



# City of Palo Alto

## City Council Staff Report

(ID # 10321)

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**Report Type: Consent Calendar**

**Meeting Date: 5/6/2019**

**Council Priority: Transportation and Traffic**

**Summary Title: 2nd Reading - TIF Ordinance Update**

**Title: SECOND READING: Adoption of an Ordinance Amending Title 16 of the Palo Alto Municipal Code to Modify and Increase the Citywide Transportation Impact Fee (Chapter 16.59) and Suspend Application of the Existing Area Specific Transportation Impact Fees for the Stanford Research Park/El Camino Real CS Zone (Chapter 16.45) and the San Antonio/West Bayshore Area (Chapter 16.46), and Amending the Municipal Fee Schedule to Update the City's Transportation Impact Fees in Accordance With These Changes, all in Furtherance of Implementation of the Comprehensive Plan. The Citywide Transportation Impact Fee is a one-Time fee on new Development and Redevelopment Throughout Palo Alto to Fund Transportation Improvements to Accommodate and Mitigate the Impacts of Future Development in the City. This Ordinance is Within the Scope of the Comprehensive Plan Environmental Impact Report (EIR) Certified and Adopted on November 13, 2017 by Council Resolution No. 9720 (FIRST READING: April 22, 2019, PASSED: 5-2 DuBois, Kou no)**

**From: City Manager**

**Lead Department: Transportation**

### **Recommendation**

Staff recommends that Council conduct a second reading and adopt the attached ordinance (Attachment A).

### **Background**

This ordinance amending Title 16 of the Palo Alto Municipal Code (PAMC) and amending the Municipal Fee Schedule to update the City's Transportation Impact Fees was first heard by Council on April 22, 2019, and approved with three amendments ([Staff Report #9531](#)).

The ordinance amends Title 16 of the PAMC to modify and increase the Citywide

Transportation Impact Fee and to suspend application of two area-specific fees, the Stanford Research Park/El Camino Real CS Zone and the San Antonio/West Bayshore Area. The ordinance also amends the Municipal Fee Schedule to align it with these changes.

Below is a summary of the changes made for the second reading:

- Per item B of the adopted motion, restored the following exemptions in existing PAMC Section 16.59.040 (Exemptions): (a) City buildings or structures, and (b) Public school buildings or structures; and re-numbered the following exemptions.
- Per item B of the adopted motion, revised the exemption for Accessory Dwelling Units (ADU) to apply to all ADUs. (See revised PAMC Section 16.59.040(e).)
- Per item C of the adopted motion, revised the new language in PAMC Section 16.59.020(h) to state:

"New development" shall mean the construction of new structures or additions to existing structures in the city and, with respect to residential development, any development project that creates additional residential units. "New development" shall not mean replacement or expansion of an existing residential unit. With respect to nonresidential development, "new development" shall also mean any development project that creates additional gross floor area, or involves a change in use that requires a use permit or other planning approval.

- Revised SECTION 5 and SECTION 8 of the Ordinance to remove the specific anticipated date that the Ordinance will become effective and to instead simply state that the Ordinance will become effective on the 60<sup>th</sup> day after its adoption under existing law. The revised language is standard language for ordinances adopting or increasing development impact fees like the Citywide Transportation Impact Fee.

The adopted motion is below.

**SUBSTITUTE MOTION:** Vice Mayor Fine moved, seconded by Council Member Kniss to:

- A. Find the Ordinance to be within the scope of the Comprehensive Plan Environmental Impact Report (EIR) certified and adopted on November 13, 2017 by Council Resolution Number 9720;
- B. Accept the Transportation Impact Fee Nexus Study and adopt the Ordinance modifying and increasing the Citywide Transportation Impact Fee, clarifying the updated TIF exemptions, including the addition of an exemption for public buildings, schools and all ADUs, suspending collection of two area-specific transportation impact fees, and amending the FY 2019 Municipal Fee Schedule; and

- C. Amend the Ordinance Section 16.59.020 (h) to state “...gross floor area, or involves a change in use that requires a use and occupancy permit.”

**MOTION PASSED:** 5-2 DuBois, Kou no

**ATTACHMENT**

Ordinance

**Attachments:**

- Attachment A: Transportation Impact Fee TIF Ordinance

Not Yet Adopted

Ordinance No. \_\_\_\_\_

Ordinance of the Council of the City of Palo Alto Amending Title 16 of the Palo Alto Municipal Code By Establishing an Updated Citywide Transportation Impact Fee and Indefinitely Suspending Application of the Existing Area-Specific Transportation Impact Fees for the Stanford Research Park/El Camino Real CS Zone and the San Antonio/West Bayshore Area, and Amending the Municipal Fee Schedule to Update the City's Transportation Impact Fees in Accordance with these Changes, All in Furtherance of Implementation of the Comprehensive Plan, Including Policy T-1.25 and Programs T1.2.2 and T1.25.1

The Council of the City of Palo Alto ORDAINS as follows:

SECTION 1. Findings and Declarations. The City Council finds and declares as follows:

A. On November 13, 2017, the City Council adopted an update to the City of Palo Alto Comprehensive Plan to guide projected growth and development within the City through 2030. As described in the certified Final Environmental Impact Report (EIR) for the Comprehensive Plan Update, new development would worsen traffic congestion and result in significant environmental impacts related to transportation. The Final EIR also identified mitigation measures to address those impacts, which were adopted by the Council and are reflected in the Comprehensive Plan's policies and programs as well as the adopted Mitigation Monitoring and Reporting Program.

B. The Comprehensive Plan includes a policy (T-1.25) to pursue funding opportunities for ongoing transportation improvements that will help mitigate impacts of future development and protect residents' quality of life. To implement that policy, the Comprehensive Plan includes a program (T1.25.1) to regularly evaluate the City's existing transportation impact fee and modify it as needed to implement transportation infrastructure improvements. This program provides that "[m]odifications to the impact fee program should be structured in keeping with the City's desire to require new development to reduce peak hour motor vehicle trips to the extent feasible through TDM plans and by contributions to the provision of transit services, shuttles, carpool/rideshare incentives and similar programs."

C. The Comprehensive Plan also includes a program (T1.2.2) to require new developments to implement transportation demand management (TDM) plans to achieve identified targets in vehicle trip generation, and to require payment of a transportation impact fee for those peak hour vehicle trips that cannot be reduced through TDM measures.

D. Consistent with the Comprehensive Plan, the Council desires to implement the identified policy and programs and adopt an updated citywide transportation impact fee to offset the traffic impacts from new development throughout Palo Alto.

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E. The City has prepared a study entitled “City of Palo Alto Transportation Fee Nexus Study” dated April 9, 2019 and accepted by the City Council on April 22, 2019 (hereinafter the “Nexus Study”), which specifies transportation improvements required to serve future development and recommends the amount of the impact fee on new development. The Nexus Study is available for public inspection during normal business hours at the Office of the City Clerk at 250 Hamilton Avenue, 1<sup>st</sup> Floor, Palo Alto, California, and the Planning & Community Environment Department at 250 Hamilton Avenue, 5<sup>th</sup> Floor, Palo Alto, California. The City Council has reviewed the Nexus Study and accepts the findings and conclusions of the study.

F. The Nexus Study concluded that all new land uses in Palo Alto will generate an increased demand for transportation infrastructure and services, and recommended that the citywide transportation impact fee apply to both residential and non-residential development in the city. While the Nexus Study found that all new land uses will generate this increased demand for transportation, the Council finds that it is in the public interest to exempt some uses from payment of the fee, in order to promote other important City policies and priorities, such as 100% affordable housing developments.

G. The improvements specified in the Nexus Study are intended to mitigate those traffic impacts identified in the Final EIR for the Comprehensive Plan and other recent traffic studies, and achieve a balanced transportation network. The range of improvements includes bicycle and pedestrian facilities, as well as intersection and roadway improvements, and is rooted in the City’s policies of encouraging alternative mode use, discouraging single-occupant vehicle trips, improving traffic flow without major capacity enhancements, and encouraging motorists to use arterials rather than local residential streets. The cost estimates for the improvements in the Nexus Study are planning-level estimates and will be adjusted over time as more detailed engineering, design and other project-level work is completed.

H. The fee rates charged herein are no higher than necessary to cover the reasonable costs of providing transportation infrastructure to the population associated with new development, such as residents, visitors, employees and customers. The impact fees shall be used in accordance with the Planning and Zoning Law, California Government Code Section 65913.8 and the Mitigation Fee Act, California Government Code Section 66001, *et seq.*

I. Based on the above findings and the Nexus Study, the City determines that the Citywide Transportation Impact Fee satisfies the requirements of the Mitigation Fee Act, California Government Code Section 66001, *et seq.* as follows:

- (1) The purpose of the fee is to help meet the demands imposed on the City’s transportation network by new development projects.
- (2) Funds from the collection of the fee will be used to meet the demand for pedestrian and bicycle infrastructure, as well as roadway and intersection improvements, generated by new development.
- (3) There is a reasonable relationship between the proposed uses of the fee and the impacts of the development projects subject to the fee on the transportation network in the city.

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- (4) There is a reasonable relationship between the types of development projects on which the fee will be imposed and the need to fund transportation network improvements.
- (5) There is a reasonable relationship between the amount of the fee to be imposed on the development projects and the impact on the transportation network resulting from such projects.

J. The City currently has several transportation impact fees – one citywide fee, and three that are specific to certain geographical areas of the city – which were adopted over time to fund different sets of improvements. The Council desires to transition to a single citywide transportation impact fee, and cease collection of the fees established in Chapters 16.45 (Stanford Research Park/El Camino Real CS Zone) and 16.46 (San Antonio/West Bayshore Area) of the Code with the remaining funds to be applied to planned improvements in the covered geographical areas as identified by the Chief Transportation Official and subject to approval of the Council, as provided for in the Municipal Code. One area-specific fee, for Charleston-Arastradero Corridor Pedestrian and Bicyclist Safety improvements, would remain in effect until the identified improvements are constructed. This Ordinance amends and updates the existing citywide transportation impact fee consistent with the Comprehensive Plan and the Nexus Study.

SECTION 2. Chapter 16.59 (Citywide Transportation Impact Fee) of Title 16 (Building Regulations) of the Palo Alto Municipal Code is hereby amended to read as follows:

**16.59.010 Short title.**

This chapter may be referred to as the "Citywide Transportation Impact Fee Ordinance."

**16.59.020 Definitions.**

For the purposes of this chapter, the following definitions shall apply:

- (a) "Affordable ~~unithousing~~" shall ~~have the meaning provided in Section 16.65.020 of this Title-mean housing with a purchase price or rent that is affordable to a "moderate," "low" or "very low" income household, as those terms are defined by the California Department of Housing and Community Development, as applicable to Santa Clara County.~~
- (b) "Citywide transportation ~~capacity~~-enhancements" shall mean public facilities ~~and services~~-that relieve citywide traffic congestion caused by new development projects. Citywide transportation ~~capacity~~-enhancements include, but are not limited to, ~~advanced transportation management and information systems, expanded shuttle transit services, and~~ bicycle and pedestrian improvements, and roadway and intersection improvements. Citywide transportation ~~capacity~~-enhancements do not include (i) intersection improvements designed primarily to accommodate increased traffic generated by a specific development or (ii) the addition of through-traffic lanes designed for primary use by private motorized vehicles.

Not Yet Adopted

- (c) "Construction cost index" shall mean the construction cost index for the San Francisco Bay Area set forth in the Engineering News Record published by McGraw Hill and Associates. In the event the Engineering News Record ceases to calculate and publish this index, then the city manager may designate a comparable, alternative index to serve as the construction cost index.
- (d) "Eligible citywide transportation ~~capacity~~-enhancements" shall mean (i) the citywide transportation ~~capacity~~-enhancements identified in the most recent citywide transportation impact fee nexus study approved by the city council, and (ii) other citywide transportation ~~capacity~~-enhancements that are approved by the city council that may be substituted for an identified improvement or service because they will mitigate similar congestion.
- (e) "Existing development" shall mean structures present (at the time the amount of the fee is calculated) and in use (within the two years prior to the time the amount of the fee is calculated) on parcels upon which new development is planned to occur. Where it is necessary to project PM peak hour vehicle trips generated by existing development, such projection shall be made based on either (i) the trip generation estimates used to determine the fee owed with respect to such existing development when the fee was last paid with respect to such existing development or (ii) if the fee has not been paid with respect to such existing development (or any portion thereof), the most recent use of the existing development.
- (f) "Fee" shall mean the citywide transportation impact fee imposed pursuant to this chapter.
- (g) Any reference in this chapter to the "Government Code" or to a section of the "Government Code" shall refer to the California Government Code as it exists at the time this ordinance chapter is applied and shall include amendments to ~~that code~~the Government Code made subsequently to the adoption of this chapter, it being the intent of the city to maintain the fee in compliance with applicable law.
- (h) "New development" shall mean the construction of new structures or additions to existing structures in the city and, with respect to residential development, any development project that creates additional residential units. "New development" shall not mean replacement or expansion of an existing residential unit. With respect to nonresidential development, "new development" shall also mean any development project that creates additional square footage of useful area gross floor area or involves a change in use that requires a use permit or other planning approval.
- (i) "Transportation Impact Analysis Guidelines" shall mean the most recent edition of the "Transportation Impact Analysis Guidelines" promulgated by the Valley Transportation Authority or such other trip projection methodology adopted by the city for the purpose of traffic impact analysis reports.

**16.59.030 Fee imposed.**

The fee is hereby imposed as a condition of the issuance of any permit for any new development, unless expressly exempted by this chapter.

**16.59.040 Exemptions.**

The provisions of this chapter shall not apply to:

- (a) City buildings or structures.
- (b) Public school buildings or structures.
- (c) Affordable housing units, either for sale or rental, that exceed the minimum number required for projects under the city's below market rate (BMR) housing program or other provisions of this code, which units are, by recordable means, is permanently obligated to be and remain 100% affordable units for a period consistent with the requirements of Section 16.65.075(c) of this code.
- ~~(d) Retail service, eating and drinking service, personal service, or automotive service when the total square footage (including new development) is 1,500 square feet or less.~~
- (ed) Day care centers used for childcare, nursery school or preschool education.
- ~~(f) Below market rate housing units above and beyond the minimum number required for projects subject to the city's below market rate (BMR) housing program. The additional units must be offered and constructed consistently with the requirements of the BMR program.~~
- (ge) Accessory dwelling units (ADU) ~~established by the conversion of an existing garage or carport, provided that the existing garage or carport was legally constructed, or received building permits, as of January 1, 2017, and is converted to an ADU with no expansion of the existing building envelope.~~
- (hf) Junior accessory dwelling units (JADU).
- ~~(i) A change in tenancy that does not result in a change in use and which does not involve either (i) a demolition of an existing structure or (ii) an expansion of square footage of useful area.~~
- (ig) New development which is exempt from the fee by virtue of the Constitution~~s~~ of the United States and or California or by virtue of other applicable state or federal law.

**16.59.045 Application of fee to projects in the approval process at effective date.**



The fee shall apply to development projects that are in the approval process at the effective date of this Section, except as modified herein. A project that has its final planning permit before the effective date of this Section and was exempt from the fee at the time of that permit's issuance shall not be subject to the fee.

**16.59.050 Timing of payment.**

- (a) The fee shall be paid as set forth in Chapter 16.64 of this code.
- (b) A credit against the fee may be given for dedications of eligible citywide transportation ~~capacity~~ enhancements constructed or provided at private expense and for the value of land dedicated to the city that is necessary or useful to an eligible citywide transportation ~~capacity~~ enhancement. Such credit will be granted only if the city council determines that: (i) the city will experience a substantial cost savings or service quality improvement as a result of private construction or provision of the ~~capacity~~ enhancement or the dedication of land, (ii) the ~~capacity~~ enhancement can be expected to immediately and significantly relieve citywide traffic congestion, and (iii) the grant of the credit, ~~in lieu of the fee,~~ will not cause the city to delay the implementation of elements of the city's transportation plan that are of higher priority, in the judgment of the city council, than the land or ~~capacity~~ enhancement that will be dedicated. The credit shall be applied at the time the city accepts the land or ~~capacity~~ enhancement. Where the city council has made the determinations required by this subdivision, payment of a portion of the fee equal to the amount of an expected credit against the fee may be deferred to the date of final building inspection approval of the development, provided the owner of the real property for which the fees are required enters into a recordable agreement with the city prior to issuance of the building permit for the development, which from the date of recordation, shall constitute a lien on the property and shall be enforceable against successors in interest to the property owner. The agreement shall provide that final occupancy approval shall not be given until the credit is applied and any remaining ~~the~~ fees are paid ~~or the credit issued~~. The agreement shall also provide that, in any action to collect the fees or any portion thereof, the city shall be entitled to all of its costs of enforcement and collection, including reasonable attorney's fees. The director of planning and community environment may execute the agreement on behalf of the city in a form acceptable to the city attorney. Any deferral granted pursuant to this paragraph (b) shall be consistent with the requirements of Government Code Section 66007. ~~Where a credit is given for the provision of a service that is an eligible capacity enhancement, the deferral of the fee, and the application of the credit, may be according to a schedule set forth in the recorded agreement, which schedule shall be designed to ensure that no credit is applied in advance of the provision of services for which the credit is made.~~ In no event shall a credit exceed the amount of the fee, and the city shall have no obligation to make payment to or otherwise compensate a developer or applicant if the value of the dedication exceeds the fee amount.

**16.59.060 Calculation of fee.**

Not Yet Adopted

- (a) The fee imposed upon a new development shall be calculated by multiplying (i) the number of net new PM peak hour vehicle trips projected to be generated by a new development by (ii) the current fee rate.
- (b) The number of net new PM peak hour vehicle trips projected to be generated by a new development shall be calculated by subtracting the projected PM peak hour vehicle trips generated by existing development on the parcel(s) to contain the new development from the projected PM peak hour vehicle trips generated by the new development (including any existing structures to remain on the parcel after the construction of the new development). In no event shall a new development be projected to generate less than zero new PM peak hour vehicle trips as a result of this calculation.
- (c) For purposes of subsection (b), the number of PM peak hour vehicle trips projected to be generated by a new development shall be calculated pursuant to the transportation impact analysis guidelines. For development projects required to prepare, receive approval of, implement and monitor a transportation demand management (TDM) plan consistent with Comprehensive Plan Program T1.2.2, a target-based trip reduction approach allowed under the transportation impact analysis guidelines may be used, provided that the TDM plan is subject to an enforceable agreement approved by the city.
- (d) To the extent existing development on a parcel ~~qualified~~ qualifies as new development after the effective date of the most recent ordinance amending this section, but was exempt from the fee by virtue of Section 16.59.040 of this code in effect at the time the existing development was permitted, the PM peak hour vehicle trips projected to be generated by that existing development, shall not be subtracted (as otherwise required by subdivision (b) of this section) from the projected PM peak hour vehicle trips generated by the new development.
- (e) The rate of the fee shall be established from time to time by resolution or ordinance of the city council in the manner required by Government Code Sections 66004 and 66018.
- (f) The rate of the fee shall be subject to annual adjustment for inflation pursuant to Section 16.64.110.
- (g) The department of planning and community environment shall be responsible for the calculation of the fee ~~at the time of plan review or~~ when the fee is due, ~~whichever is earlier~~. Applicants shall supply the city with the necessary information to calculate the fee in a format acceptable to the city.
- (h) The number of net new PM peak hour vehicle trips projected to be generated by a new development shall be calculated in a manner that accounts for peak hour vehicle trips expected to be reduced by any Transportation Demand Management (TDM) Plan approved or required by the city.

- (i) New retail service developments, as defined in Section 18.04.030(a)(125) of this code, shall be charged a fee at 50% of the ordinary rate set under subdivision (e) of this section.

**16.59.070 Special fund.**

- (a) There is hereby established a special fund, entitled the "Citywide Transportation Impact Mitigation Fund", into which all fee proceeds and any interest thereon shall be deposited. The fund shall be maintained as required by Government Code Section 66006.
- (b) Moneys in the fund shall be expended only on the installation, acquisition, and construction, ~~maintenance and operation~~ of eligible citywide transportation capacity enhancements.

**16.59.080 Accountability measures.**

- (a) At least annually and as required by Government Code Section 66006, the city manager, or his or her designee, shall review the estimated cost of the public improvements to be funded by the fee, the continued need for those improvements and the reasonable relationship between such need and the impacts of pending or anticipated new developments. The city manager, or his or her designee, shall report his or her findings to the city council at a noticed public hearing and recommend any adjustment to the fee or other action as may be needed.
- (b) The city council shall review such report in the manner required by Government Code Section 66006(b)(2).
- (c) To the extent required by Government Code Section 66001(d), the city council shall make the findings required by that section.

**16.59.090 Enforcement and pPenalties.**

- (a) Any person violating or failing to comply with any of the requirements of this chapter shall be subject to an administrative penalty or administrative compliance order as set forth in Chapters 1.12 and 1.16 of this code.
- (b) The city attorney shall be authorized to enforce the provisions of this chapter and all agreements entered into in accordance with this chapter, by civil action and any other proceeding or method permitted by law.
- (c) Each person is guilty of a separate offense for each and every day during any portion of which any violation of any provision of this chapter is committed, continued or permitted by such person.

- (d) All remedies provided for in this section shall be cumulative and not exclusive and shall not preclude the city from any other remedy or relief to which it otherwise would be entitled under law or equity.
- (e) Failure of any official to fulfill the requirements of this chapter shall not excuse any person from the requirements of this chapter.
- ~~(a) All remedies provided for in this chapter shall be cumulative and not exclusive.~~
- ~~(b) Violation of any provision of this chapter, including, but not limited to, converting an exempt use to a use to which this chapter applies without paying the fee, is a misdemeanor punishable as provided in this code.~~
- ~~(c) Each person is guilty of a separate offense for each and every day during any portion of which any violation of any provision of this chapter is committed, continued or permitted by such person.~~
- ~~(d) Any person violating any provision of this chapter, including, but not limited to, converting an exempt use to a use to which this chapter applies, without paying the fee, shall be liable civilly to the city in a sum not to exceed five hundred dollars for each day in which such violation occurs.~~
- ~~(e) Persons employed in the following designated employee positions are authorized to exercise the authority provided in the California Penal Code Section 836.5 and are authorized to issue citation for violations of this chapter: development services director, director of planning and community environment and their designee.~~

SECTION 3. Collection of the fee established in Chapter 16.45 (Transportation Impact Fee for New Nonresidential Development in the Stanford Research Park/El Camino Real CS Zone) of Title 16 (Building Regulations) of the Palo Alto Municipal Code is hereby suspended. It is the Council's intent to take further action to repeal the provisions of Chapter 16.45 upon expenditure of the collected funds.

SECTION 4. Collection of the fee established in Chapter 16.46 (Approval of Projects with Impacts on Traffic in the San Antonio/West Bayshore Area) of Title 16 (Building Regulations) of the Palo Alto Municipal Code is hereby suspended. It is the Council's intent to take further action to repeal the provisions of Chapter 16.46 upon expenditure of the collected funds.

SECTION 5. The City Council hereby amends the Municipal Fee Schedule by amending the Citywide Transportation Impact Fee and deleting the Stanford Research Park/El Camino Real CS Zone and San Antonio/West Bayshore Area traffic impact fees, as shown in **Exhibit "A"**, attached hereto and incorporated herein by reference. When effective, the fees as amended by this Ordinance shall supersede any prior inconsistent fees charged by the Department of Planning and Community Environment. The amount of the new or increased fees and charges is no more than necessary to cover the reasonable costs of the governmental activity, and the manner in which those costs are allocated to a payer bears a fair and reasonable relationship to

Not Yet Adopted

the payer’s burden on, or benefits received from, the governmental activity. Pursuant to Government Code Section 66017, these changes shall become effective sixty (60) days from the date of adoption.

SECTION 6. The Council finds that the potential environmental impacts related to this Ordinance were analyzed in the Final EIR for the Comprehensive Plan Update, which was certified and adopted by the Council by Resolution No. 9720 on November 13, 2017. The Ordinance is consistent with and implements the program evaluated in the EIR.

SECTION 7. Severability. If any section, subsection, sentence, clause, phrase or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

SECTION 8. This Ordinance shall be effective on the sixtieth (60<sup>th</sup>) day after the date of its adoption.

INTRODUCED:

PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

APPROVED:

\_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
Director of Planning and Community  
Environment

\_\_\_\_\_  
Chief Transportation Official

**EXHIBIT A**

**Municipal Fee Schedule**

**Planning and Community Environment**

<b>Traffic Impact Fees</b>	
Stanford Research Park/El Camino Real CS Zone	\$12.42 per net sq. ft.
San Antonio/West Bayshore area	\$2.56 per sq. ft.
Citywide Transportation Impact Fee	<del>\$3,575,007,886.00</del> per net new PM peak hour trip