JUNIPER CT HERCULES CA 94547	118 JUNIPER CT	17/10	330.85	30.00	360.85

Levy Code: HU

As Of 2/28/19

Owners Name	Billing Address	Service Address	Service Thru	RSS Charges	City Charge	Total Due
3606220188	1281 TURQUOISE DR HERCULES CA 94547	1281 TURQUOISE DR	17/11	69.28	30.00	99.28
3622720062	139 MIDSHIP DR HERCULES CA 94547	139 MIDSHIP DR	17/11	304.94	30.00	334.94
3622830101	839 LAUREL ST ALAMEDA CA 94501	115 DECATUR CT	17/11	290.86	30.00	320.86
3623930140	400 GRENADINE WAY HERCULES CA 94547	400 GRENADINE WAY	17/11	293.34	30.00	323.34
4043510082	106 WEISS HERCULES CA 94547	106 WEISS	17/11	293.34	30.00	323.34
4043600586	430 N WILDWOOD HERCULES CA 94547	430 WILDWOOD N	17/11	293.34	30.00	323.34
4043900259	389 N WILDWOOD HERCULES CA 94547	389 N WILDWOOD	17/11	252.89	30.00	282.89
4043900457	401 N WILDWOOD HERCULES CA 94547	401 WILDWOOD N	17/11	293.34	30.00	323.34
4044800102	1171 PROMENADE ST HERCULES CA 94547	1171 PROMENADE ST	17/11	293.34	30.00	323.34
4044900076	2159 RAILROAD AVE HERCULES CA 94547	2159 RAILROAD AVE	17/11	293.68	30.00	323.68
4046500692	1057 BAYWOOD LN HERCULES CA 94547	1057 BAYWOOD LN	17/11	138.87	30.00	168.87

Levy Code: HU

As Of 2/28/19

Owners Name	Billing Address	Service Address	Service Thru	RSS Charges	City Charge	Total Due
4060820158	121 BRIGHTON HERCULES CA 94547	121 BRIGHTON	17/11	149.00	30.00	179.00
4062610037	424 VIOLET RD HERCULES CA 94547	424 VIOLET RD	17/11	63.57	30.00	93.57
4063620183	60 LAUREL LN EL SOBRANTE CA 94803	145 LOCUST CT	17/11	276.94	30.00	306.94
4063920328	1704 FORT ORD CT SUISUN CITY CA 94585	2124 REDWOOD RD	17/11	290.86	30.00	320.86
4072030432	163 STARLING WAY HERCULES CA 94547	163 STARLING WAY	17/11	292.58	30.00	322.58
4072420146	358 SPARROW DR HERCULES CA 94547	358 SPARROW DR	17/11	48.59	30.00	78.59
4072610050	1853 TIOGA PASS WAY ANTIOCH CA 94531	121 MEADOWLARK WAY	17/11	299.68	30.00	329.68
4072620323	106 TANAGER WAY HERCULES CA 94547	106 TANAGER WAY	17/11	290.86	30.00	320.86
4073010045	457 FALCON WAY HERCULES CA 94547	457 FALCON WAY	17/11	293.34	30.00	323.34
3623400607	5613 HASKIN CT RICHMOND CA 94806	196 BONAIRE AVE	17/12	298.88	30.00	328.88
3624300202	120 CAPRICE CIR HERCULES CA 94547	120 CAPRICE CIR	17/12	200.90	30.00	230.90

Levy Code: HU

As Of 2/28/19

Owners Name	Billing Address	Service Address	Service Thru	RSS Charges	City Charge	Total Due
4040910293	133 PEARCE HERCULES CA 94547	133 PEARCE	17/12	503.33	30.00	533.33
4043510298	232 ONEIL CIR HERCULES CA 94547	232 ONEIL CIR	17/12	293.65	30.00	323.65
4043511031	124 BRENNER HERCULES CA 94547	124 BRENNER	17/12	293.77	30.00	323.77
4043900390	404 N WILDWOOD HERCULES CA 94547	404 WILDWOOD N	17/12	305.64	30.00	335.64
4043900440	403 N WILDWOOD HERCULES CA 94547	403 WILDWOOD N	17/12	276.67	30.00	306.67
4044500363	109 LOOKOUT CT HERCULES CA 94547	109 LOOKOUT CT	17/12	286.67	30.00	316.67
4044600320	112 KENSINGTON CIR HERCULES CA 94547	112 KENSINGTON CIR	17/12	301.14	30.00	331.14
4045100320	118 CRABAPPLE CT HERCULES CA 94547	118 CRABAPPLE CT	17/12	530.80	30.00	560.80
4045200336	109 MARITIME TER HERCULES CA 94547	109 MARITIME TER	17/12	519.66	30.00	549.66
4046300556	288 TITAN WAY HERCULES CA 94547	288 TITAN WAY	17/12	277.54	30.00	307.54
4046500486	1030 BAYWOOD LN HERCULES CA 94547	1030 BAYWOOD LN	17/12	293.65	30.00	323.65

Levy Code: HU

As Of 2/28/19

Owners Name	Billing Address	Service Address	Service Thru	RSS Charges	City Charge	Total Due
4046900132	139 ELDER AVE MILLBRAE CA 94030	2108 LEWIS ST	17/12	280.62	30.00	310.62
4060920172	173 DARTFORD HERCULES CA 94547	173 DARTFORD	17/12	294.05	30.00	324.05
4061210102	196 NEWBURY HERCULES CA 94547	196 NEWBURY	17/12	289.69	30.00	319.69
4062410149	271 LILAC CIR HERCULES CA 94547	271 LILAC CIR	17/12	186.67	30.00	216.67
4063010161	2193 CHURCHILL DR MILPITAS CA 95035	142 LOTUS CT	17/12	193.87	30.00	223.87
4063510285	2358 26TH AVE SAN FRANCISCO CA 94116	118 TAMARACK DR	17/12	524.96	30.00	554.96
4063830121	2184 REDWOOD RD HERCULES CA 94547	2184 REDWOOD RD	17/12	517.61	30.00	547.61
4070420049	366 TURQUOISE DR HERCULES CA 94547	366 TURQUOISE DR	17/12	162.42	30.00	192.42
4072030309	241 STARLING WAY HERCULES CA 94547	241 STARLING WAY	17/12	292.80	30.00	322.80
CONTROL TOTALS . . .	64 Records			19,121.58	1,920.00	21,041.58

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of March 12, 2019
TO: Members of the City Council
SUBMITTED BY: Holly Smyth, AICP Planning Director

SUBJECT: Hercules Transportation Impact Fee Update

RECOMMENDED ACTION: Hold a public hearing and consider:

1) Approving a Resolution a) Adopting the 2019 Hercules Transportation Impact Fee Nexus Study, b) Approving a "Transportation Impact Fee" as set by the Council at or below the maximum justified fee, and c) Amending the City's Master Fee Schedule to Replace the "Traffic Facilities Fee" with the "Transportation Impact Fee" contingent upon the adopting the companion Ordinance; and
2) Waiving the first reading and Introducing an Ordinance amending Title 10, Chapter 18, Article 6 – Traffic Facilities Impact Fees.

FISCAL IMPACT OF RECOMMENDATION:

The attached 2019 Hercules Transportation Impact Fee Nexus Study (aka the "Nexus Study") outlines development's maximum fair share transportation impact fees with the supporting projects necessary to accommodate growth induced environmental impacts. In most cases development's fair share of total costs is approximately 27% (as shown more specifically in Table 5 of the Nexus Study), and therefore the City is responsible to cover the outstanding amount through gas tax, grants, general fund or other sources to cover the existing community's fair share of transportation improvement costs. The fees may be adopted up to the maximum justifiable fee amount calculated by the Nexus Study or can be set by Council at a reduced percentage across the board or specific to individual land uses, as a matter of policy to be discussed at the meeting. However, any reductions in one category cannot be allocated to another land use category nor can locked in or reduced traffic fee rates through development agreements be offset by others.

The last Nexus Study for most of the current impact fees was adopted in July 2009 with all fees set to the maximum justified rate plus administration with no reductions. The adopting resolution for the 2009 nexus incorporated an annual index to be increased without further Council action starting one year after the study was adopted using the Engineering News Record's construction cost index with only decreases coming back for City Council action. In June 2010, City Council approved Resolution 10-088 adjusting the Master Fee Schedule to include a 1.7% fee increase to all the impact fees. In November 2011, City Council approved Resolution 11-132 in "response to the effect of the economic recession…." reducing all development related Impact fees to encourage development projects. At this time traffic impact fees were reduced to 20% of the then current traffic impact fee rate.

Based on past practices adjusted to today's needs, staff is recommending that Council may want to continue with the previous annual index adjustment,, but in order to allow for public input, require the Council take annual action to impose the index adjustment during its annual update to the Master Fee Schedule.

The following Table 1 shows the maximum increase for the developer fees by land use type along with fees adjusted to 75 and 50 percent of the maximum to allow for initial discussion in possible fee reductions. Fees for land uses not calculated as part of the nexus analysis can be developed using Dwelling Unit Equivalents (DUEs) based on trip generation rates, average trip lengths, and percent new trips as shown in Table 2. The resulting fees by unit for fast food outlets with drive-through windows and hotels are included in Table 1 as examples.

The Building Department staff continues to collect the current transportation impact fees at the building permit stage of development and will begin to collect the new increased fees anticipated to be the effective date of the new Ordinance.

Table 1: Developer Fee Increase by Unit Type

Unit Type	Maximum Rates from 2009 Nexus Study	2009 Rates Indexed to 2019	Current Fee in Hercules**	Maximum Justified Fee (2019 Nexus Study)	75% of Justified Maximum Potential Fee	50% of Justified Maximum Potential Fee
Single Family (per	$4,830	$6,221	$982	$7,129	$5,347	$3,564
Multi Family (per	$2,965	$3,819	$603	$4,033	$3,024	$2,016
Retail (per sq. ft.)	$7.13	$9.18	$1.45	$8.35	$6.26	$4.17
Office (per sq. ft.)	$9.86	$12.70	$2.01	$9.59	$7.19	$4.80
Industrial (per sq. ft.)	$4.69	$6.04	$4.77	$7.77	$5.83	$3.89
Hotel (per room)*	800*	$1106	$176	$3,927	$2,945	$1,963
Fast Food with drive-through (per sq ft.)	n/a	n/a	n/a	$43.80	$32.85	$21.90
Fuel Station (per pump)	n/a	n/a	n/a	$7,678	$5,759	$3,829

*Rate set 7/1/2010
**Fee rolled back 80% of the then current rate in Nov 2011

Table 2: Framework for Estimating DUE Rates for Unique Land Use Types

Land Use Category	PM Peak Hour Trip Rate per Unit	Default Rates		VMT per Unit	DUE per Unit
		Trip Length	Percent New Trips		
Single Family DU	0.00	5	100	4.95	1.00
Formula	A	B	C	D=A*B*(C/100)	E=D/4.95
Recreational	Rates from ITE Trip Generation	3	75		
Institutional		4.3	80		

DISCUSSION:

DKS Associates has prepared an updated Nexus Study to update the transportation impact fees (currently referred to as traffic facilities fee) charged to new development. The updated Nexus Study presented the maximum justifiable fees that could be charged for each major land use category. A workshop presentation was held on this topic at Council's February 12, 2019 Regular meeting as well as during the initial project start on 2/27/2018. A copy of the draft Nexus Study was first made available 2/7/2019 in the Council agenda packet for the workshop with follow up notifications sent to the development community on 2/26/2019 in preparation for the 3/12/2019 public hearing.

Documents:
2019 Hercules Transportation Impact Fee Nexus Study (March 2019). This report contains the analysis legally required to update the transportation impact fees. This document is provided as Exhibit A to Attachment 1.

Growth Projections
The transportation needs analysis and allocation of improvement costs for the Hercules Transportation Impact Fee program is based on land use forecasts from the countywide travel demand model developed by the Contra Costa Transportation Agency (CCTA). CCTA's latest forecasts of new development by Traffic Analysis Zone (TAZ) in the City of Hercules were summarized and reviewed with City Planning staff as part of the Circulation Element update.
The expected amount of growth was then adjusted to reflect the best local knowledge of remaining development capacity in each TAZ. The resulting growth estimate for Hercules is summarized in Table 3 below. Attachment 3 to this staff report shows an aerial map with traffic analysis zones indicating the assumed growth capacity between 2018 to 2040. These underlying assumptions tie back to our Housing and Circulation Elements of the General Plan which includes the Bayfront development (except for Block N which pulled permits in 2018), the New Town Center area from the Market Hall site to SR-4 at Willow, the Hilltown site with minor modifications, the 2014 Sycamore Crossing development with minor modifications, potential changes in the McCloud ranch area, potential minor increases to Creekside Shopping Center, and about 375,000 square feet of space in Northshore research and development park.

Table 3: Summary of Estimated Development 2018 to 2040 Growth

Land Use Category	Units	2018 Unit	2040 Units	Growth in Units	DUE[2] per Unit	2040 DUEs	Growth in DUEs
Single-Family	DU[1]	6,631	6,809	178	1.00	6,809	178
Multi-Family	DU	1,432	4,506	3,074	0.57	2,549	1739
Retail	KSF[3]	178	802.5	624	1.35	1,080	840
Office	KSF	864.875	1,169.875	305	1.17	1,370	357
Industrial	KSF	570.6	945.6	375	1.09	1,031	409
Total:						12,838	3,522

(1) Dwelling Unit
(2) Dwelling Unit Equivalent
(3) 1000 square feet

Percent Growth DUEs
=3,522/12,838
=**27.4%**

Table 4: Selected Project List, Cost Estimates and Cost Allocation
(based on 2018 dollars)(Also see Table 5 in the 2019 Nexus Study for more specific details)

Project/Description	Project Cost	Allocated Cost
1. Signalize intersection of San Pablo Avenue & Tsushima Street	$595,000	$449,147
2. Reconfigure Sycamore Avenue cross section from Willow to San Pablo Ave	$232,000	$223,205
3. San Pablo Avenue/John Muir Parkway to I-80 Improvements	$7,167,000	$7,166,985
4. Intersection Improvements at Willow Avenue & Sycamore Avenue	$91,000	$87,882
5. Add 3rd northbound through lane to San Pablo Avenue at Sycamore	$21,000	$11,694
6. Install pedestrian-activated signal at Market Hall crosswalk	$23,000	$6,310
7. Upgrade or add ADA Curb Ramps	$273,000	$74,900
8. Hercules Creekside Trail from Alfred Noble to Sycamore Avenue	$1,386,000	$380,264
9. Multiuse path at Market Hall site	$108,000	$29,631
10. Pedestrian connection along Palm Ave between Sycamore and Willow Ave	$284,000	$77,918
11. Bay Trail gap closure and lighting	$307,000	$84,229
12. Expand bicycle network	$26,000	$7,133
13. Add sidewalk along Willow Avenue to Hercules Transit Center	$889,000	$243,906
14. Improve pedestrian connections to Hercules Transit Center - Sycamore Avenue to Willow	$957,000	$262,563
15. Extend sidewalk connections to Rodeo	$635,000	$174,219
16. Complete bicycle facilities between Mariner's Pointe and HTC	$29,000	$7,956
17. Add lighting to Refugio Valley Trail	$675,000	$185,193
18. Remove crosswalk at north leg of San Pablo Avenue & Sycamore Avenue	$16,000	$4,390
19. Provide bus shelters along San Pablo Avenue	$32,000	$8,780
20. Parking for Intermodal Transit Center	$8,500,000	$2,332,064
21. Complete Intermodal Transit Center/Rail Station	$53,600,000	$13,494,036
Total	**$75,846,000**	**$25,312,405**

Transportation Impact Fee Update: New Project List

Table 4 above lists the updated 21 transportation improvement projects included in the fee program. Table 4 also shows the estimated cost for the projects and the maximum portion allocated to the transportation impact fee calculation. The Regional Intermodal Transportation Center (RITC) is also included in the newly updated West County STMP fee program. To avoid potentially double charging for this project, the allocated cost in the updated Hercules transportation impact fee has been adjusted to remove the amount expected to be collected under the STMP.

Nexus Analysis

The purpose of the Hercules Transportation Impact Fee program is to fund improvements to the City's major roadway, bicycle and pedestrian facilities needed to accommodate travel demand generated by new land development within the City over the next 22 years (through 2040).

The Hercules Transportation Impact Fee program will help meet the City's General Plan policies including maintenance of adequate levels of service and safety for roadway facilities and provision of pedestrian and bicycle infrastructure. New development in Hercules will increase the demand for all modes of travel (including walking, biking, transit, automobile and truck/goods movement) and thus the need for improvements to transportation facilities. The Hercules Transportation Impact Fee program will help fund a portion of transportation facilities necessary to accommodate new residential and non-residential development in Hercules.

The concept of the Nexus Study is to determine the proportion of the cost of each project that is reasonably attributable to new development within Hercules, and therefore could be included in the Transportation Impact Fee. The primary analytical tool available to estimate the proportion of usage on each facility coming from new growth in Hercules is the CCTA regional travel demand model.

Expected new development in Hercules is allocated a percentage of costs based on the number of new trips on a roadway segment or intersection that have either their origin or destination within the City divided by the total amount of trips from new development. The remaining percentage of costs, reflecting new trips that have neither their origin nor destination in Hercules (through trips), are not allocated to development in Hercules.

The allocated cost percentages were applied to the cost of each project and the resulting amount was then used to calculate the Transportation Impact Fee. Using these calculations, the Hercules transportation impact fee program could capture a maximum of approximately $25 million, which is approximately 33 percent of the overall total project cost of $75.8 million. Other funding sources would be needed to cover the remainder of the costs, to account for the travel demand generated by existing Hercules residents as well as existing and future travelers who pass through Hercules on their way to other destinations. This funding backfill could come from gas tax, grants, general fund or other funding sources.

Policy Considerations

It is important to note that the fee calculation in the Nexus Study, shown in the above Table 1, is intended to represent the maximum potential fee that is justified through this Nexus Study that could be charged to each land use type to support the list of projects based on new development's fair share. However, the setting of the actual fee level is a policy decision of the City Council. Table 1 above shows some samples of potential reduced rates that might be considered across the board. Staff will have an excel spreadsheet available at the meeting so the Council can see the impact of various reductions to specific land use categories and set the rates at the Council's meeting.

By it very nature, construction of any of the 21 projects cannot be implemented without additional funds from the City through gas tax, grants, general fund or other sources teamed up with the actual collected Transportation Facilities fees. If fees are set at lower than the maximum potential fee, the fee program would generate less revenue than the maximum estimated and cause the City to have to backfill a larger amount to construct the various projects.

If the City were to levy the maximum justifiable rate, the Bayfront Project would not pay the new fee amounts given the Development Agreement which locks them into their current rates. By paying their current rates, maximum potential collection amount is reduced by $6.1 million from $25 million down to $18.9 million with no annual cost index at the maximum rate. These shortfalls cannot be collected nor can they be redistributed to the remaining development. Developments that have recently paid or are anticipated to pay the current rates include Blocks Q-R at Bayfront, the final 13 units of Muir Pointe, the Safeway project, Phase 1 of Willow-Lorenzini-mini storage project, and the remainder of the Bayfront project due to the Development Agreement. Projects subject to pay the new fee would be Phase 2 of Willow-Lorenzini auto services, Hilltown, Blocks F & H on Bayfront Blvd owned by Curry, Bio-Rad expansions, New Town Center area, McLeod ranch, and potentially some Accessory Dwelling Units.

Staff has tabulated the impact of 5 potential scenarios how the overall fee collection might be impacted based on various rollback rates. Staff will have the excel spreadsheet at the Council meeting should the Council wish to see the impact of their final decision.

Table 5: Example Fee Collection Scenarios by Unit Type and Rate Set

Unit Type	2009 Rates Indexed to 2019	100% Justified Fee (2019 Nexus Study)	75% of Justified Maximum Potential Fee	50% of Justified Maximum Potential Fee	Blend of 100% Residential, 50% Retail /Office/ Fuel / Drive Thrus, 25% Hotel
Single Family (per	$6,221	$7,129	$5,347	$3,564	$7,129
Multi Family (per	$3,819	$4,033	$3,024	$2,016	$4,033
Retail (per sq. ft.)	$9.18	$8.35	$6.26	$4.17	$4.80
Office (per sq. ft.)	$12.70	$9.59	$7.19	$4.80	$4.18
Industrial (per sq. ft.)	$6.04	$7.77	$5.83	$3.89	$3.89
Hotel (per room)*	$1106	$3,927	$2,945	$1,963	$982
Anticipated Collection Amount	**$18.1 million**	**$18.9 million**	**$14.5 million**	**$10.1 million**	**$14.5 million**

Table 6 provides comparable traffic fees in nearby jurisdictions.

Table 6: Comparable Traffic Fees

Unit Type	El Cerrito	El Sobrante	Martinez	Pinole	Richmond	North Richmond AOB	West Contra Costa County
Single Family (per	$3,322	$3,178	$2,221	$414.8	$1,823	$3,790	$5,081
Multi Family (per	$2,325	$2,555	$1,528	$294.5	$1,457	$3,041	$4,067
Retail (per sq. ft.)	$4.48	$7.93	$2.23	$1.39	$4.53	$9.60	$9.70
Office (per sq. ft.)	$3.85	$5.05	$1.81	$0.336	$3.99	$6.68	$5,081/ pk hr trip
Industrial (per sq ft)	$2.43	$3,178/ peak hr trip	$0.99	$0.365	$1.46	$5.30	$5,081/ pk hr trip

*El Cerrito also has a hotel fee set at $3.65 per square foot

Indexing of Fee Levels

Construction costs are expected to fluctuate over the period that the fee program is in place. To help ensure that fees collected are sufficient to fund the project list as intended, programs often utilize a cost index that is applied annually, such as the San Francisco Bay Area published by Engineering News Record, to keep up with inflation. This was originally done through a Resolution adopting the last Traffic Impact fees in 2009. Staff has placed the same language in the Ordinance instead of the Resolution as was in the previous adoption but has included proposed language that it be done concurrently with the annual Master Fee update so that public input can be shared. Alternatively, Council could elect as a policy decision not to apply the construction cost index.

ATTACHMENTS:

1. Draft Resolution accepting the Nexus Study, setting the Transportation fee and modifying the Master User Fee Schedule
   -Exhibit A.1: Hercules Transportation Impact Fee Nexus Study (Revised March 1, 2019)
   -Exhibit A.2: Hercules Transportation Impact Fee Nexus Study Appendix-Cost Estimates
2. Draft Ordinance amending the Hercules Municipal Code Title 10, Chapter 18, Article 6
3. Growth Capacity Map showing assumed growth

RESOLUTION NO. 19- _____

ADOPTING THE 2019 HERCULES TRANSPORTATION IMPACT FEE NEXUS STUDY, APPROVING A TRANSPORTATION IMPACT FEE, AND AMENDING THE CITY'S MASTER FEE SCHEDULE TO REPLACE THE TRAFFIC FACILITIES FEE WITH SAID TRANSPORTATION IMPACT FEE AT THE RATES SHOWN HEREIN

WHEREAS, the City of Hercules ("City") is a city organized and existing under and by virtue of the general law of the State of California and is a "local agency" as defined in the Mitigation Fee Act (California Government Code Section 66000 et seq.); and

WHEREAS, the City conducted a comprehensive review of the City's existing traffic impact fees to determine whether those fees are adequate to offset the cost of facilities related to future development; and

WHEREAS, the City undertook and caused to be prepared a study entitled "2019 Hercules Transportation Impact Fee Nexus Study" which, among other things, identified transportation facilities that will be impacted or necessitated by future development; and

WHEREAS, the 2019 Hercules Transportation Impact Fee Nexus Study recommended an increase to the City's existing transportation impact fees (currently called the "Traffic Facilities" impact fee) and substantiated the amount of the increase by explaining the nexus between the imposition of the fees and the impact of future development to transportation facilities; and

WHEREAS, the City Council has reviewed the 2019 Hercules Transportation Impact Fee Nexus Study and has found it to contain substantial evidence that supports increasing the City's existing transportation impact fee consistent with the requirements of the Mitigation Fee Act and applicable case law, and has determined that the City needs to increase the level of the existing transportation impact fee in order to offset all or a portion of the cost of transportation facilities impacted or necessitated by future development; and

WHEREAS, the City Council has further determined that it needs to amend its current development impact fee ordinance consistent with the findings contained in this Resolution and the 2019 Hercules Transportation Impact Fee Nexus Study.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HERCULES AS FOLLOWS:

SECTION 1. – Adoption of Study.

> The City Council has considered the specific project descriptions and cost estimates provided in the 2019 Hercules Transportation Impact Fee Nexus Study and finds them reasonable as the basis for calculating and imposing certain development impact fees and hereby approves, adopts, and incorporates herein by reference the 2019 Hercules Transportation Impact Fee Nexus Study

SECTION 2 – Mitigation Fee Act Findings.

The City Council finds and determines that the transportation development impact fee imposed by this Resolution is supported by the 2019 Hercules Transportation Impact Fee Nexus Study, and that the study:

a) Identifies the purpose of the fee;
b) Identifies the use to which the fee will be put;
c) Determines how there is a reasonable relationship between the use of the fee and the type of development project on which the fee is imposed;
d) Demonstrates a reasonable relationship between the need for the transportation facilities and the type of development projects on which each fee is imposed; and
e) Demonstrates a reasonable relationship between the amount of the fee and the cost of the transportation facilities or portion of the transportation facilities attributable to the development on which the fee is imposed.

SECTION 3 – Adoption of Fees.

The City Council has considered the 2019 Hercules Transportation Impact Fee Nexus Study's maximum potential justifiable fee for each land use category shown below, and hereby approves and adopts a reduced "Transportation Facilities " impact fees as follows: [THIS WILL BE DETERMINED AT THE CITY COUNCIL MEETING

Land Use	**Maximum Justifiable Transportation Facilities Impact Fee**	**Reduced Transportation Facilities Impact Fee**
Single Family (per unit)	$7,129	
Multi-Family (per unit)	$4,033	
Office (per sq. ft.)	$8.35	
Retail (per sq. ft)	$9.59	
Industrial (per sq. ft.)	$7.77	
Hotel (per room)	$3,927	
Fast Food (per sq. ft.)	$43.80	
Fuel Station (per pump)	$7,678	
Other, consistent with the Transportation Impact Fee Nexus Study		

SECTION 4 – Consistency with General Plan.

The City Council finds that the projects and fee methodology identified in the 2019 Hercules Transportation Impact Fee Study are consistent with the City's General Plan.

SECTION 5 – Differentiation Among Fees.

The City Council finds that the Transportation Facilities impact fee (previously known as the Traffic Facilities impact fee) recommended in the 2019 Hercules Transportation Impact Fee Study are separate and different from other fees the City may impose as a condition of final map approval, building permit issuance or tentative or parcel map approval pursuant to its authority under the Subdivision Map Act, the Quimby Act, and the City's implementing ordinances, as may be amended from time to time.

SECTION 6 – Amendment to Fee Schedule.

The section of the City's Master Fee Schedule, related to Traffic Facilities Development Impact Fees, is hereby amended as follows effective July 1, 2019, with all other impact fees remaining unchanged:

COMMUNITY DEVELOPMENT DEPARTMENT
Development Impact Fees

FEE	**LEGAL AUTHORITY**	**Changes Effective 7/1/2019**
Single Family (Per dwelling unit)		
Traffic / Transportation Facilities	Reso 19-	$
Multi-Family (per unit)		
Traffic / Transportation Facilities	Reso 19-	$
Retail (Per building square foot)		
Traffic / Transportation Facilities	Reso 19-	$
Office (Per building square foot)		
Traffic / Transportation Facilities	Reso 19-	$
Industrial (Per building square foot)		
Traffic / Transportation Facilities	Reso 19-	$
Hotel (Per room)		
Traffic / Transportation Facilities	Reso 19-	$
Other Community Development Fees		
Other Traffic / Transportation Facilities	Reso 19-	
Fast Food (per sq. ft.)		$
Fuel Station (per pump)		$

SECTION 7 – CEQA.

The adoption of the 2019 Hercules Transportation Impact Fee Nexus Study, approval of the Transportation Facilities impact fee, and amendment to the Master Fee Schedule do not constitute a "project" as that term is defined by or used in the California Environmental Quality Act (Cal. Pub. Res. Code section 21000 et seq.; "CEQA") or the CEQA Guidelines (Cal. Code of Regulations Title 14, Division 6, Chapter 3). Accordingly, the City Council finds that the provisions of CEQA and the CEQA Guidelines are not applicable thereto. Also, the City Council finds that the City will not expend funds from the Transportation Facilities impact fee on any specific development prior to completion of environmental review for such specific development, so the adoption of this Resolution is not a "project" under CEQA.

In the event that the action is found to constitute a "project," the City Council hereby finds that the action is exempt from CEQA because CEQA does not apply to the establishment, modification, or approval of rates, tolls, fares or other charges for the purpose of (1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, or (4) obtaining funds for capital projects necessary to maintain service within existing service areas. The City Council finds that its action falls within one or more of those exemptions.

Finally, the City Council also finds that, pursuant to CEQA Guidelines section 15061(b)(3), it can be seen with certainty that there is no possibility that adoption of this Resolution may have a significant effect on the environment, so this action is not subject to CEQA or the CEQA Guidelines.

SECTION 8 – Severability.

If any section, subsection, sentence, clause, or phrase of this Resolution is for any reason held to be invalid, such decisions shall not affect the validity of the remaining portions of this Resolution. The Council hereby declares that it would have adopted the Resolution, and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be deleted.

SECTION 9 – Effective Date of 2019 Transportation Facilities Impact Fee

This Transportation Facilities Impact fee (which effectively replaces the current Traffic Facilities impact fee) shall be in effect on July 1, 2019 contingent upon the companion Ordinance #_____ being adopted and in effect 60 days following adoption consistent with California Government Code section 66017(a).

SECTION 10 – Imposition and Payment of Fees Upon Permit Issuance

All development impact fees shall be imposed upon the issuance of any development permit and shall be paid at the earliest time allowed by City ordinance, resolution or policy, subject only to such later payment as may be required by applicable law.

A “Development permit” means any permit or approval from the City including, but not limited to, subdivision map, final planned development, building permit or other permit for construction or reconstruction.

SECTION 11 – Annual Index Adjustment

Effective July 1, 2020 and on each subsequent anniversary of such date, the amount of each of the Transportation Facilities Impact Fees, set forth above, shall increase or decrease by the annual percentage change in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the twelve month period ending with the February index of the same calendar year. The percentage change will be calculated by staff and presented to City Council with the annual update to the Master Fee Schedule.

SECTION 12 – Incorporation of Recitals.

The recitals in this Resolution are true and correct and are incorporated into this Resolution by reference.

THE FOREGOING RESOLUTION was duly and regularly adopted at first read at a regular meeting of the Hercules City Council on the _____ day of _____, 2019, and was passed and adopted at a meeting of the Hercules City Council on the _____ day of _____, 2019, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Dan Romero, Mayor

_____
Lori Martin, Administrative Services Director &
City Clerk

2019 Hercules Transportation Impact Fee Nexus Study

By

DKS
1970 Broadway, Suite 740
Oakland, CA 94612
(510) 763-2061

March 1, 2019

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1 INTRODUCTION

1.1 Background and Purpose

Like many California jurisdictions, the City of Hercules collects a transportation impact fee from new residential and commercial development projects. Transportation impact fees help fund the improvements to the City's roadway, bicycle and pedestrian facilities that are needed to accommodate travel demand generated by new land development. Fees are differentiated by type of development in relationship to their relative impacts on the transportation system. The intent is to provide an equitable means of ensuring that future development contributes its proportional share of the cost of transportation improvements, so that the City's General Plan Circulation policies and quality of life can be maintained.

The City last updated its transportation impact fee in 2009. Since then, some projects funded by that fee have progressed or been completed and several new development proposals and General Plan amendments have been approved. In 2018, the City updated the Circulation Element of its General Plan to incorporate these approved development projects and summarize the transportation investments that will be required to meet City policies and standards. As part of this process, new policies relating to the City's transportation network were established and existing policies regarding the level of service were reaffirmed.

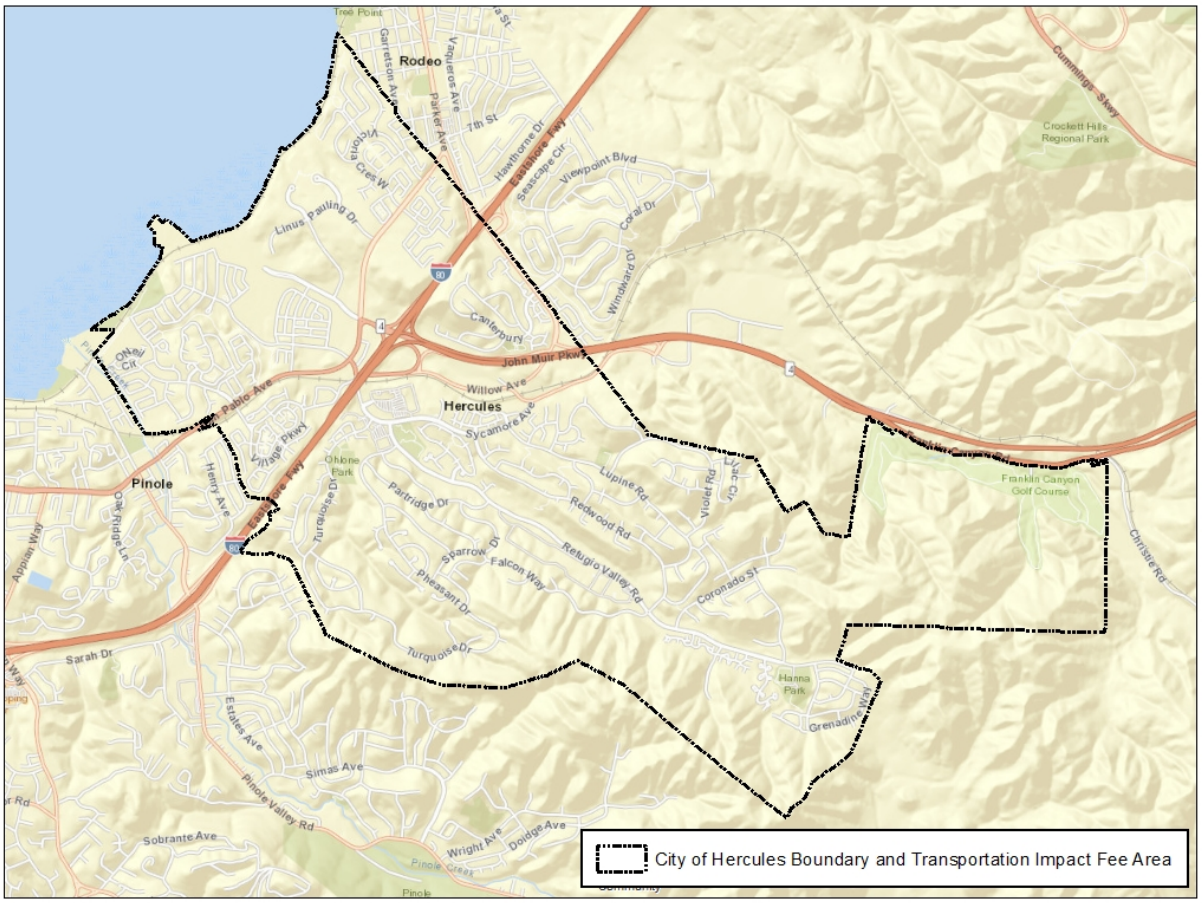
The City's transportation impact fee should now be revisited to make sure it is aligned with the Circulation Element project list, the amount of expected development, and current project cost estimates. This report documents the analytical approach for determining the nexus between the updated fees, the local impact created by expected new development, and the transportation improvements to be funded with fee revenues to mitigate transportation impacts. A traffic and fair-share cost analysis was conducted to equitably distribute the costs of the necessary improvements to developments that cause the impacts, in accordance with the provisions of the *Mitigation Fee Act* of the *California Government Code Sections 66000 et seq*.

Figure 1 locates the City of Hercules boundaries where the updated transportation impact fee will be collected.

1.2 Current Transportation Impact Fee

In addition to current City traffic impact fees, development in Hercules is also subject to a fee administered by the West Contra Costa Transportation Advisory Committee (WCCTAC) to fund projects in the Subregional Transportation Mitigation Program (STMP). Note that while the previous development impact fee study established maximum permissible fee levels, the City Council directed that lower transportation impact fee rates be collected as a matter of policy in 2009 and in 2012. **Table 1** summarizes the maximum transportation impact fees established by the 2009 fee study, the fees currently being collected by the City of Hercules, and the current STMP fees.

Figure 1. City of Hercules Transportation Impact Fee Area



The existing Hercules traffic facilities fee was intended to provide funding towards the projects listed in **Table 2** and **Table 3**, representing $86,822,000 in estimated project costs. Some of the projects on the previous impact fee program's list have been carried over to the proposed new fee program and some have been completed, as indicated. As of October 2018, the City's traffic impact fee cash balance was $202,220. This remaining fee balance will be earmarked towards completing the projects remaining to be completed from the existing fee program. Calculations for the new fee program will take into account the remaining balance and subtract this from the project costs allocated to new development.

Table 1. Current Transportation Impact Fees

Land Use	Maximum Fee from Previous Nexus Study(1)	Current City of Hercules Traffic Facilities Fee(2)	Current STMP Fee (3)	Proposed STMP Fee (4)
Single Family Dwelling Unit	$4,830/$3,634	$982.00	$2,904.00	$5,439
Multifamily Dwelling Unit	$2,965/$2,247	$603.00	$1,844.00	$2,679
Retail (per square foot)	$9.86/$5.40	$2.01	$2.036	$6.59
Office (per square foot)	$7.13/$5.36	$1.450	$3.927	$8.72
Industrial (square foot)	$4.69/$3.54	$4.766	$2.741	$5.56
Hotel (per room)		$176.00	$2,197.00	$3.481

Sources: City of Hercules Master Fee List
City of Hercules Development Fee Study, (Willdan Financial Services, July 2009)

Notes:

1. Non-transit-oriented development (Non-TOD)/TOD rates.
2. As set in 2012.
3. STMP administered by WCCTAC. There are also special STMP fees rates for senior housing, storage facilities, churches, and hospitals.
4. WCCTAC board-recommended STMP fee levels approved December 2018.

Table 2. Status of Projects from Existing Fee Program – Roadway Projects

Project Description	Estimated Project Cost (2009 Dollars)	Status	In Updated Hercules Fee Project List?
I-80/SR4 Freeway Ramps Relocation	$15,600,000	Not completed	No (but included in 2017 Countywide Transportation Plan)
Wetland & Habitat Permits for Ramp Relocation	$55,000	Not completed (Associated with above project)	No
John Muir Parkway Phase 2	$3,000,000	Completed	No
Signage Plan for John Muir Parkway	$65,000	Completed	No
Bayfront Blvd Bridge	$3,675,000	Completed	No
I-80 West On-Ramp from John Muir Pkwy	$3,753,000	Not completed	Carried over (Project #3)
Intersection Improvement: San Pablo at Sycamore	$229,000	Not completed	Carried over (Project #5)
Roundabout: Willow at Palm	$5,077,000	Not completed (Associated with I-80/SR4 Ramp Relocation project)	N/A
Sycamore Avenue-Willow to San Pablo Improvement	$418,000	Not completed	Carried over (Project #2)
Willow Avenue - Sycamore to Palm Improvement	$3,000,000	Not completed	No
Intersection Improvement: San Pablo at Tsushima	$450,000	Not completed	Carried over (Project #1)
Total	**$35,322,000**		

Table 3. Status of Projects from Existing Fee Program – Regional Intermodal Transportation Center (RITC) Projects

Project Description	Estimated Project Cost (2009 Dollars)	Status	In Updated Project Hercules Fee List?
Transit Loop Bridge	$4,000,000	Not completed	No
Transit Loop Drive	$1,500,000	Not completed	No
Realign & Restore Refugio Creek at Waterfront	$1,000,000	Partially completed (east of Bayfront Boulevard)	Yes (Project #21, RITC)
Waterfront Utilities Relocation	$8,100,000	Not completed	
Ferry & Rail Station Pavilion & Bridge to Platform	$7,8800,000	Not completed	Yes (but ferry facilities not included in revised RITC project)
UPRR Track & Signal Improvements for Passenger Station	$13,100,000	Not completed,	Yes (Project #21, RITC
Permanent Waterfront Parking Structure	$16,000,000	Not completed	Yes, Project #20
Total Transit Project Cost	**$51,500,000**		

2 TRANSPORTATION IMPACT FEE CALCULATION

This section describes the analytical methods and procedures used to arrive at the proposed new maximum allowable transportation impact fees for the City of Hercules.

2.1 Overview of Methodology

2.1.1 2009 Development Impact Fee Study Methodology

For roadway projects, the 2009 Hercules Development Impact Fee Study applied PM peak hour trip generation rates from the then current Trip Generation Manual as published by the Institute of Transportation Engineers (ITE) to generate travel demand by land use type. The percentage of roadway project costs allocated to new development was set as the proportion of trip ends due to growth to total future (year 2035) trip ends.

All the transit projects in the 2009 Hercules Development Impact Fee Study were associated with what is now called the Regional Intermodal Transportation Center (RITC) on the Hercules waterfront. Costs for this transit project were allocated by multiplying the percent of total PM peak period trip ends associated with the RITC by the percentage of total future trip ends associated with new development.

2.1.2 Hercules Fee Study Update

Roadway Projects

This nexus study adopts a refined approach to reflect current best practices for impact fee programs. The use of simple trip generation rates tends to over-estimate the traffic impact of retail development on the overall roadway system. The average length of trips coming in and out of a new residential development is longer than trips coming in and out of a retail development, reflecting commute trips (people are willing to commute long distances to a job but tend to run errands as close to home or work as possible). Furthermore, studies show that about 25 to 50 percent of the trips that will go in and out of a new retail development will already be traveling on roadways near that development, and thus are “pass-by” or “diverted” trips, not “new trips” to the surrounding roadway system. All of the trips going to and from a new residential unit are “new trips”.

The updated Hercules transportation impact fee program will instead use estimates of vehicle-miles of travel (VMT) added by new development. The VMT rates multiply the trip rate for a land use type by its average trip length and proportion of “new trips” versus “pass-by trips.” The calculation of fee rates based on this methodology is discussed in Section 2.5 of this report.

Transit, Bicycle, and Pedestrian Improvements

For transit, bicycle, and pedestrian-related projects, this nexus study will allocate costs based on the proportion of expected new development to total development in the future (2040). The rationale for this association is that improved transit, bicycle and pedestrian facilities will improve alternative mode connectivity throughout the City and benefits will be shared by existing and new development alike.

2.2 Determination of Development Potential

The transportation needs analysis and allocation of improvement costs for the Hercules transportation impact fee program is based on the countywide travel demand model developed by the Contra Costa Transportation Agency (CCTA) using a 2040 horizon year. The calculation of fees

is based on the following general land use categories and associated measurement units that are used as a basis for the land use inputs in CCTA's travel demand model:

Land Use Type	Units
Single-Family	Dwelling units (DU)
Multi-Family	Dwelling units (DU)
Commercial/Retail	Jobs
Office	Jobs
Industrial	Jobs

CCTA's latest land use estimates of existing conditions and 2040 forecasts of new development by Traffic Analysis Zones (TAZs) in the City of Hercules were summarized and reviewed with City Planning staff as part of the Circulation Element update[1]. For nonresidential land uses, the land use in terms of jobs from the CCTA model was converted to square feet of retail, office, and industrial with the following factors:

- Retail – 500 square feet per job
- Office - 275 square feet per job
- Industrial – 600 square feet per job

The expected amount of growth was then adjusted to reflect the best local knowledge of remaining development capacity in each TAZ. The resulting growth estimate for Hercules is summarized in **Table 4.**

2.3 Transportation Needs Analysis

The projects included in the transportation impact fee calculation stem from analysis undertaken for the City's recent update of its Circulation Element. Some project needs were originally identified in analyses supporting various certified Environmental Impact Reports (EIRs) for projects that were ultimately approved and adopted as General Plan amendments. Others resulted from policies or standards adopted in the updated Circulation Element.

2.3.1 Travel Demand Forecasting

The transportation needs analysis and allocation of improvement costs were based on CCTA's travel demand model using a 2040 horizon year, the growth assumptions summarized in **Table 4** and the 'preferred alternative' scenario for 2040 developed for the most recent circulation element update (February 2018).

[1] City of Hercules (*Circulation Element Update; Traffic-Related Appendices*, February 2018)

Table 4. Summary of Estimated Development Growth

Land Use Category	Units	2010 Units	Remaining Growth Capacity[2]	2040 Units	DUE[3] per Unit	2040 DUEs	Growth DUEs
Single-Family	DU[1]	6,631	178	6,809	1.00	6,809	178
Multi-Family	DU	1,432	3,074	4,506	0.57	2,549	1739
Retail	KSF[4]	178	624	802.5	1.35	1,080	840
Office	KSF	864.875	305	1,169.875	1.17	1,370	357
Industrial	KSF	570.6	375	945.6	1.09	1,031	409
Total:						12,838	3,522

(1) Dwelling Unit
(2) Adjusted to account for units built or permitted since 2010
(3) Dwelling Unit Equivalent
(4) Thousand square feet

Percent Growth DUEs
=3,522/12,838
=0.274

2.3.2 Level of Service Analysis

For the Circulation Element update, intersection Level of Service (LOS) analyses were conducted for existing conditions and the General Plan horizon year (2040). Traffic count data was collected in December 2016 to support the existing conditions analysis. This analysis found that only one of the study intersections corresponding to a fee program project location had an existing LOS deficiency (San Pablo Avenue and Linus Pauling Drive during the AM peak hour).

Future year LOS analysis used CCTA travel model outputs to develop intersection turning movement and LOS forecasts. Projects were identified and modeled to ensure that all study intersections met the City's LOS standards for the 2040 horizon year.

2.3.3 General Plan Policies and Standards

The Circulation Element contains several policies which resulted in projects to be funded by the transportation impact fee program. These are summarized below.

Policy 1.C.1 Gaps in Existing Bicycle/Pedestrian Network. The City will continue to identify opportunities for connecting gaps or enhancing connectivity on both sides of the road in the existing pedestrian and bicycle network where appropriate and will prioritize the improvements. Funding for such improvements may be allocated as part of the Capital Improvement Program (CIP), with possible funding sources including impact fees, grant funding, gas tax, or other sources.

Policy 1.G.2 Accessibility of Existing Circulation Facilities. The City as part of its ongoing capital improvement program or through funding secured by grants or similar programs will work to retrofit existing circulation facilities to ensure they meet ADA requirements.

Policy 1.C. 4a Bicycle/Pedestrian Linkage to Schools, Parks, and Trails. The City will work to ensure the provision of safe and convenient pedestrian and bicycle facilities to schools and parks.

Policy 1.C. 4b Bicycle/Pedestrian Linkage to Key Destinations. The City will prioritize safe and convenient pedestrian and bicycle facilities to key destinations including regional transit hubs including the Regional Intermodal Transportation Center (RITC) and the Hercules Transit Center (HTC)as well as major employment centers such as BioRad, the Creekside Shopping Center, and the Waterfront.

Policy 1.C.5 Minimize Conflicts between Pedestrian, Bicycles, and Vehicular Traffic. The circulation system shall be designed to minimize, to the extent practical, physical conflicts between pedestrians/bicyclists and vehicular traffic, including designing streets and intersections to maximize safety without impeding mobility.

Policy 4.D.1 Complete Streets Program. The City will continue to participate in and comply with the "Complete Streets" program as specified by AB1358 and its own Complete Streets policy to ensure roads in the City adequately serve all applicable modes of transportation in the interest of increasing the safety and convenience of all users, and to create a connected network of facilities within and across jurisdictional boundaries.

Policy 4.D.4 Bicycle/Pedestrian Safety and Road Capacity. New road improvements or modifications to existing roads will be designed to give priority to enhancing pedestrian/bicycle safety while implementing improvements needed to increase road capacity.

Policy 4.D.6 Lighting for Bicycles/Pedestrian Trail System. Lighting as needed for safety purposes, as determined by the City, will be provided for pedestrian and bicycle facilities.

Policy 4.C.5 Enhance Existing Transit Facilities. The City will work with WestCAT to explore the possible implementation of improvements to enhance the function of existing transit facilities in the City. An example of such an enhancement would be installing electronic signage that provides real time bus schedule and arrival times at bus stops.

Policy 4.A: Regional Intermodal Transportation Center (RITC). The City will continue to actively support the Hercules Regional Intermodal Transportation Center (RITC) by working closely with all transit service providers, including rail, ferry, and bus, while proactively continuing to work to secure the permit approvals and funding needed to construct the RITC facility.

2.3.4 Selected Project List

Table 5 lists the transportation improvement projects included in the fee program. Some candidate projects identified in the Circulation Element analysis, namely the relocation of the I-80/SR-4 Willow hook ramp to a full interchange at Willow and SR-4, improvements at the Willow and Palm Avenue intersection, and the addition of a new I-80 eastbound off-ramp at Sycamore, were not included because they were thought to be regional in nature and would not justify a significant project cost allocation percentage for a local fee program or were not needed in the foreseeable future. A reduced portion of the Regional Intermodal Transportation Center (RITC) is included in the newly updated West County STMP fee program, which could potentially provide some funding for this project. The project locations are also indicated in **Figure 2.**

2.4 Improvement Cost Estimates

Planning-level cost estimates were prepared based on conceptual designs for each project. The cost estimates do not have geotechnical or survey support information. Thus, the costs of unknown constraints (such as rock excavation, removal of unsuitable material, relocation of unseen utilities, etc.) were assumed in a project contingency percentage of 15 percent. The cost estimates include percentages for the following key elements in the implementation of each project where applicable:

- Project contingencies,
- Survey, design and construction management,
- Environmental mitigation,
- Right-of-way acquisition

The cost estimates for each of the selected projects for funding by the Hercules transportation impact fee program, shown in **Table 5**, are provided in Appendix A.

2.5 Allocation of Costs to New Development

This section describes the process used to allocate transportation improvement costs to new development in the fee program area and the estimated transportation impact fees that result from this analysis.

The allocation of costs of roadway and intersection improvements is based on answering the following questions:

- Is there an existing deficiency?
- Would the improvement project be required without new development?
- Who uses the roadway/intersection (local traffic versus through-traffic)?

The allocation of costs is based on estimates of who will use the roadways or intersections that require improvements based on 2040 traffic forecasts. The allocation of improvement costs is based on the percentage of trips on the roadways and intersections from 1) existing development, 2) new development in Hercules and 3) through traffic. An increase in through traffic represents an increase in trips that both start and end outside Hercules and pass through the city. **Table 5** summarizes the estimated percentages for the selected project list. The methods used to allocate costs are described below.

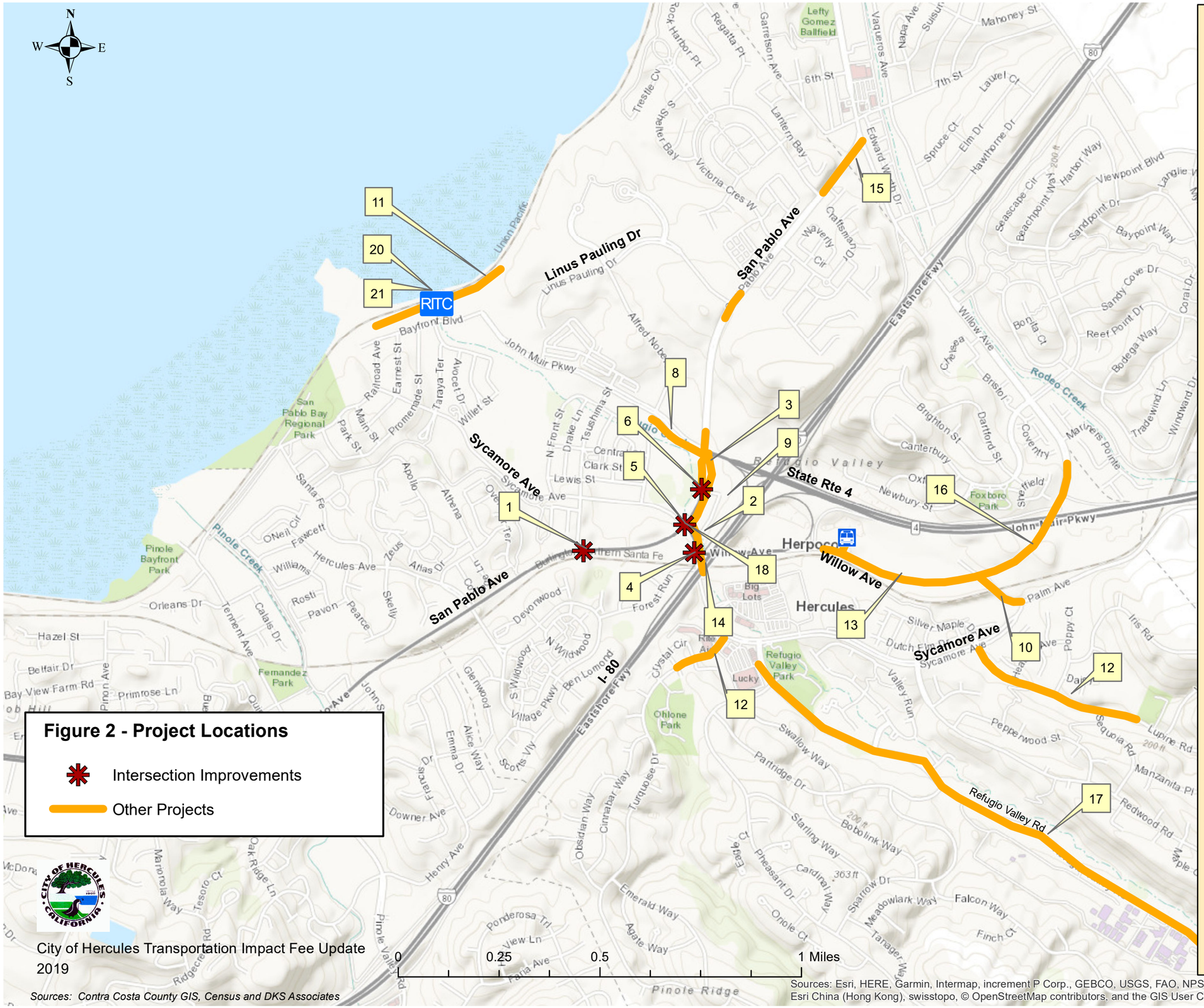


Figure 2 - Project Locations

Intersection Improvements

Other Projects

City of Hercules Transportation Impact Fee Update 2019

Sources: Contra Costa County GIS, Census and DKS Associates

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community

1. Signalize San Pablo Avenue & Tsushima

2. Reconfigure Sycamore Avenue cross section from Willow to San Pablo Avenue

3. San Pablo Avenue/John Muir Parkway to I-80 Improvementss

4. Intersection improvements at Willow Avenue & Sycamore Avenue

5. Add third northbound through lane to San Pablo at Sycamore along NB San Pablo Approach

6. Pedestrian activated signal phase at Market Hall driveway across San Pablo Avenue

*7. Update curb ramps to ADA standards at all marked crosswalks (mutiple locations)

8. Hercules Creekside Trail from Alfred Noble to Sycamore Avenue

9. Multiuse path along San Pablo and Sycamore Avenues at Market Hall site

10. Pedestrian connection along Palm Avenue between Sycamore and Willow Avenues

11. Bay Trail gap closure and lighting

*12. Expand bicycle network

13. Add sidewalk along Willow Avenue to Hercules Transit Center

14. Improve pedestrian connections to Hercules Transit Center - Sycamore Avenue to Willow

15. Extend sidewalk connections to Rodeo

16. Complete bicycle facilities on Willow Avenue between Hercules Transit Center and Mariner's Pointe (Class II or Class III)

*17. Add lighting to Refugio Valley Trail

18. Remove crosswalk at north leg of San Pablo Avenue & Sycamore Avenuey

*19. Provide bus shelters along San Pablo Avenue

20. Parking garage serving Regional Intermodal Transit Center (RITC)

21. Complete Regional Intermodal Transit Center (RITC)

*Not shown due to multiple locations

Table 5. Selected Project List, Cost Estimates and Cost Allocation (All values based on 2018 Dollars)

Project/Description	Type	Allocation Basis	Cost Estimate	Percent Allocated to New Development	Cost Allocated to New Development
1. Signalize intersection of San Pablo Avenue & Tsushima Street	1.A.1	Percent of traffic volume growth due to local trips (future deficiency)	$595,000	75.49	$449,147
2. Reconfigure Sycamore Avenue cross section from Willow to San Pablo Ave	1.A.1	Percent of traffic volume growth due to local trips (future deficiency)	$232,000	96.21	$223,205
3. San Pablo Avenue/John Muir Parkway to I-80 Improvements	1.A.1	Percent of traffic volume growth due to local trips (future deficiency)	$7,167,000	100.00	$7,166,985
4. Intersection Improvements at Willow Avenue & Sycamore Avenue	1.A.1	Percent of traffic volume growth due to local trips (future deficiency)	$91,000	96.57	$87,882
5. Add 3rd northbound through lane to San Pablo Avenue at Sycamore	1.A.1	Percent of traffic volume growth due to local trips (future deficiency)	$21,000	55.69	$11,694
6. Install pedestrian-activated signal at Market Hall crosswalk	4.D.4	Percent growth DUEs	$23,000	27.44	$6,310
7. Upgrade or add ADA Curb Ramps	1.G.2	Percent growth DUEs	$273,000	27.44	$74,900
8. Hercules Creekside Trail from Alfred Noble to Sycamore Avenue	1.C.1	Included in STMP Fee	$1,386,000	27.44	$380,264

Table 5. Selected Project List, Cost Estimates and Cost Allocation (All values based on 2018 Dollars)

Project/Description	Type	Allocation Basis	Cost Estimate	Percent Allocated to New Development	Cost Allocated to New Development
9. Multiuse path at Market Hall site	4.D.1	Percent growth DUEs	$108,000	27.44	$29,631
10. Pedestrian connection along Palm Ave between Sycamore and Willow Ave	1.C.4.b	Percent growth DUEs	$284,000	27.44	$77,918
11. Bay Trail gap closure and lighting	1.C.1	Percent growth DUEs	$307,000	27.44	$84,229
12. Expand bicycle network	1.C.4a	Percent growth DUEs	$26,000	27.44	$7,133
13. Add sidewalk along Willow Avenue to Hercules Transit Center	1.C.4b	Percent growth DUEs	$889,000	27.44	$243,906
14. Improve pedestrian connections to Hercules Transit Center - Sycamore Avenue to Willow	1.C.4b	Percent growth DUEs	$957,000	27.44	$262,563
15. Extend sidewalk connections to Rodeo	1.C.1	Percent growth DUEs	$635,000	27.44	$174,219
16. Complete bicycle facilities between Mariner's Pointe and HTC	1.C	Percent growth DUEs	$29,000	27.44	$7,956
17. Add lighting to Refugio Valley Trail	4.D.5	Percent growth DUEs	$675,000	27.44	$185,193
18. Remove crosswalk at north leg of San Pablo Avenue & Sycamore Avenue	1.C.5, 4.D.4	Percent growth DUEs	$16,000	27.44	$4,390

Table 5. Selected Project List, Cost Estimates and Cost Allocation (All values based on 2018 Dollars)

Project/Description	Type	Allocation Basis	Cost Estimate	Percent Allocated to New Development	Cost Allocated to New Development
19. Provide bus shelters along San Pablo Avenue	4.C.5	Percent growth DUEs	$32,000	27.44	$8,780
20. Parking for Intermodal Transit Center	4A	Percent growth DUEs	$8,500,000	27.44	$2,332,064
21. Complete Intermodal Transit Center/Rail Station	4A	Percent growth DUEs less expected fees paid under STMP(1)	$53,600,000	27.44	$13,494,036
		Totals	**$75,846,000**		**$25,312,405**

1) See Section 2.5.

2.5.1 Improvements to Meet City LOS Standards

Costs for improvements needed to address LOS impacts are allocated to new development in Hercules using one of two methods:

- For a roadway location that is currently operating at an acceptable LOS but would operate at an unacceptable LOS in 2040, the entire cost of improving that segment or intersection is allocated to new development if there is moderate to no increase in through traffic. This approach is suitable in a large urban region with many adjacent jurisdictions where each jurisdiction must mitigate local problems to which regional through traffic contributes. This method was used to allocate costs for roadway improvement projects numbers 1 through 5.
- For a roadway location that currently does not meet the City's LOS standards (an existing deficiency), the percent cost share for new development in Hercules is equal to the number of new trips at that location that have either their origin or destination within the City divided by all trips on that roadway, both from existing and new development (including through traffic).

2.5.2 Bicycle and Pedestrian Projects

Bicycle and pedestrian improvements are localized improvements serving trips that most often have their origin or destination within Hercules rather than serving through trips. Lack of bicycle and pedestrian facilities is an existing deficiency in the City; hence the improvements will benefit both existing and future residents. Since the improvements will serve the existing and future bicycle and pedestrian demand, the cost of those projects allocated to new development will equal the new development's proportional share of the total future development (existing plus new development) in Hercules (measured in Dwelling Unit Equivalents). This method was used to allocate costs for the bicycle and pedestrian improvements described in **Table 5**.

2.5.3 Transit Improvements

The three transit improvement projects on the list include providing shelters along the San Pablo Avenue bus routes, the Regional Intermodal Transit Center (RITC), and a parking garage at the RITC. The ratio of new development to total future development is applied as the cost allocation percentage for these projects.

The RITC itself has been included in the project list for the West Contra Costa Subregional Transportation Mitigation Program (STMP), a development impact fee program covering the West Contra Costa transportation Advisory Committee (WCCTAC) planning area. The maximum allowable STMP fee rate would provide only partial funding for each of the regional projects and the WCCTAC Board has voted to implement its total fee at 75 percent of that maximum allowable fee rate. Thus, it is unknown whether any STMP fees will available to fund the RITC project. However, the City intends to build the RITC project regardless of funds received from WCCTAC.

To ensure that local Hercules developers will not pay more than their fair share of the RITC, the cost allocated to City's fee program ($53,600,000 * 27.44% = $14,707,840) will be reduced by the estimated amount of STMP fees that would be collected from development in the City. The estimated STMP fee for the RITC is $344.64 per DUE and this rate would be paid by an estimated 3,522 DUEs in Hercules. Thus, the RITC cost allocated to the City's fee program is:

$14,707,840 - ($344.64 * 3,522) = $13,494,036

2.6 Fee Calculation

2.6.1 Land Use Categories

The calculation of fees will be based on the general land use categories that can be derived for all areas of the county from CCTA's travel demand model. These general categories include the following:

- Single-Family Dwelling Units (SFDU)
- Multi-Family Dwelling Units (MFDU)
- Commercial/Retail 1,000 Sq. Ft. (KSF)
- Office 1,000 Sq. Ft (KSF)
- Industrial 1,000 Sq. Ft (KSF)

2.6.2 Dwelling Unit Equivalents

In the allocation of costs to various types of development, each development type will be assigned a "dwelling unit equivalent" or "DUE" rate. DUEs are numerical measures of how the trip-making characteristics of a land use compare to a typical single-family residential unit, which is assigned a DUE of 1. Land uses that have greater overall traffic impacts than a typical single-family residential unit are assigned values greater than 1, while land uses with lower overall traffic impacts than a typical single-family residential unit are assigned DUE values less than 1.

DUEs are developed by comparing both the trip generation and trip length characteristics of various land uses to those same rates for a typical single-family residential unit. Since roadway needs are primarily based on traffic flows and conditions during the PM peak hour on an average weekday, the DUEs reflect the relative trip generation for the peak hour. Also considered in the calculation of DUEs are "percent new" trips since some of the vehicles attracted to non-residential uses would have been on the roadway system regardless of the presence of the traffic generated by the new development. Average trip lengths for the remaining "primary" trips generated by a development are then utilized to better reflect overall impact of longer trips on the City's roadway system.

The DUE rates will thus be based on estimates of the average vehicle-miles of travel (VMT) generated during the PM peak hour for each general land use type. The DUE rates that will be used to estimate the Hercules transportation impact fees are shown in **Table 6**.

2.6.3 Fee Calculation

The cost per DUE (i.e. cost for a typical single-family dwelling unit) is calculated by dividing the total costs allocated to new development in Hercules (methods described above) by the total growth in DUEs in Hercules by 2040 (see **Table 7**). The cost for each land use type is then based on its DUE rate. The nexus-based fee rates are shown in Table 12.

Table 6. Dwelling Unit Equivalent Rates

Land Use Category	PM Peak Hour Trip Rate per Unit[1]	Unit	Trip Length (miles)[2]	Percent New trips[2]	VMT per Unit	DUE per Unit
Singe Family	0.99	Dwelling Unit	5.0	100	4.95	1.00
Multi-Family	0.56		5.0	100	2.80	0.57
Retail	0.00381	Square Feet	2.3	76	0.01	0.00135
Office	0.00140		4.5	92	0.01	0.00117
Industrial	0.00115		5.1	92	0.01	0.00109

[1] ITE Trip Generation Web-based App (https://itetripgen.org, October 2018)
[2] ITE Journal, May 1992
Source: DKS Associates, 2018

Table 7. Growth in DUEs

Land Use Category	Unit	Growth in Units[1]	DUE per Unit	Growth in DUEs
Single-Family	Dwelling Unit	178	1.00	178
Multi-Family		3,074	0.57	1739
Retail	Square Feet (000)	624	1.35	839.55
Office		305	1.17	357.13
Industrial		375	1.09	408.77
			Total:	**3522**

Table 8. Nexus-Based Fee Rates

Cost of Improvements Allocated to Growth			$25,312,405
Current Fund Balance*			$202,220
Unfunded Allocated Costs			$25,110,185
Growth in Dwelling Unit Equivalents (DUEs)			3522
Cost per DUE			$7,128.96
Land Use	**Units**	**DUE per Unit**	**Fee per Unit[1]**
Single-Family	Dwelling Unit	1.00	$7,129
Multi-Family		0.57	$4,033
Retail	Square Feet	0.00135	$9.59
Office		0.00117	$8.35
Industrial		0.00109	$7.77

1) Fee per Unit = (Cost per DUE) x (DUE per Unit)

3 NEXUS ANALYSIS

A nexus analysis has been prepared for the Hercules transportation impact fee program in accordance with the procedural guidelines established in AB1600 which is codified in California Government Section 66000 et seq. These code sections set forth the procedural requirements for establishing and collecting development impact fees. These procedures require that "a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition." Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee;
- Identify how the fee is to be used;
- Determine how a reasonable relationship exists between the use of the fee and the type of development project on which the fee is imposed;
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed; and,
- Demonstrate a reasonable relationship between the amount of the fee and the cost of public facility or portion of the public facility attributable to the development on which the fee is imposed.

3.1 Purpose of Fee

The purpose of the Hercules transportation impact fee program is to fund improvements to the City's major roadway, bicycle and pedestrian facilities needed to accommodate travel demand generated by new land development within the City over the next 22 years (through 2040).

The Hercules transportation impact fee program will help meet the City's General Plan policies including maintenance of adequate levels of service and safety for roadway facilities and provision of pedestrian and bicycle infrastructure. New development in Hercules will increase the demand for all modes of travel (including walking, biking, transit, automobile and truck/goods movement) and thus the need for improvements to transportation facilities. The Hercules transportation impact fee program will help fund transportation facilities necessary to accommodate new residential and non-residential development in Hercules.

3.2 Use of Fees

The fees from new development in the Hercules transportation impact fee program will be used to fund additions and improvements to the transportation system needed to accommodate future travel demand resulting from residential and non-residential development within the City of Hercules. The Hercules transportation impact fee program will help fund improvements to roadways (including intersection improvements) bikeways and walkways plus fee program administration costs. The transportation improvements wholly or partially funded by the program are described in more detail in Section 2.3.4.

3.3 Relationship Between Use of Fees and Type of Development

Fee revenues generated by the Hercules transportation impact fee program will be used to develop the transportation improvements described in Section 2.3.4. All of these improvements increase the capacity, improve the safety, or facilitate the use of alternative modes (transit, bicycle, pedestrian) on those segments of the transportation system affected by new development. The results of the

transportation modeling analysis summarized in this report demonstrate that these improvements either mitigate impacts from and/or provide benefits to new development.

3.4 Relationship between Need for Facility and Type of Development

The projected residential and non-residential development described in Section 2.2 will add to the incremental need for transportation facilities by increasing the amount of demand on the transportation system. The transportation analysis presented in Section 2.3 demonstrates that improvements are required to minimize the negative impact on current levels of service caused by new development and/or accommodate the increased need for alternative transportation modes (transit, bicycle, pedestrian).

3.5 Relationship between Amount of Fees and the Cost of Facility Attributed to Development upon which Fee is Imposed

The basis for allocating improvement costs to development is described in Section 2.5. Construction of necessary transportation improvements will directly serve residential and non-residential development within the City of Hercules and will directly benefit development in those areas.

Expected new development in Hercules is allocated a percentage of costs based on the number of new trips on a roadway segment or intersection that have either their origin or destination within the City divided by the total amount of trips from new development. The remaining percentage of costs, reflecting new trips that have neither their origin nor destination in Hercules (through trips), are not allocated to development in Hercules. For facilities that have an “existing deficiency”, the cost of the improvement that is allocated to the fee program is modified to account for that deficiency.

The fee that a developer pays for a new residential unit or commercial building varies by the type of development based on its impact on the transportation system. Each development type is assigned a “dwelling unit equivalent” or “DUE” rate based on its estimated vehicle-miles of travel (VMT) per unit of development.

DUE’s are numerical measures of how the trip-making characteristics of a land use compare to a single-family residential unit. DUE’s were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. Since roadway needs are primarily based on traffic flows and conditions during the peak hour on an average weekday, the DUE’s reflect the relative trip generation for the peak hour. Also considered in the calculation of DUE’s are “percent new” trips. The DUE rates were thus based on estimates of the average vehicle-miles of travel (VMT) generated during the peak hour for each general land use type.

3.6 Current Hercules Traffic Impact Fee Fund Balance

The current balance in the Hercules traffic impact fee account has been earmarked for those carry-over projects from the previous project list that have not yet been completed (see **Table 2** and **Table 3**). Since the previous traffic impact fee was not collected at the maximum justifiable rate, these carry-over projects will require continued funding from the new transportation impact fee. The projects added in this update will receive funding from new development in Hercules.

Appendix A
Project Cost Estimates

Intersection Improvement Projects

No.	Project	Total Project Cost
1	Signalize intersection of San Pablo Avenue & Tsushima Street	$595,000
4	Intersection Improvements at Willow Avenue & Sycamore Avenue	$91,000
5	Add 3rd northbound through lane to San Pablo Avenue	$21,000
6	Install pedestrian-activated signal at Market Hall crosswalk	$23,000
18	Remove crosswalk at north leg of San Pablo Avenue & Sycamore Avenue	$16,000
	Intersection Improvement Costs:	**$746,000**

Roadway, Bicycle, and Pedestrian Improvement Projects

No.	Project	Total Project Cost
2	Reconfigure Sycamore Avenue cross section from Willow to San Pablo Ave	$232,000
3	San Pablo Avenue/John Muir Parkway to I-80 Improvements	$7,167,000
8	Hercules Creekside Trail from Alfred Noble to Sycamore Avenue	$1,386,000
9	Multiuse path at Market Hall site	$108,000
10	Pedestrian connection along Palm Ave between Sycamore and Willow Ave	$284,000
11	Bay Trail gap closure and lighting	$307,000
12	Expand bicycle network	$26,000
13	Add sidewalk along Willow Avenue to Hercules Transit Center	$889,000
14	Improve pedestrian connections to Hercules Transit Center - Sycamore Avenue to Willow	$957,000
15	Extend sidewalk connections to Rodeo	$635,000
16	Complete bicycle facilities between Mariner's Pointe and HTC	$29,000
17	Add lighting to Refugio Valley Trail	$675,000
	Roadway, Bicycle, Pedestrian Project Costs:	**$12,695,000**

Other Projects/Programs

7	Upgrade or add ADA Curb Ramps	$273,000
19	Provide bus shelters along San Pablo Avenue	$32,000
20	Hercules Rail Station Parking Structure	$8,500,000
21	Complete transit center/rail station	$53,600,000
		$62,405,000

DKS

Total $75,846,000

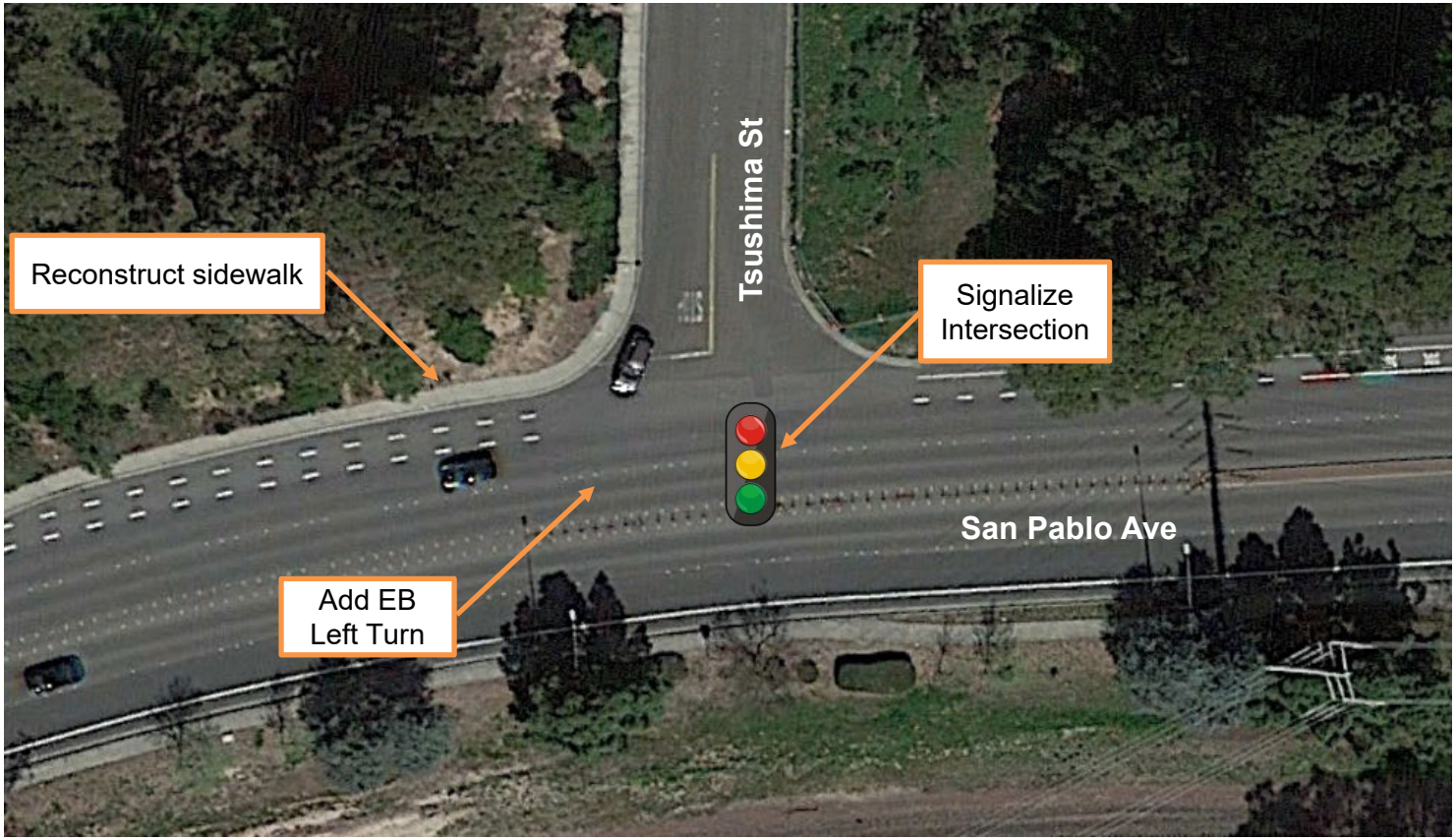
1. Signalize Intersection of San Pablo Ave & Tsushima St

Engineer's Estimate
Date: 1/30/2019

Signalize San Pablo Ave/Tsushima, allowing full access to Tsushima St, provide 150-ft minimum EB left-turn storage pocket

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	111	70.00	7,778
	TOTAL FOR ITEM 1 EARTHWORK				**7,778**
2	**DRAINAGE**				
	DRAINAGE	LF	150	155.00	23,250
	TOTAL FOR ITEM 2 DRAINAGE				**23,250**
3	**PAVEMENT**				
	ASPHALT CONCRETE	TON	51	150.00	7,650
	AGGREGATE BASE	CY	89	200.00	17,778
	SIDEWALK	SF	750	15.00	11,250
	CURB & GUTTER	LF	150	55.00	8,250
	REMOVE SIDEWALK	SF	750	10.00	7,500
	REMOVE CURB & GUTTER	LF	150	8.00	1,200
	MEDIAN CURB	SF	2000	20.00	40,000
	TOTAL FOR ITEM 3 PAVEMENT				**93,628**
4	**MISCELLANEOUS**				
	TRAFFIC SIGNAL (ARTERIAL/COLLECTOR)	INT	1	250,000.00	250,000
	RELOCATE STREET LIGHTS / ELECTROLIERS	EA	1	10,000.00	10,000
	TOTAL FOR ITEM 4 MISCELLANEOUS				**260,000**
5	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	1%	3,847
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	5%	19,233
	MOBILIZATION	%	of Sec. 1-4	10%	38,466
	UTILITY COORDINATION	%	of Sec. 1-4	3%	11,540
	TOTAL FOR ITEM 5 MINOR ITEMS				**73,085**
		SUBTOTAL			**$457,741**
		CONTINGENCY (15%)			$69,000
		ROW $20/SF 3400			$68,000
				GRAND TOTAL	**$594,741**
				TOTAL BUDGET	**$595,000**

Estimate By: DKS



Project Description:
Signalize San Pablo Ave/Tsushima, allowing full access to Tsushima St, provide 200-ft minimum EB left-turn storage pocket. Reconstruct sidewalk to provide sufficient width for EB left turn.

2. Reconfigure Sycamore Avenue Cross Section from Willow to San Pablo Avenue

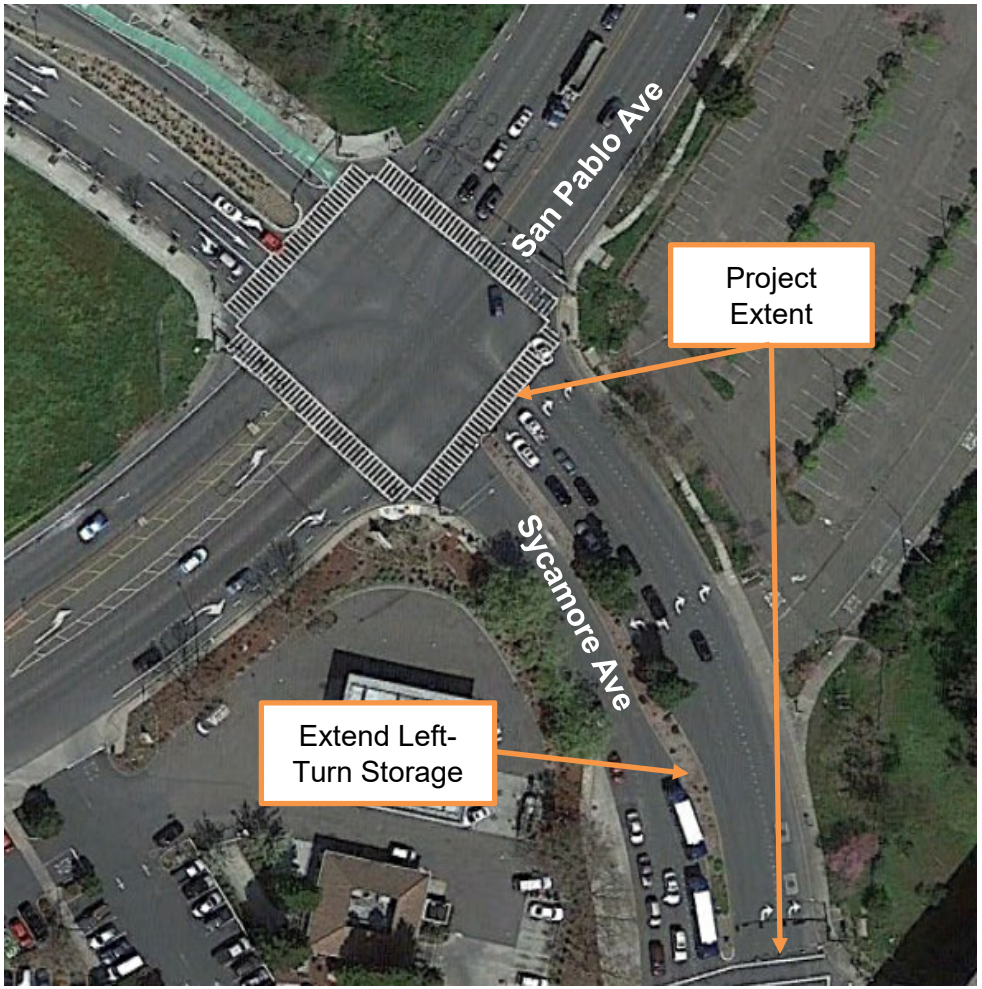
Engineer's Estimate
Date 1/30/2019

Reconfigure Sycamore Ave cross-section after San Pablo Ave to extend left-turn lane to Willow and add bike sharrows

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	111	70.00	7,778
	TOTAL FOR ITEM 1 EARTHWORK				**7,778**
2	**PAVEMENT**				
	ASPHALT CONCRETE	TON	51	150.00	7,650
	AGGREGATE BASE	CY	89	200.00	17,778
	REMOVE MEDIAN CURB & LANDSCAPE STRIP	SF	2700	8.00	21,600
	MEDIAN CURB	SF	1200	20.00	24,000
	STRIPE THERMOPLASTIC LANE LINE	LF	2100	5.00	10,500
	SIDEWALK	SF	1200	15.00	18,000
	CURB & GUTTER	LF	300	55.00	16,500
	TOTAL FOR ITEM 2 PAVEMENT				**116,028**
3	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	1%	1,238
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	10%	12,381
	MOBILIZATION	%	of Sec. 1-4	15%	18,571
	UTILITY COORDINATION	%	of Sec. 1-4	3%	3,714
	TOTAL FOR ITEM 3 MINOR ITEMS				**35,904**
		SUBTOTAL			**$159,710**
			CONTINGENCY (15%)		$24,000
			ROW $20/SF 2400		$48,000
				GRAND TOTAL	**$231,710**
				TOTAL BUDGET	**$232,000**

Estimate By: DKS

Lane Configuration:
Along Sycamore Ave from Willow Ave to San Pablo Ave



Project Description:
Reconfigure northbound Sycamore Ave cross-section at San Pablo Ave. to extend left turn lane to Willow Ave.ue and add bike sharrow pavement markings.

2. Reconfigure Sycamore Avenue Cross Section from Willow to San Pablo Avenue

3.1 San Pablo Avenue/John Muir Pkwy to I-80 Improvements

Engineer's Estimate

Widen from midblock (cut slope), add NBR, 2 bus stops, sidewalk

1/14/2019

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	1672	80.00	133,778
	TOTAL FOR ITEM 1 EARTHWORK				**133,778**
2	**DRAINAGE**				
	DRAINAGE	LF	430	200.00	86,000
	TOTAL FOR ITEM 2 DRAINAGE				**86,000**
3	**PAVEMENT**				
	ASPHALT CONCRETE	TON	256	150.00	38,378
	AGGREGATE BASE	CY	446	200.00	89,185
	SIDEWALK	SF	2580	20.00	51,600
	CURB & GUTTER	LF	430	55.00	23,650
	FURNISH & INSTALL ADA CURB RAMP	EA	3	5,000.00	15,000
	REMOVE SIDEWALK	SF	3830	10.00	38,300
	REMOVE CURB & GUTTER	LF	860	8.00	6,880
	CONCRETE BUS BAY	SF	1200	20.00	24,000
	TOTAL FOR ITEM 3 PAVEMENT				**286,993**
4	**MISCELLANEOUS**				
	SIGNAL MODIFICATIONS (MAJOR)	INT	2	200,000.00	400,000
	RELOCATE STREET LIGHTS / ELECTROLIERS	EA	2	5,000.00	10,000
	BUS SHELTER	EA	2	12,000.00	24,000
	TREE REMOVAL	LS	1	5,000.00	5,000
	STRIPING	LS	1	30,000.00	30,000
	TOTAL FOR ITEM 4 MISCELLANEOUS				**469,000**
5	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	5%	48,789
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	12%	117,093
	TOTAL FOR ITEM 5 MINOR ITEMS				**165,881**

SUBTOTAL		**$1,141,652**
MOBILIZATION	10%	$114,165
UTILITY COORDINATION	3%	$34,250
ENVIRONMENTAL DOC/MITIGATION	5%	$57,083
PRELIMINARY ENGINEERING	3%	$34,250
SURVEYING/TESTING/STAKING	5%	$57,083
CONSTRUCTION MANAGEMENT	10%	$114,165
DESIGN/CONSTRUCTION SUPPORT	14%	$159,831
CONTINGENCY	15%	$171,248
	GRAND TOTAL	**$1,883,726**
	TOTAL BUDGET	**$1,884,000**

Estimate By: DKS

3.2 San Pablo Avenue/John Muir Pkwy to I-80 Improvements

Engineer's Estimate

Widen to diverge to extend second right turn lane, add shoulder, install median 1/14/2019

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EARTHWORK (FILL)	CY	2333	80.00	186,667
	TOTAL FOR ITEM 1 EARTHWORK				**186,667**
2	**DRAINAGE**				
	DRAINAGE	LF	420	200.00	84,000
	TOTAL FOR ITEM 2 DRAINAGE				**84,000**
3	**PAVEMENT**				
	ASPHALT CONCRETE	TON	357	150.00	53,550
	AGGREGATE BASE	CY	622	200.00	124,444
	CURB & GUTTER	LF	420	55.00	23,100
	REMOVE ASPHALT CURB	LF	420	5.00	2,100
	MEDIAN CURB	SF	10040	20.00	200,800
	TOTAL FOR ITEM 3 PAVEMENT				**403,994**
4	**MISCELLANEOUS**				
	RELOCATE STREET LIGHTS / ELECTROLIERS	EA	4	5,000.00	20,000
	TREE REMOVAL	LS	1	5,000.00	5,000
	STRIPING	LS	1	30,000.00	30,000
	TOTAL FOR ITEM 4 MISCELLANEOUS				**55,000**
5	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	5%	36,483
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	12%	87,559
	TOTAL FOR ITEM 5 MINOR ITEMS				**124,042**

SUBTOTAL		**$853,703**
MOBILIZATION	10%	$85,370
UTILITY COORDINATION	3%	$25,611
ENVIRONMENTAL DOC/MITIGATION	5%	$42,685
PRELIMINARY ENGINEERING	3%	$25,611
SURVEYING/TESTING/STAKING	5%	$42,685
CONSTRUCTION MANAGEMENT	10%	$85,370
DESIGN/CONSTRUCTION SUPPORT	14%	$119,518
CONTINGENCY	15%	$128,056
	GRAND TOTAL	**$1,408,611**
	TOTAL BUDGET	**$1,409,000**

Estimate By: DKS

3.3 San Pablo Avenue/John Muir Pkwy to I-80 Improvements

Engineer's Estimate

Widen ramp to 3 lanes

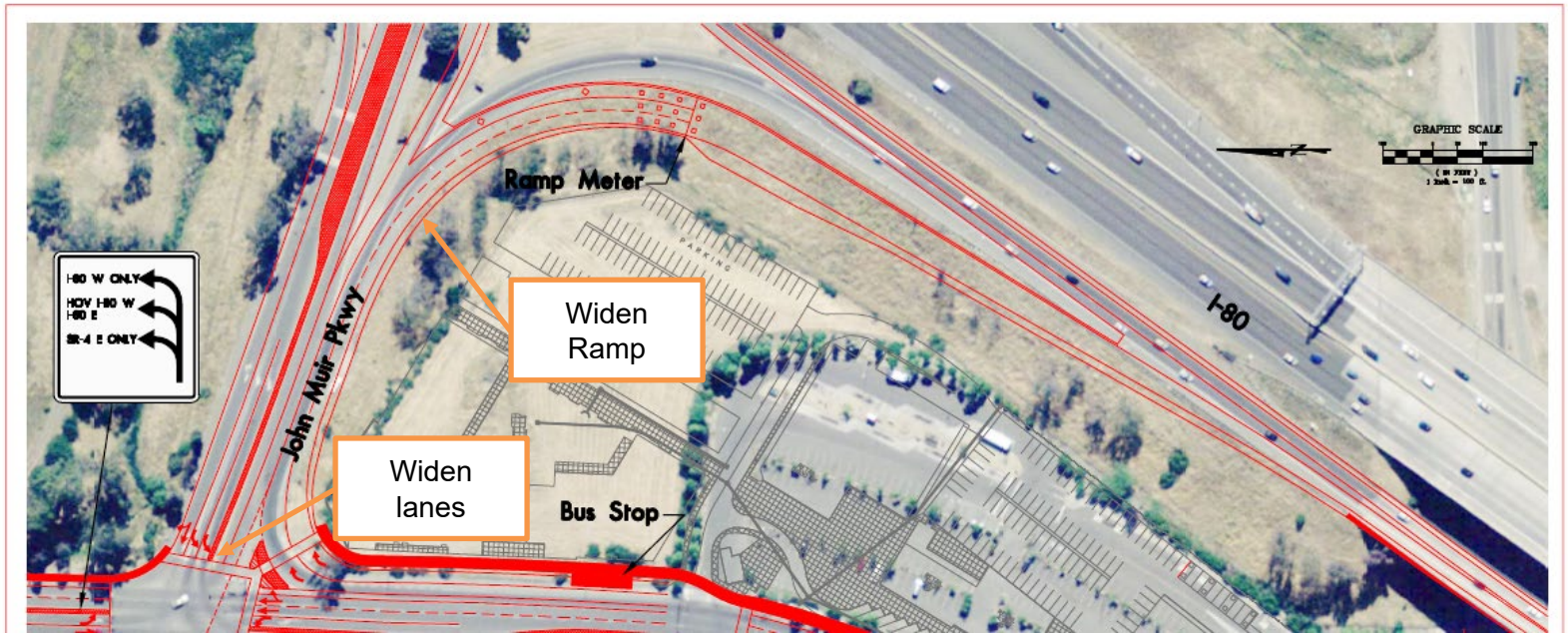
1/14/2019

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EARTHWORK (FILL)	CY	17934	80.00	1,434,741
	TOTAL FOR ITEM 1 EARTHWORK				**1,434,741**
2	**DRAINAGE**				
	DRAINAGE	LF	1010	200.00	202,000
	TOTAL FOR ITEM 2 DRAINAGE				**202,000**
3	**PAVEMENT**				
	ASPHALT CONCRETE	TON	532	150.00	79,815
	AGGREGATE BASE	CY	927	200.00	185,481
	TOTAL FOR ITEM 3 PAVEMENT				**265,296**
4	**MISCELLANEOUS**				
	REMOVE GUARDRAIL	LF	440	20.00	8,800
	INSTALL GUARDRAIL	LF	440	150.00	66,000
	STRIPING	LS	1	30,000.00	30,000
	TOTAL FOR ITEM 4 MISCELLANEOUS				**104,800**
5	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	5%	100,342
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	12%	240,820
	TOTAL FOR ITEM 5 MINOR ITEMS				**341,162**

SUBTOTAL		**$2,347,999**
MOBILIZATION	10%	$234,800
UTILITY COORDINATION	3%	$70,440
ENVIRONMENTAL DOC/MITIGATION	5%	$117,400
PRELIMINARY ENGINEERING	3%	$70,440
SURVEYING/TESTING/STAKING	5%	$117,400
CONSTRUCTION MANAGEMENT	10%	$234,800
DESIGN/CONSTRUCTION SUPPORT	14%	$328,720
CONTINGENCY	15%	$352,200
	GRAND TOTAL	**$3,874,199**
	TOTAL BUDGET	**$3,874,000**

Estimate By: DKS

Project 3 Total (3.1, 3.2, 3.3)	**$7,167,000**



Project Description:
Accommodate double right turn lanes from northbound San Pablo Avenue to SR-4 and I-80 ramps, provide inline bus stop and widen eastbound John Muir Parkway to 4 lanes from San Pablo Ave to SR-4 and I-80 ramps; widen the I-80 WB on-ramp

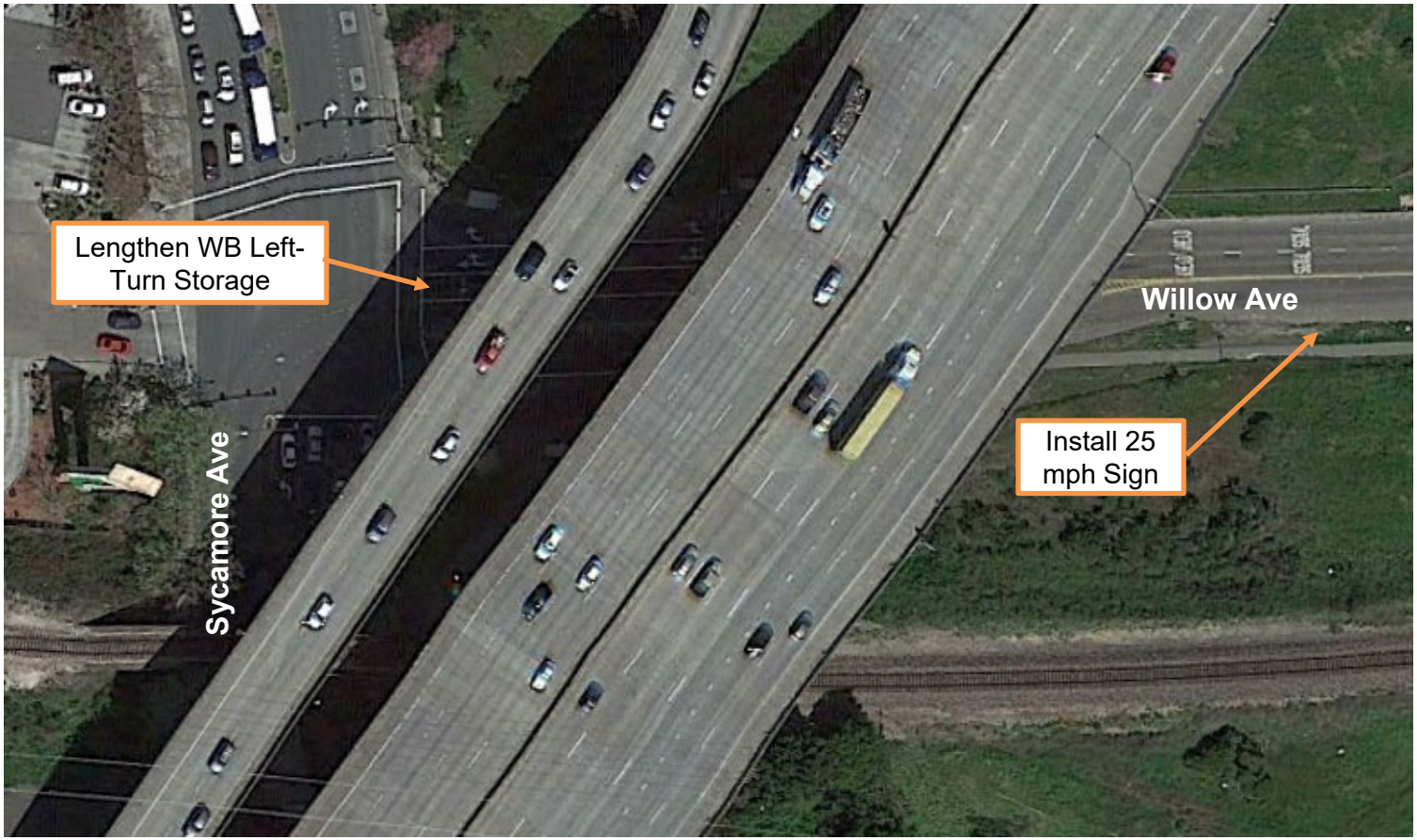
4. Intersection Improvements at Willow Ave & Sycamore Ave

Engineer's Estimate
Date: 1/30/2019

Lengthen Willow Avenue left-turn storage shall be lengthened from 90 to 300 ft, reduce speed limit from 35 to 25 MPH on Willow Ave east of Sycamore Ave; optimize Willow Ave/Sycamore Ave/San Pablo Ave traffic signal system

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	78	70.00	5,444
	TOTAL FOR ITEM 1 EARTHWORK				**5,444**
2	**DRAINAGE**				
	DRAINAGE	LF	210	155.00	32,550
	TOTAL FOR ITEM 2 DRAINAGE				**32,550**
3	**PAVEMENT**				
	ASPHALT CONCRETE	TON	36	150.00	5,355
	AGGREGATE BASE	CY	62	200.00	12,444
	REMOVE MEDIAN	SF	300	8.00	2,400
	TOTAL FOR ITEM 3 PAVEMENT				**20,199**
4	**MISCELLANEOUS**				
	REMOVE & INSTALL 25 MPH SPEED SIGN	EA	1	750.00	750
	SIGNAL RE-TIMING	INT	1	5,000.00	5,000
	TOTAL FOR ITEM 4 MISCELLANEOUS				**5,750**
5	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-3	1%	639
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-3	10%	6,394
	MOBILIZATION	%	of Sec. 1-3	10%	6,394
	UTILITY COORDINATION	%	of Sec. 1-3	3%	1,918
	TOTAL FOR ITEM 5 MINOR ITEMS				**15,346**
		SUBTOTAL			**$79,289**
			CONTINGENCY (15%)		$12,000
				GRAND TOTAL	**$91,289**
				TOTAL BUDGET	**$91,000**

Estimate By: DKS



N

Project Description:
Willow Avenue & Sycamore Avenue intersection improvements: lengthen westbound Willow Avenue left-turn storage to 300 ft, reduce speed limit from 35 to 25 MPH on Willow Ave east

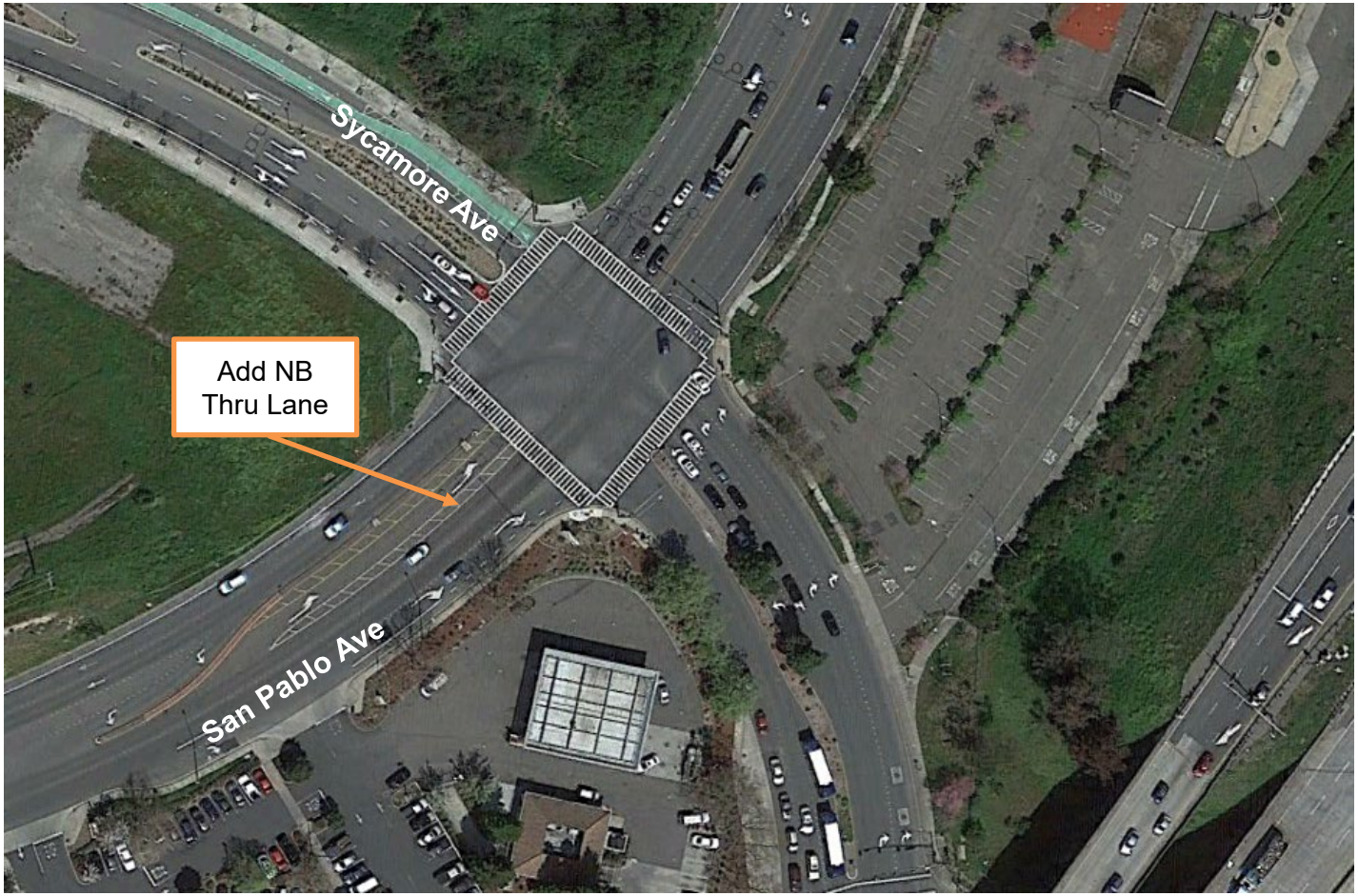
5. Add 3rd NB through lane on San Pablo Ave at Sycamore

Engineer's Estimate
Date: 1/30/2019

Add third stacking through lane to San Pablo & Sycamore along NB San Pablo Approach

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**PAVEMENT**				
	REMOVE STRIPING	SF	1000	3.00	3,000
	TOTAL FOR ITEM 1 PAVEMENT				**3,000**
2	**MISCELLANEOUS**				
	STRIPE THERMOPLASTIC LANE LANE	LF	400	5.00	2,000
	CONCRETE PEDESTRIAN REFUGE	SF	40	20.00	800
	SIGNAL RE-TIMING	INT	1	5,000.00	5,000
	TOTAL FOR ITEM 2 MISCELLANEOUS				**7,800**
3	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	1%	108
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	25%	2,700
	MOBILIZATION	%	of Sec. 1-4	35%	3,780
	UTILITY COORDINATION	%	of Sec. 1-4	3%	324
	TOTAL FOR ITEM 3 MINOR ITEMS				**6,912**
		SUBTOTAL			**$17,712**
			CONTINGENCY (15%)		$3,000
				GRAND TOTAL	**$20,712**
				TOTAL BUDGET	**$21,000**

Estimate By: DKS



N

Project Description:
Add third stacking through lane to San Pablo & Sycamore along NB San Pablo Approach, add pedestrian refuge and restripe lanes

DKS

5. Add third northbound through lane on San Pablo Avenue at Sycamore

6. Install pedestrian activated signal at Market Hall crosswalk

Engineer's Estimate
Date: 1/30/2019

Pedestrian activated signal phase at Market Hall driveway across San Pablo Avenue

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**MISCELLANEOUS**				
	SIGNAL RE-TIMING	INT	1	5,000.00	5,000
	STRIPE HIGH-VISIBILITY CROSSWALK	EA	1	1,000.00	1,000
	FURNISH & INSTALL ADA CURB RAMP	EA	2	5,000.00	10,000
	TOTAL FOR ITEM 1 MISCELLANEOUS				**16,000**
2	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1	5%	800
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1	5%	800
	MOBILIZATION	%	of Sec. 1	10%	1,600
	UTILITY COORDINATION	%	of Sec. 1	5%	800
	TOTAL FOR ITEM 2 MINOR ITEMS				**4,000**

SUBTOTAL	**$20,000**
CONTINGENCY (15%)	$3,000
GRAND TOTAL	**$23,000**
TOTAL BUDGET	**$23,000**

Estimate By: DKS

N

Project Description:
Re-time signal (no HAWK) for pedestrian crossing at Market Hall driveway across San Pablo Avenue and install high visibility crosswalk.

6. Install pedestrian-activated signal at Market Hall crosswalk

7. Upgrade or add ADA Curb Ramps

Engineer's Estimate
Date: 1/30/2019

Update curb ramps to ADA standards at all marked crosswalks (multiple locations)

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
3	**PAVEMENT**				
	FURNISH & INSTALL ADA CURB RAMP	EA	23	5,000.00	115,000
	TOTAL FOR ITEM 3 PAVEMENT				**115,000**
4	**MISCELLANEOUS**				
	ADA TRUNCATED DOME FOR CURB RAMP	EA	169	500.00	84,500
	TOTAL FOR ITEM 4 MISCELLANEOUS				**84,500**
5	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	1%	1,995
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	5%	9,975
	MOBILIZATION	%	of Sec. 1-4	10%	19,950
	UTILITY COORDINATION	%	of Sec. 1-4	3%	5,985
	TOTAL FOR ITEM 5 MINOR ITEMS				**37,905**
		SUBTOTAL			**$237,405**
			CONTINGENCY (15%)		$36,000
				GRAND TOTAL	**$273,405**
				TOTAL BUDGET	**$273,000**

Estimate By: DKS

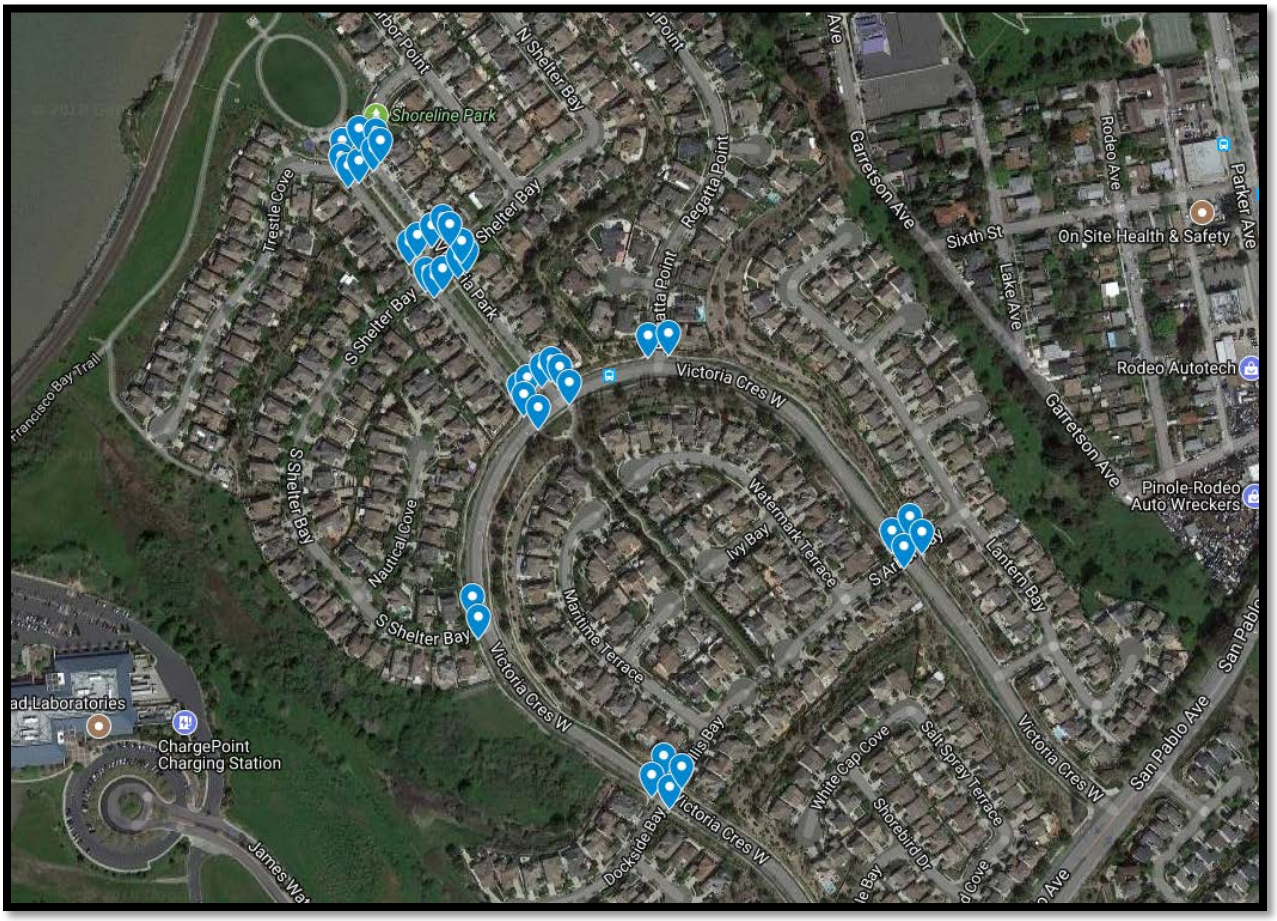
Hercules Ramp Information

- **Pin 1 (magenta)** - NS = Need of Surface; lacks truncated dome surface (87 Total)
- **Pin 2 (blue)** - Ramp Redo = Ramp needs to be redone (doesn't meet ADA requirements) (77 Total)
- **Pin 3 (orange**) - RN = Ramp needed; currently no ramp exists (16 Total)

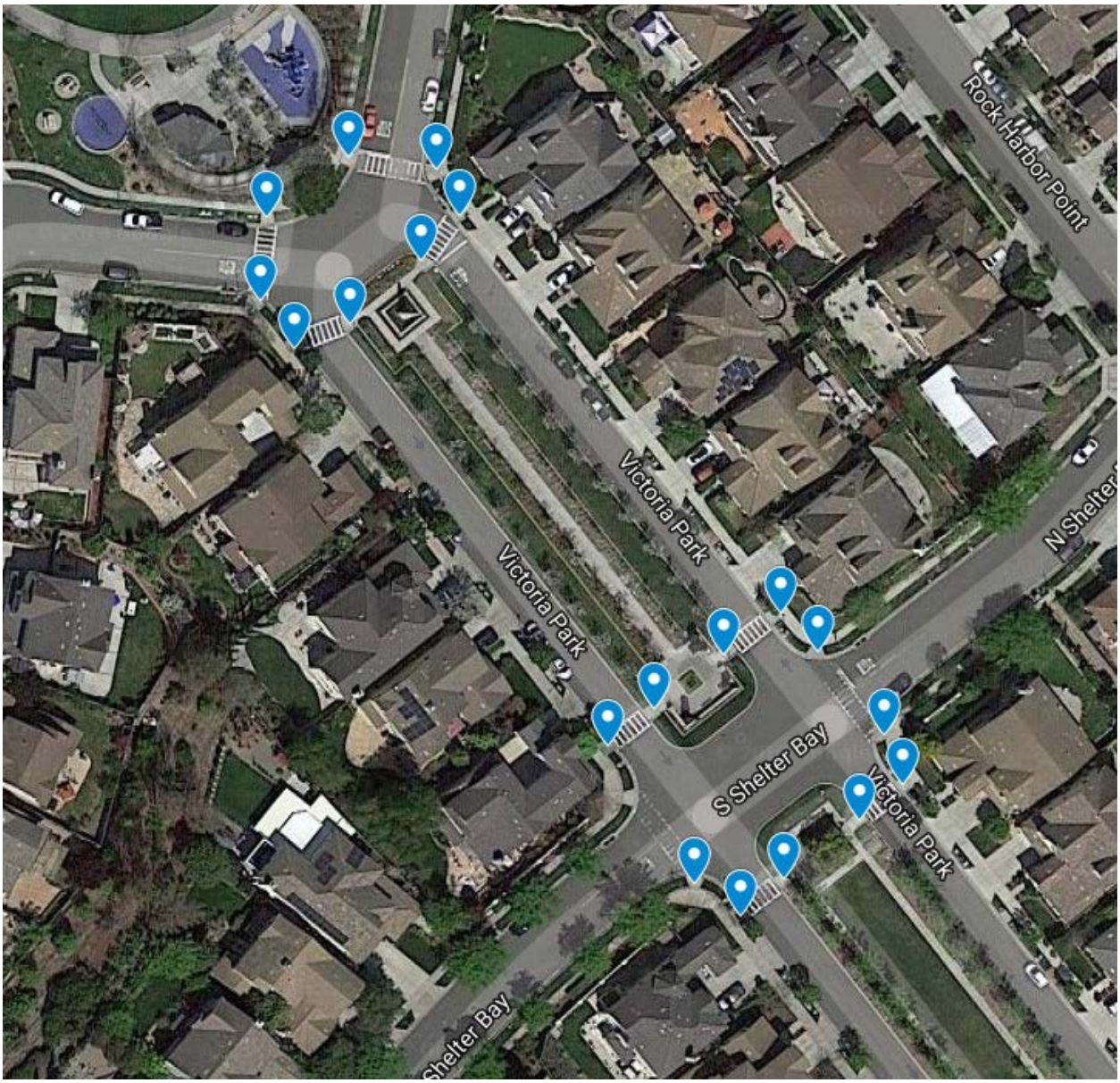
- **Pin 4 (green)** - "?" = No information. No, Google street view information on Google maps. Information needed from the City of Hercules. (14 Total)

There are a total of 180 locations each with specific ramps needs and recommended modifications (not counting locations lacking information).

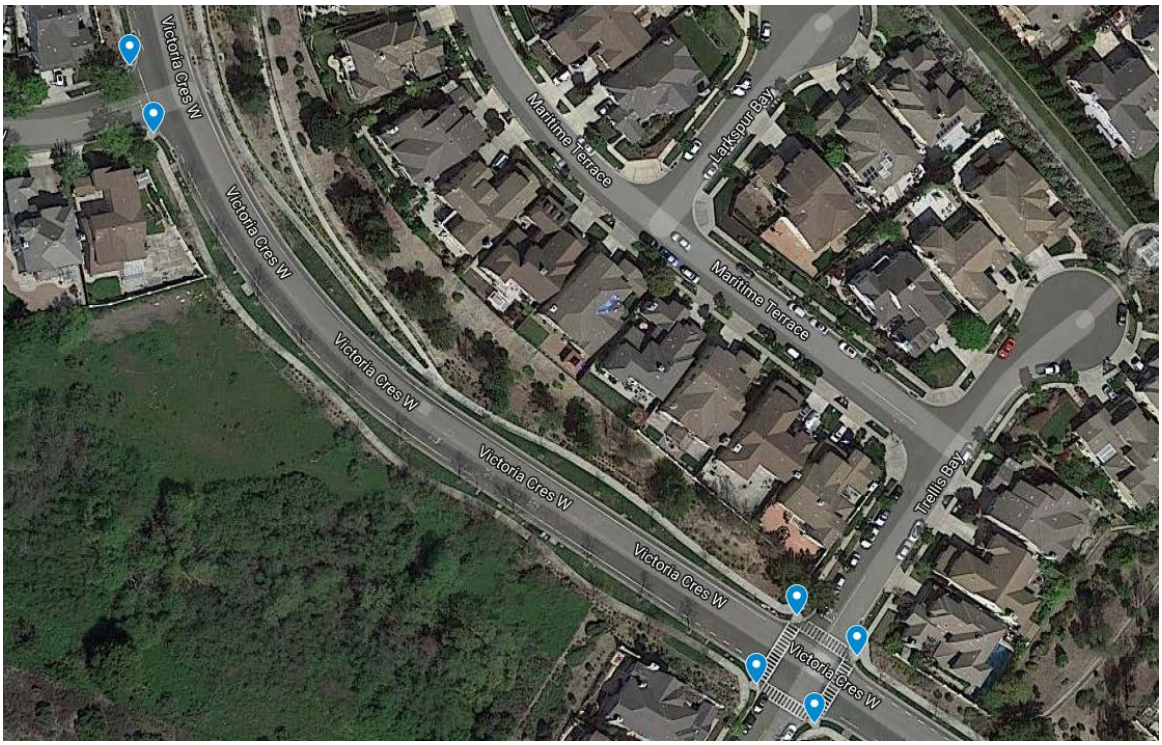
Section 1



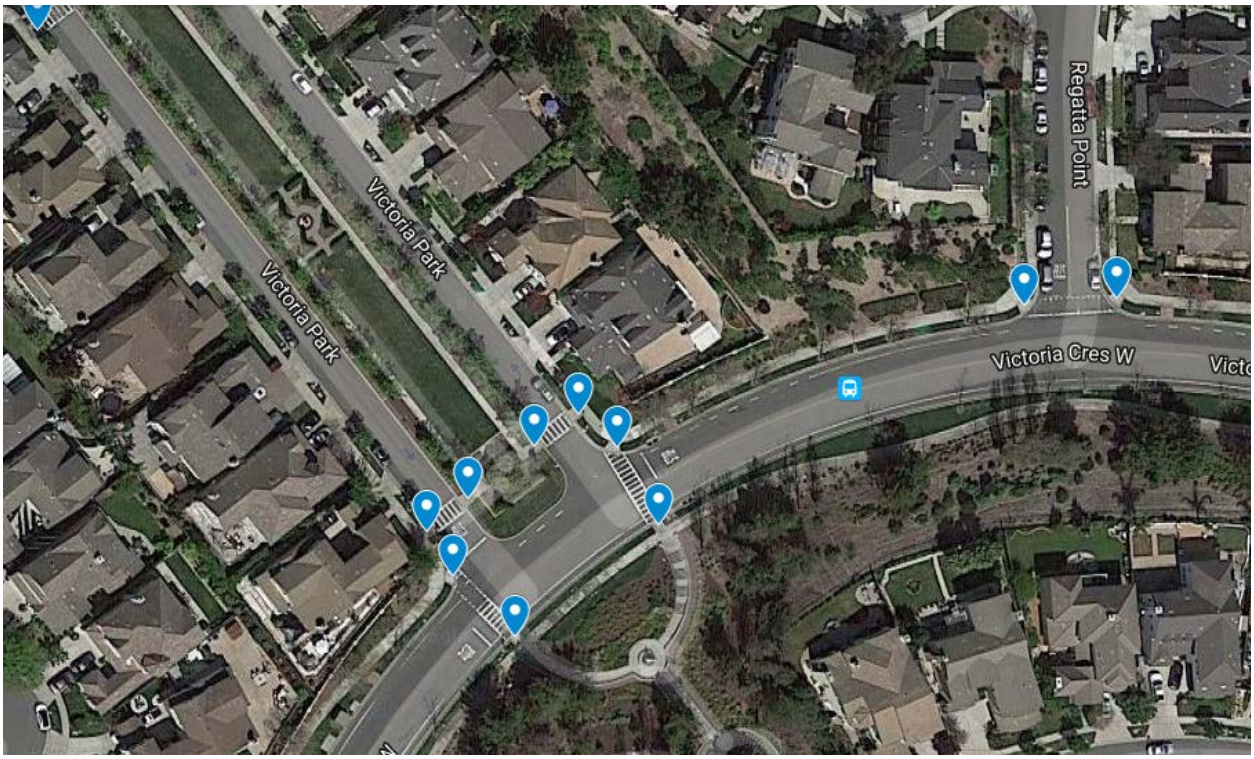
Total = 39 total



Blue Pin (Ramp Redo) = 19

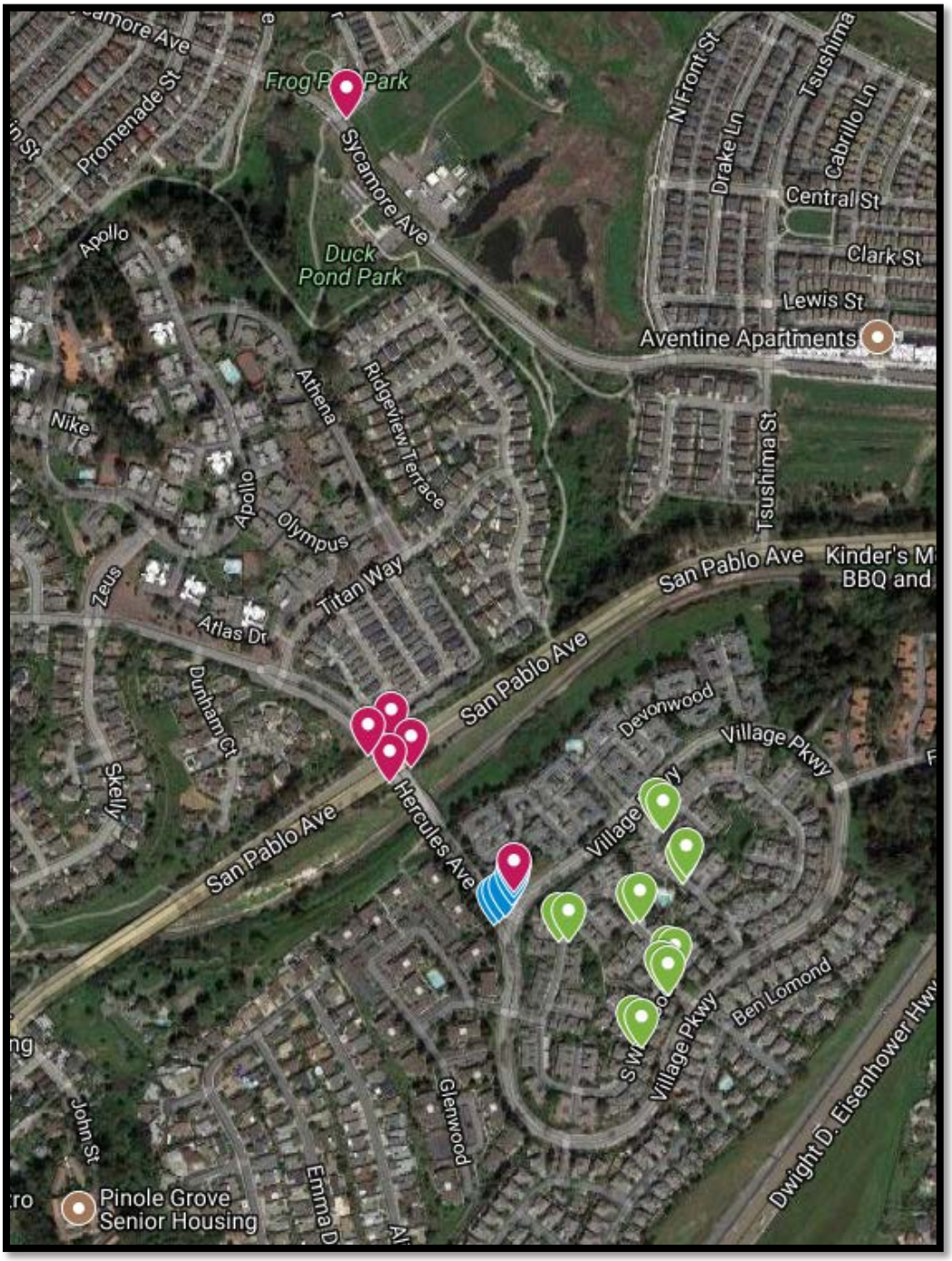


Blue Pin (Ramp Redo) = 6 [above] and 10 [below]



Blue Pin (Ramp Redo) = 4

Section 2



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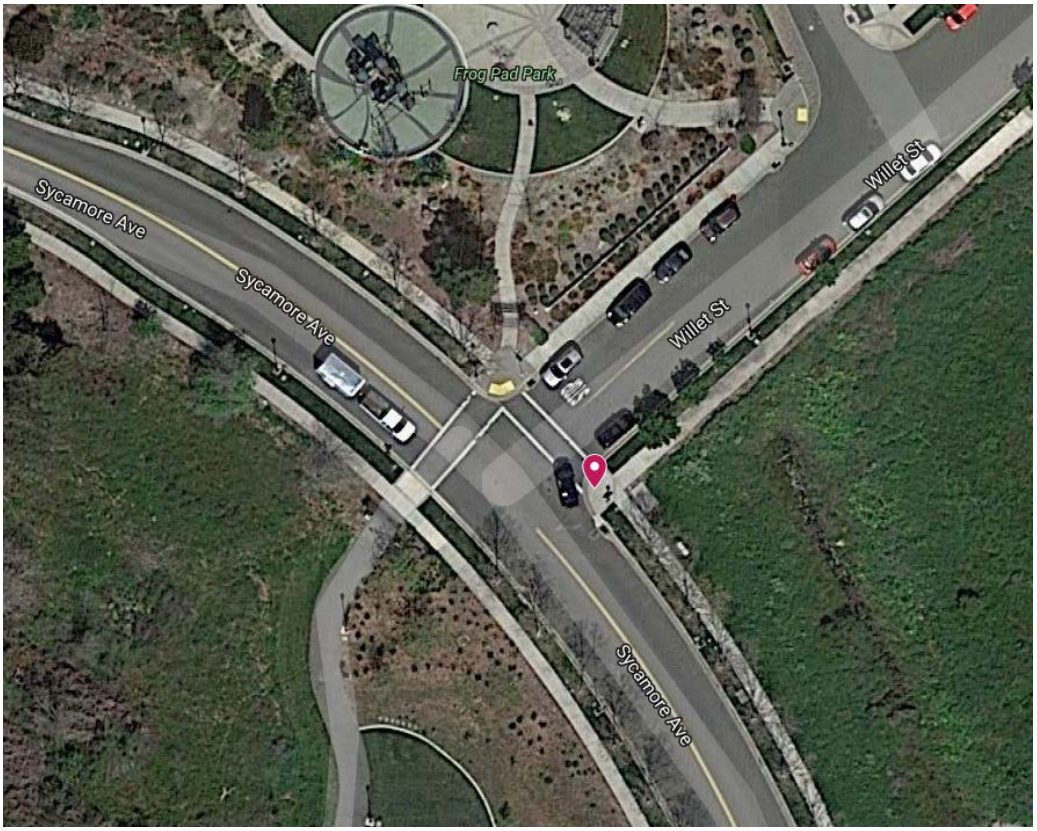
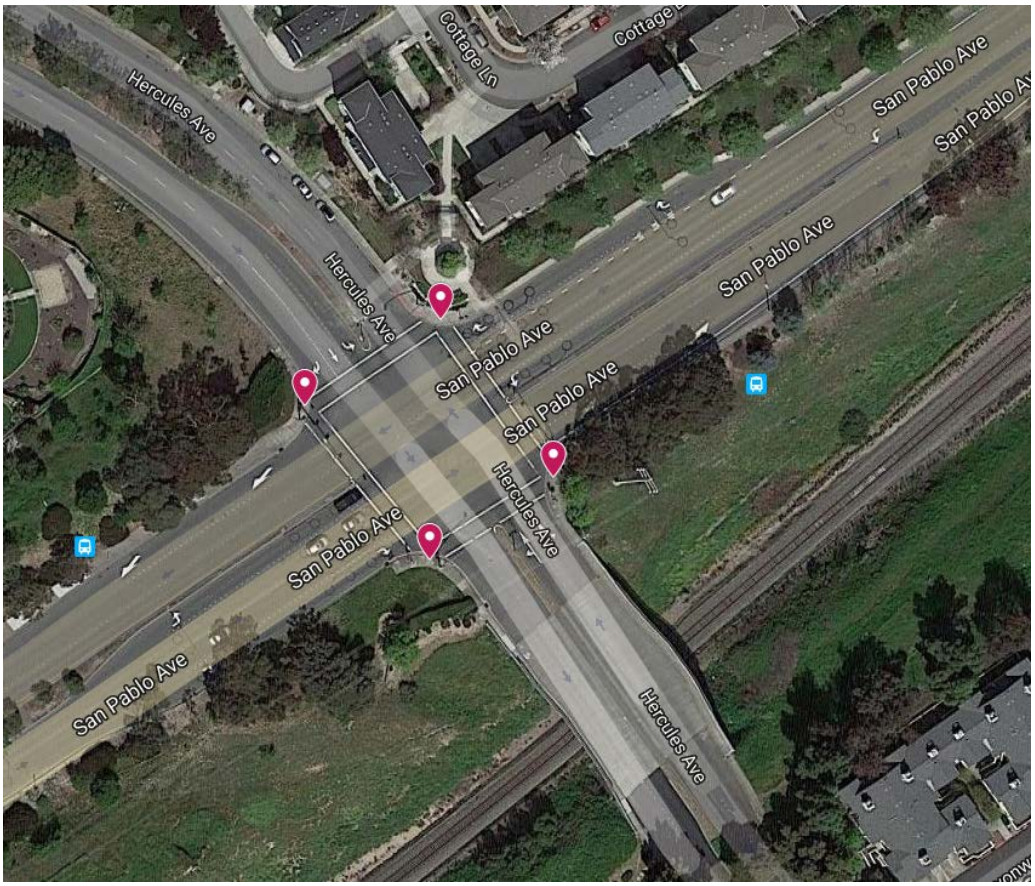
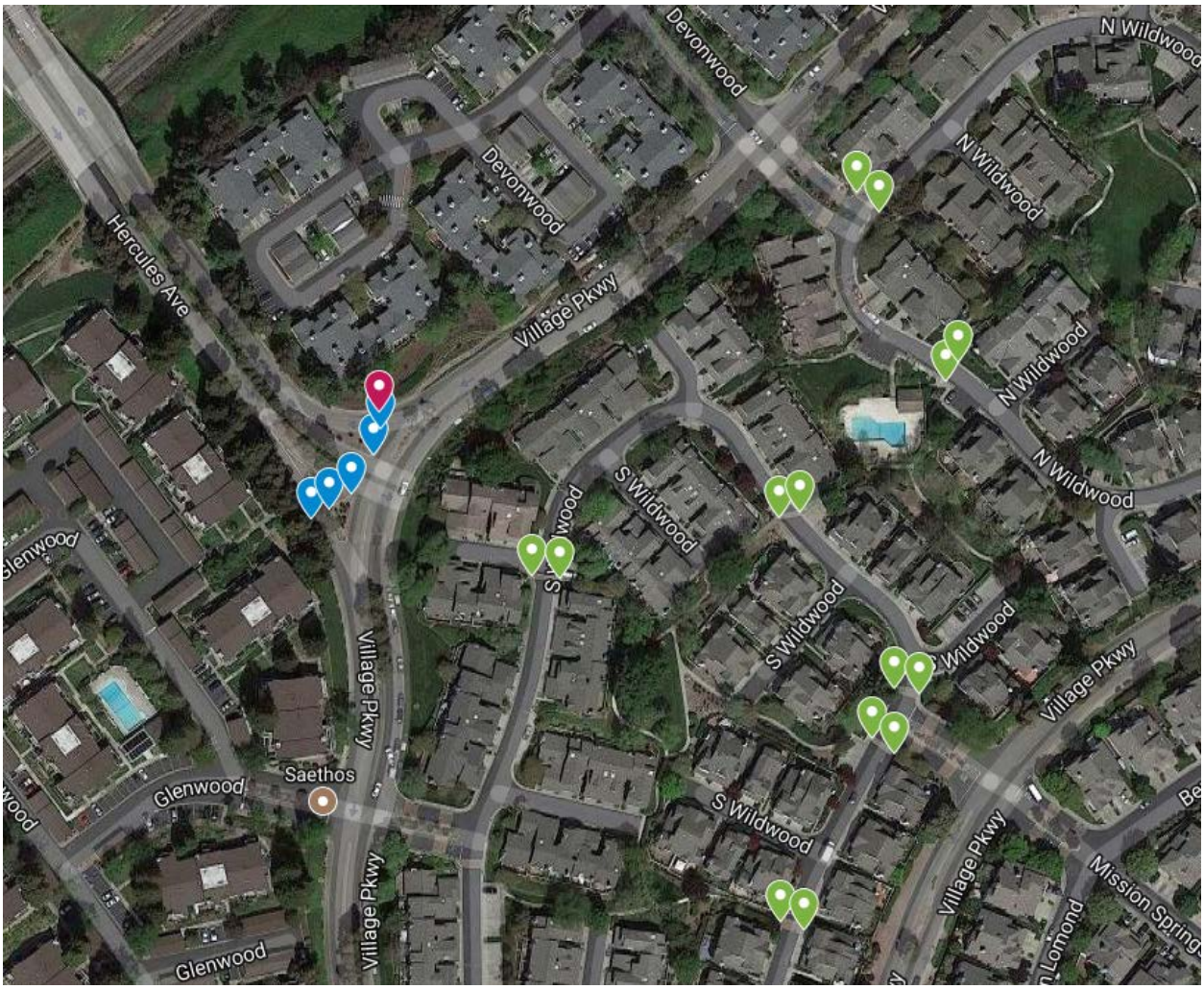


Magenta Pin (NS) = 1 (above) and 4 (below)



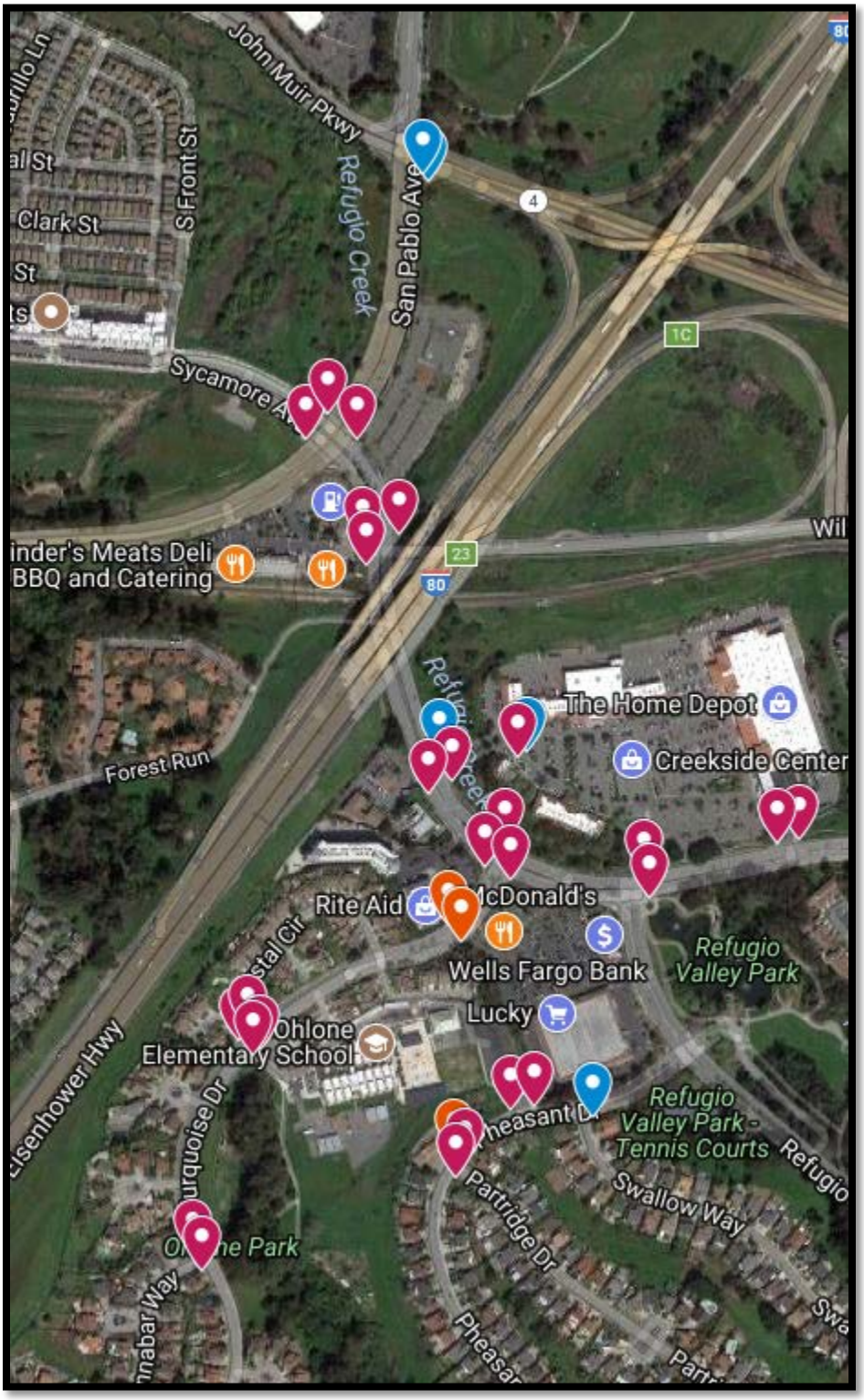


Blue Pin (Ramp Redo) = 5

Magenta Pin (NS) = 1

Green Pin 9 (?) = 14

Section 3



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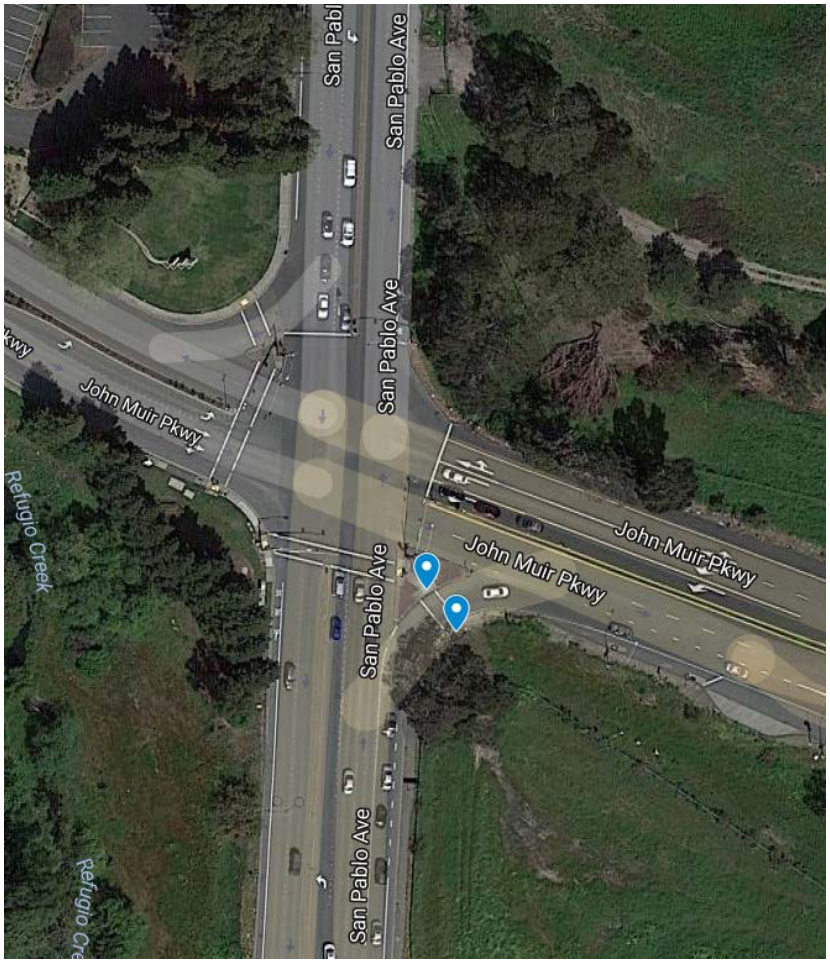
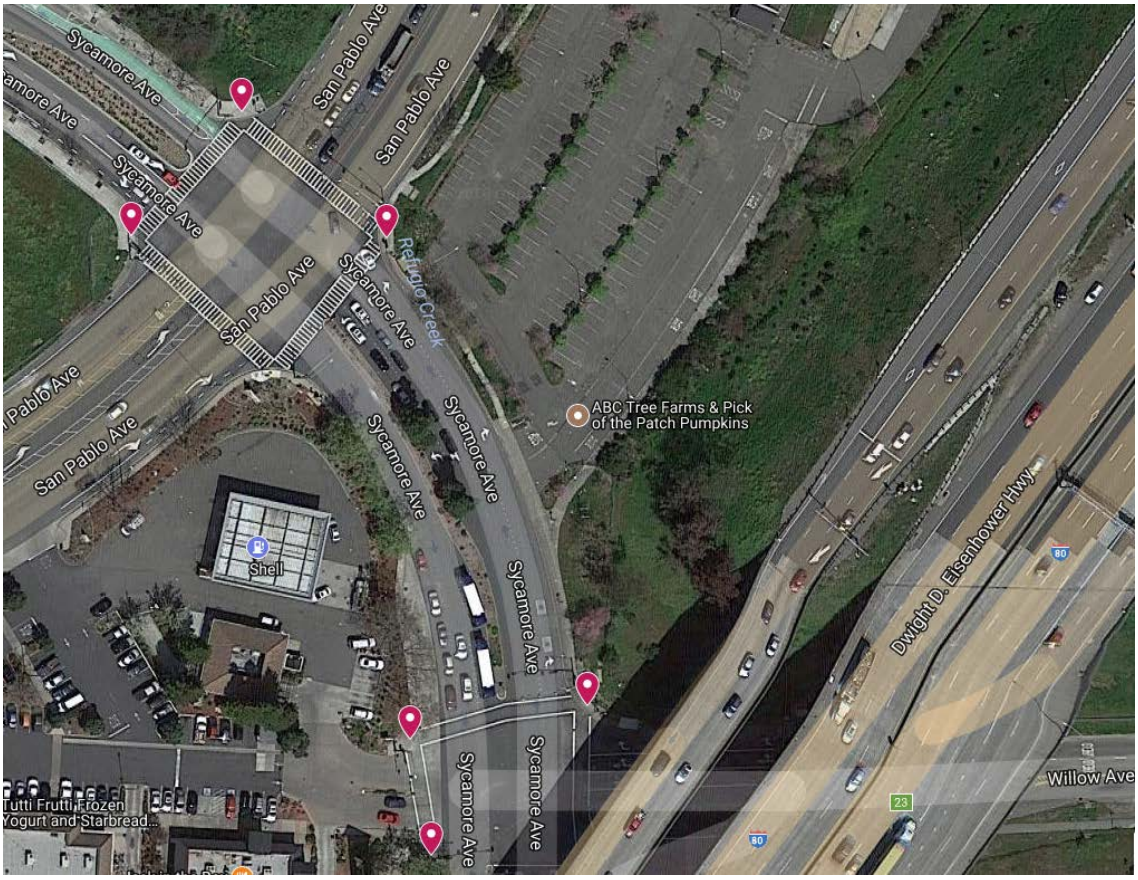
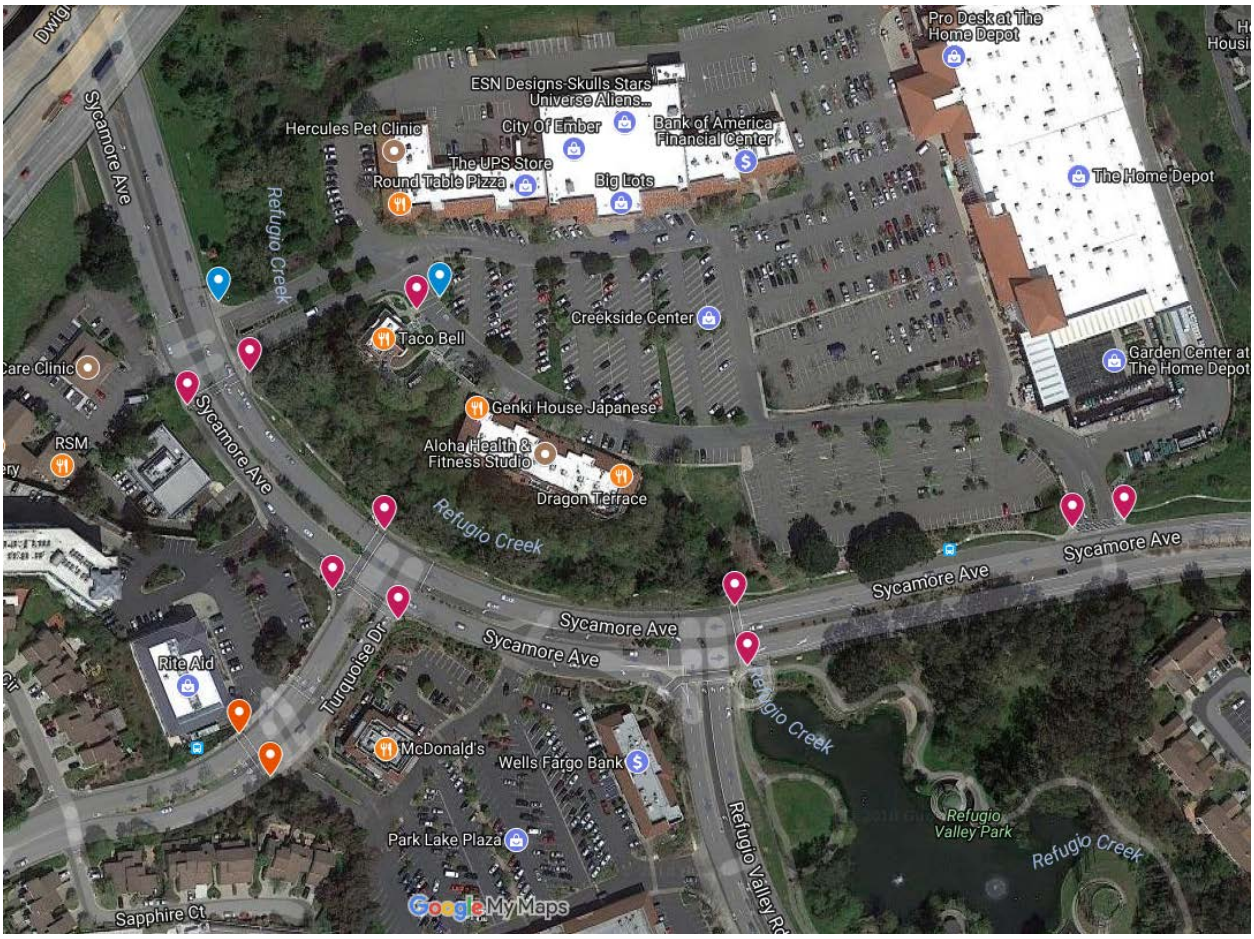
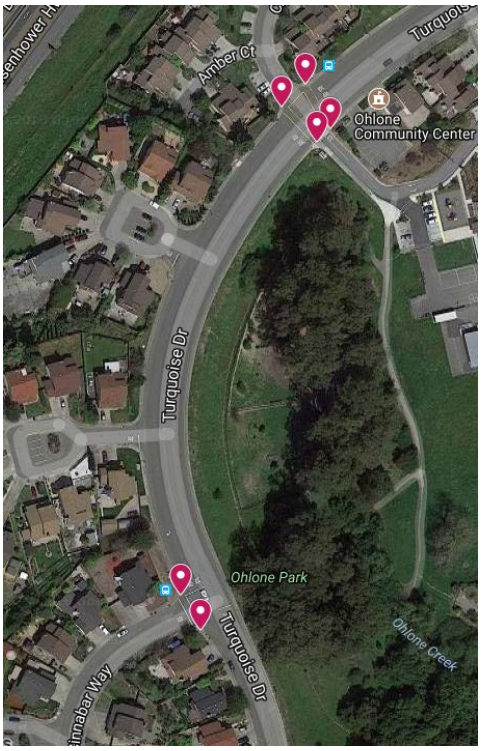


Blue Pin (Ramp Redo) = 2; Magenta Pin (NS) = 6

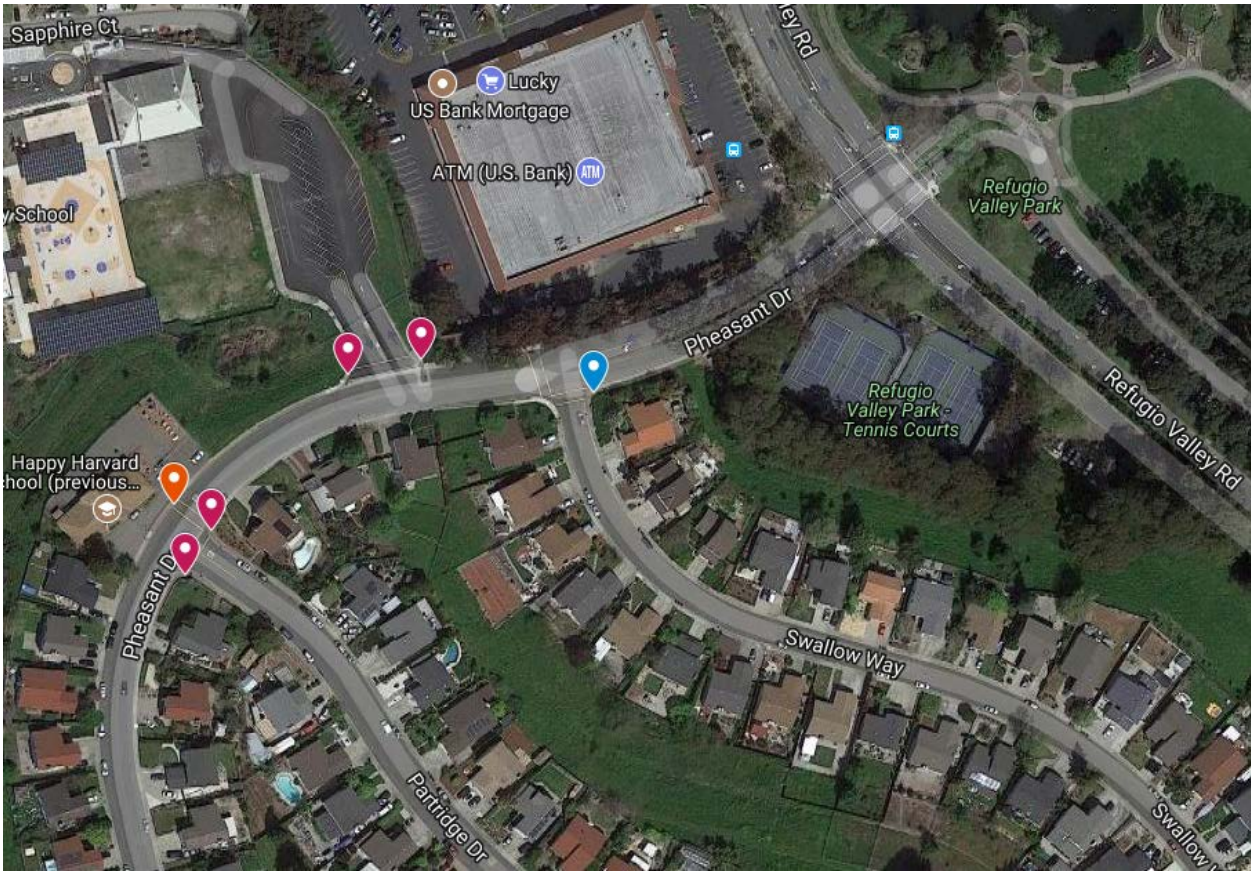




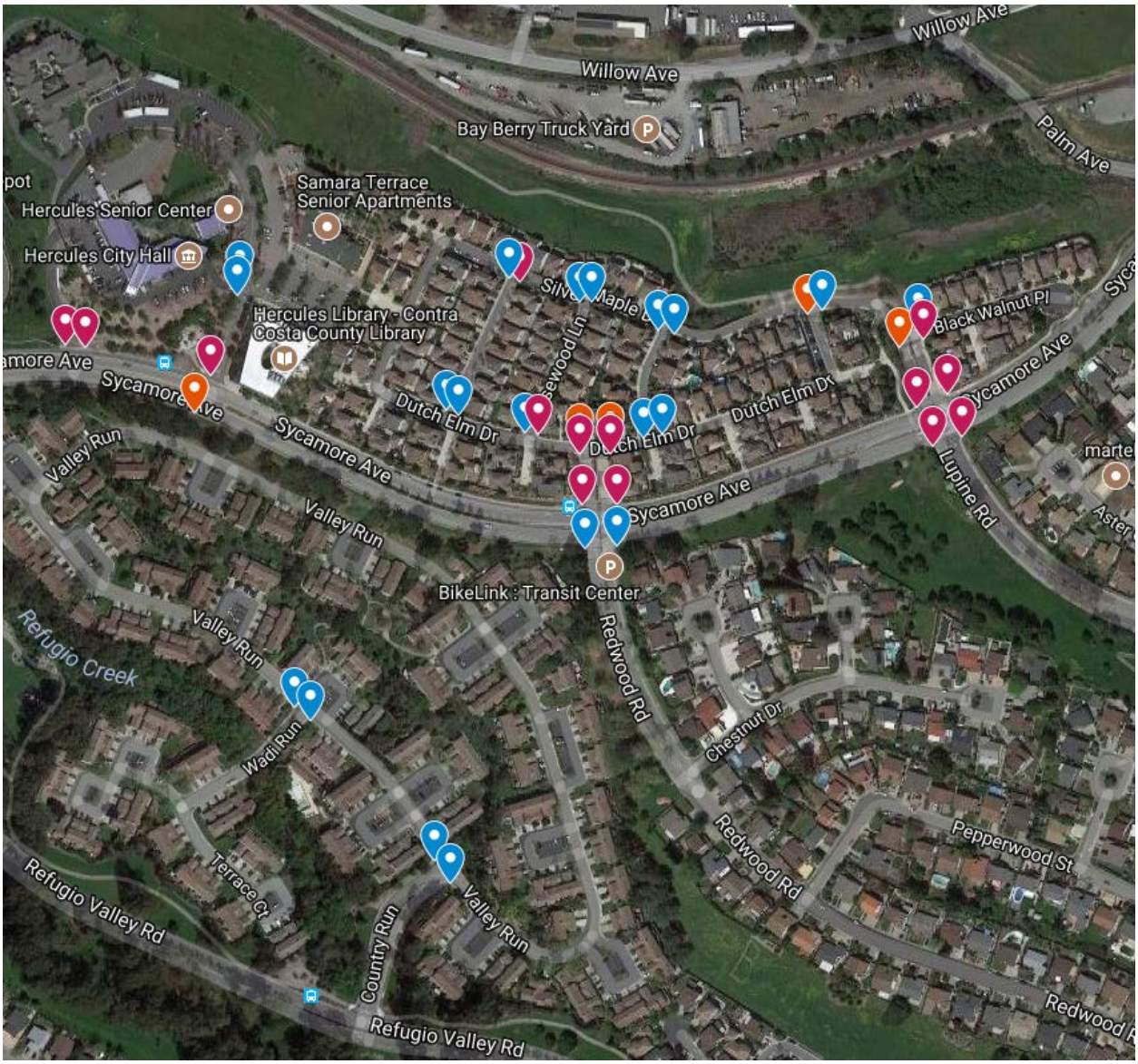
Blue Pin (Ramp Redo) = 2; Magenta Pin (NS) = 10; Orange (RN) = 2



Magenta Pin (NS) = 10; Orange Pin (RN) = 1; Blue Pin (Ramp Redo) = 1

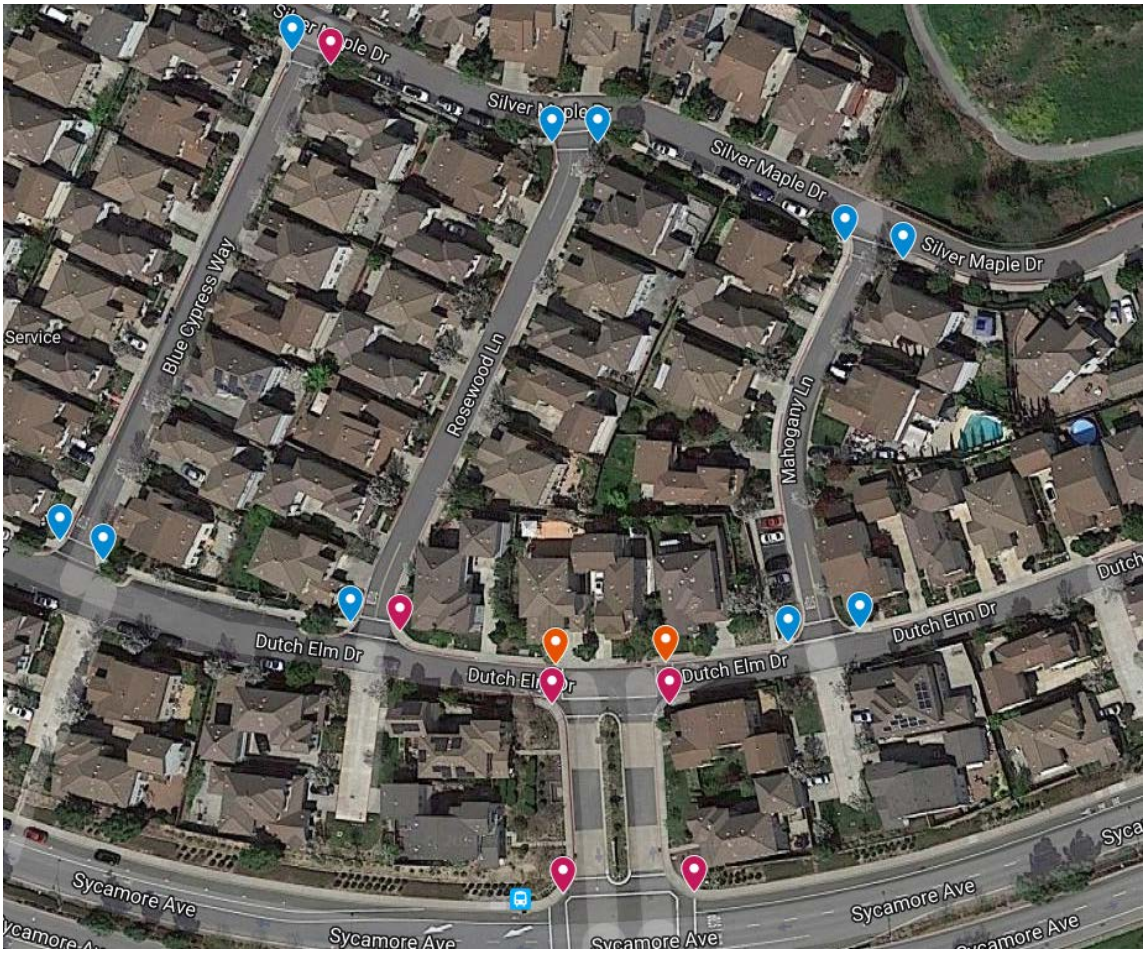


Section 4

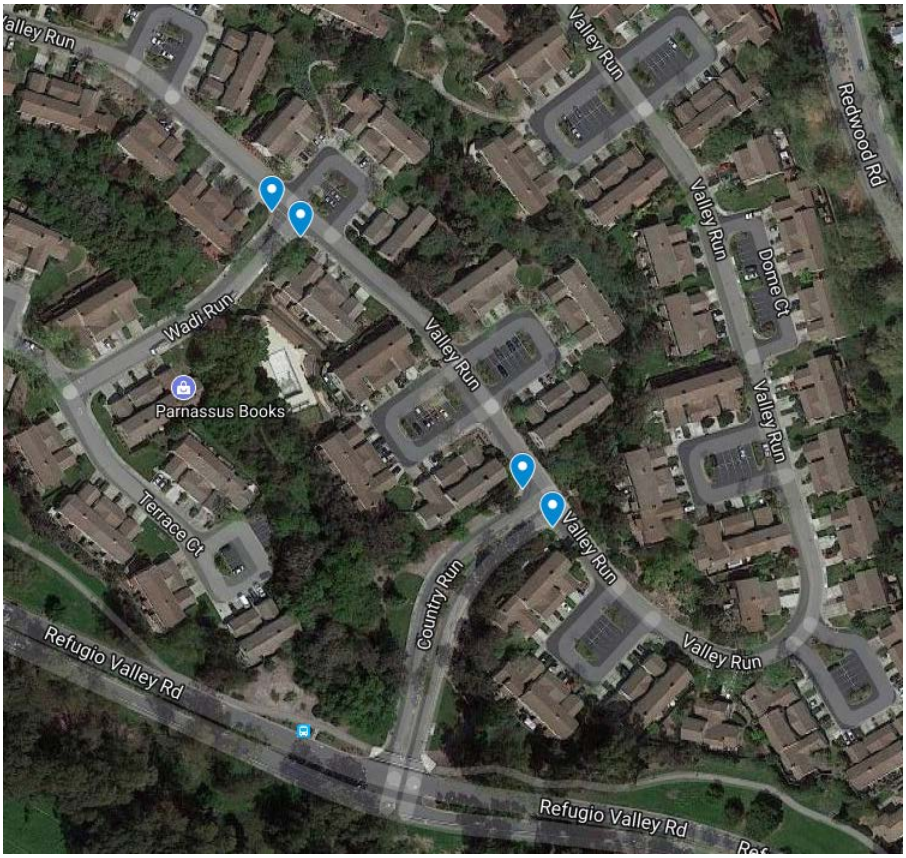


Total = 37

Magenta Pin (NS) = 9; Blue Pin (Ramp Redo) = 12; Orange Pin (RN) = 3



Magenta Pin (NS) = 5; Blue Pin (Ramp Redo) = 6; Orange Pin (RN) = 2



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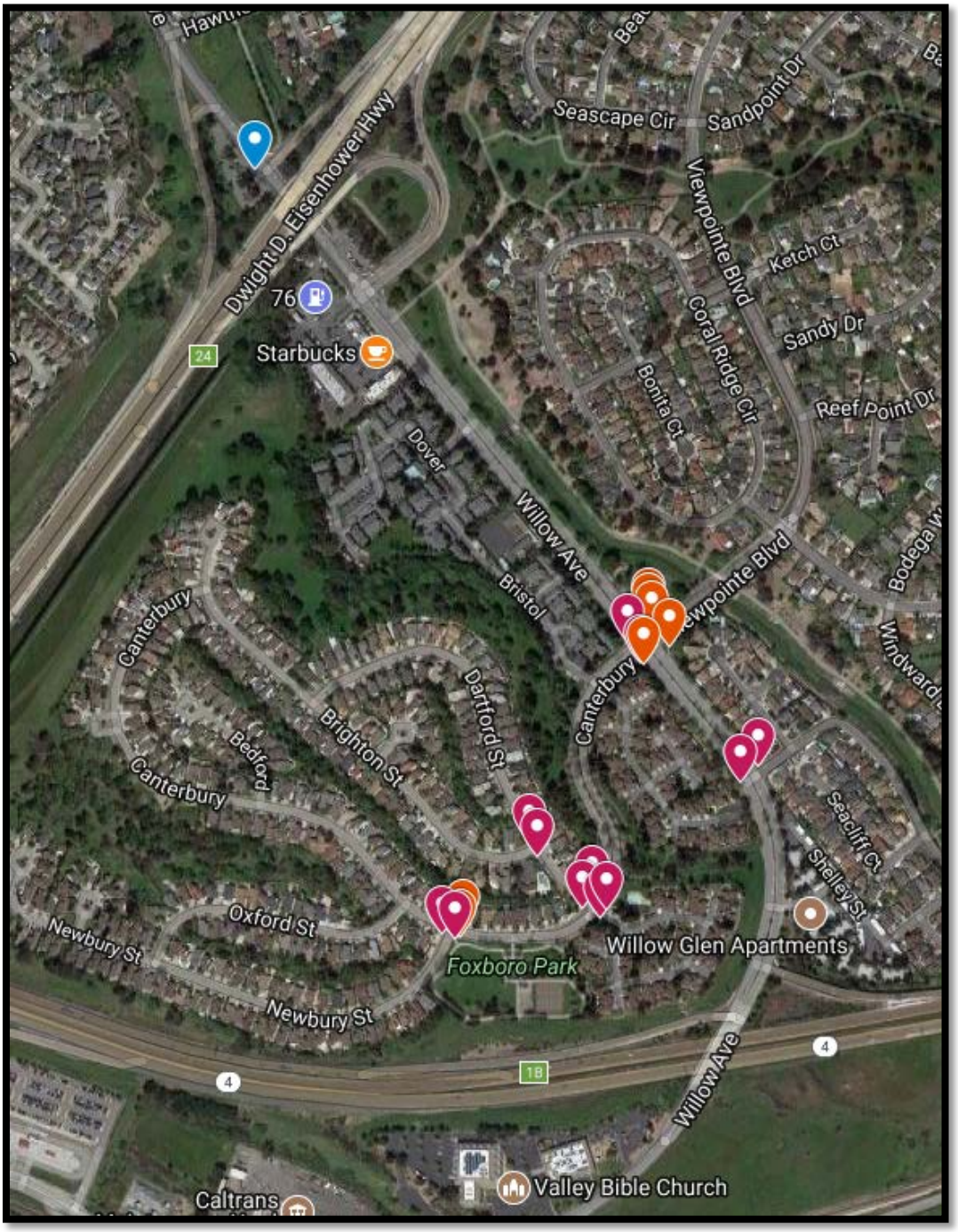

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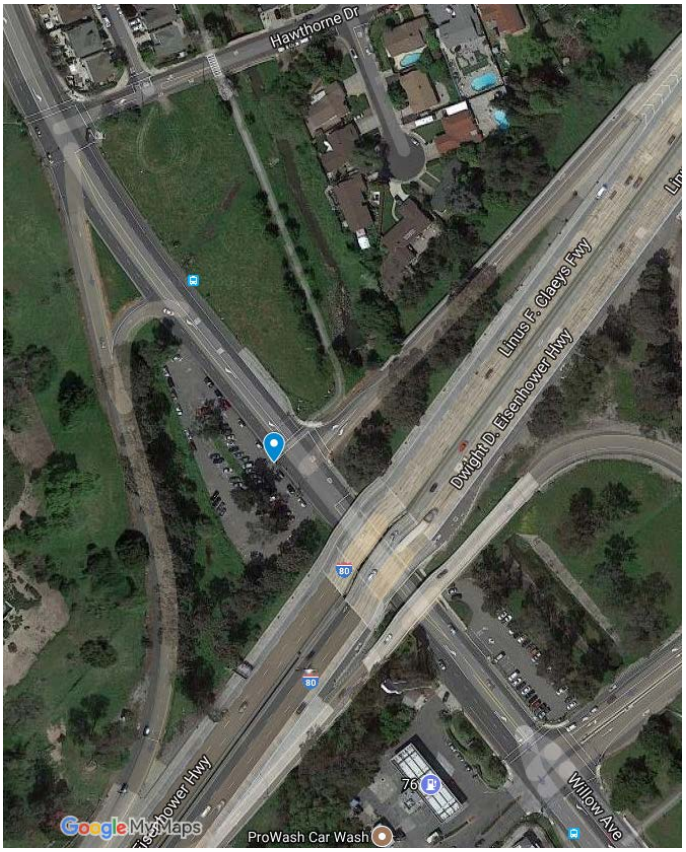

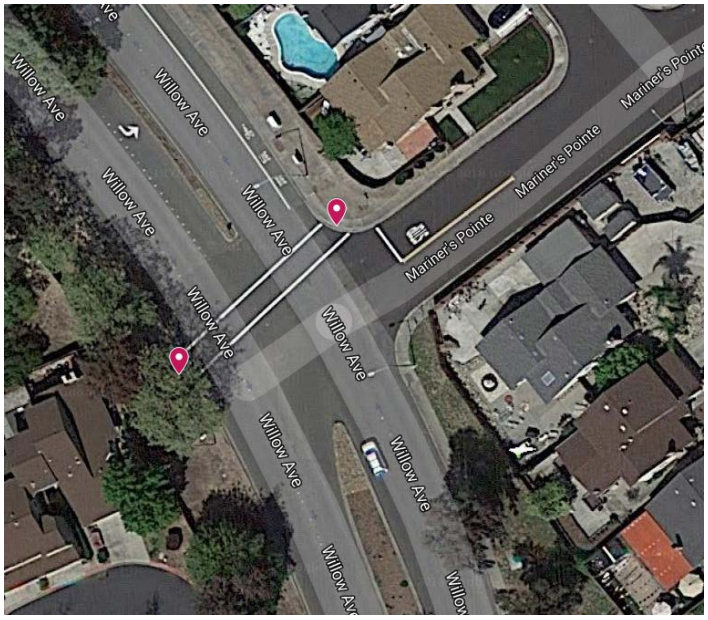

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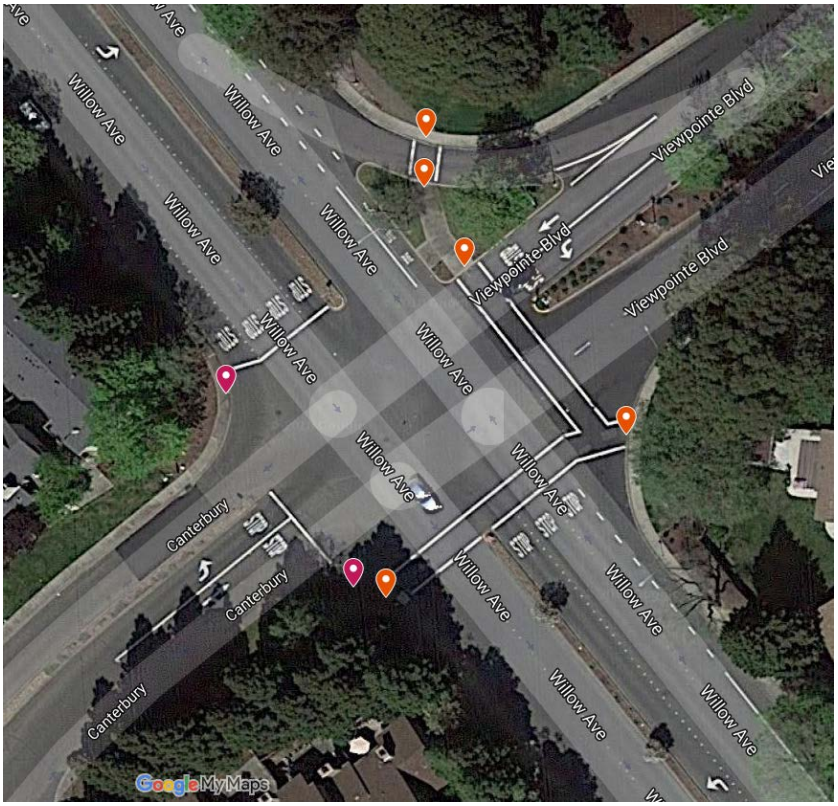
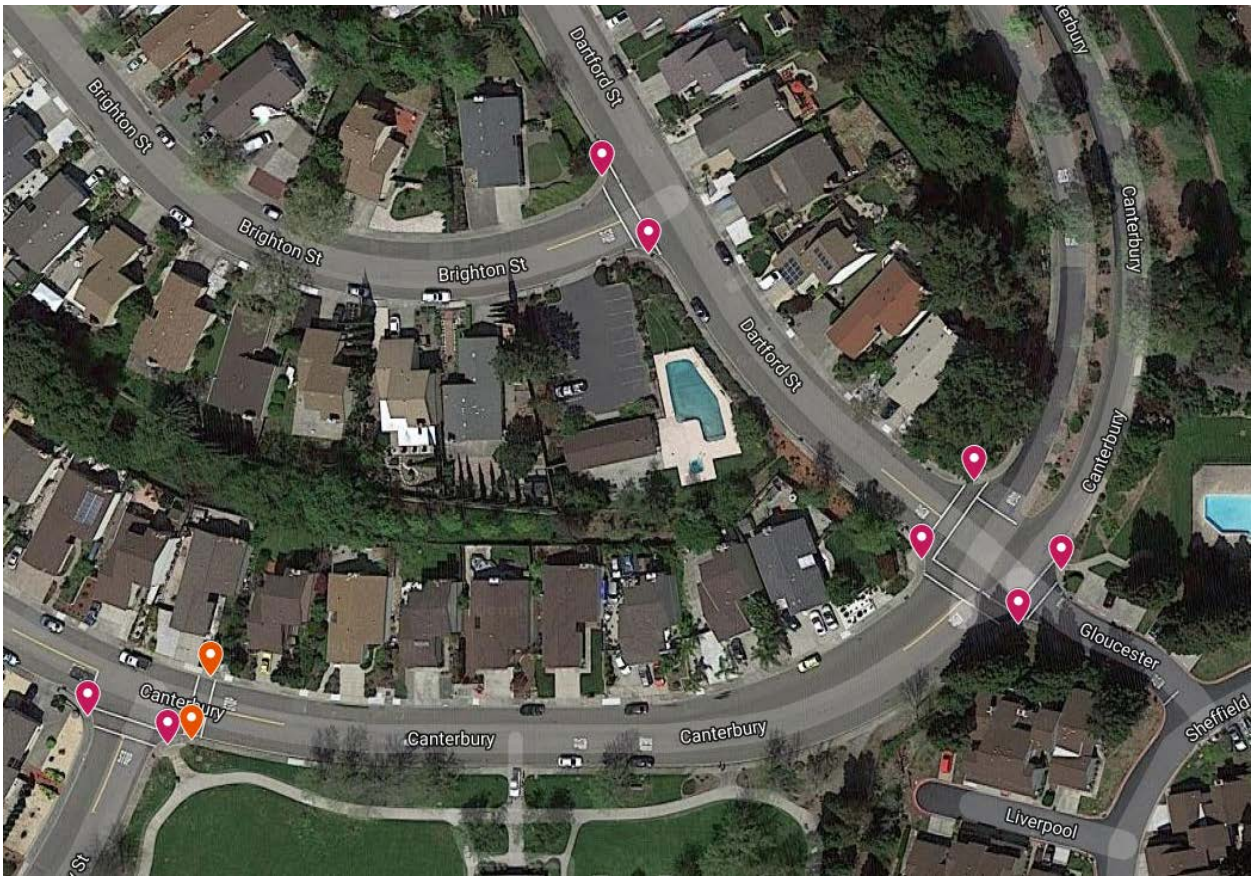
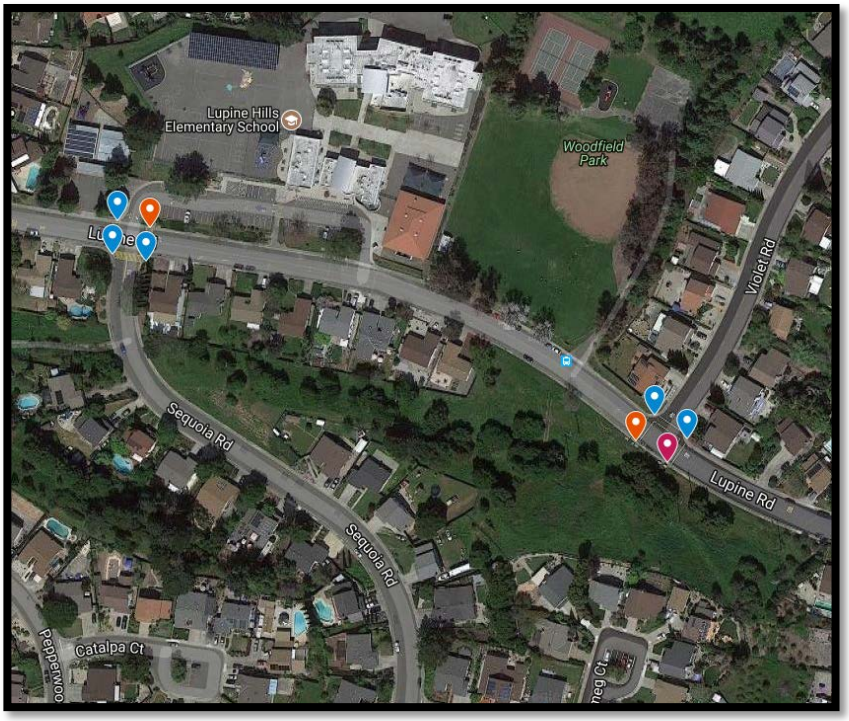




Magenta Pin (NS) = 8; Orange Pin (RN) = 2

Section 6 & 7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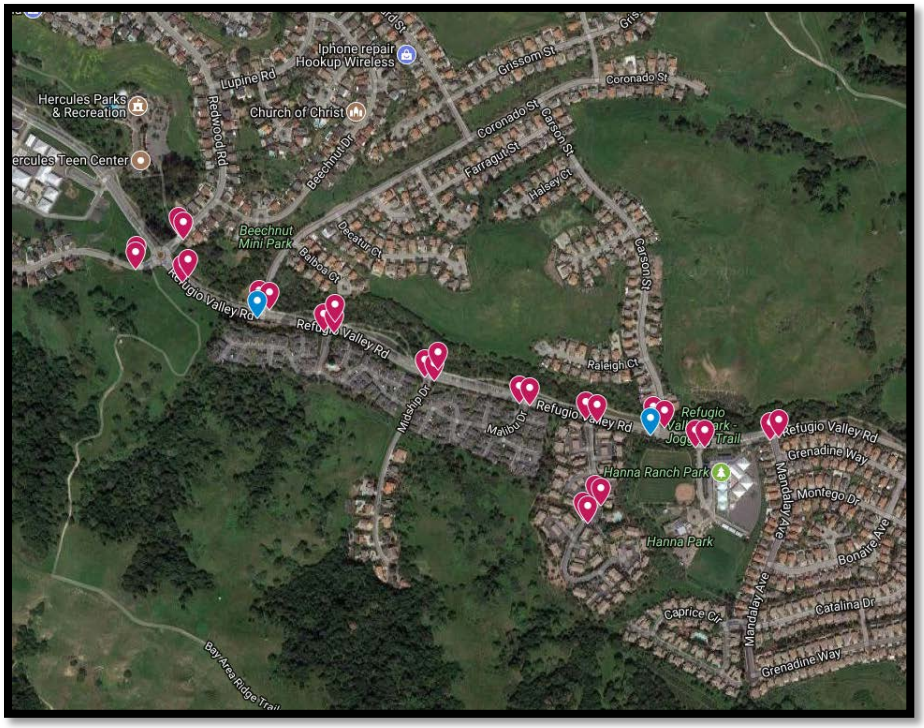
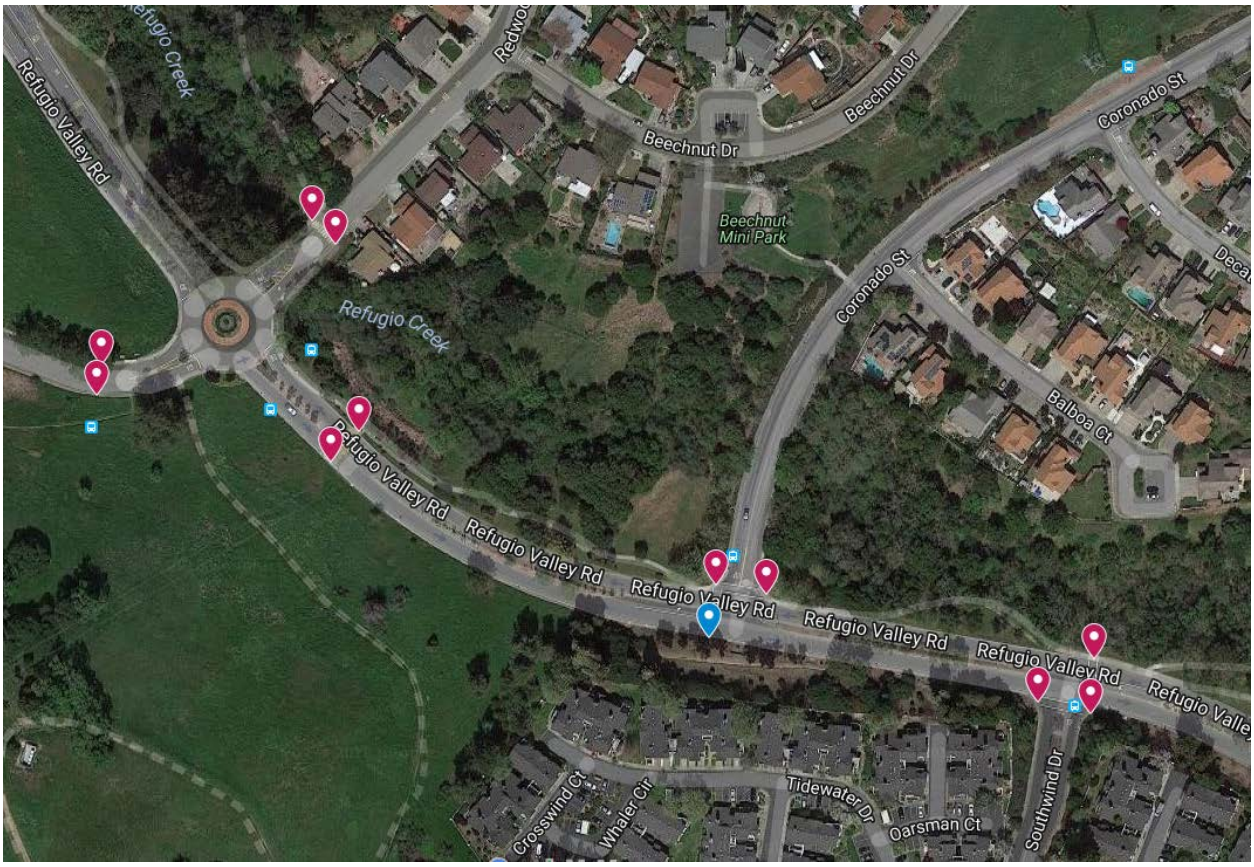
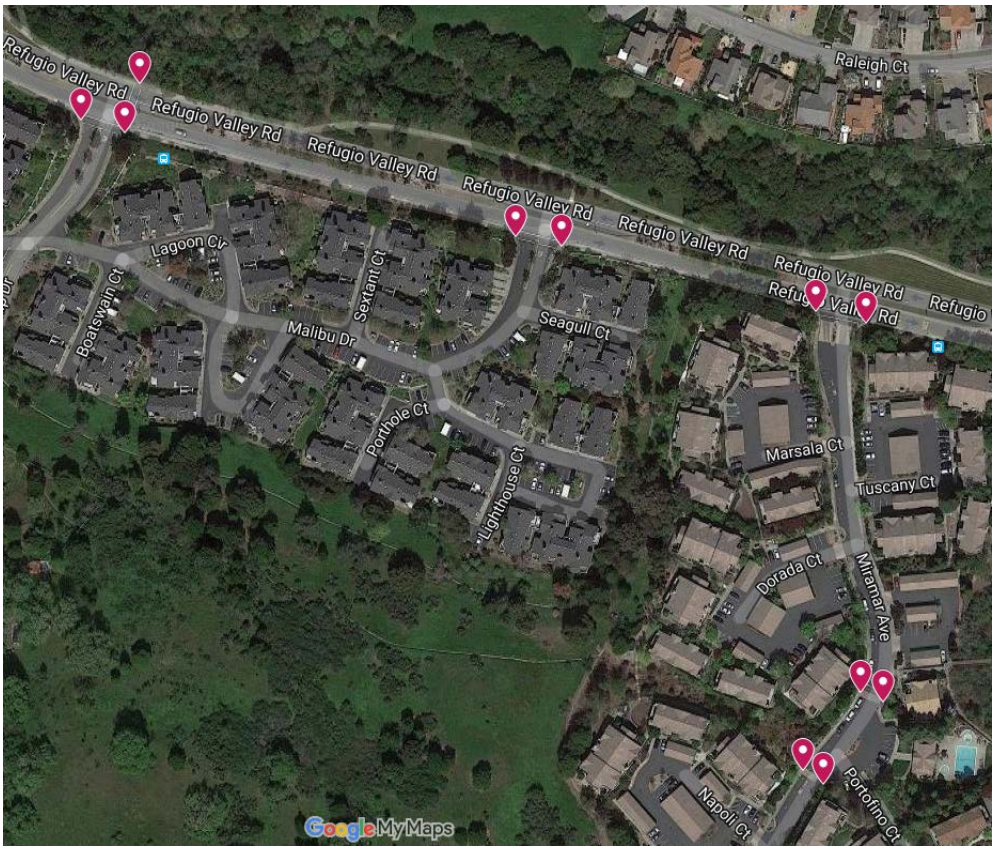
Elementary School
Woodfield
Park
Violet Rd
Sequoia Rd
Lupine Rd
Catalpa Ct


Iphone repair
Hookup Wireless
Lupine Rd
Grissom St
Coronado St
Hercules Parks
& Recreation
Church of Christ
Redwood Rd
Beechnut Dr
Farragut St
Carson St
Halsey Ct
Beechnut
Mini Park
Decatur Ct
Raleigh Ct
Refugio Valley Rd
Midship Dr
Grenadine Way
Hanna Ranch Park
Montego Dr
Hanna Park
Mandalay Ave
Bonaire Ave
Caprice Ct
Catalina Dr
Bay Area Ridge Trail

Magenta Pin (NS) = 12; Blue Pin (Ramp Redo) = 6; Orange Pin (RN) = 2





Magenta Pin (NS) = 17; Blue Pin (Ramp Redo) = 1

8. Hercules Creekside Trail from Alfred Noble to Sycamore Avenue

Engineer's Estimate
Date: 1/30/2019

Expand/extend existing sidewalk to 10 ft with shoulders between San Pablo Avenue and Alfred Noble. Boardwalk: Install 10 ft sidewalk with metal railing and retaining wall along San Pablo Ave between Sycamore Avenue and John Muir Parkway (along inline transit pullout).

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	889	70.00	62,222
	TOTAL FOR ITEM 1 EARTHWORK				**62,222**
2	**PAVEMENT**				
	ASPHALT CONCRETE	TON	102	150.00	15,300
	AGGREGATE BASE	CY	230	200.00	45,926
	SIDEWALK	SF	15500	15.00	232,500
	TOTAL FOR ITEM 2 PAVEMENT				**278,426**
5	**STRUCTURES**				
	RETAINING WALL	SF	4800	115.00	552,000
	METAL RAILING	LF	800	80.00	64,000
	TOTAL FOR ITEM 5 STRUCTURES				**616,000**
3	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-2	1%	9,566
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-2	5%	47,832
	MOBILIZATION	%	of Sec. 1-2	10%	95,665
	UTILITY COORDINATION	%	of Sec. 1-2	10%	95,665
	TOTAL FOR ITEM 3 MINOR ITEMS				**248,728**
		SUBTOTAL			**$1,205,376**
			CONTINGENCY (15%)		$181,000
				GRAND TOTAL	**$1,386,376**
				TOTAL BUDGET	**$1,386,000**

Estimate By: DKS

Project Description: Expand/extend existing sidewalk to 10 ft with shoulders between San Pablo Avenue and ITC. Install 10 ft sidewalk with metal railing and retaining wall along San Pablo Ave between Sycamore Avenue and John Muir Parkway.

8. Hercules Creekside Trail and Boardwalk from Alfred Noble to Sycamore Ave

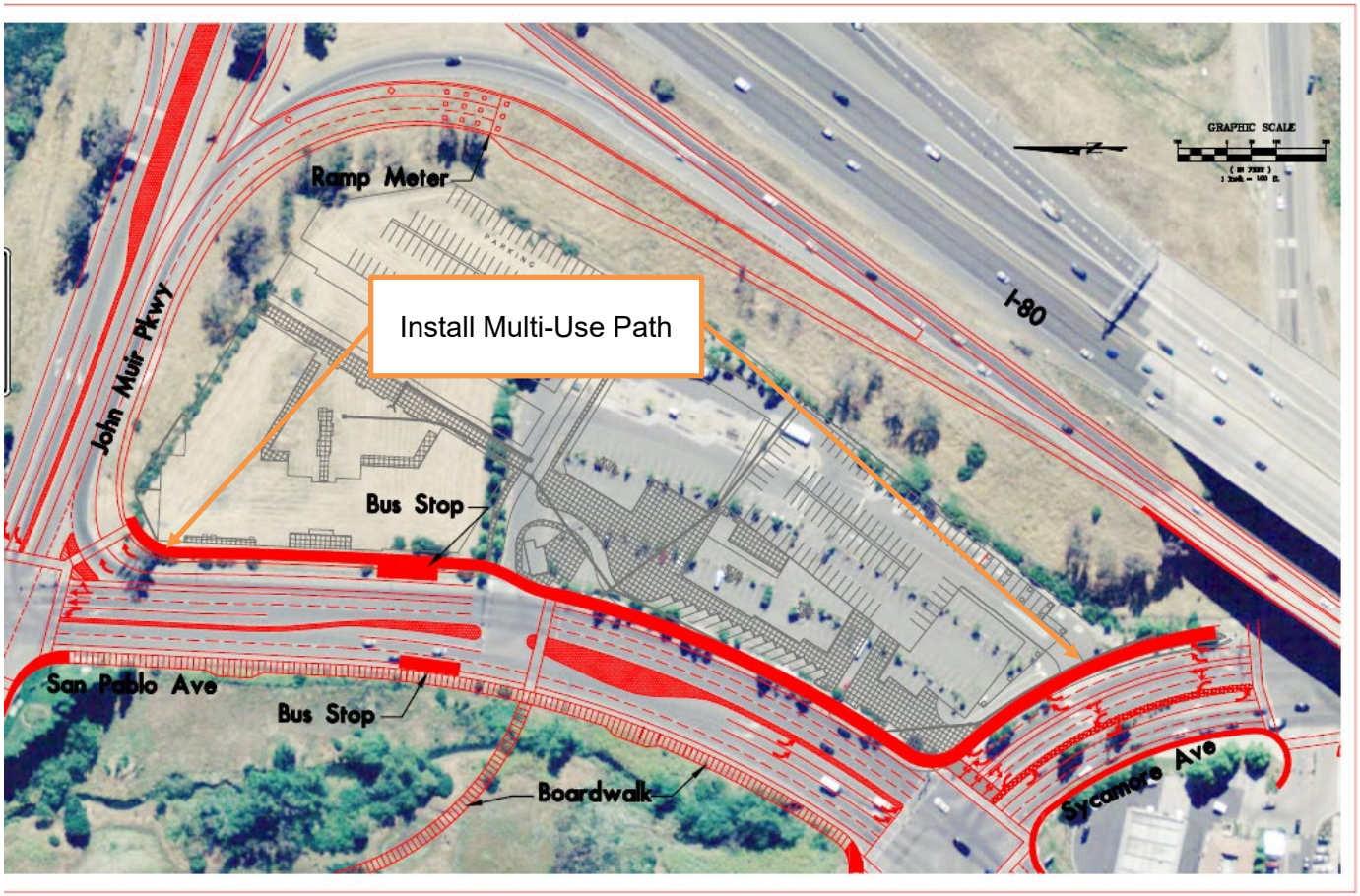
9. Multiuse path at Market Hall site

Engineer's Estimate
Date: 1/30/2019

Add Class I multiuse path along San Pablo and Sycamore Avenues at Market Hall site

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**PAVEMENT**				
	MULTI-USE CONCRETE PATH	SF	4000	15.00	60,000
	FURNISH & INSTALL ADA CURB RAMP	EA	1	5,000.00	5,000
	REMOVE ASPHALT	SF	2500	5.00	12,500
	REMOVE SIDEWALK	SF	150	10.00	1,500
	TOTAL FOR ITEM 1 PAVEMENT				**79,000**
2	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1	1%	790
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1	5%	3,950
	MOBILIZATION	%	of Sec. 1	10%	7,900
	UTILITY COORDINATION	%	of Sec. 1	3%	2,370
	TOTAL FOR ITEM 2 MINOR ITEMS				**15,010**
		SUBTOTAL			**$94,010**
			CONTINGENCY (15%)		$14,000
				GRAND TOTAL	**$108,010**
				TOTAL BUDGET	**$108,000**

Estimate By: DKS



Project Description:
Add multi-use path along San Pablo and Sycamore Avenues at Market Hall site

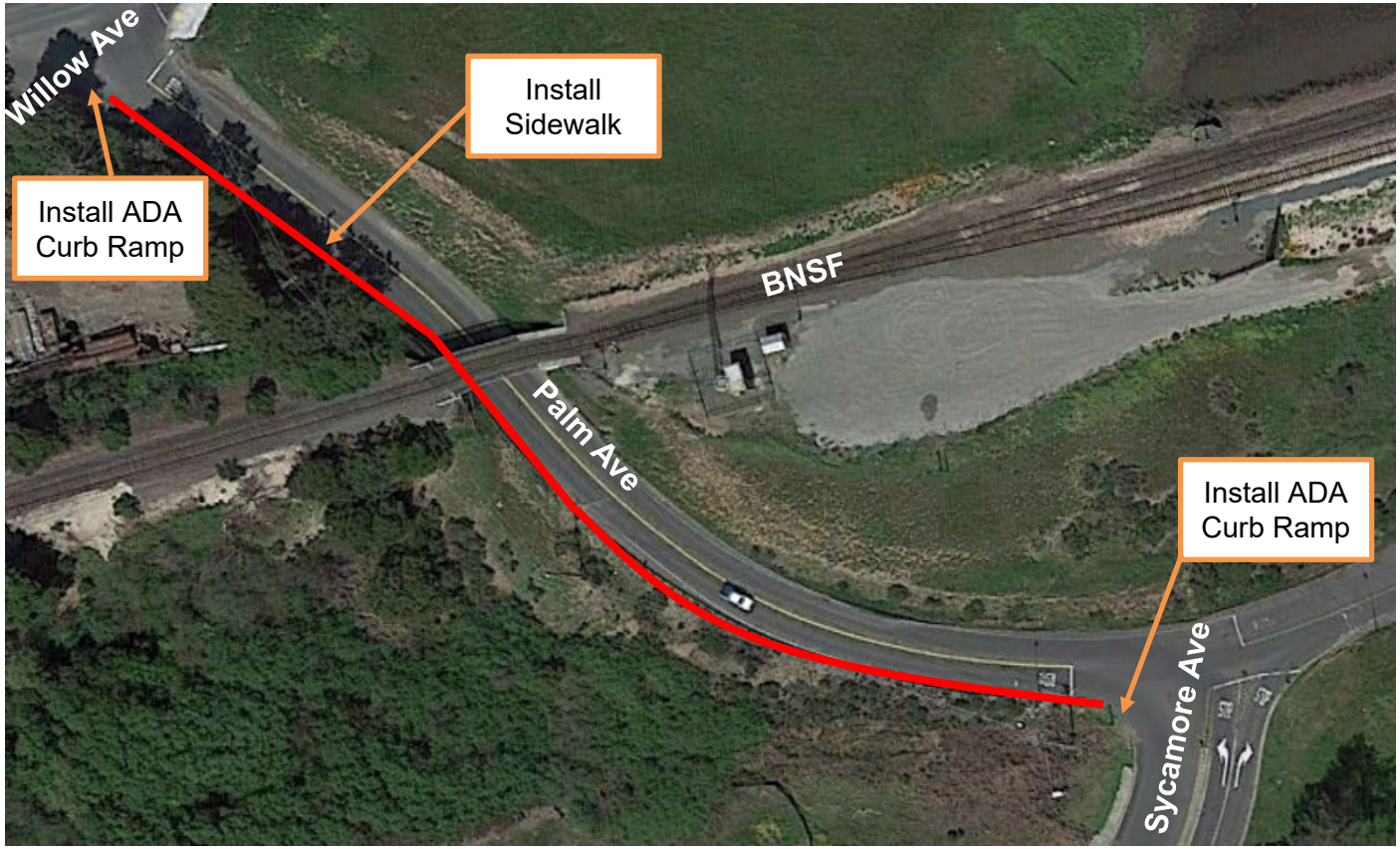
10. Pedestrian connection along Palm Ave between Sycamore Ave and Willow Ave

Engineer's Estimate
Date: 1/30/2019

Improve pedestrian and bicycle access across railway via Palm

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	74	70.00	5,185
	TOTAL FOR ITEM 1 EARTHWORK				**5,185**
2	**DRAINAGE**				
	DRAINAGE	LF	560	155.00	86,800
	TOTAL FOR ITEM 2 DRAINAGE				**86,800**
3	**PAVEMENT**				
	SIDEWALK	SF	2240	15.00	33,600
	FURNISH & INSTALL ADA CURB RAMP	EA	2	5,000.00	10,000
	CURB & GUTTER	LF	560	55.00	30,800
	TOTAL FOR ITEM 3 PAVEMENT				**74,400**
4	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-3	1%	1,664
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-3	5%	8,319
	MOBILIZATION	%	of Sec. 1-3	10%	16,639
	UTILITY COORDINATION	%	of Sec. 1-3	3%	4,992
	TOTAL FOR ITEM 4 MINOR ITEMS				**31,613**
		SUBTOTAL			**$197,998**
		CONTINGENCY (15%)			$30,000
		ROW $20/SF 2800			$56,000
				GRAND TOTAL	**$283,998**
				TOTAL BUDGET	**$284,000**

Estimate By: DKS



Project Description:
Improve pedestrian and bicycle access across BNSF railway via Palm
Slope excavation
Sidewalk Distance: 560 ft

10. Pedestrian connection along Palm Ave between Sycamore Ave and Willow Ave

11. Bay Trail gap closure and lighting

Engineer's Estimate
Date: 1/30/2019

Complete Bay Trail through Hercules (Waterfront area); add lighting

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	844	70.00	59,111
	TOTAL FOR ITEM 1 EARTHWORK				**59,111**
2	**PAVEMENT**				
	ASPHALT CONCRETE	TON	646	150.00	96,900
	TOTAL FOR ITEM 2 PAVEMENT				**96,900**
3	**MISCELLANEOUS**				
	STREET LIGHTS / ELECTROLIERS	EA	8	10,000.00	80,000
	TOTAL FOR ITEM 3 MISCELLANEOUS				**80,000**
4	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-3	1%	2,360
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-3	5%	11,801
	MOBILIZATION	%	of Sec. 1-3	10%	23,601
	UTILITY COORDINATION	%	of Sec. 1-3	3%	7,080
	TOTAL FOR ITEM 3 MINOR ITEMS				**30,681**
		SUBTOTAL			**$266,692**
			CONTINGENCY (15%)		$40,000
				GRAND TOTAL	**$306,692**
				TOTAL BUDGET	**$307,000**

Estimate By: DKS

Project Description:
Complete Bay Trail through Hercules (Waterfront Area).

1900 ft of excavation/asphalt concrete; add lighting

12. Expand Bicycle Network

Engineer's Estimate
Date: 1/30/2019

Expand bicycle network to serve all elementary schools and major employment centers; fill in gaps in bicycle network

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**PAVEMENT**				
	STRIPE THERMOPLASTIC BIKE LANE	LF	4980	4.00	19,920
	STRIPE SHARROW PAVEMENT MARKINGS	EA	6	500.00	3,000
	TOTAL FOR ITEM 1 PAVEMENT				**19,920**
2	**MINOR ITEMS**				
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1	5%	996
	MOBILIZATION	%	of Sec. 1	10%	1,992
	TOTAL FOR ITEM 2 MINOR ITEMS				**2,988**
		SUBTOTAL			**$22,908**
			CONTINGENCY (15%)		$3,000
				GRAND TOTAL	**$25,908**
				TOTAL BUDGET	**$26,000**

Estimate By: DKS

Project Description:
Expand bicycle network to serve all elementary schools and major employment centers; fill in gaps in bicycle network (in both directions).

3800 feet of striping for Lupine Elementary School

1180 feet of striping for Ohlone School (Sharrow Pavement Markings on Refugio & Turquoise)

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12. Expand Bicycle Network

13. Add sidewalk along Willow Avenue to Hercules Transit Center

Engineer's Estimate
Date: 1/30/2019

Add/Improve pedestrian facilities on Willow Ave to connect to HTC

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**DRAINAGE**				
	DRAINAGE	LF	1650	155.00	255,750
	TOTAL FOR ITEM 1 DRAINAGE				**255,750**
2	**PAVEMENT**				
	SIDEWALK	SF	8250	15.00	123,750
	CURB & GUTTER	LF	1650	55.00	90,750
	FURNISH & INSTALL ADA CURB RAMP	EA	11	5,000.00	55,000
	REMOVE ASPHALT	SF	250	5.00	1,250
	TOTAL FOR ITEM 2 PAVEMENT				**270,750**
3	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-2	1%	5,265
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-2	5%	26,325
	MOBILIZATION	%	of Sec. 1-2	10%	52,650
	UTILITY COORDINATION	%	of Sec. 1-2	10%	52,650
	TOTAL FOR ITEM 3 MINOR ITEMS				**136,890**
		SUBTOTAL			**$663,390**
			CONTINGENCY (15%)		$100,000
			ROW $20/SF 6300		$126,000
				GRAND TOTAL	**$889,390**
				TOTAL BUDGET	**$889,000**

Estimate By: DKS

Project Description:
Add/Improve pedestrian facilities on Willow Ave to connect to HTC.

Install sidewalk for 1650 ft on north side of Willow Ave.
Install 11 ADA curb ramps along path for driveways.

13. Add sidewalk along Willow Ave from Palm Ave to Hercules Transit Center

14. Improve Bike/Pedestrian Connections to Hercules Transit Center – Sycamore Ave from Creekside to Willow Ave

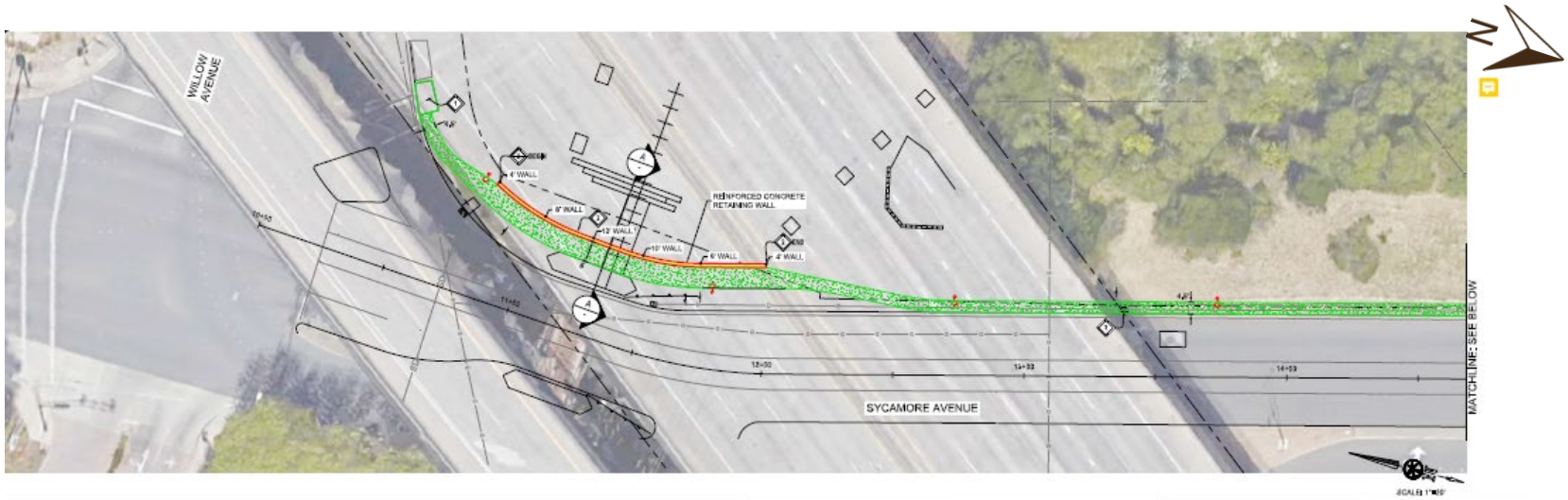
Engineer's Estimate

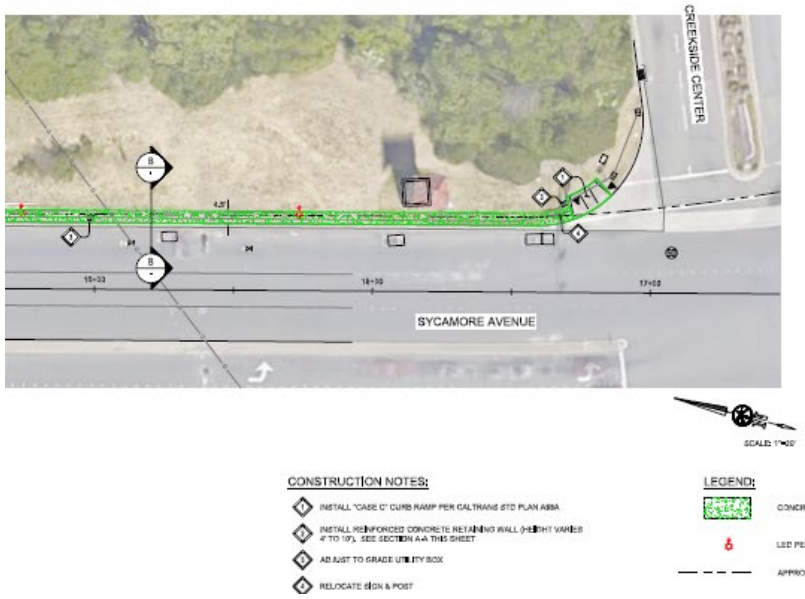
Date: 1/30/2019

Add bike/pedestrian facilities on Sycamore Ave from Creekside to connect to HTC

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	833	70.00	58,333
	TOTAL FOR ITEM 1 EARTHWORK				**58,333**
2	**DRAINAGE**				
	DRAINAGE	LF	1250	155.00	193,750
	TOTAL FOR ITEM 2 DRAINAGE				**193,750**
3	**PAVEMENT**				
	SIDEWALK	SF	12500	15.00	187,500
	CURB & GUTTER	LF	2500	55.00	137,500
	FURNISH & INSTALL ADA CURB RAMP	EA	2	5,000.00	10,000
	TOTAL FOR ITEM 3 PAVEMENT				**335,000**
4	**MISCELLANEOUS**				
	STREET LIGHTS / ELECTROLIERS	EA	2	10,000.00	20,000
	TOTAL FOR ITEM 4 MISCELLANEOUS				**20,000**
5	**STRUCTURES**				
	RETAINING WALL	SF	800	115.00	92,000
	TOTAL FOR ITEM 5 STRUCTURES				**92,000**
6	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	1%	6,991
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	5%	34,954
	MOBILIZATION	%	of Sec. 1-4	10%	69,908
	UTILITY COORDINATION	%	of Sec. 1-4	3%	20,972
	TOTAL FOR ITEM 5 MINOR ITEMS				**132,826**
		SUBTOTAL			**$831,909**
			CONTINGENCY (15%)		$125,000
				GRAND TOTAL	**$956,909**
				TOTAL BUDGET	**$957,000**

Estimate By: DKS





Project Description:
Install sidewalk along Sycamore Ave from Creekside to Willow Ave, tie into asphalt path going to HTC.
Install retaining wall under I-80 bridge to accommodate pedestrians and bicyclists.

14. Improve Bicycle/Pedestrian Connections to Hercules Transit Center – Sycamore Ave to Willow

15. Extend sidewalk connections to Rodeo

Engineer's Estimate
Date: 1/30/2019

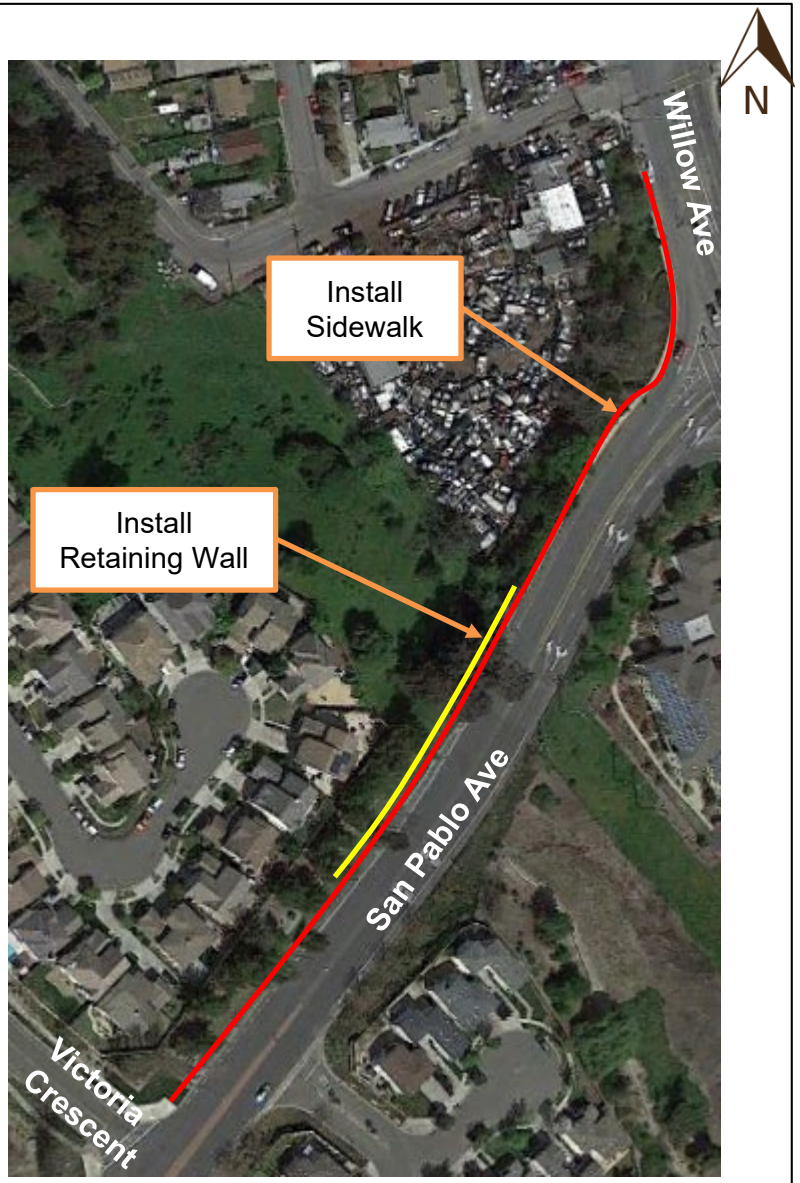
Fix incomplete sidewalks connecting to Rodeo

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**EARTHWORK**				
	ROADWAY EXCAVATION	CY	340	70.00	23,800
	TOTAL FOR ITEM 1 EARTHWORK				**23,800**
2	**DRAINAGE**				
	DRAINAGE	LF	850	155.00	131,750
	TOTAL FOR ITEM 2 DRAINAGE				**131,750**
3	**PAVEMENT**				
	SIDEWALK	SF	5100	15.00	76,500
	CURB & GUTTER	LF	850	55.00	46,750
	FURNISH & INSTALL ADA CURB RAMP	EA	1	5,000.00	5,000
	REMOVE ASPHALT CURB	LF	550	3.00	1,650
	TOTAL FOR ITEM 3 PAVEMENT				**129,900**
4	**MISCELLANEOUS**				
	RELOCATE STREET LIGHTS / ELECTROLIERS	EA	4	10,000.00	40,000
	TOTAL FOR ITEM 4 MISCELLANEOUS				**40,000**
5	**STRUCTURES**				
	RETAINING WALL	SF	1200	115.00	138,000
	TOTAL FOR ITEM 5 STRUCTURES				**138,000**
6	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-4	1%	4,635
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-4	5%	23,173
	MOBILIZATION	%	of Sec. 1-4	10%	46,345
	UTILITY COORDINATION	%	of Sec. 1-4	3%	13,904
	TOTAL FOR ITEM 5 MINOR ITEMS				**88,056**
		SUBTOTAL			**$551,506**
				CONTINGENCY (15%)	$83,000
				GRAND TOTAL	**$634,506**
				TOTAL BUDGET	**$635,000**

Estimate By: DKS

Project Description:
Complete sidewalks connecting to Rodeo

Install 1020 feet of sidewalk
Install ADA Curb Ramp at corner
Install retaining wall along steep slope



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15. Extend sidewalk connections to Rodeo

16. Complete bicycle facilities between Mariner's Pointe and HTC

Engineer's Estimate
Date: 1/30/2019

Provide Class II or Class III Bicycle facility between Hercules Transit Center and Mariner's Pointe on Willow Ave

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**PAVEMENT**				
	STRIPE THERMOPLASTIC BIKE LANE	LF	5000	4.00	20,000
	STRIPE SHARROW PAVEMENT MARKINGS	EA	8	500.00	4,000
	TOTAL FOR ITEM 1 PAVEMENT				**20,000**
2	**MINOR ITEMS**				
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1	10%	2,000
	MOBILIZATION	%	of Sec. 1	15%	3,000
	TOTAL FOR ITEM 2 MINOR ITEMS				**5,000**
		SUBTOTAL			**$25,000**
				CONTINGENCY (15%)	$4,000
				GRAND TOTAL	**$29,000**
				TOTAL BUDGET	**$29,000**

Estimate By: DKS

Project Description:
Complete bicycle facilities on Willow Avenue between Hercules Transit Center and Mariner's Pointe (Class II or Class III)

Install 5000 feet of Class II striping or Sharrow Pavement marking for Class III

16. Complete bicycle facilities between Mariner's Pointe and HTC

17. Add lighting to Refugio Valley Trail

Engineer's Estimate
Date: 1/30/2019

Add lighting as needed for safety along Refugio Valley Trail

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**MISCELLANEOUS**				
	STREET LIGHTS / ELECTROLIERS	EA	51	10,000.00	510,000
	TOTAL FOR ITEM 1 MISCELLANEOUS				**510,000**
2	**MINOR ITEMS**				
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1	5%	25,500
	MOBILIZATION	%	of Sec. 1	10%	51,000
	UTILITY COORDINATION	%	of Sec. 1	10%	51,000
	TOTAL FOR ITEM 2 MINOR ITEMS				**76,500**
		SUBTOTAL			**$586,500**
			CONTINGENCY (15%)		$88,000
				GRAND TOTAL	**$674,500**
				TOTAL BUDGET	**$675,000**

Estimate By: DKS

Project Description:
Add lighting as needed for safety along Refugio Valley Trail and San Francisco Bay Trail.

Install 51 street lights (spacing based on trees and distance from street lighting on Refugio Valley Road).

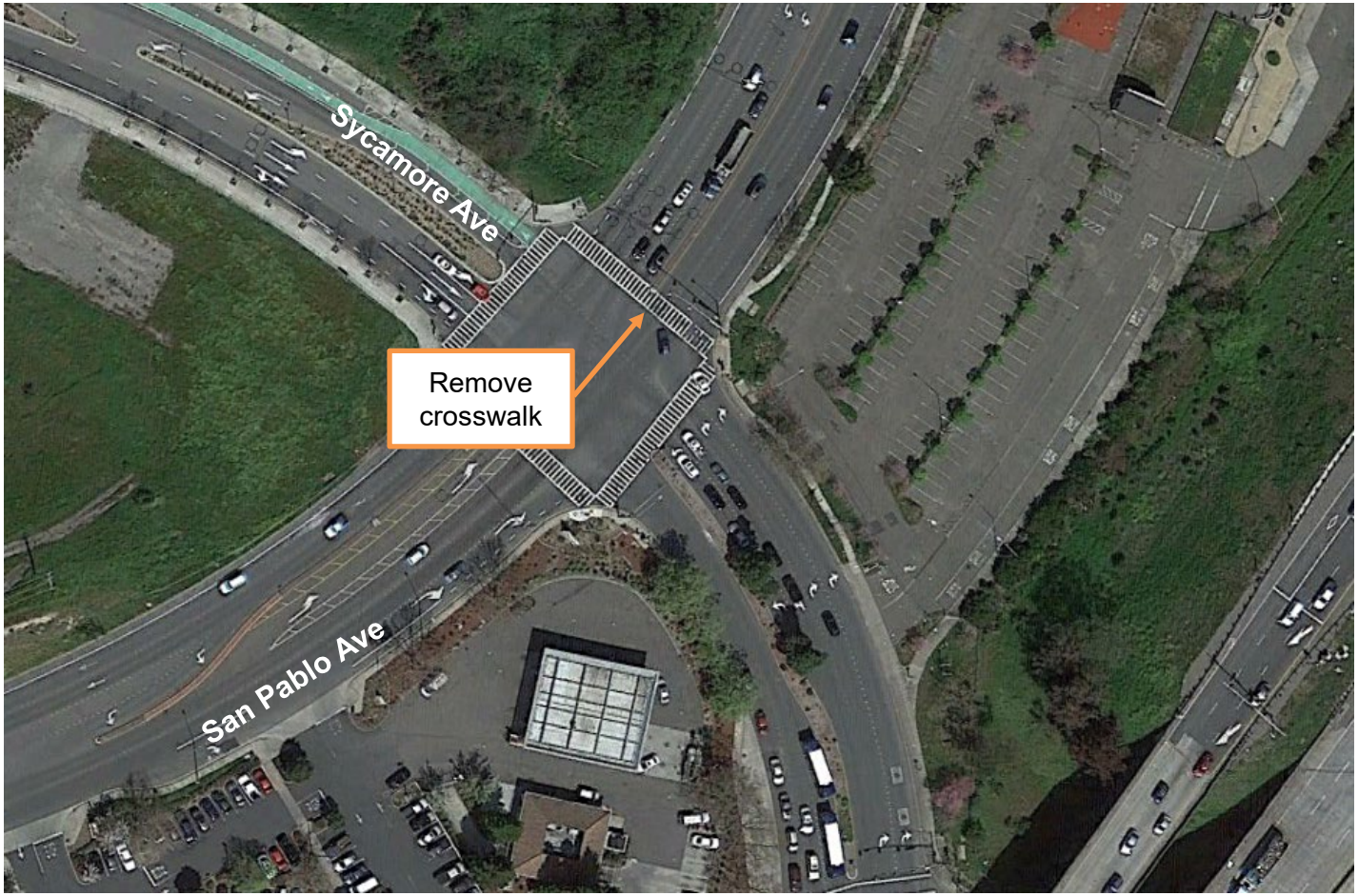
18. Remove crosswalk at north leg of San Pablo Avenue & Sycamore Avenue

Engineer's Estimate
Date: 1/30/2019

Removal of crosswalk from north approach San Pablo/Sycamore; install signs and crossing barriers

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**PAVEMENT**				
	REMOVE STRIPING	SF	1300	5.00	6,500
	TOTAL FOR ITEM 1 PAVEMENT				**6,500**
2	**MISCELLANEOUS**				
	NO PED CROSSING BARRIER	EA	2	1,500.00	3,000
	NO PED CROSSING SIGN	EA	2	500.00	1,000
	TOTAL FOR ITEM 2 MISCELLANEOUS				**4,000**
3	**MINOR ITEMS**				
	WATER POLLUTION CONTROL	%	of Sec. 1-2	5%	525
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1-2	10%	1,050
	MOBILIZATION	%	of Sec. 1-2	15%	1,575
	TOTAL FOR ITEM 3 MINOR ITEMS				**3,150**
		SUBTOTAL			**$13,650**
			CONTINGENCY (15%)		$2,000
				GRAND TOTAL	**$15,650**
				TOTAL BUDGET	**$16,000**

Estimate By: DKS



Project Description:
Remove crosswalk over San Pablo Avenue, remove crosswalk striping, install crossing barrier and sign on both ends

DKS

18. Remove crosswalk at north leg of San Pablo Avenue & Sycamore Avenue

19. Provide bus shelters along San Pablo Avenue

Engineer's Estimate
Date: 1/30/2019

Provide shelters along WESTCAT Route J line on San Pablo with real-time arrival signs

#	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	**MISCELLANEOUS**				
	BUS SHELTER	EA	2	12,000.00	24,000
	REAL-TIME BUS ARRIVAL BOARD	EA	2	5,000.00	10,000
	TOTAL FOR ITEM 1 MISCELLANEOUS				**24,000**
2	**MINOR ITEMS**				
	TRAFFIC CONTROL SYSTEM	%	of Sec. 1	5%	1,200
	MOBILIZATION	%	of Sec. 1	10%	2,400
	UTILITY COORDINATION	%	of Sec. 1	5%	1,200
	TOTAL FOR ITEM 2 MINOR ITEMS				**3,600**
		SUBTOTAL			**$27,600**
			CONTINGENCY (15%)		$4,000
				GRAND TOTAL	**$31,600**
				TOTAL BUDGET	**$32,000**

Estimate By: DKS

Placeholder for parking garage documentation

Hercules ITC - Estimate Summary

4/20/2018

ITEM	Estimate (2015 YR $)	Escalation to 2018 FY $ (3% annual)	Escalation to 2020 FY $ (3% annual)	Escalation to 2018 FY $ (4% annual)	Escalation to 2020 FY $ (4% annual)	Est. Cost Range Constr. Year btwn 2018 to 2020 ($ Millions)
UTILITY RELOCATION	**20,868,000**	**22,800,000**	**24,200,000**	**23,500,000**	**25,400,000**	**2.3 to 2.5**
Fuel Oil Relocation (phase 1)	*6,500,000*	*7,100,000*	*7,500,000*	*7,300,000*	*7,900,000*	
Fuel Oil Relocation (phase 2)	*7,200,000*	*7,900,000*	*8,400,000*	*8,100,000*	*8,800,000*	
Fiber Relocation [1]	*2,640,000*	*2,900,000*	*3,100,000*	*3,000,000*	*3,200,000*	
Retaining Walls for Utilities	*1,050,000*	*1,100,000*	*1,200,000*	*1,200,000*	*1,300,000*	
Design, CM, & Permits (20%)	*3,478,000*	*3,800,000*	*4,000,000*	*3,900,000*	*4,200,000*	
TRACK / SIGNAL WORK	**22,739,400**	**24,800,000**	**26,300,000**	**25,600,000**	**27,700,000**	**24.8 to 27.7**
Track & Signals	*10,244,000*	*11,200,000*	*11,900,000*	*11,500,000*	*12,400,000*	
Retaining Walls for Track/Station	*210,000*	*200,000*	*200,000*	*200,000*	*200,000*	
Railroad Bridge	*4,590,000*	*5,000,000*	*5,300,000*	*5,200,000*	*5,600,000*	
Extended RR Bridge (2013 $) [2]	*1,800,000*	*2,000,000*	*2,100,000*	*2,000,000*	*2,200,000*	
Track Final Design, CM, & Permits (35%) [3]	*5,895,400*	*6,400,000*	*6,800,000*	*6,600,000*	*7,100,000*	
INITIAL RAIL STATION	**7,250,000**	**7,900,000**	**8,400,000**	**8,200,000**	**8,900,000**	**7.9 to 8.9**
*Station Stairs and Ped Overcrossing***	*4,400,000*	*4,800,000*	*5,100,000*	*4,900,000*	*5,300,000*	
*Civic Plaza Improvements***	*3,150,000*	*3,400,000*	*3,600,000*	*3,500,000*	*3,800,000*	
Station Final Design, CM & Permits (30%) [4]	*2,265,000*	*2,500,000*	*2,700,000*	*2,500,000*	*2,700,000*	
SUBTOTAL (TRAIN TO STOP)	**48,007,400**	**52,500,000** Plus	**55,700,000**	**54,000,000**	**58,400,000**	**52.5 to 58.4**
TRAILS, PARKS, PLAZAS	**3,768,000**	**4,100,000**	**4,300,000**	**4,200,000**	**4,500,000**	**4.1 to 4.5**
*Bay Trail (RR Plaza to JMP ext.)**	*1,000,000*	*1,100,000*	*1,200,000*	*1,100,000*	*1,200,000*	
*Pedestrian Bridge (for Bay Trail)***	*1,000,000*	*1,100,000* *	*1,200,000*	*1,100,000*	*1,200,000*	
*Creekside Park (from Transit Loop)**	*340,000*	*400,000*	*400,000*	*400,000*	*400,000*	
*Prominade (for Bay Trail)**	*300,000*	*300,000*	*300,000*	*300,000*	*300,000*	
*Railroad Plaza***	*500,000*	*500,000*	*500,000*	*600,000*	*600,000*	
TPP Design, CM, & Permits (30%) [4]	*628,000*	*700,000*	*700,000*	*700,000*	*800,000*	
GRAND TOTALS	**51,775,400**	**56,600,000**	**60,000,000**	**58,200,000**	**62,900,000**	**56.6 to 62.9**

Notes:

1. *Reallocated from Track / Signal Work*
2. *Additional Cost for Extended RR Bridge per 2013 Technical Memorandum to RWQCB and Permit Conditions of Approval*
3. *35% used due to greater coordination required for UPRR facilities and revision to RR Bridge design.*
4. *30% used for elements with no design (**) or signficant revision to engineering design (*) is required.*

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HERCULES AMENDING TITLE 10, CHAPTER 18 OF THE HERCULES MUNICIPAL CODE RELATING TO TRANSPORTATION IMPACT FEES

WHEREAS, the City of Hercules ("City") is a city organized and existing under and by virtue of the general law of the State of California and is a "local agency" as defined in the Mitigation Fee Act (California Government Code Section 66000 et seq.); and

WHEREAS, the City conducted a comprehensive review of the City's existing traffic impact fees to determine whether those fees are adequate to offset the cost of facilities related to future development; and

WHEREAS, the City undertook and caused to be prepared a study entitled "2019 Hercules Transportation Impact Fee Nexus Study" which, among other things, identified transportation facilities that will be impacted or necessitated by future development; and

WHEREAS, the 2019 Hercules Transportation Impact Fee Nexus Study recommended an increase to the City's existing transportation impact fees and substantiated the need for the increase by explaining the nexus between the imposition of the fees and the impact of future development to transportation facilities; and

WHEREAS, the City adopted the 2019 Hercules Transportation Impact Fee Nexus Study and approved the increased transportation impact fee concurrent with this Ordinance by way of Resolution ____; and

WHEREAS, the City has determined that it needs to amend its current development impact fee ordinance in order to offset all or a portion of the cost of transportation facilities identified in the 2019 Hercules Transportation Impact Fee Nexus Study.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HERCULES DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1.
Title 10, Chapter 18, Article 16 of the Hercules Municipal Code entitled "Development Impact Fees" is hereby amended to to read as depicted on Exhibit A, attached hereto and made a part hereof.

SECTION 2 – CEQA.
The adoption of the 2019 Hercules Transportation Impact Fee Nexus Study and approval of the transportation impact fee do not constitute a "project" as that term is defined by or used in the

California Environmental Quality Act (Cal. Pub. Res. Code section 21000 et seq.; "CEQA") or the CEQA Guidelines (Cal. Code of Regulations Title 14, Division 6, Chapter 3). Accordingly, the City Council finds that the provisions of CEQA and the CEQA Guidelines are not applicable thereto. In the event that the action is found to constitute a "project," the City Council hereby finds that the action is exempt from CEQA because CEQA does not apply to the establishment, modification, or approval of rates, tolls, fares or other charges for the purpose of (1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, or (4) obtaining funds for capital projects necessary to maintain service within existing service areas. The City Council finds that its action falls within one or more of those exemptions. Moreover, the City Council finds that, pursuant to CEQA Guidelines section 15061(b)(3), it can be seen with certainty that there is no possibility that adoption of this ordinance may have a significant effect on the environment, so this action action is not subject to CEQA or the CEQA Guidelines.

SECTION 3 – SEVERABILITY.

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid, such decisions shall not affect the validity of the remaining portions of this Ordinance. The Council hereby declares that it would have adopted the Ordinance, and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be deleted.

SECTION 4 - Publication and Effective Date.

a. This Ordinance shall be published in accordance with applicable law, by one or more of the following methods:

1. Posting the entire Ordinance in at least three (3) public places in the City of Hercules, within fifteen (15) days after its passage and adoption; or

2. Publishing the entire Ordinance at least once in the West County Times, a newspaper of general circulation published in the County of Contra Costa and circulated in the City of Hercules, within fifteen (15) days after its passage and adoption; or

3. Publishing a summary of the Ordinance in the West County Times and posting a certified copy of the entire Ordinance in the office of the City Clerk at least five (5) days prior to the passage and adoption, and a second time within fifteen (15) days after its passage and adoption, along with the names of those City Councilmembers voting for and against the Ordinance.

b. This Ordinance shall go into effect thirty (30) days after the date of its passage and adoption.

THE FOREGOING ORDINANCE was first read at a regular meeting of the Hercules City Council on the _____ day of _____, 2019, and was passed and adopted at a

regular meeting of the Hercules City Council on the _____ day of _____, 2019, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____Dan Romero, _, Mayor

_____
Lori Martin, Administrative Services Director &
City Clerk

EXHIBIT A

AMENDING THE HERCULES MUNICIPAL CODE TITLE 10

Chapter 18. Development Impact Fees

Article 1. General Provisions for Development Impact Fees

Sec. 10-18.101 Authority.

This Chapter is enacted pursuant to authority granted by California Government Code section 66000 et seq, and the general police power of the City. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.102 Application.

This Chapter applies to development impact fees charged as a condition of development to defray all or a portion of the cost of public services, facilities, improvements and amenities. The cost of developing and administering the City's development impact fee program may be included as a component of the established fees. This Chapter is not intended to and does not apply to regulatory and processing fees; fees required pursuant to a development agreement adopted pursuant to Government Code Title 7, Chapter 4, Article 2.5 commencing with Section 65864; fees collected pursuant to redevelopment agreements in furtherance or for the benefit of a redevelopment project for which a redevelopment plan has been adopted pursuant to the Community Redevelopment Law (Health and Safety Code Division 24, part 1 commencing with Section 33000); or fees collected pursuant to a reimbursement agreement that exceed the developer's share of a public improvement, or to assessment district proceedings, assessments or taxes. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.103 Fee Credit.

(a) The City Manager or the City Manager's designee is authorized to credit development fees imposed pursuant to this chapter in consideration for certain on- site and off-site facilities or improvements constructed or paid for by the developer. A developer is entitled to credit for the value of improvements if the improvement is identified in the city's capital improvement program (CIP) and the developer (1) dedicates an appropriate site, (2) constructs the improvements, (3) finances an improvement by cash, assessment district or Mello-Roos Community Facilities District, or (4) a combination of the above.

(b) A decision regarding a fee credit is appealable pursuant to Section 10-18.105. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.104 Fee Adjustment, Waiver or Finding of Exemption.

(a) The developer of a project subject to a development fee pursuant to this chapter may apply to the City Manager or the City Manager's designee for an adjustment to or waiver of that fee or for a finding that the project is exempt from the fee. The waiver or adjustment of a fee shall be based upon the absence of any reasonable relationship (1) between the impact of that development on public facilities and either (i) the amount of fee charged or (ii) the type of facilities to be financed or (2) between that development project and the use of the fee or (3) between that development project and the need for related public facilities.

(b) This application shall be made in writing and filed with the City Manager or the City Manager's designee no later than the time of the issuance of a building permit authorizing construction of new floor area or remodeling to accommodate a change or expansion in use. If no building permit is required, the application shall be filed prior to issuance of any permit or other City approval required for a change in use. The application shall state completely and in detail both the applicant's factual basis and legal theory for adjustment or waiver. The City Manager or the City Manager's designee may refuse to consider factual assertions or legal theories not set forth in the written application.

(c) The City Manager or the City Manager's designee shall consider the application at an informal hearing, which may be continued from time to time, and which shall be held within sixty days after the filing of the complete application. The decision of the City Manager or the City Manager's designee is appealable pursuant to Section 10-18.105.

(d) The applicant bears the burden of proof in presenting substantial evidence to support the application. The City Manager or the City Manager's designee shall consider the following factors in his or her determination:

(1) The factors identified in Government Code Section 66001;

(2) The purpose and proposed uses;

(3) The type of the fee;

(4) The type of development;

(5) The relationship between:

(6) The fee's use and type of development;

(7) The need for the improvements to be paid for by the fee and the type of development; and

(8) The amount of the fee and the portion of it attributable to the development.

(9) The substance and nature of the evidence, including the City's development fee technical reports, and any technical data submitted by the applicant supporting its request.

(e) Staff time expended in processing the application shall be charged to and paid for by the applicant as a part of the fees chargeable for the project application. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.105 Appeal Procedure.

(a) The City Manager or the City Manager's designee is responsible for administering, collecting, crediting, adjusting and refunding development fees. A decision by the City Manager or the City Manager's designee regarding a fee imposed under this ordinance and any implementing resolution shall be appealable in accordance with this section. A person appealing under this section shall have first sought a fee credit under section 1018.103, and adjustment or waiver, or a finding of fee exemption under section 10-18.104. A person seeking judicial review shall first complete an appeal under this section and shall pay all City charges for that appeal.

(b) A person appealing a decision under this Chapter shall file an appeal with the City Manager or the City Manager's designee, who is responsible for processing the appeal toward a hearing. The appeal shall be in writing, stating completely and in detail the factual and legal grounds, and shall be filed within ten calendar days after the decision being appealed.

(c) The cost of the appeal shall be borne by the applicant, who shall pay a deposit against such costs at the time of filing the appeal. The amount of the deposit shall be established by resolution of the City Council, but may be reduced on a case by case basis when determined by the City Manager or the City Manager's designee to be substantially in excess of the probable cost of the appeal. Any part of the deposit not required to defray the cost of an appeal shall be refunded to the applicant. If the deposit is not adequate to defray the cost of an appeal, the applicant shall pay the difference between the cost of the appeal and the amount of the deposit. The cost of an appeal must be paid in full prior to issuance of any still to be issued building or occupancy permit or any other City permit that may be required in order to commence a new, changed or expanded land use and

shall in any case constitute an enforceable obligation of the developer.

(d) The City Manager or the City Manager's designee shall preside as the hearing officer for the appeal.

(e) The appointed hearing officer shall set the time and place for the hearing, serve notice on the parties, conduct the hearing, prepare written findings of fact and a written decision on the matter, and shall preserve the complete administrative record of the proceeding. The hearing officer may issue directives, including but not limited to directives that legal briefs be submitted in accordance with an established briefing schedule, to the parties in order to facilitate resolution of the appeal. The hearing officer shall consider relevant evidence presented by the appellant and by the community development department.

(f) The decision of the hearing officer is final and may not be further appealed. It is reviewable by a court under Code of Civil Procedure Section 1094.5. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.106 Refund of Fee.
(a) If a building permit or use permit is canceled or voided and the fees paid have not been committed, the City Manager or the City Manager's designee may, upon the written request of the applicant and provided that work has not progressed to a point that would permit commencement of a new, changed or expanded use for which a fee would be payable, order return of the fee and interest earned on it less administrative costs.

(b) If a fee is not spent or committed five years or more after it was paid by the developer, the Hercules City Council may authorize a refund to the then owner of the property for which the fee was paid, under Government Code Section 66001.

(c) A decision regarding refund of a fee is appealable pursuant to Section 10-18.105. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.108 Developer's Acknowledgment of Fee Adjustment or Wavier.

The City Manager or the hearing officer appointed pursuant to Section 10-18.105 may require as a condition of adjustment or of a finding of exemption that the developer provide a recordable document in a form acceptable to the City Manager or the City Manager's designee acknowledging the factual basis of the waiver for adjustment and further acknowledging that a subsequent change of facts may result in the requirement that additional fees be paid. (Ord. 364 § 2 (part), 2001)

Article 6. Transportation Facilities Impact Fees

Sec. 10-18.601 Intent and Purpose.

The City Council of the City of Hercules finds and declares that:

(a) As a result of increasing regional growth, significant residential, commercial and industrial development is expected to occur within the City.

(b) The general plan specifies the permitted uses of land within the City, places limits on the intensity and density of such use, and includes policies to improve the safety of roadway facilities and to provide for pedestrian and bicycle infrastructure. The City Council has examined the relationship between the land uses and densities permitted under the general plan and the rate and amount of actual development of property within the City. Based upon this examination, the City Council has identified trends in growth and development which enable the council to project, with substantial certainty, the magnitude and extent of future development based upon the City's general plan.

(c) Based upon projected growth and development permitted under the general plan, a substantial amount of residential, commercial and industrial development will occur in the City before the City is fully built out.

(d) New development in Hercules will increase the demand for all modes of travel (including walking, biking, transit, automobile and truck/goods movement), and thus will increase the need for improvement to transportation facilities, including but not limited to vehicular, transit, bicycle, and pedestrian infrastructure and improvements. This anticipated development cumulatively will generate a substantial increase over existing levels of vehicular traffic, and transit, bicycle and pedestrian travel. This increase in multi-modal travel will result in traffic volumes which exceed the capacity of the existing City-wide circulation system to provide acceptable levels of service and safe transportation facilities. New development within the City will thus create an additional burden on the existing transportation facilities .

(e) If additional traffic-related as well as transit, bicycle, and pedestrian transportation facilities are not added as development occurs, the existing transportation facilities will not be adequate to serve the community consistent with the General Plan. This could result in adverse impacts, such unacceptable levels of congestion on streets and at intersections, traffic accidents, air pollution, noise and restricted access for emergency vehicles. This would lead to a deterioration of the level of service for

vehicles and deterioration of other transportation facilities, such as transit, bicycle and pedestrian facilities, which the residents, employees, and property owners in Hercules now enjoy.

(f) To prevent these undesirable consequences, the capacity of the City-wide transportation facilities must be built at a rate which will accommodate the expected growth in the City.

(g) Although the traffic volume generated by an individual development project may not be, in and of itself, sufficient to overload the existing City-wide transportation facilities, the cumulative impact of all new development, including development currently approved or submitted for approval, will result in unacceptable levels of traffic congestion.

(h) It is the policy of the City that new development pay for the cost of improvements to the City-wide circulation system which are necessary to accommodate the traffic volumes generated by new development. In the absence of this Article imposing a traffic facilities fee, existing and future sources of revenue will be inadequate to fund a substantial portion of the transportation facilities which are necessary to avoid unacceptable levels of congestion and the related adverse impacts.

(i) All types of urban development require and use transportation facilities. The City Council also has examined the rates at which different land uses generate traffic. The City Council, in evaluating these traffic generation rates, has taken into consideration, among other things, other traffic-related studies and reports prepared by or on behalf of the City. The City Council finds that these traffic generation rates represent a reasonable estimate of the actual impact on the City's circulation system.

(j) A fair and equitable method of securing some of the revenues necessary to construct the required improvements to the transportation facilities is to impose a transportation impact fee based on the extent to which new development generates additional traffic volumes and impacts to the transportation facilities.

(k) The 2019 Hercules Transportation Impact Fee Nexus Study specifically identifies transportation facility improvements which are necessary to accommodate future growth. These improvements are and will be incorporated in the City's Capital Improvement Program (CIP).

(l) The circulation system improvements that will be constructed with funds generated pursuant to the article will significantly benefit the contributor in that the adverse impacts, such as noise, air pollution, delay, accidents, increased fuel consumption, harm to the local economy, and

inconveniences caused by traffic congestion will be substantially mitigated. Persons who undertake new development in the City are benefitted by a desirable community and the City's reputation for providing, and ability to provide, an adequate transportation system.

(m) Pursuant to Government Code section 66001, and based upon the 2019 Hercules Transportation Impact Fee Nexus Study and the terms of this Article, the Council finds that:

(1) The purpose of the fee imposed pursuant to this Article is to provide adequate transportation improvements to serve new development within the City.

(2) The improvements for which the fee will be used are identified in Hercules Transportation Impact Fee Nexus, as approved in 2019, summarized below and supported by the Hercules General Plan, to be contained in the City's Capital Improvements Program (CIP) y.

1.	Signalize intersection of San Pablo & Tsushima
2.	Reconfigure Sycamore Ave cross section from Willow to San Pablo
3.	San Pablo / Jon Muir Prkwy to I-80 ramp expansion
4.	Intersection improvements at Willow & Sycamore
5.	Add 3rd NB through lane to San Pablo Ave at Sycamore
6.	Install pedestrian activated signal at Market Hall crosswalk
7.	Upgrade or add ADA curb ramps
8	Hercules Creekside trail from Alfred Noble to Sycamore
9.	Multiuse path at Market Hall
10.	Pedestrian connection along Palm between Sycamore and Willow
11.	Bay Trail gap closure and lighting
12.	Expand bicycle network
13.	Add sidewalk along Willow Ave to Hercules Transit Center
14.	Improve pedestrian connections to Hercules Transit Center from Creekside Shopping Center along Sycamore to Willow
15.	Extend sidewalk connections to Rodeo
16.	Complete bicycle facilities between Mariner's Pointe and HTC
17.	Add lighting to Refugio Valley Trail
18.	Remove crosswalk at north leg of San Pablo & Sycamore

19.	Provide bus shelters along San Pablo
20.	Parking for Intermodal Transit Center
21.	Complete Intermodal Transit Center/Rail Station (RITC)

(3) All types of urban development require and use the transportation system.

(4) The amount of the fee imposed pursuant to this Article shall bear a fair and reasonable relationship to each development's burden on and benefit from the City-wide circulation system improvements to be funded by the traffic impact fee, and shall be based on the following considerations:

A. New development will pay only for those improvements which serve new development or which are necessary to reduce impacts to the transportation facilities which would otherwise be created by new development. The cost of improvements needed to alleviate existing transportation system deficiencies are not included in this fee.

B. Each type of development shall contribute to the needed improvements in proportion to the use of improvements by that type of development, based upon traffic generation and trip length characteristics of various land uses to those same rates for a typical single-family residential unit (referred to as a DUE – Dwelling Unit Equivalent) for each type of land use category.

(n) Periodic review, and possible revision, of the resolution adopted by the City Council under this Article will allow for the adjustment of the fee to ensure that the fee remains a fair and equitable method for the distribution of costs to construct circulation system improvements necessary to accommodate traffic volumes generated by development.

(o) The 2019 Hercules Transportation Impact Fee Nexus Study prepared by DKS for the City of Hercules, a copy of which is on file with the City clerk, and future council-approved amendments to it, are approved, incorporated herein by reference and provide the technical information on which the fee imposed pursuant to this Article is based.

Sec. 10-18.602 Definitions.
In this Article:

(a) Director means the City Manager or the City Manager's designee;

(b) 2019 Hercules Transportation Impact Fee Nexus Study is the report of

that title dated March 12, 2019 prepared by DKS for the City of Hercules, and future additions and amendments or supplements to or replacements of that report, all of which are incorporated in this Article.

(c) Permit means a building or use permit authorizing the development of new floor area or a change from one land use category to another.

(d) Floor area means the gross floor area of a building or, if a building contains separate uses for which the fee is payable, the floor area of each of those uses. It is determined by calculating the total combined floor area within the building's exterior walls or, in the case of a building containing more than one use, the area within the walls containing each separate use. Floor area includes the area of an addition where floor area is increased. Parking areas and exterior walkways are not included in this calculation.

(e) Improvements are the transportation facility improvements in the City which are identified in the 2019 Hercules Transportation Impact Fee Nexus Study, the Hercules General Plan,and the Capital Improvements Program (CIP). They include improvements to intersections, roadways , freeway ramps, traffic signals, pedestrian facilities, bicycle facilities, and transit facilities.

(f) Land uses referred to in this Article and in the resolution establishing fees are defined as follows:

(1) Single-family dwelling includes one detached single-family dwelling unit on a single parcel.

(2) Multi-family dwelling means all attached dwellings such as apartments, town houses, condominiums, duplexes, multiplexes, and new accessory units that are either detached, created by an addition on an existing single family dwelling or created by converting non-habitable space. Accessory dwelling units within the footprint of an existing dwelling unit's habitable space are not required to pay the fee.

(3) Office includes facilities primarily used for professional (medical, legal, engineering, accounting), general commercial, financial, insurance and other offices which do not function primarily for walk-in services, as well as uses with a similar impact on the services or facilities for which the fee is assessed.

(4) Retail includes facilities primarily engaged in the retail sales of goods or services to the general public or to small businesses. This category includes automobile dealers, non-fast food restaurants, hospitals, schools, colleges, banks, and uses with a similar impact on the services or facilities for which the fee is assessed.

(5) Industrial includes facilities primarily engaged in manufacturing, processing and assembling goods, business and construction services, passenger and freight transportation, research and development and uses with a similar impact on the services or facilities for which the fee is assessed.

(6) Hotel includes buildings used for the overnight lodging of guests for less than 30 days and uses with a similar impact on traffic volume.

(7) Fast Food / Drive thru are generally those convenience food places that generate much higher traffic rates than other retail uses due to their high turnover.

(8) Fuel Station Pumps (excludes convenience store building) allocate fees bases on the traffic generation for fuel stations, as the fuel canopy square footage does not adequately capture the traffic impacts.

(9) Other uses are uses not specifically set forth in subsections (1) through (8) above in accordance with the 2019 Hercules Transportation Impact Fee Nexus Study.

Sec. 10-18.603 Fee Requirement.

(a) General. The amount of the fee shall be established by resolution of the City Council and is based upon the following considerations.

(1) Development will pay only for improvements where there is a reasonable relationship between the improvements and the traffic generated by the new development.

(2) Each type of development shall contribute to the needed improvements in proportion to the use of the improvements by that type of development.

(b) Type of Development Subject to the Fee. The categories of land uses for which the fee will be charged are listed below, based on each uses Dwelling Unit Equivalents (accounting for trip lengths) in the Nexus Study. .

(1) Single-family residential per unit;

(2) Multifamily residential per unit;

(3) Office per square foot;

(4) Retail per square foot;

(5) Industrial per square foot;

(6) Hotel per room;

(7) Fast Food / Drive thru per square foot;

(8) Fuel Station pumps

(9) Other uses not specifically set forth, consistent with the 2019 Hercules Transportation Impact Fee Nexus Study.

(c) When and How Applicable. The fee is applicable to a building permit, certificate of occupancy or change of use as follows:

(1) The fee for residential construction is for each dwelling unit. There is no fee for unit replacement or remodeling or for an addition to an existing unit not resulting in a new accessory dwelling unit.

(2) The fee per square foot for retail, office and similar construction is imposed on a per square foot basis for all new floor area including additions where floor area is increased, and on a per room basis for hotel construction. There is no fee for remodeling or restoration where floor area is improved or replaced but not increased.

(3) A fee may be due for a change in land use category. The fee is based upon the incremental difference between the current applicable fee for the prior use and the current fee for the proposed new use.

(d) Improvements. The fee shall be based on the cost of the improvements attributable to new development as determined in the 2019 Hercules Transportation Impact Fee Nexus Study. The improvements included in the total cost are set forth in the 2019 Hercules Transportation Impact Fee Nexus Study, and do not and shall not include the costs to alleviate existing deficiencies in the circulation system.

Sec. 10-18.604 Exemptions and Credit.

(a) No fee is due if a traffic or transportation facilities impact fee was previously paid in full for a particular property and use.

(b) No fee is due for an increase in floor area of a retail use when such increase does not expand existing floor area by more than ten percent (10%) or seven hundred fifty (750) square feet.

Sec. 10-18.605 Time of Payment.

The time for payment of the traffic facilities fee shall be established by resolution of the City Council setting the fee and shall conform to the requirements of Government Code Section 66007. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.606 Transportation Facilities Fee Impact Fund—Use of Fee.
(a) The City shall deposit the fees collected under this Article in a special fund, the Transportation Facilities Impact Fee Fund (previously known as the Traffic Facilities Impact Fee Fund), designated for transportation facilities improvements.

(b) The fees and any interest earned shall be used only to:

(1) Complete the transportation improvement projects specified in the 2019 Hercules Transportation Impact Fee Nexus Study and any amendment thereto or to reimburse the City for such construction if funds were advanced by the City from other sources; or

(2) Reimburse developers who have been required or permitted to install such improvements (after the effective date of this Article) which are oversized with supplemental size, length or capacity relative to the demand generated by the proposed project contained in the improvement list; or

(3) Reimburse the City for its reasonable costs in administering this Article. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.607 Authority for Separate Mitigation Measures.
Fees collected under this Article are not intended to replace or limit other City requirements to provide site-specific mitigation of site-specific traffic impacts imposed upon development projects as part of normal development review process. (Ord. 364 § 2 (part), 2001)

Sec. 10-18.608 Annual Review/ Index Adjustment.
The City Council shall, as it deems necessary, review the traffic facilities fee authorized by this Article, implementing Council resolutions and supporting documentation, including the 2019 Hercules Transportation Impact Fee Nexus Study as amended, supplemented or replaced from time-to-time and any traffic mitigation or other studies, and may, based on such review, institute an amended traffic facilities impact fee program. (Ord. 364 § 2 (part), 2001)

Effective July 1, 2020 and on each subsequent anniversary of such date, the amount of each of the Transportation Facilities Impact Fees, set forth above, shall increase or decrease by the annual percentage change in the

Engineering News Record Construction Cost Index for the San Francisco Bay Area for the twelve month period ending with the February index of the same calendar year. The percentage change will be calculated by staff and presented to City Council with the annual update to the Master Fee Schedule.

Sec. 10-18.609 General Provisions Apply.
Article 1 applies to this traffic facilities impact fee. (Ord. 364 § 2 (part), 2001)

Growth Capacity (2040)
Hercules_TAZs
City of Hercules Circulation Element Update 2018
+35000 Office SF
+305 MFDU
+77000 Retail SF
+578 MFDU
+5000 Retail SF
+375000 Indust SF
+450 MFDU
+98 SFDU
+10000 Retail SF
+10000 Retail SF
+336 MFDU
+75000 Office SF
+5000 Retail SF
+55000 Retail SF
+255 MFDU
+80000 Office SF
+25000 Office SF
+200 MFDU
+100000 Retail SF
+5000 Office SF
+55 SFDU
+136000 Retail SF
+200000 Retail SF
+400 MFDU
+75000 Office SF
+20000 Retail SF
+450 MFDU
+10000 Office SF
+6000 Retail SF
+100 MFDU
+25 SFDU
0 0.075 0.15 0.3 Miles
N
W
E
S
Sources: Contra Costa County GIS, Census
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

STAFF REPORT TO THE CITY COUNCIL

DATE: March 12, 2019

TO: Members of the City Council

SUBMITTED BY: Holly Smyth, Planning Director
Elaine Hsieh, Planning Intern

SUBJECT: 2018 Annual Housing Element Progress Report

RECOMMENDED ACTION:

Conduct a public hearing and approve the annual Housing Element Progress Report for the 2018 calendar year and direct staff to submit the report to the appropriate state and regional agencies via minute action.

COMMISSION/SUBCOMMITTEE ACTION AND RECOMMENDATION:
There was no commission or subcommittee review of the item.

FISCAL IMPACT OF RECOMMENDATION:
No direct financial impact of filing the annual housing report; however, failing to file the annual housing report can negatively impact the potential receipt of various grant and regional funds.

DISCUSSION:
Government Code Section 65400 requires each governing body (City Council or Board of Supervisors) to prepare an annual report on the status and progress in implementing the jurisdiction's Housing Element of the General Plan, using forms and definitions adopted by the Department of Housing and Community Development (HCD).

The annual report defines how many new residential units are being constructed in the reporting period, broken down by income levels, and then compares this information to the regional housing needs allocation (RHNA) assigned to the City for the entire Housing Element period. The report also looks at the City's housing policies and reports on the progress in achieving those goals.

This year additional information is required to meet SB 35 and AB 879. Previously, all information was only based on when a building permit was issued. Now, an expanded Table A2 requires the reporting of the following for every housing unit:

- When entitlements are approved
- When building permits are issued
- When certificates of occupancy are approved
- Affordability of all units in any phase of development
- Plus additional information regarding other ancillary information.

Attached is the proposed Hercules 2018 Annual Housing Element Progress Report for the 3rd cycle of the 2015–2023 Housing Element.

As shown in Table A2, all 228 residential construction starts/ building permit issuances for the 2018 calendar year were above-moderate income housing levels containing 55 single-family detached homes at Muir Pointe, 1 accessory dwelling unit, and 172 multi-family units at Block N – The Exchange at Bayfront. Entitlement approvals were completed for 233 residential units: 1 accessory dwelling unit and 232 multi-family within Blocks Q-R – The Grand at Bayfront with 15 of the units being low-income and the remaining 218 above moderate income. Lastly, 72 certificates of occupancy were issued within the Muir Pointe subdivision in 2018.

Table C shows progress made on the various Housing Element implementation programs that have occurred during the reporting period, which was limited given the dissolution of redevelopment, lack of funding for housing activities, and lack of staffing.

HCD requires that this Annual Progress Report be considered at a public meeting prior to the City Council approving the Report for submittal to the HCD and the Office of Planning and Research (OPR). Council can approve the report via minute action and not by Resolution. In the Bay Area, copies of the approved report are also usually forwarded to Association of Bay Area Governments (ABAG) and Contra Costa Transportation Authority (CCTA) as well.

ATTACHMENTS:

1. 2018 Annual Housing Element Progress Report

Financial Impact

Description:

Funding Source:

Budget Recap:

Total Estimated cost:	$	New Revenue:	$
Amount Budgeted:	$	Lost Revenue:	$
New funding required:	$	New Personnel:	$

Council Policy Change: Yes ☐ No ☐

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Note: + Optional field

Cells in grey contain auto-calculation formulas

Table A

Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes
1					2	3	4	5							6	7	8	9	10
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Unit Category** (SFA,SFD,2 to 4,5+,ADU,MH)	**Tenure R=Renter O=Owner**	**Date Application Submitted**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low-Income Deed Restricted**	**Low-Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Total PROPOSED Units by Project**	**Total APPROVED Units by project**	**Total DISAPPROVED Units by Project (Auto-calculated Can Be Overwritten)**	**Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)**	**Notes+**
Summary Row: Start Data Entry Below										15					15		15		
		2200 John Muir Pkwy	Block Q&R		SFA	R	2/8/2018			15					15		15		

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Note: + Optional field

Cells in grey contain auto-calculation formulas

Table A2

Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement								
1					2	3	4							5	6
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Unit Category** (SFA,SFD,2 to 4,5+,ADU,MH)	**Tenure R=Renter O=Owner**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Entitlement Date Approved**	**# of Units issued Entitlements**
Summary Row: Start Data Entry Below									15				218		233
	404750030	1881 SHASTA LN	Muir Pointe	BIR17-013638	SFD	O								7/8/2014	
	404750031	1871 SHASTA LN	Muir Pointe	BIR17-013639	SFD	O								7/8/2014	
	404750032	1861 SHASTA LN	Muir Pointe	BIR17-013640	SFD	O								7/8/2014	
	404750033	1851 SHASTA LN	Muir Pointe	BIR17-013641	SFD	O								7/8/2014	
	404750034	1841 SHASTA LN	Muir Pointe	BIR17-013642	SFD	O								7/8/2014	
	404750035	1831 SHASTA LN	Muir Pointe	BIR17-013643	SFD	O								7/8/2014	
	404750036	1821 SHASTA LN	Muir Pointe	BIR17-013644	SFD	O								7/8/2014	
	404750042	1820 JOHN MUIR PKW	Muir Pointe	BIR17-013645	SFD	O								7/8/2014	
	404750043	1830 JOHN MUIR PKW	Muir Pointe	BIR17-013646	SFD	O								7/8/2014	
	404750044	1840 JOHN MUIR PKW	Muir Pointe	BIR17-013647	SFD	O								7/8/2014	
	404750045	1850 JOHN MUIR PKW	Muir Pointe	BIR17-013648	SFD	O								7/8/2014	
	404750046	1860 JOHN MUIR PKW	Muir Pointe	BIR17-013649	SFD	O								7/8/2014	
	404750047	1870 JOHN MUIR PKW	Muir Pointe	BIR17-013650	SFD	O								7/8/2014	
	404750048	1880 JOHN MUIR PKW	Muir Pointe	BIR17-013651	SFD	O								7/8/2014	
	404750049	1890 JOHN MUIR PKW	Muir Pointe	BIR17-013652	SFD	O								7/8/2014	
	404760036	1924 SHASTA LN	Muir Pointe	BIR17-013653	SFD	O								7/8/2014	
	404760037	1920 SHASTA LN	Muir Pointe	BIR17-013654	SFD	O								7/8/2014	
	404760038	1916 SHASTA LN	Muir Pointe	BIR17-013655	SFD	O								7/8/2014	
	404760039	1912 SHASTA LN	Muir Pointe	BIR17-013656	SFD	O								7/8/2014	
	404760040	1908 SHASTA LN	Muir Pointe	BIR17-013657	SFD	O								7/8/2014	
	404760046	1907 TIOGA LOOP	Muir Pointe	BIR17-013658	SFD	O								7/8/2014	
	404760047	1911 TIOGA LOOP	Muir Pointe	BIR17-013659	SFD	O								7/8/2014	
	404760048	1915 TIOGA LOOP	Muir Pointe	BIR17-013660	SFD	O								7/8/2014	
	404760049	1919 TIOGA LOOP	Muir Pointe	BIR17-013661	SFD	O								7/8/2014	
	404760050	1923 TIOGA LOOP	Muir Pointe	BIR17-013662	SFD	O								7/8/2014	
	404760030	1988 SHASTA LN	Muir Pointe	BIR18-004107	SFD	O								7/8/2014	
	404760031	1982 SHASTA LN	Muir Pointe	BIR18-004108	SFD	O								7/8/2014	
	404760032	1976 SHASTA LN	Muir Pointe	BIR18-004109	SFD	O								7/8/2014	
	404760033	1972 SHASTA LN	Muir Pointe	BIR18-004110	SFD	O								7/8/2014	
	404760034	1968 SHASTA LN	Muir Pointe	BIR18-004111	SFD	O								7/8/2014	
	404760035	1960 SHASTA LN	Muir Pointe	BIR18-004112	SFD	O								7/8/2014	
	404760051	1927 TIOGA LOOP	Muir Pointe	BIR18-004117	SFD	O								7/8/2014	
	404760052	1929 TIOGA LOOP	Muir Pointe	BIR18-004118	SFD	O								7/8/2014	
	404760053	**1931 TIOGA LOOP**	Muir Pointe	BIR18-004119	SFD	O								7/8/2014	
	404760054	**1933 TIOGA LOOP**	Muir Pointe	BIR18-004120	SFD	O								7/8/2014	
	404760055	**1935 TIOGA LOOP**	Muir Pointe	BIR18-004121	SFD	O								7/8/2014	
	404760056	**1961 TIOGA LOOP**	Muir Pointe	BIR18-004122	SFD	O								7/8/2014	
	404760057	1969 TIOGA LOOP	Muir Pointe	BIR18-004123	SFD	O								7/8/2014	
	404760058	1973 TIOGA LOOP	Muir Pointe	BIR18-004124	SFD	O								7/8/2014	
	404760059	1977 TIOGA LOOP	Muir Pointe	BIR18-004125	SFD	O								7/8/2014	
	404760060	1983 TIOGA LOOP	Muir Pointe	BIR18-004126	SFD	O								7/8/2014	
	404760061	1989 TIOGA LOOP	Muir Pointe	BIR18-004127	SFD	O								7/8/2014	
	404760028	2006 SHASTA LN	Muir Pointe	BIR18-007002	SFD	O								7/8/2014	

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Note: + Optional field

Cells in grey contain auto-calculation formulas

Table A2

Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement								
1					2	3	4							5	6
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Unit Category** (SFA,SFD,2 to 4,5+,ADU,MH)	**Tenure R=Renter O=Owner**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Entitlement Date Approved**	**# of Units issued Entitlements**
	404760062	1993 TIOGA LOOP	Muir Pointe	BIR18-007004	SFD	O								7/8/2014	
	404760029	1998 TIOGA LOOP	Muir Pointe	BIR18-007006	SFD	O								7/8/2014	
	404760063	1999 TIOGA LOOP	Muir Pointe	BIR18-007007	SFD	O								7/8/2014	
	404760065	2015 TIOGA LOOP	Muir Pointe	BIR18-007008	SFD	O								7/8/2014	
	404760064	**2007 TIOGA LOOP**	Muir Pointe	BIR18-007009	SFD	O								7/8/2014	
	404760011	**2010 JOHN MUIR PKWY**	Muir Pointe	BIR18-011799	SFD	O								7/8/2014	
	404760012	PKWY	Muir Pointe	BIR18-011800	SFD	O								7/8/2014	
	404760013	2014 JOHN MUIR PKWY	Muir Pointe	BIR18-011801	SFD	O								7/8/2014	
	404760014	2020 JOHN MUIR PKWY	Muir Pointe	BIR18-011802	SFD	O								7/8/2014	
	404760015	2019 SHASTA LN	Muir Pointe	BIR18-011803	SFD	O								7/8/2014	
	404760016	2013 SHASTA LN	Muir Pointe	BIR18-011804	SFD	O								7/8/2014	
	404760017	2011 SHASTA LN	Muir Pointe	BIR18-011805	SFD	O								7/8/2014	
	404760018	2009 SHASTA LN	Muir Pointe	BIR18-011806	SFD	O								7/8/2014	
		2200 John Muir Pkwy	Blocks Q&R - The Grand at Bayfront		SFA	R			15				217	5/7/2018	232
		2525 Bayfront	Block N- The Exchange at Bayfront		SFA	R								5/1/2017	
	404760045	**1903 Tioga Loop**	Muir Pointe	BIR17-013262	SFD	O								7/8/2014	
	404760044	**1901 Tioga Loop**	Muir Pointe	BIR17-013261	SFD	O								7/8/2014	
	404760043	1900 Shasta Ln	Muir Pointe	BIR17-013260	SFD	O								7/8/2014	
	404760042	1902 Shasta Ln	Muir Pointe	BIR17-013259	SFD	O								7/8/2014	
	404760041	1904 Shasta Ln	Muir Pointe	BIR17-013258	SFD	O								7/8/2014	
	404750041	1810 John MuirPkwy	Muir Pointe	BIR17-013257	SFD	O								7/8/2014	
	404750040	1801 Yosemite Pl	Muir Pointe	BIR17-013256	SFD	O								7/8/2014	
	404750039	1805 Yosemite Pl	Muir Pointe	BIR17-013255	SFD	O								7/8/2014	
	404750038	1809 Yosemite Pl	Muir Pointe	BIR17-013254	SFD	O								7/8/2014	
	404750037	1811 Shasta Ln	Muir Pointe	BIR17-013253	SFD	O								7/8/2014	
	404750016	**1775 Shasta Ln**	Muir Pointe	**BIR17-006674**	SFD	O								7/8/2014	
	404750015	**1765 Shasta Ln**	Muir Pointe	**BIR17-006673**	SFD	O								7/8/2014	
	404750014	**1755 Shasta Ln**	Muir Pointe	**BIR17-006672**	SFD	O								7/8/2014	
	404750013	**1745 Shasta Ln**	Muir Pointe	**BIR17-006671**	SFD	O								7/8/2014	
	404750012	**1735 Shasta Ln**	Muir Pointe	**BIR17-006670**	SFD	O								7/8/2014	
	404750011	1706 John Muir Pkwy	Muir Pointe	BIR17-006669	SFD	O								7/8/2014	
	404750010	1716 John Muir Pkwy	Muir Pointe	BIR17-006668	SFD	O								7/8/2014	
	404750009	1726 John Muir Pkwy	Muir Pointe	BIR17-006667	SFD	O								7/8/2014	
	404750008	1736 John Muir Pkwy	Muir Pointe	BIR17-006666	SFD	O								7/8/2014	
	404750007	1746 John Muir Pkwy	Muir Pointe	BIR17-006665	SFD	O								7/8/2014	
	404750006	1756 John Muir Pkwy	Muir Pointe	BIR17-006664	SFD	O								7/8/2014	
	404750005	1766 John Muir Pkwy	Muir Pointe	BIR17-006663	SFD	O								7/8/2014	
	404750004	1776 John Muir Pkwy	Muir Pointe	BIR17-006662	SFD	O								7/8/2014	
	404750003	1786 Yosemite Pl	Muir Pointe	BIR17-006661	SFD	O								7/8/2014	

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Table A2

Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement								
1					2	3	4							5	6
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Unit Category** (SFA,SFD,2 to 4,5+,ADU,MH)	**Tenure R=Renter O=Owner**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Entitlement Date Approved**	**# of Units issued Entitlements**
	404750002	1790 Yosemite Pl	Muir Pointe	BIR17-006660	SFD	O								7/8/2014	
	404750001	**1796 Yosemite Pl**	Muir Pointe	**BIR17-006659**	SFD	O								7/8/2014	
	404760075	**1962 Tioga Loop**	Muir Pointe	**BIR17-004940**	SFD	O								7/8/2014	
	404760074	1970 Tioga Loop	Muir Pointe	BIR17-004939	SFD	O								7/8/2014	
	404760073	1974 Tioga Loop	Muir Pointe	BIR17-004938	SFD	O								7/8/2014	
	404760072	1978 Tioga Loop	Muir Pointe	BIR17-004937	SFD	O								7/8/2014	
	404760071	1984 Tioga Loop	Muir Pointe	BIR17-004936	SFD	O								7/8/2014	
	404760070	1990 Tioga Loop	Muir Pointe	BIR17-004935	SFD	O								7/8/2014	
	404760069	1994 Tioga Loop	Muir Pointe	BIR17-004934	SFD	O								7/8/2014	
	404760068	2002 Tioga Loop	Muir Pointe	BIR17-004933	SFD	O								7/8/2014	
	404760067	2008 Tioga Loop	Muir Pointe	BIR17-004932	SFD	O								7/8/2014	
	404760066	2016 Tioga Loop	Muir Pointe	BIR17-004931	SFD	O								7/8/2014	
	404020089	1906 Tioga Loop	Muir Pointe	BIR17-010980	SFD	O								7/8/2014	
	404020089	1910 Tioga Loop	Muir Pointe	BIR17-010979	SFD	O								7/8/2014	
	404020089	1889 Glacier Way	Muir Pointe	BIR17-010960	SFD	O								7/8/2014	
	404020089	1879 Glacier Way	Muir Pointe	BIR17-010959	SFD	O								7/8/2014	
	404020089	1845 Glacier Way	Muir Pointe	BIR17-010958	SFD	O								7/8/2014	
	404020089	1835 Glacier Way	Muir Pointe	BIR16-010957	SFD	O								7/8/2014	
	406201013	196 Violet Rd	ADU	BIR16-008558	ADU	O								7/8/2014	
	404020076	1891 Shasta Ln	Muir Pointe	BIR16-001094	SFD	O								7/8/2014	
	404020076	1893 Shasta Ln	Muir Pointe	BIR16-001093	SFD	O								7/8/2014	
		148 Robin Ct	ADU		ADU								1	4/8/2018	1

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Project Identifier					**Affordability by Household Incomes - Building Permits**								
1					**7**							**8**	**9**
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Building Permits Date Issued**	**# of Units Issued Building Permits**
Summary Row: Start Data Entry Below											228		228
	404750030	1881 SHASTA LN	Muir Pointe	BIR17-013638							1	1/4/2018	1
	404750031	1871 SHASTA LN	Muir Pointe	BIR17-013639							1	1/4/2018	1
	404750032	1861 SHASTA LN	Muir Pointe	BIR17-013640							1	1/4/2018	1
	404750033	1851 SHASTA LN	Muir Pointe	BIR17-013641							1	1/4/2018	1
	404750034	1841 SHASTA LN	Muir Pointe	BIR17-013642							1	1/4/2018	1
	404750035	1831 SHASTA LN	Muir Pointe	BIR17-013643							1	1/4/2018	1
	404750036	1821 SHASTA LN	Muir Pointe	BIR17-013644								1/4/2018	
	404750042	1820 JOHN MUIR PKW	Muir Pointe	BIR17-013645							1	1/4/2018	1
	404750043	1830 JOHN MUIR PKW	Muir Pointe	BIR17-013646							1	1/4/2018	1
	404750044	1840 JOHN MUIR PKW	Muir Pointe	BIR17-013647							1	1/4/2018	1
	404750045	1850 JOHN MUIR PKW	Muir Pointe	BIR17-013648							1	1/4/2018	1
	404750046	1860 JOHN MUIR PKW	Muir Pointe	BIR17-013649							1	1/4/2018	1
	404750047	1870 JOHN MUIR PKW	Muir Pointe	BIR17-013650							1	1/4/2018	1
	404750048	1880 JOHN MUIR PKW	Muir Pointe	BIR17-013651							1	8/16/2018	1
	404750049	1890 JOHN MUIR PKW	Muir Pointe	BIR17-013652							1	8/16/2018	1
	404760036	1924 SHASTA LN	Muir Pointe	BIR17-013653							1	1/4/2018	1
	404760037	1920 SHASTA LN	Muir Pointe	BIR17-013654							1	1/4/2018	1
	404760038	1916 SHASTA LN	Muir Pointe	BIR17-013655							1	1/4/2018	1
	404760039	1912 SHASTA LN	Muir Pointe	BIR17-013656							1	1/4/2018	1
	404760040	1908 SHASTA LN	Muir Pointe	BIR17-013657							1	1/4/2018	1
	404760046	1907 TIOGA LOOP	Muir Pointe	BIR17-013658							1	1/4/2018	1
	404760047	1911 TIOGA LOOP	Muir Pointe	BIR17-013659							1	1/4/2018	1
	404760048	1915 TIOGA LOOP	Muir Pointe	BIR17-013660							1	1/4/2018	1
	404760049	1919 TIOGA LOOP	Muir Pointe	BIR17-013661							1	1/4/2018	1
	404760050	1923 TIOGA LOOP	Muir Pointe	BIR17-013662							1	1/4/2018	1
	404760030	1988 SHASTA LN	Muir Pointe	BIR18-004107							1	6/18/2018	1
	404760031	1982 SHASTA LN	Muir Pointe	BIR18-004108							1	6/18/2018	1
	404760032	1976 SHASTA LN	Muir Pointe	BIR18-004109							1	6/18/2018	1
	404760033	1972 SHASTA LN	Muir Pointe	BIR18-004110							1	6/18/2018	1
	404760034	1968 SHASTA LN	Muir Pointe	BIR18-004111							1	6/18/2018	1
	404760035	1960 SHASTA LN	Muir Pointe	BIR18-004112							1	6/18/2018	1
	404760051	1927 TIOGA LOOP	Muir Pointe	BIR18-004117							1	5/4/2018	1
	404760052	1929 TIOGA LOOP	Muir Pointe	BIR18-004118							1	5/4/2018	1
	404760053	**1931 TIOGA LOOP**	Muir Pointe	BIR18-004119							1	5/4/2018	1
	404760054	**1933 TIOGA LOOP**	Muir Pointe	BIR18-004120							1	5/4/2018	1
	404760055	**1935 TIOGA LOOP**	Muir Pointe	BIR18-004121							1	5/4/2018	1
	404760056	**1961 TIOGA LOOP**	Muir Pointe	BIR18-004122							1	5/4/2018	1
	404760057	1969 TIOGA LOOP	Muir Pointe	BIR18-004123							1	5/4/2018	1
	404760058	1973 TIOGA LOOP	Muir Pointe	BIR18-004124							1	5/4/2018	1
	404760059	1977 TIOGA LOOP	Muir Pointe	BIR18-004125							1	5/4/2018	1
	404760060	1983 TIOGA LOOP	Muir Pointe	BIR18-004126							1	5/4/2018	1
	404760061	1989 TIOGA LOOP	Muir Pointe	BIR18-004127							1	5/4/2018	1
	404760028	2006 SHASTA LN	Muir Pointe	BIR18-007002							1	8/10/2018	1

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Project Identifier					Affordability by Household Incomes - Building Permits								
1					7							8	9
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Building Permits Date Issued**	**# of Units Issued Building Permits**
	404760062	1993 TIOGA LOOP	Muir Pointe	BIR18-007004							1	8/10/2018	1
	404760029	1998 TIOGA LOOP	Muir Pointe	BIR18-007006							1	8/10/2018	1
	404760063	1999 TIOGA LOOP	Muir Pointe	BIR18-007007							1	8/10/2018	1
	404760065	2015 TIOGA LOOP	Muir Pointe	BIR18-007008							1	8/10/2018	1
	404760064	**2007 TIOGA LOOP**	Muir Pointe	BIR18-007009							1	8/10/2018	1
	404760011	**2010 JOHN MUIR PKWY**	Muir Pointe	BIR18-011799							1	11/21/2018	1
	404760012	PKWY	Muir Pointe	BIR18-011800							1	11/21/2018	1
	404760013	2014 JOHN MUIR PKWY	Muir Pointe	BIR18-011801							1	11/21/2018	1
	404760014	2020 JOHN MUIR PKWY	Muir Pointe	BIR18-011802							1	11/21/2018	1
	404760015	2019 SHASTA LN	Muir Pointe	BIR18-011803							1	11/21/2018	1
	404760016	2013 SHASTA LN	Muir Pointe	BIR18-011804							1	11/21/2018	1
	404760017	2011 SHASTA LN	Muir Pointe	BIR18-011805							1	11/21/2018	1
	404760018	2009 SHASTA LN	Muir Pointe	BIR18-011806							1	11/21/2018	1
		2200 John Muir Pkwy	Blocks Q&R - The Grand at Bayfront										
		2525 Bayfront	Block N- The Exchange at Bayfront								172	3/20/2018	172
	404760045	**1903 Tioga Loop**	Muir Pointe	BIR17-013262									
	404760044	**1901 Tioga Loop**	Muir Pointe	BIR17-013261									
	404760043	1900 Shasta Ln	Muir Pointe	BIR17-013260									
	404760042	1902 Shasta Ln	Muir Pointe	BIR17-013259									
	404760041	1904 Shasta Ln	Muir Pointe	BIR17-013258									
	404750041	1810 John MuirPkwy	Muir Pointe	BIR17-013257									
	404750040	1801 Yosemite Pl	Muir Pointe	BIR17-013256									
	404750039	1805 Yosemite Pl	Muir Pointe	BIR17-013255									
	404750038	1809 Yosemite Pl	Muir Pointe	BIR17-013254									
	404750037	1811 Shasta Ln	Muir Pointe	BIR17-013253									
	404750016	**1775 Shasta Ln**	Muir Pointe	**BIR17-006674**									
	404750015	**1765 Shasta Ln**	Muir Pointe	**BIR17-006673**									
	404750014	**1755 Shasta Ln**	Muir Pointe	**BIR17-006672**									
	404750013	**1745 Shasta Ln**	Muir Pointe	**BIR17-006671**									
	404750012	**1735 Shasta Ln**	Muir Pointe	**BIR17-006670**									
	404750011	1706 John Muir Pkwy	Muir Pointe	BIR17-006669									
	404750010	1716 John Muir Pkwy	Muir Pointe	BIR17-006668									
	404750009	1726 John Muir Pkwy	Muir Pointe	BIR17-006667									
	404750008	1736 John Muir Pkwy	Muir Pointe	BIR17-006666									
	404750007	1746 John Muir Pkwy	Muir Pointe	BIR17-006665									
	404750006	1756 John Muir Pkwy	Muir Pointe	BIR17-006664									
	404750005	1766 John Muir Pkwy	Muir Pointe	BIR17-006663									
	404750004	1776 John Muir Pkwy	Muir Pointe	BIR17-006662									
	404750003	1786 Yosemite Pl	Muir Pointe	BIR17-006661									

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Project Identifier					**Affordability by Household Incomes - Building Permits**								
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Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Building Permits Date Issued**	**# of Units Issued Building Permits**
	404750002	1790 Yosemite Pl	Muir Pointe	BIR17-006660									
	404750001	**1796 Yosemite Pl**	Muir Pointe	**BIR17-006659**									
	404760075	**1962 Tioga Loop**	Muir Pointe	**BIR17-004940**									
	404760074	1970 Tioga Loop	Muir Pointe	BIR17-004939									
	404760073	1974 Tioga Loop	Muir Pointe	BIR17-004938									
	404760072	1978 Tioga Loop	Muir Pointe	BIR17-004937									
	404760071	1984 Tioga Loop	Muir Pointe	BIR17-004936									
	404760070	1990 Tioga Loop	Muir Pointe	BIR17-004935									
	404760069	1994 Tioga Loop	Muir Pointe	BIR17-004934									
	404760068	2002 Tioga Loop	Muir Pointe	BIR17-004933									
	404760067	2008 Tioga Loop	Muir Pointe	BIR17-004932									
	404760066	2016 Tioga Loop	Muir Pointe	BIR17-004931									
	404020089	1906 Tioga Loop	Muir Pointe	BIR17-010980									
	404020089	1910 Tioga Loop	Muir Pointe	BIR17-010979									
	404020089	1889 Glacier Way	Muir Pointe	BIR17-010960									
	404020089	1879 Glacier Way	Muir Pointe	BIR17-010959									
	404020089	1845 Glacier Way	Muir Pointe	BIR17-010958									
	404020089	1835 Glacier Way	Muir Pointe	BIR16-010957									
	406201013	196 Violet Rd	ADU	BIR16-008558									
	404020076	1891 Shasta Ln	Muir Pointe	BIR16-001094									
	404020076	1893 Shasta Ln	Muir Pointe	BIR16-001093									
		148 Robin Ct	ADU								1	4/8/2018	1

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1					10							11	12
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Certificates of Occupancy or other forms of readiness (see instructions) Date Issued**	**# of Units issued Certificates of Occupancy or other forms of readiness**
Summary Row: Start Data Entry Below											72		72
	404750030	1881 SHASTA LN	Muir Pointe	BIR17-013638							1	12/20/2018	1
	404750031	1871 SHASTA LN	Muir Pointe	BIR17-013639							1	12/14/2018	1
	404750032	1861 SHASTA LN	Muir Pointe	BIR17-013640							1	12/12/2018	1
	404750033	1851 SHASTA LN	Muir Pointe	BIR17-013641							1	12/12/2018	1
	404750034	1841 SHASTA LN	Muir Pointe	BIR17-013642							1	9/26/2018	1
	404750035	1831 SHASTA LN	Muir Pointe	BIR17-013643							1	9/26/2018	1
	404750036	1821 SHASTA LN	Muir Pointe	BIR17-013644								9/27/2018	
	404750042	1820 JOHN MUIR PKW	Muir Pointe	BIR17-013645							1	10/5/2018	1
	404750043	1830 JOHN MUIR PKW	Muir Pointe	BIR17-013646							1	10/5/2018	1
	404750044	1840 JOHN MUIR PKW	Muir Pointe	BIR17-013647							1	10/11/2018	1
	404750045	1850 JOHN MUIR PKW	Muir Pointe	BIR17-013648							1	12/13/2018	1
	404750046	1860 JOHN MUIR PKW	Muir Pointe	BIR17-013649							1	12/13/2018	1
	404750047	1870 JOHN MUIR PKW	Muir Pointe	BIR17-013650							1	12/20/2018	1
	404750048	1880 JOHN MUIR PKW	Muir Pointe	BIR17-013651							1		1
	404750049	1890 JOHN MUIR PKW	Muir Pointe	BIR17-013652							1		1
	404760036	1924 SHASTA LN	Muir Pointe	BIR17-013653							1	11/30/2018	1
	404760037	1920 SHASTA LN	Muir Pointe	BIR17-013654							1	11/30/2018	1
	404760038	1916 SHASTA LN	Muir Pointe	BIR17-013655							1	10/31/2018	1
	404760039	1912 SHASTA LN	Muir Pointe	BIR17-013656							1	10/29/2018	1
	404760040	1908 SHASTA LN	Muir Pointe	BIR17-013657							1	**10/29/2018**	1
	404760046	1907 TIOGA LOOP	Muir Pointe	BIR17-013658							1	10/30/2018	1
	404760047	1911 TIOGA LOOP	Muir Pointe	BIR17-013659							1	11/5/2018	1
	404760048	1915 TIOGA LOOP	Muir Pointe	BIR17-013660							1	11/8/2018	1
	404760049	1919 TIOGA LOOP	Muir Pointe	BIR17-013661							1	12/12/2018	1
	404760050	1923 TIOGA LOOP	Muir Pointe	BIR17-013662							1	12/12/2018	1
	404760030	1988 SHASTA LN	Muir Pointe	BIR18-004107									
	404760031	1982 SHASTA LN	Muir Pointe	BIR18-004108									
	404760032	1976 SHASTA LN	Muir Pointe	BIR18-004109									
	404760033	1972 SHASTA LN	Muir Pointe	BIR18-004110									
	404760034	1968 SHASTA LN	Muir Pointe	BIR18-004111									
	404760035	1960 SHASTA LN	Muir Pointe	BIR18-004112									
	404760051	1927 TIOGA LOOP	Muir Pointe	BIR18-004117							1	12/20/2018	1
	404760052	1929 TIOGA LOOP	Muir Pointe	BIR18-004118							1	12/24/2018	1
	404760053	**1931 TIOGA LOOP**	Muir Pointe	BIR18-004119							1	**12/24/2018**	1
	404760054	**1933 TIOGA LOOP**	Muir Pointe	BIR18-004120									
	404760055	**1935 TIOGA LOOP**	Muir Pointe	BIR18-004121									
	404760056	**1961 TIOGA LOOP**	Muir Pointe	BIR18-004122									
	404760057	1969 TIOGA LOOP	Muir Pointe	BIR18-004123									
	404760058	1973 TIOGA LOOP	Muir Pointe	BIR18-004124									
	404760059	1977 TIOGA LOOP	Muir Pointe	BIR18-004125									
	404760060	1983 TIOGA LOOP	Muir Pointe	BIR18-004126									
	404760061	1989 TIOGA LOOP	Muir Pointe	BIR18-004127									
	404760028	2006 SHASTA LN	Muir Pointe	BIR18-007002									

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Project Identifier					Affordability by Household Incomes - Certificates of Occupancy								
1					10							11	12
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Certificates of Occupancy or other forms of readiness (see instructions) Date Issued**	**# of Units issued Certificates of Occupancy or other forms of readiness**
	404760062	1993 TIOGA LOOP	Muir Pointe	BIR18-007004									
	404760029	1998 TIOGA LOOP	Muir Pointe	BIR18-007006									
	404760063	1999 TIOGA LOOP	Muir Pointe	BIR18-007007									
	404760065	2015 TIOGA LOOP	Muir Pointe	BIR18-007008									
	404760064	**2007 TIOGA LOOP**	Muir Pointe	BIR18-007009									
	404760011	**2010 JOHN MUIR PKWY**	Muir Pointe	BIR18-011799									
	404760012	PKWY	Muir Pointe	BIR18-011800									
	404760013	2014 JOHN MUIR PKWY	Muir Pointe	BIR18-011801									
	404760014	2020 JOHN MUIR PKWY	Muir Pointe	BIR18-011802									
	404760015	2019 SHASTA LN	Muir Pointe	BIR18-011803									
	404760016	2013 SHASTA LN	Muir Pointe	BIR18-011804									
	404760017	2011 SHASTA LN	Muir Pointe	BIR18-011805									
	404760018	2009 SHASTA LN	Muir Pointe	BIR18-011806									
		2200 John Muir Pkwy	Blocks Q&R - The Grand at Bayfront										
		2525 Bayfront	Block N- The Exchange at Bayfront										
	404760045	**1903 Tioga Loop**	Muir Pointe	BIR17-013262							**1**	**9/24/2018**	1
	404760044	**1901 Tioga Loop**	Muir Pointe	BIR17-013261							**1**	**9/21/2018**	1
	404760043	1900 Shasta Ln	Muir Pointe	BIR17-013260							**1**	**9/21/2018**	1
	404760042	1902 Shasta Ln	Muir Pointe	BIR17-013259							**1**	**9/21/2018**	1
	404760041	1904 Shasta Ln	Muir Pointe	BIR17-013258							**1**	**9/21/2018**	1
	404750041	1810 John MuirPkwy	Muir Pointe	BIR17-013257							**1**	8/30/2018	1
	404750040	1801 Yosemite Pl	Muir Pointe	BIR17-013256							**1**	8/30/2018	1
	404750039	1805 Yosemite Pl	Muir Pointe	BIR17-013255							**1**	8/28/2018	1
	404750038	1809 Yosemite Pl	Muir Pointe	BIR17-013254							**1**	8/17/2018	1
	404750037	1811 Shasta Ln	Muir Pointe	BIR17-013253							**1**	8/17/2018	1
	404750016	**1775 Shasta Ln**	Muir Pointe	**BIR17-006674**							**1**	**5/15/2018**	1
	404750015	**1765 Shasta Ln**	Muir Pointe	**BIR17-006673**							**1**	**5/14/2018**	1
	404750014	**1755 Shasta Ln**	Muir Pointe	**BIR17-006672**							**1**	**5/14/2018**	1
	404750013	**1745 Shasta Ln**	Muir Pointe	**BIR17-006671**							**1**	**5/11/2018**	1
	404750012	**1735 Shasta Ln**	Muir Pointe	**BIR17-006670**							**1**	**5/11/2018**	1
	404750011	1706 John Muir Pkwy	Muir Pointe	BIR17-006669							**1**	4/27/2018	1
	404750010	1716 John Muir Pkwy	Muir Pointe	BIR17-006668							**1**	4/23/2018	1
	404750009	1726 John Muir Pkwy	Muir Pointe	BIR17-006667							**1**	4/20/2018	1
	404750008	1736 John Muir Pkwy	Muir Pointe	BIR17-006666							**1**	4/10/2018	1
	404750007	1746 John Muir Pkwy	Muir Pointe	BIR17-006665							**1**	4/10/2018	1
	404750006	1756 John Muir Pkwy	Muir Pointe	BIR17-006664							**1**	3/27/2018	1
	404750005	1766 John Muir Pkwy	Muir Pointe	BIR17-006663							**1**	3/27/2018	1
	404750004	1776 John Muir Pkwy	Muir Pointe	BIR17-006662							**1**	3/27/2018	1
	404750003	1786 Yosemite Pl	Muir Pointe	BIR17-006661							**1**	3/27/2018	1

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Project Identifier					Affordability by Household Incomes - Certificates of Occupancy								
1					10							11	12
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low- Income Deed Restricted**	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Certificates of Occupancy or other forms of readiness (see instructions) Date Issued**	**# of Units issued Certificates of Occupancy or other forms of readiness**
	404750002	1790 Yosemite Pl	Muir Pointe	BIR17-006660							1	3/16/2018	1
	404750001	**1796 Yosemite Pl**	Muir Pointe	**BIR17-006659**							1	3/16/2018	1
	404760075	**1962 Tioga Loop**	Muir Pointe	**BIR17-004940**							1	**7/11/2018**	1
	404760074	1970 Tioga Loop	Muir Pointe	BIR17-004939							1	7/11/2018	1
	404760073	1974 Tioga Loop	Muir Pointe	BIR17-004938							1	7/9/2018	1
	404760072	1978 Tioga Loop	Muir Pointe	BIR17-004937							1	6/26/2018	1
	404760071	1984 Tioga Loop	Muir Pointe	BIR17-004936							1	6/26/2018	1
	404760070	1990 Tioga Loop	Muir Pointe	BIR17-004935							1	6/15/2018	1
	404760069	1994 Tioga Loop	Muir Pointe	BIR17-004934							1	6/14/2018	1
	404760068	2002 Tioga Loop	Muir Pointe	BIR17-004933							1	6/14/2018	1
	404760067	2008 Tioga Loop	Muir Pointe	BIR17-004932							1	6/11/2018	1
	404760066	2016 Tioga Loop	Muir Pointe	BIR17-004931							1	6/8/2018	1
	404020089	1906 Tioga Loop	Muir Pointe	BIR17-010980							1	2/20/2018	1
	404020089	1910 Tioga Loop	Muir Pointe	BIR17-010979							1	1/25/2018	1
	404020089	1889 Glacier Way	Muir Pointe	BIR17-010960							1	2/13/2018	1
	404020089	1879 Glacier Way	Muir Pointe	BIR17-010959							1	1/26/2018	1
	404020089	1845 Glacier Way	Muir Pointe	BIR17-010958							1	2/9/2018	1
	404020089	1835 Glacier Way	Muir Pointe	BIR16-010957							1	1/25/2018	1
	406201013	196 Violet Rd	ADU	BIR16-008558							1	5/18/2018	1
	404020076	1891 Shasta Ln	Muir Pointe	BIR16-001094							1	10/1/2018	1
	404020076	1893 Shasta Ln	Muir Pointe	BIR16-001093							1	10/2/2018	1
		148 Robin Ct	ADU										

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Project Identifier						Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units			Notes
1					13	14	15	16	17	18	19	20			21
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**How many of the units were Extremely Low Income?+**	**Was Project APPROVED using GC 65913.4(b)? (SB 35 Streamlining) Y/N**	**Infill Units? Y/N+**	**Assistance Programs for Each Development (see instructions)**	**Deed Restriction Type (see instructions)**	**For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable (see instructions)**	**Term of Affordability or Deed Restriction (years)** (if affordable in perpetuity enter 1000)+	**Number of Demolished/ Destroyed Units+**	**Demolished or Destroyed Units+**	**Demolished/ Destroyed Units Owner or Renter+**	**Notes+**
Summary Row: Start Data Entry Below															
	404750030	1881 SHASTA LN	Muir Pointe	BIR17-013638		N	Y								
	404750031	1871 SHASTA LN	Muir Pointe	BIR17-013639		N	Y								
	404750032	1861 SHASTA LN	Muir Pointe	BIR17-013640		N	Y								
	404750033	1851 SHASTA LN	Muir Pointe	BIR17-013641		N	Y								
	404750034	1841 SHASTA LN	Muir Pointe	BIR17-013642		N	Y								
	404750035	1831 SHASTA LN	Muir Pointe	BIR17-013643		N	Y								
	404750036	1821 SHASTA LN	Muir Pointe	BIR17-013644		N	Y								
	404750042	1820 JOHN MUIR PKW	Muir Pointe	BIR17-013645		N	Y								
	404750043	1830 JOHN MUIR PKW	Muir Pointe	BIR17-013646		N	Y								
	404750044	1840 JOHN MUIR PKW	Muir Pointe	BIR17-013647		N	Y								
	404750045	1850 JOHN MUIR PKW	Muir Pointe	BIR17-013648		N	Y								
	404750046	1860 JOHN MUIR PKW	Muir Pointe	BIR17-013649		N	Y								
	404750047	1870 JOHN MUIR PKW	Muir Pointe	BIR17-013650		N	Y								
	404750048	1880 JOHN MUIR PKW	Muir Pointe	BIR17-013651		N	Y								
	404750049	1890 JOHN MUIR PKW	Muir Pointe	BIR17-013652		N	Y								
	404760036	1924 SHASTA LN	Muir Pointe	BIR17-013653		N	Y								
	404760037	1920 SHASTA LN	Muir Pointe	BIR17-013654		N	Y								
	404760038	1916 SHASTA LN	Muir Pointe	BIR17-013655		N	Y								
	404760039	1912 SHASTA LN	Muir Pointe	BIR17-013656		N	Y								
	404760040	1908 SHASTA LN	Muir Pointe	BIR17-013657		N	Y								
	404760046	1907 TIOGA LOOP	Muir Pointe	BIR17-013658		N	Y								
	404760047	1911 TIOGA LOOP	Muir Pointe	BIR17-013659		N	Y								
	404760048	1915 TIOGA LOOP	Muir Pointe	BIR17-013660		N	Y								
	404760049	1919 TIOGA LOOP	Muir Pointe	BIR17-013661		N	Y								
	404760050	1923 TIOGA LOOP	Muir Pointe	BIR17-013662		N	Y								
	404760030	1988 SHASTA LN	Muir Pointe	BIR18-004107		N	Y								
	404760031	1982 SHASTA LN	Muir Pointe	BIR18-004108		N	Y								
	404760032	1976 SHASTA LN	Muir Pointe	BIR18-004109		N	Y								
	404760033	1972 SHASTA LN	Muir Pointe	BIR18-004110		N	Y								
	404760034	1968 SHASTA LN	Muir Pointe	BIR18-004111		N	Y								
	404760035	1960 SHASTA LN	Muir Pointe	BIR18-004112		N	Y								
	404760051	1927 TIOGA LOOP	Muir Pointe	BIR18-004117		N	Y								
	404760052	1929 TIOGA LOOP	Muir Pointe	BIR18-004118		N	Y								
	404760053	**1931 TIOGA LOOP**	Muir Pointe	BIR18-004119		N	Y								
	404760054	**1933 TIOGA LOOP**	Muir Pointe	BIR18-004120		N	Y								
	404760055	**1935 TIOGA LOOP**	Muir Pointe	BIR18-004121		N	Y								
	404760056	**1961 TIOGA LOOP**	Muir Pointe	BIR18-004122		N	Y								
	404760057	1969 TIOGA LOOP	Muir Pointe	BIR18-004123		N	Y								
	404760058	1973 TIOGA LOOP	Muir Pointe	BIR18-004124		N	Y								
	404760059	1977 TIOGA LOOP	Muir Pointe	BIR18-004125		N	Y								
	404760060	1983 TIOGA LOOP	Muir Pointe	BIR18-004126		N	Y								
	404760061	1989 TIOGA LOOP	Muir Pointe	BIR18-004127		N	Y								
	404760028	2006 SHASTA LN	Muir Pointe	BIR18-007002		N	Y								

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Project Identifier						Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units			Notes
1					13	14	15	16	17	18	19	20			21
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**How many of the units were Extremely Low Income?+**	**Was Project APPROVED using GC 65913.4(b)? (SB 35 Streamlining) Y/N**	**Infill Units? Y/N+**	**Assistance Programs for Each Development (see instructions)**	**Deed Restriction Type (see instructions)**	**For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable (see instructions)**	**Term of Affordability or Deed Restriction (years)** (if affordable in perpetuity enter 1000)+	**Number of Demolished/ Destroyed Units+**	**Demolished or Destroyed Units+**	**Demolished/ Destroyed Units Owner or Renter+**	**Notes+**
	404760062	1993 TIOGA LOOP	Muir Pointe	BIR18-007004		N	Y								
	404760029	1998 TIOGA LOOP	Muir Pointe	BIR18-007006		N	Y								
	404760063	1999 TIOGA LOOP	Muir Pointe	BIR18-007007		N	Y								
	404760065	2015 TIOGA LOOP	Muir Pointe	BIR18-007008		N	Y								
	404760064	**2007 TIOGA LOOP**	Muir Pointe	BIR18-007009		N	Y								
	404760011	**2010 JOHN MUIR PKWY**	Muir Pointe	BIR18-011799		N	Y								
	404760012	PKWY	Muir Pointe	BIR18-011800		N	Y								
	404760013	2014 JOHN MUIR PKWY	Muir Pointe	BIR18-011801		N	Y								
	404760014	2020 JOHN MUIR PKWY	Muir Pointe	BIR18-011802		N	Y								
	404760015	2019 SHASTA LN	Muir Pointe	BIR18-011803		N	Y								
	404760016	2013 SHASTA LN	Muir Pointe	BIR18-011804		N	Y								
	404760017	2011 SHASTA LN	Muir Pointe	BIR18-011805		N	Y								
	404760018	2009 SHASTA LN	Muir Pointe	BIR18-011806		N	Y								
		2200 John Muir Pkwy	Blocks Q&R - The Grand at Bayfront			N	Y								
		2525 Bayfront	Block N- The Exchange at Bayfront			N	Y								
						N									
	404760045	**1903 Tioga Loop**	Muir Pointe	BIR17-013262		**N**	**Y**								
	404760044	**1901 Tioga Loop**	Muir Pointe	BIR17-013261		**N**	**Y**								
	404760043	1900 Shasta Ln	Muir Pointe	BIR17-013260		N	Y								
	404760042	1902 Shasta Ln	Muir Pointe	BIR17-013259		N	Y								
	404760041	1904 Shasta Ln	Muir Pointe	BIR17-013258		N	Y								
	404750041	1810 John MuirPkwy	Muir Pointe	BIR17-013257		N	Y								
	404750040	1801 Yosemite Pl	Muir Pointe	BIR17-013256		N	Y								
	404750039	1805 Yosemite Pl	Muir Pointe	BIR17-013255		N	Y								
	404750038	1809 Yosemite Pl	Muir Pointe	BIR17-013254		N	Y								
	404750037	1811 Shasta Ln	Muir Pointe	BIR17-013253		N	Y								
	404750016	**1775 Shasta Ln**	Muir Pointe	**BIR17-006674**		N	Y								
	404750015	**1765 Shasta Ln**	Muir Pointe	**BIR17-006673**		N	Y								
	404750014	**1755 Shasta Ln**	Muir Pointe	**BIR17-006672**		N	Y								
	404750013	**1745 Shasta Ln**	Muir Pointe	**BIR17-006671**		N	Y								
	404750012	**1735 Shasta Ln**	Muir Pointe	**BIR17-006670**		N	Y								
	404750011	1706 John Muir Pkwy	Muir Pointe	BIR17-006669		N	Y								
	404750010	1716 John Muir Pkwy	Muir Pointe	BIR17-006668		N	Y								
	404750009	1726 John Muir Pkwy	Muir Pointe	BIR17-006667		N	Y								
	404750008	1736 John Muir Pkwy	Muir Pointe	BIR17-006666		N	Y								
	404750007	1746 John Muir Pkwy	Muir Pointe	BIR17-006665		N	Y								
	404750006	1756 John Muir Pkwy	Muir Pointe	BIR17-006664		N	Y								
	404750005	1766 John Muir Pkwy	Muir Pointe	BIR17-006663		N	Y								
	404750004	1776 John Muir Pkwy	Muir Pointe	BIR17-006662		N	Y								
	404750003	1786 Yosemite Pl	Muir Pointe	BIR17-006661		N	Y								

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Project Identifier						Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units			Notes
1					13	14	15	16	17	18	19	20			21
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**How many of the units were Extremely Low Income?+**	**Was Project APPROVED using GC 65913.4(b)? (SB 35 Streamlining) Y/N**	**Infill Units? Y/N+**	**Assistance Programs for Each Development (see instructions)**	**Deed Restriction Type (see instructions)**	**For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable (see instructions)**	**Term of Affordability or Deed Restriction (years)** (if affordable in perpetuity enter 1000)+	**Number of Demolished/ Destroyed Units+**	**Demolished or Destroyed Units+**	**Demolished/ Destroyed Units Owner or Renter+**	**Notes+**
	404750002	1790 Yosemite Pl	Muir Pointe	BIR17-006660		N	Y								
	404750001	**1796 Yosemite Pl**	Muir Pointe	**BIR17-006659**		N	Y								
	404760075	**1962 Tioga Loop**	Muir Pointe	**BIR17-004940**		N	Y								
	404760074	1970 Tioga Loop	Muir Pointe	BIR17-004939		N	Y								
	404760073	1974 Tioga Loop	Muir Pointe	BIR17-004938		N	Y								
	404760072	1978 Tioga Loop	Muir Pointe	BIR17-004937		N	Y								
	404760071	1984 Tioga Loop	Muir Pointe	BIR17-004936		N	Y								
	404760070	1990 Tioga Loop	Muir Pointe	BIR17-004935		N	Y								
	404760069	1994 Tioga Loop	Muir Pointe	BIR17-004934		N	Y								
	404760068	2002 Tioga Loop	Muir Pointe	BIR17-004933		N	Y								
	404760067	2008 Tioga Loop	Muir Pointe	BIR17-004932		N	Y								
	404760066	2016 Tioga Loop	Muir Pointe	BIR17-004931		N	Y								
	404020089	1906 Tioga Loop	Muir Pointe	BIR17-010980		N	Y								
	404020089	1910 Tioga Loop	Muir Pointe	BIR17-010979		N	Y								
	404020089	1889 Glacier Way	Muir Pointe	BIR17-010960		N	Y								
	404020089	1879 Glacier Way	Muir Pointe	BIR17-010959		N	Y								
	404020089	1845 Glacier Way	Muir Pointe	BIR17-010958		N	Y								
	404020089	1835 Glacier Way	Muir Pointe	BIR16-010957		N	Y								
	406201013	196 Violet Rd	ADU	BIR16-008558		N	Y								
	404020076	1891 Shasta Ln	Muir Pointe	BIR16-001094		N	Y								
	404020076	1893 Shasta Ln	Muir Pointe	BIR16-001093		N	Y								
						N	Y								
		148 Robin Ct	ADU			N	Y								

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.

Please contact HCD if your data is different than the material supplied here

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

		1	2									3	4
Income Level		**RHNA Allocation by Income Level**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**Total Units to Date (all years)**	**Total Remaining RHNA by Income Level**
Very Low	Deed Restricted	220											220
	Non-Deed Restricted												
Low	Deed Restricted	118										1	117
	Non-Deed Restricted			1									
Moderate	Deed Restricted	100											100
	Non-Deed Restricted												
Above Moderate		244	190	30	41	228						489	
Total RHNA		**682**											
Total Units 44			**190**	**31**	**41**	**228**						**490**	**437**

Note: units serving extremely low-income households are included in the very low-income permitted units totals
Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Note: + Optional field

Cells in grey contain auto-calculation formulas

Table C

Sites Identified or Rezoned to Accommodate Shortfall Housing Need

Project Identifier				Date of Rezone	Affordability by Household Income				Type of Shortfall	Sites Description							
1				2	3				4	5	6	7	8		9	10	11
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Date of Rezone	Very-Low Income	Low-Income	Moderate Income	Above Moderate - Income	Type of Shortfall	Parcel Size (Acres)	General Plan Designation	Zoning	Minimum Density Allowed	Maximum Density Allowed	Realistic Capacity	Vacant/Nonvacant	Description of Existing Uses
Summary Row: Start Data Entry Below																	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Program 1a: Section 8 Housing Choice Vouchers	Maintain current level of funding support for residents receiving Section 8 assistance	Ongoing	Activity of the Housing Authority of the County of Contra Costa, as the City of Hercules is not a designated Successor Housing Agency.
Program 1a: Section 8 Housing Choice Vouchers	Assist the County in advertising this program through the City web site, public counters, and bulletin boards in order to meet the HUD requirements that 70% of new Section 8 vouchers be used by extremely-low-income households.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. Cities web site was revamped and recently lost the links to the Housing Authority's web site and its online database of currently available housing and needs to be reinstituted. Have not yet received hard copy materials from Housing Authority or other agencies.
Program 1b: Affordable Housing Development Incentives and Outreach	Maintain a list of interested and qualified affordable housing developers. Actively and annually publicize to affordable housing developers the opportunities to develop affordable housing in Hercules, available incentives, and financing options provided by the City or other agencies.	Annual	During the public hearing process through which the City adopted its current Housing Element in 2015, the City contacted non-profit housing developers. Since then, there has not been separate outreach regarding affordable housing development opportunities in 2018 as the City does not have funding incentives available.
Program 1b: Affordable Housing Development Incentives and Outreach	Utilize State and Federal assistance programs, such as HOME, LIHTC, and CHFA funds, on an ongoing basis to the fullest extent possible to develop affordable lower income housing for seniors, families, and persons with disabilities, including persons with developmental disabilities. Support funding applications by developers if the proposed projects are consistent with the goals and policies of the City's General Plan. Annually, the City will pursue funding opportunities	Ongoing	No funding opportunities were sought due to lack of City staffing, and no developers contacted the City to support funding applications in 2018.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Program 1b: Affordable Housing Development Incentives and Outreach	Work with developers in the Central Hercules Plan area and other areas of new development on an ongoing basis to ensure that the City's housing goals of providing a wider mix of housing types and affordability levels are achieved. The City will provide incentives, including density bonus, expedited processing, and flexible development standards to encourage a variety of housing in the community, including projects that set aside units for households with extremely low incomes. With limited funding available, the City anticipates only a goal of eight affordable units.	2018 and ongoing	City responded to multiple inquiries regarding the potential to develop housing in the New Town Center area and on some properties zoned General Commercial as well as the Waterfront/Bayfront and Hilltown areas regarding single-family and multi-family housing opportunities. Project entitlement were given to Blocks Q-R at the Grand at Bayfront for a 232 unit apartment complex with 15 of the units being affordable with 11 units less than 60% median income level and 4 units between 60-80% median income in 2018.
Program 1c: Density Bonus Program	Continue to monitor the effectiveness of the Density Bonus program and provide technical assistance to developers in the use of the City's program.	Ongoing	No developers pursued density bonuses for residential projects, and therefore the use of the density bonus program was not applicable.
Program 1d: Extremely Low Income Households	Explore incentives to encourage developers to include units affordable to extremely low income households, including but not limited to additional density or floor-area ratio increases, flexible development standards (such as parking, height limit) and priority processing. The objective is to create three affordable units for extremely low income households over the planning period.	2018	See Program 1B.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Program 1d: Extremely Low Income Households	Explore incentives to encourage developers to include units affordable to extremely low income households, including but not limited to additional density or floor-area ratio increases, flexible development standards (such as parking, height limit) and priority processing. The objective is to create three affordable units for extremely low income households over the planning period.	2017	No opportunities to offer such incentives occurred in 2017.
Program 2a: Code	Continue to implement the code	Ongoing	
Program 2a: Code Enforcement	Continue installation of automatic gas shut-off valves to improve resident safety.	Ongoing	This program continues to be implemented as every house that is sold, and every house permitted for improvements exceeding $25,000, is required to have an automatic gas shut-off valve installed.
Program 2a: Code Enforcement	Continue referring code compliance violations to available residential rehabilitation programs to bring those homes up to standards.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. Cities web site was revamped and recently lost the links to the Housing Authority's web site and its online database of currently available housing and needs to be reinstituted. Have not yet received hard copy materials from Housing Authority or other agencies.
Program 6a: Energy Conservation	Promote mixed-use/transit-oriented development that provides opportunities for energy conservation.	Ongoing	In 2018 the City approved construction permits for Block N in the Waterfront District, comprising 172 apartment units and 13000 square feet of retail within 1/4-mile of the future Regional Intermodal Transportation Center.
Program 6a: Energy Conservation	Encourage developers to exceed the California Green Building Code requirements in incorporating energy conservation features and techniques.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. Cities web site was revamped and recently lost the links to the Housing Authority's web site and its online database of currently available housing and needs to be reinstituted. Have not yet received hard copy materials from Housing Authority or other agencies.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Program 2c: Owner-Occupied Single-Family Residential Rehabilitation	Advertise the program through City website and provide brochure at public counters.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. Cities web site was revamped and recently lost the links to the Housing Authority's web site and its online database of currently available housing and needs to be reinstituted. Have not yet received hard copy materials from Housing Authority or other agencies.
Program 3a: Provision of Adequate Sites	Continue to pursue/implement the projects on available sites as outlined in Table 46. Monitor the City's progress in meeting the RHNA and work with developers to achieve an income distribution that meet the City's remaining RHNA units.	Ongoing	Muir Pointe (formerly Parcel C) continued construction of the 144-unit single- family detached subdivision. In 2012, the City suspended its city-wide inclusionary housing ordinance, thus the Muir Pointe units are sold entirely at market rate and do not qualify as affordable units. In 2018 Block N consisting of 172 units of multifamily housing did not contain any affordable housing.
Program 3a: Provision of Adequate Sites	Update the City's sites inventory every two years to monitor the consumption of residential and mixed-use properties and continued ability to fulfill the RHNA.	2015, and every two years thereafter	The residential sites inventory was updated in 2015 with the update of the 2015-2023 Housing Element. In 2018, there were no land use changes that affected the site inventory as accounted for in the Housing Element.
Program 3a: Provision of Adequate Sites	Encourage sustainable development patterns by continuing to offer reductions in Traffic Facilities Impact Fees for projects that are located within one-half mile of a transit station and for mixed-use projects where 50% or more of the building space is used for residential purposes. Offer Traffic Facility Fee reductions to mixed-use projects, subject to funding availability.	Ongoing	Traffic impact fees continue at a discounted rate since November 8, 2011, when the City Council approved Resolution 11-132 to reduce the impact fees in 2018 but are in the process of being updated.
Program 4a: Development Standards and Procedures	Annually review the development standards, fees, and procedures and make adjustments as appropriate and legally feasible to encourage the development of a variety of housing in the community.	Ongoing	In 2018, the City reviewed and adopted a new accessory secondary dwelling unit ordinance to ensure consistency with recently enacted State of California accessory dwelling unit laws.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Program 5a: Fair Housing	Continue to support the County and refer any complaints and inquiries to the County for resolution and services.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. Cities web site was revamped and recently lost the links to the Housing Authority's web site and its online database of currently available housing and needs to be reinstituted. Have not yet received hard copy materials from Housing Authority or other agencies.
Program 5a: Fair Housing	Advertise fair housing services of the County at public counters, through the City website, and at various community locations, including the City Library, Community Centers, and Senior Center.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. City web site provides links to the Housing Authority's web site and its online database of currently available housing. Have not yet received hard copy materials from other Housing Authority or other agencies.
Program 5b: Reasonable Accommodation	Advertise the program through City website and provide brochure at public counters.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. Cities web site was revamped and recently lost the links to the Housing Authority's web site and its online database of currently available housing and needs to be reinstituted. Have not yet received hard copy materials from Housing Authority or other agencies.
Program 5b: Reasonable Accommodation	Provide technical assistance regarding the application requirements and procedures to persons/entities seeking reasonable accommodation.	Ongoing	Building Department staff address questions as they come up.
Program 5b: Reasonable Accommodation	Within one year of the Housing Element adoption, revise the Reasonable Accommodation Ordinance to remove the primary residence requirement, thereby allowing the application of reasonable accommodation to all dwellings, including secondary homes.	Completed	The City Council on June 28, 2016, adopted Ordinance 496, approving Zone Amendment #ZA 16-02, which amended the City's Zoning Ordinance, Chapter 6 (Residential Districts) and Chapter 53 (Reasonable Accommodations for Persons with Disabilities) to clarify provisions of transitional/supportive housing in the RM-L zone as similar uses in the same zone.
Program 5c: Cooperation with Contra Costa Health Services Homeless Program	Advertise the program through the City website and provide brochure at public counters.	Ongoing	Since the dissolution of the Redevelopment Agency (RDA), the City's web site has been modified to remove all RDA components. Cities web site was revamped and recently lost the links to the Housing Authority's web site and its online database of currently available housing and needs to be reinstituted. Have not yet received hard copy materials from Housing Authority or other agencies.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D			
Program Implementation Status pursuant to GC Section 65583			
Housing Programs Progress Report Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
1	**2**	**3**	**4**
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Program 5c: Cooperation with Contra Costa Health Services Homeless Program	Participate in County Homeless Program biennial Point-in-Time count and participate in other regional studies and efforts in reducing homelessness.	2015, and every two years thereafter	A Volunteer in Policing participated in the biennial point-in-time count in 2017.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Hercules	
Reporting Period	2018	(Jan. 1 - Dec. 31)

Note: + Optional field

Cells in grey contain auto-calculation formulas

Table E									
Commercial Development Bonus Approved pursuant to GC Section 65915.7									
Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
1				2				3	4
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
Summary Row: Start Data Entry Below									

ANNUAL ELEMENT PROGRESS REPORT
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(CCR Title 25 §6202)

Jurisdiction	Hercules	
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Note: + Optional field
Cells in grey contain auto-calculation formulas

Table F

Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)(2)

This table is optional. Jurisdictions may list (for informational purposes only) units that do not count toward RHNA, but were substantially rehabilitated, acquired or preserved. To enter units in this table as progress toward RHNA, please contact HCD at APR@hcd.ca.gov. HCD will provide a password to unlock the grey fields. Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in Government Code section 65583.1(c)(2).

Activity Type	Units that Do Not Count Towards RHNA+ Listed for Informational Purposes Only				Units that Count Towards RHNA + Note - Because the statutory requirements severly limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1+
	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Total Units by Income									

City of Hercules

111 Civic Drive
Hercules, CA 94547

Meeting Minutes

City Council

Mayor Dan Romero
Vice Mayor Roland Esquivias
Council Member Chris Kelley
Council Member Gerard Boulanger
Council Member Dion Bailey

David Biggs, City Manager
Patrick Tang, City Attorney
Lori Martin, City Clerk

Tuesday, February 26, 2019 | **6:00 PM** | **Council Chambers**

SPECIAL MEETING AND SPECIAL CLOSED SESSION - 6:00 P.M.
REGULAR MEETING - 7:00 P.M.

I. SPECIAL MEETING - COMMISSION INTERVIEWS – 6:00 P.M. CALL TO ORDER - ROLL CALL

Mayor Romero called the special meeting to order at 6:00 p.m.

Present: 4 - Mayor D. Romero, Council Member C. Kelley, Council Member G. Boulanger, and Council Member D. Bailey

Absent: 1 - Vice Mayor R. Esquivias

II. PUBLIC COMMUNICATION - SPECIAL MEETING

None.

III. APPLICANT INTERVIEWS - FINANCE COMMISSION

1. 19-475 **Finance Commission Interviews**

Recommendation: Interview candidates for the Finance Commission.

Members of the City Council conducted interviews with the following applicants for Finance Commission:

1. Dillard Davis
2. Diana Galieva
3. Edward Ulle
4. Myrna Godinez

The special meeting was adjourned at 6.42 p.m.

IV. CLOSED SESSION – CALL TO ORDER - ROLL CALL

Mayor Romero called the special closed session meeting to order at 6:43 p.m.

Present: 4 - Mayor D. Romero, Council Member C. Kelley, Council Member G. Boulanger, and Council Member D. Bailey

Absent: 1 - Vice Mayor R. Esquivias

V. PUBLIC COMMUNICATION - CLOSED SESSION ITEMS

None.

VI. CONVENE INTO CLOSED SESSION

City Attorney Tang announced the items to be discussed in closed session.

1. 19-481 Pursuant to Government Code Section 54957(b)(1) PUBLIC EMPLOYMENT - Title: City Manager Contract

2. 19-488 Pursuant to Government Code Section 54956.9 (d)(2), Conference with Legal Counsel - Potential Litigation - Exposure to litigation in one (1) case.

VII. REGULAR MEETING – 7:00 P.M. CALL TO ORDER - ROLL CALL

Mayor Romero called the meeting to order at 7:04 p.m.

Present: 4 - Mayor D. Romero, Council Member C. Kelley, Council Member G. Boulanger, and Council Member D. Bailey

Absent: 1 - Vice Mayor R. Esquivias

VIII. REPORT ON ACTION TAKEN IN CLOSED SESSION

City Attorney Tang reported that there were no final or reportable actions taken in closed session.

IX. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by the Hercules Police Explorer Color Honor Guard.

X. MOMENT OF SILENCE

Mayor Romero called for a moment of silence for three Police Officers killed in the line of duty. Officer Nicholas Galinger, Chattanooga, TN, end of watch: 02/23/19; Under Sheriff Monty Johnson, Pawnee County, OK end of watch: 02/21/16; Sgt. Daniel Hinton, Fort Meyer, FL end of watch: 02/19/19.

XI. INTRODUCTIONS/PRESENTATIONS/COMMISSION REPORTS

1. 19-477 Proclamation - Special Recognition to Officer Luis Montenegro as the 2019 Police Officer of the Year

Mayor Romero invited Chief Imboden and Officer Montenegro to the podium and presented a Proclamation to Officer Montenegro recognizing him for being selected as the 2019 Officer of the Year. Chief Imboden and Officer Montenegro spoke. Members of the City Council thanked Officer Montenegro for his service to the City and Community.

2. 19-472 Proclamation - Recognizing the Hercules Chinese Association on their 40th Anniversary and Declaring February 26, 2019 as Chinese Heritage Day in the City of Hercules

Mayor Romero read aloud and presented the proclamation to Carolyn Wang, Bill Leong and Lori Chinn of the Hercules Chinese Association. Representatives of Hercules Chinese Association spoke. Members of the City Council thanked the Representatives and the Association for their service to the community.

XII. AGENDA ADDITIONS/DELETIONS

City Manager Biggs stated that copies of the Powerpoint presentations handed out prior to the meeting are available to the public on the side table.

XIII. PUBLIC COMMUNICATIONS

None.

XIV. PUBLIC HEARINGS

1. 19-480 **2019 West Contra Costa County Subregional Transportation Mitigation Program (STMP) Fee Update**

Recommendation: Hold a public hearing and consider:
a) Waiving the first reading and introducing an Ordinance amending Hercules Municipal Code Title 10, Chapter 17 - West County Subregional Transportation Mitigation Program, and
b) Adopting a Resolution authorizing the City Manager to execute a Master Cooperative Agreement between the West Contra Costa Transportation Advisory Committee (WCCTAC) and the City of Hercules and other member agencies in its current substantive form with Exhibits A - 2019 Nexus Update of the STMP Impact Fee and Exhibit B - STMP Administrative Guidelines as a reference and incorporate the new STMP Nexus Fees into the City's Master User Fee Schedule.

City Manager Biggs introduced the item and provided a staff report.

Mayor Romero opened the public hearing at 7:44 p.m.

Mr. John Nemeth of WCCTAC spoke briefly and invited Ms. Julie Morgan to the podium. Ms. Morgan gave a presentation on the STMP fee update.

City Council asked questions and provided comments.

Public Speakers: Patty O'Day; Ben Ortega.

City staff along with Mr. John Nemeth and Ms. Julie Morgan answered questions raised by the public speakers.

Mayor Romero closed the public hearing at 8:46 p.m.

Members of the City Council asked further questions and provided comments.

There was a consensus of City Council to not take any action on this item at this time.

City Council gave direction to staff to continue the public hearing open to the first meeting in April 2019.

XV. CONSENT CALENDAR

MOTION: A motion was made by Council Member Kelley, seconded by Council Member Boulanger, to adopt the Consent Calendar. The motion carried by the following vote:

Aye: 4 - Mayor D. Romero, Council Member C. Kelley, Council Member G. Boulanger, and Council Member D. Bailey

Absent: 1 - Vice Mayor R. Esquivias

1. 19-478 **Meeting Minutes**

Recommendation: Approve the Regular Meeting Minutes of February 12, 2019.

Approved.

XVI. DISCUSSION AND/OR ACTION ITEMS

1. 19-476 **Finance Commission Appointments**

Recommendation: Consider making two (2) appointments to the Finance Commission for the start of two (2) year terms ending December 31, 2020.

City Manager Biggs introduced the item. City Clerk Martin provided a staff report and conducted a poll vote of the Council Members for their top two (2) applicant selections to fill the vacancies on the Finance Commission.

This resulted in Mr. Dillard Davis and Ms. Diana Galieva as the top two applicants appointed to fill the two (2) vacant seats.

2. 19-482 **FY 2018-19 Mid-Year Budget Review and Miscellaneous Mid-Year Budget Appropriations and Adjustments and Authorizing the Creation of a Management Analyst Position**

Recommendation: Receive a report on the FY 2018-19 mid-year budget review and adopt a Resolution approving various mid-year budget appropriations and adjustments and authorizing the creation of a Management Analyst position.

City Manager Biggs introduced the item and Finance Director Gato provided a staff report and presentation on the mid-year budget. City Council asked questions and provided comments.

MOTION: A motion was made by Council Member Kelley, seconded by Council Member Boulanger, to adopt Resolution 2019-009. The motion carried by the following vote:

Aye: 4 - Mayor D. Romero, Council Member C. Kelley, Council Member G. Boulanger, and Council Member D. Bailey

Absent: 1 - Vice Mayor R. Esquivias

3. 19-474 **Discussion of Planning and Zoning Noticing Requirements**

Recommendation: Receive report, discuss, and provide direction, if any.

City Manager Biggs introduced the item and provided a staff report. City Council asked questions and provided comments. City Council provided direction to staff to amend the Ordinance to include a provision allowing for the Planning Director to have discretion to expand the noticing requirements based on unique circumstances.

4. 19-470 **Update on the Queen Anne House**

Recommendation: Receive report, discuss, and provide direction, if any.

City Manager Biggs introduced the item and provided a staff report. City Council asked questions and provided comments.

5. 19-471 **Update on Clock Tower**

Recommendation: Receive report, discuss, and provide direction, if any.

City Manager Biggs introduced the item and provided a staff report. City Council asked questions and provided comments. City Council gave direction to come back with an assessment of the building and cost estimates for demolition for possible consideration in the FY 19-20 budget decision packages.

XVII. PUBLIC COMMUNICATIONS

None.

XVIII. CITY COUNCIL/CITY MANAGER/CITY ATTORNEY ANNOUNCEMENTS, COMMITTEE, SUB-COMMITTEE AND INTERGOVERNMENTAL COMMITTEE REPORTS AND FUTURE AGENDA ITEMS

City staff and Council Members reported on attendance at events and community and regional meetings.

XIX. ADJOURNMENT

Mayor Romero adjourned the meeting at 10:38 p.m.

_____
Dan Romero, Mayor

Attest:

_____
Lori Martin, MMC
Administrative Services Director/City Clerk

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of March 12, 2019

TO: Members of the City Council

SUBMITTED BY: Michael Roberts, Public Works Director/City Engineer

SUBJECT: Acceptance of the Bay Trail West Project

RECOMMENDED ACTION:
Adopt a resolution accepting the Bay Trail West Project contract with Grade Tech Inc. as complete for a total amount of $1,252,872 and authorizing the filing of the Notice of Completion with the Contra Costa County Recorder's Office.

FISCAL IMPACT OF RECOMMENDATION:
The final proposed budget for the Bay Trail West Construction Contract is as follows:

Revenues:	
OBAG Grant	$1,109,167
Measure J Return to Source (Local Match to Grant)	$143,705
Total Revenue	**$1,252,872**
Expenditures:	
Final Construction Contract Amount	$1,252,872
Total Expenditures	**$1,252,872**

This project was funded primarily by a One Bay Area Grant (OBAG) with a local match in Measure J funding at the federal grant funding ratio of 88.53% to 11.47%. The final contract amount is under the original amount of $1,633,072 due to a design substitution for installing storm drainage piping under the new pathway. The original design called for the storm drain to also be installed under the Kinder Morgan gas line, Shell gas line, and Union Pacific Railroad located downstream. While this installation would have been beneficial to convey increased stormwater flows from future upstream development (i.e. the planned Bayfront Project), it is not required for the new trail, and was determined to be infeasible until the utilities are relocated as part of the Regional Intermodal Transportation Center project.

DISCUSSION:
The Bay Trail West construction contract was awarded to Grade Tech Inc. for the low bid amount of $1,633,072 at the September 12, 2017 Council meeting. Grade Tech began work shortly thereafter and diligently prosecuted the project to completion.

This project constructed 1,200ft of 10ft wide, paved Bay Trail adjacent to the waterfront. The new trail section begins at the terminus of the existing trail below Railroad Avenue, extends 1,000ft to the east, and includes a 200 foot interim tie-in at the intersection of Railroad Avenue/Bayfront Boulevard (Exhibit attached). New sections of the Bay Trail will be added in the future as phases of the Bayfront Development and the train station are constructed, ultimately providing a contiguous pathway along the waterfront.

ATTACHMENTS:

1. Resolution
2. Notice of Completion
3. Bay Trail Location Exhibit

Financial Impact

Description: Expenditure amount not to exceed $758,896.

Funding Source:

OBAG TLC Fund No. 351-5970-641-05-04	$1,109,167
Measure J Return to Source Fund No. 263-5432-642-05-20	$143,705

Budget Recap:

Total Estimated cost:	$1,252,872	New Rev and Exp:	$
Amount Budgeted:	$1,252,872	Lost Revenue:	$
New funding required:	$	New Personnel:	$

Council Policy Change: Yes ☐ No ☒

RESOLUTION NO. 19-

ADOPT A RESOLUTION ACCEPTING THE BAY TRAIL WEST PROJECT CONTRACT WITH GRADE TECH INC. AS COMPLETE FOR A TOTAL AMOUNT OF $1,252,872 AND AUTHORIZING THE FILING OF THE NOTICE OF COMPLETION WITH THE CONTRA COSTA COUNTY RECORDER'S OFFICE

WHEREAS, the Bay Trail West construction contract was awarded to Grade Tech Inc. for the low bid amount of $1,633,072 at the September 12, 2017 Council meeting; and

WHEREAS, Grade Tech began the work shortly thereafter and diligently prosecuted the work to completion; and

WHEREAS, the project was completed for $1,252,872, below the original amount of $1,633,072 due to a design substitution for installing storm drainage piping under the new trail; and

WHEREAS, the project has been completed in compliance with the approved plans and specifications to the satisfaction of the City Engineer; and

WHEREAS, once a project is accepted the Notice of Completion must be filed with the Contra Costa Recorder's Office.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hercules that the City Council hereby accepts the Bay Trail West Project contract with Grade Tech Inc. as complete for a total amount of $1,252,872 and authorizes the filing of the Notice of Completion with the Contra Costa County Recorder's Office.

The foregoing Resolution was duly and regularly adopted at a regular meeting of the City Council of the City of Hercules held on the twelfth day of March, 2019 by the following vote of the Council:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Dan Romero, Mayor

ATTEST:

_____
Lori Martin, MMC
Administrative Services Director/City Clerk

Recording Requested By:
City of Hercules

When Recorded Mail To:
City Clerk
City of Hercules
111 Civic Drive
Hercules, CA 94547

SPACE ABOVE THIS LINE IS FOR RECORDER'S USE

NOTICE OF COMPLETION
Civil Code §§ 8182, 8184, 9204, and 9208

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is the Owner or agent of the Owner of the Project described below.

2. Owner's full name is __CITY OF HERCULES_____.

3. Owner's address is __111 CIVIC DRIVE, HERCULES, CA 94547_____.

4. The nature of Owner's interest in the Project is:
_X_ Fee ownership __ Lessee __ Other:_____

5. Construction work on the Project performed on Owner's behalf is generally described as follows: __BAY TRAIL WEST PROJECT

6. The name of the original Contractor for the Project is:
Grade Tech Inc._____
10250 Crow Canyon Road, Castro Valley, CA 94552

7. The Project was completed on: __March 12, 2019_____.

8. The Project is located at: __ALONG THE BAY TRAIL IN THE CITY OF HERCULES.

Verification: In signing this document, I, the undersigned, declare under penalty of perjury under the laws of the State of California that I have read this notice, and I know and understand the contents of this notice, and that the facts stated in this notice are true and correct.

_____
Date and Place

_____
Signature of Person Signing on Behalf of Owner

MIKE ROBERTS,
PUBLIC WORKS DIRECTOR/CITY ENGINEER_
Print Name and Title

WEST BAY TRAIL PROJECT

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STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of March 12, 2019

TO: Members of the City Council

SUBMITTED BY: David Biggs, City Manager
Mike Roberts, Public Works Director

SUBJECT: Update on Recycling and Recycling Audits by Republic Services

RECOMMENDED ACTION: Receive Report, Discuss, and Provide Direction, if any.

FISCAL IMPACT OF RECOMMENDATION: None as a result of this item.

DISCUSSION: The City's solid waste collection services, including household waste, recycling, and organics, is provided by Republic Services (aka Richmond Sanitary Services) under a franchise agreement between the City and Republic. Elements of the service as related to recycling and organics is controlled by the West Contra Costa Integrated Waste Management Authority (WCCIWMA) also known as RecycleMore.

The City of Hercules sets rates for the household waste component of services and these rates were most recently approved by the City Council for 2019 on January 8, 2019.

RecycleMore is responsible for setting the recycling and organics rates for the five-city West County Service area. In addition, RecycleMore is responsible for meeting the State mandates in regard to recycling and landfill diversion and does so primarily through the service provider which is Republic in addition to other efforts.

With changes in the market conditions for recyclables, including the refusal of China in the form of what is referred to as the "China Sword," to accept materials with contamination above a certain limit, the market for these materials has collapsed. This change in circumstances has resulted in Republic undertaking additional educational efforts about what materials are acceptable in the blue recycling bins and what is not. Republic has also instituted a series of recycling bin audits in their service area including Hercules. These audits result in cans which have contamination being tagged with the possibility of a contamination charge or fee being levied against the customer. Republic advises that those who are tagged are encouraged to contact Republic for information about the nature of the contamination. Republic also approaches these contacts as an opportunity to further educate their customers.

The City of Hercules is supportive of the need to reduce the level of contamination found in recycling bins and we have been engaged with Republic on the matter since the audits were initiated in 2018. The City has promulgated questions for Republic, including the authority under which they levy the contamination charge or fee as this is not specified in the City's solid waste rate structure resolution. Background information on the issues and audits is addressed by Republic in a letter dated February 6, 2019 (attachment 1).

Given the issues associated with recycling, the General Manager of Republic in our service area, Shawn Moberg, will be in attendance at the City Council meeting to update the City Council and the community on recycling and the recycling audits. Republic has been requested to provide specific information as to when the audits were commenced starting in 2018, the number of audits conducted, and the results of each audit done in Hercules including:

- The number of bins audited;
- The number of bins which were tagged as contaminated;
- The number of customers which contacted Republic;
- The number of those customers who received waiver of the contamination charge or fee; and
- The number who of customers who paid the contamination charge or fee.

Republic has also been asked to provide the specific legal authority for levying a fee or contamination charge against customers in the Hercules service area. Republic will also share their updated educational materials and information on their on-going outreach efforts.

ATTACHMENTS:

1. Republic Letter of February 6, 2019

Financial Impact

Description:

Funding Source:

Budget Recap:

Total Estimated cost:	$	New Revenue:	$
Amount Budgeted:	$	Lost Revenue:	$
New funding required:	$	New Personnel:	$
Council Policy Change: Yes ☐ No ☐			

REPUBLIC SERVICES

3260 BLUME DRIVE • SUITE 115 • RICHMOND, CALIFORNIA 94806

February 6, 2019

Mr. David Biggs, City Manager
City of Hercules
111 Civic Drive
Hercules, CA 94547

Dear Mr. Biggs:

We have received your letter and believe there is some misunderstanding. In response to expressed concerns, it already has been acknowledged that initially, advance notice to local agencies would have been a proper courtesy. Without excuse, but by way of explanation, it is important to note that in the face of onerous and all but impossible to meet reductions in acceptable load contamination guidelines (less than 1%/load), severely diminished market pricing and ever growing levels of recycling cart contamination, we simply must focus on materials separation and cleanliness—and need to do it quickly to avoid across-the-board service rate increases that unfairly burden the responsible majority for the irresponsibility of a few.

For clarification and background information, the Contamination Surcharge is not a penalty or fine, but a fee for special services not included in the weekly collection service rates. As you are aware, weekly residential collection rates are set based on waste cart capacity with lids properly closed and include one 65-gallon cart for recycling and one 65-gallon for organic materials. Those service rates do not include the use of recycling and/or organics carts for garbage overage that currently is resulting in substantially elevated disposal costs and return trip collections--to say nothing of added post-collection materials sorting, reloading and transportation costs that negatively impact the IRRF Surcharge.

The City's suggestion to provide cart labels to inform customers of appropriate materials separation is well taken. For a number of years, all new carts and replacement cart lids have included factory stamped picture labels.

We respectfully disagree that ratepayers have not been provided with information that would allow them to understand how to avoid contamination of recycling material. Since enactment of AB 939 approximately 30 years ago, RSS, West County cities, RecycleMore and State agencies have been dogged in providing outreach and educational information and that has included printed full service guides, newsletters (that clearly indicates that additional charges may be applied for cart contamination), billing inserts, flyers and handouts at community events, school classroom presentations and recycling facility tours, updating websites and most recently using "telephone blasts" to inform customers of important service issues. Yet, recent waste characterization studies in West County showed recycling cart contamination levels ranging between 15% and 45%. Unfortunately, people don't (and can't be forced to) read or listen to the message and all too often care only about getting rid of their garbage without regard to proper cart usage.

Cart audits are essential to understanding the level and type of contaminating materials, with the end goal to bring about behavior changes that will protect worker safety and public health, prevent blight and help communities meet their mandated diversion goals. The August-September audits revealed that Styrofoam, diapers, kitty litter, animal wastes, food/yard waste, worn out shoes/clothing, tissues/napkins, loose plastic bags, electronics/batters/light bulbs, dirty food containers and paint cans are the most common contaminating items.

The Auditors do not dig through cart contents in search of ***some*** contamination, but simply open the lid for visual observation. Only carts with noticeable amounts of non-recyclables, unsanitary materials or emit foul odors receive Notice Tags. The Notice Tags identify the contamination type, advise of the Contamination Surcharge and invite the customer to call our Customer Service Office to obtain information or have questions about the Surcharge. This provides a one-on-one opportunity to educate and explain the need for proper materials management. If this is a first-time contamination offense, inquiring customers may receive a one-time fee waiver.

It's notable that about four years ago, there was a rash of trash contamination in organics carts and a similar auditing process that included Contamination Surcharges Fees was undertaken. That focused effort dramatically reduced organics cart contamination, without customer complaints, media intervention or indication of agency concerns.

The Franchise Agreement regulates only weekly curbside collection service rates. Those are blended rates that include collection and disposal for a waste cart of 20, 35, 65 or 95-gallon capacity, and one 65-gallon cart each for recycling and organics. Extraordinary contamination (particularly at current levels) is not a cost included in the development of weekly collection rates. Alternatives to Contamination Surcharges applied for non-compliance are far more onerous to the irresponsible and unfair to responsible customers. By focusing on the residents (and businesses) whose behavior must be changed for the good of the environment and the community, the City will be better able to achieve desired and mandated diversion goals. Cleaner materials will provide greater secondary processing opportunities, better market pricing and avoid across-the-board service rate increases for all ratepayers.

In addition to change in materials packaging, the most cost-effective way to achieve the new international cleanliness guidelines is *source separation.* The inconvenient reality is that the primary root of recycling and organics cart contamination is inadequate weekly waste collection service levels. Therefore, no matter how robust the educational outreach effort, without *economic consequence*, offending customers will continue to use their recycling containers as garbage cans—ultimately to the detriment of the majority of ratepayers that are doing the right thing.

The cart observation audits are an essential element in understanding the character and extent of contamination, forming a support base for behavior modification, helping to control handling and processing costs, avoid across-the-board service rate increases and hopefully continue to utilize the few existing marketing opportunities still available (albeit at deeply diminished pricing).

We cannot continue to absorb the burdensome additional costs associated with the extraordinary (and often conscience) contamination levels caused by misuse of recycling carts for garbage overage. Therefore, it is our intent to continue the audits throughout the West County service area. In Hercules, we can either:

- Service the cart, attach notice of the contamination and potential for an additional surcharge and offering an opportunity to call our office for further information or question the surcharge. In that event, our Customer Service Reps can engage in one-on-one discussion of the importance of good materials management and for first-time contamination events, provide a one-time waiver of the surcharge; or

- Leave the cart un-serviced and attach the contamination/surcharge notice and opportunity to call our Customer Service Office where our CSR's can: 1) Educate and arrange for customer removal of the contaminating items from the recycling cart and holdover of the discards for collection on their next regular collection day with no extra cost; or 2) Arrange for a return trip collection. Either choice likely will result in additional charges to the customer.

Please let us know without delay which approach you prefer. I can be reached at (510) 261-7143, or by e-mail at smoberg@republicservices.com. Our Contracts Administrator, Janna Coverston, can be reached at (510) 262-7144, by e-mail at jcoverston@republicservices.com.

Very truly yours,

Shawn Moberg
General Manager

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of March 12, 2019

TO: Members of the City Council

SUBMITTED BY: Holly Smyth, AICP, Planning Director

SUBJECT: Approval of Contract Amendment No. 3 for $15,080 with DKS for the Transportation Impact Fee Nexus Study & Circulation Element Update for a total not to exceed contract amount of $250,094, and Appropriation of $15,080 to cover the cost of said Amendment

RECOMMENDATION: Adopt Resolution appropriating an additional $15,080 in funds from the General Plan Update Fees and approving Amendment No. 3 to Contract # 16-056 with DKS for a total not to exceed contract amount of $250,094, to update the Transportation Impact Fee Study and the City's Circulation Element.

FISCAL IMPACT OF RECOMMENDATION:

Staff is recommending that the City Council amends FY 2018-19 Budget by appropriating $15,080 of additional cost on Amendment No. 3 with DKS. There is sufficient funding for this work in General Plan Update Fees, which are collected from development projects for General Plan related activities such as the Traffic Impact Fee Nexus Study.

DISCUSSION:

Amendment No.3 and an associated funding appropriation of $15,080 is needed for DKS's work on the Transportation Impact Fee study; specifically, to conduct additional workshops to better receive direction from Council and engage the public, and to perform more in-depth cost analysis for priority capital improvements to better capture their appropriate cost allocation. Said improvement projects include the Highway on-ramps at San Pablo and SR-4 /I-80, the Regional Intermodal Transportation Center (RITC), the RITC parking garage, and four other projects.

On October 25, 2016 the City Council approved the original contract through Resolution #16-101 awarding DKS a $174,929 professional service contract towards updating the City's Circulation Element of the General Plan. On August 8, 2017, the Council adopted Resolution #17-065 for Amendment No.1 to complete additional intersection studies and community outreach for an additional $22,290 for the Circulation Element. On March 13, 2018, the Council adopted Resolution #18-012 for Amendment No. 2 to add the original "optional task" of updating the Transportation Impact Fees in the amount of $37,795 which was part of the 2016 scope of services. Proposed amendment No 3 is the first amendment to the Transportation Impact Fee Nexus study.

ATTACHMENTS:

1. Resolution
2. Contract Amendment No. 3 with Scope of Work Memorandum

Financial Impact

Description: Appropriate $15,080 of funds from the General Plan Update Fee Revenue Account to account for Amendment No. 3 Professional Services Agreement for Circulation Element Update & Transportation Nexus Fee Study with DKS for total contract amount not to exceed $250,094.

Funding Source: General Plan Update Fee Revenue Account 100-5238-331-17-00
Expenditure Account 100-5235-611-50-00

Budget Recap:

Total Estimated cost:	$ 250,094	New Revenue:	$15,080
Amount Budgeted:	$ 235,014	Lost Revenue:	$
New funding required:	Yes	New Personnel:	$
Council Policy Change:	Yes ☐ No ☒		

RESOLUTION NO. 19-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERCULES AMENDING A PROFESSIONAL SERVICES AGREEMENT WITH DKS TO INCREASE THE PREVIOUSLY APPROVED CONTRACT AMOUNT BY AN ADDITIONAL $15,080 FOR THE PREPARATION OF AN EXPANDED TRANSPORTATION IMPACT FEE NEXUS STUDY, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $250,094 FOR THE FEE NEXUS STUDY AND THE CIRCULATION ELEMENT UPDATE, USING FUNDING AVAILABLE IN THE GENERAL PLAN UPDATE FEE REVENUE ACCOUNT TO THE /PLANNING DIVISION PROFESSIONAL SERVICES EXPENSE CATEGORY

WHEREAS, on October 25, 2016 the Council approved Resolution #16-101 awarding DKS a $174,929 professional service contract towards updating the City's Circulation Element of the General Plan; and

WHEREAS, on August 8, 2017, the Council adopted Amendment No. 1 through Resolution #17-065 for additional $22,290 work on the General Plan Update of the Circulation Element; and

WHEREAS, the original contract included an optional work task to update the City's Transportation Impact Fee Nexus Study for $37,795 only if authorized by the City; and

WHEREAS, the City Council authorized $37,795 in Amendment No. 2 through Resolution 18-012 for the additional task of updating the City's Transportation Impact Fee Nexus Study; and

WHEREAS, the attached Amendment No. 3 further amends the Transportation Impact Fee Nexus study work task with DKS for an additional $15,080 to complete the update due to additional workshops and cost analysis for baseline projects.

WHEREAS, the General Fund appropriations be increased by $15,080 for the additional cost of the attached Amendment No. 3; and

NOW THEREFORE BE IT RESOLVED the City Council of the City of Hercules does hereby authorize the City Manager to execute contract Amendment No. 3 with DKS to conduct further work on the update to the City's Transportation Impact Fee Nexus Study for an additional $15,080 consistent with the attached scope of work, allocated from the General Plan Update Fee Revenue Account. The total contract costs for the Circulation Element update and the update to the City's Transportation Impact Fee Nexus Study shall not exceed $250,094.

The foregoing Resolution was duly and regularly adopted at a regular meeting of the City Council of the City of Hercules held on the 12th day of March, 2019 by the following vote of the Council:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Dan Romero, Mayor

ATTEST:

_____
Lori Martin
Administrative Services Director/City Clerk

Exhibit – A: Amendment No. 3 to Agreement No 16-056 with DKS Attached

Original Agreement No. 16-056

AMENDMENT NO. 3

1. Parties. The parties to this Contract Amendment are the City of Hercules, a public body corporate and the following named Contractor:

DKS
1970 Broadway, Suite 740
Oakland, CA 94612

The parties to this Contract Amendment do mutually agree and promise as follows:

2. Original Contract Provisions. On October 5, 2016 the City Council passed Resolution 16-101 authorized an agreement with DKS for $174,929 to complete the update to the Hercules Circulation Element. Said contract shall hereinafter be referred to as the "Original Contract" and is incorporated herein by reference

3. Past Amendments:
-Amendment No. 1 was approved by Council on August 8, 2017 through Resolution No 17-065 approving $ 22,290 of additional funds toward addition public outreach on the Circulation Element update.
-Amendment No. 2 was approved by Council on March 13, 2018 through Resolution No. 18-012 approving $ 37,795 for an update to the City's Transportation Impact Fee Nexus Study

4. This Amendment No. 3 is being entered into to amend the Original Contract and previously approved amendments (collectively, the "Amended Contract") thereto to provide additional work on the Transportation Impact Fee Nexus Study in an amount not to exceed $15,080, per the attached scope of work for a total contract amount not to exceed $ 250,094.

The parties hereto agree to continue to abide by those terms and conditions of the Original Contract, and any amendments thereto, which are unaffected by this Contract Amendment Agreement.

5. Amendment Approval: This Amendment No. 3 is hereby approved by the City Council of the City of Hercules on this 12 th day of March, 2019 by Resolution No. 19-_____.

6. Signatures. These signatures attest the parties' agreement hereto:

City of Hercules

By _____
David Biggs
Title: City Manager

Date: _____

Contractor: DKS Associates

By Terry Klim
Terry Klim
Title: Principal

Date: 3/5/19

Form approved:

By _____
Patrick Tang, City Attorney

1970 Broadway, Suite 740
Oakland, CA 94612-2219
510.763.2061
www.dksassociates.com

MEMORANDUM

DATE: March 5, 2019

TO: Holly Smyth, City of Hercules

FROM: Josh Pilachowski, DKS Associates

SUBJECT: Proposed Budget Revision

The purpose of this memo is to document additional effort spent by DKS staff to complete Tasks A (Revision of Cost Estimates), B (Preparation of the Impact Fee Nexus Study), and C (Nexus Study and Impact Fee Ordinance Approval Process) beyond what could be reasonably anticipated in the original scope and budget. This memo includes a spreadsheet summarizing the level of effort and budget associated with the additional scope detailed below.

Additional Tasks Completed

The additional effort stemmed primarily from receipt of relevant project information (plans, diagrams, direction on assumptions, etc.) after initial cost estimates had been prepared, resulting in multiple iterations of the estimates. Projects affected by this circumstance include

- Creekside Trail (#8),
- Pedestrian Connections to Hercules Transit Center (#13),
- Pedestrian Connection along Palm Avenue (10)
- Pedestrian Connections to HTC – Sycamore to Willow (#14).

In addition, substantial coordination was required to develop the project extent and cost estimate for the San Pablo Avenue/John Muir Parkway to I-80 Improvements (#3)

Additional effort was also required to arrive at an agreed-upon method for allocating project costs for the Regional Intermodal Transportation Center (RITC) and parking garage. This effort included at least three one-hour plus teleconferences involving senior DKS staff and multiple revisions of the fee calculations and nexus study documents.

Finally, DKS staff have prepared for and attended two additional workshops with the City Council, outside of scoped meetings, with attendance still expected at the public hearing for the fee ordinance.

Tasks to Complete

DKS has submitted a draft nexus study and presented the proposed maximum fees to the City Council. The work remaining includes

- Addressing any comments on the nexus study that may be received from the City Council and submitting a final nexus study
- Preparing additional information in support of the fee ordinance as requested by the Council (detailed information on land use forecasts, calculation of special use fee rates);
- Support in editing or crafting fee ordinance language

Table 1 presents the additional budget used to address additional scope and necessary to close out the project with all deliverables.

Table 1: Details of Budget Revision

Staff/Task	Principal John Long (Hours)	Project Manager Josh Pilachowski (Hours)	Project Engineer Erin Vaca (Hours)	Assistant Engineer Bobby Sidhu (Hours)	Labor Cost ($)
Billing Rate	$265	$190	$190	$135	
Council Meetings	12		12		$5,460
Fee ordinance support and Staff Meetings	2	6	12		$3,950
Additional materials, including conceptual diagrams, revised cost estimates, and revisions to nexus rates	2	2	8	24	$5,670
Total hours	**16**	**8**	**32**	**24**	**$15,080**

STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of March 12, 2019

TO: Members of the City Council

SUBMITTED BY: David Biggs, City Manager
Patrick Tang, City Attorney
Holly Smyth, Planning Director
William Imboden, Police Chief
Mike Roberts, Public Works Director

SUBJECT: Discussion of Parking Restrictions

RECOMMENDED ACTION: Receive Report, Discuss, and Provide Direction, if any.

FISCAL IMPACT OF RECOMMENDATION: None as a result of this item though any additional tools or approaches to addressing parking may result in increased costs to develop or implement.

DISCUSSION: On January 22, 2019, the City Council agreed to have a discussion of parking and parking restrictions on a future City Council agenda. This staff report has been prepared to facilitate the Council's discussion of parking issues and the desire or need for possible restrictions in certain neighborhoods or areas.

Parking in developments which have been built or will be built in the City is regulated by the City's Zoning Code generally or under adopted specific plans for certain geographic areas. Once development is completed, the City enforces parking, primarily on public streets, through a variety of tools, including the City's Municipal Code and the California Vehicle Code. Regulations of note include:

- A restriction on any vehicles being parked on a public street for greater than 72 hours without being moved;
- A restriction on commercial vehicles and other vehicles including recreational vehicles, boats, and trailers being parked on a public street.

In addition, tools such as red curbs or posted signs are used to address issues like sight distance, emergency vehicle access, loading zones, and the like.

There are also some restrictions regarding parking on private property, most notably those involving larger recreation vehicles and trailers which must be parked behind a fence in a side or rear yard and which cannot be parked in a front yard driveway. Parking on private property, to the extent it can be addressed by the City, is typically done through the code enforcement or code compliance process.

The City does not have the ability to require property owners to park vehicles in their garages. Some neighborhoods with Homeowners Associations and community Conditions, Covenants, and Restrictions (CC&Rs) may have these types of restrictions although the ability to enforce them is uncertain.

An additional tool available, which has thus far only been utilized once for the area surrounding the Aventine development, is the Preferential Parking Program which was enacted by the City Council in 2015 and has been codified as Article 17 in Chapter 4 of Title 3 of the Municipal Code. This Article allows for a preferential parking district to be established by City Council action in a geographic area which would require permits for parking during certain hours and in certain locations within the district. The process to initiate consideration of a District lies with the City Council or can also be initiated by property owners within a proposed district. This tool is available to address parking needs in a specific geographic area where there may be need.

This agenda item is designed to facilitate a high level City Council discussion and an opportunity to provide direction to staff regarding the need for parking restrictions. In addition, this is an item of discussion which could be referred to the Council Public Safety & Traffic Committee if desirable.

ATTACHMENTS:

None

Financial Impact

Description:

Funding Source:

Budget Recap:

Total Estimated cost:	$	New Revenue:	$
Amount Budgeted:	$	Lost Revenue:	$
New funding required:	$	New Personnel:	$
Council Policy Change: Yes ☐ No ☐			