



# **Western Dublin Transportation Impact Fee Update**

**(formerly called "Downtown Traffic Impact Fee")**

## **Public Meeting September 8, 2015**

# Presentation Overview

- Existing Fee
  - Nexus – Daily Trips
  - Traffic Impact Fee (TIF) Projects
  - Existing Fee Structure and sample Fees
- Proposed Fee
  - Policy Changes in Western/Downtown Dublin
  - Nexus – PM Peak Hour Trips
  - TIF Projects
  - Proposed Fee Structure and sample Fees
- Discussion/Question and Answers

# Existing Fee

Table B-2

Description of Potential Development Projects  
TIF Related Trip Generation

Development Site	Existing Use	Size	Anticipated Future Development			
			Land Use	Net Size Increase (ksf, du or room)	Daily Trip Rate	Net Daily Trips
7080 San Ramon Road (See's)	Vacant	1.20 acres	Retail	13.67	26	355
Scarlett Ct. Area Redevelopment	Industrial/ Auto/ Vacant	46.99 acres	Auto Sales *	104.60	48	4,973
7197 Village Parkway (Enea)	Vacant	1.02 acres	Office	5.58	20	112
			Retail	8.54	26	222
Valley Christian Center Expansion	Church/ School	38.30 acres	Sanctuary	Net new trips obtained from Project Conditions of Approval, based on traffic study dated May 2001.		850
			Preschool			
			Jr./Sr. High School			
			Senior Center			
Downtown Core Specific Plan	Commercial/Retail Automotive	51.00 acres	Commercial	276.57	26	7,191
			Office	16.00	20	320
West Dublin BART Specific Plan	Commercial/Retail Office Light Industrial	84.00 acres	M/H Density Residential	27	7	189
			High Density Residential	210	6	1,260
			Commercial	400.09	26	10,402
			Hotel	150	10	1,500
			Quality Restaurant	7.50	46	345
			Office	304.71	20	6,094
Total Trips from Specific Development Sites						33,813
Total Trips from Development at "Unspecified Locations" *						5,072
<b>TOTAL DAILY TRIPS</b>						<b>38,885</b>

\* Assumes 0.25 FAR. Net daily trips account for trip credit of 48 trips due to existing uses.

+ Development at "Unspecified locations" is assumed to generate 15% of the total estimated trips from the specific development sites, based on commercial expansion potentials that exist in certain parts of the Downtown Area.

# Existing Fee

Table B-3

Description and Cost of Downtown TIF Improvements

Project No.	Project Name	Estimated Cost
1	St. Patrick Way Extension	\$1,587,921
2	Golden Gate Drive Widening	\$2,773,285
3	Dublin Bl/Golden Gate Dr Intersection Improvements	\$520,546
4	Dublin Bl/Amador Plaza Rd Intersection Improvements	\$1,182,241
5	Dublin Bl/Dougherty Rd Intersection Improvements	\$1,593,885
6	San Ramon Rd/Dublin Bl Intersection Improvements	\$1,003,420
	TIF Report Update	\$50,000
<b>TOTAL IMPROVEMENT COST</b>		<b>\$8,711,298</b>

Existing Funding Sources	Funds Available
Developer Contributions as of 6/30/04 (including Interest)	(\$1,749,708)
I-580/I-680 Interchange Reimbursement (including Interest)	(\$1,396,312)
BART	(\$273,000)
<b>TOTAL FUNDS AVAILABLE</b>	<b>(\$3,419,020)</b>

<b>TOTAL UNFUNDED COST</b>	<b>\$5,292,278</b>
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# Existing Fee

**Table B-4**  
**Downtown Traffic Impact Fee Calculation**

Total Unfunded Cost of Improvements Associated with Downtown Traffic Growth	\$5,292,278
Total Number of Daily Trips Added by Downtown Growth	38,885
<b>FEE (Cost Per Daily Trip)</b>	<b>\$136*</b>

\* Fee as of 2004. Fee has been adjusted annually to reflect the Cost of Construction change

# Proposed Fee

- Western/Downtown Dublin Area Policy Changes Since 2004
  - Adoption of Downtown Dublin Specific Plan – Feb. 2011
    - Removed LOS for Intersections
    - Emphasized TOD and Multimodal Transp.
  - Adoption of Complete Street Policy – Dec. 2012
    - Streets for all users and modes
  - Adoption of Bicycle and Pedestrian Master Plan Update – Oct. 2014
    - Added Pedestrian Plan to 2007 Bikeway Plan
  - Zoning Changes - Various

# Proposed Fee

- Use of MXD+ Model Instead of ITE Rates
  - ITE Rates are reduced to reflect Mixed Use Development
  - Pass By Trips Included for applicable uses

<b>2040 Trips Comparison - ITE VS MXD+</b>			
	ITE Trips	MXD+ Trips	Reduction %
Daily	88,633	71,603	19%
AM Peak Hour	3,817	3,144	18%
PM Peak Hour	8,801	6,190	30%

# Proposed Fee

- PM Peak Hour as the Measure
  - Street design is based on peak time
  - All uses in commercial area are active

## COMPARISON OF Western Dublin PM PEAK HOUR TRIP GENERATION ESTIMATES

Source	2015	2040	Potential Growth (2040-2015)
ITE rates	6,323	8,801	2,478
Dublin Travel Model	4,958	7,356	2,398
MXD+ application	5,059	6,777	1,718



# Proposed Projects

Project No.	Project Name	Description	Estimated Cost	Western Dublin %	TIF Amount
1	Dublin Boulevard/Amador Plaza Road Intersection Improvements	Add southbound right turn lane; reduce curb radii and install curb ramps on all corners.	\$1,067,400	75%	\$800,400
2	Dublin Boulevard/Golden Gate Drive Intersection Improvements	Add one northbound right turn and one left turn lane; install directional curb ramps; install pedestrian countdown signals and audible warning signs; modify signal phasing to include protected left-turns.	\$1,141,000	71%	\$806,200
3	Dublin Boulevard Complete Streets Project	<i>Between San Ramon Road and Village Parkway (except for south side between Amador Plaza Rd and Village Pkwy):</i> Obstruction removal from sidewalk (e.g. signs, utility/hydrant relocation), driveway improvements and reconstruction to create clear, level, and continuous pedestrian path of travel; curb extension at driveway 200' east of Regional (south side). <i>Between Amador Plaza Rd and Village Pkwy (south side):</i> Widen existing sidewalk to create Class I path with barrier, lighting under I-680, obstruction removal, median barrier, signal pole relocation at APR and VP, driveway reconstruction, directional bicycle curb ramps	\$1,108,500	70%	\$776,600
4	Amador Plaza Road Complete Streets Project	<i>Between Dublin Boulevard and Amador Valley Boulevard:</i> Add Class IIA bicycle lanes, left turn restrictions at Safeway driveway, mid-block pedestrian crossing, and streetscape improvements.	\$5,438,000	83%	\$4,530,400
5	Village Parkway Complete Streets Project	<i>Between Amador Valley Blvd and Alamo Canal Trail connector:</i> Add Class IIA bicycle lanes. <i>Village Parkway/Clark Avenue at Alamo Canal Trail to Dublin Public Safety Complex:</i> Add Class I multi-use trail including bike/ped bridge. <i>Clark Avenue between Dublin Blvd and Alamo Canal Trail:</i> Add Class IIA bicycle lanes.	\$770,500	52%	\$404,100
6	Dublin Blvd/San Ramon Road Intersection Improvements	Reduce curb radii and install curb ramps on all corners; modify signal phasing to remove permissive northbound right-turn; install pedestrian countdown signals and audible warning signs; potential new crosswalk on south leg.	\$788,800	61%	\$481,400
7	Dublin Blvd/Village Parkway Intersection Improvements	Reduce right-turn lane width and turning radii on southbound approach; remove pork chop island on northbound approach; reduce curb radii and straighten crosswalks; potential new crosswalk on south leg; potential slip lane removal and curb extensions.	\$336,000	71%	\$238,800
8	St Patrick Way Extension	Extend Saint Patrick Way from its current terminus west of Golden Gate Drive to connect with the new segment of Saint Patrick Way that will be built (by others) extending eastward from Regional Street.	\$2,314,000	100%	\$2,314,000
9	Traffic Signal Upgrades	Upgrade signal communications equipment to improve traffic flow efficiency.	\$250,000	80%	\$199,600
<b>Totals</b>			<b>\$13,214,200</b>		<b>\$10,551,500</b>

# Proposed Fee

<b>Western Dublin Transportation Impact Fee</b>	
Total DTIF Adjusted Cost	\$10,551,500
Total Number of Projected Net New 2040 PM Peak Hour Trips	1,718
Fee Per PM Peak Hour Trip	\$6,143



# Proposed Fee

Category	Unit	Updated WDTIF Calculations						Current DTIF Rates	
		PM Pk Hr Trip Rate	MXD+ Adjustment	Pass-by Adjustment	Adjusted PM Pk Hr Trip Rate	Fee per PM Pk Hr Trip	Fee per Unit	Daily Trip Rate*	Fee per Unit
<b>RESIDENTIAL:</b>									
Single-Family Residential	DU	1.00	-23%	0	0.77	\$6,143	\$4,730	10	\$2,615
Medium Density Residential	DU	0.62	-23%	0	0.48	\$6,143	\$2,933	7	\$1,832
High Density Residential	DU	0.52	-23%	0	0.40	\$6,143	\$2,460	6	\$1,568
Hotel	Room	0.60	-23%	0	0.46	\$6,143	\$2,838	10	\$2,610
General Office	KSF	1.49	-23%	0	1.15	\$6,143	\$7,048	20	\$5,220
<b>RECREATION:</b>									
Recreation Community Center	KSF	2.74	-23%	0	2.11	\$6,143	\$12,960	26	\$6,786
Health Club	KSF	3.53	-23%	0	2.72	\$6,143	\$16,697	40	\$10,440
Bowling Center	KSF	1.71	-23%	0	1.32	\$6,143	\$8,088	33	\$8,613
Golf Course	Acre	0.30	-23%	0	0.23	\$6,143	\$1,419	8	\$2,088
Tennis Courts	Court	3.88	-23%	0	2.99	\$6,143	\$18,352	33	\$8,613
Movie Theater (multi-plex)	Screen	13.64	-23%	35%	14.18	\$6,143	\$87,098	220	\$57,420
Theater, Live	Seat	0.02	-23%	0	0.02	\$6,143	\$95	0.2	\$52
<b>HOSPITAL:</b>									
General Hospital	Bed	1.42	-23%	0	1.09	\$6,143	\$6,717	12	\$3,132
Convalescent/Nursing	Bed	0.22	-23%	0	0.17	\$6,143	\$1,041	3	\$783
<b>RESTAURANT:</b>									
Quality (leisure)	KSF	7.49	-23%	-35%	3.75	\$6,143	\$23,028	65	\$16,965
Sit-down, high-turnover	KSF	9.85	-23%	-35%	4.93	\$6,143	\$30,284	104	\$27,144
Fast food, no drive-through	KSF	26.15	-23%	-35%	13.09	\$6,143	\$80,398	285	\$74,385
Fast food, with drive-through	KSF	32.65	-23%	-35%	16.34	\$6,143	\$100,383	465	\$121,365
Coffee shop, with drive-through	KSF	42.80	-23%	-35%	21.42	\$6,143	\$131,589	532	\$138,852
<b>AUTOMOTIVE:</b>									
Gas station	Pump	13.87	-23%	-35%	6.94	\$6,143	\$42,643	97	\$25,317
Auto sales/parts	KSF	2.62	-23%	-35%	1.31	\$6,143	\$8,055	48	\$12,528
Auto repair center	KSF	3.11	-23%	0	2.39	\$6,143	\$14,710	20	\$5,220
FINANCIAL: Bank/savings and loan	KSF	12.13	-23%	0	9.34	\$6,143	\$57,375	130	\$33,930
<b>RETAIL:</b>									
Community shopping center	KSF	3.71	-23%	-35%	1.86	\$6,143	\$11,406	46	\$12,006
Supermarket	KSF	9.48	-23%	-35%	4.74	\$6,143	\$29,146	98	\$25,578
Convenience market	KSF	52.41	-23%	-35%	26.23	\$6,143	\$161,135	325	\$84,825
Discount store	KSF	4.98	-23%	-35%	2.49	\$6,143	\$15,311	46	\$12,006
Pharmacy with Drive-Through	KSF	9.91	-23%	-35%	4.96	\$6,143	\$30,468	63	\$16,443



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