

ADOPTED BY BOARD OF SUPERVISORS
ON August 6, 1996

REVISED DEVELOPMENT PROGRAM REPORT
FOR THE
SOUTH COUNTY AREA OF BENEFIT

PROVIDING FUNDING FOR CONSTRUCTION OF
MAJOR THOROUGHFARE IMPROVEMENTS
IN THE SOUTH COUNTY AREA

PREPARED PURSUANT TO SECTION 913
COUNTY ORDINANCE CODE

CONTRA COSTA COUNTY PUBLIC WORKS AND COMMUNITY DEVELOPMENT
DEPARTMENTS

August 6, 1996

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

INTRODUCTION AND PURPOSE

The South County Area of Benefit is a development program to improve the capacity and safety of the arterial road network in the unincorporated area of South County through the establishment of a traffic mitigation fee ordinance. This revision to the development program report and the Area of Benefit fees is necessary to reflect an updated project list, project costs, potential land development in the region, and the formation of the Southern Contra Costa Fee Areas. This ordinance applies to the unincorporated areas of South County in Contra Costa County, and is required of all new development. This Revised Development Program Report is required by the Board of Supervisors Policy on Bridge Crossings and Major Thoroughfare Fees (adopted July 17, 1979) which implements Division 913 of the County Ordinance Code and Section 66484 of the State Subdivision Map Act.

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

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

BACKGROUND

The Countywide Area of Benefit was adopted by the Board of Supervisors on March 15, 1988 (Resolution 88/122), to improve the capacity and safety of the arterial road network in Contra Costa County through the establishment of a traffic mitigation fee. The traffic mitigation fees apply to the unincorporated areas of the County and are required of all new development. The Countywide Area of Benefit consisted of seven regions, named West County, Central County, Lamorinda, Alamo, South County, East County, and Bethel Island. There was a separate fee schedule established for each region, and a separate trust fund established for fees collected from South County developments.

In 1993, the Countywide Area of Benefit was revised by the formation of seven Regional Areas of Benefit corresponding to the seven regions of the Countywide Area of Benefit. These seven Regional Areas of Benefit had the same boundaries, development potentials, projects, and fees as the seven regions of the Countywide Area of Benefit formed in 1988. Resolution 93/25 passed by the Board of Supervisor on March 9, 1993 replaced and repealed Resolution 88/122.

The Southern Contra Costa JEPA is an agreement by which the Town of Danville, the City of San Ramon, and the County of Contra Costa have entered into to collect and distribute traffic mitigation fees assessed to the developments within Dougherty Valley for the construction of road improvement projects throughout the region. The "South County Traffic Study Year 2010 Traffic Impacts for Additional Land Use Alternatives" was used to determine the share attributable to development within Dougherty Valley. This traffic study also identified the amount attributable to development in the region surrounding Dougherty Valley (a region which includes the South County Area of Benefit). The study served as the basis for the SCC Sub-Regional Fee. Portions of the South County Area of benefit fall within the SCC Sub-Regional Fee area. A development located in both these fee areas would pay both the appropriate South County Area of Benefit fee and the appropriate SCC Sub-Regional fee.

In 1988, Measure C was passed by the voters in Contra Costa County. This required Local Agencies to assess a fee on development to fund regional improvements. In the past, the County has entered into the Tassajara JEPA and the Bishop Ranch Development Agreement in order to meet this commitment. The Southern Contra Costa JEPA has identified approximately \$11.6 million in funding needs for I-680 improvements in Contra Costa County. All new development throughout the region will be assessed a fee in order to meet this funding need. This fee is referred to as the Southern Contra Costa (SCC) Regional Fee. The Tri-Valley Transportation Committee (TVTC) is meeting to develop a more comprehensive Regional Fee. The TVTC Regional Fee would include improvements in Alameda County. If and when the TVTC Regional Fee is adopted, the SCC Regional Fee would be incorporated into or revised to work in conjunction with the TVTC Regional Fee. Portions of the South County Area of Benefit fall within the SCC Regional Fee area. A development located in both these fee areas would pay both the appropriate South County Area of Benefit fee and the appropriate SCC Regional fee.

In addition to the projects funded by the SCC Fees, there are two other projects that are needed to accommodate potential development in the area. These projects will be partially funded by the revised South County Area of Benefit. First, there is a section of Crow Canyon Road that lies west of the San Ramon City Limits. This approximately 2,000 foot section ties into Alameda County. The proposed project is for a truck climbing lane. As there is a limited amount of development potential in the area, the percentage share of the project funding for the South County Area of Benefit is only 5%.

The second Area of Benefit project is the improvement of Camino Tassajara from the eastern boundary of the Blackhawk Development to the Alameda County Line. This Area

of Benefit project will improve Camino Tassajara to standards for a two-lane rural highway. The improvements proposed in this revision are not adequate to accommodate the estimated traffic generated by the proposed TVPOA developments. If and when that General Plan Amendment is approved, the South County Area of Benefit will again need to be revised. This revision is necessary in order to coordinate the South County Area of Benefit Fees with the fees assessed as part of the Southern Contra Costa JEPA.

AREA OF BENEFIT - LOCATION

Figure 1 shows the general location of the Area of Benefit within Contra Costa County.

AREA OF BENEFIT BOUNDARY

The Area of Benefit boundary is shown in Figure 2 and described in Appendix A.

COMPLIANCE WITH SECTION 66001 (a) OF THE GOVERNMENT CODE

1) PURPOSE OF THE FEE

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

2) USE OF THE FEES

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

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

The road improvement projects for which the fees will be used are necessary for the improvement of the safety and capacity of the road network serving the South County area, as determined by future growth allowed for in the General Plan. The road network is outlined in the General Plan under the Circulation Element.

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

A peak trip generation factor has been associated for each type of development outlined in this program report. These factors are industry standards obtained from the Institute of Transportation Engineers, Trip Generation, 5th Edition. The proposed fee is based on distributing the cost of the Area of Benefit road

improvement program to new development in proportion to the number of peak hour trips generated by the particular type of development. All new development will be required to pay a fee to fund the necessary roadway improvements.

GENERAL PLAN RELATIONSHIP

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

ROAD NETWORK CAPACITY IMPROVEMENT PLAN

The road network improvement program was developed using the Circulation Element and the development potential allowed by the County General Plan. The road improvements will be funded and constructed in conjunction with the development of property within the Area of Benefit. The proposed projects however, are only partially funded by South County Area of Benefit fees. The City of San Ramon, Alameda County, and State and Federal Funding Programs are all possible sources of additional funding for the estimated cost of the road improvement projects in South County. The rate of revenue generated from these other sources is dependent on the rate of new development. This affects the timing of the construction of an Area of Benefit project as it is dependent on the total amount of fees collected less expenditures. If alternate sources of funding are secured, an Area of Benefit project may be constructed sooner.

The proposed projects will provide the capacity needed to serve the estimated potential development and future traffic volumes in the South County area. This Area of Benefit will finance only the minimum interim roadways needed to meet traffic level of service and safety demands. The road capacity improvement proposed by the South County Area of Benefit will be reviewed periodically to assess the impacts of changing travel patterns, the rate of development, and the adequacy of the estimated project costs. The South County Area of Benefit will then be updated as needed.

DEVELOPMENT POTENTIAL WITHIN THE AREA OF BENEFIT

The development potential for the Area of Benefit was estimated by the Community Development and Public Works Departments using the General Plan and other resources. It is estimated that within the South County Area of Benefit for single family residential there is a potential for 522 new units.

ESTIMATED COST OF ROADWAY NETWORK IMPROVEMENTS

The estimated roadway improvement costs shown in Appendix B include construction, right of way, engineering, incidentals and contingencies. The cost estimates do not include items which do not have a direct effect on safety or capacity, such as general lighting, landscaping, extensive longitudinal storm drain systems, curbs and sidewalks. These necessary improvements are considered frontage improvements by the Board of Supervisors and as such are the responsibilities of the owners of the adjacent properties

and may be provided through development conditions of approval, or by other future means such as additional fees or assessment districts.

The estimated costs have been reduced for some road improvement projects to account for other sources of funding. This funding includes an estimate of the frontage improvements by parcels which may develop, and the amount to be contributed from the Tassajara Area of Benefit. The estimated project costs have all been increased by 2% to cover the cost of administration. This includes the estimated staff time for fee collection, accounting, and technical support to the community groups and traffic advisory committees. The total estimated cost of the Area of Benefit projects is approximately \$6.6 million. The South County Area of Benefit share is approximately \$825,000, while other sources fund the remaining project costs.

BASIS FOR FEE APPORTIONMENT

The concept of an Area of Benefit is the equitable distribution of road improvement costs to new development from which future traffic impacts will arise. As traffic impacts are directly related to the total number of vehicles on the road network, we are able to relate development road fees to the number of vehicle trips associated with a particular category of development.

The two categories of land use for which a fee will be assessed in the South County Area of Benefit, are: single family residential and "other." The total estimated project costs are divided by the sum of the peak hour trips generated by each category. In the residential categories, the cost is equally distributed among all dwelling units. In the current General plan, the only development potential identified is single family residential. If, for whatever reason, another type of development is permitted, it would be required to pay for its fair share of the area of benefit improvements. This type of development would fall under the "other" category and the area of benefit fee would be based on the number of peak hour trips generated by that proposed development. A traffic report prepared by a licensed engineer would be required to analyze the project's impact during the peak traffic hours. The project would then be charged the peak hour trip rate for the Area of Benefit, multiplied by the number of peak hour trips identified in the traffic report.

CALCULATION OF FEES

The costs of the road improvement program have been distributed to each land use category in proportion to the number of peak hour trips generated by that category. The fee calculation is shown below.

Area of Benefit Share:	\$825,000
2% Administration:	\$16,500
Total Area of Benefit Revenue:	\$841,500
Potential Development:	522 single family residencies
Fee Per Unit:	\$1,612

RECOMMENDED FEES

The recommended fees for the South County Area of Benefit, resulting from the above calculations, are shown below.

Single Family Residential:	\$1,612 per dwelling unit
Other:	\$1,612 per peak hour trip

REVIEW OF FEES

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

COLLECTION OF FEES

Fees shall be collected when a building permit is issued in accordance with Section 913-4.204 of Title 9 (Subdivisions) of the Contra Costa County Ordinance Code. Fees collected will be deposited in an interest-bearing account already established by the Board of Supervisors on March 15, 1988. This trust fund account was set up for the South County region of the Countywide Area of Benefit.

INTEREST ON FEES

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

IN LIEU DEDICATION

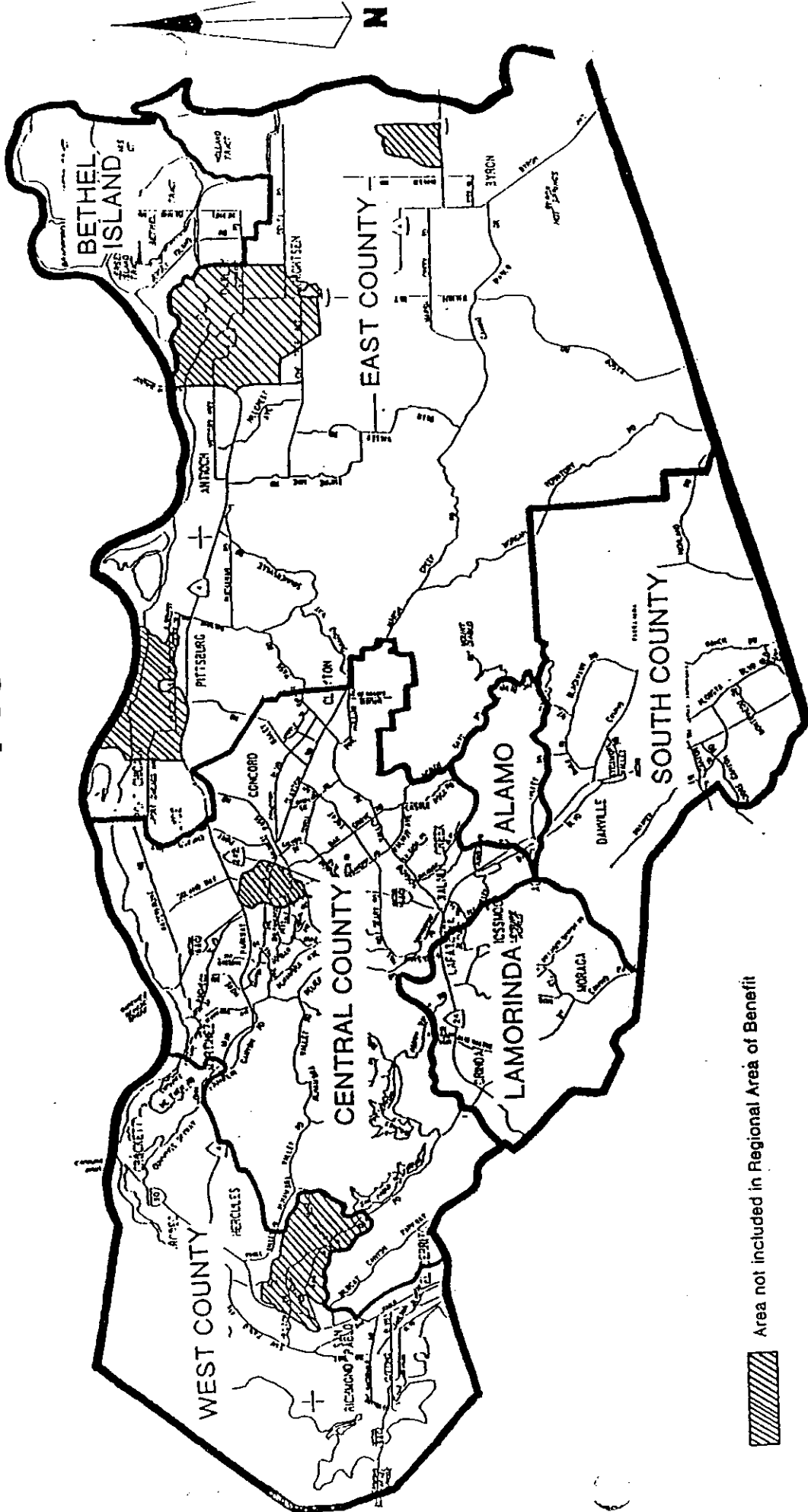
A development may be required to construct a portion of the road improvements identified in Appendix B. In such a case the developer may be eligible to receive credit or reimbursement. The developer should contact the Public Works Department prior to the commencement of construction.

OTHER APPLICABLE FEES

As indicated previously in this report, areas within the South County Area of Benefit would be required to pay other transportation mitigation fees. Below is a summary of the fees that would be assessed to each new single family residential unit constructed within the South County Area of Benefit and within the SCC Regional and SCC Sub-Regional Fee Areas.

South County Area of Benefit Fee	\$1,612
SCC Sub-Regional Fee	\$2,128
<u>SCC Regional Fee</u>	<u>\$792</u>
Total	\$4,532

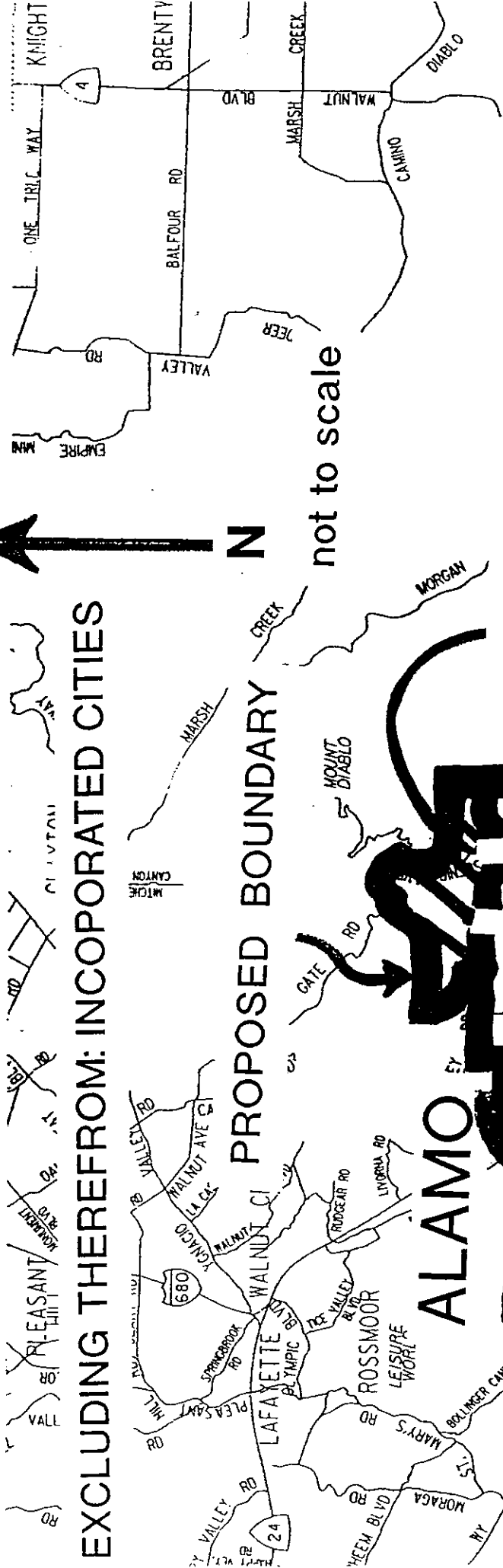
FIGURE 1



SOUTH COUNTY AREA OF BENEFIT



EXCLUDING THEREFROM: INCORPORATED CITIES



PROPOSED BOUNDARY

not to scale

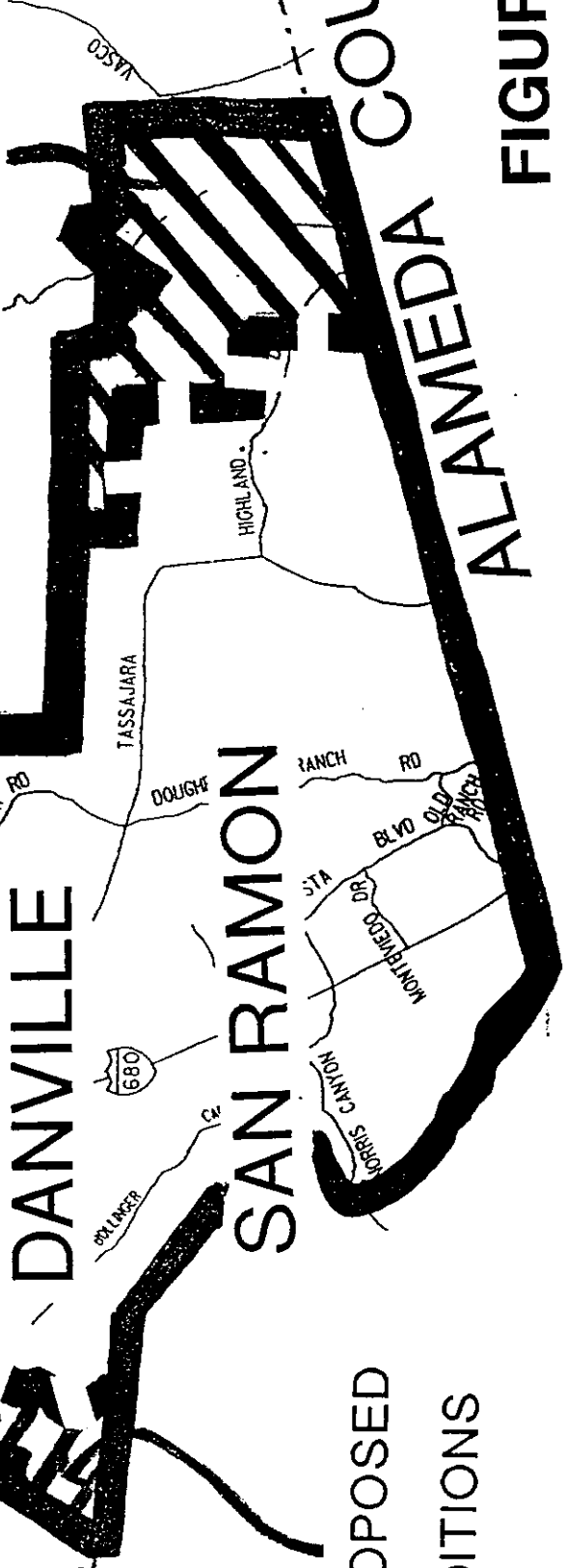
PROPOSED ADDITIONS

ALAMO

DANVILLE

SAN RAMON

PROPOSED
ADDITIONS



ALAMEDA COUNTY

FIGURE 2

APPENDIX "A"

Real property in south Contra Costa County, California, bounded on the east by "Eastern Contra Costa Sub-Regional Transportation Mitigation Fee Area" adopted July 26, 1994 by Contra Costa County Board of Supervisors' Resolution 94/386, bounded on the south by Alameda County, and described as follows:

Beginning at the southwest corner of "Eastern Contra Costa Sub-Regional Transportation Mitigation Fee Area", also being the intersection of the boundary common to Contra Costa and Alameda Counties with the west line of Rancho Canada de los Vaqueros on the west line of Section 10, Township 2 South, Range 2 East, Mount Diablo Meridian; thence from the Point of Beginning along said county boundary in a general westerly direction 126,000 feet, more or less, to rancho corner P.C. No. 31 on the boundary of Rancho Laguna de los Palos Colorados; thence along said rancho boundary, north 19°28'45" east 3,547.16 feet to rancho corner P.C. No. 32 and north 1°13'26" east 929.81 feet, to the boundary of the Record of Survey filed June 20, 1980 in Book 67 of Licensed Surveyors' Maps at page 9; thence along the boundary of said Record of Survey as follows: 1) north 88°52'39" east 513.17 feet, 2) north 0°15'06" west 1,303.04 feet, 3) north 88°43'10" east 1,290.34 feet, and 4) north 0°27'37" west 1,306.53 feet, to the northwest corner of Section 28 (T1S, R2W); thence along the north lines of Sections 28, 27, and 26 (T1S, R2W), easterly 15,840 feet, more or less, to the west line of Section 25 (T1S, R2W); thence along said west line, southerly 2,640 feet, to the west quarter corner of Section 25; thence south 88°43'05" east 1,063.84 feet to the northwest corner of Subdivision MS 28-82 filed November 21, 1983 in Book 108 of Parcel Maps at page 11; thence along the north line thereof, south 88°47'23" east 1,062.06 feet, to the northwest corner of Subdivision MS 53-81 filed March 28, 1985 in Book 115 of Parcel Maps at page 14; thence along the north line of Subdivision MS 53-81, south 88°43'43" east 3,035.66 feet, to the east line of said Section 25; thence along said east line, northerly 2,640 feet, more or less, to the northeast corner of Section 25 on the boundary of Assessor Parcel Number (hereinafter referred to as APN) 199-010-012 described as PARCEL FIVE in the deed to East Bay Regional Park District (hereinafter referred to as EBRPD) recorded April 4, 1974 in Volume 7189 of Official Records at page 183; thence along said boundary in a general northerly and easterly direction 2,325.7 feet to the east line of that 13.19 acre Parcel APN 199-010-011 excepted from PARCEL FIVE in said deed to EBRPD and described as PARCEL ONE in the deed to the United States of America recorded July 29, 1980 in Volume 9930 of Official Records at page 913; thence along said east line in a general northwesterly direction 192.27 feet to an angle point on the boundary of said PARCEL FIVE (7189 O.R. 183); thence along said boundary in a general northwesterly direction 637.99 feet to the east line of Section 24 (T1S, R2W); thence along said east line, northerly 205.33 feet, to the southwest corner of Subdivision 5310 filed May 27, 1981 in Book 252 of Maps at page 19; thence along the boundary of Subdivision 5310, north 1°11'46" east 209.22 feet and north 76°04'30" east 527.74 feet, to the northeast corner thereof on the south line of Subdivision MS 7-76 filed February 25, 1977 in Book 52 of Parcel Maps at page 39; thence along said south line, north 76°03'57" east 543.09 feet, to the most eastern corner thereof on the boundary of Subdivision 3820 recorded May 13, 1969 in Book 126 of Maps at page 25; thence along said boundary, south 32°44'22" east 527.82 feet, to the south corner thereof on the boundary of Tract 2575 recorded November 6, 1957 in Book 68 of Maps at page 43; thence along the boundary of Tract 2575 in a general northerly direction 1,472.58 feet to the west corner of Tract 2509 recorded November 8, 1956 in Book 65 of Maps at page 46; thence along the boundary of Tract 2509 in a general northeasterly direction 399.56 feet to the most western corner of Tract 2080 recorded February 2, 1955 in Book 57 of Maps at page 4; thence along the boundary of Tract 2080 in a general northeasterly direction 397.83 feet to the

north corner thereof; thence crossing Southern Pacific Railroad right of way, northeasterly 50 feet, more or less, to the west corner of Subdivision 5750 filed July 11, 1983 in Book 271 of Maps at page 50; thence along the boundary of Subdivision 5750 in a general northeasterly direction 582.04 feet to the north corner thereof; thence north $44^{\circ}34'26''$ east 30 feet, more or less, to the centerline of Danville Boulevard; thence along said centerline in a general northwesterly direction 950 feet, more or less, to the south corner of Lot 5 of the Hemme Home Tract shown on the map filed October 21, 1938 in Book 5 of Licensed Surveyors' Maps at page 55; thence along the southeast line thereof, northeasterly 718.08 feet, to the boundary of the Record of Survey filed June 1, 1967 in Book 48 of Licensed Surveyors' Maps at page 15; thence along said boundary as follows: 1) westerly 182.82 feet, 2) northwesterly 349.5 feet, 3) northerly 256.77 feet, and 4) northeasterly 504.29 feet, to the north corner thereof on the southwest right of way line of Interstate Freeway 680 shown on the State of California Right of Way Record Map R-86.14; thence crossing said freeway, northeasterly 274.37 feet, to the south corner of Subdivision MS 58-83 filed August 16, 1989 in Book 141 of Parcel Maps at page 42; thence along the boundary thereof as follows: 1) north $48^{\circ}35'54''$ east 900.66 feet, 2) north $2^{\circ}45'17''$ east 1,139.04 feet, 3) north $41^{\circ}29'15''$ east 561.74 feet, and 4) north $89^{\circ}49'15''$ east 177.69 feet, to the southwest corner of Subdivision 5980 filed June 30, 1981 in Book 254 of Maps at page 10; thence along the south line of Subdivision 5980, north $89^{\circ}49'15''$ east 1,073.8 feet, to the southeast corner thereof on the boundary of Subdivision 7142 filed January 29, 1990 in Book 341 of Maps at page 38; thence along said boundary, south $66^{\circ}05'49''$ east 640.72 feet to the northeast corner thereof, also being the north corner of APN 197-140-026 described in the deed to EBRPD recorded March 8, 1977 in Volume 8231 of Official Records at page 139 and shown on the map of Subdivision MS 14-76 filed March 28, 1977 in Book 53 of Parcel Maps at page 14; thence along the northeast line of Subdivision MS 14-76, south $66^{\circ}19'52''$ east 350.61 feet and south $67^{\circ}58'52''$ east 453.7 feet, to the northwest corner of Subdivision MS 858-88 filed November 3, 1989 in Book 143 of Parcel Maps at page 20; thence along the north line of Subdivision MS 858-88, north $78^{\circ}31'33''$ east 602.95 feet and south $89^{\circ}22'50''$ east 46.74 feet, to the northwest corner of Subdivision MS 238-65 filed January 5, 1966 in Book 39 of Licensed Surveyors' Maps at page 16; thence along the north line of Subdivision MS 238-65, easterly 379.52 feet, to the northeast corner thereof; thence south $89^{\circ}42'33''$ east 823.03 feet to the northwest corner of PARCEL TWO of Subdivision MS 853-89 filed January 18, 1991 in Book 150 of Parcel Maps at page 42; thence along the boundary thereof, south $89^{\circ}42'33''$ east 408.15 feet and south $0^{\circ}53'33''$ west 975.85 feet, to the northeast corner of Subdivision 6065 filed May 22, 1984 in Book 279 of Maps at page 16; thence along the east line of Subdivision 6065, south $0^{\circ}48'22''$ west 274.96 feet, to the northeast corner of Subdivision MS 85-81 filed April 1, 1982 in Book 100 of Parcel Maps at page 7; thence along the boundary of Subdivision MS 85-81, south $0^{\circ}48'22''$ west 275.38 feet and north $89^{\circ}01'$ west 228 feet, to the boundary of Subdivision MS 104-81 filed February 14, 1982 in Book 104 of Parcel Maps at page 45; thence along the boundary of Subdivision MS 104-81 as follows: 1) southerly 93.47 feet, 2) easterly 198.71 feet, 3) southerly 174.06 feet, and 4) southerly 65.45 feet, to the southeast corner thereof; thence southerly 209.55 feet to the northeast corner of Subdivision MS 247-76 recorded August 15, 1977 in Book 57 of Parcel Maps at page 10; thence along the east line thereof, southerly 275 feet, to the northeast corner of Subdivision MS 134-74 filed May 7, 1976 in Book 44 of Parcel Maps at page 38; thence along the east line of Subdivision MS 134-74, southerly 81.96 feet, to the northeast corner of Subdivision 4723 recorded August 13, 1975 in Book 179 of Maps at page 40; thence along the boundary of Subdivision 4723, south $0^{\circ}04'22''$ west 517.52 feet and north $88^{\circ}31'26''$ east 152.56 feet, to the northwest corner of Subdivision 3306 recorded April 7, 1965 in Book 103 of Maps at page 19; thence along the north line of Subdivision 3306, north $88^{\circ}23'37''$ east 1,454.41 feet, to the northwest corner of Subdivision 4260 recorded September 13, 1972 in Book 150 of Maps at page 43; thence along the north line of Subdivision 4260, north $88^{\circ}22'50''$ east 1,019.55 feet to the southwest corner of Section 16 (T1S, R1W) and north $89^{\circ}15'49''$ east 300.11 feet, to the southwest corner of PARCEL "A" of Subdivision MS 149-70 filed October 28, 1971 in Book 19 of Parcel Maps at page 8; thence along the west line of PARCEL "A"

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and its prolongation in a general northerly direction 2,630.39 feet, to the centerline of Stone Valley Road; thence along said centerline in a general easterly direction 2,500 feet, more or less, to the western prolongation of the north line of Subdivision MS 46-72 filed January 24, 1973 in Book 26 of Parcel Maps at page 11; thence along said prolongation and north line, easterly 500 feet, more or less, to the northwest corner of Subdivision 7177 filed November 1, 1993 in Book 369 of Maps at page 1; thence along the north line of Subdivision 7177, north 88°11'59" east 712.69 feet, to the northeast corner thereof; thence easterly 230 feet to the northwest corner of Subdivision 5285 recorded May 20, 1953 in Book 270 of Maps at page 3; thence along the north line of Subdivision 5285, north 89°11'59" east 520.86 feet, to the northeast corner thereof; thence easterly 187.14 feet to the northwest corner of Subdivision MS 78-72 filed January 5, 1973 in Book 25 of Parcel Maps at page 47; thence easterly 167.97 feet to the northwest corner of Subdivision MS 13-74 filed November 15, 1974 in Book 35 of Parcel Maps at page 48; thence along the north line of Subdivision MS 13-74, easterly 439 feet, to the northeast corner thereof; thence easterly 729.74 feet to the northeast corner of Cameo Acres Unit No. 3 recorded April 19, 1930 in Book 40 of Maps at page 4; thence easterly 133.59 feet to the northwest corner of Subdivision 4894 recorded November 2, 1977 in Book 203 of Maps at page 49; thence along the north line of Subdivision 4894, north 88°49'59" east 1,420.93 feet, to the northeast corner thereof; thence easterly 2,020 feet, more or less, to the northwest corner of Subdivision MS 154-76 filed August 23, 1977 in Book 57 of Parcel Maps at page 17; thence along the boundary thereof in a general southeasterly direction 827.11 feet to the northwest corner of Subdivision MS 263-78 filed September 19, 1979 in Book 81 of Parcel Maps at page 1; thence along the boundary of Subdivision MS 263-78 as follows: 1) in a general southeasterly direction 1,262.95 feet to the southwest corner thereof on the centerline of Alameda Diablo, 2) northeasterly 162.97 feet to the southeast corner thereof on the centerline of Mount Diablo Scenic Boulevard (South Gate Road), 3) along said centerline in a general northerly direction 664.7 feet, 4) along said centerline in a general southwesterly direction 223.46 feet, and 5) along said centerline in a general northerly direction 685.64 feet, to the northeast corner of Subdivision MS 263-78 on the boundary of Subdivision MS 154-76 (57 PM 17); thence along the boundary of Subdivision MS 154-76 in a general northeasterly direction 781.94 feet to the northeast corner thereof, also being the southeast corner of Subdivision MS 193-76 filed January 25, 1978 in Book 62 of Parcel Maps at page 40; thence along the boundary of Subdivision MS 193-76 in a general northerly direction 2,834.63 feet to the northeast corner of Section 15 (T1S, R1W); thence along the north line of Section 15, south 89°28'40" west 2,589.83 feet, to the southeast corner of Subdivision 5607 filed February 25, 1982 in Book 262 of Maps at page 34; thence along the boundary thereof, north 0°42'48" east 1,574.44 feet and north 67°54'29" west 944.49 feet, to the southeast corner of Subdivision 5536 filed March 17, 1981 in Book 250 of Maps at page 8; thence along the boundary of Subdivision 5536, north 669.56 feet, west 428 feet, and north 52°12'06" west 1,583.74 feet, to the south line of that 787.58 acre parcel shown on the Record of Survey filed June 22, 1960 in Book 18 of Licensed Surveyors' Maps at page 39; thence along said south line, north 87°52'06" east 4,200 feet, more or less, to the southeast corner thereof on the northwest line of Lot D, Rancho San Miguel Robert Allen Tract; thence along said northwest line, northeasterly 3,100 feet, more or less, to the centerline of Mount Diablo Scenic Boulevard (North Gate Road); thence along said centerline in a general easterly direction 12,400 feet, more or less, to the centerline intersection of Summit Road; thence along the centerline of Mount Diablo Scenic Boulevard (South Gate Road) in a general southerly direction 6,700 feet, more or less, to the south line of Section 12 (T1S, R1W); thence along said south line, easterly 4,400 feet, to the boundary of aforementioned "Eastern Contra Costa Sub-Regional Transportation Mitigation Fee Area"; thence along said boundary in a general southeasterly direction 80,000 feet, more or less, to the boundary common to Contra Costa and Alameda Counties, the Point of Beginning.

APPENDIX B

SOUTH COUNTY AOB PROJECT LIST

*No.	Name	Description	Estimated South County AOB "share"
1	Camino Tassajara	Improve County portion to two lane rural highway standard	\$765,000 (0)
2	Crow Canyon Road	Various safety and capacity improvements	\$60,000 (495,000)

*Projects are not listed by priority

South County AOB "share" \$825,000