
**THE
CITY OF OAKLAND
IMPACT FEE
ANNUAL REPORT FOR:**

**AFFORDABLE HOUSING,
JOBS/HOUSING, TRANSPORTATION,
& CAPITAL IMPROVEMENTS IMPACT
FEES**

Fiscal Year Ended June 30, 2019

December 27, 2019

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I. REPORTING REQUIREMENTS FOR IMPACT FEES

In California, State legislation sets certain legal and procedural parameters for the charging of impact fees. This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections (GC §) 66000 through 66008 (“Mitigation Fee Act”). This State law went into effect on January 1, 1989.

GC § 66006(b) states the following requirements as pertains to impact fees for the prior fiscal year:

- a. A brief description of the type of fee in the account or fund.
- b. The amount of the fee.
- c. The beginning and ending balance of the account or fund.
- d. The amount of the Impact Fee revenue collected and the interest earned on the fund balance.
- e. An identification of the capital projects (Affordable Housing, Transportation Infrastructure, or Capital Facilities) on which Impact Fees were expended and the amount of expenditures on each capital project, including the total percentage of the cost of the capital project that was funded with Impact Fees.
- f. If a specific capital project is identified in the City’s Capital Improvement Program for funding by Impact Fees, and if sufficient Impact Fees have been collected to complete funding of the capital project, then the approximate date by which the construction of that capital project will commence. (If a date is not identified, then Impact Fees may have to be refunded pursuant to Government Code Sections 66001(e) and (f).)
- g. A description of each interfund transfer or loan made from the account or fund, if any, including the public improvement on which the transferred or loaned fees will be expended.
- h. The amount of refunds and/or allocations made pursuant to Sections 66001(e) and (f).

II. DESCRIPTION OF DEVELOPMENT IMPACT FEES

A. Affordable Housing Impact Fees

Oakland Municipal Code (OMC) Chapter 15.72 (Ordinance No. 13365 C.M.S.) establishes affordable housing impact fees in the City of Oakland to assure that market-rate residential development projects pay their fair share to compensate for the increased demand for affordable housing generated by such development projects within the City of Oakland. Any development project, unless exempt from this chapter, resulting in additional housing units in new or existing buildings must pay to the City the Affordable Housing Impact Fees, or the applicant may elect to construct on-site or off-site affordable housing units as permitted under OMC Sections 15.72.100 and 15.72.110. These Impact Fees are further broken down into three Impact Fee Zones for which fees vary.

The Affordable Housing Trust Fund established under OMC Chapter 15.62 receives all Affordable Housing Impact Fees collected and all interest and investment earnings thereon, shall be used to increase, improve, and preserve the supply of affordable housing in the City, with priority given to housing for very low income households.

B. Jobs/Housing Impact Fee

OMC Chapter 15.68 (Ordinance No. 12442 C.M.S.) establishes a Jobs/Housing Impact Fee in the City of Oakland to assure that certain commercial development projects compensate and mitigate for the increased demand for affordable housing generated by such development projects within the City of Oakland. Any new office or warehouse/distribution development project in a new or existing building over 25,000 square feet must pay to the City the Jobs/Housing Impact Fee, or may elect to construct affordable housing as per OMC Section 15.68.080.

The Affordable Housing Trust Fund established under OMC Chapter 15.62 receives all Jobs/Housing Impact Fees collected and all interest and investment earnings thereon, shall be used to increase, improve, and preserve the supply of affordable housing in the City, with priority given to housing for very low income households.

C. Transportation Impact Fees

OMC Chapter 15.74 (Ordinance No. 12442 C.M.S.) establishes citywide transportation impact fees in the City of Oakland to assure that development projects pay their fair share to compensate for the increased demand for transportation infrastructure generated by such development projects within the City of Oakland. Any development project, unless exempt from the chapter, resulting in additional square footage for a non-residential project or additional housing units in a residential project in new or existing buildings must pay to the City the Transportation Impact Fees, or comply with the Developer Constructed Facilities in OMC Section 15.74.120. For residential development projects, these Impact Fees are further broken down into three Impact Fee Zones for which fees vary.

A Transportation Impact Fee Fund receives all Transportation Impact Fees collected and all interest and investment earnings thereon, shall be used to pay for improvements within the public right-of-way for pedestrians, bicyclists and/or motor vehicles. Fee revenues may be used to fund a capital project or portion of a capital project that meets the requirements of OMC Section 15.74.100.

D. Capital Improvement Impact Fees

OMC Chapter 15.74 (Ordinance No. 12442 C.M.S.) establishes citywide capital improvement impact fees in the City of Oakland to assure that development projects pay their fair share to compensate for the increased demand for capital improvements infrastructure generated by such development projects within the City of Oakland. Any development project, unless exempt from the chapter, resulting in additional square footage for a non-residential project or additional housing units in a residential project in new or existing buildings, must pay to the City the Capital Improvement Impact Fees, or comply with the Developer Constructed Facilities in OMC Section 15.74.120. For residential development projects, these Impact Fees are further broken down into three Impact Fee Zones for which fees vary.

A Capital Improvements Impact Fee Fund receives all the Capital Improvements Impact Fees collected and all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services. Fee revenues may be used to fund a public facility or portion of a public facility that meets the requirements of OMC Section 15.74.110.

III. AMOUNT OF IMPACT FEE, FUND BALANCE, AND PROJECT DESCRIPTIONS

A. Summary of the Impact Fees Program

1. The Impact Fee program is designed for revenues generated over time to mitigate impacts from new development and not meant to cover existing shortfalls.
2. The Impact fees in this report include all the fees collected since the beginning of the program in September 1, 2016.
3. Projects that have vested rights are not subject to Impact Fees.
4. A number of projects had development agreements that already require some type of community benefits and were not subject to Impact Fees.
5. Impact Fees are not paid in full when a building permit is applied for but later in the building permit process:
 - a. At building permit issuance, 100% of Transportation and Capital Improvements Impact Fees, 50% of Affordable Housing Impact Fees, and 25% of Jobs/Housing Impact Fee are paid. Building permit issuance may occur up to one year after a building permit application. Therefore, a large portion of these fees were not included in the first fiscal year and now a large portion of these Impact Fees were paid in the second fiscal year.
 - b. At project completion, the remaining 50% of Affordable Housing Impact Fees and 50% of Jobs/Housing Impact Fee are paid, which for larger projects typically occurs 1 to 3 years after the building permit issuance (and 2 to 4 years after the building permit application). There was about 15% of these Impact Fees that were accessed in the first fiscal year that were paid in the second fiscal year, the rest of these accessed Impact Fees from the first fiscal year are anticipated to be paid in the third or fourth fiscal year depending on when the buildings are completed.
 - c. For Jobs/Housing Impact Fee the remaining 25% of the Impact Fees are paid at 18 months after project completion, a very small amount was collected in this fiscal year from that phase of projects.
6. The Impact Fees were phased in to give time for developers to incorporate the cost of the Impact Fees into their projects as well as to incentivize development projects to be built and to contribute to the need for housing earlier. Phasing in new fees was also consistent with continued real growth of rents and improved feasibility of housing development. The Impact Fees did go up during the second fiscal year, but most of the Impact Fees accessed during the second fiscal year will not be paid until the third fiscal year.
7. Refunds for a total of \$38,000 were issued for projects located on 925 61st Street, 1680 14th Street and 921 Alvarado Road. The refunds were due to project cancelations.
8. A change in the way assessed amounts are reported was instituted in June of 2019 that retroactively adjusted the assessed amounts for all projects going back to the beginning of the project. In the past, a place holder of \$.50 or \$1.00 was inputted into the system if the status of the project's regulatory agreements were unknown. The new process records the assessed fee for all projects, including for projects whose regulatory agreement status is not yet known.
9. The 2% service charge associated with this program has not been paid/transferred out since the beginning of the program.
10. An independent auditor is in the process of doing a complete audit of the Impact Fee program. The auditors work is due to be completed by June of 2020.

Table 1 lists:

1. The amount of Impact Fees already collected/paid during each fiscal year since the beginning of the program.
2. The amount of revenue assessed, but not due yet because the building permit has not been issued yet and/or a certificate of occupancy has not been received yet.
3. The assessed Impact Fees that are listed in this report will only be fully collected if all of the projects that have applied for building permits during the past three fiscal years are built to completion.
4. Please note that most of the Impact Fees collected in any fiscal year are from projects that had their impact fees assessed in the previous fiscal year.

Table 1: Impact Fees Collected/Paid and Assessed for Building Permit Applications Filed 7/1/16 – 6/30/19					
Impact Fee Fund	Impact Fee		Amount Collected/Paid	Revenue Assessed but Not Due Yet ^a	Total Impact Fees Assessed
Affordable Housing Trust Fund	Affordable Housing Impact Fees (AHIF)	FY 2016-2017	\$477,824	\$1,987,776	\$2,465,600
		FY 2017-2018	\$3,206,036	\$11,908,227	\$15,114,263
		FY 2018-2019	\$3,461,063	\$5,299,203	\$8,760,266
		Total FY 2016-2019	\$7,144,923	\$19,195,206	\$26,340,128
	Jobs/Housing Impact Fee (JHIF)	FY 2015-2016	\$526,861	\$0	\$526,861
		FY 2016-2017	\$303,360	\$0	\$303,360
		FY 2017-2018	\$1,633,583	\$2,230,879	\$3,864,462
		FY 2018-2019	\$627,936	\$5,755,695	\$6,383,631
		Total FY 2016-2019	\$3,091,740	\$7,986,574	\$11,078,314
	AHIF & JHIF	FY 2015-2016	\$526,861	\$0	\$526,861
		FY 2016-2017	\$781,184	\$1,987,776	\$2,768,960
		FY 2017-2018	\$4,843,587	\$14,139,106	\$18,982,693
		FY 2018-2019	\$4,088,999	\$11,054,898	\$15,143,897
		Total FY 2016-2019	\$10,240,631	\$27,181,780	\$37,422,410
	Transportation Impact Fee Trust Fund	Transportation Impact Fee (TIF)	FY 2016-2017	\$483,269	\$65,171
FY 2017-2018			\$1,856,841	\$792,093	\$2,648,934
FY 2018-2019			\$1,660,515	\$559,107	\$2,219,622
Total FY 2016-2019			\$4,000,625	\$1,416,371	\$5,416,996
Capital Improvements Impact Fee Trust Fund	Capital Improvements Impact Fee (CIIF)	FY 2016-2017	\$141,547	\$52,921	\$194,468
		FY 2017-2018	\$1,594,191	\$584,715	\$2,178,906
		FY 2018-2019	\$642,636	\$749,421	\$1,392,057
		Total FY 2016-2019	\$2,378,374	\$1,387,057	\$3,765,431

^aThe Assessed value listed for a given fiscal year will vary as the fees are collected or when projects are canceled in the given fiscal year and fiscal years thereafter.

B. Affordable Housing Impact Fees

1. The Amount of Affordable Housing Impact Fee

Housing Use Type	Zone	9/1/16 - 6/30/17	7/1/17 - 6/30/18	7/1/18 - 6/30/19
Multi-family	Zone 1	\$5,500	\$11,500	\$22,000
	Zone 2	\$4,550	\$9,250	\$17,750
	Zone 3	\$0	\$0	\$3,000
Townhome	Zone 1	\$6,500	\$12,000	\$20,000
	Zone 2	\$2,600	\$7,200	\$14,250
	Zone 3	\$0	\$0	\$1,000
Single-family	Zone 1	\$6,000	\$12,500	\$23,000
	Zone 2	\$3,750	\$9,000	\$16,500
	Zone 3	\$0	\$0	\$1,000

2. Fund Balance Summary

Document Establishing Fee	Project	Starting Balance	Fees Collected	Interest Earned*	Refunds	Expenditures	Ending Balance as of June 30, 2019	Sufficient Funds to Complete Project?	% of CIP Funded by Fee
Oakland Municipal Code Chapters 15.72 & 15.62	N/A	\$3,368,099	\$3,461,063	TBD	(7,500)	(\$0.00)	\$6,821,662	N/A	N/A

* Final interest amounts will be provided by the independent auditor at the conclusion of the audit.

3. Affordable Housing Impact Fees Project Descriptions

There were no expenditures from the Affordable Housing Impact Fees for the July 1, 2018 to June 30, 2019 fiscal year, but three projects were awarded funds through the Notice of Funding Availability (NOFA) process and were still in pre-development stage. Future fiscal Annual Impact Fee Reports will account for money paid/dispersed to developers once the projects are underway and in construction.

Awarding Future Projects

Resolution No. 87470 C.M.S., passed by the Oakland City Council on December 11, 2018, authorized awarding Affordable Housing Trust Funds to various projects. The following projects were awarded funds from the Affordable Housing Trust Fund from the Affordable Housing Impact Fees in FY 2018-2019. Funds for these projects are commitments that enable the developers to leverage the additional capital needed to fully fund the projects, but have yet to be spent. Two of these projects remain in pre-development as of December 2019. The third, Oak Hill/NOVA Apartments, started construction in December 2019, outside of the current reporting period.

- a. **Project: Oak Hill Apartments/NOVA** (PRE-DEVELOPMENT as of June 30,2019)
Description: Located at 445 30th Street in the Pill Hill neighborhood of East Oakland, CA, the project includes 57 total units of affordable rental housing of which 56 units are designated for chronically homeless persons at 20% of the Area Median Income and one is an unrestricted on site property manager's unit. Unit types will include studios and 1-bedroom units with accommodations for accessibility, plus a single 2-bedroom property manager's unit.

- b. **Project: 95th Avenue & International Blvd** (PRE-DEVELOPMENT)
Description: Located at 95th Avenue & International Blvd. in the Elmhurst neighborhood of East Oakland, CA, the proposed project includes 55 total units of multifamily affordable rental housing of which 54 units are designated for extremely low to very low income households at 30% to 50% of the Area Median Income with a 20% set aside for persons who are homeless or at risk of homelessness and one is an unrestricted on-site property manager's unit. Unit types will include studios, 1, 2, and 3 bedrooms with accommodations for accessibility. The project is a critical housing component of the City of Oakland's grant application to the State of California under the Transit Climate Communities (TCC) Program which seeks to fund development and implementation of neighborhood level transformative climate community plans that include multiple coordinated greenhouse gas emission reduction projects providing local economic, environmental, and health benefits to disadvantaged communities.

- c. **Project: Friendship Senior Rental Housing** (PRE-DEVELOPMENT)
Description: Located at 1904 Adeline Street in the Ralph Bunche neighborhood of West Oakland, CA, the proposed project includes 48 total units of affordable rental housing of which 47 are designated to very low to low income seniors at 50%-60% of the Area Median Income and one is an unrestricted on-site property manager's unit. Affordability will likely deepen with an additional funding commitment of Project Based Section 8 vouchers. All unit types will include 1-bedroom units with accommodations for accessibility.

C. Jobs/Housing Impact Fee

1. The Amount of Jobs/Housing Impact Fee

Table 4. Jobs/Housing Impact Fees - Nonresidential (Fee Per Square Foot on Projects >25,000 sq. ft.) The Date is Based on When the Applicant Applies for Building Permit	
Nonresidential Use Type	Fiscal Year 7/1/16 – 6/30/19
Office	\$5.44
Warehouse	\$5.44

2. Fund Balance Summary

Table 5. Jobs/Housing Impact Fee, Fiscal Year 7/1/18 – 6/30/19									
Document Establishing Fee	Project	Starting Balance	Fees Collected	Interest Earned*	Refunds	Expenditures	Ending Balance as of June 30, 2019	Sufficient Funds to Complete Project?	% of CIP Funded by Fee
Oakland Municipal Code Chapters 15.68 & 15.62	N/A	\$2,463,804	\$627,936	TBD	(\$0.00)	(\$0.00)	\$3,091,741	N/A	N/A

* Final interest amounts will be provided by the independent auditor at the conclusion of the audit.

3. Jobs/Housing Impact Fee Project Descriptions

There were no expenditures from the Jobs/Housing Impact Fees for the July 1, 2018 to June 30, 2019 fiscal year, but two projects were awarded total funds through the NOFA process and are still in pre-development stage. Future fiscal Annual Impact Fee Reports will account for money paid/dispersed to developers once the projects are underway with construction. An additional project was awarded funds through the NOFA process in the July 1, 2018 to June 30, 2019 fiscal year.

Awarding Future Projects

Resolution No. 87019 C.M.S., passed by the Oakland City Council on December 18, 2017, authorized spending the Affordable Housing Trust Funds to various projects. The following projects were awarded funds from the Affordable Housing Trust Fund from the Jobs/Housing Impact Fees in FY 2017-2018. Funds for these projects are commitments that enable the developers to leverage the additional capital needed to fully fund the projects, but have yet to be spent. These projects remain in Pre-Development as of December 2019.

a. Project: Fruitvale Transit Village Phase II-B (PRE-DEVELOPMENT)

Description: Located at E.12th Street & 35th Avenue in the Fruitvale neighborhood of East Oakland, CA, the proposed project includes 181 total units of multifamily affordable rental housing of which 179 are designated for extremely low to moderate income households at 20% to 80% of the Area Median Income with a 20% set aside for persons who are homeless and two are unrestricted on-site units for property management. Unit types will include studios, 1, 2, and 3 bedrooms with accommodations for accessibility.

b. Project: West Grand & Brush Phase I (PRE-DEVELOPMENT)

Description: Located at 760 22nd Street & 2201 Brush Street in the Ralph Bunche neighborhood of West Oakland, CA, the proposed project includes 59 total units of multifamily affordable rental housing of which 58 are designated for extremely low to low income households at 20% to 60% of the Area Median Income and one is an un-restricted on-site property manager's unit. The unit types will include studios, 1, 2, and 3 bedrooms with accommodations for accessibility.

Resolution No. 87470 C.M.S., passed by the Oakland City Council on December 11, 2018, authorized spending the Affordable Housing Trust Funds to various projects as noted above. In addition to being awarded Affordable Housing Impact Fee funds, the following project was also awarded funds from Jobs/Housing Impact Fees in FY 2018-2019. Funds for this project are a commitment that enables the developer to leverage the additional capital needed to fully fund the project, but have yet to be spent. These project remains in Pre-Development as of December 2019.

a. Project: 95th Avenue & International Blvd (PRE-DEVELOPMENT)

Description: Located at 95th Avenue & International Blvd in the Elmhurst neighborhood of East Oakland, CA, the proposed project includes 55 total units of multifamily affordable rental housing of which 54 units are designated for extremely low to very low income households at 30% to 50% of the Area Median Income with a 20% set aside for persons who are homeless or at risk of homelessness and one is an unrestricted on-site property manager's unit. Unit types will include studios, 1, 2, and 3 bedrooms with accommodations for accessibility. The project is a critical housing component of the City of Oakland's grant application to the State of California under the Transit Climate Communities (TCC) Program which seeks to fund development and implementation of neighborhood level transformative climate community plans that include multiple coordinated greenhouse gas emission reduction projects providing local economic, environmental, and health benefits to disadvantaged communities.

D. Transportation Impact Fees

1. The Amount of Transportation Impact Fees

Housing Use Type	Zone	9/1/16 - 6/30/17	7/1/17 -6/3018	7/1/18 - 6/30/19
Multi-family	Zone 1	\$750	\$750	\$750
	Zone 2	\$750	\$750	\$750
	Zone 3	\$710	\$710	\$750
Townhome	Zone 1	\$1,000	\$1,000	\$1,000
	Zone 2	\$1,000	\$1,000	\$1,000
	Zone 3	\$1,000	\$1,000	\$1,000
Single-family	Zone 1	\$1,000	\$1,000	\$1,000
	Zone 2	\$1,000	\$1,000	\$1,000
	Zone 3	\$1,000	\$1,000	\$1,000

Nonresidential Use Type	9/1/16 – 6/30/17	7/17/17 - 6/30/18	7/1/18 – 6/30/19
Office	\$0.85	\$0.85	\$1.00
Retail, Freestanding	\$0.75	\$0.75	\$0.75
Retail, Ground Floor	\$0.75	\$0.75	\$0.75
Industrial	\$0.55	\$0.55	\$0.55
Warehouse	\$0.35	\$0.35	\$0.35
Hotel/Motel	\$0.65	\$0.65	\$0.65
Institutional	\$1.20	\$1.20	\$2.00

2. Fund Balance Summary

Document Establishing Fee	Project	Starting Balance	Fees Collected	Interest Earned*	Refunds	Expenditures	Ending Balance as of June 30, 2019	Sufficient Funds to Complete Project?	% of CIP Funded by Fee
Oakland Municipal Code Chapter 15.74	N/A	\$2,340,110	\$1,660,515	TBD	(\$21,500)	(\$0.00)	\$3,979,125	N/A	N/A

* Final interest amounts will be provided by the independent auditor at the conclusion of the audit.

3. Transportation Impact Fees Project Descriptions

The Department of Transportation budgets funds from the Transportation Impact Fees to capital projects in each two-year budget. The Capital Improvement Program, approved every two years takes these available funds into account and program them to eligible projects

Future Projects

Funds deposited into the Transportation Impact Fee Fund, and all interest and investment earnings thereon, will be used to pay for improvements within the public right-of-way for pedestrians, bicyclists and/or motor vehicles. There are a number of projects that are CEQA cumulative mitigation measures that will be funded by the Transportation Impact Fees. Fee revenues may be used to fund a capital project or portion of a capital project that meets all of the following criteria:

- a. The project is a capital project contained within the City’s Capital Improvement Program;
- b. The project is part of the City’s citywide transportation infrastructure or provides connectivity between neighborhoods and activity centers within the City, or to neighboring communities or regional transportation facilities, and is not primarily for access to one specific neighborhood or development site; and
- c. The project improves or expands the City’s citywide transportation infrastructure to address and manage travel demand from new development.

Projects may include not only managing vehicle impacts, but also shifting demand to transit, biking, and walking. Funds may not be used for rehabilitation, maintenance or operating costs.

One significant upcoming project, funded by these dollars, are the intersection improvements at Harrison, Bay Place, 24th and 27th Street. This public improvement project will address pedestrian safety, bicycling and traffic concerns at the five-way intersection as well as create a public plaza. The project is currently going through council approvals for construction.

E. Capital Improvements Impact Fees

1. The Amount of Capital Improvements Impact Fees

Table 8. Capital Improvement Impact Fees - Residential (Fee Per Housing Unit)				
The Date is Based on When the Applicant Applies for Building Permit				
Housing Use Type	Zone	9/1/16 - 6/30/17	7/1/17 - 6/3018	7/1/18 - 6/30/19
Multi-family	Zone 1	\$750	\$750	\$1,250
	Zone 2	\$250	\$500	\$750
	Zone 3	\$0	\$0	\$0
Townhome	Zone 1	\$1,000	\$1,000	\$3,000
	Zone 2	\$1,000	\$1,000	\$2,000
	Zone 3	\$0	\$0	\$1,000
Single-family	Zone 1	\$1,500	\$2,000	\$4,000
	Zone 2	\$1,000	\$1,500	\$3,000
	Zone 3	\$0	\$0	\$1,000

Nonresidential Use Type	9/1/16 - 6/30/17	7/17/17 - 6/30/18	7/1/18 - 6/30/19
Office	\$0.00	\$0.00	\$1.00
Retail, Freestanding	\$0.00	\$0.15	\$0.25
Retail, Ground Floor	\$0.00	\$0.00	\$0.00
Industrial	\$0.40	\$0.40	\$0.75
Warehouse	\$0.65	\$0.90	\$1.00
Hotel/Motel	\$0.10	\$0.20	\$0.35
Institutional	\$2.50	\$2.50	\$2.50

2. Fund Balance Summary

Document Establishing Fee	Project	Starting Balance	Fees Collected	Interest Earned*	Refunds	Expenditures	Ending Balance as of June 30, 2019	Sufficient Funds to Complete Project?	% of CIP Funded by Fee
Oakland Municipal Code Chapter 15.74	N/A	\$1,735,738	\$642,636	TBD	(\$9,000)	(\$0.00)	\$2,369,374	N/A	N/A

* Final interest amounts will be provided by the independent auditor at the conclusion of the audit.

3. Capital Improvements Impact Fees Project Descriptions

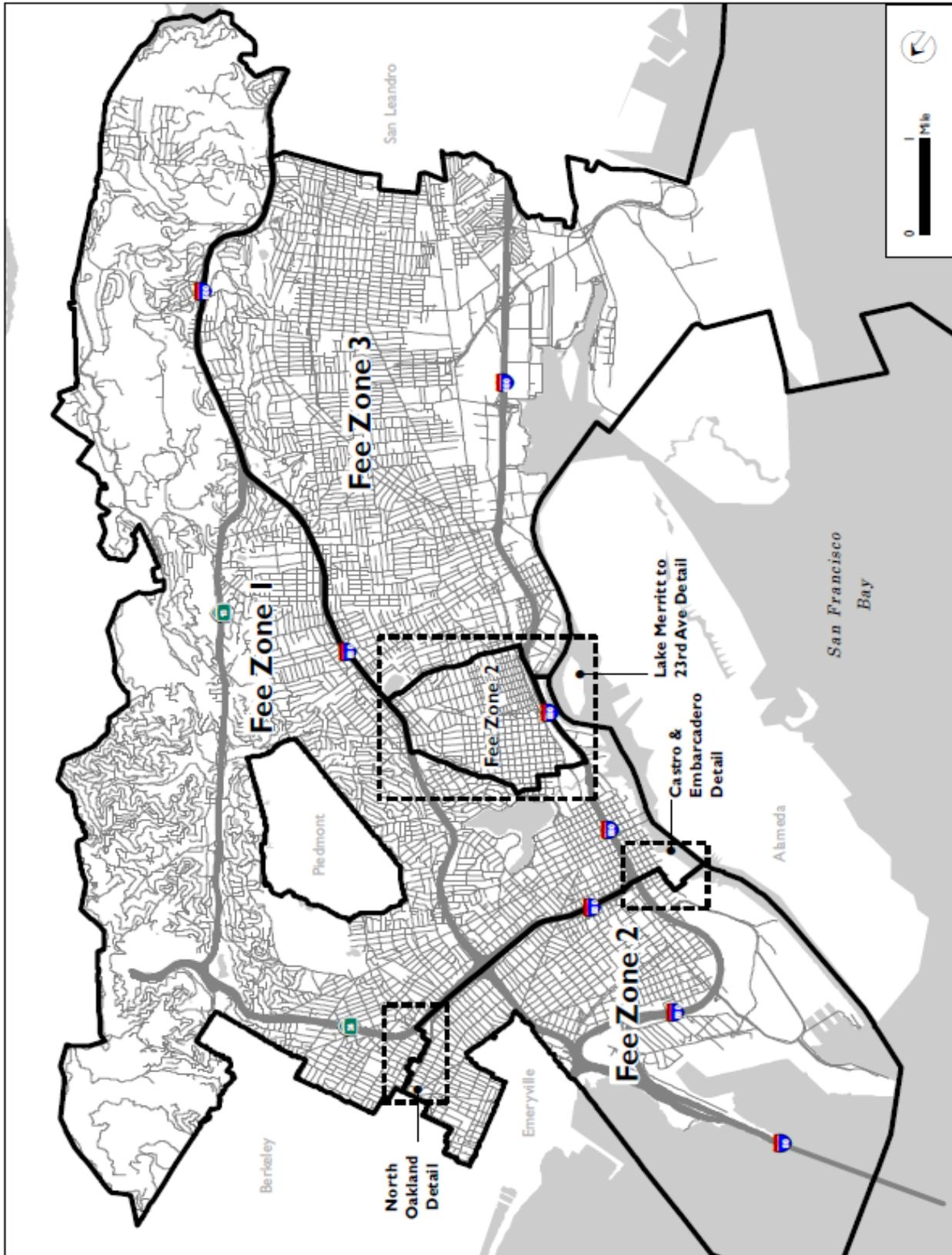
In the Fiscal Year 2019-2021 CIP Budget, \$100,000 has been identified for a Fire Department project to provide scoping for a fire station. The Public Works Department will consult with the Planning and Building Department and City Attorney’s Office to continue develop eligible projects and implement capital project in accordance with the Administrative Regulations and Manual.

Future Projects

Funds deposited into the Capital Improvements Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for future projects that are required for fire, police, library, parks and recreation, or storm drain services. Fee revenues may be used to fund a public facility or portion of a public facility that meets all of the following criteria:

- a. The project is a capital project contained within the City’s Capital Improvement Program;
- b. If the project supports fire, police, library, or parks and recreation services, the project must improve or expand the City’s public facilities to accommodate service demand from new development; funds may not be used for rehabilitation, maintenance or operating costs; and
- c. If the project supports storm drain services the project must improve, expand, or rehabilitate the City’s storm drain facilities to accommodate service demand from new development.

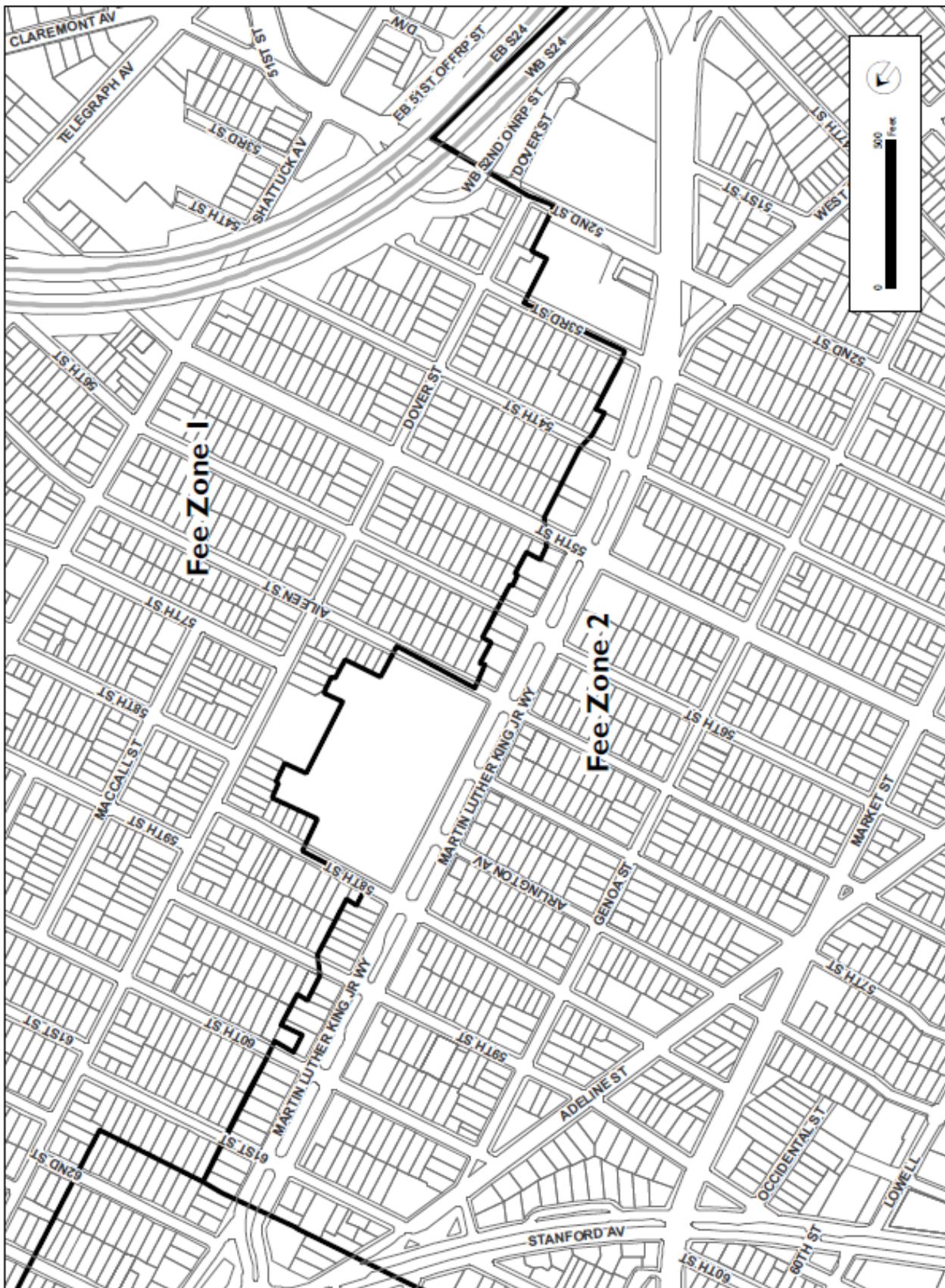
IV. IMPACT FEE ZONE MAPS



Planning & Building Department
April 20, 2016

Impact Fee Zones for Residential Projects

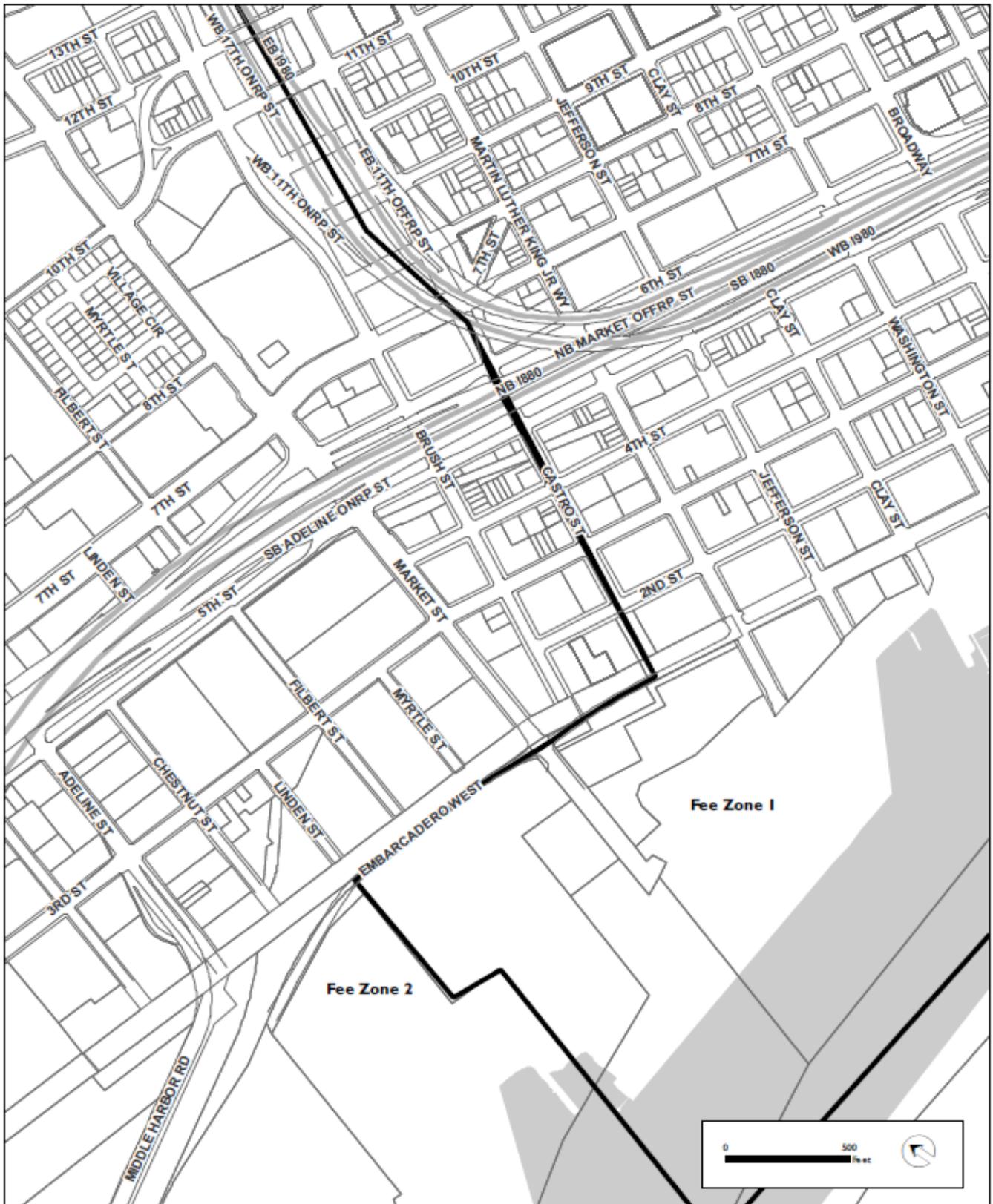




Planning & Building Department
March 10, 2016

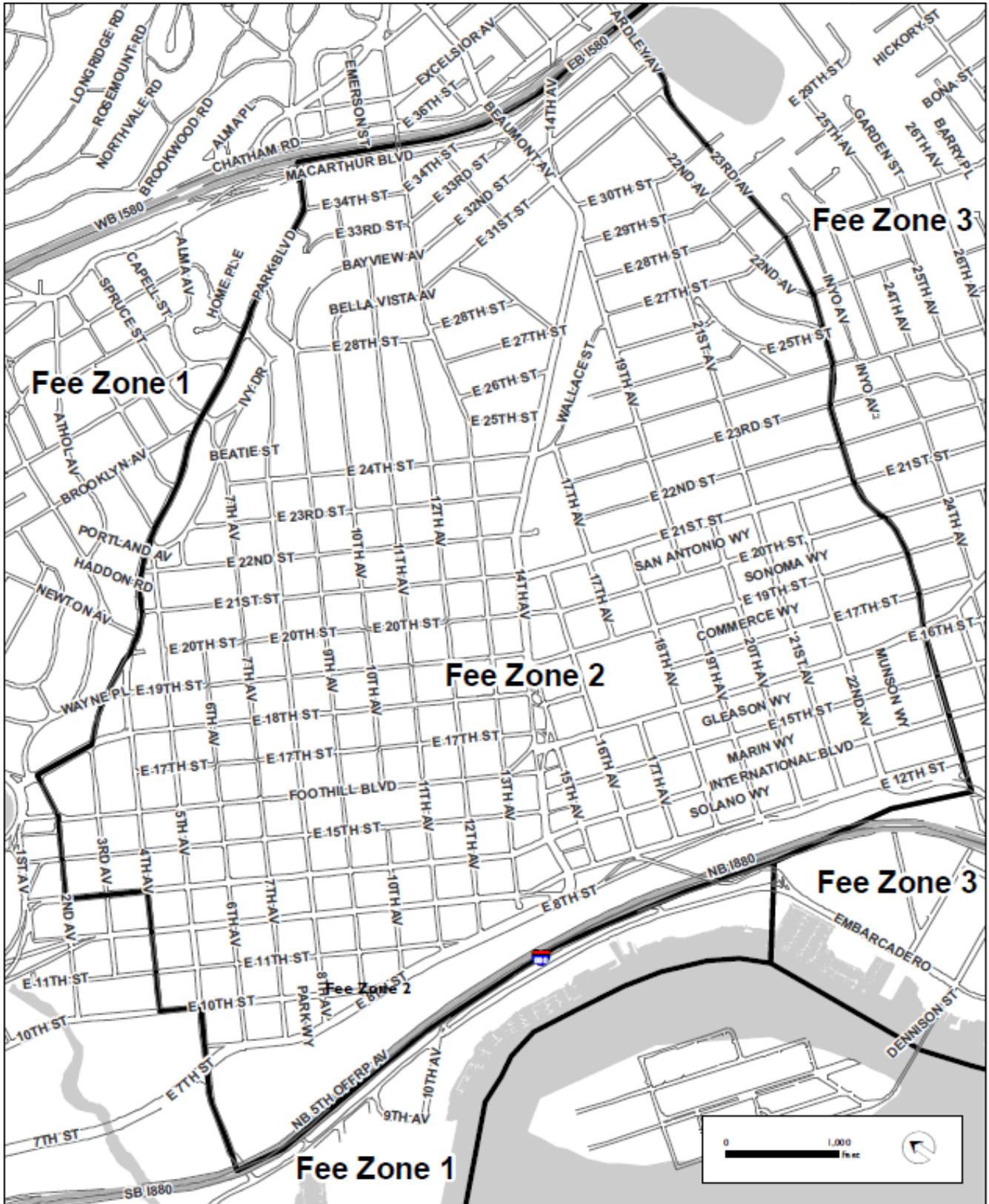
Impact Fee Zones for Residential Projects - North Oakland Detail





Impact Fee Zones for Residential Projects- Castro St & Embarcadero Detail

Planning & Building Department
March 10, 2016



Impact Fee Zones for Residential Projects - Lake Merritt to 23rd Ave Detail

Planning & Building Department
March 10, 2016

