

*The Economics of Land Use*



## Draft Report

# North Natomas Development Impact Fee Nexus Study and Financing Plan Update—2017

Prepared for:

City of Sacramento

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# 1. INTRODUCTION

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## Background

The North Natomas Nexus Study and Financing Plan 2008 Update (2008 Nexus Study Update) was the most recent update of the North Natomas Nexus study. The 2008 Nexus Study Update was adopted by the City of Sacramento (City) City Council on May 24, 2009. The 2008 Nexus Study updated the North Natomas development impact fees (fees) and established the legally required nexus and other legal requirements between the need for and cost of the various North Natomas facilities and the new development that is charged the fees. There are several existing legal agreements between the City and the North Natomas developers that govern the implementation of the North Natomas Financing Plan, including the North Natomas Development Agreement, and amendments to this agreement, credit and reimbursement agreements, and drainage agreements,

The established fees in the 2008 Nexus Study were updated in 2009 and then remained in place until 2015. There were no fee updates between 2009 and 2015 since there was a building moratorium in North Natomas during that time period. In 2015, 2016, and 2017 Economic & Planning Systems, Inc. (EPS) was retained by the City to perform annual fee updates. These fee updates were performed in accordance with the requirements of the North Natomas Development Agreement (DA), and Nexus Study Updates were not required.

The 2008 Nexus Study Update was prepared in parallel with the First Amendment to the North Natomas Development Agreement. This First Amendment detailed the cost adjustment procedure; procedures and criteria for adding, changing or removing facilities from the fee program; and conditions affecting certain facilities, including scope issues and fair share amounts. The 2017 Nexus Study implements modifications to the facilities or the share of development impact fees that can be applied to certain facilities. An amendment to the First Amendment (2017 Amendment) is being prepared concurrently with this 2017 Nexus Study Update to mirror all changes.

The 2017 Amendment is integral to the management of the North Natomas Financing Plan and is to be a part of all new development agreements as offered to all current and future parties to the Development Agreement. This amendment is included in **Appendix D**.

## Purpose of the Study

This North Natomas Development Impact Fee Nexus Study and Financing Plan Update – 2017 (2017 Nexus Study Update) will serve as an update to the 2008 Nexus Study Update. It establishes updated fees by land use based on remaining development in the North Natomas Finance Plan Area, remaining facilities requirements and costs included in the North Natomas Development Impact Fee Program (DIF Program), and fee fund balances as of June 30, 2017. For each land use, the fees are based upon the proportionate share of the total facility use represented by the land use. In addition, this report reviews and re-establishes the legally required nexus between the remaining facilities requirements and costs and the remaining

development that will be charged the fees. Fees and the nexus between the fees and development are established for the following fee categories:

- Public Facility Fee (PFF)
- Transit Fee
- Drainage Fee
- Public Facilities Land Acquisition Fee (PFLAF)
- Regional Park Land Acquisition Fee (RPLAF)

## Legal Requirements

To update the DIF Program fees, the City is required to establish the legally required nexus and other legal requirements between the need for and cost of the various North Natomas facilities and the new development that is charged the fees. The specific nexus and other legal requirements are summarized below.

### Nexus Requirements

The City must demonstrate the nexus between the projected remaining development in the North Natomas Finance Plan Area and the remaining backbone infrastructure, public facilities, and land acquisition to be funded by the DIF Program fees. The nexus requirements were established under California Assembly Bill (AB) 1600 legislation, as codified in California Government Section 66000 *et seq.* This code section sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that “a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.”<sup>1</sup>

Specifically, each local agency imposing a fee must:

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

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<sup>1</sup> *Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

## Other Legal Requirements

There are several existing legal agreements between the City and the North Natomas developers that govern the implementation of the North Natomas Financing Plan, including credit and reimbursement agreements, drainage agreements, the North Natomas Development Agreement, and the proposed 2017 Amendment to the Development Agreement. The DIF Program fee updates must be updated in a manner that complies with the conditions in these legal agreements.

## Companion Documents

The 1999 North Natomas Financing Plan Update and Nexus Study Updates (prepared in 2002, 2005, and 2008) are companion documents to this 2017 Nexus Study Update. They were prepared by EPS with significant assistance from many City offices including the Planning Department, Public Works Department, Attorney's Office, Finance Department, Utilities Department, Parks Department and many private property owners and consultants.

The North Natomas Financing Plan is not being updated in 2017 because there are no substantive changes to the financing mechanisms described in the 1999 Financing Plan Update. The Financing Plan addresses additional issues including other funding sources for construction or acquisition of public facilities or acquisition of land; the projected cash flow for the fee programs; the North Natomas Drainage Community Facilities District 97-01 (CFD 97-01), which provides funding for the comprehensive drainage system; the Natomas Land Acquisition Program; and other non-city, public facilities such as schools.

The purpose and methodology of this 2017 Nexus Study Update is very similar to the 2008 Nexus Study Update. Thus, the reader may want to refer to the Nexus Study 2008 Update for comparison purposes. The 2008 Update included several policy changes concerning revised inflation adjustment procedures and revised fee collection policy regarding changes in land use that remain effective in this report. Several of those policies are addressed in the 2017 Amendment to the North Natomas Development Agreement, which is included in **Appendix D**.

In 2017, the major changes consist of development, facility, and cost changes. The changes include updated remaining development estimates, revised facilities funded by the PFF, updated cost estimates of remaining facilities, and updated fee fund balances and outstanding credits.

## Report Layout

This report is divided into seven chapters and six appendices:

- **Chapter 1** includes an introduction.
- **Chapter 2** provides an executive summary of the North Natomas DIF program.
- **Chapter 3** presents the findings necessary to establish the PFF.
- **Chapter 4** presents the findings necessary to establish the Transit Fee.
- **Chapter 5** presents the findings necessary to establish the Drainage Fee.

- **Chapter 6** presents the findings for the PFLAF and RPLAF, which together constitute the North Natomas Land Acquisition Program (NNLAP) Fees.
- **Chapter 7** discusses implementation issues, fee reimbursements, and future automatic fee adjustments.

In addition, the report contains these appendices:

- **Appendix A** provides copies of the Ordinances adopted by the City to establish the authority to collect development impact fees for the Finance Plan Area. These ordinances include ordinances from 1995, 2002, 2005, and 2009.
- **Appendix B** contains all of the remaining facilities cost estimates used to determine the amount and allocation of funding necessary to design, construct, install, or acquire all required public facilities for the Finance Plan Area.
- **Appendix C** shows the calculation of common use factors used to allocate the cost of public facilities across all benefiting land uses in the Finance Plan Area.
- **Appendix D** contains the 2017 Amendment to the Development Agreement.
- **Appendix E** describes the reimbursement program and shows the calculation of fee reimbursements for properties in Assessment District 88-03 (AD 88-03). This appendix is taken directly from the 2008 report, which, in turn, is taken directly from the 1995 Nexus Study.
- **Appendix F** contains support tables for the NNLAP Fees. These tables were updated from the tables in **Appendix E** of the 2008 Nexus Study Update to reflect the land values on which the current NNLAP Fees are based.

## 2. EXECUTIVE SUMMARY OF DEVELOPMENT IMPACT FEE PROGRAM

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### **Development Impact Fee Adoption and Administration**

On October 31, 1995, the City adopted Ordinance 95-058, which added Title 84, Chapters 84.01 and 84.02 to the Sacramento City Code. Chapter 84.02 authorizes certain development impact fees to be assessed upon owners of residential and nonresidential property located in the Finance Plan Area. **Map 1** shows the area included in the Finance Plan Area. The development impact fees are assessed to pay for the design, construction, installation, or acquisition of public facilities as required for the development of North Natomas. As development impact fees are collected at the time of building permit issuance, the City will administer the development impact fee programs (Fee Programs) through the Building Department.

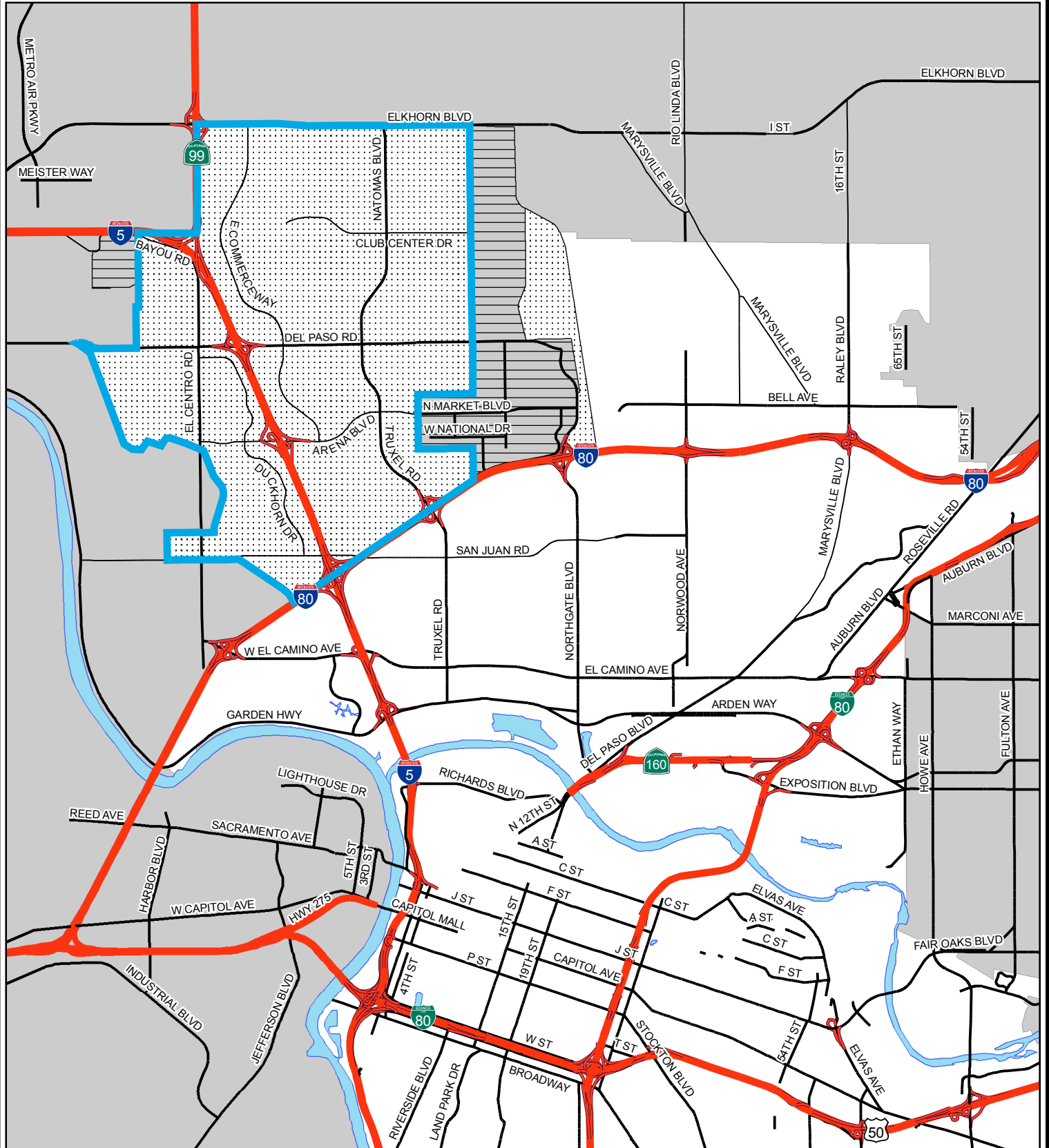
The development impact fees are subject to an automatic annual adjustment to account for the inflation of public facilities costs. In addition to the automatic annual adjustment, the City will also conduct both annual and periodic reviews (every 3 years) of the Fee Programs. The annual and periodic review process is summarized later in this chapter and discussed in more detail in **Chapter 7**.

### **Existing Fee Programs**

Several existing City and County fees will continue to be collected in addition to the fees discussed in this report. Existing City and County fees applicable to new development in North Natomas are summarized below:

- School fees collected for the School Districts serving North Natomas.
- Sewer fees collected by Sacramento County Regional Sanitation District and Sacramento Area Sewer District No. 1.
- Habitat fees for the Natomas Habitat Conservation Plan Fee Program collected by the City.
- Water connection fees, the Major Street Construction Tax, and the Housing Trust Fund fees collected by the City.
- Quimby Act park land in-lieu fees.
- Building permit, plan checking, and other processing and entitlement fees.
- Citywide Park Development Impact Fees.

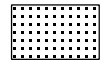
# North Natomas Finance Plan Area



1  
Mile



North Natomas Finance  
Plan Boundary



North Natomas Community Plan  
City Of Sacramento



North Natomas Community Plan  
County Of Sacramento



## Development Impact Fee Summary

Of the 6,439 acres in the Finance Plan Area, approximately 4,244 acres at buildout are planned for urban development. A series of public infrastructure improvements are required to serve development on these 4,244 acres. References to acres in the text and tables of this report are net of major and minor roads unless otherwise indicated. Much of the required backbone infrastructure, other public facilities, and public land acquisition in North Natomas is funded through the following North Natomas development impact fees:

- North Natomas Public Facilities Fee (PFF)
- North Natomas Transit Fee (Transit Fee)
- North Natomas Drainage Fee (Drainage Fee)
- North Natomas Land Acquisition Program (NNLAP)
  - North Natomas Public Facilities Land Acquisition Fee (NNPLAF)
  - Regional Park Land Acquisition Fee (RPLAF)

Other funding sources for North Natomas improvements include: other fee programs established by or for other jurisdictions, existing City and countywide fees, an areawide Mello-Roos Community Facilities District (CFD 97-01), private funding to build facilities required as conditions of map approval, and other Citywide, State, and Federal sources.

**Table 2-1** shows the current 2017 PFF, Transit Fee, PFLAF, and RPLAF by land use. As the costs for drainage improvements were not revised for the 2017 Nexus Study Update, and the remaining drainage improvements for all but one drainage basin are funded by sources other than the drainage fee (i.e., bond funding or private-party agreements), the drainage fees have not been updated or included in this report.

The fees shown in **Table 2-1** include a 3.0-percent allowance for the cost of administering the fee programs. They also account for fee adjustments by lot size for single-family land uses, by density for multifamily land uses, and by percentage of office use for light industrial land uses, as discussed in **Chapter 3**. The fee calculations and legal nexus findings for each North Natomas fee are detailed in subsequent chapters of this report.

### North Natomas Public Facilities Fee

Collected as one fee, the PFF funds the following public facilities:

- Roadway, Signals, Bridges, and Freeway
- Freeway and Roadway Landscaping
- Fire Facilities
- Library Facilities
- Community Center Facilities
- Bikeways and Shuttles
- Planning Studies

**Table 2-1  
2017 North Natomas Nexus Study Update  
2017 North Natomas Fee Summary (2017\$)**

Fee Land Use	Cost Allocation Land Use	North Natomas Fees				Total
		PFF	Transit	PFLAP	RPLAF	
<b>Source:</b>		<b>Chapter 3</b>	<b>Chapter 4</b>	<b>Chapter 6</b>	<b>Chapter 6</b>	
<b>Single-Family</b>			<i>per dwelling unit</i>			
Rural Residential	Rural Residential	\$ 23,510	\$ 535	\$ 18,190	\$ 14,712	\$ 56,948
Lot Size >5,000 Sq. Ft.	Low Density Residential	\$ 8,336	\$ 535	\$ 2,713	\$ 2,183	\$ 13,768
Lot Size 3,250 - 5,000 Sq. Ft.	50% Low Density/50% Medium Density	\$ 7,163	\$ 491	\$ 2,233	\$ 1,787	\$ 11,673
Lot Size <3,250 Sq. Ft.	Medium Density Residential	\$ 5,991	\$ 446	\$ 1,752	\$ 1,390	\$ 9,579
Age-Restricted Single-Family	Age-Restricted Single-Family	\$ 6,300	\$ 351	\$ 3,224	\$ 2,608	\$ 12,483
<b>Multifamily</b>			<i>per dwelling unit</i>			
8-12 Units per Acre	Medium Density Residential	\$ 5,991	\$ 446	\$ 1,752	\$ 1,390	\$ 9,579
12-18 Units per Acre	50% Medium Density/50% High Density	\$ 5,188	\$ 399	\$ 1,277	\$ 1,026	\$ 7,890
>18 Units per Acre	High Density Residential	\$ 4,386	\$ 351	\$ 802	\$ 662	\$ 6,201
Age-Restricted Apartments	Age-Restricted Apartments	\$ 2,983	\$ 173	\$ 805	\$ 653	\$ 4,613
Age-Restricted Cong. Care	Age-Restricted Cong. Care	\$ 985	\$ 95	\$ 425	\$ 342	\$ 1,848
<b>Nonresidential</b>			<i>per net acre</i>			
Convenience Commercial	Convenience Commercial	\$ 188,544	\$ 36,828	\$ 18,190	\$ 14,712	\$ 258,274
Community Commercial	Community Commercial	\$ 114,394	\$ 18,973	\$ 18,190	\$ 14,712	\$ 166,270
Village Commercial	Village Commercial	\$ 153,786	\$ 28,456	\$ 18,190	\$ 14,712	\$ 215,144
Transit Commercial	Transit Commercial	\$ 154,700	\$ 28,456	\$ 18,190	\$ 14,712	\$ 216,058
Highway Commercial	Highway Commercial	\$ 115,645	\$ 19,529	\$ 18,190	\$ 14,712	\$ 168,077
Regional Commercial	Regional Commercial	\$ 104,821	\$ 16,739	\$ 18,190	\$ 14,712	\$ 154,462
EC Commercial	Community Commercial	\$ 114,394	\$ 18,973	\$ 18,190	\$ 14,712	\$ 166,270
Office - EC 30	EC 30 - Office	\$ 66,157	\$ 7,254	\$ 18,190	\$ 14,712	\$ 106,313
Office - EC 40	EC 40 - Office	\$ 83,852	\$ 10,044	\$ 18,190	\$ 14,712	\$ 126,799
Office/Hospital - EC 50	EC 30 - Office/Hospital	\$ 98,317	\$ 12,275	\$ 18,190	\$ 14,712	\$ 143,494
Office - EC 65	EC 65 - Office	\$ 126,595	\$ 16,181	\$ 18,190	\$ 14,712	\$ 175,678
Office - EC 80	EC 80 - Office	\$ 150,119	\$ 19,529	\$ 18,190	\$ 14,712	\$ 202,550
Light Industrial w/<20% Office	Light Industrial	\$ 38,854	\$ 3,348	\$ 18,190	\$ 14,712	\$ 75,104
Light Industrial w/20%-50% Office	70% Light Industrial/30% EC-30	\$ 47,045	\$ 4,520	\$ 18,190	\$ 14,712	\$ 84,467
Age-Restricted Conv. Care/Skilled Nursing	Age-Restricted Conv. Care/Skilled Nursing	\$ 38,409	\$ 3,885	\$ 18,190	\$ 14,712	\$ 75,196
Arena		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Stadium		\$ 100,438	\$ 18,825	\$ 11,117	\$ 14,712	\$ 145,092

fee sum

Source: City of Sacramento and EPS



Although the PFF will be collected as one fee, this report makes separate findings concerning the nexus between each component of the fee and the new development in North Natomas on which the fee is imposed. The remaining cost for each facility is allocated to remaining development in the entire project area and fees vary only by land use. *Note that for police facilities, shuttles, and planning studies, there are no remaining costs, so there are no fees established for these components.*

The PFF includes funding for the costs of improvements that have been or will be funded up-front by landowners, such as a portion of the costs funded in Assessment District 83-03 (AD 88-03),>NNLAP planning costs, and the Truxel Interchange construction costs. The landowners that provided advanced funding for any of these items will be reimbursed by the PFF program according to the procedures described in **Appendix E**.

The PFF fee is allocated to all residential and nonresidential parcels based on net acreage. Residential fees are collected on a per-unit basis, while nonresidential fees are collected on a net acreage basis. See **Chapter 7** for more detailed information.

### **North Natomas Drainage Fee**

The Drainage Fee funds drainage improvements and land acquisition for each drainage basin that does not have an alternative funding mechanism in place, or the fee can be used as an alternative to a planned funding mechanism. The drainage improvements in each basin include construction of detention basins, detention basin land acquisition, trunk facilities, channels, and certain pump stations.

While Drainage Fees have been calculated in past reports for each drainage basin, all drainage basins except for one (Basin 6) have other funding mechanisms that entirely fund the necessary drainage improvements. Basin 6 drainage fees are governed by two drainage agreements that implement nexus principles and that require recalculation with each map entitlement and with the passage of time. Consequently, the cost of drainage facilities and the Drainage Fees are not being updated as part of this 2017 Nexus Study Update. Drainage costs and fees for Basin 6 will be determined as development occurs and drainage facilities plans are submitted.

### **North Natomas Land Acquisition Program**

The North Natomas Land Acquisition Program (NNLAP) includes the North Natomas Public Facilities Land Acquisition Fee (PFLAF), and the North Natomas Regional Park Land Acquisition Fee (RPLAF). The>NNLAP funds the acquisition of land for public facilities and the regional park. The PFLAF funds the acquisition of land for uses such as freeway and agricultural buffers, civic lands, light rail right-of-way, drainage easements, street oversizing right-of-way, and AD 88-03 land. The RPLAF funds the acquisition of land required for the regional park.

## **Changes Included in the 2017 Update**

The 2017 Nexus Study Update takes into account current development conditions in the North Natomas Community and Finance Plan Area and current remaining infrastructure and public facilities requirements and costs. All remaining development and infrastructure and public facilities requirements and costs are current as of July 2017.

## Updated PFF Cost Estimates

All PFF costs and fees are updated annually and are effective each July 1. A complete explanation of this adjustment procedure is provided in the Implementation chapter and **Appendix D**. The specific procedures for different facility types is summarized below.

### *Transportation Facilities*

Harris & Associates has updated the Capital Improvement Plan (CIP) for PFF-funded facilities several times since the 2008 Nexus Study Update was prepared. In these updates, Harris & Associates have either updated costs based on updated unit cost estimates or based on one of two cost inflation adjustments described below. Through an in-depth field and records survey, Harris & Associates has also updated the remaining facilities and facility costs to remove costs for facilities that have been constructed. All remaining facilities and remaining costs in the current CIP reflect 2017 estimates. The 2017 CIP with detailed remaining cost estimates is included as Appendix B of this report.

The detailed unit-based estimates by Harris & Associates, termed peer review estimates, are annually compared with each of the two following cost indices:

- the percentage increase in the Engineering News Record Construction Cost Index (ENR-CCI<sup>2</sup>) for San Francisco from March of one year to March of the following year
- the percentage change in the 3-year moving average of the California Department of Transportation Highway Construction Cost Index (CalTrans Index<sup>3</sup>).

If the aggregate, annual percentage change in the peer review estimate is +/- 5% or more of each of the other indexes, the peer review estimate must be used. If this change criteria is not met, the higher of the other two indexes must be used.

### *Civic Facilities*

PFF costs for a community center, fire station, and library are annually adjusted by the percentage change in the ENR CCI (as defined above). If the facilities are constructed and bond financed, the remaining cost of the facility is the outstanding debt cash-flow requirement discounted at two percent.

### *Other Adjustments*

Cost estimates include a contingency (including management) where appropriate. The contingency levels were negotiated and revised in the past as the result of increased experience by the City in actual facility construction. This experience resulted in a greater understanding of

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<sup>2</sup> **ENR-CCI** means the Engineering News Record Construction Cost Index for San Francisco during the 12 months ending on the preceding March of the prior fiscal year, as published by Engineering News Record/McGraw-Hill Construction Weekly

<sup>3</sup> **CalTrans Index** means the California Department of Transportation Highway Construction Cost Index 3-year moving average. The 3-year moving average is the 12-quarter average through first quarter over 12-quarter average through first quarter of the prior year.

anticipated costs for facilities planned within the Finance Plan Area and a subsequent ability to reduce the cost contingency where appropriate.

### **Revised Facilities Funded by PFF**

In preparation of this 2017 Nexus Study Update, the City has undertaken a thorough review of all remaining land uses and of all facilities and costs funded by the PFF. Before the lifting of a 5½-year building restriction in June 2015, a complete field and record review was undertaken to audit the inventory of completed and uncompleted facilities as well as of completed and uncompleted development. Fees and facility costs were changed as a result, commencing in June 2015, in accordance with the fee and facility adjustment methodology described above. With each annual adjustment, costs are reevaluated and allocated to actual remaining development to determine the fees by land use for any year.

In addition to the fee adjustment system, over the past three years, the City, with the participation of community residents, City staff, developers, consultants and representatives for the City, reviewed all facilities for scope, cost, need, and the relationship to actual development in North Natomas. As a result, this 2017 Nexus Study Update incorporates adjustments that both significantly reduce or eliminate fee support for some facilities and increase support for one under-funded but high priority project. Taken together, the PFF fee is reduced by the following percentages:

- All Land Uses: 16.6 percent
- Residential Land Uses: 0.8 percent
- Commercial Land Uses: 20.4 percent

The affected facilities are as follows.

#### ***Natomas Crossing Drive Overcrossing***

Natomas Crossing Drive Overcrossing is one of three overcrossings in the NNFP, with each located roughly equidistant between the interchanges on I-5 and SR99: Elkhorn Boulevard, Del Paso Road, Arena Boulevard, and I-80. Natomas Crossing Drive is the southmost overcrossing, located between Arena Boulevard and I-80. The overcrossing would connect East Commerce Way and Duckhorn Drive.

In the mid-2000's, the majority of the land uses in the vicinity west of I-5 were converted from office uses to residential with the Riverdale subdivision improvements. In addition, in the 2009 Nexus Study Update, the roadway extension of Natomas Crossing Drive west of the overcrossing was removed from PFF support because of community concerns and because of a lack of a foreseeable need for the roadway.

Concerns have continued to be raised regarding the effects of the Natomas Crossing extension and of the overcrossing on the surrounding community. In response, the City is proposing to amend the Mobility Element of the 2035 General Plan by eliminating the planned roadway portion of Natomas Crossing Drive between East Commerce Way and El Centro Road from planned improvements. This facility would be replaced by an off-street bike path to accommodate bicycles and pedestrians, including an overcrossing of I-5.

This 2017 Nexus Study Update assumes certification of the SEIR permitting the roadway changes and approval of the General Plan amendment by City Council. Clearance and approval of the changes would remove the remaining PFF funding (the overcrossing funding).

***Elkhorn Boulevard***

Elkhorn Boulevard between SR 99 and the City limit to the east straddles the northern City boundary with approximately half of the roadway located in the County. The full cost of the improvements to the road have been included in the PFF in the past. With proposed developments in the Panhandle area to the east and the North Precinct area to the north, this 2017 Nexus Study Update reduces the PFF share to that determined by traffic studies given these new developments.<sup>4</sup>

***El Centro Road***

El Centro Road between Arena Boulevard and San Juan Road traverses land that is either entirely within the City or the unincorporated area. All areas within the City are complete. This 2017 Nexus Study Update removes the balance of PFF support.

***Police Station and Community Center***

The PFF has supported a one-third share of a police facility that was to be located in the Town Center area adjacent to Inderkum High School and the North Natomas Regional Park. In the years since the creation of the North Natomas Community Plan in 1994, the need for this facility has evolved along with modern methods of policing, placing more emphasis on technology and patrol. At the same time, the need and priority for a community center has increased, with the scope of a desired facility requiring additional funding. This 2017 Nexus Study Update moves the PFF support for the police station to the community center. This action is contingent on approval of an amendment to the North Natomas Development Agreement.

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<sup>4</sup> Traffic studies are summarized in “Elkhorn Boulevard Fair Share Analysis” memorandum (June 19, 2017) prepared by DKS.

### 3. NORTH NATOMAS PUBLIC FACILITIES FEE

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#### **Introduction**

This section of the study presents the findings necessary to establish the PFF in accordance with AB 1600. For each facility for which the City will levy a development impact fee, the findings must state the (1) purpose of the fee, (2) use of the fee, (3) relationship between the use of the fee and type of development, (4) relationship between need for the facility and the type of project, and (5) the relationship between the amount of fee and the cost portion attributed to new development. The specific findings for facilities to be funded by the PFF are presented in this section.

#### **Methodology for Calculating the PFFs**

##### **Overview**

The facilities included in the PFF Program benefit all land uses in the Finance Plan Area regardless of location; thus, the Facilities Benefit Area is equal to the entire Finance Plan Area. Both development and construction of infrastructure are well underway in the Finance Plan Area. To calculate the PFF rates, the remaining costs of infrastructure still to be constructed are allocated to the remaining developable residential dwelling units and nonresidential acres in the Finance Plan Area using common use factors that measure the relative amount of benefit received by each land use. The following steps summarize this methodology.

1. Determine the remaining net cost of facilities to be funded by the PFF after accounting for other financing sources such as PFF revenue already collected, spent, or encumbered, private financing, other Citywide sources, and State and Federal sources.
2. For the remaining net costs that benefit all remaining new development in North Natomas:
  - a. Determine the appropriate common use factors by which to allocate the various public facilities needed to serve new development to the different land uses.
  - b. Apply the appropriate common use factors to the remaining land uses in the Finance Plan Area to determine the allocation of costs to each land use.
  - c. Divide the total cost allocated to each land use: (1) by the number of dwelling units for residential land uses to determine the cost per dwelling unit or (2) by the number of net acres for nonresidential land uses to determine the cost per net acre.
3. Add an appropriate allowance for administration of the fee program to the allocated costs.

Calculations of remaining development, common use factors, and PFF-funded costs used in the cost allocations are discussed in the sections below.

## Remaining Development

In 2012, the City performed a detailed inventory of the North Natomas development that had occurred thus far in the Finance Plan Area and the remaining development projected to occur by buildout. In each year since 2012, the City has updated the remaining development status to reflect development that occurred during the year.

**Table 3-1** details the total remaining acres and dwelling units by land use as of June 2017. It shows the remaining development as of May 2016, deducts the development that occurred between May 2016 and June 2017 to arrive at the remaining development in June 2017.

**Table 3-2** summarizes the remaining acres, dwelling units, nonresidential square feet, population, and employees by land use as of June 2017. The remaining acres and dwelling units are based on the acres and dwelling units from **Table 3-1**. For several nonresidential land uses, the remaining acres include a 90-percent adjustment factor. This factor was originally established in the PFF Program in 2005 because City experience in North Natomas indicated that certain retail uses were being developed at square footage levels significantly below Community Plan target densities. Many developers acknowledged that it would be very difficult to meet Community Plan target densities in the commercial zones. Because of these factors, the North Natomas Working Group recommended the commercial land use adjustment for the following land uses as a contingency to protect against a reduction in PFF revenues.

- Convenience Commercial.
- Community Commercial.
- Village Commercial.

The adjustment is made to reduce the remaining net acreage for the above commercial uses by 10 percent. The result of this adjustment is that remaining PFF costs will be allocated over a smaller base of total remaining acres.

The nonresidential building square feet shown in **Table 3-2** are estimated by applying a floor area ratio to the estimated remaining nonresidential acres. Remaining population and employees are estimated by applying persons per household and employees per acre factors to the estimated remaining dwelling units and nonresidential acres, respectively.

**Table 3-2** indicates that after adjustment, there are approximately 4,952 remaining residential dwelling units and 804 remaining nonresidential acres.

## Common Use Factors

The facility cost allocations to the land use categories in the Finance Plan Area are based upon the percent share of total use of each type of facility that each land use represents. To calculate total use, common use factors must be developed for each facility. A “common use factor” is the amount of facility use per acre for each land use.

**Table 3-1  
2017 North Natomas Development Impact Fees Update  
Remaining Acres and Dwelling Units as of 6/13/17**

Community Plan Type	Units per Acre	Remaining Acres			Remaining Dwelling Units		
		As of 5/25/16	Less Development 5/26/16 - 6/13/17	As of 6/13//17	As of 5/25/16	Less Development 5/26/16 - 6/13/17	As of 6/13//17
<b>Residential [1]</b>							
Low Density Residential	7.0	99.442	(25.714)	73.727	696	(180)	516
Medium Density Residential	12.0	209.000	(71.917)	137.083	2,508	(863)	1,645
High Density Residential	22.0	76.858	(2.864)	73.994	1,691	(63)	1,628
Age Restricted Low Density Single-Family	7.0	27.910	(10.286)	17.624	195	(72)	123
Age Restricted Medium Density Single-Family	12.0	13.766	(3.833)	9.933	165	(46)	119
Age-Restricted Apartments	22.0	41.857	0.000	41.857	921	0	921
<b>Total Residential</b>		<b>468.832</b>	<b>(114.614)</b>	<b>354.219</b>	<b>6,176</b>	<b>(1,224)</b>	<b>4,952</b>
<b>Nonresidential</b>							
Convenience Commercial [2]		11.626	0.000	11.626			
Community Commercial		39.324	0.000	39.324			
Village Commercial [2]		23.307	(0.865)	22.442			
Transit Commercial		21.465	0.000	21.465			
Highway Commercial		18.220	0.000	18.220			
Regional Commercial		107.148	0.000	107.148			
Employment Center: 30/ac		8.196	0.000	8.196			
Employment Center: 40/ac		45.906	0.000	45.906			
Employment Center: 50/ac		316.669	(4.000)	312.669			
Employment Center: 65/ac		72.534	(4.127)	68.407			
Employment Center: 80/ac		41.365	0.000	41.365			
Light Industrial		14.502	0.000	14.502			
Age-Restricted CC/Assist. Living		0.000	0.000	0.000			
Arena		0.000	0.000	0.000			
Stadium		100.500	0.000	100.500			
<b>Total Nonresidential</b>		<b>820.762</b>	<b>(8.992)</b>	<b>811.770</b>			
<b>TOTAL</b>		<b>1,289.594</b>	<b>(123.606)</b>	<b>1,165.988</b>			

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[1] Residential acres developed from 5/26/16 through 6/13/17 estimated as units developed/units per acre.

[2] Remaining development as of 5/25/16 was adjusted to move 10.32 acres of 2016 development from Village Commercial to Convenience Commercial.

**Table 3-2**  
**2017 North Natomas Nexus Study Update**  
**Land Use Assumptions - Remaining Development**  
**As of 6/13/17**

Land Use	Remaining Net Dev. Acres [1]	Adjustment Factor	Adjusted Net Dev. Acres	Density	Pop/Emp Ratios	Dwelling Units [1]	Building Sq. Ft.	Population/Employees
<b>Residential</b>				<i>du per net acre</i>	<i>pph</i>			
Rural Residential	0.0	100%	0.0	1.0	2.55	0	-	0
Low Density Residential	73.7	100%	73.7	7.0	2.55	516	-	1,316
Medium Density Residential	137.1	100%	137.1	12.0	1.91	1,645	-	3,137
High Density Residential	74.0	100%	74.0	22.0	1.54	1,628	-	2,507
Age-Restricted Single-Family							-	
Low Density	17.6	100%	17.6	7.0	2.00	123	-	246
Medium Density	9.9	100%	9.9	12.0	2.00	119	-	238
<b>Subtotal</b>	<b>27.6</b>	<b>100%</b>	<b>27.6</b>	<b>8.8</b>	<b>2.00</b>	<b>242</b>	-	<b>484</b>
Age-Restricted Apartments	41.9	100%	41.9	22.0	1.00	921	-	921
Age-Restricted Congregate Care/Assisted Living	0.0	100%	0.0	43.2	1.00	0	-	0
<b>Subtotal Residential</b>	<b>354.2</b>		<b>354.2</b>			<b>4,952</b>	<b>0</b>	<b>8,365</b>
<b>Nonresidential</b>				<i>far</i>	<i>emp per acre</i>			
Convenience Commercial	11.6	90%	10.5	0.28	30.00	-	127,615	314
Community Commercial	39.3	90%	35.4	0.28	30.00	-	431,665	1,062
Village Commercial	22.4	90%	20.2	0.28	30.00	-	246,353	606
Transit Commercial	21.5	100%	21.5	0.34	30.00	-	317,900	644
Highway Commercial	18.2	100%	18.2	0.21	30.00	-	166,672	547
Regional Commercial	107.1	100%	107.1	0.26	30.00	-	1,213,519	3,214
Office - EC 30	8.2	100%	8.2	0.24	30.00	-	85,682	246
Office - EC 40	45.9	100%	45.9	0.32	40.00	-	639,896	1,836
Office/Hospital - EC 50	312.7	100%	312.7	0.34	50.00	-	4,630,746	15,633
Office - EC 65	68.4	100%	68.4	0.65	65.00	-	1,936,865	4,446
Office - EC 80	41.4	100%	41.4	0.80	80.00	-	1,441,484	3,309
Light Industrial	14.5	100%	14.5	0.46	20.00	-	290,588	290
Age-Restricted Convalescent Care/Skilled Nursing	0.0	100%	0.0	0.30	<i>not estimated</i>	-	<i>not estimated</i>	<i>not estimated</i>
Arena	0.0	100%	0.0	0.15	5.00	-	0	0
Stadium	100.5	100%	100.5	0.15	5.00	-	656,667	503
<b>Subtotal Nonresidential</b>	<b>811.8</b>		<b>804.4</b>			<b>0</b>	<b>12,185,653</b>	<b>32,650</b>
<b>Total Remaining Development</b>	<b>1,166.0</b>		<b>1,158.6</b>			<b>4,952</b>	<b>12,185,653</b>	<b>41,015</b>

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Source: City of Sacramento

[1] See Table 3-1 for remaining acres and dwelling units calculations.



The total demand for a given facility for each land use is calculated by multiplying the number of acres of that land use by the common use factor for that land use. All common use factors are expressed on a per-acre basis.

Base use factors for each land use were provided by civil engineers, drainage engineers, traffic engineers, the City, and EPS. Base use factors were converted to common use factors by multiplying the base use factor by a density factor. For example, a residential trip rate per unit can be converted to a common use factor by multiplying a given residential trip rate per unit by the number of units per acre. The result is a common use factor for trips measured on a per-acre basis. Calculations of the common use factors for each public facility funded by the PFF are shown in **Appendix C**.

### **PFF-Funded Facility Costs**

Remaining infrastructure requirements and costs were provided by the City and the City's engineer, Harris & Associates. **Table 3-3** summarizes the net remaining facilities costs in 2017 dollars as of June 30, 2017 to be allocated to remaining development as of the same date. The allocation of costs serves as the basis for the proposed 2017 PFFs. The net remaining PFF-funded costs consist of the following cost and cost adjustment components:

#### ***Facility Costs***

- Remaining facilities costs to be funded by the PFF.
- Remaining bond debt for freeways, fire stations, and libraries.

#### ***Facility Cost Adjustments***

- PFF credits due to developers who have advance-funded facilities.  
The PFF credits are an obligation of the PFF Program that are added to the facility costs.
- PFF account balance.  
The PFF account balance is an offset to the PFF facility costs to account for PFF revenue that has been collected and is available to spend on facilities.
- PFF Program administration cost.  
The administration cost is calculated as 3 percent of all other PFF-Funded costs.

Note that, as shown in **Table 3-3**, the PFF credits and PFF account balance are distributed proportionately to each PFF facility type based on each facility's percentage of the total remaining facilities costs and bond debt. After accounting for these adjustments, an additional 3-percent administration component is added, resulting in \$112.0 million of total remaining PFF-funded costs.

The PFF credits and PFF account balance cost adjustments are detailed further below.

**Table 3-3**  
**2017 North Natomas Nexus Study Update**  
**Summary of Remaining PFF-Funded Facility Costs (2017\$)**

Facility	Remaining PFF-Funded Costs	Remaining Bond Debt [1]	Subtotal	Percentage Share	Adjustments [2]	Net Remaining PFF-Funded Costs
<b>Road and Freeway Facilities</b>						
Roadways and Utilities	\$ 11,800,283	\$ 0	\$ 11,800,283	12.8%	\$ 2,144,683	\$ 13,944,967
Freeways	\$ 17,841,839	\$ 1,025,173	\$ 18,867,012	20.5%	\$ 3,429,050	\$ 22,296,063
Traffic Signals- Fully Funded	\$ 2,297,510	\$ 0	\$ 2,297,510	2.5%	\$ 417,569	\$ 2,715,079
Traffic Signals - Partially Funded	\$ 297,114	\$ 0	\$ 297,114	0.3%	\$ 54,000	\$ 351,114
Bridges	\$ 11,111,433	\$ 0	\$ 11,111,433	12.1%	\$ 2,019,486	\$ 13,130,919
<b>Subtotal Road and Freeway Facilities</b>	<b>\$ 43,348,179</b>	<b>\$ 1,025,173</b>	<b>\$ 44,373,352</b>	<b>48.3%</b>	<b>\$ 8,064,788</b>	<b>\$ 52,438,141</b>
<b>Other Facilities</b>						
Freeway and Roadway Landscaping	\$ 16,732,642	\$ 0	\$ 16,732,642	18.2%	\$ 3,041,132	\$ 19,773,774
Fire Stations and Equipment	\$ 0	\$ 4,974,445	\$ 4,974,445	5.4%	\$ 904,098	\$ 5,878,543
Library	\$ 0	\$ 4,005,627	\$ 4,005,627	4.4%	\$ 728,017	\$ 4,733,644
Police Substation	\$ 0	\$ 0	\$ 0	0.0%	-	\$ 0
Community Center	\$ 17,035,824	\$ 0	\$ 17,035,824	18.5%	\$ 3,096,235	\$ 20,132,059
Bikeways	\$ 4,820,929	\$ 0	\$ 4,820,929	5.2%	\$ 876,196	\$ 5,697,126
Shuttles	\$ 0	\$ 0	\$ 0	0.0%	-	\$ 0
Planning Studies	\$ 0	\$ 0	\$ 0	0.0%	-	\$ 0
<b>Subtotal Other Facilities</b>	<b>\$ 38,589,396</b>	<b>\$ 8,980,072</b>	<b>\$ 47,569,468</b>	<b>51.7%</b>	<b>\$ 8,645,678</b>	<b>\$ 56,215,145</b>
<b>Total PFF-Funded Costs</b>	<b>\$ 81,937,575</b>	<b>\$ 10,005,245</b>	<b>\$ 91,942,820</b>	<b>100.0%</b>	<b>\$ 16,710,466</b>	<b>\$ 108,653,286</b>
Administration (3%)						\$ 3,360,411
<b>Total PFF-Funded Costs with Admin.</b>						<b>\$ 112,013,697</b>
<b>Adjustments</b>						
Available Cash Balances [3]					(\$18,346,804)	
Outstanding Credits/Reimbursements [3] [4]					\$35,057,270	
<b>Total Adjustments</b>					<b>\$16,710,466</b>	

rem costs

Source: City of Sacramento and Harris & Associates

[1] NPV of remaining bond debt. Provided by the City.

[2] Non-specific miscellaneous adjustments are distributed to each infrastructure type based on infrastructure Percentage Share.

[3] Balances provided by the City.

[4] Equals outstanding credit balances of property owners that will be utilized in the future.

### PFF Credits

Fee credits are issued to builders or developers for advance funding of a specific type of facility; however, when fee credits are redeemed, they are not targeted towards the portion of the PFF (type of facility) for which they were granted. Instead, fee credits are a lump sum amount that can be applied against payment of total PFF due at building permit.

As currently outstanding PFF credits will be used by future fee payers at the time when total PFF are due, each dollar of fee credit offsets the amount of PFF revenue collected in the future. Consequently, outstanding PFF credits are a current obligation of the fee program that must be added to the remaining PFF program costs. As shown in **Table 3-3**, approximately \$35.1 million in outstanding PFF credits have been added to the remaining PFF program costs.

The credit balances are updated each year on July 1 after the PFF fee is adopted. The percentage adjustment to the credit balances is equivalent to the overall percentage adjustment to the PFF.

### PFF Account Balances

The City currently has approximately \$18.3 million in available cash in the PFF program account. The cash balance represents fees paid by existing development, less City expenditures, plus interest earnings as of June 30, 2017. The PFF account balance serves as an offsetting revenue source that is used to reduce the PFF-funded costs.

## **Facility Cost Estimates**

The methodology for calculating the remaining PFF-funded facility cost estimates for use in estimating the PFF by land use was summarized in the previous section. **Table 3-3** summarized the net remaining PFF-funded facility cost estimates by facility type. This section details the facility cost estimates for each facility type. The PFF Program includes the following public facilities:

- Roadway, Signals, Bridges, and Freeway
- Freeway and Roadway Landscaping
- Fire Facilities
- Library Facilities
- Police Facilities
- Community Center Facilities
- Bikeways and Shuttles
- Planning Studies

Harris & Associates prepared a 2017 Capital Improvement Plan (CIP) that details the cost estimates and is included in **Appendix B** of this report. ***Note that all facility cost estimates discussed in this section refer to the costs prior to the adjustments made for credits, the PFF account balance, and program administration and track to facility cost estimates in Appendix B.***

## Transportation Improvements: Roadways, Freeways, Traffic Signals, and Bridges

**Table 3-4** summarizes the remaining PFF-funded costs for roadway, freeway, traffic signal, and bridge improvements. This table shows the 2016 costs, 2017 costs, and inflation factor, if applicable, used to inflate the 2016 costs to 2017 dollars. The remaining PFF-funded transportation improvements total an estimated \$96.2 million in 2017 dollars.

### *Roadway Segments*

The 2017 roadway segments cost was estimated as the 2016 cost inflated by the percentage change in the Caltrans three-year average cost index from March 2016 to March 2017, resulting in an 8.204-percent increase in the 2016 costs.

As in past years, the costs were adjusted by the overwidth reimbursement amount, which was also increased from 2016 dollars to 2017 dollars by the change in the Caltrans cost index described above. The overwidth reimbursement is designed to reimburse landowners for the construction of roadway in excess of normal City standards. The overwidth reimbursement will be funded through the City's Major Street Construction Tax.<sup>5</sup> (The Major Street Construction Tax is an existing fee program and is not part of this nexus study.) For the PFF analysis, the overwidth reimbursement amounts are subtracted from the total cost to arrive at the amount of road costs to be funded in the PFF.

In addition, as shown in **Table 3-4**, there was a reduction in 2017 PFF-funded roadway costs because of the removal or downscaling of improvements, as summarized below:

- **El Centro Road:** Remove from PFF Program.
- **Elkhorn Boulevard:** Reduce improvement costs by approximately \$12.5 million.

### *Freeway Improvements*

The Elkhorn/State Route 99 interchange is the only remaining freeway interchange included in the PFF Program. The cost estimate for this interchange remains unchanged from the 2016 estimate. The PFF funding share also remains unchanged at 34 percent of the total cost, or approximately \$4.6 million.

There is also an estimated \$1.0 million in remaining bond debt for freeway improvements that have already been constructed and advance-funded with construction bonds. This remaining bond debt is included in the PFF-funded costs and is shown in **Table 3-3**.

### *High Occupancy Vehicle (HOV) Mainline Lanes*

The 2017 HOV mainline lanes cost was estimated as the 2016 cost inflated by the percentage change in the Caltrans three-year average cost index from March 2016 to March 2017, resulting in an 8.204-percent increase in the 2016 costs. However, North Natomas continues to have no funding share for these HOV lanes.

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<sup>5</sup> The overwidth reimbursement amounts are estimates only. Actual reimbursement will be based on unit bid prices and actual quantities constructed in accordance with City Code.

**Table 3-4**  
**2017 North Natomas Nexus Study Update**  
**Remaining Road and Freeway Facility Costs for New Development (2017\$)**

Item	Costs Remaining (2017\$)			North Natomas PFF Share	Source of Cost Updates
	2016 Amount	Inflation Factor [1]	2017 Amount		
<b>Roadway Segments</b>					
Remaining Construction and HCP Cost	\$ 34,073,810	NA	\$ 36,877,825	\$ 36,877,825	Similar Projects
Less Overwidth Reimbursements	(\$ 4,954,170)	NA	(\$ 5,327,386)	(\$ 5,327,386)	Similar Projects
Less El Centro Road	\$ 0	NA	(\$ 5,889,019)	(\$ 5,889,019)	
Less Elkhorn Blvd. Reduction	\$ 0	NA	(\$ 12,461,137)	(\$ 12,461,137)	
<b>Net Construction and HCP Costs</b>	<b>\$ 29,119,641</b>	NA	<b>\$ 31,550,439</b>	<b>\$ 13,200,283</b>	
Pending Reimbursements	\$ 0	NA	(\$ 1,400,000)	(\$ 1,400,000)	City of Sacramento
<b>Total Remaining Roadway Segment Costs</b>	<b>\$ 29,119,641</b>	NA	<b>\$ 30,150,439</b>	<b>\$ 11,800,283</b>	
<b>Freeways</b>					
<b>Interchanges</b>					
Truxel Interchange	NA	NA	NA	\$ 0	
Arena Interchange	NA	NA	NA	\$ 0	
Northgate Interchange	NA	NA	NA	\$ 0	No NN Share of Remaining Cost
Del Paso Interchange	NA	NA	NA	\$ 0	
I-80/I-5 Interchange	NA	NA	NA	\$ 0	No NN Share of Remaining Cost
Elkhorn/SR 99 Interchange	\$ 13,387,077	0.000%	\$ 13,387,077	\$ 4,551,606	No change.
West El Camino/I-80 Interchange	\$ 0	NA	NA	\$ 0	
<b>HOV Mainline Lanes</b>	<b>\$ 22,076,689</b>	NA	<b>\$ 23,887,767</b>	\$ 0	No NN Share of Remaining Cost
<b>Overcrossings</b>					
Snowy Egret Way	\$ 13,836,269	8.204%	\$ 14,971,337	\$ 0	No NN Share of Remaining Cost
Natomas Crossing Boulevard	\$ 11,900,084	8.204%	\$ 12,876,317	\$ 12,876,317	Change in Caltrans Index.
El Centro	\$ 11,900,084	8.204%	\$ 12,876,317	\$ 12,876,317	Change in Caltrans Index.
Meister Way	\$ 11,085,277	0.000%	\$ 11,085,277	\$ 413,916	No change.
Less Natomas Crossing Boulevard	\$ 0		(\$ 12,876,317)	(\$ 12,876,317)	
<b>Total</b>	<b>\$ 84,185,480</b>		<b>\$ 76,207,775</b>	<b>\$ 17,841,839</b>	
<b>Traffic Signals</b>					
Fully Funded	\$ 2,123,313	8.2040%	\$ 2,297,510	\$ 2,297,510	Change in Caltrans Index.
Partially Funded	\$ 274,587	8.2040%	\$ 297,114	\$ 297,114	Change in Caltrans Index.
<b>Total</b>	<b>\$ 2,397,900</b>	<b>8.2040%</b>	<b>\$ 2,594,624</b>	<b>\$ 2,594,624</b>	
<b>Bridges</b>	<b>\$ 10,269,007</b>	8.204%	<b>\$ 11,111,433</b>	<b>\$ 11,111,433</b>	Change in Caltrans Index.
<b>TOTAL</b>	<b>\$ 96,852,388</b>		<b>\$ 120,064,271</b>	<b>\$ 43,348,179</b>	

*road cost*

Source: City of Sacramento and Harris & Associates

[1] Inflation factor is based on the change in the ENR CCI or peer review.

### **Overcrossings**

The costs for all overcrossings except Meister Way were estimated as the 2016 cost inflated by the percentage change in the Caltrans three-year average cost index from March 2016 to March 2017, resulting in an 8.204-percent increase in the 2016 costs. The cost for Meister Way remained unchanged from 2016. The PFF-funded portion for each interchange ranges from zero to 100 percent as shown on **Table 3-4**.

### **Traffic Signals and Bridges**

The 2017 traffic signal and bridges costs were estimated as the 2016 cost inflated by the percentage change in the Caltrans three-year average cost index from March 2016 to March 2017, resulting in an 8.204-percent increase in the 2016 costs. All CIP costs are included in the PFF Program.

### **Freeway and Roadway Landscaping**

**Table 3-5** summarizes the remaining PFF-funded freeway and roadway landscaping improvement costs. This table shows the 2016 costs, 2017 costs, and inflation factor used to inflate the 2016 costs to 2017 dollars. The 2017 costs were estimated as the 2016 cost inflated by the percentage change in the Engineering News Record (ENR) Construction Cost Index (CCI) from March 2016 to March 2017, resulting in an 0.446 percent increase in the 2016 costs.

In addition, as shown in **Table 3-5**, there was a reduction in the remaining 2017 PFF-funded landscaping costs because of the removal of removal of El Centro Road improvements from the PFF Program. The remaining PFF-funded freeway and roadway landscaping costs total an estimated \$16.7 million in 2017 dollars.

### **Fire Stations**

The PFF Program includes funding for two fire stations. This fire stations have both already been built. One station was paid for with PFF revenue and has no remaining costs. The other station was constructed by the City with construction bonds proceeds. The remaining PFF-funded improvement cost for this fire station is equivalent to the remaining bond debt of approximately \$5.0 million shown in **Table 3-3**.

### **Library**

North Natomas was required to fund a share of the costs for construction of a library. The City advance-funded North Natomas' share of the facility costs in order to match the timing of construction of the library by the Natomas Unified School District and to take advantage of other funding mechanisms for the joint-use library facility (e.g., grant funding). In 2002, the City secured a \$7.0 million grant to partially fund the library and used bond funding for the remaining \$10.1 million of North Natomas' share of costs. The remaining North Natomas PFF-funded library facility costs are equivalent to the remaining City bond debt service as of July 1, 2017 of approximately \$4.0 million, as shown in **Table 3-3**.

**Table 3-5**  
**2017 North Natomas Nexus Study Update**  
**Remaining Landscaping Improvements for New Development (2017\$)**

Item	2016 Amount	Inflation Factor [1]	2017 Amount
<b>East Drainage Canal</b>			<i>No landscaping included.</i>
<b>Remaining Freeway Landscaping</b>	\$ 6,683,512	0.446%	\$ 6,713,320
<b>Remaining Drainage Landscaping</b>	\$1,128,162	0.446%	\$ 1,133,194
<b>Roadways Landscaping</b>	\$ 9,665,408	0.446%	\$ 9,708,516
<b>Less El Centro Road Landscaping</b>			(\$ 822,387)
<b>Total Remaining Landscaping Cost</b>	<b>\$ 17,477,082</b>	<b>NA</b>	<b>\$ 16,732,642</b>

*IsC cost*

Source: City of Sacramento and Harris & Associates

[1] Inflation factor = pct change in ENR San Francisco CCI from March 2016 through March 2017. See Table A-6.

## Police Substation

The police substation is required to serve residents and businesses in the Finance Plan Area. The 2017 Nexus Study Update proposes identifying other funding sources for this police station and removing funding for the police station from the PFF Program. It is expected that a Second Development Agreement amendment will be adopted together with the 2017 Nexus Study Update that will transfer funding for the police substation to the proposed community center facilities.

**Table 3-6** shows the estimated police substation cost. This table shows the 2016 costs, 2017 costs, and inflation factor used to inflate the 2016 costs to 2017 dollars. The 2017 costs of approximately \$6.7 million were estimated as the 2016 cost inflated by the percentage change in the Engineering News Record (ENR) Construction Cost Index (CCI) from March 2016 to March 2017, resulting in an 0.446 percent increase in the 2016 costs.

**Table 3-6** also shows a transfer of the full \$6.7 million estimated as the police substation funding amount out of the police substation PFF component since the entire police substation cost is now anticipated to be funded by other sources. This amount will be shown as an addition to the PFF-funded community center costs, as discussed in the following section.

## Community Center

**Table 3-7** summarizes the remaining PFF-funded community center facility costs. This table shows the 2016 costs, 2017 costs, and inflation factor used to inflate the 2016 costs to 2017 dollars. The 2017 costs of approximately \$41.3 million were estimated as the 2016 cost inflated by the percentage change in the Engineering News Record (ENR) Construction Cost Index (CCI) from March 2016 to March 2017, resulting in an 0.446-percent increase in the 2016 costs.

In the past, North Natomas had a 25-percent share of the total estimated community center costs. For this year's update, it is also assumed that the police substation funding amount will be transferred to the community center PFF component for use by North Natomas to fund the community centers (see discussion above), resulting in an increase in North Natomas' share of costs. The PFF-funded share of the community center facility costs now includes the original 25-percent share plus the additional funding provided by the police substation funding transfer, for a total of approximately \$17.0 million.

## Neighborhood and Community Parks

Neighborhood and community park development was a component of the original North Natomas Nexus Study and Nexus Study 1999 Update. After the PFF was updated in 1999, however, the City implemented a citywide Park Development Fee Program. Consequently, the City eliminated the Neighborhood and Community Park Component of the PFF.

## Bikeways and Shuttles

**Table 3-8** summarizes the remaining PFF-funded bikeway facility costs. This table shows the 2016 costs, 2017 costs, and inflation factor used to inflate the 2016 costs to 2017 dollars. The



**Table 3-6**  
**2017 North Natomas Nexus Study Update**  
**Remaining Police Substation Costs for New Development (2017\$)**

Item	Percentage	2016 Amount	Inflation Factor [1]	2017 Amount
Police Substation Construction [2]		\$ 16,907,649	0.446%	\$ 16,983,057
Equipment		\$ 10,206,040	0.446%	\$ 10,251,559
<b>Total Police Substation Cost</b>		<b>\$ 27,113,689</b>		<b>\$ 27,234,616</b>
<b>North Natomas Share</b>				
Original Share	24.6%	\$ 6,682,885	0.446%	\$ 6,712,691
Less PFF Authorization Transferred to Community Center		(\$ 6,682,885)		(\$ 6,712,691)
<b>Total North Natomas Share</b>		<b>\$ 0</b>		<b>\$ 0</b>

*police cost*

Source: City of Sacramento and Harris & Associates

[1] Inflation factor = pct change in ENR San Francisco CCI from March 2016 through March 2017. See Table A-6.

[2] Includes construction, contingency (9% of const. cost), and design/management (20% of const. cost) costs.

**Table 3-7**  
**2017 North Natomas Nexus Study Update**  
**Remaining Community Center for New Development (2017\$)**

Item	Percentage	2016 Amount	Inflation Factor [1]	2017 Amount
<b>Construction of 1-4 Community Centers [2]</b>		<b>\$ 41,109,184</b>	0.446%	<b>\$ 41,292,531</b>
<b>North Natomas Share</b>				
Original Share	25%	\$ 10,277,296	0.446%	\$ 10,323,133
Plus PFF Authorization Transferred from Police Station		\$ 6,682,885	0.446%	\$ 6,712,691
<b>Total North Natomas Share</b>		<b>\$ 16,960,181</b>		<b>\$ 17,035,824</b>

*cc cost*

Source: City of Sacramento and Harris & Associates

[1] Inflation factor = pct change in ENR San Francisco CCI from March 2016 through March 2017. See Table A-6.

[2] Costs do not include land purchase, site maintenance, site utilities, and community center operations and programming.

**Table 3-8**  
**2017 North Natomas Nexus Study Update**  
**Remaining Off-Street Bikeways Costs for New Development (2017\$)**

Item	2016 Amount	Inflation Factor	2017 Amount	North Natomas PFF Share
Off-Street Bikeways	\$ 4,799,523	0.446%	\$ 4,820,929	\$ 4,820,929
Bikeway Crossings	\$ 13,848,423	0.446%	\$ 13,910,187	\$ 0
<b>Total</b>	<b>\$ 18,647,946</b>			<b>\$ 4,820,929</b>

*bike cost*

Source: City of Sacramento and Harris & Associates

2017 costs of approximately \$4.8 million were estimated as the 2016 cost inflated by the percentage change in the Engineering News Record (ENR) Construction Cost Index (CCI) from March 2016 to March 2017, resulting in an 0.446-percent increase in the 2016 costs.

In the original and Nexus Study 1999 Update, shuttle cost estimates assumed the purchase of ten shuttles. In the 2002 Nexus Update, a provision was made to support the Transportation Management Authority (TMA) for shuttle bus leases, and the shuttle costs were removed from the PFF-funded facilities. The support was for 8 years at amounts that vary based on the year and number of shuttles in service. A specific schedule was included in the 2002 Update as **Figure B-69**.

The experience of the TMA was that it has been more economical and effective to operate shuttles a greater number of hours rather than operating *more* shuttles. Accordingly, the 2008 Nexus Study Update maintained the same schedule of support for the TMA in terms of years and dollars. The criteria of support, however, was changed from the number of shuttles operated to the number of hours in which the shuttles are operated. The conversion used was 2,500 hours annually for each shuttle on the 2002 schedule. The specific gradation for support was up to 2,500 hours, up to 5,000 hours, etc. PFF funding for the Shuttles ended in 2010. The description here is provided for historical purposes.

The new shuttle schedule was presented as **Table B-59** in **Appendix B** of the 2008 report.

## Planning Studies

The City categorized the total planning studies costs, as summarized below:

- AD 88-03 expenditures
- North Natomas Landowners Association expenditures
- City staff costs
- City legal defense fund
- Town Center planning efforts costs

Because these studies have been fully funded, no remaining costs are included.

## Nexus Findings

This section details the required AB 1600 nexus findings for each PFF-funded facility type for which there are remaining costs, as detailed in the above Facility Cost Estimates section. The findings are taken from the 2008 Nexus Study with minor updates as necessary. For each facility type, these findings include a description of the common use factors used to allocate costs and the resulting cost allocations by land use. **Table 3-9** summarizes the cost allocations by facility type and land use, including the 3-percent administration fee component.

***Note that the allocated costs include the remaining PFF-funded facility costs discussed in the previous Facility Cost Estimates section plus the facility cost adjustments to account for outstanding credits and the PFF fund balance.***

**Table 3-9**  
**2017 North Natomas Nexus Study Update**  
**Public Facilities Cost Allocation Summary (2017\$)**

Land Use	Roadways, Signals, Bridges, and Freeways	Freeway & Roadway Landscaping	Fire Stations	Library	Police Substation	Community Center	Bikeways	Planning Studies	Administration 3.0%	Total
<b>Residential</b>										
	<i>per dwelling unit</i>									
Rural Residential [1]	\$ 1,946	\$ 17,174	\$ 542	\$ 851	\$ 0	\$ 2,079	\$ 211	\$ 0	\$ 705	<b>\$23,510</b>
Low Density Residential	\$ 1,947	\$ 2,454	\$ 543	\$ 852	\$ 0	\$ 2,080	\$ 211	\$ 0	\$ 250	<b>\$8,336</b>
Medium Density Residential	\$ 1,622	\$ 1,431	\$ 390	\$ 637	\$ 0	\$ 1,555	\$ 176	\$ 0	\$ 180	<b>\$5,991</b>
High Density Residential	\$ 1,277	\$ 781	\$ 288	\$ 514	\$ 0	\$ 1,256	\$ 139	\$ 0	\$ 132	<b>\$4,386</b>
Age-Restricted Single-Family	\$ 1,277	\$ 1,956	\$ 441	\$ 668	\$ 0	\$ 1,631	\$ 139	\$ 0	\$ 189	<b>\$6,300</b>
Age-Restricted Apartments	\$ 625	\$ 780	\$ 271	\$ 334	\$ 0	\$ 815	\$ 68	\$ 0	\$ 89	<b>\$2,983</b>
Age-Restricted Cong. Care/Assisted Living [1]	\$ 351	\$ 398	\$ 170	\$ 0	\$ 0	\$ 0	\$ 38	\$ 0	\$ 30	<b>\$985</b>
<b>Nonresidential</b>										
	<i>per acre</i>									
Convenience Commercial	\$ 133,808	\$ 17,174	\$ 4,135	\$ 1,002	\$ 0	\$ 12,231	\$ 14,538	\$ 0	\$ 5,656	<b>\$188,544</b>
Community Commercial	\$ 68,931	\$ 17,174	\$ 4,135	\$ 1,002	\$ 0	\$ 12,231	\$ 7,489	\$ 0	\$ 3,432	<b>\$114,394</b>
Village Commercial	\$ 103,397	\$ 17,174	\$ 4,135	\$ 1,002	\$ 0	\$ 12,231	\$ 11,234	\$ 0	\$ 4,614	<b>\$153,786</b>
Transit Commercial	\$ 103,397	\$ 17,174	\$ 5,022	\$ 1,002	\$ 0	\$ 12,231	\$ 11,234	\$ 0	\$ 4,641	<b>\$154,700</b>
Highway Commercial	\$ 70,959	\$ 17,174	\$ 3,102	\$ 1,002	\$ 0	\$ 12,231	\$ 7,709	\$ 0	\$ 3,469	<b>\$115,645</b>
Regional Commercial	\$ 60,822	\$ 17,174	\$ 3,840	\$ 1,002	\$ 0	\$ 12,231	\$ 6,608	\$ 0	\$ 3,145	<b>\$104,821</b>
Office - EC 30	\$ 26,356	\$ 17,174	\$ 3,545	\$ 2,003	\$ 0	\$ 12,231	\$ 2,863	\$ 0	\$ 1,985	<b>\$66,157</b>
Office - EC 40	\$ 36,493	\$ 17,174	\$ 4,726	\$ 2,671	\$ 0	\$ 16,308	\$ 3,965	\$ 0	\$ 2,516	<b>\$83,852</b>
Office/Hospital - EC 50	\$ 44,603	\$ 17,174	\$ 5,022	\$ 3,339	\$ 0	\$ 20,385	\$ 4,846	\$ 0	\$ 2,950	<b>\$98,317</b>
Office - EC 65	\$ 58,794	\$ 17,174	\$ 9,600	\$ 4,341	\$ 0	\$ 26,500	\$ 6,388	\$ 0	\$ 3,798	<b>\$126,595</b>
Office - EC 80	\$ 70,959	\$ 17,174	\$ 11,815	\$ 5,342	\$ 0	\$ 32,616	\$ 7,709	\$ 0	\$ 4,504	<b>\$150,119</b>
Light Industrial	\$ 12,164	\$ 8,587	\$ 6,794	\$ 668	\$ 0	\$ 8,154	\$ 1,322	\$ 0	\$ 1,166	<b>\$38,854</b>
Age-Restricted Conv. Care/Skilled Nursing [1]	\$ 14,119	\$ 17,174	\$ 4,431	\$ 0	\$ 0	\$ 0	\$ 1,534	\$ 0	\$ 1,152	<b>\$38,409</b>
Arena [2]	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	<b>\$0</b>
Stadium	\$ 68,399	\$ 17,174	\$ 2,215	\$ 167	\$ 0	\$ 2,038	\$ 7,431	\$ 0	\$ 3,013	<b>\$100,438</b>

*pff sum*

Source: City of Sacramento, Harris & Associates, and EPS

[1] There is no remaining Rural Residential, Age-Restricted Cong. Care, or Age-Restricted Conv. Care development anticipated, but fees have been estimated for use in the event that such development occurs.

[2] Arena site is already developed, and the City of Sacramento and Arco Arena owners have an agreement regarding PFF Fees.

## **Transportation Improvements: Roadways, Freeways, Traffic Signals, and Bridges**

### ***Purpose of Fee***

Provide circulation system for North Natomas as required by the North Natomas Community Plan.

### ***Use of Fee***

Expansion of existing and construction of new roadway and freeway facilities as described in the *Circulation Element of the North Natomas Community Plan* and supporting reports prepared by Kittelson & Associates.

### ***Relationship between Use of Fee and Type of Development***

The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate additional vehicular trips and the need for roadway capacity to maintain Level of Service (LOS) D at freeway ramp/arterial street intersections and LOS C on the remaining arterial street and collector system. The fees will be used to expand capacity, which will facilitate traffic flow in a manner designed to meet those goals established in the North Natomas Community Plan.

### ***Relationship between Need for Facility and Type of Project***

Each new development project (residential, office, sports complex, commercial, and industrial) will add to the incremental need for roadway capacity as indicated in the Transportation Evaluation and Freeway-Related Improvements Studies prepared by Kittelson & Associates. If a minimum of LOS of C and D is to be maintained, the roadway system must be expanded.

### ***Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development upon Which Fee Is Imposed***

Common use factors, measuring the relative benefit of road and freeway facility improvements, determine the allocation of road and freeway costs across all benefiting land uses in the Finance Plan Area.

### **Common Use Factors**

For roadway and freeway improvements, the appropriate common use factor for allocating costs to each land use is the daily trips generated per acre. The trip rates used in this study were provided by Kittelson & Associates and are consistent with the traffic model used to design and size the transportation network. For residential land uses, the trip rates per unit have been converted to trips per acre by multiplying each trip rate by the density for each land use.

The base traffic model did not include the sports complex. The sports arena and stadium were overlaid onto the transportation system in the model to test the impact of the stadium and arena at different levels of buildout of North Natomas. The arena and stadium peak travel hours are typically at a different time period than the normal peak flow of the remainder of the system. As a result, the stadium and arena have different impacts on the system than traditional land uses.

Using sports complex trip rates, adjusted for the intensity associated with sporting events that occur over a relatively short period of time compared with the other land uses, total trips for the

arena and stadium were determined. **Table C-1** shows the adjusted common use factors for all land uses.

### Fee Calculation

The adjusted remaining PFF-funded cost for transportation facilities is approximately \$52.4 million. **Table 3-10** shows the allocation of estimated road and freeway costs to each land use by the appropriate common use factor. The resulting cost per land use is shown per dwelling unit for residential land uses and per acre for nonresidential land uses.

## **Freeway and Roadway Landscaping**

### ***Purpose of Fee***

Landscaping of freeway corridors and roadways in North Natomas.

### ***Use of Fee***

Provide landscaping improvements for freeway corridors and linear roadways.

### ***Relationship between Use of Fee and Type of Development***

The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate demand for freeways and roadways and the associated need for landscaping of these facilities. The fees will be used to design and construct necessary freeway and roadway landscaping.

### ***Relationship between Need for Facility and Type of Project***

Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for freeways and roadways and the associated need for landscaping of these facilities. Current freeway corridors and roadways are only adequate for existing residents and businesses so the City must landscape new freeway corridors and roadways to meet the needs of new development. The North Natomas Community Plan specifically requires these landscaping improvements for North Natomas.

### ***Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development upon Which Fee Is Imposed***

Common use factors, measuring the relative benefit of freeway and roadway landscaping, determine the allocation of freeway and roadway landscaping costs across all benefiting land uses in the Finance Plan Area.

### Common Use Factors

Landscaping along the freeways and roadways has been designed in accordance with the Community Plan and therefore benefits the entire plan area. All land uses receive essentially the same level of benefit from these areawide improvements. Accordingly, landscaping costs will be allocated equally to each developable acre. Calculations of the common use factors for each land use are shown in **Table C-2**.

**Table 3-10**  
**2017 North Natomas Nexus Study Update**  
**PFF Facilities Cost Allocation - Roadways, Signals, Bridges, & Freeways (2017\$)**

Land Use	Remaining Acres [1]	Remaining Units	Common Use Factor <i>(trips/acre/day)</i>	Total Use	Percentage Share	Cost Share	Cost per Acre	Cost per DU
<i>SOURCE</i>	<i>Table 3-2</i>	<i>Table 3-2</i>	<i>Table C-1</i>			<i>Table 3-3</i>		
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>	<i>d=a*c</i>	<i>e=d / Total d</i>	<i>f=e*Total Cost</i>	<i>f/a</i>	<i>f/b</i>
<b>Residential</b>								
Rural Residential [1]	0.0	0	9.60	0	0.0%	\$ 0	\$ 1,946	\$ 1,946
Low Density Residential	73.7	516	67.20	4,954	1.9%	\$ 1,004,469	\$ 13,624	\$ 1,947
Medium Density Residential	137.1	1,645	96.00	13,160	5.1%	\$ 2,668,052	\$ 19,463	\$ 1,622
High Density Residential	74.0	1,628	138.60	10,256	4.0%	\$ 2,079,212	\$ 28,100	\$ 1,277
Age-Restricted Single-Family	27.6	242	55.32	1,525	0.6%	\$ 309,097	\$ 11,217	\$ 1,277
Age-Restricted Apartments	41.9	921	67.79	2,837	1.1%	\$ 575,246	\$ 13,743	\$ 625
Age-Restricted Congregate Care/Assisted Living [1]	0.0	0	74.74	0	0.0%	\$ 0	\$ 15,152	\$ 351
<b>Subtotal Residential</b>	<b>354.2</b>	<b>4,952</b>		<b>32,732</b>	<b>12.7%</b>	<b>\$ 6,636,075</b>		
<b>Nonresidential</b>								
Convenience Commercial	10.5	-	660.00	6,906	2.7%	\$ 1,400,037	\$ 133,808	-
Community Commercial	35.4	-	340.00	12,033	4.7%	\$ 2,439,598	\$ 68,931	-
Village Commercial	20.2	-	510.00	10,301	4.0%	\$ 2,088,433	\$ 103,397	-
Transit Commercial	21.5	-	510.00	10,947	4.2%	\$ 2,219,385	\$ 103,397	-
Highway Commercial	18.2	-	350.00	6,377	2.5%	\$ 1,292,890	\$ 70,959	-
Regional Commercial	107.1	-	300.00	32,144	12.4%	\$ 6,516,959	\$ 60,822	-
Office - EC 30	8.2	-	130.00	1,065	0.4%	\$ 216,010	\$ 26,356	-
Office - EC 40	45.9	-	180.00	8,263	3.2%	\$ 1,675,261	\$ 36,493	-
Office/Hospital - EC 50	312.7	-	220.00	68,787	26.6%	\$ 13,945,858	\$ 44,603	-
Office - EC 65	68.4	-	290.00	19,838	7.7%	\$ 4,021,931	\$ 58,794	-
Office - EC 80	41.4	-	350.00	14,478	5.6%	\$ 2,935,205	\$ 70,959	-
Light Industrial	14.5	-	60.00	870	0.3%	\$ 176,409	\$ 12,164	-
Age-Restricted Convalescent Care/Skilled Nursing [1]	0.0	-	69.64	0	0.0%	\$ 0	\$ 14,119	-
Arena [2]	0.0	-	202.70	-	-	-	-	-
Stadium	100.5	-	337.37	33,906	13.1%	\$ 6,874,091	\$ 68,399	-
<b>Subtotal Nonresidential</b>	<b>804.4</b>	<b>0</b>		<b>225,916</b>	<b>87.3%</b>	<b>\$ 45,802,066</b>		
<b>Total</b>	<b>1,158.6</b>	<b>4,952</b>		<b>258,648</b>	<b>100.0%</b>	<b>\$ 52,438,141</b>		

*road alloc*

Source: City of Sacramento, Harris & Associates, and EPS

[1] Although there is no anticipated remaining development for these land uses, fees are calculated for use in the event that such development occurs.

[2] Arena site is already developed, and the City of Sacramento and Arena owners have an agreement regarding PFF and Transit fees.



### Fee Calculation

The adjusted remaining PFF-funded cost for freeway and roadway landscaping is approximately \$19.8 million. **Table 3-11** shows the allocation of freeway and roadway landscaping costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses, and per acre for all nonresidential land uses.

### **Fire Station**

#### *Purpose of Fee*

Provide fire and emergency response service to the North Natomas community.

#### *Use of Fee*

Design, construct and equip two fire stations in North Natomas.

#### *Relationship between Use of Fee and Type of Development*

The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate demand for fire suppression and emergency response services. The fees will be used to design, construct, and equip two fire stations to accommodate new development.

#### *Relationship between Need for Facility and Type of Project*

Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for fire suppression and emergency response services. The City needed to acquire new fire facilities and equipment to meet the needs of new development. Specifically, to maintain the City's current level of service (response time), a fire station should be located within 1.5 miles of all new development. To meet this standard, North Natomas needed two new fire stations.

#### *Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development upon Which Fee Is Imposed*

To maintain the current level of service with regard to response times, the City needed two new fire stations in North Natomas. The PFF program provides funding for two stations. These two stations are needed regardless of which land uses were proposed for development in North Natomas. (Different land uses may require slightly different fire equipment needs; however, less than 13 percent of the proposed fee funds will pay for equipment.) Therefore, all land uses benefit more or less equally from the fire facilities. The allocation of fire facilities cost is determined by common use factors for each land use in the Finance Plan Area that benefits from fire facilities.

### Common Use Factors

Although the benefits from the fire facilities are more or less equal across land uses, the intensity of development does affect the likelihood of a call for fire service. (Larger buildings with more workers are more likely to need a fire or emergency service response than a smaller building with fewer workers.) Accordingly, the appropriate common use factor is building square footage

**Table 3-11**  
**2017 North Natomas Nexus Study Update**  
**PFF Facilities Cost Allocation - Freeway and Roadway Landscaping (2017\$)**

Land Use	Remaining Acres [1]	Remaining Units	Common Use Factor <i>(rel. use per acre)</i>	Total Use	Percentage Share	Cost Share	Cost per Acre	Cost per DU
<i>SOURCE</i>	<i>Table 3-2</i>	<i>Table 3-2</i>	<i>Table C-1</i>			<i>Table 3-3</i>		
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>	<i>d=a*c</i>	<i>e=d / Total d</i>	<i>f=e*Total Cost</i>	<i>f/a</i>	<i>f/b</i>
<b>Residential</b>								
Rural Residential	0.0	0	1.00	0	0.0%	\$ 0	\$ 17,174	\$ 17,174
Low Density Residential	73.7	516	1.00	74	6.4%	\$ 1,266,172	\$ 17,174	\$ 2,454
Medium Density Residential	137.1	1,645	1.00	137	11.9%	\$ 2,354,229	\$ 17,174	\$ 1,431
High Density Residential	74.0	1,628	1.00	74	6.4%	\$ 1,270,753	\$ 17,174	\$ 781
Age-Restricted Single-Family	27.6	242	1.00	28	2.4%	\$ 473,259	\$ 17,174	\$ 1,956
Age-Restricted Apartments	41.9	921	1.00	42	3.6%	\$ 718,835	\$ 17,174	\$ 780
Age-Restricted Congregate Care/Assisted Living	0.0	0	1.00	0	0.0%	\$ 0	\$ 17,174	\$ 398
<b>Subtotal Residential</b>	<b>354.2</b>	<b>4,952</b>		<b>354</b>	<b>30.8%</b>	<b>\$ 6,083,250</b>		
<b>Nonresidential</b>								
Convenience Commercial	10.5	-	1.00	10	0.9%	\$ 179,689	\$ 17,174	-
Community Commercial	35.4	-	1.00	35	3.1%	\$ 607,806	\$ 17,174	-
Village Commercial	20.2	-	1.00	20	1.8%	\$ 346,878	\$ 17,174	-
Transit Commercial	21.5	-	1.00	21	1.9%	\$ 368,628	\$ 17,174	-
Highway Commercial	18.2	-	1.00	18	1.6%	\$ 312,910	\$ 17,174	-
Regional Commercial	107.1	-	1.00	107	9.3%	\$ 1,840,134	\$ 17,174	-
Office - EC 30	8.2	-	1.00	8	0.7%	\$ 140,753	\$ 17,174	-
Office - EC 40	45.9	-	1.00	46	4.0%	\$ 788,380	\$ 17,174	-
Office/Hospital - EC 50	312.7	-	1.00	313	27.2%	\$ 5,369,678	\$ 17,174	-
Office - EC 65	68.4	-	1.00	68	5.9%	\$ 1,174,796	\$ 17,174	-
Office - EC 80	41.4	-	1.00	41	3.6%	\$ 710,389	\$ 17,174	-
Light Industrial	14.5	-	0.50	7	0.6%	\$ 124,528	\$ 8,587	-
Age-Restricted Convalescent Care/Skilled Nursing	0.0	-	1.00	0	0.0%	\$ 0	\$ 17,174	-
Arena [1]	0.0	-	1.00	-	-	-	-	-
Stadium	100.5	-	1.00	101	8.7%	\$ 1,725,958	\$ 17,174	-
<b>Subtotal Nonresidential</b>	<b>804.4</b>	<b>0</b>		<b>797</b>	<b>69.2%</b>	<b>\$ 13,690,525</b>		
<b>Total</b>	<b>1,158.6</b>	<b>4,952</b>		<b>1,151</b>	<b>100.0%</b>	<b>\$ 19,773,774</b>		

*Isc alloc*

Source: City of Sacramento, Harris & Associates, and EPS

[1] Arena site is already developed, and the City of Sacramento and Arena owners have an agreement regarding PFF and Transit fees.

per acre, because building square footage directly correlates to the number of people and amount of real property associated with a given land use. For residential land uses, the building square footage per unit is converted to building square footage per acre by the appropriate density factors. Building square footage is the appropriate use factor because all land uses benefit from the new stations but the intensity of development affects the likelihood of the need for service calls. Calculations of the common use factors for each land use are shown in **Table C-3**.

### Fee Calculation

The adjusted remaining PFF-funded cost for two fire stations is approximately \$5.9 million. **Table 3-12** shows the allocation of fire facility costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses and per acre for all nonresidential land uses.

## **Library**

### *Purpose of Fee*

Provide library service to the North Natomas community.

### *Use of Fee*

Design, construct, and provide materials for one library in North Natomas.

### *Relationship between Use of Fee and Type of Development*

The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate demand for library services and materials. The fees will be used to design, construct, and equip one library to accommodate new development.

### *Relationship between Need for Facility and Type of Project*

Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for library services and materials. Current library facilities are only adequate for existing residents and employees, so the City must build a new library and associated library materials to meet the needs of new development. Specifically, Sacramento Public Library standards indicate that there should be one library for every 50,000 residents. At buildout, North Natomas will have a population of over 60,000 people, so it will need a new library.

### *Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development upon Which Fee Is Imposed*

Common use factors, measuring the relative benefit of library facility improvements per land use, determine the allocation of library costs across all benefiting land uses in the Finance Plan Area.

**Table 3-12**  
**2017 North Natomas Nexus Study Update**  
**PFF Facilities Cost Allocation - Fire Facilities (2017\$)**

**Fire Facilities**

<b>Land Use</b>	<b>Remaining Acres [1]</b>	<b>Remaining Units</b>	<b>Common Use Factor</b> <i>(bldg. sq. ft./acre)</i>	<b>Total Use</b>	<b>Percentage Share</b>	<b>Cost Share</b>	<b>Cost per Acre</b>	<b>Cost per DU</b>
<i>SOURCE</i>	<i>Table 3-2</i>	<i>Table 3-2</i>	<i>Table C-1</i>			<i>Table 3-3</i>		
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>	<i>d=a*c</i>	<i>e=d / Total d</i>	<i>f=e*Total Cost</i>	<i>f/a</i>	<i>f/b</i>
<b>Residential</b>								
Rural Residential	0.0	0	1,600	0	0.0%	\$ 0	\$ 542	\$ 542
Low Density Residential	73.7	516	11,200	825,747	4.8%	\$ 279,972	\$ 3,797	\$ 543
Medium Density Residential	137.1	1,645	13,800	1,891,750	10.9%	\$ 641,404	\$ 4,679	\$ 390
High Density Residential	74.0	1,628	18,700	1,383,690	8.0%	\$ 469,144	\$ 6,340	\$ 288
Age-Restricted Single-Family	27.6	242	11,416	314,600	1.8%	\$ 106,666	\$ 3,871	\$ 441
Age-Restricted Apartments	41.9	921	17,600	736,679	4.2%	\$ 249,773	\$ 5,967	\$ 271
Age-Restricted Congregate Care/Assisted Living	0.0	0	21,600	0	0.0%	\$ 0	\$ 7,324	\$ 170
<b>Subtotal Residential</b>	<b>354.2</b>	<b>4,952</b>		<b>5,152,465</b>	<b>29.7%</b>	<b>\$ 1,746,959</b>		
<b>Nonresidential</b>								
Convenience Commercial	10.5	-	12,197	127,615	0.7%	\$ 43,268	\$ 4,135	-
Community Commercial	35.4	-	12,197	431,665	2.5%	\$ 146,357	\$ 4,135	-
Village Commercial	20.2	-	12,197	246,353	1.4%	\$ 83,527	\$ 4,135	-
Transit Commercial	21.5	-	14,810	317,900	1.8%	\$ 107,785	\$ 5,022	-
Highway Commercial	18.2	-	9,148	166,672	1.0%	\$ 56,511	\$ 3,102	-
Regional Commercial	107.1	-	11,326	1,213,519	7.0%	\$ 411,447	\$ 3,840	-
Office - EC 30	8.2	-	10,454	85,682	0.5%	\$ 29,051	\$ 3,545	-
Office - EC 40	45.9	-	13,939	639,896	3.7%	\$ 216,959	\$ 4,726	-
Office/Hospital - EC 50	312.7	-	14,810	4,630,746	26.7%	\$ 1,570,069	\$ 5,022	-
Office - EC 65	68.4	-	28,314	1,936,865	11.2%	\$ 656,700	\$ 9,600	-
Office - EC 80	41.4	-	34,848	1,441,484	8.3%	\$ 488,740	\$ 11,815	-
Light Industrial	14.5	-	20,038	290,588	1.7%	\$ 98,525	\$ 6,794	-
Age-Restricted Convalescent Care/Skilled Nursing	0.0	-	13,068	0	0.0%	\$ 0	\$ 4,431	-
Arena [1]	0.0	-	6,534	-	-	-	-	-
Stadium	100.5	-	6,534	656,667	3.8%	\$ 222,645	\$ 2,215	-
<b>Subtotal Nonresidential</b>	<b>804.4</b>	<b>0</b>		<b>12,185,653</b>	<b>70.3%</b>	<b>\$ 4,131,583</b>		
<b>Total</b>	<b>1,158.6</b>	<b>4,952</b>		<b>17,338,118</b>	<b>100.0%</b>	<b>\$ 5,878,543</b>		

*fire alloc*

Source: City of Sacramento, Harris & Associates, and EPS

[1] Arena site is already developed, and the City of Sacramento and Arena owners have an agreement regarding PFF and Transit fees.

### Common Use Factors

Although residents and residential land uses are the primary beneficiaries of library facilities, workers and nonresidential land uses also benefit from library facilities. A 1996 study for the City AD 96-02 outlined the benefits of library facilities to both residential and nonresidential land uses. Residents not only benefit from the use of library facilities but may also indirectly benefit from increased property values because of proximity to library facilities.

Nonresidential land uses benefit from library facilities in economically related ways. Public libraries provide economic resources to businesses which may help them increase productivity and profitability. In addition, public libraries can help create a more informed and skilled workforce, as well as help companies attract skilled workers to the area. Each of these factors can contribute to greater business success.

As the relative benefit of library facilities is greater for residential property, residential property is allocated a greater share of the cost burden for library facilities. Common use factors for library facilities are measured in people per acre. **Table C-4** shows the calculation of common use factors for each land use. Based on the information contained in the AD 96-02 report, EPS has estimated the employee benefit factor as a percentage of total employees per acre for Nonresidential land uses. The employee benefit factor ranges from 10 percent for industrial and commercial land uses to 20 percent for office land uses.

### Fee Calculation

The adjusted remaining PFF-funded cost for the library is approximately \$4.7 million. **Table 3-13** shows the allocation of estimated library facility costs to each land use by the appropriate common use factor. The resulting fee for library facilities is shown per dwelling unit for each residential land use category and per acre for nonresidential land uses.

## **Community Center**

### ***Purpose of Fee***

Develop community centers in North Natomas, excluding cost of parking, lighting, and landscaping.

### ***Use of Fee***

At buildout there will be up to four community centers. The PFF fee will be used to fund a portion of cost of the community centers, designed for both residential and business uses.

### ***Relationship between Use of Fee and Type of Development***

The development of new residential and nonresidential land uses in North Natomas will generate the additional need for a community center. The fees will be used to develop a community center to serve new development.

**Table 3-13**  
**2017 North Natomas Nexus Study Update**  
**PFF Facilities Cost Allocation - Library Facilities (2017\$)**

**Library Facilities**

<b>Land Use</b>	<b>Remaining Acres [1]</b>	<b>Remaining Units</b>	<b>Common Use Factor</b> <i>(people per acre)</i>	<b>Total Use</b>	<b>Percentage Share</b>	<b>Cost Share</b>	<b>Cost per Acre</b>	<b>Cost per DU</b>
<i>SOURCE</i>	<i>Table 3-2</i>	<i>Table 3-2</i>	<i>Table C-1</i>			<i>Table 3-3</i>		
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>	<i>d=a*c</i>	<i>e=d / Total d</i>	<i>f=e*Total Cost</i>	<i>f/a</i>	<i>f/b</i>
<b>Residential</b>								
Rural Residential	0.0	0	2.55	0	0.0%	\$ 0	\$ 851	\$ 851
Low Density Residential	73.7	516	17.85	1,316	9.3%	\$ 439,419	\$ 5,960	\$ 852
Medium Density Residential	137.1	1,645	22.88	3,137	22.1%	\$ 1,047,439	\$ 7,641	\$ 637
High Density Residential	74.0	1,628	33.88	2,507	17.7%	\$ 837,053	\$ 11,312	\$ 514
Age-Restricted Single-Family	27.6	242	17.56	484	3.4%	\$ 161,606	\$ 5,864	\$ 668
Age-Restricted Apartments	41.9	921	22.00	921	6.5%	\$ 307,468	\$ 7,346	\$ 334
Age-Restricted Congregate Care/Assisted Living	0.0							
<b>Subtotal Residential</b>	<b>354.2</b>	<b>4,952</b>		<b>8,365</b>	<b>59.0%</b>	<b>\$ 2,792,986</b>		
								<i>No nexus for a public library - facility will contain a library</i>
<b>Nonresidential</b>								
Convenience Commercial	10.5	-	3.00	31	0.2%	\$ 10,481	\$ 1,002	-
Community Commercial	35.4	-	3.00	106	0.7%	\$ 35,451	\$ 1,002	-
Village Commercial	20.2	-	3.00	61	0.4%	\$ 20,232	\$ 1,002	-
Transit Commercial	21.5	-	3.00	64	0.5%	\$ 21,501	\$ 1,002	-
Highway Commercial	18.2	-	3.00	55	0.4%	\$ 18,251	\$ 1,002	-
Regional Commercial	107.1	-	3.00	321	2.3%	\$ 107,329	\$ 1,002	-
Office - EC 30	8.2	-	6.00	49	0.3%	\$ 16,419	\$ 2,003	-
Office - EC 40	45.9	-	8.00	367	2.6%	\$ 122,624	\$ 2,671	-
Office/Hospital - EC 50	312.7	-	10.00	3,127	22.1%	\$ 1,043,990	\$ 3,339	-
Office - EC 65	68.4	-	13.00	889	6.3%	\$ 296,930	\$ 4,341	-
Office - EC 80	41.4	-	16.00	662	4.7%	\$ 220,986	\$ 5,342	-
Light Industrial	14.5	-	2.00	29	0.2%	\$ 9,684	\$ 668	-
Age-Restricted Convalescent Care/Skilled Nursing	0.0							
Arena [1]	0.0	-	0.50	-	-	-	-	-
Stadium	100.5	-	0.50	50	0.4%	\$ 16,778	\$ 167	-
<b>Subtotal Nonresidential</b>	<b>804.4</b>	<b>0</b>		<b>5,812</b>	<b>41.0%</b>	<b>\$ 1,940,658</b>		
								<i>No nexus for a public library - facility will contain a library</i>
<b>Total</b>	<b>1,158.6</b>	<b>4,952</b>		<b>14,177</b>	<b>100.0%</b>	<b>\$ 4,733,644</b>		

*lib alloc*

Source: City of Sacramento, Harris & Associates, and EPS

[1] Arena site is already developed, and the City of Sacramento and Arena owners have an agreement regarding PFF and Transit fees.

### ***Relationship between Need for Facility and Type of Project***

Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for a community center. To maintain the City's standard of one community center per 15,000 population, the City must plan one community center per 15,000 new residents. Thus, up to four centers will be planned for buildout of North Natomas, although the PFF will provide funding for some of these facilities.

### ***Relationship between Amount of Fee and Cost of Portion of Facility Attributed to New Development***

Common use factors, measuring the relative benefit of community center facilities per land use, determine the allocation of community center facilities costs across all benefiting land uses in the Finance Plan Area.

#### Common Use Factors

The town center community center will provide communitywide cultural, entertainment and informational needs of the residents, workers, and visitors to the North Natomas Community.

The appropriate common use factor for community facilities is people per acre. Residents and employees in the community all have access to the planned community centers. However, the scope and nature of the community centers have changed since the 2008 Nexus Study Update was prepared. It is now anticipated that community centers will focus more on programs for residents. Although businesses and their employees may utilize the community centers for meetings, conferences, and other functions, the community centers will have more of a focus on providing entertainment and recreation services for residents. Accordingly, people per household and employees per acre are appropriate common use factors, but the employees per acre factors for commercial land uses have been discounted by fifty percent to reflect the primary focus of community centers on programs for residents. Calculations of the common use factors for each land use are shown in **Table C-5**.

#### Fee Calculation

The adjusted remaining PFF-funded cost of the community center is approximately \$17 million. **Table 3-14** shows the allocation of community center facilities costs to each benefiting land use by the appropriate common use factor. The resulting cost is shown per dwelling unit for all residential land uses, and per acre for all nonresidential land uses.

### **Bikeways and Shuttles**

#### ***Purpose of Fee***

Provide bikeways and shuttle buses.

#### ***Use of Fee***

Construct 128,400 linear feet (approximately 24 miles) of bikeway and, historically, to operate shuttle buses for 2,500 hours each annually.

## Community Center Facilities

**Table 3-14**  
**2017 North Natomas Nexus Study Update**  
**PFF Facilities Cost Allocation - Community Center Facilities (2017\$)**

Land Use	Remaining Acres [1]	Remaining Units	Common Use Factor <i>(people per acre)</i>	Total Use	Percentage Share	Cost Share	Cost per Acre	Cost per DU
<i>SOURCE</i>	<i>Table 3-2</i>	<i>Table 3-2</i>	<i>Table C-1</i>			<i>Table 3-3</i>		
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>	<i>d=a*c</i>	<i>e=d / Total d</i>	<i>f=e*Total Cost</i>	<i>f/a</i>	<i>f/b</i>
<b>Residential</b>								
Rural Residential	0.0	0	2.55	0	0.0%	\$ 0	\$ 2,079	\$ 2,079
Low Density Residential	73.7	516	17.85	1,316	5.3%	\$ 1,073,086	\$ 14,555	\$ 2,080
Medium Density Residential	137.1	1,645	22.88	3,137	12.7%	\$ 2,557,904	\$ 18,659	\$ 1,555
High Density Residential	74.0	1,628	33.88	2,507	10.2%	\$ 2,044,129	\$ 27,626	\$ 1,256
Age-Restricted Single-Family	27.6	242	17.56	484	2.0%	\$ 394,651	\$ 14,321	\$ 1,631
Age-Restricted Apartments	41.9	921	22.00	921	3.7%	\$ 750,854	\$ 17,939	\$ 815
Age-Restricted Congregate Care/Assisted Living	0.0							
<b>Subtotal Residential</b>	<b>354.2</b>	<b>4,952</b>		<b>8,365</b>	<b>33.9%</b>	<b>\$ 6,820,624</b>		
Convenience Commercial	10.5	-	15.00	157	0.6%	\$ 127,972	\$ 12,231	-
Community Commercial	35.4	-	15.00	531	2.2%	\$ 432,872	\$ 12,231	-
Village Commercial	20.2	-	15.00	303	1.2%	\$ 247,042	\$ 12,231	-
Transit Commercial	21.5	-	15.00	322	1.3%	\$ 262,533	\$ 12,231	-
Highway Commercial	18.2	-	15.00	273	1.1%	\$ 222,851	\$ 12,231	-
Regional Commercial	107.1	-	15.00	1,607	6.5%	\$ 1,310,522	\$ 12,231	-
Office - EC 30	8.2	-	15.00	123	0.5%	\$ 100,242	\$ 12,231	-
Office - EC 40	45.9	-	20.00	918	3.7%	\$ 748,633	\$ 16,308	-
Office/Hospital - EC 50	312.7	-	25.00	7,817	31.7%	\$ 6,373,704	\$ 20,385	-
Office - EC 65	68.4	-	32.50	2,223	9.0%	\$ 1,812,797	\$ 26,500	-
Office - EC 80	41.4	-	40.00	1,655	6.7%	\$ 1,349,148	\$ 32,616	-
Light Industrial	14.5	-	10.00	145	0.6%	\$ 118,250	\$ 8,154	-
Age-Restricted Convalescent Care/Skilled Nursing	0.0							
Arena [1]	0.0	-	2.50	-	-	-	-	-
Stadium	100.5	-	2.50	251	1.0%	\$ 204,868	\$ 2,038	-
<b>Subtotal Nonresidential</b>	<b>804.4</b>	<b>0</b>		<b>16,325</b>	<b>66.1%</b>	<b>\$ 13,311,434</b>		
<b>Total</b>	<b>1,158.6</b>	<b>4,952</b>		<b>24,690</b>	<b>100.0%</b>	<b>\$ 20,132,059</b>		

*cc alloc*

Source: City of Sacramento, Harris & Associates, and EPS

[1] Arena site is already developed, and the City of Sacramento and Arena owners have an agreement regarding PFF and Transit fees.



### ***Relationship between Use of Fee and Type of Development***

The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate additional trips and the associated demand for bikeways and shuttle buses. The fees will be used to construct bikeways and operate shuttle buses to accommodate new development in North Natomas.

### ***Relationship between Need for Facility and Type of Project***

Each new development project (residential, office, sports complex, commercial, and industrial) will generate additional demand for bikeways and bus service. There are no bikeways or bus services in North Natomas, so the City must construct or acquire new bikeways and operate shuttle buses to meet the needs of new development in North Natomas.

### ***Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development upon Which Fee Is Imposed***

Common use factors, measuring the relative benefit of bikeways and shuttle bus costs per land use, determine the allocation of bikeways and shuttle bus costs across all benefiting land uses in the Finance Plan Area.

#### Common Use Factors

Demand for bikeway and shuttle facilities depends upon the number of trips generated by the residents and workers associated with each land use. The design of the roadway facilities in the Community Plan assumes that residents and employees in North Natomas will have access to, and will use, bikeways and shuttle buses. Daily trips per acre is the appropriate use factor to allocate bikeway and shuttle facility costs because usage of bikeway and shuttle facilities depends on the number of trips undertaken by the residents or workers for each land use. Daily trips per dwelling unit were multiplied by the number of dwelling units per acre to derive the daily trips per acre for all residential land uses. These common use factors are the same factors as used for roadway and freeway improvements and are shown for each land use in **Table D-1**.

#### Fee Calculation

The approximate adjusted remaining PFF-funded cost of bikeways and shuttles is \$4.6 million. **Table 3-15** shows the allocation of bikeways and shuttle costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses, and per acre for all nonresidential land uses.

## **Land Use Adjustments**

The above section detailed the facility cost allocations by land use. However, the land uses used in the cost allocation differ from the PFF land uses in some cases. This section of the report will discuss adjustments to the PFF for certain land uses in the Finance Plan Area. Adjustments to the PFF are required in two instances: residential and light industrial land uses. The following paragraphs explain the need for these adjustments.

## Bikeways and Shuttles

**Table 3-15**  
**2017 North Natomas Nexus Study Update**  
**PFF Facilities Cost Allocation - Bikeways and Shuttles (2017) [1]**

Land Use	Net Remaining Acres	Remaining Units	Common Use Factor <i>(trips/acre/day)</i>	Total Use	Percentage Share	Cost Share	Cost per Acre	Cost per DU
<i>SOURCE</i>	<i>Table 3-2</i>	<i>Table 3-2</i>	<i>Table C-1</i>	<i>Table 3-3</i>				
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c</i>	<i>d=a*c</i>	<i>e=d / Total d</i>	<i>f=e*Total Cost</i>	<i>f/a</i>	<i>f/b</i>
<b>Residential</b>								
Rural Residential	0.0	0	9.60	0	0.0%	\$ 0	\$ 211	\$ 211
Low Density Residential	73.7	516	67.20	4,954	1.9%	\$ 109,130	\$ 1,480	\$ 211
Medium Density Residential	137.1	1,645	96.00	13,160	5.1%	\$ 289,870	\$ 2,115	\$ 176
High Density Residential	74.0	1,628	138.60	10,256	4.0%	\$ 225,895	\$ 3,053	\$ 139
Age-Restricted Single-Family	27.6	242	55.32	1,525	0.6%	\$ 33,582	\$ 1,219	\$ 139
Age-Restricted Apartments	41.9	921	67.79	2,837	1.1%	\$ 62,497	\$ 1,493	\$ 68
Age-Restricted Congregate Care/Assisted Living	0.0	0	74.74	0	0.0%	\$ 0	\$ 1,646	\$ 38
<b>Subtotal Residential</b>	<b>354.2</b>	<b>4,952</b>		<b>32,732</b>	<b>12.7%</b>	<b>\$ 720,974</b>		
<b>Nonresidential</b>								
Convenience Commercial	10.5	-	660.00	6,906	2.7%	\$ 152,107	\$ 14,538	-
Community Commercial	35.4	-	340.00	12,033	4.7%	\$ 265,049	\$ 7,489	-
Village Commercial	20.2	-	510.00	10,301	4.0%	\$ 226,897	\$ 11,234	-
Transit Commercial	21.5	-	510.00	10,947	4.2%	\$ 241,124	\$ 11,234	-
Highway Commercial	18.2	-	350.00	6,377	2.5%	\$ 140,466	\$ 7,709	-
Regional Commercial	107.1	-	300.00	32,144	12.4%	\$ 708,033	\$ 6,608	-
Office - EC 30	8.2	-	130.00	1,065	0.4%	\$ 23,468	\$ 2,863	-
Office - EC 40	45.9	-	180.00	8,263	3.2%	\$ 182,008	\$ 3,965	-
Office/Hospital - EC 50	312.7	-	220.00	68,787	26.6%	\$ 1,515,143	\$ 4,846	-
Office - EC 65	68.4	-	290.00	19,838	7.7%	\$ 436,961	\$ 6,388	-
Office - EC 80	41.4	-	350.00	14,478	5.6%	\$ 318,894	\$ 7,709	-
Light Industrial	14.5	-	60.00	870	0.3%	\$ 19,166	\$ 1,322	-
Age-Restricted Convalescent Care/Skilled Nursing	0.0	-	69.64	-	-	-	\$ 1,534	-
Arena [1]	0.0	-	202.70	-	-	-	-	-
Stadium	100.5	-	337.37	33,906	13.1%	\$ 746,834	\$ 7,431	-
<b>Subtotal Nonresidential</b>	<b>804.4</b>	<b>0</b>		<b>225,916</b>	<b>87.3%</b>	<b>\$ 4,976,151</b>		
<b>Total</b>	<b>1,158.6</b>	<b>4,952</b>		<b>258,648</b>	<b>100.0%</b>	<b>\$ 5,697,126</b>		

*bike alloc*

Source: City of Sacramento, Harris & Associates, and EPS

[1] No remaining shuttle costs.

## Residential Adjustments

The North Natomas Community Plan provides for a variety of housing types within land use designations. As a result, the housing product types and densities overlap the land use designations as demonstrated in the table below, which is derived from the land use descriptions in the 1994 North Natomas Community Plan (Community Plan).

### Recommended Housing Types for Each Residential Density

Housing Type	Low Density (LD)	Medium Density (LD)	High Density (HD)
	3-10 DU/acre <sup>1</sup> (7 DU/acre) <sup>2</sup>	7-21 DU/acre <sup>1</sup> (12 DU/acre) <sup>2</sup>	11-29 DU/acre <sup>1</sup> (22 DU/acre) <sup>2</sup>
Single-Family (Lots > 6,499 sq. ft.)	X		
Single-Family Detached	X		
Single-Family Zero Lot Line	X	X	
Single-Family Z-shaped Lots	X	X	
Single-Family Patio Homes	X	X	
Halfplex	X	X	
Duplex	X	X	
Townhouse		X	
Condominiums			X
Garden Apartments		X	X
Conventional Apartments			X

<sup>1</sup> Density range in dwellings per net acre

<sup>2</sup> Target average density

A goal of the Community Plan is to provide for a variety of housing types in the same neighborhood. The Plan therefore establishes a range of density types permissible in a land use designation while establishing a target average density. A project with a density of five units per net acre and another project at 10 units per net acre could be developed in the same low density land use parcel to achieve the seven units per acre target average.

This 2017 Nexus Study Update is based on the Community Plan land use diagram and allocates different levels of burden to each land use designation. Two problems are created.

Because the actual density overlaps land use designations, the same product type may pay a different impact fee, depending on the land use designation of a parcel. In addition, it may not be feasible to charge the same fee to a five-unit-per-acre project and a ten-unit-per-acre project in the same land use parcel. As a result, the mix of product types in a neighborhood may not be achieved. To resolve this problem, the Nexus Study fees will be assessed based on the product type according to the following single-family and multifamily schedules. The single-family residential fee will vary by average lot size, and the multifamily fee will vary by average density.

**Fee Assignment for  
Detached/Attached Single-Family Dwelling Units**

Average Lot Size	Equivalent Land Use Designation	Fee Amount Based On
> 5,000 sq. ft.	LD	LD fees
3,250–5,000 sq. ft.	LD/MD	Average of LD/MD fees
< 3,250 sq. ft.	MD	MD fees

**Fee Assignment for  
Multifamily Dwelling Units**

Average Density	Equivalent Land Use Designation	Fee Amount Based On
8–12 du/net acre	MD	MD fees
12–18 du/net acre	MD/HD	Average of MD/HD fees
> 18 du/net acre	HD	HD fees

The following table shows how the recommended housing types would fall into the each of the adjusted residential fee categories based on lot size or density.

**Residential Development Impact Fee Adjustments  
Residential Fee Categories**

Housing Type	LD	LD/MD	MD	MD/HD	HD
<b><u>Fee Assignment Classification</u></b>					
Single-Family (unit sq. ft.)	> 5,000	3,250–5,000	< 3,250	n/a	n/a
Multifamily (du/net acre)	n/a	n/a	8-12	> 12-18	> 18
Single-Family (Lots > 6,499 sq. ft.)	X				
Single-Family Detached	X				
Single-Family Zero Lot Line	X	X			
Single-Family Z-shaped Lots	X	X			
Single-Family Patio Homes	X	X			
Halfplex		X	X		
Duplex		X	X		
Townhouse			X	X	
Condominiums			X	X	
Garden Apartments					X
Conventional Apartments					X

## **Light Industrial Land Use Adjustments**

The Community Plan describes the light industrial/manufacturing land use category. The light industrial land use category is intended for light manufacturing, assembly, warehousing, and distribution type uses in a business park setting. Supporting office uses are allowed in a standard light industrial use up to 20 percent of developable acreage. In fact, light industrial can contain up to 50 percent office use. The character and nature of a light industrial project is significantly different once the standard 20 percent use office is exceeded.

The allocation of facility costs was made to land uses based on their facility common use factors. The usage for standard light industrial projects includes an allowance for some office use in the site of up to 20 percent of the land. Because light industrial may contain as much as 50 percent office, an adjustment to the fee is necessary to capture the potential higher usage of the office component in light industrial land uses. To make the necessary adjustment to light industrial land uses, the light industrial land use category is broken into two separate categories; Light Industrial (< 20 percent office), and Light Industrial (20–50 percent Office).

### ***Light Industrial (< 20 Percent Office)***

As described above, standard light industrial land use classifications allow for up to 20 percent office use. Because light industrial land uses can contain up to 20 percent office in the standard land use description, no adjustment to the development impact fees is necessary for this subcategory of light industrial uses.

### ***Light Industrial (20 to 50 Percent Office)***

The adjustment for this category of light industrial land uses is based on the increment of 30 percent additional office use as compared to standard light industrial uses with less than 20 percent office. The additional office component is assigned the lowest density office land use designation—EC 30. As a result, the costs are weighted to this subcategory of light industrial based on the mix of office and light industrial uses. The adjusted PFF fee sums 70 percent of the total fee for standard light industrial land uses and 30 percent of the total non-road fee for EC-30 land uses.

The Transit Fee is subject to the same adjustment as the PFF, but no adjustment is made for the drainage fee. The Transit Fee adjustment is the sum of 70 percent of the Transit Fee for standard light industrial land uses and 30 percent of the Transit Fee for EC-30 office land uses.

## **Common Use Factor Adjustment**

The community center commercial common use factors used to allocate costs to land uses were adjusted in the 2017 Nexus Study Update. As discussed previously in the Community Center section of this chapter. Although residents and employees in the community all have access to the planned community centers, the scope and nature of the community centers have changed since the 2008 Nexus Study Update was prepared. It is now anticipated that community centers will focus more on programs for residents. Although businesses and their employees may utilize the community centers for meetings, conferences, and other functions, the community centers will have more of a focus on providing entertainment and recreation services for residents.

Accordingly, the commercial common use factors have been discounted by fifty percent to reflect the primary focus of community centers on programs for residents.

## **PFF Summary**

Based on the findings, costs, and calculations discussed in this chapter, and the adjustments for residential and light industrial land uses discussed above, **Table 3-16** summarizes the PFF for each land use type. The PFF includes adjustments to residential and light industrial land uses as well as a 3.0 percent allowance for the costs of administering the fee program. Fees are calculated by dwelling unit for all residential land uses, and per net acre for all nonresidential land uses.

**Table 3-16  
2017 North Natomas Nexus Study Update  
Proposed 2017 Public Facilities Fee Summary (2017\$)**

<b>Fee Land Use</b>	<b>Cost Allocation Land Use</b>	<b>Public Facilities Fee</b>
<b>Single-Family</b>		
		<i>per dwelling unit</i>
Rural Residential	Rural Residential	\$ 23,510
Lot Size >5,000 Sq. Ft.	Low Density Residential	\$ 8,336
Lot Size 3,250 - 5,000 Sq. Ft.	50% Low Density/50% Medium Density	\$ 7,163
Lot Size <3,250 Sq. Ft.	Medium Density Residential	\$ 5,991
Age-Restricted Single-Family	Age-Restricted Single-Family	\$ 6,300
<b>Multifamily</b>		
		<i>per dwelling unit</i>
8-12 Units per Acre	Medium Density Residential	\$ 5,991
12-18 Units per Acre	50% Medium Density/50% High Density	\$ 5,188
>18 Units per Acre	High Density Residential	\$ 4,386
Age-Restricted Apartments	Age-Restricted Apartments	\$ 2,983
Age-Restricted Cong. Care	Age-Restricted Cong. Care	\$ 985
<b>Nonresidential</b>		
		<i>per net acre</i>
Convenience Commercial	Convenience Commercial	\$ 188,544
Community Commercial	Community Commercial	\$ 114,394
Village Commercial	Village Commercial	\$ 153,786
Transit Commercial	Transit Commercial	\$ 154,700
Highway Commercial	Highway Commercial	\$ 115,645
Regional Commercial	Regional Commercial	\$ 104,821
EC Commercial	Community Commercial	\$ 114,394
Office - EC 30	EC 30 - Office	\$ 66,157
Office - EC 40	EC 40 - Office	\$ 83,852
Office/Hospital - EC 50	EC 30 - Office/Hospital	\$ 98,317
Office - EC 65	EC 65 - Office	\$ 126,595
Office - EC 80	EC 80 - Office	\$ 150,119
Light Industrial w/<20% Office	Light Industrial	\$ 38,854
Light Industrial w/20%-50% Office	70% Light Industrial/30% EC-30	\$ 47,045
Age-Restricted Conv. Care/Skilled Nursing	Age-Restricted Conv. Care/Skilled Nursing [1]	\$ 38,409
Arena		\$ 0
Stadium		\$ 100,438

*pff sum2*

Source: City of Sacramento and EPS

## 4. FINDINGS FOR THE NORTH NATOMAS TRANSIT FEE

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### Reader's Note

As indicated in **Chapter 7** of the Nexus Study 2005 Update, the Working Group agreed to limit future cost increases of transit facilities to no greater than the 2005 cost estimates adjusted by the annual percentage change in ENR CCI for San Francisco (March to March). As a result, no changes have been made to the Transit Fees since 2005 except to adjust them for inflation. This 2017 Nexus Study Update adjusts the 2016 Transit Fees to 2017 dollars using the CCI change described above.

The current Transit Fees for 2017 and the calculation of these fees are shown in **Table 4-1**. This table shows the 2016 fees, 2017 fees, and inflation factor (based on the CCI percentage change described above) used to inflate the 2016 fees to 2017 fees. The transit fees are used to construct light rail stations. The extent of facilities to be funded by the Transit Fee are dependent on the anticipated remaining fee revenue and the available Transit Fee account balances. **Table 4-2** shows the estimated remaining fee revenue from the transit fee, which consists of a facilities portion equal to 97 percent of the total revenue and an administration portion equal to 3 percent of the total revenue. The fees will generate approximately \$14.6 million in revenue to be used to fund light rail station construction costs. In addition, as also shown on **Table 4-2**, there was a Transit Fee account balance as of June 30, 2017 of approximately \$12 million available to fund transit facilities.

For the reader's convenience, the remainder of this chapter following **Table 4-1** and **Table 4-2** is directly reproduced from the **Chapter 4** in the 2008 Nexus Study Update (excluding the tables and table references) and provides the basis for establishing the Transit Fees. There are no changes to the text or amounts referenced in the text. **Chapter 4** of the 2008 report, in turn, included text and tables taken directly from the 2005 Nexus Study Update. The text, and amounts referenced in the text were unchanged from the 2005 report.

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**[Note: Except for Table 4-1 and Table 4-2, the remainder of this chapter is reprinted from the 2008 Nexus Study Update.]**



**Table 4-1**  
**2017 North Natomas Nexus Study Update**  
**2017 Transit Fee Summary (2017\$)**

Fee Land Use	2016 Transit Fee	2017 Transit Fee
<b>Percentage Increase</b> (Change in ENR CCI from Mar. 2016 - Mar. 2017)		0.446%
<b>Single-Family</b>	<i>per dwelling unit</i>	
Rural Residential	\$ 533	\$ 535
Lot Size >5,000 Sq. Ft.	\$ 533	\$ 535
Lot Size 3,250 - 5,000 Sq. Ft.	\$ 489	\$ 491
Lot Size <3,250 Sq. Ft.	\$ 444	\$ 446
Age-Restricted Single-Family	\$ 349	\$ 351
<b>Multifamily</b>	<i>per dwelling unit</i>	
8-12 Units per Acre	\$ 444	\$ 446
12-18 Units per Acre	\$ 397	\$ 399
>18 Units per Acre	\$ 349	\$ 351
Age-Restricted Apartments	\$ 172	\$ 173
Age-Restricted Cong. Care	\$ 95	\$ 95
<b>Nonresidential</b>	<i>per net acre</i>	
Convenience Commercial	\$ 36,665	\$ 36,828
Community Commercial	\$ 18,889	\$ 18,973
Village Commercial	\$ 28,330	\$ 28,456
Transit Commercial	\$ 28,330	\$ 28,456
Highway Commercial	\$ 19,442	\$ 19,529
Regional Commercial	\$ 16,665	\$ 16,739
EC Commercial	\$ 18,889	\$ 18,973
Office - EC 30	\$ 7,222	\$ 7,254
Office - EC 40	\$ 10,000	\$ 10,044
Office/Hospital - EC 50	\$ 12,220	\$ 12,275
Office - EC 65	\$ 16,109	\$ 16,181
Office - EC 80	\$ 19,442	\$ 19,529
Light Industrial w/<20% Office	\$ 3,333	\$ 3,348
Light Industrial w/20%-50% Office	\$ 4,500	\$ 4,520
Age-Restricted Conv. Care/Skilled Nursing	\$ 3,867	\$ 3,885
Arena	\$ 0	\$ 0
Stadium	\$ 18,741	\$ 18,825

*tran fee*

Source: City of Sacramento and EPS

**Table 4-2**  
**2017 North Natomas Nexus Study Update**  
**Remaining Transit Fee Revenue (2017\$)**

<b>Land Use</b>	<b>2017 Transit Fee</b>	<b>Remaining Development</b>	<b>2017 Transit Fee Revenue</b>
<b>Single-Family</b>	<i>per dwelling unit</i>	<i>units</i>	
Rural Residential	\$ 535	0	\$ 0
Low Density Residential	\$ 535	516	\$ 276,266
Medium Density Residential	\$ 446	1,645	\$ 733,944
Age-Restricted Single-Family	\$ 351	242	\$ 84,938
<b>Multifamily</b>	<i>per dwelling unit</i>	<i>units</i>	
High Density Residential	\$ 351	1,628	\$ 571,403
Age-Restricted Apartments	\$ 173	921	\$ 158,889
Age-Restricted Cong. Care/Assisted Living	\$ 95	0	\$ 0
<b>Nonresidential</b>	<i>per net acre</i>	<i>acres</i>	
Convenience Commercial	\$ 36,828	11.6	\$ 428,151
Community Commercial	\$ 18,973	39.3	\$ 746,111
Village Commercial	\$ 28,456	22.4	\$ 638,619
Transit Commercial	\$ 28,456	21.5	\$ 610,797
Highway Commercial	\$ 19,529	18.2	\$ 355,824
Regional Commercial	\$ 16,739	107.1	\$ 1,793,554
Office - EC 30	\$ 7,254	8.2	\$ 59,453
Office - EC 40	\$ 10,044	45.9	\$ 461,087
Office/Hospital - EC 50	\$ 12,275	312.7	\$ 3,837,986
Office - EC 65	\$ 16,181	68.4	\$ 1,106,886
Office - EC 80	\$ 19,529	41.4	\$ 807,815
Light Industrial	\$ 3,348	14.5	\$ 48,554
Age-Restricted Conv. Care/Skilled Nursing	\$ 3,885	0.0	\$ 0
Arena	\$ 0	0.0	\$ 0
Stadium	\$ 18,825	100.5	\$ 1,891,878
<b>Total</b>			<b>\$ 14,612,154</b>
Facilities			\$ 14,173,789
Administration			\$ 438,365
<b>Total Revenue Available for Facilities</b>			
Projected Transit Fee Revenue			\$ 14,173,789
Transit Fee Account Balance			\$ 12,083,000
<b>Total</b>			<b>\$ 26,256,789</b>

tran rev

[1] Revenue determined by CCI increases regardless of remaining development.

Source: City of Sacramento and EPS

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**[Reader’s Note: The remainder of this chapter was reproduced directly from the 2008 Nexus Study Update, excluding the tables and table references in that report.]**

This section of the report presents the findings necessary to establish the transit fee in accordance with AB 1600. For each facility for which the City will levy a development impact fee, the findings must state (1) the purpose of the fee, (2) the use of the fee, (3) the relationship between the use of the fee and type of development, (4) the relationship between need for the facility and the type of project, and (5) the relationship between the amount of fee and the cost portion attributed to new development.

## **Methodology**

### **Facilities Benefit Area**

The facilities included in the Transit Fee benefit all land uses in the Finance Plan Area regardless of location. Consequently, the Facilities Benefit Area equals the Finance Plan Area. As development has already begun to occur in North Natomas, the land use in the Facilities Benefit Area over which remaining transit costs are allocated equals only the estimated remaining development. Since the transit facilities benefit the entire Finance Plan Area, the remaining costs are allocated to all remaining land uses in the Finance Plan Area.

The cost of transit facilities is allocated to all land uses in the Finance Plan Area using the common use factor methodology described below.

### **Common Use Factors**

The facility cost allocations to the land use categories in the Finance Plan Area are based upon the percent share of total use of each type of facility that each land use represents. To calculate total use, common use factors must be developed for each facility.

“Common use factor” means the amount of facility use per acre for each land use. For a complete discussion of the common use factor methodology, please refer to the common use factor section on page III-1 in **Chapter III** [in the Nexus Study 2005 Update].

### **Transit Fee Calculation Methodology**

The methodology for calculating the Transit Fee is the same as it is for calculating the PFF. Please refer to the PFF fee calculation methodology section on page III-6 in **Chapter III** [in the Nexus Study 2005 Update] for a complete description of the Transit Fee calculation methodology. Similar to the PFF the Transit Fee is also calculated using remaining costs and remaining land uses.

## **Land Use Assumptions**

The Transit Fee will be levied based on the relative benefit received by each land use in the Finance Plan Area. As discussed, remaining transit facilities costs will be allocated to remaining Finance Plan Area development. **Table III-3** of **Chapter III** [in the Nexus Study 2005 Update] summarizes the Finance Plan Area remaining land use assumptions. Please refer to this figure and the discussion in the Nexus Study 2005 Update regarding remaining land use assumptions.

## Facility Cost Estimates

Recent studies of the Downtown-Natomas-Airport (DNA) Light Rail Transit (LRT) Line have estimated the costs may range from approximately \$448.0 million in 2002 for a single track line to \$623.0 million in 2002 dollars for a double track line.

In the 1995 Nexus Study and Nexus Study 1999 Update the transit facilities list included track, rolling stock, stations, and electronic equipment as well as other transit facilities including buses, shelters, bus turnouts, and other transit equipment. The fee also could be used to fund soft costs such as formation of the TMA, and planning/studies related to expansion of Regional Transit (RT) in North Natomas. Such legitimate funds would be deducted from the funds for Regional Transit.

In 2002, the City and RT agreed to change the transit facilities list to the cost of LRT stations located in North Natomas. Of the six LRT stations identified in the North Natomas Community Plan, the current DNA LRT master plan identifies costs for construction of five light rail stations. The City and RT agreed the cost of light rail station construction would serve as the basis for North Natomas development's share of the total DNA LRT line cost.

To arrive at the North Natomas share of the total DNA LRT line cost, the Nexus Study 2005 Update identifies the total cost and the North Natomas share of the total cost for each identified light rail station. While each station and cost is identified separately, the purpose of the approach is to identify a total dollar amount that development in North Natomas will contribute to the total cost of the DNA LRT line.

**Table B-65a in Appendix B** [in the Nexus Study 2005 Update] shows the revised estimated \$30.7 million cost for five LRT stations in North Natomas. Of this total, approximately \$18.6 million is used as the basis for the Transit Fee. As shown, two of the five LRT stations are shown as 100 percent funded by North Natomas development. Development in North Natomas is also allocated approximately 63 percent of the cost for three park and ride stations before adjustments for land dedication or other costs. North Natomas will be providing land required for the Arco Arena park and ride station, which was estimated at approximately \$1.9 million. Consequently, the share of the Arco Arena park and ride station allocated to North Natomas development is estimated at approximately \$2.4 million. Similarly, the cost of park and ride facilities at the Club Center Drive station have been removed as park and ride spaces will be provided adjacent to the shopping centers nearby. Thus the net cost allocated to North Natomas for the Club Center Drive station is \$1.1 million.

The City and RT determined the funding of the LRT stations would provide a more direct relationship between the facilities funded in the Transit Fee and development in North Natomas. It was also agreed that RT, through state, federal, and other local funding sources, would assume responsibility for the funding of all other bus and rail transit facilities and equipment required for North Natomas.

## North Natomas Transit Fee

### Nexus Findings

#### *Purpose of Fee*

Provide funding for the construction of LRT stations in the North Natomas community.

#### *Use of Fee*

Construction of LRT stations.

#### *Relationship between Use of Fee and Type of Development*

The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate additional trips and the associated demand for transit service. The fees will be used to design and construct LRT stations and associated facilities. The fees also will be considered part of the local match for State and Federal transit funding.

#### *Relationship between Need for Facility and Type of Project*

Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for transit service. There are no existing transit facilities serving North Natomas, so RT must construct and acquire new transit facilities and equipment to meet the needs of new development in North Natomas. The LRT stations are located within the boundaries of the North Natomas Financing Plan area and will be used by primarily both North Natomas residents and employees. Businesses in North Natomas will also benefit from their customer's use of the transit stations.

#### *Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed*

Common use factors, measuring the relative benefit of transit facilities per land use, determine the allocation of transit facilities costs across all benefiting land uses in the Finance Plan Area.

### Common Use Factors

Demand for transit facilities depends upon the number of trips generated by the residents and workers associated with each land use. Although it could be argued that proposed transit facilities provide greater benefit to land within a ½-mile radius of the proposed stations, the proposed transit facilities benefit the entire plan area because the trip reduction associated with the Light Rail has resulted in alternatively designed roadway facilities throughout the project.

In addition to land use planning, the inclusion of a LRT services to the transportation system reduced the total number of roadway lane miles and roadway costs, a savings distributed to each land use on a daily trip basis. Also, spreading transit costs to the entire plan area is consistent with existing RT policy in other parts of Sacramento County. All of these factors conclude that trip generation rates are the appropriate common use factors for allocating transit costs.

*Note that these common use factors are the same factors used to calculate Roadway and Freeway improvement costs and are shown in **Appendix C** of this report.*

## 5. FINDINGS FOR THE NORTH NATOMAS DRAINAGE FEE

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This chapter of the report presents the findings necessary to establish the drainage fee in accordance with AB 1600. For each facility for which the City will levy a development impact fee, the findings must state (1) the purpose of the fee, (2) the use of the fee, (3) the relationship between the use of the fee and type of development, (4) the relationship between need for the facility and the type of project, and (5) the relationship between the amount of fee and the cost portion attributed to new development.

### Methodology

#### Facilities Benefit Area—Benefit by Drainage Basin

CFD 97-01 was formed to fund areawide improvements; however, each drainage basin must have both a financing plan and a master drainage plan and agreement approved before development can occur within the individual drainage shed area. The North Natomas Drainage Fee is one method of providing the necessary financing mechanism for each drainage basin.

Drainage facilities that are to be funded by the North Natomas Drainage Fee or other funding mechanism (Mello-Roos CFD or private), provide specific benefit to the twelve different drainage basins in the Finance Plan Area. Therefore, the costs of respective drainage facilities are allocated to the specific drainage basins that they serve. Since the 1995 Nexus Study was prepared, many of the basins have been constructed. Just one of the remaining basins, Basin 6, relies on drainage fees to support backbone drainage infrastructure. Most of the other basins have been financed through Mello-Roos CFDs. The remaining basins (Basins 7A, 7B and 9) have been privately funded.

#### North Natomas Drainage Fee Calculation Principles and Methodology

The methodology for calculating the North Natomas Drainage Fee, where applied, is summarized below:

1. Determine the amount and cost of new storm drainage facilities needed or constructed to serve the new development projects in the Finance Plan Area.
2. Determine the net cost of facilities to be funded by development impact fees after accounting for other financing sources such as private financing, other Citywide sources, NNLAP, State and Federal sources, and Mello-Roos CFDs.
3. For drainage facilities that benefit specific drainage basins:
  - a. Divide the Finance Plan Area into drainage benefit zones and allocate the cost of the facilities to these zones.
  - b. To allocate costs in the drainage zones, determine the appropriate common use factors by which to allocate to different land uses the cost of the drainage facilities needed to serve new development.

- c. Apply the appropriate common use factors to the land uses in each drainage basin to determine the allocation of costs to each land use.
  - d. Divide the total cost allocated to each land use (1) by the number of dwelling units for residential land uses to determine the cost per dwelling unit, or (2) by the number of net acres or building square footage for nonresidential land uses to determine the cost per net acre or per building square foot.
4. Add appropriate allowance for administration of the fee program to the allocated costs.
  5. Calculate reimbursement amounts for any fee-funded facilities that are (1) constructed directly by developers or (2) that are funded by Assessment District 88-03.
  6. Perform these calculations for each map, adjusting for costs, validated or estimated, and for planned land uses basinwide.

## **North Natomas Drainage Fee Nexus Findings**

### ***Purpose of Fee***

Provide for collection and conveyance of storm water to the drainage basins and discharge to canals.

### ***Use of Fee***

Design and construct new storm drainage detention-related facilities in each basin that does not have an established funding mechanism of its own.

### ***Relationship between Use of Fee and Type of Development***

The development of new residential, office, commercial, and industrial land uses within each drainage shed in North Natomas will generate additional runoff and the associated need for storm drainage facilities. The fees will be used to expand the storm drainage system to accommodate new development.

### ***Relationship between Need for Facility and Type of Project***

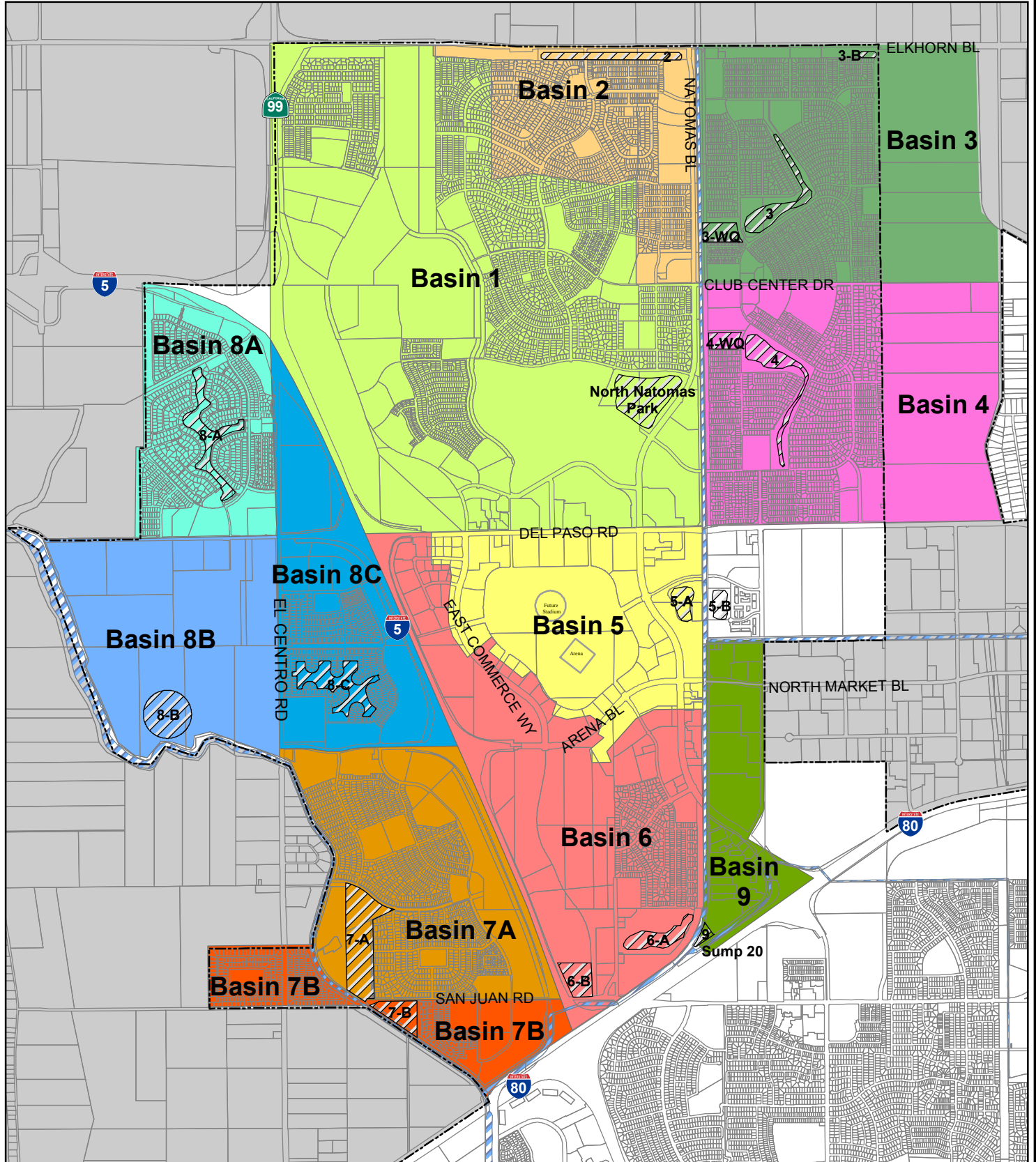
Each new development project (residential, office, commercial, and industrial) will generate additional runoff. All new development must have an adequate storm drainage system to collect the storm water runoff.

### ***Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed***

The first step in establishing this relationship is to identify the drainage facilities that benefit the different drainage basins in the Finance Plan Area. The Finance Plan Area has been divided into 12 drainage basins. **Map 2** shows the location of these basins.

The second step in establishing the reasonable relationship is to allocate the drainage facility costs for each basin to the land uses within the respective basins. The relative amount of impervious surface area associated with a given land use determines the amount of storm runoff

# MAP 2 North Natomas Drainage Basins



2,000 Feet



County

Detention Ponds



City

Canal





that each land use will generate. Therefore, for drainage improvements, the appropriate common use factor for allocating costs to land use is the relative amount of impervious surface area per acre. **Table 5-1** shows the percentage of impervious surface area per acre for each land use. These figures were used in the original Ensign & Buckley Plan in sizing the drainage facilities, with the exception of the civic and school land uses, which were estimated by the City of Sacramento and EPS.

Past Nexus Study Updates included drainage basin cost estimates for each basin and the allocation of those costs to the land uses based on the percentage of total runoff generated by each type of land use. These cost allocations served as the basis for the drainage fees. Since only Basin 6 improvements remain to be funded by the drainage fees, however, the cost estimates and cost allocations are not included in the Nexus Study Update. The fees for Basin 6 will be established based on the methodology described in this chapter as developers file maps and the required drainage improvements within Basin 6 are finalized.

**Table 5-2** shows how various land use types will be categorized for the purpose allocating costs using the cost allocation factors in **Table 5-1**.

**Table 5-1**  
**2017 North Natomas Nexus Study Update**  
**Storm Drainage Common Use Factor Calculation**

Land Use	Common Use Factor
Rural Estates	0.15 impervious surface area per acre
Low Density Residential	0.50 impervious surface area per acre
Medium Density Residential	0.65 impervious surface area per acre
High Density Residential	0.75 impervious surface area per acre
Convenience Commercial	0.80 impervious surface area per acre
Community Commercial	0.80 impervious surface area per acre
Village Commercial	0.80 impervious surface area per acre
Transit Commercial	0.80 impervious surface area per acre
Highway Commercial	0.85 impervious surface area per acre
Regional Commercial	0.80 impervious surface area per acre
Employment Commercial (EC)	0.75 impervious surface area per acre
Light Industrial	0.70 impervious surface area per acre
Arena	0.85 impervious surface area per acre
Stadium	0.85 impervious surface area per acre
Institutional	0.75 impervious surface area per acre
Civic	0.75 impervious surface area per acre
School	0.40 impervious surface area per acre

*imper*

Source: Ensign & Buckley, School Site Analysis and Development, CA State Department of Education.

**Table 5-2**  
**2017 North Natomas Nexus Study Update**  
**Land Use Classification for the Drainage Fee**

Land Use Type	Drainage Fee Category
<b>RESIDENTIAL</b>	<b>RESIDENTIAL</b>
Rural Estates Low Density Residential Medium Density Residential High Density Residential Age-Restricted Single-Family Age-Restricted Apartments Age-Restricted Congregate Care	Rural Estates Low Density Residential Medium Density Residential High Density Residential <i>Not applicable [1]</i> <i>Not applicable [1]</i> <i>Not applicable [1]</i>
<b>NONRESIDENTIAL</b>	<b>NONRESIDENTIAL</b>
Convenience Commercial Community Commercial Village Commercial Transit Commercial Highway Commercial Regional Commercial EC Commercial EC 30 - Office EC 40 - Office EC 80 - Office Light Industrial with < 20% Office Light Industrial with 20% - 50% Office Age-Restricted Convalescent Care/Skilled Nursing Arena Stadium	Convenience Commercial Community Commercial Village Commercial Transit Commercial Highway Commercial Regional Commercial Community Commercial Employment Commercial (EC) Employment Commercial (EC) Employment Commercial (EC) Light Industrial Light Industrial  <i>Not applicable [1]</i> Arena Stadium

categories

[1] As there are no anticipated age-restricted land uses within basins that may be funded by the Drainage Fee, these uses have not been included in the calculation of the drainage fee.

## 6. NORTH NATOMAS LAND ACQUISITION FEES

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### Reader's Note

The North Natomas Land Acquisition Program (NNLAP) is adjusted annually through a separate procedure. The NNLAP includes two separate fees, the Public Facilities Land Acquisition Fee (PFLAF) and the Regional Park Land Acquisition Fee (RPLAF). Per the City, the NNLAP was most recently updated on October 20, 2009. Since then, no adjustments have been made to the program because of the Great Recession and because of building restrictions between December 2008 and June 2015 that effectively halted development in the NNFP area. The procedure to adjust fees requires sound appraisals on a three-year moving average basis. This system is being reinitiated in 2018. This 2017 Nexus Study Update therefore makes no changes to the program except to reflect the current fees, shown in **Table 6-1a**.

For the reader's convenience, the remainder of this chapter is directly reproduced from the **Chapter 6** in the 2008 Nexus Study Update and provides the basis for establishing the Land Acquisition Fees. **Chapter 6** of the 2008 report, in turn, included text and tables taken directly from the 2005 Nexus Study Update. The text, and amounts referenced in the text, were unchanged from the 2005 report, but the tables were updated to reflect 2008 amounts. With the exceptions of **Table 6-1a** and updated land values shown in **Table 6-4** for 2007-2009 on which the current PFLAF is based, the remainder of this chapter in this 2017 Nexus Study Update is identical to **Chapter 6** in the 2008 report, with no changes to text, amounts referenced in the text, or amounts in the tables.

Supporting documentation for the NNLAP is included in **Appendix F**. The tables in this appendix are identical to the tables in **Appendix E** of the 2008 Nexus Study Update except that the land value per acre has been updated to reflect the land values on which the current NNLAP Fees are based.

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**[Note: Except for Table 6-1a, the remainder of this chapter is reprinted from the 2008 Nexus Study Update]**

**Table 6-1a**  
**2017 North Natomas Nexus Study Update**  
**Land Acquisition Fees (2017\$)**

Land Use	2017 PFLAF	2017 RPLAF
Fee Increase from 2016 [1]	0.000%	3.789%
		<i>Fee per Unit</i>
<b>Single-Family</b>		
Rural Residential	\$18,190	\$14,712
Lot Size >5,000 Sq. Ft.	\$2,713	\$2,183
Lot Size 3,250 - 5,000 Sq. Ft.	\$2,233	\$1,787
Lot Size <3,250 Sq. Ft.	\$1,752	\$1,390
Age-Restricted Single-Family	\$3,224	\$2,608
<b>Multifamily</b>		
8-12 Units per Acre	\$1,752	\$1,390
12-18 Units per Acre	\$1,277	\$1,026
>18 Units per Acre	\$802	\$662
Age-Restricted Apartments	\$805	\$653
Age-Restricted Cong. Care	\$425	\$342
<b>Nonresidential</b>		<i>Fee per Net Acre</i>
Convenience Commercial	\$18,190	\$14,712
Community Commercial	\$18,190	\$14,712
Village Commercial	\$18,190	\$14,712
Transit Commercial	\$18,190	\$14,712
Highway Commercial	\$18,190	\$14,712
Regional Commercial	\$18,190	\$14,712
EC Commercial	\$18,190	\$14,712
EC 30 - Office	\$18,190	\$14,712
EC 40 - Office	\$18,190	\$14,712
EC 50 - Office/Hospital	\$18,190	\$14,712
EC 65 - Office	\$18,190	\$14,712
EC 80 - Office	\$18,190	\$14,712
Light Industrial with <20% Office	\$18,190	\$14,712
Light Industrial with 20%-50% Office	\$18,190	\$14,712
Age-Restricted Conv. Care/Skilled Nursing	\$18,190	\$14,712
Arena	\$0	\$0
Stadium	\$11,117	\$14,712

*land fees*

[1] For RPLAF, change = percentage change in CPI for San Francisco-Oakland-San Jose from April 2016 to April 2017.

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**[Reader’s Note: The remainder of this chapter was reproduced directly from the 2008 Nexus Study Update with no changes to text or table amounts with the exception of updated land values shown in Table 6-4.]**

This section of the report presents information regarding the PFLAF and the RPLAF, each of which are part of the>NNLAP. Previously, both of these fees were included and updated in the Nexus Study Report. Several factors over the last 3 years, however, required that these fees be updated separately. In particular, the City issued bonds to fund the remaining cost to acquire the 200-acre regional park site. As a result, the RPLAF was updated in the fall of 2004 based on the final bond principal amount. This chapter summarizes the 2004 update to the RPLAF.

The PFLAF has been updated each year on July 1 independently of the Nexus Study based on the North Natomas Public Land Acquisition Value (PLAV). The annual update is performed to ensure PFLAF rates keep pace with escalating land values. As the update for 2005 has already taken place, this chapter will only recap the most recent update.

For a complete description of the>NNLAP, see **Chapter V** of the North Natomas Financing Plan 1999 Update.

## **RPLAF**

In 2003, the City and the owners of the regional park land reached an agreement for the acquisition of the park land and the RPLAF was updated accordingly. In 2004, the City issued bonds making the final costs of the park land a known value. **Table 6-1** summarizes the total regional park land acquisition cost of \$22.8 million in 2004 dollars. Sources of funding for this cost include \$14.8 million in bond proceeds, approximately \$3.0 million in available cash, and approximately \$5.0 million in fee credits supplied to the landowners. After adding a portion for the underwriter’s discount and reserve funds, the final bond cost totaled approximately \$15.7 million. Using this value as a basis, the RPLAF was calculated to be \$10,600 per acre (assuming an annual average inflation rate of approximately 2 percent). **Table 6-2** shows the RPLAF on a per unit basis for residential land use types and a per-acre basis for nonresidential land use types.

Because the calculation of the RPLAF accounted for an average annual inflation factor, the RPLAF will be escalated annually. Using the change in the San Francisco Consumer Price Index (CPI) for all urban consumers from April 1 of the previous year to April 1 of the current year, the RPLAF will be escalated by a minimum of 2 percent annually, or more as dictated by the CPI. The escalation will be effective 60 days from the date of adoption of this study and will take place every July 1 thereafter.

## **PFLAF**

As discussed above, the PFLAF has been updated separately from this Nexus Study 2005 Update report. The following sections are taken from the *North Natomas Public Facilities Land Acquisition Fee Update 2005*, dated May 9, 2005 and adopted on May 24, 2005.

**Table 6-1  
North Natomas Nexus Study Update 2008  
Regional Park Land Acquisition Cost (2004\$)**

<b>Item</b>	<b>Lewis</b>	<b>Lennar</b>	<b>Alleghany</b>	<b>Total</b>
Cash Compensation	\$800,000	\$10,023,806	\$8,790,959	<b>\$19,614,765</b>
Fee Credit Compensation	\$594,574	\$3,000,000	\$1,100,000	<b>\$4,694,574</b>
<b>Total Compensation</b>	<b>\$1,394,574</b>	<b>\$13,023,806</b>	<b>\$9,890,959</b>	<b>\$24,309,339</b>
Staff/Miscellaneous Costs				\$128,632
<b>Subtotal Regional Park Land Cost</b>				<b>\$24,437,971</b>
Less Conveyance to Natomas USD				(\$1,611,418)
<b>Total Regional Park Cost</b>				<b>\$22,826,553</b>
<b><u>Sources of Funds</u></b>				
Bond Proceeds				\$14,750,000
Cash				\$3,381,979
Fee Credits to Owners				\$4,694,574
<b>Total</b>				<b>\$22,826,553</b>
<b><u>Bond Principal Detail</u></b>				
Regional Park Cost Funded				\$14,750,000
Underwriter's Discount & Reserve Funds				\$938,466
<b>Total Bond Amount</b>				<b>\$15,688,466</b>

*"park cost"*

Source: City of Sacramento

**Table 6-2**  
**North Natomas Nexus Study Update 2008**  
**Land Acquisition Fees (2008\$) [1]**

Land Use	2008 Public Facilities Land Acquisition Fee	2008 Regional Park Land Acquisition Fee
	[2]	[2]
<b>RESIDENTIAL</b>	<i>Fee per Unit</i>	
<i>Single-Family Attached/Detached</i>		
Rural Estates	\$0	\$0
Lot Size > 5,000 sq. ft.	\$5,628	\$1,762
Lot Size 3,250 - 5,000 sq. ft.	\$4,176	\$1,441
Lot Size < 3,250 sq. ft.	\$2,724	\$1,120
Age-Restricted Single-Family	\$5,727	\$2,104
<i>Multifamily (&gt;2 attached units)</i>		
8-12 units per net acre	\$2,724	\$1,120
> 12-18 units per net acre	\$2,133	\$827
> 18 units per net acre	\$1,542	\$533
Age-Restricted Apartments	\$1,520	\$525
Age-Restricted Congregate Care	\$795	\$275
<b>NONRESIDENTIAL</b>	<i>Fee per Net Acre</i>	
Convenience Commercial	\$34,360	\$11,871
Community Commercial	\$34,360	\$11,871
Village Commercial	\$34,360	\$11,871
Transit Commercial	\$34,360	\$11,871
Highway Commercial	\$34,360	\$11,871
Regional Commercial	\$34,360	\$11,871
EC Commercial	\$34,360	\$11,871
EC 30 - Office	\$34,360	\$11,871
EC 40 - Office	\$34,360	\$11,871
EC 50 - Office/Hospital	\$34,360	\$11,871
EC 65 - Office	\$34,360	\$11,871
EC 80 - Office	\$34,360	\$11,871
Light Industrial with <20% Office	\$34,360	\$11,871
Light Industrial with 20%-50% Office	\$34,360	\$11,871
Arena	\$34,360	\$11,871
Stadium	\$34,360	\$11,871

*"land\_fees"*

[1] Land Acquisition Fees are before credits for land dedicated.

[2] Based on the Appraisal Report for North Natomas (2008) prepared by Clark-Wolcott, Inc.



## **Purpose of the PFLAF**

Development of the Finance Plan Area will require a significant amount of land for public uses including open space, drainage system, roadways, interchanges, transit facilities, parks, civic facilities, schools, and buffers to other land uses. Much of the land is provided through normal land dedication in the land development process. The quantity of land in North Natomas for public use is unusual, however, because of the large area being planned for development and the amount of land required for mitigation of various development impacts.

To ensure that no participating landowners are required to dedicate more than their fair share of land for public use and that public lands are available when needed by the City, the City will acquire land through normal dedications and through the PFLAF. Landowners dedicating less than their fair share of public land will be required to pay the PFLAF at building permit. Landowners providing more than their fair share of public land would be reimbursed through PFLAF fees paid.

## **Public Land Acquired Through the PFLAF**

The following paragraphs describe the public land included in the PFLAF while **Map 3** demonstrates the locations of the public land.

### ***Freeway and Agricultural Buffers***

Open space and land buffers are required throughout the area along the I-5 freeway, as habitat buffers along Fisherman's Lake, as a buffer to agricultural land along the south side of Elkhorn Boulevard and open space along the western City limits. The nature of these buffers and open space are considered beyond "normal" dedications of development setbacks. The acreage estimates for freeway and agricultural buffers are shown in **Appendix E** [in the Nexus Study 2005 Update] **Tables E-1** and **E-2**.

### ***Civic Lands***

Civic lands include two fire stations, a library, a police substation, three community centers, and other cultural and entertainment uses. Civic lands also include civic utilities such as water facility sites, but do not include private utilities such as SMUD, PG&E, or AT&T Cable which will be purchased by the private user via a negotiated purchase price. The acreage estimates for civic lands are shown in **Tables E-1** and **E-2** in **Appendix E** [in the Nexus Study 2005 Update].

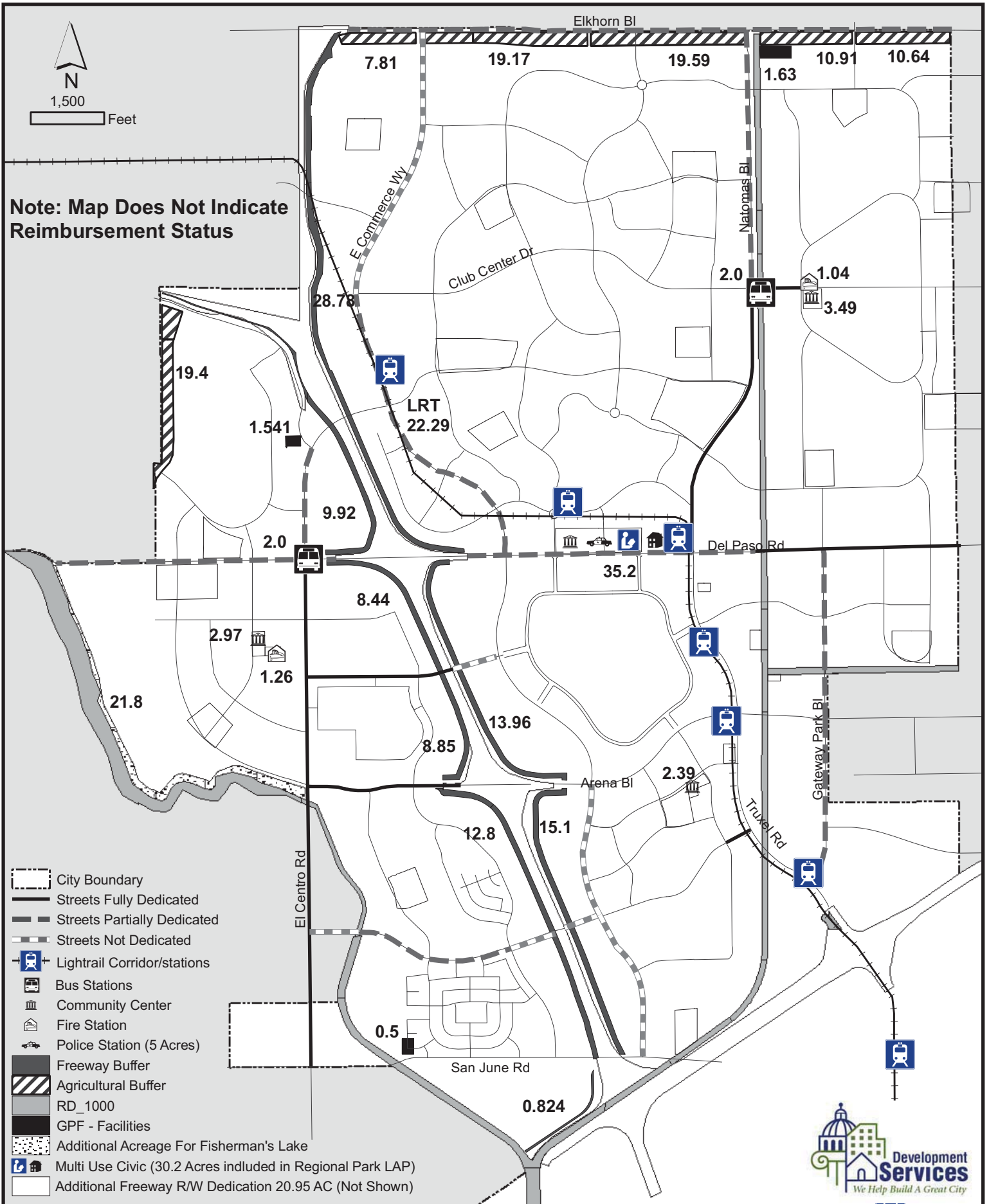
### ***Light Rail Right-of-Way***

Approximately 19.4 acres of right-of-way are required for the light rail alignment that is not included as part of the road right-of-way. This total excludes approximately 2.9 acres of light rail right-of-way that is in the regional park. Light rail right-of-way acreage in the regional park will be acquired through the RPLAF. The PFLAF does include approximately 2.9 acres that are required for LRT stations, however, for a total of 22.3 acres. Detailed estimates of light rail row-of-way acreages are shown in the lower section of **Table E-3** in **Appendix E** [in the Nexus Study 2005 Update].

# MAP 3

# LAP Reimbursement Areas

Revised: June 2005



### ***Off-street Bikeways***

Only approximately 2.9 acres of off-street bikeway right-of-way is not included in existing rights-of-way such as roadway, park, or RD-1000 easements. Consequently, the PFLAF includes the approximately 2.9 acres of off-street bikeway right-of-way in the program. Acreage estimates for off-street bikeways are shown in the upper section of **Table E-3** in **Appendix E** [in the Nexus Study 2005 Update].

### ***RD-1000 Easement***

The City estimates approximately 35.9 acres of drainage property dedications should be included in the PFLAF. This amount excludes approximately 9.1 acres of drainage property that was acquired through CFD No. 97-01. Drainage property dedications are shown in **Table E-4** in **Appendix E** [in the Nexus Study 2005 Update].

### ***Street Overwidth Right-of-Way***

The portion of streets that are oversized for regional traffic is included in the>NNLAP as a communitywide expense. To the extent that water and sewer trunk lines cannot be located under roadways, additional right-of-way for utility easements will be required. No estimate has been made for this acreage as it is anticipated to be insignificant.

The standard street dedication is 25 feet from the face of curb. Excess dedication is counted from the 25-foot point to the center of the road. **Table 6-3** shows the calculation of excess dedication for 4, 6, and 8 lane roads. Total overwidth costs for each section of road are shown in **Table E-5** in **Appendix E** [in the Nexus Study 2005 Update].

### ***AD 88-03 Land***

Most property owners in Quadrant 1 are included in AD 88-03 which primarily funded roadway improvements plus some freeway, landscaping, and drainage improvements. In addition, right-of-way and road overwidth right-of-way were acquired by the District for construction of roadway and freeway improvements. Although this land has already been acquired, the>NNLAP will include this acreage to treat AD 88-03 lands the same as other public lands.

Reimbursement to the AD 88-03 participants for this land will be valued at the current acquisition cost when an eligible property owner's tentative map is processed. The following summarizes the acreage acquired under AD 88-03 that is included in the>NNLAP.

Oversized street width right-of-way	39.05 acres
Light Rail right-of-way	3.71 acres
Freeway off-ramp right-of-way	0.83 acres
<b>Total</b>	<b>43.59 acres</b>

The Calculation of AD 88-03 reimbursements in 1993 dollars is shown in **Tables E-1** and **E-2** in **Appendix E**.

**Table 6-3  
North Natomas Nexus Study Update 2008  
Right-of-Ways and Overwidths**

Roadway Section	Street Type	Full Section R-O-W	Half Section					Full Section Overwidth
			Total R-O-W		North Natomas FOC [2] to center of R-O-W [1]	City's FOC Dedication of R-O-W [3]	Overwidth	
			Including Setback	Less Setback				
<i>a</i>	<i>b = a / 2</i>	<i>c</i>	<i>d = b - c</i>	<i>e</i>	<i>f = d - e</i>	<i>g = f x 2</i>		
A	4 Lane Divided	100	50	13	37	25	12	<b>24</b>
B	6 Lane Divided	136	68	14	54	25	29	<b>58</b>
C	8 Lane Divided	158	79	14	65	25	40	<b>80</b>
D	Modified 4 Lane West Side	92	50	16	34	25	9	Total Overwidth [4]
	East Side		42	8	34	25	9	
E	Modified 6 Lane West Side	114	61	16	45	25	20	Total Overwidth [4]
	East Side		53	8	45	25	20	

"row"

[1] R-O-W = Right of Way.

[2] FOC = Face of Curb.

[3] The City's dedication from the face of the curb is 25 feet.

[4] Modified 4 Lane is Truxel Road from Elkhorn Boulevard to North Loop Road.

Modified 6 Lane is Truxel Road from North Loop Road to Street I.

Setback depends on which side of the street you are on. Modified lanes have a bike path on one side not included in the R.O.W.

**Public Land Not Acquired through the PFLAF**

The NNLAP excludes these “normal” dedications:

- Neighborhood and community parks dedicated under the Quimby Act;
- Roadway right-of-way dedications through standard requirements; and
- Landscaping easements dedicated under the Subdivision Map Act.

These dedications are handled through standard City processing of development applications.

The PFLAF also excludes land required for drainage including detention basins, pump stations, and trunk lines. This land will be purchased from the drainage fees or other drainage financing mechanisms. School sites are not included as public land because they are acquired directly by the school districts.

**Public Facilities Land Acquisition Cost**

The acquisition cost per acre is based on the 2005 update of the North Natomas Valuation Study completed by Clark-Wolcott, Inc. This study determined the PLAV, which is based on a 3-year weighted average. **Table 6-4** summarizes the updated PLAV in 2005.

*In addition, note that Table 6-4 has been updated for this 2017 report to reflect the 2009 appraisal, on which the current PLAF is based.*

**Table 6-4  
 Calculation of PLAV**

Item	Value in 2008 Report		Updated Value (for 2009 Fee)	
<b>Weighted Average Unit Value</b>				
Year 1	Nov. 1, 2004	\$ 362,993	Nov. 1, 2008	\$ 9,006
Year 2	Nov. 1, 2003	\$ 157,999	Nov. 1, 2007	\$ 140,122
Year 3	Nov. 1, 2002	\$ 132,232	Nov. 1, 2006	\$ 365,089
<b>Weighted Average</b>		<b>\$ 217,741</b>		<b>\$ 171,406</b>
<b>Weighted Average with Admin. &amp; Contingency</b>		<b>\$ 236,745</b>		<b>\$ 186,310</b>

Source: Clark-Wolcott, Inc. and City.

Acreage for the public land listed in the previous section, the acquisition cost per acre, and the total acquisition cost are shown in **Table 6-5**.

**Table 6-5  
North Natomas Nexus Study Update 2008  
Estimated Public Land Acquisition Cost**

<b>Public Facilities Land Acquisition Category</b>	<b>Acreage Calculations</b>	<b>Acreage</b>	<b>Acquisition Cost/Acre</b>	<b>Total Acquisition Cost</b>
	[1]		[2]	[3]
<b>Public Lands</b>			<b>\$324,766</b>	
Freeway Interchange and Overcrossings	Table B-3	39.4	\$324,766	\$12,802,705
Freeway Buffer	Table E-2	100.3	\$324,766	\$32,562,324
Agricultural Buffer	Table E-2	109.3	\$324,766	\$35,503,392
Open Space	Table E-2	1.6	\$324,766	\$513,130
Community Centers [4]	Table E-2	8.9	\$324,766	\$2,890,415
Police Substation	Table E-2	5.0	\$324,766	\$1,623,829
Fire Stations	Table E-2	2.3	\$324,766	\$746,961
General Public Facilities - Utilities	Table E-2	5.8	\$324,766	\$1,870,976
Bus Transit Centers	Table E-2	4.0	\$324,766	\$1,299,063
LRT Right-of-Way	Table E-3	22.3	\$324,766	\$7,239,861
Off-Street Bikeways	Table E-3	2.9	\$324,766	\$939,477
RD-1000 Easement [5]	Table E-4	35.9	\$324,766	\$11,651,537
Overwidth Street Right-of-Way	Table E-5	78.1	\$324,766	\$25,369,231
<b>Subtotal Public Lands</b>		<b>415.7</b>		<b>\$135,012,901</b>
<b>TOTAL Finance Plan Area Developable Acres</b>		<b>4,243.8</b>		

*"land value"*

Source: City of Sacramento Real Estate, Ensign and Buckley, City of Sacramento Public Works, City of Sacramento Neighborhoods, Planning and Development Services Department GIS, Clark-Wolcott, Inc., and EPS.

[1] See Appendices B and E.

[2] Reflects uniform cost basis for all acquisitions regardless of the use of the site. The estimated per-acre cost is based on the North Natomas Valuation Study appraisal by Clark-Wolcott Inc. and does not necessarily reflect each individual's fair market value. See Table 6-4.

[3] Acquisition cost does not include contingency or administration costs.

[4] Does not include the community center in the Regional Park.

[5] North Natomas Comprehensive Drainage property dedications calculated in February 1999 and updated in June 2002.

The cost of land acquired by the PFLAF equals the acquisition cost per acre (PLAV) multiplied by all of the public land subject to acquisition by the NNLAP (excluding the regional park) divided by the total net acres in the Finance Plan Area. As shown in **Table 6-6**, the total estimated acquisition cost for public land is approximately \$97.8 million including administration and contingency.

### **Land Use Assumptions**

The PFLAF will be levied on a per-unit basis for residential development and on a per-net acre basis for nonresidential development for all land uses in the Finance Plan Area. As when the NNLAP when created, the PFLAF has retained the methodology of allocating total NNLAP costs to all participating land uses. Retaining the existing methodology will preserve the overall Finance Plan Area ratio of public land to be dedicated to developed land. If the methodology were to be changed to remaining public land and remaining development, the average ratio of public land to developed land may be significantly different from that established when the program began. **Table 3-3** in **Chapter 3** details the Finance Plan Area land use assumptions.

### **Nexus Findings**

As discussed previously, the NNLAP was originally contained in the North Natomas Financing Plan 1999 Update. The developers in North Natomas have agreed, through a development agreement, that they will adhere to policies included in the Financing Plan. Therefore, the developers have agreed to the NNLAP and both fees included in the program—the PFLAF and the RPLAF, which was discussed above. As a result, updates to the PFLAF and RPLAF do not make nexus findings.

### **Fee Calculation**

The PFLAF is based on the average cost per acre to acquire land for public facilities. As shown in **Table 6-6**, the average cost to acquire land for public facilities is \$23,107 per acre for 2005. **Table 6-2** shows the PFLAF and for each land-use type. The fees are shown per unit for all residential land uses and per net acre for all nonresidential land uses.

**Table 6-6  
North Natomas Nexus Study Update 2008  
Estimated Land Acquisition Fees**

<b>Land Acquisition</b>	<b>Estimated Acquisition Cost</b>	<b>Plus Administration</b>	<b>Plus Land Value Contingency</b>	<b>Total Cost Basis for Fee</b>	<b>Land Acquisition Fees [1]</b>
		3.0%	5.0%		
Public Facilities Land Acquisition [2]	\$135,012,901	\$4,050,387	\$6,750,645	\$145,813,933	<i>per net acre</i> <b>\$34,360</b>

"NNLAF\_units"

[1] See Table 3-4 for acreage assumptions.

[2] Public Facilities Land acquisition fee per net acre before credits.



## 7. IMPLEMENTATION

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### Reader's Note

This chapter outlines basic implementation policies for the development impact fees discussed in this report. Because the North Natomas Drainage fee is not used extensively and the NNLAP is implemented differently, the implementation discussion focuses on the PFF and Transit Fee. This chapter includes a discussion of existing implementation policies and procedures and details policies and procedures introduced during the 2008 Nexus Study Update.

***Note that all tables and examples in this chapter are obtained directly from the 2008 Nexus Study Update. The costs and fees in the tables have not been updated to reflect current 2017 values.***

### Fee Reimbursements

Under the City's capital improvement policy, the City and developers may agree to have developers build certain facilities contained in the fee program. In the case of such an agreement, developers should receive a fee credit based upon the portion of their fee obligation, which is met through direct construction of facilities and for the oversizing component, or a reimbursement from fees collected from other developers. The fee credit reimbursement program is described in detail in the North Natomas Financing Plan.

For instance, the cost of roadway and freeway facilities, and landscaping improvements in Quadrant 1, which already received funding from AD 88-03, have been included in the PFF similar to NNLA planning expenditures and the Truxel interchange. Property owners participating in an up-front funding program shall receive PFF reimbursements.

Property owners participating in AD 88-03 shall receive a fee reimbursement based on the AD participant's pro rata share of facility funding that has been provided through the AD. The calculation of these reimbursements is shown in **Appendix E**. The total reimbursement per assessor's parcel number (APN) was prepared by Vail Engineering using the same methodology for estimating the total AD 88-03 assessment per parcel. If an original parcel number has been replaced by new parcels, the City allocated the reimbursement from the original parcel to the revised current parcel(s) based on acreage. The City maintains a record of reimbursements for each reimbursement parcel.

The current standard PFF reimbursement policy allows property owners to take credits up to 43 percent of the total PFF due. At this stage of development in North Natomas, however, the City recognizes the difficulty of placing conditions of approval on projects that require the construction of improvements that are not directly needed for a project while only allowing credits to be applied at the standard rate of 43 percent of the total PFF due. In addition, the Financing Plan is now in a sufficient financial position so that the use of accelerated credits will benefit, not harm, the purposes of the Financing Plan.

In November 2004, the Sacramento City Council adopted by Resolution 2004-731: a public safety credit reimbursement category with the following conditions and features:

- Credits can be reimbursed to up to 97 percent of the PFF due.
- Projects eligible for Credits must be off-site and not required solely as a result of the development.
- Projects must be a public safety concern as determined by the City.
- Credits will be on par with 43 percent credits in the priority of cash reimbursements of credits.

Credits will be created and used based on the standard credit/reimbursement procedure of the City.

### **Annual Review and Periodic Updates to the North Natomas Financing Plan and Nexus Study**

To ensure the PFF and Transit Fee Programs are collecting adequate revenues to fund required public facilities, the City will perform annual reviews of the Fee Programs in addition to the current automatic updates.

Historically, the PFF and Transit Fee Programs have undergone a major update every 2 to 3 years. During this major update, all land uses, public facility costs, fee credits, and program cash balance information is thoroughly reviewed and updated. The outcome of the update is revised North Natomas PFF and Transit Fees adopted by City Council resolution. Following initial adoption of the North Natomas Financing Plan and Nexus Study in 1994, these updates have taken place in 1999, 2002, 2005, and 2008.

The 2017 Nexus Study Update continues a comprehensive review and update after an eight-year hiatus due to the "Great Recession" and an effective building moratorium in North Natomas between 2008 and June 2015. Going forward, and because of the maturity of development in North Natomas, comprehensive updates will occur at least every 5 years.

In addition to periodic updates, the PFF and Transit Fee Programs will undergo an annual review. The annual adjustment made to the Fee Programs is an automatic inflation adjustment. The annual reviews, which are not as comprehensive as periodic updates, are used to monitor progress on achieving each Fee Program's goals.

The City has identified the following actions to be performed during the annual review of the PFF and Transit Fee Programs:

#### **1. Infrastructure cost analysis.**

The City will examine infrastructure costs of completed facilities to compare actual costs to estimated costs. This comparison will be done to determine if actual costs are in line with estimates or if substantive revisions may be necessary. This review will also uncover areas where cost savings in the Fee Program may be possible.

**2. Examine areas for value engineering in public infrastructure cost estimates.**

The City will look for ways to value-engineer public facilities included in the respective Fee Programs. As the City and North Natomas developers gain additional infrastructure construction experience in North Natomas, potential cost savings may be identified for one or more types of public facilities. Potential cost savings may limit future cost increases in a respective Fee Program or may be used to offset the cost of including additional public facilities in the Fee Program at a future date (provided that the option of adding facilities is available based on City policies).

**3. Review conditions of approval for planning entitlements for potential effects on Financing Plan infrastructure costs.**

The City will review its conditions of approval that it places upon planning entitlements granted to builders or developers. This review will focus on changes in design or facility requirements that may have adverse or beneficial effects upon public facility costs in the PFF or Transit Fee Programs.

**4. Review road segment construction responsibility.**

The City will review each constructed roadway segment to determine who constructed the completed roadway facility, the City, or a developer. The City will compare this data to Financing Plan estimates to evaluate whether changes would be required to future construction responsibility or roadway cost estimates in the PFF Program. In addition, this roadway segment review may reveal potential cost savings that may be used to lower fees, fund cost overages on other PFF facilities, or fund additional public facilities.

**5. Land use update.**

The City will track development in North Natomas to measure how actual development compares to Community Plan goals. Tracking of development on an annual basis will assist in facility phasing decisions as well as calculating total remaining development for use in updates to the PFF and Transit Fee Programs.

**6. Review of administration of the fee programs.**

The City will evaluate its experience in administering the revised fee calculation and collection policies identified in this exhibit and revise the policies if necessary to improve the operation of the program.

It is possible that one or more findings from an annual review will cause the need for a major update to the Fee Programs before the next scheduled periodic update. The City will determine if a major update to the Fee Programs is required outside of regularly scheduled 3-year periodic updates.

## **Changes in the 2017 Nexus Study Update**

**Please also refer to prior Nexus Study Updates for continuing policies.**

In preparation of this 2017 Nexus Study Update, the City has undertaken a thorough review of all remaining land uses and of all facilities and costs funded by the PFF. Before the lifting of a 5½ year building restriction in June 2015, a complete field and record review was undertaken to

audit the inventory of completed and uncompleted facilities as well as completed and uncompleted private development. Fees and facility costs were changed as a result commencing in June 2015 in accordance with the fee and facility adjustment methodology described below. With each annual adjustment costs are reevaluated and allocated to actual remaining development to determine the fees by land use for any year.

### **Facility Revisions and Net Fee Changes**

In addition to the fee adjustment system reviewed below, over the past three years, the City, with the participation of community residents, City staff, developers, consultants and representatives for the City, reviewed all facilities for scope, cost, need, and the relationship to actual development in North Natomas. As a result, this 2017 Nexus Study Update incorporates adjustments that both significantly reduce or eliminate fee support for some facilities and increase support for one under-funded but high priority project. Taken together, the PFF fee is reduced by the following percentages:

- All Land Uses: 16.6 percent
- Residential Land Uses: 0.8 percent
- Commercial Land Uses: 20.4 percent

The affected facilities are as follows.

#### ***Natomas Crossing Drive Overcrossing***

Natomas Crossing Drive Overcrossing is one of three overcrossings in the North Natomas Financing Plan, with each located roughly equidistant between the interchanges on I-5 and SR99: Elkhorn Boulevard, Del Paso Road, Arena Boulevard, and I-80. Natomas Crossing Drive is the southmost overcrossing, located between Arena Boulevard and I-80. The overcrossing would connect East Commerce Way and Duckhorn Drive

In the mid-2000's, the majority of the land uses in the vicinity west of I-5 were converted from office uses to residential with the Riverdale subdivision improvements. In addition, in the 2009 Nexus Study Update, the roadway extension of Natomas Crossing Drive west of the overcrossing was removed from PFF support because of community concerns and because of a lack of a foreseeable need for the roadway.

Concerns have continued to be raised regarding the effects of the Natomas Crossing extension and of the overcrossing on the surrounding community. In response, the City is proposing to amend the Mobility Element of the 2035 General Plan by eliminating the planned roadway portion of Natomas Crossing Drive between East Commerce Way and El Centro Road from planned improvements. This facility would be replaced by an off-street bike path to accommodate bicycles and pedestrians, including an overcrossing of I-5.

This 2017 Nexus Study Update assumes certification of the State environmental Impact Report permitting the roadway changes and approval of the General Plan amendment by City Council. Clearance and approval of the changes would remove the remaining PFF funding (the overcrossing funding).

### ***Elkhorn Boulevard***

Elkhorn Boulevard between SR 99 and the City limit to the east straddles the northern City boundary with approximately half of the roadway located in the County. The full cost of the improvements to the road have been included in the PFF. With proposed developments in the Panhandle area to the east and the North Precinct area to the north, this 2017 Nexus Study Update reduces the PFF share to that determined by traffic studies given these new developments.

### ***El Centro Road***

El Centro Road between Arena Boulevard and San Juan Road traverses land that is either entirely within the City or the unincorporated area. All areas within the City are complete. This 2017 Nexus Study Update removes the balance of PFF support.

### ***Police Station and Community Center***

The PFF has supported a one-third share of a police facility that was to be located in the Town Center area adjacent to Inderkum High School and the North Natomas Regional Park. In the years since the creation of the North Natomas Community Plan in 1994, the need for this facility has evolved along with modern methods of policing, placing more emphasis on technology and patrol. At the same time, the need and priority for a community center has increased, with the scope of a desired facility requiring additional funding. This 2017 Nexus Study Update moves the PFF support for the police station to the community center. This action is contingent on approval of an amendment to the North Natomas Development Agreement.

## **Changes to the Allocation Methodology for Community Center Facilities**

The common use factor for community centers is people per acre. Residents and employees in the community all have equal access to the planned community centers. However, the scope and nature of the community centers have changed since the 2008 Nexus Study Update was prepared. It is now anticipated that community centers will focus more on programs for residents. Although businesses and their employees may utilize the community centers for meetings, conferences, and other functions, the community centers will have more of a focus on providing entertainment and recreation services for residents. Accordingly, the people per household and employees per acre are appropriate common use factors, but the employees per acre factors for commercial land uses have been discounted by 50 percent to reflect the primary focus of community centers on programs for residents. Calculations of the common use factors for each land use are shown in **Table C-5**.

## **Revised Annual PFF Adjustment for PFF Eligible Facilities**

The specifics of the Annual PFF Adjustment Methodology detailed below have changed in just two respects:

- Section 2 now includes a footnote to provide administrative direction on the meaning of the item.
- Procedure B removes the police station from inflationary adjustments as an implementation step to the Police Station funding changes discussed above.

## Adjustments to the Fee Program

The fees presented in this report are based on the best available cost estimates and land use information at this time. If costs or land uses change significantly in either direction, or if other funding becomes available, the fees will need to be updated accordingly. Updates to the development impact fees, other than the automatic annual adjustments described below, must be adopted by City Council resolution as explained in Section 84.02.212 of the Sacramento City Code.

In addition to fee updates by resolution, Section 84.02.211 provides for automatic annual adjustments to the development impact fees described in the prior section. The automatic annual adjustments take into account the potential for inflation of public facility design, construction, installation, and acquisition costs. The adjustment procedure below is designed to improve the method by which the PFF is annually adjusted. The automatic annual adjustment shall be effective on July 1 of each Fiscal Year.

As discussed in the previous chapter, the RPLAF is escalated annually. Using the change in the San Francisco Consumer Price Index (CPI) for all urban consumers from April 1 of the previous year to April 1 of the current year, the RPLAF is escalated by a minimum of 2 percent annually, or more as dictated by the CPI. Escalation of the current rate is effective every July 1 thereafter.

The Financing Plan automatically adjusts fees and costs in accordance with the annual change in the Construction Cost Index from March to March for San Francisco as reported in the ENR-CCI.<sup>6</sup> The ENR-CCI is a commonly-accepted cost index; however, it has proven to be unreliable in California. It measures material costs but not gross margins in construction contracts. In many years, actual contract cost changes far exceeded material cost changes and, in some years, the reverse. This has been true for governments and developers alike.

In recognition that any period may be an aberration, the adjustment procedure allows fees to decrease if declines in actual construction costs deem it appropriate. The following procedures improve the method by which the PFF program is annually adjusted as well as ensure that adequate PFF revenues are produced to fund the capital improvement programs as far as possible.

The automatic annual adjustments take into account the potential for inflation of public facility design, construction, installation, and acquisition costs. The automatic adjustment is tied to the annual percentage change of the ENR-CCI or the CalTrans Index.<sup>7</sup> This index-approach is further checked for appropriateness with a cost evaluation prepared by a professional third-party engineering consultant. The automatic annual adjustment shall be effective on July 1 of each Fiscal Year.

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<sup>6</sup> **ENR-CCI** means the Engineering News Record Construction Cost Index for San Francisco as published by Engineering News Record/McGraw-Hill Construction Weekly. The percentage change in the ENR-CCI is the year-over-year change as of each March.

<sup>7</sup> **CalTrans Index** means the California Department of Transportation Highway Construction Cost Index 3-year moving average. The percentage change in the CalTrans Index is the change between the 12-quarter average through quarter 1 of the then-current year and the 12-quarter average through quarter 1 of the prior year.

In addition to automatic annual adjustments, the City will perform annual reviews of the PFF to ensure adequate revenues are collected to fund required public facilities. The annual reviews will be supplemented by periodic updates to the Nexus Study and Fee Programs approximately every 3-5 years.

The comprehensive review includes the two cost-adjustment procedures that follow (“Procedure for Adjusting Costs of Uncompleted Transportation Facilities” and “Cost Adjustment for Second Fire Station, Library, Freeway Landscaping, and Community Center”) to reallocate costs to remaining undeveloped land uses in accordance with “nexus” principles.

The following details the adjustment procedure.

#### Annual PFF Adjustment for PFF Eligible Facilities

1. Each July 1, the City shall adjust the PFF in accordance with the difference between—
  - the Funding Requirement<sup>8</sup> for the current year; and
  - the funding that would be available, after deducting revenue on hand and adding outstanding PFF credits, if the then-existing PFF were applied to remaining development.

In other words, the City shall adjust the PFF in accordance with the difference between the then-current year’s cost estimate and an amount calculated by applying the then-existing PFF to remaining development.

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<sup>8</sup> **Funding Requirement** means the amount of the PFF that must be generated from remaining development so that the City will have adequate funding to construct the remaining facilities; and to administer the program.

2. Examples of an annual PFF adjustment for PFF Eligible Facilities:

	<b>Hypothetical: Percentage Cost Changes</b>		
<i>As of April 1, 2010</i>	+3.257%	-6.000%	+6.000%
<b>Costs Comparison</b>			
Remaining Costs from April 1, 2009 (Est.)	\$200,000,000	\$200,000,000	\$200,000,000
Aggregate Costs and Administration	\$206,514,000	\$188,000,000	\$212,000,000
	+3.257%	-6.000%	+6.000%
<b>Funding Requirement Calculation</b>			
Aggregate Costs and Administration	\$206,514,000	\$188,000,000	\$212,000,000
Less: Cash on Hand, <i>April 1, 2010</i>	(\$30,000,000)	(\$30,000,000)	(\$30,000,000)
Plus: Credits Outstanding, <i>April 1, 2010</i>	\$25,000,000	\$25,000,000	\$25,000,000
<b>2010 Funding Requirement</b>	<b>\$201,514,000</b>	<b>\$183,000,000</b>	<b>\$207,000,000</b>
<b>Existing Fee Calculation</b>			
Revenue From Remaining Development [1]	\$200,000,000	\$200,000,000	\$200,000,000
Less: Cash on Hand, <i>April 1, 2010</i>	(\$30,000,000)	(\$30,000,000)	(\$30,000,000)
Plus: Credits Outstanding, <i>April 1, 2010</i>	\$25,000,000	\$25,000,000	\$25,000,000
<b>Resources Based on 2009 Fees</b>	<b>\$195,000,000</b>	<b>\$195,000,000</b>	<b>\$195,000,000</b>
<b><u>Hypothetical Fee Change (Effective July 1, 2010)</u></b>			
2010 Funding Requirement	\$201,514,000	\$183,000,000	\$207,000,000
Resources Based on 2009 Fees	\$195,000,000	\$195,000,000	\$195,000,000
<b>Fee Change (\$)</b>	<b>+\$6,514,000</b>	<b>(\$12,000,000)</b>	<b>+\$12,000,000</b>
<b>Fee Change (%)</b>	<b>+3.341%</b>	<b>-6.154%</b>	<b>+6.154%</b>

[1] Funds available using unadjusted fees to finance aggregate costs and administration (not credits). Calculation requires unadjusted fee revenue from remaining development plus cash less credits.

Unless the City determines that prevailing market conditions do not justify doing so (e.g., if development is lacking or the remaining development is limited), at least once every three years the City shall perform a comprehensive review and nexus study for the PFF. The comprehensive review includes the following two cost-adjustment procedures to reallocate costs to remaining undeveloped land uses in accordance with "nexus" principles. (*Procedure A* and *Procedure B*).



### Procedure A: Adjusting Costs of Uncompleted Transportation Facilities<sup>9</sup>

The City shall use the following procedure to adjust the funding amount being provided by the PFF for all uncompleted Transportation Facilities:

- a. **Method of Adjustment.** Each year, the City shall determine the cost adjustment for uncompleted Transportation Facilities using either the Benchmark Change determined below (section titled, "Determination of Benchmark Change") or the percentage change in the index selected under section titled, "Selection of Index". If, for the year in question, the difference between the Benchmark Change and the percentage change in the selected index is five or more percentage points, then the City will use the Benchmark Change to adjust costs for uncompleted Transportation Facilities. Otherwise, the City will adjust costs for those facilities using the percentage change in the selected index.
- b. **Determination of Benchmark Change.** The City shall follow the following steps to determine the "Benchmark Change" for each year:
  - » **Step 1.** Before April 1, have a third-party professional engineering consultant who is under contract to the City estimate the cost to construct all uncompleted Transportation Facilities. The cost estimate will anticipate cost changes to the next July 1.
  - » **Step 2.** Determine the "Benchmark Estimate" of the cost to construct all uncompleted Transportation Facilities by adding an estimated contingency to the cost estimate from *Step 1*. The estimated contingency may not exceed 26 percent of the cost estimate.
  - » **Step 3.** Divide the Benchmark Estimate from *Step 2* by previous year's adjusted cost estimate for uncompleted Transportation Facilities (which was determined in accordance with this section) and express the resulting quotient as a decimal.

**Illustration:** If, for example, the Benchmark Estimate from *Step 2* is \$206,514,000 and the previous year's cost estimate for uncompleted Transportation Facilities is \$188,275,000, then the resulting quotient (to nine decimal places) is 1.094258842 (i.e.,  $\$206,514,000 \div \$188,275,000 = 1.094258842$ ).
  - » **Step 4.** Subtract 1.0 from the resulting quotient in *Step 3*.

**Illustration:** If, for example, the quotient from *Step 3* is 1.094258842, then subtracting 1.0 from that quotient yields a difference of 0.094258842 (i.e.,  $1.094258842 - 1.0 = .094258842$ ).
  - » **Step 5.** Express the difference from *Step 4* as a percentage by multiplying it by 100 and adding a percentage sign, and then round the percentage to the nearest thousandth. This rounded percentage is the Benchmark Change for the year.

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<sup>9</sup> **Transportation Facilities** includes the cost of all roadways (including landscaping), freeway improvements, signals, bridges, overcrossings, bikeways, and shuttles. Excludes freeway landscaping.

**Illustration:** If, for example, the difference from *Step 4* is 0.094258842, then multiplying that difference by 100 and rounding the product to the nearest thousandth yields a Benchmark Change of **9.426 percent**.

**c. Selection of Index.**

Each year, the City shall adjust the cost of the Transportation Facilities remaining to be completed by using either the percentage change in the ENR-CCI or the percentage change in the CalTrans Index, according to the following criteria:

- » If both indexes are positive on March 1 of the year in question, then the City shall adjust the cost of the remaining Transportation Facilities using the index with the greater percentage change.
- » If the change in one index is positive and the change in the other is negative on March 1 of the year in question, then the City shall adjust the cost of the remaining Transportation Facilities using the index with the positive change.
- » If the change for both indexes is negative on March 1 of the year in question, then the City shall adjust the cost of the remaining Transportation Facilities using the index with the negative change that is closer to zero.

**d. Precision.** The City shall carry out all calculations to three decimal places.

**e. Sample Cost Adjustments for Uncompleted Transportation Facilities:**

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<b>Sample #1</b>		<b>Sample #2</b>	
Benchmark change:	4.00%	Benchmark change:	4.50%
ENR-CCI change:	2.00%	ENR-CCI change:	1.00%
CalTrans Index change:	3.10%	CalTrans Index change:	- 1.000%
<b>Adjustment:</b>	<b>plus 3.100%</b>	<b>Adjustment:</b>	<b>plus 1.000%</b>
<b>Sample #3</b>		<b>Sample #4</b>	
Benchmark change:	- 4.000%	Benchmark change:	- 5.000%
ENR-CCI change:	- 0.500%	ENR-CCI change:	0.50%
CalTrans Index change:	- 1.000%	CalTrans Index change:	0.00%
<b>Adjustment:</b>	<b>minus 0.500%</b>	<b>Adjustment:</b>	<b>minus 5.000%</b>
<b>Sample #5</b>		<b>Sample #6</b>	
Benchmark change:	6.00%	Benchmark change:	6.00%
ENR-CCI change:	1.00%	ENR-CCI change:	3.50%
CalTrans Index change:	-1.000%	CalTrans Index change:	7.00%
<b>Adjustment:</b>	<b>plus 6.000%</b>	<b>Adjustment:</b>	<b>plus 7.000%</b>

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### Procedure B: Cost Adjustment for Second Fire Station, Library, Freeway Landscaping, and Community Center.

For the second fire station, library, freeway landscaping, and community center, the PFF Share for each facility will not exceed the amount established in the 2008 Nexus Study Update, except as follows: the City shall adjust the PFF Shares for the second fire station, library, freeway landscaping, and community center by using only the positive change in the ENR-CCI from March to March, effective each July 1. If, however, there are two consecutive years of decreases in the ENR-CCI, then, beginning with the second year of the decrease, the City shall decrease the PFF Shares for the second fire station, library, freeway landscaping, and community center by an amount equal to the decrease in the ENR-CCI for that second year.

## **Changes in Community Plan Land Use Designations**

Changes in Community Plan land use designations present unique problems for the Fee Program when a change would result in reduced revenue or increased infrastructure requirements. Reduced revenue causes difficulties because the Financing Plan depends on Target Revenues from each Community Plan land use type. As stated above, the cost allocation, and thus Target Revenue, required from each acre varies by land use as a result of the differing cost burdens of each land use. Changes in land use designations that would reduce revenues below target amounts cannot be practically managed because (1) much of the backbone infrastructure is complete, (2) remaining facility requirements will not be reduced by a designation change, and (3) costs would need to be reallocated to all land uses on a case-by-case basis as changes occur, which is impractical. Similarly, costs cannot be reallocated to all fee payers in the event of increased infrastructure requirements, as many land uses have already paid fees.

Any future change in land use designation cannot result in increased costs or reduced revenues to the fee program. To implement this policy, each proposed change will be evaluated as a whole for its impact on the Fee Programs. As appropriate, conditions of approval will be placed on the project in question stating that the applicant is subject to the North Natomas fee rates applicable under the original Community Plan land use designation or to certain infrastructure improvements.

## **PFF and Transit Fee Calculations**

Significant development has occurred in North Natomas since the PFF program was developed in 1995. The existing development has achieved densities that are somewhat lower than the densities originally planned for the North Natomas Community Plan. For each major update (in 2002, 2005, and 2008), the decreased densities have been incorporated by updating the buildout densities thereby reducing the remaining development.

The 2008 Nexus Study Update incorporated additional fee calculation procedures to ensure the City collects the appropriate fee allocation for each parcel based on the Community Plan designation in the Community Plan. Each parcel has a total fee allocation called its Target Revenue, which is then compared to revenue generated by the proposed development project. This comparison ensures that total fee revenue collected by the City is adequate to construct required PFF-funded facilities.

For nonresidential parcels, the Target Revenue is calculated by multiplying the number of *net acres* by the appropriate fee from the current fee schedule. This is done for each parcel or portion of parcel included in a proposed Planned Unit Development (PUD) Schematic Plan. The total of all included parcel or portion thereof equals the PUD Schematic Plan's Target Revenue.

For residential parcels, the total allocation of required costs is converted from a per-unit cost to a per-net acre allocation by calculating number of *net acres* multiplied by the appropriate *target density* shown in the Community Plan land use assumptions (as shown in **Map 4**). For each parcel in the PUD Schematic Plan, the resulting number of units is multiplied by the appropriate fee from the current fee schedule to determine the PUD Schematic Plan's Target Revenue.

When the City approves a PUD Schematic Plan, the PFF and Transit Fees will be calculated *as proposed*, using the current fee schedules, for all parcels and development projects proposed in the PUD Schematic Plan. The PFF and Transit Fee revenues for the entire or undeveloped portion of a PUD Schematic Plan development plan will be compared against the Target Revenues (separately for each fee) for the PUD Schematic Plan.

PFF and Transit fee revenues from a PUD Schematic Plan must equal 100 percent of the Target Revenues for the PUD Schematic Plan. An adjustment is warranted if the proposed PUD Schematic Plan results in lesser or greater revenue than the Target Revenue. For instance, if the proposed PUD Schematic Plan results in lower total revenue than the Target Revenue, a fee surcharge is added to ensure that adequate fee revenue is collected to fund all required PFF-funded improvements. The following sections describe the adjustment for nonresidential and residential PUD Schematic Plans.

### ***Nonresidential Uses***

All nonresidential fees will be calculated based on the net acreage of a parcel. The following describes how the fee for a parcel will be determined.

#### Employment Center Zones

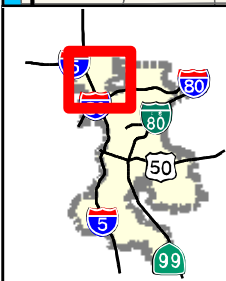
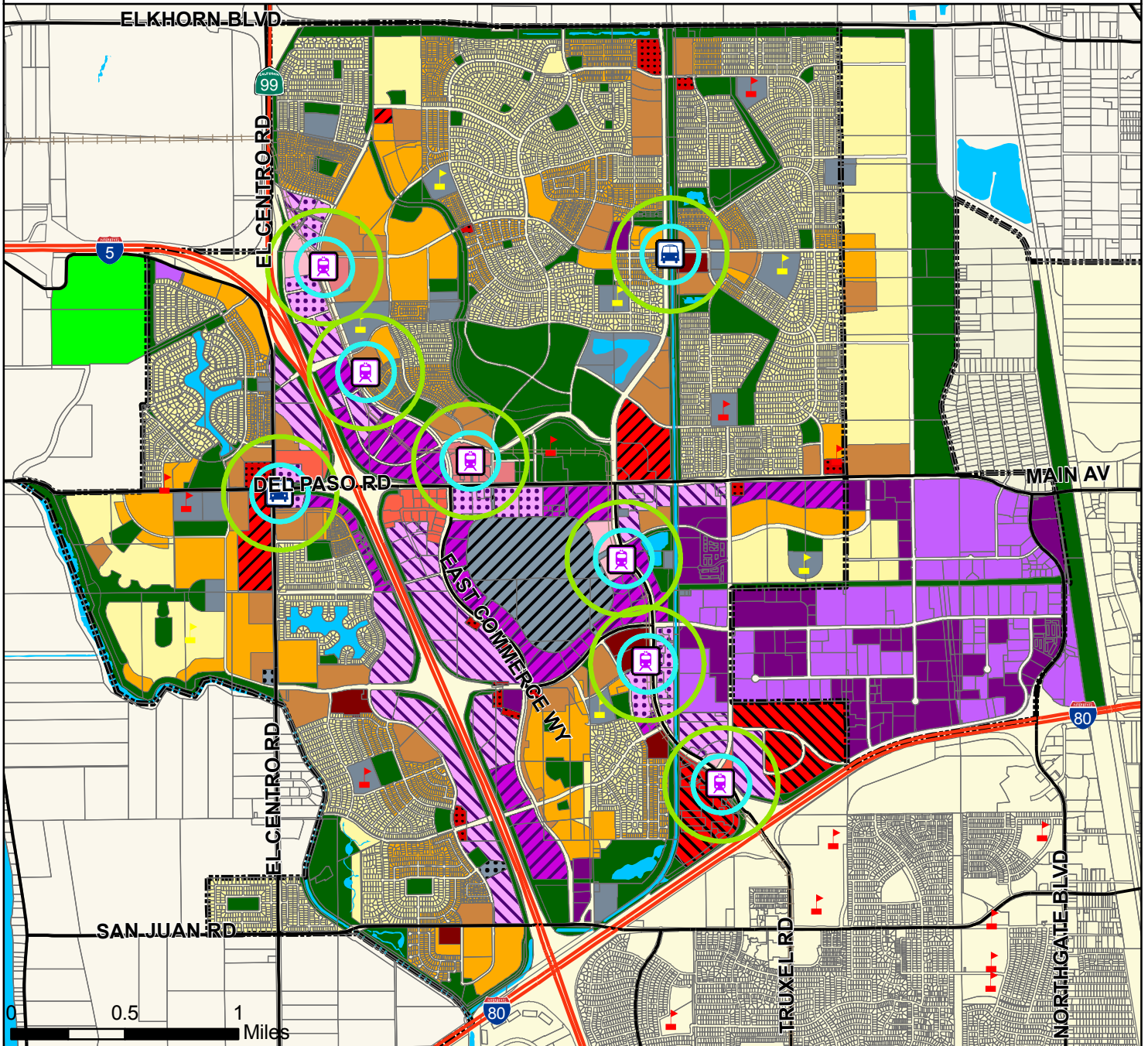
1. When the City approves a PUD Schematic Plan, the PFF and Transit Fees will be calculated, using the current fee schedules, for all parcels and development projects proposed in the PUD Schematic Plan. Fees for Employment Center (EC) zones will be calculated on a per-net-acre basis and will be assigned, based on use, according to **Table 7-1**.
2. As shown on Table 7-1, a new fee category was created for all non-office commercial property (excludes multifamily) in an EC Zone called EC Commercial. The fee for EC Commercial is equal to the Community Commercial Fee.

The PFF and Transit Fee revenues for the entire or undeveloped portion of a PUD Schematic Plan development plan will be compared against the Target Revenues (separately for each fee) for the PUD Schematic Plan. Target Revenues equal PFF and Transit Fee revenues assumed for the parcel(s) in the PUD Schematic Plan using Community Plan land use assumptions and fee rates per the schedule (e.g., EC-XX Office). If the calculated revenues for the PUD Schematic Plan are over or under the Target Revenues, an Adjusted Fee will be calculated and assigned to each parcel of the PUD Schematic Plan. All Adjusted Fees

# MAP 4



## CITY OF SACRAMENTO North Natomas Community Plan



### Community Plan Designations

- Residential**
  - Low Density Residential, 3-10 du/na, target: 7 du/na
  - High Density Residential, 11-29 du/na, target: 22 du/na
  - Medium Density Residential, 7-21 du/na, target: 12 du/na
  - Rural Estates
- Other**
  - Parks/Open Space
  - General Public Facilities
  - Institution

- Commercial**
  - Highway Commercial
  - Transit Commercial
  - Regional Commercial
  - Community Commercial
  - Village Commercial
  - Neighborhood Convenience Commercial
- Agriculture**
- Sports Complex**

- Employment Center**
  - Employment Center: 80/acre
  - Employment Center: 65/acre
  - Employment Center: 50/acre
  - Employment Center: 40/acre
  - Employment Center: 30/acre
  - Light Industrial

### Legend

- Parcels
- Water
- Highway
- Major Roads
- Bus Stations
- Proposed Light Rail
- 1/4 Mile to Transit
- 1/8 Mile to Transit
- Schools**
  - Existing
  - Proposed
  - Under Construction

**Table 7-1  
2017 North Natomas Nexus Study Update  
Assignment of Fees to Land Uses in EC Zones**

Item	Fee Category
<b>Primary Uses in EC Zones</b>	
Office	EC Office Fee
High Tech Manufacturing Research and Development	EC Office Fee
Medical Facilities	EC Office Fee
Education/Vocation/Training Facilities	EC Office Fee
Banks/Savings and Loans	EC Commercial [1]
Distribution and Warehousing	Light Industrial w/ 20%–50% office
Child Care Center	EC Commercial [1]
<b>Support Uses in EC Zones</b>	
Health Club	EC Commercial [1]
Auto Services	EC Commercial [1]
Restaurant/Cafes	EC Commercial [1]
Hotel/Motel/Inn	EC Commercial [1]
Retail Stores (for consumer goods and services)	EC Commercial [1]
Mixed Use - retail/service commercial	EC Commercial [1]
Gas Station	EC Commercial [1]
<b>Residential Uses in EC Zones</b>	
Multifamily (medium or high-density)	Multifamily based on units/per acre
<b>Mixed Use Buildings in EC Zones</b>	
Residential Portion	Multifamily based on units/per acre
Nonresidential Portion	Based on Use: Office EC Office Fee Commercial/Retail

*fee\_cat*

[1] EC Commercial Fee will be set equal to the Community Commercial Fee. Fees will be charged on a per-net-acre basis.

assigned to parcels will continue to be subject to the annual or periodic changes to the fee schedules. **Table 7-1** does not apply when calculating Target Revenues.

3. In the event that a portion of a PUD Schematic Plan was developed (had paid PFF and Transit fees) before implementation of the policy recommendations of this exhibit and the Nexus Study 2002 Update, only the remaining, undeveloped portion of the parcel would be subject to these revised policies. All further reference to the PUD Schematic Plan will mean either the entire PUD Schematic Plan if no development has occurred or the remaining portion of the PUD Schematic Plan if building permits have been issued for a portion of the PUD Schematic Plan.
4. PFF and Transit fee revenues from a PUD Schematic Plan must equal 100 percent of the Target Revenues for the PUD Schematic Plan. The comparison of actual PUD Schematic Plan revenues versus Target Revenues will be estimated on a parcel by parcel basis using proposed PUD Schematic Plan land uses; however, evaluation of achieving the 100-percent threshold will be done for the entire PUD Schematic Plan (or remaining portion) as follows:
  - a. **Calculated Revenues Exceed Target Revenues:** If calculated PUD Schematic Plan fee revenues exceed Target Revenues, the fees would need to be reduced. **Table 7-2** shows **Example 1** in which the PUD Schematic Plan PFF fee revenues exceed Target Revenues for a PUD Schematic Plan. As shown in this table, the calculated fee revenues are anticipated to exceed Target Revenues by approximately \$1.3 million. However, the total adjusted fee is limited to 105-percent of Target Revenue; thus, the adjusted fee is \$11.1 million, including a \$527,000 surcharge.

With City approval, a developer will have the flexibility to balance fee “overages” on a parcel by parcel basis to ensure 100 percent of the Target Revenues for the entire PUD Schematic Plan are being achieved. This reduction would then equate the PUD Schematic Plan fee revenues with the Target Revenues for the entire PUD Schematic Plan. Following the fee reduction, each parcel in the PUD Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.

- b. **Calculated Revenues Are less than Target Revenues:** If calculated revenues are less than Target Revenues, then a fee surcharge needs to be applied. **Table 7-3** shows **Example 2** where the PUD Schematic Plan fee revenues are less than the Target Revenues for a project.

In this instance, a surcharge would be allocated to the remaining parcels equaling the shortage in fee revenue. With City approval, the developer would have the flexibility to transfer the surcharge to other parcels in the PUD Schematic Plan or to keep it with any parcels that do not meet Target Revenues. In the example shown in **Table 7-3**, the PUD Schematic Plan is short of Target Revenues by approximately \$89,000. This calculation examines the whole PUD Schematic Plan and thus accounts for parcel 3 (exceeds) and parcel 4 (less than) revenues. The surcharge was assumed to apply to the parcel with calculated revenues less than Target Revenue. Application of the surcharge brings the total PUD Schematic Plan fee revenues equal to Target Revenues for the entire remaining portion of the PUD Schematic Plan. Following the fee surcharge, each parcel in the PUD Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.

**Table 7-2**  
**2017 North Natomas Nexus Study Update**  
**Estimated Public Facilities Fee Revenue [1]**

**EXAMPLE 1**  
Proposed Use Revenues  
Exceed Target Revenue

Item	Acres	Target PFF Revenue [2]	PUD Schematic Plan		Difference	Surcharge or Discount Amount	Total NNPFF Fee Due
			NNPFF / Net Acre Based on PUD	Estimated NNPFF Revenue			
<b>SCHEMATIC PLAN A</b>	<i>(a)</i>	<i>(b)</i>	<i>(c)</i>	<i>(d = a x c)</i>	<i>(e = d - b)</i>	<i>(f = [3])</i>	<i>(g = d + f)</i>
		\$95,765 / net acre					
<b>Parcel / Building Type</b>							
1 EC-40	40.0	\$3,830,612	\$95,765	\$3,830,612	\$0	\$131,677	\$3,962,289
2 EC-40	40.0	\$3,830,612	\$95,765	\$3,830,612	\$0	\$131,677	\$3,962,289
3 EC Commercial	10.0	\$957,653	\$140,361	\$1,403,614	\$445,961	\$131,677	\$1,089,330
4 Community Commercial	20.0	\$1,915,306	\$140,361	\$2,807,228	\$891,922	\$131,677	\$2,046,983
<b>Total</b>	<b>110.0</b>	<b>\$10,534,182</b>		<b>\$11,872,065</b>	<b>\$1,337,884</b>	<b>\$526,709</b>	<b>\$11,060,891</b>

*example 1*

[1] Estimated Fee Revenue is based on the following assumptions:

Total PUD Net Acreage 110.0  
Community Plan Designation EC-40

[2] Based on the proposed fee schedule.

[3] Column (f) is calculated by assessing a surcharge for parcels that exceed target revenues. The surcharge is equal to the difference between target and proposed fee revenues not to exceed 5%, which only applies to the more intense parcels.



**Table 7-3**  
**2017 North Natomas Nexus Study Update**  
**Estimated Public Facilities Fee Revenue [1]**

**EXAMPLE 2**  
 Proposed Use Revenues  
 Less Than Target Revenue

Item	Acres	Target PFF Revenue [2]	PUD Schematic Plan		Difference	Surcharge or Discount Amount	Total NNPFF Fee Due
			NNPFF / Net Acre Based on PUD	Estimated NNPFF Revenue			
		\$95,765 / net acre					
<b>SCHEMATIC PLAN A</b>	<i>(a)</i>	<i>(b)</i>	<i>(c)</i>	<i>(d = a x c)</i>	<i>(e = d - b)</i>	<i>(f = [3])</i>	<i>(g = d + f)</i>
<b>Parcel / Building Type</b>							
1 EC-40	40.0	\$3,830,612	\$95,765	\$3,830,612	\$0	\$0	\$3,830,612
2 EC-40	40.0	\$3,830,612	\$95,765	\$3,830,612	\$0	\$0	\$3,830,612
3 EC Commercial	10.0	\$957,653	\$140,361	\$1,403,614	\$445,961	\$0	\$1,403,614
4 Multifamily (18 DU/acre)	30.0	\$2,872,959	\$77,932	\$2,337,954	(\$535,004)	\$89,043	\$2,426,997
<b>Total</b>	<b>120.0</b>	<b>\$11,491,835</b>		<b>\$11,402,792</b>	<b>(\$89,043)</b>		<b>\$11,491,835</b>

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*example 2*

[1] Estimated Fee Revenue is based on the following assumptions:

Total PUD Net Acreage 120.0  
 Community Plan Designation EC-40

[2] Based on the proposed fee schedule.

[3] Column (f) is calculated by allocating the difference in column (e) to the parcels within the schematic plan.

- c. **Phased Development:** In the event that development on an individual parcel is phased, the developer would pay the Adjusted Fee for the entire parcel (as determined above based on PUD Schematic Plan review) at the issuance of the first building permit. The developer would be able to apply fee credits (up to the allowable credit percentage) to offset the portion of fees advanced for the remaining development of the parcel.

In **Example 3**, shown in **Table 7-4**, one of the parcels is assumed to be developed before the implementation of the policies set forth in the 2008 Nexus Study Update and described above. Therefore, fees will only be charged to the remaining parcels. As shown, total fee revenues from remaining parcels are anticipated to be approximately \$357,000 less than Target Revenues for the remaining parcels, which was allocated evenly across remaining parcels.

#### Commercial (Density Bonus)

Recent City experience in North Natomas indicates certain retail uses are being developed at square footage levels significantly below Community Plan target densities. In addition, many developers acknowledge it is and will be very difficult to meet Community Plan target densities in the following commercial zones:

- Convenience Commercial.
- Community Commercial.
- Village Commercial.

The following measures are implemented to solve this problem.

- First, the net acreage for the above commercial uses is reduced by 10 percent in the Nexus Study 2005 Update to calculate all fees. The result is that remaining PFF and Transit costs will be allocated over a smaller base of total remaining acres.
- Second, to ensure that there is no additional PFF or Transit fee revenue loss from building square foot reductions on commercial uses, the PFF and Transit fees will be charged on a per-net-acre basis for all commercial uses. This method ensures that the Target Revenues for commercial parcels will be received by the fee programs. PFF and Transit fee revenues based on a PUD Schematic Plan must equal 100 percent of the Target Revenues for all parcels.

#### Light Industrial (Density Bonus)

To ensure that there is no PFF or Transit fee revenue loss from building square foot reductions on light industrial uses, the PFF and Transit fees will be charged on a per-net-acre basis for all light industrial uses. PFF and Transit fee revenues based on a PUD Schematic Plan must equal 100 percent of the Target Revenues for all parcels.

**Table 7-4**  
**2017 North Natomas Nexus Study Update**  
**Estimated Public Facilities Fee Revenue [1]**

**EXAMPLE 3**  
 Proposed Use Includes  
 Existing Development

Item	Acres	Target PFF Revenue [2]	PUD Schematic Plan		Difference	Surcharge or Discount Amount	Total NNPFF Fee Due
			NNPFF / Net Acre Based on PUD	Estimated NNPFF Revenue			
		\$95,765 / net acre					
<b>SCHEMATIC PLAN B</b>	<i>(a)</i>	<i>(b)</i>	<i>(c)</i>	<i>(d = a x c)</i>	<i>(e = d - b)</i>	<i>(f = [3])</i>	<i>(g = d + f)</i>
<b>Parcel / Building Type</b>							
1 EC-40	40.0	\$3,830,612	\$95,765	\$3,830,612	\$0	\$118,890	\$3,949,501
2 EC-40	40.0	\$3,830,612	\$95,765	\$3,830,612	\$0	\$118,890	\$3,949,501
3 EC Comm. [Existing] [4]	10.0	NA	NA	NA	NA	NA	NA
4 Multifamily	20.0	\$1,915,306	\$77,932	\$1,558,636	(\$356,669)	\$118,890	\$1,677,526
<b>Total</b>	<b>110.0</b>	<b>\$9,576,529</b>		<b>\$9,219,859</b>	<b>(\$356,669)</b>	<b>\$356,669</b>	<b>\$9,576,529</b>

*example 3*

[1] Estimated Fee Revenue is based on the following assumptions:

Total PUD Net Acreage 110.0  
 Community Plan Designation EC-40

[2] Based on the current fee schedule.

[3] Column (f) is calculated by allocating the difference in column (e) to the parcels within the schematic plan.

[4] This building is assumed to be developed, therefore, fees will only be charged to the remaining 100 acres of development.

### **Residential Uses**

All residential fees will be initially based on the *net acreage* of a parcel and, the appropriate *target density* shown in the Community Plan land use assumptions (as shown in **Map 4**), and the per-unit for each land use category. This calculation results in the target revenue for the residential parcel. This target revenue is compared to the revenue generated for the proposed PUD Schematic Plan to determine the actual fee per residential unit. The following describes how the fee for a parcel will be determined.

1. When the City approves a PUD Schematic Plan, the PFF and Transit Fees will be calculated, using the current schedules, for all parcels and development projects proposed in the PUD Schematic Plan.
2. The PFF and Transit Fee revenues for the entire PUD Schematic Plan development plan will be compared against the Target Revenues (separately for each fee) for the PUD Schematic Plan. Target Revenues equal PFF and Transit Fee revenues assumed for the parcel(s) in the PUD Schematic Plan using Community Plan land use assumptions, target densities, and fee rates per the schedule (e.g., low density residential >5,000 square foot lots).
3. In the event that a portion of a PUD Schematic Plan was developed (had paid PFF and Transit fees) before implementation of the policies set forth in the Nexus Study 2002 Update, only the remaining, undeveloped portion of the parcel would be subject to these revised policies.
4. PFF and Transit fee revenues from the PUD Schematic Plan must equal a minimum of 100 percent of the Target Revenues for that PUD Schematic Plan. The maximum amount that PFF and Transit fees from the PUD Schematic Plan could exceed Target Revenues will be 105 percent. The comparison of PUD Schematic Plan and Target Revenues will be performed on a parcel by parcel basis; however, evaluation of achieving the minimum and maximum thresholds will be done for the entire remaining portion of a PUD Schematic Plan as follows:
  - a. **Calculated Revenues Exceed 105 Percent of Target Revenues.** If calculated PUD Schematic Plan fee revenues exceed 105 percent of Target Revenues, the fees would be reduced. The per unit fee reduction would equal the difference between the calculated revenues and 105 percent of the Target Revenues divided by the total number of units in the PUD Schematic Plan. In the case where different lot size categories were being developed in the PUD Schematic Plan, the Adjusted Fee per unit would have to be calculated for each lot size category. Following the fee reduction, each parcel in the PUD Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.
  - b. **Calculated Revenues Are less than 100 Percent of Target Revenues.** If calculated revenues are less than 100 percent of Target Revenues, then a fee surcharge needs to be applied. The per unit fee surcharge would equal the difference between 100 percent of Target Revenues and the calculated revenues divided by the total number of units in the PUD Schematic Plan. As outlined above, adjustments would have to be made if various lot size categories occurred in a PUD Schematic Plan. Following the fee surcharge, each parcel in the PUD Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.

5. With City approval, a developer will have the flexibility to balance fee “overages” and “shortfalls” (before adjustment) parcel by parcel.
6. All Adjusted Fees assigned to parcels will continue to be subject to the annual or periodic changes to the fee schedules. Once a surcharge or discount has been assigned to residential lots created through a final map, however, no further adjustments to the surcharge or discount, other than the annual or periodic changes noted above, will be made.

The matrix below summarizes hypothetical calculations representing each of the three basic scenarios.

	<b>Scenario 1a</b>	<b>Scenario 1b</b>	<b>Scenario 2</b>	<b>Scenario 3</b>
<b>Revenue Type</b>	Calc. Revenue 103% Target Rev.	Calc. Revenue 110% Target Rev.	Calc. Revenue 95% Target Rev.	Calc. Revenue 100% Target Rev.
Target Revenue	\$120,000/acre	\$120,000/acre	\$120,000/acre	\$120,000/acre
Calculated	\$123,600/acre	\$132,000/acre	\$114,000/acre	\$120,000/acre
<b>Fees Payable</b>	<b>\$123,600/acre *</b>	<b>\$126,000/acre *</b>	<b>\$120,000/acre</b>	<b>\$120,000/acre</b>

\* Fees payable are limited to 105% of Target Revenues.

## APPENDICES:

- Appendix A: City Ordinances Related to North Natomas Development
- Appendix B: Facility Cost Estimates and Maps
- Appendix C: Common Use Factors
- Appendix D: 2017 Amendment to the Development Agreement  
(TO BE UPDATED)
- Appendix E: AD 88-03 Reimbursements
- Appendix F: Land Acquisition Program Support Tables



## APPENDIX A:

### City Ordinances Related to North Natomas Development

Resolution No. 2009-341—Adopted May 26, 2009 .....	A-1
Resolution No. 2005-584—Adopted August 2, 2005 .....	A-9
Resolution No. 2002-373—Adopted June 11, 2002.....	A-12
Resolution No. 95-619—Adopted October 31, 1995.....	A-15
Ordinance No. 95-058—Adopted October 31, 1995 .....	A-18
Resolution No. 95-620—Adopted October 31, 1995.....	A-44



## **RESOLUTION NO. 2009-341**

Adopted by the Sacramento City Council

May 26, 2009

### **ADOPTING THE NORTH NATOMAS NEXUS STUDY AND FINANCING PLAN 2008 UPDATE AND AMENDING THE FORM OF THE NORTH NATOMAS DEVELOPMENT AGREEMENT**

#### **BACKGROUND**

- A. On May 3, 1994, the City Council approved and adopted the North Natomas Community Plan by Resolution No. 94-259;
- B. On August 9, 1994, the City Council approved and adopted the North Natomas Financing Plan ("NNFP") by Resolution No. 94-495. The Financing Plan set forth the methods by which infrastructure required by the North Natomas Community Plan will be funded.
- C. In Resolution 94-495, the City Council acknowledged that the completion of additional studies and measures was required prior to implementation of the NNFP, including, without limitation, studies and measures which would refine the cost of necessary public infrastructure and the allocation of said cost among the various land uses within the NNFP Area.
- D. On August 9, 1994, the City Council also adopted Resolution No. 94-496, which directed City staff to: (1) conduct further analysis and studies relating to the NNFP; (2) conduct a nexus study to analyze the development impact fee program set forth in the NNFP, identify the cost of the required public infrastructure, and allocate those costs to the various land uses within the Community Plan area; and (3) follow specified guidelines for the preparation of a nexus study that would support the development impact fee program. The portion of the development impact fee program analyzed by the study relates to the Public Facilities Fee and Transit Fee.
- E. On October 31, 1995, the City Council approved the North Natomas Nexus Study ("Nexus Study") dated October 31, 1995, by Resolution No. 95-619, and established development impact fees for the North Natomas area by adoption of Ordinance No. 95-058 and Resolution No. 95-620. The development impact fees adopted included a Public Facilities Fee and Transit Fee.
- F. Review and revision of the Nexus Study and the development impact fees is legally appropriate and was contemplated by the City Council at the time of its approval of the Nexus Study and the impact fees. Section 1(e) of Resolution No. 95-619 provides: "The Nexus Study may be revised over time and under future



circumstances in order to achieve the purposes and policies of the North Natomas Community Plan and the NNFP.” Since 1994 the City Council has revised the NNFP in 1999, 2002, and 2005.

- G. In connection with the 2008 revision of the NNFP, the City undertook an update of the Nexus Study and Financing Plan, taking into account current development conditions within the North Natomas Community and NNFP area, as well as modifications to the financing programs and policies that are appropriate to the achievement of the purposes of the North Natomas Community Plan.
- H. To implement the modifications to the financing programs and policies, the North Natomas Development Agreement must be amended by adding a revised procedure for (1) adjusting the amount of the Public Facilities Fee and (2) changing the mix of public improvements financed by the fee.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. Findings.

The City Council hereby finds as follows:

- (a) The recitals set forth above are true and correct and are incorporated herein by reference as findings.
- (b) The North Natomas Nexus Study and Financing Plan 2008 Update (the “Update”) sets forth a rational, fair, and equitable method by which the cost of necessary public infrastructure in the NNFP area is to be allocated to the various land uses.
- (c) The Update properly and reasonably allocates the burden of financing NNFP public infrastructure among development projects within the NNFP Area. The burden is allocated in a manner that achieves proper proportionality in light of those impacts that may reasonably be anticipated from those projects.
- (d) The Update (1) properly and reasonably identifies the purpose of the fees and their intended use; (2) establishes a reasonable relationship between the fee and the development on which the fee is imposed; (3) establishes a reasonable and rational relationship between the need for the public infrastructure and the type of development activity on which the fee is imposed; and (4) forms the basis for the further finding that the imposition of the fees described therein is necessary in order to protect the public health, safety, and welfare within the NNFP Area and the city.

- (e) The Nexus Study and Financing Plan may be revised over time under future circumstances in order to achieve the purposes and policies of the North Natomas Community Plan.
- (f) The findings, conclusions, and methodologies set forth in the Update are consistent with the North Natomas Community Plan.

## Section 2. Adoption of Nexus Study and Financing Plan 2008 Update

The North Natomas Nexus Study and Financing Plan 2008 Update and other supporting data referred to in the Update are integral to the conclusions reached therein and are hereby approved and adopted. A copy of the North Natomas Nexus Study and Financing Plan 2008 Update shall remain on file with the City Clerk.

## Section 3. Approval of New Fee-Adjustment Procedure

The City Council hereby approves the new procedure for adjusting development fees that is attached to this resolution as Exhibit E.

## Section 4. Amendment of Resolution No. 94-494

The standard form of the North Natomas Development Agreement was approved on August 9, 1994, by Resolution No. 94-494 (the "1994 Resolution"). Section 2 of the 1994 Resolution provides, among other things, that "[n]o change to the form of agreement adopted by the [1994 Resolution] shall be made without specific advance approval by the City Council, which approval shall be in the form of an amendment to [the 1994 Resolution]."

- (a) The City Council hereby amends the 1994 Resolution by revising the definition of "North Natomas Finance Plan" in the standard-form North Natomas Development Agreement, which is attached as Exhibit A to the 1994 Resolution, so that it reads as follows:

**"North Natomas Finance Plan:** the plan, as it may be amended from time to time, which establishes methods for financing required Infrastructure and public facilities through a combination of land transfers, dedications, contributions, fees, assessment districts, community facilities districts, and other measures. As to development fees, the North Natomas Finance Plan, as amended from time to time, will provide for adjustment of fee amounts in accordance with the principles set forth in the procedure attached hereto as Exhibit I and incorporated herein by reference."

The Exhibit I referred to in the amended definition is the new procedure for adjusting development fees that is attached to this resolution as Exhibit D.

- (b) The City Council hereby directs staff to offer the foregoing amendment to all landowners that are already parties to a North Natomas Development Agreement.
- (c) Except as amended by Subsection 4(a) above, the 1994 Resolution remains in full effect.

**Table of Contents:**

- Exhibit A: Total Public Facilities Fee and Changes (1 page)
- Exhibit B: Single Family Infrastructure Burden Comparison (1 page)
- Exhibit C: Office Infrastructure Burden Comparison (1 page)
- Exhibit D: Development Agreement Amendment Number 1 [12 pages (Amendment itself is 11 pages)]

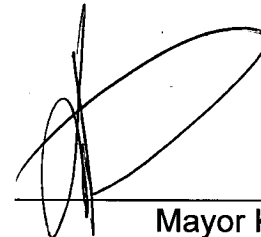
Adopted by the City of Sacramento City Council on May 26, 2009 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: None.



Mayor Kevin Johnson

Attest:

  
Shirley Concolino, City Clerk

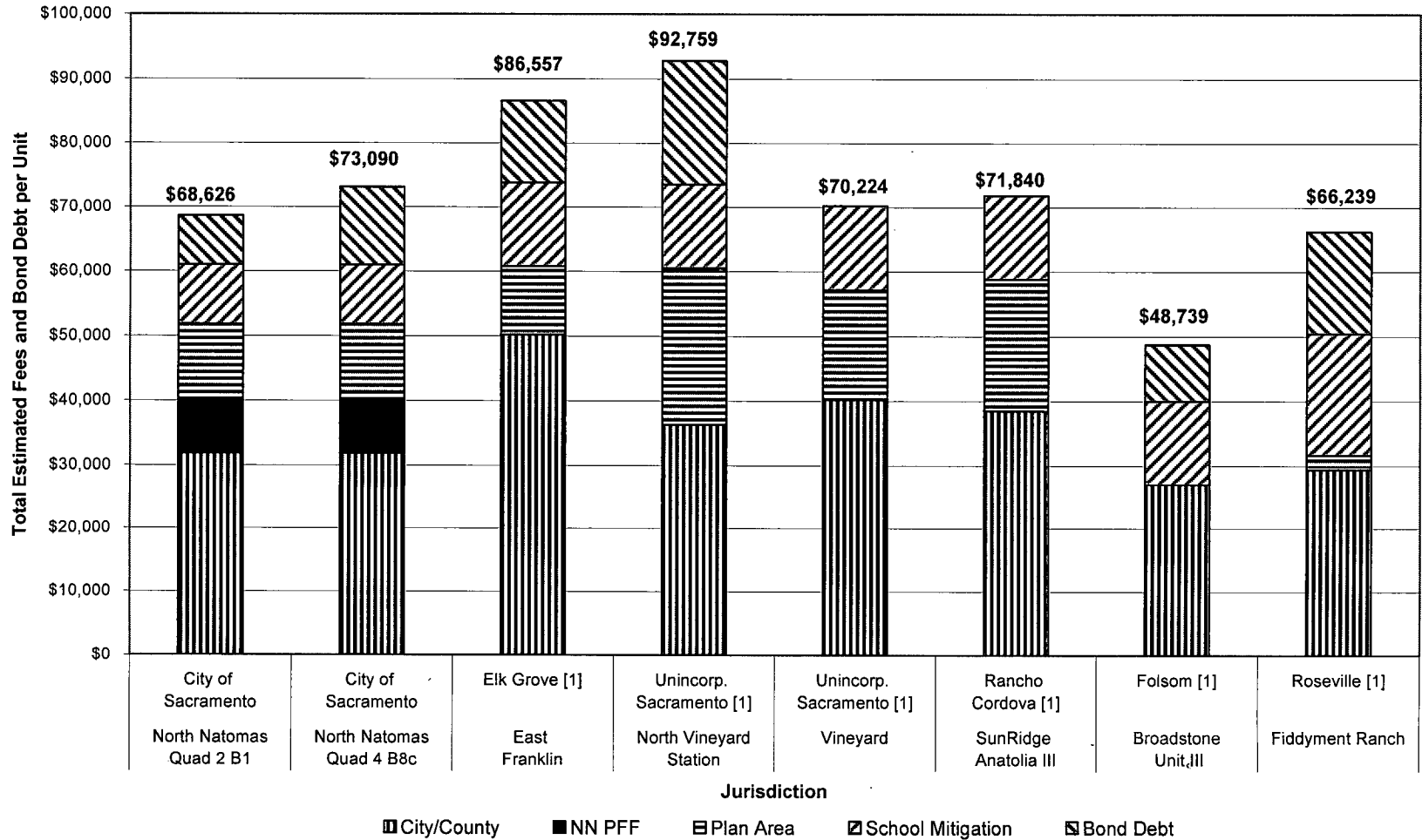
**Exhibit A**  
**North Natomas Nexus Study 2008 Update**  
**Total Public Facilities Fee**

Land Use	2008 Current Fee Rate	2008 Proposed Fee Rate	2008 Percent Increase
<b>RESIDENTIAL [2]</b>			
	<i>Fee per Unit</i>	<i>Fee per Unit</i>	
<i>Single-Family Detached/Attached</i>			
Rural Estates [3]	See Note [3]	See Note [3]	
Lot Size > 5,000 Sq. Ft.	\$6,812	\$8,466	24.3%
Lot Size 3,250 - 5,000 Sq. Ft. [4]	\$5,975	\$7,155	19.8%
Lot Size < 3,250 Sq. Ft.	\$5,136	\$5,845	13.8%
Age-Restricted	\$5,723	\$6,744	17.8%
<i>Multifamily (&gt;2 attached units)</i>			
8-12 units per acre	\$5,136	\$5,845	13.8%
12 - 18 units per acre [5]	\$4,408	\$5,087	15.4%
> 18 units per acre	\$3,680	\$4,330	17.7%
Age-Restrict. Apartments	\$2,295	\$2,822	23.0%
Age-Restrict. Congregate Care	\$1,053	\$1,379	31.0%
<b>NONRESIDENTIAL</b>			
	<i>Fee per Net Acre</i>	<i>Fee per Net Acre</i>	
Convenience Commercial	\$209,901	\$238,272	13.5%
Community Commercial	\$121,069	\$140,361	15.9%
Village Commercial	\$168,261	\$192,376	14.3%
Transit Commercial	\$169,405	\$194,636	14.9%
Highway Commercial	\$122,702	\$141,161	15.0%
Regional Commercial	\$109,670	\$127,541	16.3%
EC Commercial	\$121,069	\$140,361	15.9%
EC 30 - Office	\$63,117	\$75,669	19.9%
EC 40 - Office	\$80,182	\$95,765	19.4%
EC 50 - Office/Hospital	\$93,512	\$110,918	18.6%
EC 65 - Office	\$116,203	\$136,519	17.5%
EC 80 - Office	\$137,064	\$160,944	17.4%
Lt. Industrial w/ < 20% Office	\$37,649	\$49,752	32.1%
Lt. Ind. w/ 20% - 50% Office [6]	\$45,290	\$57,527	27.0%
Age-Restricted Convalescent Care/Skilled Nursing	\$39,009	\$49,563	27.1%
Arena [7]	See Note [7]	See Note [7]	
Stadium	\$113,808	\$129,458	13.8%
<b>Average Increase</b>			<b>15.0%</b>

- [1] Includes 3.0% administrative allowance.
- [2] Residential fees are charged on a per unit basis. However, North Natomas Public Facilities Fees are allocated on a net acre basis assuming target densities.
- [3] Currently, no land is designated as Rural Estates in the Finance Plan Area. In the event that such a land use is approved for development, the fee program will be updated to include a fee for Rural Estates.
- [4] SFR - 3,250-5,000 sq. ft = 50% Low-Density and 50% Medium-Density.
- [5] MFR 12-18 dwelling units/acre = 50% Medium-Density and 50% High-Density.
- [6] Modified Light industrial PFF equals 1.35 times Road portion of PFF for Light Industrial plus 70% of the non-Road PFF for Light industrial and 30% of the non-Road PFF for EC-30.
- [7] Arena site is already developed. The City of Sacramento and Arco Arena owners have an agreement regarding PFF and Transit Fees and deferred payments.

**Exhibit B  
Infrastructure Burden Comparison for Single-Family Development  
(2,200-Sq. Ft. Unit, 5 Units per Acre)**

**Single-Family  
Development**



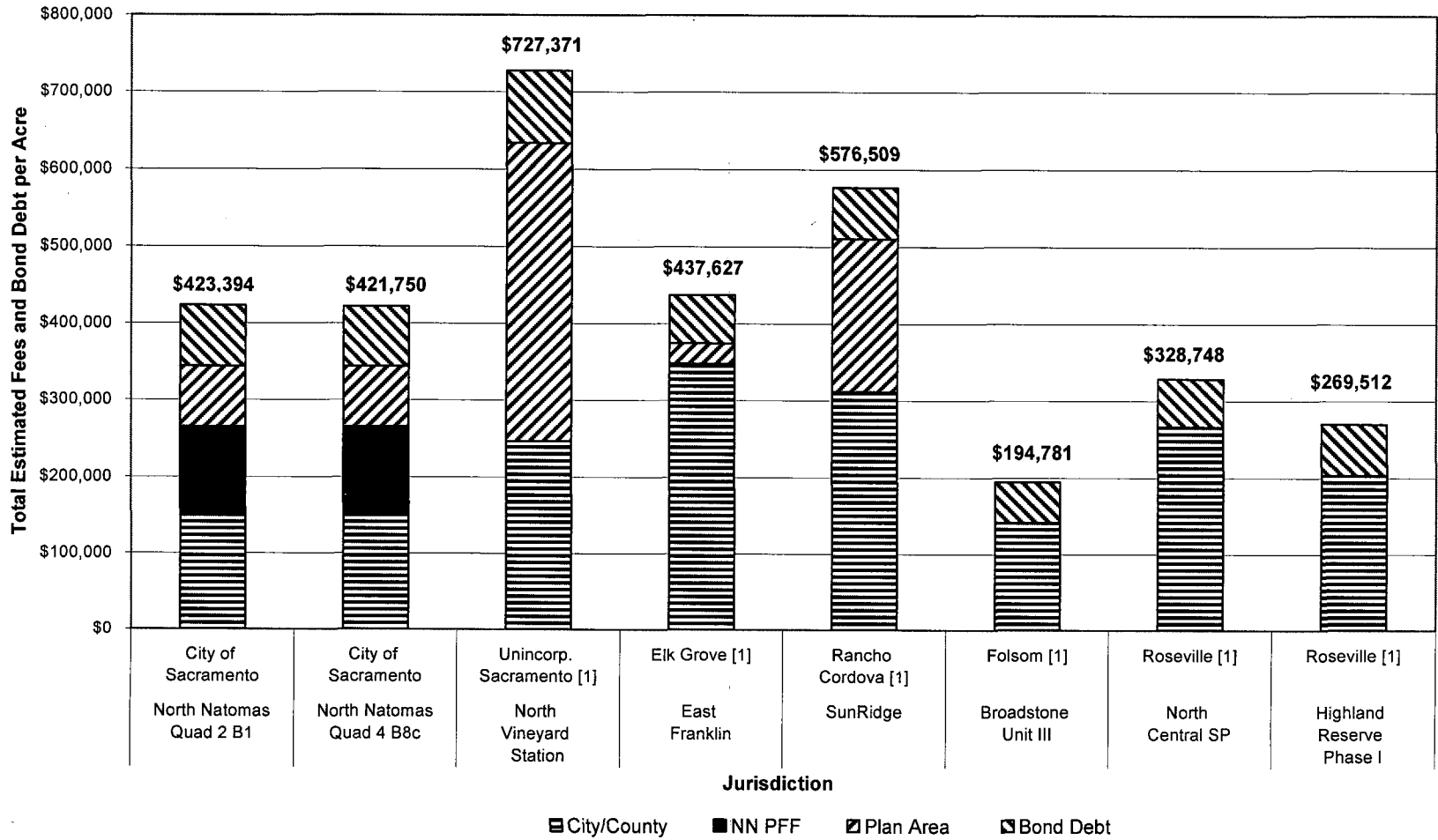
[1] All competitive fee comparisons are as of January 2008.

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**Exhibit C  
Infrastructure Burden Comparison for Office Building  
74,923 Sq. Ft. building and 5 Acre Site**

**Office Building**

A-7



[1] Fee comparison is as of January 2008.

## Exhibit to First Amendment to North Natomas Development Agreement

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### EXHIBIT D

Due to the potential for future amendments, the Amendment text is not included in 2008 Nexus Study Update. The Amendment can be acquired by contacting the City's Planning Department.

## **RESOLUTION NO. 2005-584**

Adopted by the Sacramento City Council

August 2, 2005

### **ADOPTING THE NORTH NATOMAS NEXUS STUDY AND FINANCING PLAN 2005 UPDATE**

#### **BACKGROUND**

- A. On May 3, 1994, the City Council approved and adopted the North Natomas Community Plan by Resolution No. 94-259;
- B. On August 9, 1994, the City Council approved and adopted the North Natomas Financing Plan ("NNFP") by Resolution No. 94-495. The Financing Plan set forth the methods by which infrastructure required by the North Natomas Community Plan will be funded.
- C. In Resolution 94-495, the City Council acknowledged that the completion of additional studies and measures was required prior to implementation of the NNFP, including, without limitation, studies and measures which would refine the cost of necessary public infrastructure and the allocation of said cost among the various land uses within the NNFP Area.
- D. On August 9, 1994, the City Council also adopted Resolution No. 94-496, which directed City staff to: (i) conduct further analysis and studies relating to the NNFP; (ii) conduct a nexus study to analyze the development impact fee program set forth in the NNFP, identify the cost of the required public infrastructure, and allocate those costs to the various land uses within the Community Plan area; and (iii) follow specified guidelines for the preparation of a nexus study that would support the development impact fee program. The portion of the development impact fee program analyzed by the study relates to the Public Facilities Fee and Transit Fee.
- E. On October 31, 1995, the City Council approved the North Natomas Nexus Study ("Nexus Study") dated October 31, 1995, by Resolution No. 95-619, and established development impact fees for the North Natomas area by adoption of Ordinance No. 95-058 and Resolution No. 95-620. The development impact fees adopted included a Public Facilities Fee and Transit Fee.
- F. Review and revision of the Nexus Study and the development impact fees is legally appropriate and was contemplated by the City Council at the time of its approval of the Nexus Study and the impact fees. Section 1(e) of Resolution No. 95-619 provides: "The Nexus Study may be revised over time and under future circumstances in order to achieve the purposes and policies of the North Natomas Community Plan and the NNFP."



- G. The City undertook an update of the Nexus Study and Financing Plan, taking into account current development conditions within the North Natomas Community and NNFP area, as well as modifications to the financing programs and policies that are appropriate to the achievement of the purposes of the North Natomas Community Plan.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

**SECTION 1. Findings.**

The City Council hereby finds as follows:

- (a) The recitals set forth above are true and correct and are incorporated herein by reference as findings.
- (b) The North Natomas Nexus Study and Financing Plan 2005 Update ("Update") sets forth a rational, fair and equitable method by which the cost of necessary public infrastructure in the NNFP area is to be allocated to the various land uses. For purposes of this Resolution, the term "Update" shall not include the discussion in the North Natomas Nexus Study and Financing Plan 2005 Update pertaining to "Changes in Land Use Designation" in Chapter 6, page VI-3.
- (c) The Update properly and reasonably allocates the burden of financing NNFP public infrastructure among development projects within the NNFP Area. The burden is allocated in a manner that achieves proper proportionality in light of those impacts that may reasonably be anticipated from those projects.
- (d) The Update: (i) properly and reasonably identifies the purpose of the fees and their intended use; (ii) establishes a reasonable relationship between the fee and the development on which the fee is imposed; (iii) establishes a reasonable and rational relationship between the need for the public infrastructure and the type of development activity on which the fee is imposed; and (iv) forms the basis for the further finding that the imposition of the fees described therein is necessary in order to protect the public health, safety and welfare within the NNFP Area and the city.
- (e) The Nexus Study and Financing Plan may be revised over time under future circumstances in order to achieve the purposes and policies of the North Natomas Community Plan.
- (f) The findings, conclusions, and methodologies set forth in the Update are consistent with the North Natomas Community Plan.

**SECTION 2. Adoption of Nexus Study and Financing Plan 2005 Update**

The North Natomas Nexus Study and Financing Plan 2005 Update and other supporting data referred to in the Update are integral to the conclusions reached therein and are hereby approved and adopted. A copy of the North Natomas Nexus Study and Financing Plan 2005 Update shall remain on file with the City Clerk.

**Table of Contents:**

- Exhibit A: Total Public Facilities and Transit Fee (1 page)
- Exhibit B: Single Family Infrastructure Burden Comparison (1 page)
- Exhibit C: Office Infrastructure Burden Comparison (1 page)
- Exhibit D: Proposed Public Facility Fee and Transit Fee Changes (1 page)

Adopted by the City of Sacramento City Council on August 2, 2005 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters and Mayor Fargo.

Noes: None

Abstain: None

Absent: None

  
\_\_\_\_\_  
Mayor Heather Fargo

  
\_\_\_\_\_  
Shirley Concolino, City Clerk

**RESOLUTION NO. 2002-373**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF JUN 11 2002

**A RESOLUTION ADOPTING THE NORTH NATOMAS  
NEXUS STUDY AND FINANCING PLAN 2002 UPDATE**

**WHEREAS,**

- A. On May 3, 1994, the City Council approved and adopted the North Natomas Community Plan by Resolution No. 94-259;
- B. On August 9, 1994, the City Council approved and adopted the North Natomas Finance Plan ("NNFP") by Resolution No. 94-495. The Financing Plan set forth the methods by which infrastructure required by the North Natomas Community Plan will be funded.
- C. In Resolution 94-495, the City Council acknowledged that the completion of additional studies and measures was required prior to implementation of the NNFP, including, without limitation, studies and measures which would refine the cost of necessary public infrastructure and the allocation of said cost among the various land uses within the NNFP Area.
- D. On August 9, 1994, the City Council also adopted Resolution No. 94-496, which directed City staff to: (i) conduct further analysis and studies relating to the NNFP; (ii) conduct a Nexus Study to analyze the Development Impact Fee Program set forth in the NNFP, identify the cost of the required public infrastructure, and allocate those costs to the various land uses within the Community Plan area; and (iii) follow specified guidelines for the preparation of a nexus study that would support the Development Impact Fee Program. The portion of the Development Impact Fee Program analyzed by the study relates to the Public Facilities Fee, Drainage Fee and Transit Fee.
- E. On October 31, 1995, the City Council approved the North Natomas Nexus Study ("Nexus Study") dated October 17, 1995, by Resolution No. 95-619, and established development impact fees for the North Natomas area by adoption of Ordinance No. 95-058 and Resolution No. 95-620. The development impact fees adopted included a Public Facilities Fee, Drainage Fee, and Transit Fee.

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**FOR CITY COUNCIL USE ONLY**

RESOLUTION NO.: 2002-373  
DATE ADOPTED: JUN 11 2002

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- F. Review and revision of the Nexus Study and the development impact fees is legally appropriate and was contemplated by the City Council at the time of its approval of the Nexus Study and the impact fees. Section 1(e) of Resolution No. 95-619 provides: "The Nexus Study may be revised over time and under future circumstances in order to achieve the purposes and policies of the North Natomas Community Plan and the NNFP."
- G. The City has undertaken an Update of the Nexus Study, taking into account current development conditions within the North Natomas Community Plan and NNFP area, as well as modifications to the financing programs that occurred during implementation. This Update, known and referred to as the "North Natomas Nexus Study 2002 Update," ("Update") was prepared on behalf of the City by Economic and Planning Systems, and is dated May 28, 2002.
- H. A working group consisting of City staff, North Natomas landowners, and various consultants and interested parties, has reviewed drafts of the Update and the proposed new fees.

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

**SECTION 1: Findings.**

The City Council hereby finds as follows:

- (a) The recitals set forth above are true and correct and are incorporated herein by reference as findings.
- (b) The North Natomas Nexus Study 2002 Update ("Nexus Study Update") sets forth a rational, fair and equitable method by which the cost of necessary public infrastructure in the NNFP area is to be allocated to the various land uses.
- (c) The Update properly and reasonably allocates the burden of financing NNFP public infrastructure among development projects within the NNFP Area. The burden is allocated in a manner that achieves proper proportionality in light of those impacts that may reasonably be anticipated from those projects.
- (d) The Update: (i) properly and reasonably identifies the purpose of the revised fees and their intended use; (ii) establishes a reasonable relationship between the fee and the development on which the fee is

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imposed; (iii) establishes a reasonable and rational relationship between the need for the public infrastructure and the type of development activity on which the fee is imposed; and (iv) forms the basis for the further finding that the imposition of the revised fees described therein is necessary in order to protect the public health, safety and welfare within the NNFP Area and the city.

- (e) The Nexus Study Update may be revised over time under future circumstances in order to achieve the purposes and policies of the North Natomas Community Plan.
- (f) The findings, conclusions, and methodologies set forth in the Update are consistent with the North Natomas Community Plan and the NNFP.

**SECTION 2. Adoption of Nexus Study and Financing Plan 2002 Update**

The North Natomas Nexus Study 2002 Update, and other supporting data referred to in the Nexus Study Update integral to the conclusions reached therein, are hereby approved and adopted. A copy of the Nexus Study Update shall remain on file with the City Clerk.

The North Natomas Financing Plan 2002 Update, the document which specifies the infrastructure needed and cost estimates on which North Natomas development is based is hereby approved and adopted.

Heather Fargo  
MAYOR

ATTEST:

Melina A. Burrows  
CITY CLERK

CERTIFIED AS TRUE COPY  
OF Resolution # 2002-373  
8-6-02  
DATE CERTIFIED  
Melina A. Burrows  
CITY CLERK, CITY OF SACRAMENTO

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RESOLUTION NO.: 2002-373  
DATE ADOPTED: JUN 11 2002

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RESOLUTION NO. 95-019

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF OCT 31 1995

A RESOLUTION ADOPTING THE NORTH NATOMAS NEXUS STUDY

WHEREAS,

A. On May 3, 1994, the City Council approved and adopted the North Natomas Community Plan by Resolution No. 94-259.

B. On August 9, 1994, the City Council approved and adopted the North Natomas Financing Plan by Resolution No. 94-495. The Financing Plan set forth the methods by which public infrastructure required by the North Natomas Community Plan will be funded.

C. In Resolution 94-495, the City Council acknowledged that the completion of additional studies and measures was required prior to implementation of the Financing Plan, including, without limitation, studies and measures which would refine the cost of necessary public infrastructure and the allocation of said cost among the various land uses within the North Natomas Finance Plan Area.

D. On August 9, 1994, the City Council approved and adopted Resolution No. 94-496, which directed City staff to conduct further analysis and studies relating to the North Natomas Financing Plan. In Resolution 94-496, the City Council directed City staff to conduct, among other things, a nexus study which would analyze the development impact fee program set forth in the North Natomas Financing Plan, identify costs of providing the required public infrastructure, and allocate said costs to the various land uses within the Community Plan area. Resolution 94-496 provided additional guidelines for the preparation of a nexus study which would support the development impact fee program. The portion of the development impact fee program analyzed by such study relates to the Public Facilities Fee, Drainage Fee, Transit Fee, and Regional Park Land Acquisition Fee.

E. The City retained Economic & Planning Systems, Inc. to prepare the necessary nexus study. Economic & Planning Systems, Inc. has prepared the analysis, entitled "North Natomas Nexus Study," dated October 17, 1995, a true and correct copy of which has been

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lodged with the City Clerk. Said study, together with the other studies, reports, and other supporting data referred to and relied upon in the study which are integral to the conclusions reached therein, hereinafter shall be referred to as the "Nexus Study".

F. Pursuant to the direction of the City Council contained in Resolution Nos. 94-495 and 94-496, the Nexus Study proposes a method by which the entire cost of all public infrastructure in the North Natomas Community Plan area (except for certain infrastructure identified as regional in nature) will be shared and allocated between all development projects in the North Natomas Financing Plan Area through the development impact fee program.

G. Drafts of the Nexus Study have been reviewed by a working group consisting of City staff and North Natomas landowners.

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

**SECTION 1. Findings.**

The City Council hereby finds as follows:

(a) All the provisions set forth above are true and correct and are hereby incorporated herein by reference as findings.

(b) The Nexus Study sets forth a rational, fair and equitable method by which the cost of necessary public infrastructure in the North Natomas Financing Plan Area shall be allocated to the various land uses designated in the North Natomas Community Plan.

(c) The Nexus Study places the burden of financing necessary public infrastructure on development projects within the North Natomas Financing Plan area. The Nexus Study allocates such burden among development projects in a manner which is roughly proportionate to the impacts which may be reasonably anticipated from such development activity.

(d) The Nexus Study reasonably identifies the purpose of each of the fees described therein and the use to which each fee is to be put, establishes a reasonable and rational relationship between the use of each fee and the type of development activity on which the fee is imposed, establishes a reasonable and rational relationship between the need for the public infrastructure described therein and the type of development activity on which the fee is imposed, and forms the basis for the further finding that the imposition of the fees described therein is necessary in order to protect the public health, safety, and welfare within and about the North Natomas Financing Plan area.

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(e) The Nexus Study may be revised over time under future circumstances in order to achieve the purposes and policies of the North Natomas Community Plan and the North Natomas Financing Plan.

(f) The findings, conclusions, and methodologies set forth in the Nexus Study are consistent with the North Natomas Community Plan and the North Natomas Financing Plan.

**SECTION 2. Adoption of Nexus Study.**

The Nexus Study, together with the other studies, reports, and other supporting data referred to and relied upon in said Study which are integral to the conclusions reached therein, is hereby approved and adopted. A copy of the Nexus Study shall remain on file with the City Clerk.

JOE SERNA, JR.

\_\_\_\_\_  
MAYOR

ATTEST:

VALERIE BURROWES

\_\_\_\_\_  
CITY CLERK

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FOR CITY CLERK USE ONLY

95-019

RESOLUTION NO. \_\_\_\_\_

DATE ADOPTED: OCT 3 1 1995



AMENDED

ORDINANCE NO. 95-058

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF OCT 3 1 1995

AN ORDINANCE ADOPTED AS AN URGENCY MEASURE ADDING TITLE 84, CHAPTER 84.01, AND CHAPTER 84.02 TO THE SACRAMENTO CITY CODE, ESTABLISHING DEVELOPMENT IMPACT FEES FOR DEVELOPMENT WITHIN THE NORTH NATOMAS FINANCE PLAN AREA

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Purpose and intent of ordinance.

1. This Ordinance adds a new Title 84 to the Sacramento City Code. Title 84 is added to the Sacramento City Code to organize within it measures appropriate for codification relating to development within the North Natomas area of the City. Notwithstanding the foregoing, the new Title 84 is not intended to be the exclusive listing of all City Code provisions relating to development of the North Natomas area or of all law applicable to such development.

2. This Ordinance adds Chapter 84.01 to the City Code for the purpose of setting forth general provisions applicable to Title 84.

3. This Ordinance adds Chapter 84.02 to the City Code pursuant to the general powers reserved to the City of Sacramento under its City Charter for the purpose of authorizing certain development impact fees to be assessed upon the owners of residential and nonresidential property located within the North Natomas Finance Plan Area. The fees herein authorized shall be assessed upon landowners developing such property for any residential or nonresidential use in order to provide all or a portion of the funds which will be necessary to design, construct and install Public Infrastructure required to meet the needs of and address the impacts caused by the additional persons residing or employed on the property as a result of such development activity. It is the intent and purpose of the City to protect and promote the public health, safety and welfare by constructing and installing Public Infrastructure necessitated by development in the North Natomas Finance Plan Area. Furthermore, it is the intent and purpose of the City to allow the development within the North Natomas Finance Plan Area on the condition that landowners in the area pay the costs of such Public Infrastructure and that such costs shall not be or become a responsibility of the City's general fund.

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4. This Ordinance is intended to become effective immediately upon its enactment in consideration of urgent circumstances as set forth herein and in the interest of the preservation of the public peace, health, safety, and welfare, pursuant to interim authorization provided by Government Code section 66017(b). In addition, any Fee Resolution authorized by this Ordinance to set the amount of fees or to implement matters relating to the fees similarly shall be effective immediately upon its adoption.

**SECTION 2. Definitions.**

Unless the contrary is stated or clearly appears from the context in which a term is used, the following definitions shall govern construction of the words and phrases used in this Ordinance:

**Development** means the uses to which property will be put, the buildings and improvements to be constructed on it, and the construction activities incident thereto, together with the process of obtaining all required land use entitlements. **Development Project** means any project undertaken for the purpose of development, exclusive of projects undertaken by or for public agencies, including, without limitation, schools and parks.

**Fee and Impact Fee and Development Impact Fee** means the monetary exaction as defined by subsection (b) of Government Code section 66000 and shall include, but not be limited to, the fees established pursuant to this Ordinance.

**Fee Resolution** means any resolution adopted by the City Council which implements the provisions of this Ordinance, including, without limitation, the setting of the amounts of the various fees established hereby and the adoption of provisions for credits, reimbursements and deferral relating to such fees.

**Government Code** means the Government Code of the State of California and any provision thereof cited in this Ordinance, as such provision exists as of the date of the enactment of this Ordinance, or as may thereafter be amended or renumbered from time to time.

**Nexus Study** means the report entitled, "North Natomas Nexus Study," dated October 17, 1995, approved by the City Council on October 31, 1995, by resolution number 95-619, including the other studies, reports, and all supporting data referred to and relied upon in said study, as such study exists as of the date of the enactment of this Ordinance, or as may thereafter be amended or supplemented from time to time.

**North Natomas Community Plan** means the community plan adopted by the City Council, by resolution number 94-259, dated May 3, 1994, as such plan exists as of the date of the enactment of this Ordinance, or as may thereafter be amended or supplemented from time to time.

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North Natomas Financing Plan means the financing plan adopted by the City Council by resolution 94-495, dated August 9, 1994, as such plan exists as of the date of the enactment of this Ordinance, or as may thereafter be amended or supplemented from time to time.

North Natomas Finance Plan Area carries with it the same definition set forth in the North Natomas Financing Plan, as such area may exist from time to time.

Public Infrastructure means the public improvements, infrastructure, and facilities to be designed, constructed, installed and acquired to serve the North Natomas Finance Plan Area, which improvements, infrastructure, and facilities are described in the North Natomas Community Plan, North Natomas Financing Plan, and the Nexus Study, and the costs of the design, construction, installation, and acquisition of which are to be financed by the development impact fee program set forth within the North Natomas Financing Plan. Where applicable under the North Natomas Financing Plan, the term "Public Infrastructure" shall include the acquisition of public land relating to such improvements, infrastructure and facilities, but shall exclude land acquired under the North Natomas Land Acquisition Program described in Chapter 84.03. The term "Public Infrastructure" shall mean a specific public improvement, infrastructure, and facility where the context requires a singular meaning.

**SECTION 3. Findings.**

The City Council finds and declares as follows:

1. By separate resolutions referenced below, the City Council adopted and approved the following items:
  - (a) The North Natomas Community Plan, by resolution number 94-259, dated May 3, 1994. Said plan describes a new urban form for North Natomas featuring a high quality, liveable community with a vital town center surrounded by fourteen neighborhoods each with an elementary school as its focal point. The community will have a well-integrated mixture of land uses interdependently linked by street, transit and pedestrian and bicycle connections.
  - (b) The 1994 North Natomas Community Plan Supplemental Environmental Impact Report, certified by the City Council on May 3, 1994, by resolution number 94-258.
  - (c) The North Natomas Financing Plan, by resolution number 94-495, dated August 9, 1994, and amendments thereto, if any, adopted at the time this Ordinance is enacted.

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- (d) The North Natomas Nexus Study, dated October 17, 1995, by resolution number 95-619, including other studies, reports, and data referred to and relied upon in said study which are integral to the conclusions reached therein.

The foregoing items, along with the studies and reports each may reference or be based upon in whole or in part, and together with any amendments thereto and any supplemental or implementation actions pursuant thereto made after their initial adoption, establish the need, costs, and financing of Public Infrastructure arising out of development within the North Natomas Finance Plan Area and present a reasonable basis on which to establish fees under this Ordinance. The foregoing items, and all other additional studies and reports, including, without limitation, drainage reports and proposals, transportation studies, and housing studies presented to the Council now or in the past, along with the studies, reports, and data each may reference or be based upon in whole or in part, and any and all amendments thereto and any supplemental or implementation actions pursuant thereto made after their initial adoption, together with staff reports and other matters presented to the Council by City staff or interested parties, whether in writing or orally, constitute the record before the City Council for purposes of the adoption and enactment of this Ordinance.

2. The imposition of development impact fees is one of the preferred methods of ensuring that new development bears a proportionate share of the cost of Public Infrastructure necessary to fulfill the purposes of this Ordinance stated above. This Ordinance is intended to implement the development impact fee program set forth in the North Natomas Financing Plan.

3. All Development within the North Natomas Finance Plan Area will result in additional growth within the City. Such growth will place additional burdens on various City facilities, infrastructure, and services, and will cause a need for new facilities, infrastructure, and services. Such development will necessitate Public Infrastructure in order to meet the needs of and to address the impacts caused by Development within the North Natomas Finance Plan Area.

4. The development impact fee program set forth in the North Natomas Financing Plan is intended to ensure that all Public Infrastructure set forth in said plan are paid for by development causing the need for the same, and in any event, without requiring expenditures from the City's general fund. It is fair and equitable for landowners developing land within the North Natomas Finance Plan Area to pay substantially all costs of such Public Infrastructure and for the City to assess related costs to the landowners while shielding the City's general fund from liability for the same.

5. This Ordinance establishes certain fee categories and provides the structure in which the fees may be imposed, all of which are intended to implement the development impact fee program set forth in the North Natomas Financing Plan. This Ordinance also authorizes the City Council to adopt resolutions setting the initial and subsequent amounts of the established fees, any credits and reimbursements applicable to such fees, and any deferral provisions affecting the time and manner in which the fees are to be paid to the City.

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6. The development impact fee program implemented by this Ordinance is designed to mitigate the impacts caused by new development in the North Natomas Finance Plan Area.
7. The development impact fees established by this Ordinance are based upon the estimated costs of new Public Infrastructure required in order to serve and address the impacts caused by new development within the North Natomas Finance Plan Area, and shall be subject to adjustment as more precise estimates or actual costs are determined.
8. The fees established by this Ordinance do not exceed the reasonable cost of providing Public Infrastructure within the North Natomas Finance Plan Area occasioned by development projects within such area.
9. All Development Projects within the North Natomas Finance Plan Area should bear a proportionate, fair, and equitable financial burden in providing the Public Infrastructure necessary to serve such uses.
10. The Public Infrastructure to be financed by the fees established by this Ordinance are consistent with the City's General Plan, including all elements thereof, and the North Natomas Community Plan.
11. The fees established by this Ordinance are consistent with the goals and objectives of the City's General Plan, including each of its elements, and the North Natomas Community Plan.
12. The Public Infrastructure, and the anticipated development in the North Natomas Finance Plan Area, herein referenced are based upon an analysis of the designated land uses set forth in the North Natomas Community Plan.
13. The fees established by this Ordinance relate rationally to the reasonable cost of providing Public Infrastructure occasioned by development projects within the North Natomas Finance Plan Area.
14. Development impact fees are necessary in order to finance the Public Infrastructure required by development in the North Natomas Finance Plan Area and to impose on property owners developing their properties the obligation to pay a fair share of the cost of such Public Infrastructure.
15. The amount of each fee established under this Ordinance and as may be adjusted over time pursuant to this Ordinance, is a reasonable approximation of the fair share of the cost of the Public Infrastructure, and roughly proportionate to the need for such facilities caused by Development in the North Natomas Finance Plan Area.

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16. The City has pending before it applications for subdivision maps and other applications for residential, commercial, and industrial development approval which the City must act upon. Further, the City heretofore has approved various Development Projects in the form of tentative map, development agreements, or other approvals, which were expressly conditioned on payment of the fees to be established as a result of the North Natomas Financing Plan and the Nexus Study. It is necessary that the provisions of this Ordinance apply to all of these developments in order to protect the public health, safety and welfare by the provision of adequate Public Infrastructure, to afford developers certainty with regard to their financial obligations, and to ensure that such development will not create a burden on the interrelated Public Infrastructure and services within the North Natomas Finance Plan Area.

17. For purposes of establishing the fees set forth in this Ordinance, the record before the City Council and the findings herein stated:

- (a) reasonably identify the purpose of each fee established;
- (b) reasonably identify the use to which the fee is to be put;
- (c) establish a reasonable and rational relationship between the use of each fee and the type of development project on which the fee is imposed;
- (d) establish a reasonable and rational relationship between the need for the Public Infrastructure to be financed by the fees established and the type of development project on which the fee is imposed; and
- (e) form the basis for the further finding that the imposition of fees to finance Public Infrastructure is necessary in order to protect the public health, safety, and welfare within and about the North Natomas Finance Plan Area..

18. The development impact fee program is an integral part of the North Natomas Financing Plan. The success of the North Natomas Community Plan and the North Natomas Financing Plan is dependent on the collection of such fees from North Natomas landowners in the total sums anticipated by the Financing Plan and Nexus Study. In the event the development impact fee program fails to generate the fees necessary to construct Public Infrastructure necessitated by Development in North Natomas in a timely manner, the City Council, in its sole discretion, reserves the right to curtail or cease development within the North Natomas Finance Plan Area, unless other sources of funding are available for the timely construction of such needed Public Infrastructure.

19. Based upon the following, together with the above findings, a current and immediate threat to the public health, welfare and safety is addressed by declaring the provisions

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of this Ordinance effective immediately upon its enactment and to declare any Fee Resolution effective immediately upon its adoption:

- (a) Development occurring and anticipated to be occurring within the North Natomas Finance Plan Area has resulted in and will continue to result in an increased demand for public infrastructure and facilities which over-extend the City's ability to adequately protect the public peace, health, welfare and safety in said Area without the construction of Public Infrastructure.
- (b) The North Natomas Community Plan, North Natomas Financing Plan, and the Nexus Study set forth the projected Public Infrastructure required within the North Natomas Finance Plan Area to protect the public peace, health, welfare and safety of the persons residing, working, and visiting or using property as a result of Development of said Area.
- (c) The Nexus Study indicates the need for a series of police, fire, storm drainage, traffic and other critical infrastructure and public facilities, the lack and untimeliness of such improvements will be detrimental to the public peace, health, safety and welfare should Development in North Natomas occur.
- (d) The demand upon Public Infrastructure can be mitigated through development impact fees. The City Council finds that the imposition of the development impact fees as an urgency measure is required for the immediate preservation of the public peace, health, safety and welfare.
- (e) It is necessary for and in the interests of the public peace, health, safety and welfare that this Ordinance be effective immediately upon its adoption in order to provide the Public Infrastructure needed by new development, as well as to achieve a degree of certainty to allow for the orderly development in the North Natomas Finance Plan Area. Such certainty should also allow for greater efficiency on the part of City staff processing and evaluating development applications for the North Natomas area, thereby making best use of the limited resources of the City government in addressing the needs of that particular area.
- (f) Funding for the Public Infrastructure necessitated by new Development must come from new development in order for it to bear its fair share of such facilities. Aside from funding generated by the imposition of development impact fees, financing of Public Infrastructure is not available from other sources or is severely restricted. Development impact fees are appropriate sources of required funding.

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- (g) Past, existing, and anticipated building permit applications, tract map activity, inquiries by developers and development in the North Natomas Finance Plan Area indicate an immediate need to assure increased Public Infrastructure in said Area. The activities and inquiries of members of the public holding interests in the North Natomas area or investigating opportunities in said area demonstrates an additional and immediate need for certainty in the amount and implementation of the development impact fees which will impact North Natomas properties.
- (h) In the event this Ordinance and any Fee Resolution are not effective immediately upon adoption, developers desiring to develop their property and the City must enter into agreements requiring the payment of fees at such time as this Ordinance and any such Fee Resolution become effective, which agreements would be inefficient to administer, cause complications with lenders and title companies, and raise enforcement and other problems detrimental to the public interest and the conduct of City business.

**SECTION 4.** Adoption of title and code provisions.

Chapter 84.01 and Chapter 84.02, as set forth in the attached Exhibit "A," are incorporated herein by this reference. Title 84 and said Chapters 84.01 and 84.02, as set forth in Exhibit "A," are approved and adopted and shall be added to the Sacramento City Code.

**SECTION 5.** Credits and reimbursements.

The Director of Public Works, or his or her designee, hereby is authorized and directed to prepare policies, guidelines and procedures concerning credits and reimbursements relating to the fees established under this Ordinance pursuant to Section 84.02.210 of Chapter 84.02 set forth in Exhibit "A." and to present the same to the City Council for consideration and approval.

**SECTION 6.** Deferral of fees.

The Director of Public Works, or his or her designee, hereby is authorized and directed to prepare policies, guidelines and procedures concerning the deferral of the time of payment of fees established under this Ordinance pursuant to Section 84.02.209 of Chapter 84.02 set forth in Exhibit "A" and to present the same to the City Council for consideration and approval. With respect to Development Projects completed or commenced by or before the effective date of this Ordinance, the Director of Public Works, or his or her designee, is hereby authorized to enter into agreements with property owners governing the amount, time and manner of payment of fees payable with respect to such Development Projects.

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**SECTION 7. Severability.**

1. If any section, phrase, sentence, or other portion of this Ordinance for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

2. If any fee established by this Ordinance for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction, such fee shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the remaining fees established by this Ordinance.

3. If any fee established by this Ordinance is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction based upon an insufficient nexus to a specific Public Infrastructure for which the revenue generated from such fee may be expended pursuant to Chapter 84.02 or any resolution adopted pursuant to said Chapter, said fee as it relates to such specific Public Infrastructure shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the fee as it relates to other Public Infrastructure.

**SECTION 8. Effective date.**

This Ordinance and any Fee Resolution relating to said ordinance are all declared to be urgency measures and based upon the interim authorization set forth in Government Code section 66017(b), this Ordinance shall take effect immediately upon enactment hereof. In addition, based upon such interim authorization, any Fee Resolution shall take effect immediately upon adoption thereof. The City Clerk shall schedule public hearings before the City Council within thirty (30) days after the enactment of this Ordinance and thirty (30) days after the adoption of any Fee Resolution to consider extending such interim authorization for an additional thirty (30) days. The Clerk shall publish notice of said hearing ten (10) days before any such hearings.

DATE PASSED FOR PUBLICATION: October 17, 1995  
DATE ENACTED: October 31, 1995  
DATE EFFECTIVE: October 31, 1995

JOE SERNA, JR.

MAYOR

ATTEST:

VALERIE BURROWES

CITY CLERK

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ORDINANCE NO. 95-058

DATE ADOPTED: OCT 31 1995

# Title 84. DEVELOPMENT IN NORTH NATOMAS

## CHAPTER 84.01. GENERAL PROVISIONS

### Section 84.01.100 Definitions

Unless the contrary is stated or clearly appears from the context in which a term is used, the following definitions shall govern construction of the words and phrases used in this Title 84:

**Development** means the uses to which property will be put, the buildings and improvements to be constructed on it, and the construction activities incident thereto, together with the process of obtaining all required land use entitlements. **Development Project** means any project undertaken for the purpose of development, exclusive of projects undertaken by or for public agencies, including, without limitation, schools and parks.

**Dwelling Unit** means any building or portion of a building used or designed for use as a residence by an individual or any group of individuals living together or as a family, excepting therefrom any unit rented or leased for temporary residency, such as a motel and hotel room.

**Government Code** means the Government Code of the State of California and any provision thereof cited in this Title, as such provision exists as of the date of the enactment of this Title, or as may thereafter be amended or renumbered from time to time.

**Nexus Study** means the report entitled, "North Natomas Nexus Study," dated October 17, 1995, approved by the City Council on October 31, 1995, by resolution number 95-619, including the other studies, reports, and other supporting data referred to and relied upon in said study, as such study exists as of the date of the enactment of this Title, or as may thereafter be amended or supplemented from time to time.

**North Natomas Community Plan** means the community plan adopted by the City Council, by resolution number 94-259, dated May 3, 1994, as such plan exists as of the date of the enactment of this Title, or as may thereafter be amended or supplemented from time to time.

**North Natomas Financing Plan** means the financing plan adopted by the City Council by Resolution No. 94-495, dated August 9, 1994, as such plan exists as of the date of the enactment of this Title, or as may thereafter be amended or supplemented from time to time.

**North Natomas Finance Plan Area** carries with it the same definition set forth in the North Natomas Financing Plan, as such area may exist from time to time.

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EXHIBIT A

**Section 84.01.101 Severability**

- a. If any section, phrase, sentence, or other portion of this Title for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Title.
- b. If any fee established by this Title for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction, such fee shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the remaining fees established by this Title.
- c. If any fee established by this Title is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction based upon an insufficient nexus to a specific public facility, improvement, infrastructure or property for which the revenue generated from such fee may be expended pursuant to this Title, said fee as it relates to such specific public facility, improvement, infrastructure or property shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the fee as it relates to other public facilities, improvements, infrastructure or property.

**.CHAPTER 84.02. PUBLIC FACILITIES FEE, TRANSIT FEE AND DRAINAGE FEE**

**Section 84.02.200 Purposes**

This Chapter 84.02 is adopted pursuant to the general powers reserved to the City of Sacramento under its City Charter for the purpose of authorizing certain development impact fees, as described in the North Natomas Financing Plan, to be assessed upon the owners of residential and nonresidential property located within the North Natomas Finance Plan Area. The fees herein adopted shall be assessed upon landowners developing such property for any residential or nonresidential use in order to provide all or a portion of the funds which will be necessary to design, construct, install or acquire Public Infrastructure required to meet the needs of and address the impacts caused by development activity. It is the intent and purpose of the City to protect and promote the public health, safety and welfare by constructing, installing and acquiring Public Infrastructure necessitated by development in the North Natomas Finance Plan Area. Furthermore, it is the intent and purpose of the City to allow the development within the North Natomas Finance Plan Area on the condition that landowners in the area pay the costs of such Public Infrastructure and that such costs shall not be or become a responsibility of the City's general fund.

**Section 84.02.201 Additional definitions**

In addition to the definitions set forth in Section 84.01.100, unless the contrary is stated or clearly appears from the context in which a term is used, the following definitions set forth in this Section shall govern construction of the words and phrases used in this Chapter 84.02:

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**Automatic Annual Adjustment** means the automatic annual adjustment of development impact fees based on the inflation factors described in Section 84.02.211.

**Assessment District 88-03** means the North Natomas Assessment District, number 88-03.

**Assessment District Policy Manual** means the compilation of procedures and policies regarding the formation and administration of assessment districts entitled, "Policies and Procedures Manual for Assessment Districts," adopted by the City pursuant to resolution number 93-381, dated June 29, 1993, as updated by resolution number 94-491, dated August 9, 1994, and as it may be amended or supplemented from time to time.

**Comprehensive Drainage Plan** means that storm drainage plan for entire North Natomas Finance Plan Area prepared by the City of Sacramento, Borcalli & Associates, Ensign & Buckley, or other consulting firm, and which must be adopted by the City Council, and as it may be amended or supplemented from time to time.

**Drainage Sub-Basin** means the individual drainage sub-areas identified in the Comprehensive Drainage Plan.

**Fee and Impact Fee and Development Impact Fee** means the monetary exaction as defined by subsection (b) of Government Code section 66000 and shall include, but not be limited to, the fees established pursuant to Chapter 84.02 of this Title.

**Public Infrastructure** means the public improvements, infrastructure, and facilities to be designed, constructed, installed and acquired to serve the North Natomas Finance Plan Area, which improvements, infrastructure, and facilities are described in the North Natomas Community Plan, North Natomas Financing Plan, and the Nexus Study, and the costs of the design, construction, installation, and acquisition of which are to be financed by the development impact fee program set forth within the North Natomas Financing Plan. Where applicable under the North Natomas Financing Plan, the term "Public Infrastructure" shall include the acquisition of public land relating to such improvements, infrastructure and facilities, but shall exclude land acquired under the North Natomas Land Acquisition Program described in Chapter 84.03. The term "Public Infrastructure" shall mean a specific public improvement, infrastructure, and facility where the context requires a singular meaning.

#### Section 84.02.202 Establishment of development impact fees

- a. The following development impact fees are established and imposed pursuant to the provisions of this Chapter to finance the cost of the following categories of public improvements, facilities, and property required by development within the North Natomas Finance Plan Area:
- (1) **Public Facilities Fee.** A development impact fee is established for the public facilities intended to serve the North Natomas Finance Plan Area, which facilities are described in the North Natomas Community Plan, North Natomas Financing Plan, and the

Nexus Study and exclude the transit and drainage facilities funded by the Transit Fee and Drainage Fee established under this Chapter.

- (2) **Transit Fee.** A development impact fee is established to provide funding for transit improvements to serve the North Natomas Finance Plan Area, which improvements and facilities are described in the North Natomas Community Plan, North Natomas Financing Plan, and the Nexus Study.
  - (3) **Drainage Fee.** A development impact fee is established for drainage improvements and the acquisition of required public land to provide collection and conveyance of storm water to drainage basins and discharge to canals to serve the various Drainage Sub-Basins specified in the North Natomas Finance Plan Area, which improvements and land are described in the North Natomas Community Plan, North Natomas Financing Plan, and the Nexus Study.
- b. The City Council, by resolution, shall establish the specific initial and subsequent amounts of the foregoing fees pursuant to Section 84.02.204 of this Chapter and make the additional findings required under Section 84.02.203 of this Chapter in establishing said amounts of each fee. In addition, the City Council, by resolution, may adopt additional provisions, procedures and policies to implement the fees established by this Chapter. The amounts of fees, provisions, procedures, and policies adopted by resolution pursuant to this subsection (b) shall be consistent with the North Natomas Community Plan, the North Natomas Financing Plan, and the Nexus Study.

**Section 84.02.203 Additional findings to be made when establishing  
the amount of development impact fees**

At the time it considers the amount of the fees established pursuant to Section 84.02.202, or at the time of amending such fees other than in making an Automatic Annual Adjustment to the fees made in the manner hereinafter provided by this Chapter, the City Council shall adopt the amount of such fees if it makes the following findings in support of such fees:

- a. A finding that such fees have been determined and calculated in the manner consistent with the North Natomas Financing Plan and the Nexus Study; and
- b. The following additional findings required by Section 66001 of the Government Code which demonstrate that there is a nexus between the Public Infrastructure for which such fees are imposed and the need for such Public Infrastructure created by the development of residential and nonresidential property within the North Natomas Finance Plan Area upon which the fees are imposed:
  - (1) Findings which identify the purpose of the fees;
  - (2) Findings which identify the use to which the fees are to be put;

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- (3) Findings which demonstrate that there is a reasonable relationship between the use of the fees and the type of development project on which the fees are imposed; and
  - (4) Findings which demonstrate that there is a reasonable relationship between the need for the Public Infrastructure and the type of development project on which the fee is to be imposed.
  - (5) Findings which demonstrate how there is a reasonable relationship between the amount of the fees and the cost of the Public Infrastructure, or portion of such Public Infrastructure, attributable to the development project on which the fees are imposed.
- c. In making the findings pursuant to this Section 84.02.203 and any other findings, the City Council may consider all matters, whether offered orally or in writing, presented at the hearing or hearings conducted for the purpose of establishing or amending the fee, and any and all oral and written material presented to the City Council and City Planning Commission in connection with the adoption, approval, or amendment of the North Natomas Community Plan, the North Natomas Financing Plan, and the Nexus Study.

**Section 84.02.204 Proceedings to establish the amount of development impact fees**

- c. At the time of setting the amount of the fees established pursuant to this Chapter, or at the time of amending such fees other than in making an Automatic Annual Adjustment to the fees, the City Council shall hold a public hearing on the proposed fees or proposed amendment of fees in the manner required by Sections 66016, 66017, and 66018 of the Government Code.
- d. The effective date of any resolution adopted by the City Council which establishes or amends, as the case may be, the amount of the fees established pursuant to Section 84.02.202, shall be established pursuant to the Section 66017 of the Government Code.

**Section 84.02.205 Imposition of development impact fees.**

- a. The development impact fees established under this Chapter shall be imposed on real property located within the North Natomas Finance Plan Area based upon the following types of Development:
  - (1) For residential property:
    - (A) The construction on the property of a new building or structure containing one or more Dwelling Units;
    - (B) The construction on the property of alterations or additions to an existing building or structure which add one or more Dwelling Units to such existing building; or

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- (C) The change in use of an existing building or structure on the property from a previous nonresidential use to a residential use, provided that the landowner shall be entitled to a credit against fees in the amount of fees which were actually paid for such previous nonresidential use, which prior fees shall be adjusted for inflation consistent with Section 84.02.211.
- (2) For nonresidential property:
    - (A) The construction on the property of a new building or structure;
    - (B) The construction on the property of alterations or additions to an existing building or structure which results in the expansion in the size or use of such existing building or structure; or
    - (C) The change in use of an existing building or structure on the property from a previous residential use to a nonresidential use, or from a previous nonresidential use to another nonresidential use requiring a certificate of occupancy under the building regulations adopted by City or pursuant to the Sacramento City Code, provided that the landowner shall be entitled to a credit against fees in the amount of fees which were actually paid for such previous residential or nonresidential use, which prior fees shall be adjusted for inflation consistent with Section 84.02.211.
- b. Except as may be expressly provided in this Chapter, no building permits or extension of permits relating to the activities described in subsections (a)(1) and (a)(2) of this Section shall be granted unless and until the appropriate development impact fee or fees have been paid to the City in accordance with the provisions of this Chapter.
  - c. Notwithstanding anything to the contrary set forth in subsection (a) of this Section or in any other provision in this Chapter, the development impact fees established pursuant to this Chapter shall apply to any Development Project (1) which has heretofore received a tentative map approval or other approval or permit, whether discretionary or nondiscretionary, from the City, where the approval of the same has been conditioned upon payment of the fees established as a result of the implementation of the North Natomas Financing Plan, or (2) which is subject to a development agreement or other agreement between the landowner and City which requires the payment of fees established as a result of the implementation of the North Natomas Financing Plan.

**Section 84.02.206 Exemptions**

- a. The following shall be exempted from payment of the fees established by this Chapter:
  - (1) Alterations, renovations, or expansion of an existing residential building or structure where no additional Dwelling Units are created and the use is not changed; provided, however, that the expansion or intensification of use of an existing commercial or

industrial building or structure shall not be exempt from the fees established in this Chapter. For purposes of this section, "expansion or intensification of uses" means any increase in the anticipated parking and/or traffic impacts associated with the proposed new use.

- (2) The replacement of a destroyed or partially destroyed or damaged building or structure with a new building or structure of the same size and use.
- b. Any claim of exemption with respect to the fees established by this Chapter must be made no later than the time for application for fee adjustment pursuant to Section 84.02.213.

#### Section 84.02.207 Computation of fees

The methodologies set forth in the Nexus Study shall be used as the basis to set the amount of fees pursuant to any resolution referenced under subsection (b) of Section 84.02.202 of this Chapter. The amount of fees due from any landowner shall be calculated from the actual uses of land proposed by the landowner. Applicants for building or other development permits shall include plans and calculations prepared by the applicant or applicant's agent, specifying data necessary to calculate development impact fees, including, without limitation, each proposed land use, the square footage of each use, and other relevant data as may be required by the City Director of Public Works, or his or her authorized designee. All fees due under this Chapter shall be determined and calculated by the City Director of Public Works, or his or her authorized designee.

#### Section 84.02.208 Time of payment of fee

Except as otherwise provided in any measures adopted by the City Council as provided under Section 84.02.209 relating to deferral of payment of fees, the fees established by this Chapter shall be paid for the property on which a development project is proposed at the time of the issuance of any required building permit relating to such development, or, in the case of the Drainage Fee, at the time of the issuance of any required grading permit relating to such development. With respect to Development Projects completed or commenced as of the effective date of this Chapter, the Director may enter into agreements with landowners regarding the amount, time, and manner of payment of fees payable with respect to such Development Projects.

#### Section 84.02.209 Deferral of Fees

The City Council, by resolution, may establish policies, guidelines and procedures regarding the deferral or other adjustment of the time in which the fees established under this Chapter must be paid. The policies, guidelines, and procedures shall be subject to annual review and adjustment to assure that funds are available to construct or acquire Public Infrastructure in a timely manner pursuant to the North Natomas Finance Plan and to promote fairness and equity relating to such deferrals and adjustments.

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Section 84.02.210 Credits and reimbursements

- a. The City Council, by resolution, may establish policies, guidelines and procedures regarding credits and reimbursements which may apply to the fees established by this Chapter. Said policies, guidelines and procedures shall be subject to the terms of any written agreement entered into by the City and any landowner or landowners within the North Natomas Finance Plan Area concerning credits against and reimbursement of fees established pursuant to the North Natomas Financing Plan.
- b. All policies, guidelines and procedures regarding credits and reimbursements shall be consistent with the following:
  - (1) The credits and reimbursements shall apply to fees owed by (i) participants of Assessment District 88-03, (ii) by landowners that have advanced funds for the construction of Public Infrastructure which otherwise would be paid from the revenue of the fees established by this Chapter, (iii) by landowners that constructed Public Infrastructure or dedicated land which otherwise would be paid from the revenue of the fees established by this Chapter.
  - (2) The policies, guidelines and procedures shall provide for reimbursement to the City for administrative and engineering costs and other expenses relating to the implementation of the North Natomas Financing Plan.
  - (3) The credits and reimbursements may be transferable, in whole or in part, upon notice to the City in the form and in the manner specified by the City.
  - (4) The amounts of credits and reimbursements shall be subject to adjustments for inflation calculated consistent with the provisions of Section 84.02.211, but shall not accrue interest.
  - (5) Credit shall be given to the extent that Public Infrastructure, including drainage facilities and drainage-related property, are financed through the establishment of an assessment district or the use of other alternative financing mechanisms.
  - (6) The credits and reimbursements may be subject to annual review and adjustment to insure that funds are available to construct or acquire Public Infrastructure in a timely manner pursuant to the North Natomas Finance Plan and to promote fairness and equity relating to credits and reimbursements.
  - (7) The credits and reimbursements shall be given, consistent with the Assessment District Policy Manual, for the construction of any Public Infrastructure (or a portion thereof) for which a fee established by this Chapter may be expended and shall apply to the fees otherwise due and payable for the development project giving rise to the need for such Public Infrastructure.

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- (8) The credits and reimbursements shall not be given for site-related improvements and dedications of land, which are specifically required by the project in order to serve it and which do not constitute a Public Facility for which a fee established by this Chapter may be expended.
  - (9) Any claim for credit or reimbursement must be made no later than at the time of application for a building permit. Any claim not made by or before the time of such application shall be deemed waived.
  - (10) The sole source of the payment of a reimbursement shall be the revenue collected on the specific fee which could be expended on the Public Infrastructure to which the reimbursement relates.
  - (11) Credits and reimbursements may cease or be amended if the City Council, by resolution, determines that the same constitute threats to the public health, safety or welfare.
- c. The landowner seeking a credit or reimbursement, or both, shall submit such documentation, including, without limitation, engineering drawings, specifications, and construction cost estimates, and utilize such methods as may be appropriate and acceptable to the Director of Public Works to support the request for a credit or reimbursement. The Director shall determine the credit or reimbursement amount for construction of a specific Public Infrastructure based upon either the foregoing landowner-provided cost estimates or upon alternative engineering criteria and construction cost estimates if the Director determines that such estimates submitted by the landowner are either unreliable or inaccurate. The Director shall determine whether facilities or improvements are eligible for credit or reimbursement. Any decision made by the Director pursuant to this Section may be appealable to the City Council by the filing of a notice of appeal with the City Clerk. The City Council shall consider the appeal at a public hearing held within sixty (60) days after the filing of the notice of appeal. The decision of the City Council shall be announced at said public hearing.

#### Section 84.02.211 Automatic annual adjustment

The fees established by this Chapter shall be adjusted automatically to take into consideration inflation on July 1 of each fiscal year, beginning on July 1, 1996, by a factor equal to the percentage increase, if any, of the Construction Cost Index for San Francisco (based on 1913 U.S. average = 100) during the twelve months ending on the preceding March 1 of the prior fiscal year, as published by Engineer News Record/McGraw-Hill Construction Weekly, or any substitute index which the City Council adopts by resolution. This Automatic Annual Adjustment shall not apply to those fees which are based on variable factors which themselves result in an automatic inflation adjustment, those which specifically indicate otherwise, or those which are governed by provisions of an agreement with the City expressly exempting such fees from the adjustment set forth under this Section.

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**Section 84.02.212 Adjustment of fee by resolution**

In addition to any Automatic Annual Adjustment, the amount of the fees established by this Chapter may be revised periodically, including, without limitation, upon the report and review provided for in Section 84.02.219, by resolution of the City Council. Any action by the City Council to increase fees shall comply with the provisions of this Chapter and Government Code sections 66016 through 66018.

**Section 84.02.213 Protest of fees**

- a. A landowner subject to a fee established by this Chapter may apply to the City Director of Public Works, or his or her designee (for purposes of this Section, the "Director"), for a reduction, adjustment, or waiver of any one or more of the fees, or any portion thereof, based upon the absence of a reasonable relationship or nexus between the impacts of the landowner's development project and either the amount of the fee charged or the type of Public Infrastructure to be financed, or both. The application shall state in detail the factual basis for the claim of reduction, adjustment, or waiver, and shall include any and all written materials which the landowner deems appropriate in support of the application.
- b. The application shall be made in writing and filed with the Director at or before the time required for the filing of protests under Government Code sections 66020 and 66021. For purposes of determining the applicable limitations period set forth in Government Code section 66020, the date of the imposition of the fees under this Chapter shall be the date of the earliest discretionary approval by the City of the subject Development Project. The application shall be accompanied by the payment of a filing fee in an amount established by the City Council. The applicant shall be liable for the actual cost of the City in processing and ruling upon the application to the extent such cost exceeds the filing fee. Such excess amount may be deducted from any refund found due and owing to the applicant or may be added to the amount of development impact fees found to be due or owing from the applicant, as the case may be.
- c. Notwithstanding the filing of an application and the pendency of any hearing or procedure under this Section, the landowner shall pay the development impact fees originally determined by the City in a timely manner pursuant to Section 84.02.208. Such payment shall be deemed to be a payment under protest pursuant to Government Code sections 66020 and 66021.
- d. It is the intent of this Section that:
  - (1) The Director may calculate a revised fee or require additional exactions where the impacts of a particular proposed development exceed the standards otherwise applicable in determining the Public Infrastructure necessitated by such development under the Nexus Study; and
  - (2) The fee categories shall be considered individually; thus it may occur that a fee adjustment or waiver is made to one category of fees and not affect another.

- e. The Director shall consider the application at an informal hearing held within sixty (60) days after the filing of the fee adjustment application. The decision of the Director shall be final and not appealable, except as provided in subsections (h) and (i) of this Section. The Director shall make his or her determination of the fee calculation within fifteen days from the date of the informal hearing or the date on which said Director sets for the submission of additional engineering or other studies, other information, or additional calculations as found necessary by the Director during the course of the informal hearing. Applicant's failure to submit, on a timely basis, additional information requested by the Director may result in a denial of the application. The applicant shall be notified of the Director's decision, in writing, by the mailing of such decision by first-class mail, postage prepaid, and addressed to the address provided by the applicant.
- f. The Director shall consider the following factors in his or her determination whether or not to approve an application:
- (1) The factors identified in Government Code Section 66001:
    - (A) The purpose and proposed use of the fee;
    - (B) The type of development involved, including factors such as differences in factors relevant to the calculation of the fee;
    - (C) The relationship between the fee's use and the type of development involved;
    - (D) The need or demand for improvements and the type of development involved; and
    - (E) The amount of the fee and the portion of it attributable to the development involved.
  - (2) The substance and nature of the evidence presented by the applicant.
  - (3) The facts, findings and conclusions stated in the North Natomas Community Plan, the North Natomas Financing Plan and the Nexus Study, including technical information, studies, and reports contained within and supporting said plans and study, together with findings supporting the resolution setting the amount of the fee or fees in question. The applicant must present comparable technical information, studies, and reports to demonstrate that the fee is inappropriate for the particular development involved.
- g. If the application is granted, any change in use within the particular development involved in an application shall invalidate the reduction, adjustment, or waiver of the fee if such change in use would render the same inappropriate.

- h. Within ten (10) days of the date of the mailing of the decision of Director's decision, an applicant may appeal the Director's decision to the City Council, by filing a notice of appeal with the City Clerk. The provisions of Chapters 2.05, 2.06 and 2.07 of Title 2 of the Sacramento City Code shall govern the appeal to the City Council. In reaching its decision, the City Council or the appointed hearing examiner, as the case may be, shall consider the factors set forth in subsections (a) and (f) of this Section. The decision on the appeal shall be mailed within five (5) days following the hearing held pursuant to this Section by first-class mail, postage prepaid, and addressed to the address provided by the applicant. The decision shall be final and not appealable, except as provided in subsection (i) of this Section.
- i. The protest procedures set forth in this Section are administrative procedures which must be exhausted prior to the institution of any judicial proceeding concerning the fees protested. Any petition seeking judicial review of a decision by the City Council shall be made under Code of Civil Procedure section 1094.5 and shall be filed by or before (1) ninety (90) days following the date on which such decision is mailed to the applicant or (2) the expiration of the limitation period set forth in subsection (d) of Government Code section 66020, whichever occurs later. For purposes of determining the applicable limitations period set forth in Government Code section 66020, the date of the imposition of the fees under this Chapter shall be the date of the earliest discretionary approval by the City of the subject Development Project.

**Section 84.02.214 Creation of special funds**

The fees established and collected pursuant to this Chapter shall be deposited in the following separate special funds created specifically to hold the revenue generated by such fees. Said collected fees shall be deposited, managed, and maintained pursuant to the provisions of Section 66006 of the Government Code. Moneys within such fund may be used solely for the purposes set forth in Section 84.02.215. In this regard, the following special funds are created and established:

- a. North Natomas Public Facilities Fund for the deposit and collection of the Public Facilities Fee.
- b. North Natomas Transit Fund for the deposit and collection of the Transit Fee.
- c. North Natomas Drainage Fund for the deposit and collection of the Drainage Fee. The City may establish any number of funds to account for revenue applicable to individual drainage sub-basins within the North Natomas Finance Plan Area.

**Section 84.02.215 Use of funds**

- a. Funds collected from the fees established by this Chapter and deposited in their respective special funds established under Section 84.02.214, shall be used for the purpose of:
  - (1) expending by appropriation by the City Council for the payment of the actual costs of designing and constructing Public Infrastructure for which the fees may be

expended as described in the resolution or resolutions adopted pursuant to subsection (b) of Section 84.02.202;

- (2) reimbursing the City for the development's share of those Public Infrastructure already constructed by the City, or to reimburse the City for costs advanced, including, without limitation, administrative costs incurred with respect to a specific Public Infrastructure or the implementation of the North Natomas Financing Plan, as set forth in Section 84.02.210;
  - (3) providing for reimbursements as described in Section 84.02.210;
  - (4) providing refunds as described in Sections 84.02.216 and 84.02.217;
  - (5) funding the City's administration of the fee program implemented by the provisions of this Chapter; and
  - (6) using the same as may be permitted under Section 66006 of the Government Code.
- b. The City Council, by resolution, may authorize the City Manager to make loans among the different funds established pursuant to this Chapter 84 and, where expressly authorized, other Chapters of this Title 84, to assure adequate cash flow for the construction and acquisition of public improvements, public facilities and public property on a timely basis so long as such inter-fund loans do not unreasonably delay such construction and acquisition under the lending fund.
- c. Unless used or refunded as otherwise permitted under this Section 84.02.215, moneys, including any accrued interest, not assigned in any fiscal period shall be retained in the same fund until the next fiscal period.

#### Section 84.02.216 Disposition of unexpended or unappropriated fee revenues

- a. Commencing with the fifth fiscal year following the first year of receipt of any revenues from the fees established, assessed and levied pursuant to the provisions of this Chapter, and in each fiscal year thereafter, the City Treasurer, or his or her designee, shall provide the City Council with a report which sets forth the total amount of all such fee revenues that were received and deposited in the appropriate special funds established under Section 84.02.214 in each fiscal year prior to the date of such report, but which remain unexpended or unappropriated as of the date of the report; provided, however, that no report shall be required in any year in which there were no unspent or unappropriated fee revenues in such fund which were received and deposited in the fund more than five years prior to the date of the report.
- b. Upon review of each report described in subsection (a) above, the City Council shall take one of the following actions required by Section 66001 of the Government Code with respect to any unexpended or unappropriated fee revenue in the appropriate special fund established

under Section 84.02.214 which was received and deposited in such fund five or more years prior to the date of such report:

- (1) Appropriate all or any part of such unexpended or unappropriated fee revenue for the construction, installation, or acquisition of the public improvements or facilities for which the fee was imposed;
- (2) Make findings with respect to all or any part of such unexpended or unappropriated fee revenue which identify the purposes to which the revenue are to be put and which demonstrate a reasonable relationship between such fee revenue and the purpose for which it was imposed; or
- (3) Provide for the refund of all or any part of such unexpended or unappropriated fee revenue, together with any actual interest accrued thereon, in the manner described in Section 66001(e) of the Government Code, to the current record owner of any property for which a fee was paid; provided that if the administrative costs of refunding such fee revenue exceed the amount to be refunded, the City Council, after considering the matter at a public hearing, notice of which is given in the manner provided for by Section 66001(f) of the Government Code, may appropriate such revenue for any other public improvement, facility, or property in the North Natomas Finance Plan Area for which development fees are charged or otherwise imposed pursuant to this Chapter and which the City Council determines will benefit the properties for which such development impact fee was charged or otherwise imposed; and further provided that the portion of any fee revenue received by the City as reimbursement of its costs in administering the provisions of this Chapter shall not be refunded, but shall be applied to reduce the amount of the fee charged for administrative purposes.
- (4) The provisions of subsections (d), (e), and (f) of Government Code Section 66001 shall apply fully to any refund of fees remaining unexpended or uncommitted in the appropriate special fund established under Section 84.02.214 for five or more years after deposit, and the provisions of this Section 84.02.216 and Section 84.02.217 shall be subordinate to the said state statute and shall be applied consistently therewith;

#### **Section 84.02.217 Refund of fees paid**

If a building permit or, if appropriate, a grading permit, expires without commencement of construction, then the feepayer shall be entitled to a refund, without interest, of the fees paid as a condition for its issuance, provided, however, that the portion of any fee revenue received by the City as reimbursement of its costs in administering the provisions of this Chapter shall not be refunded. The feepayer must submit an application for such a refund to the City Director of Public Works within ninety (90) calendar days of the expiration of the permit. Failure to timely submit the required application for refund shall constitute an absolute waiver of any right to the refund.

**Section 84.02.218 Other fee and dedication requirements**

The provisions of this Chapter shall not release any owner of residential or nonresidential property located within the North Natomas Finance Plan Area from the obligation of paying other applicable fees relating to development of property, including, without limitation, the application fees, processing fees, mitigation fees, and other development fees within the control of the City; from complying with any public facility or improvement requirements which are imposed pursuant to applicable law, including, without limitation, the provisions of this City Code; from complying with any requirement to dedicate property for public use pursuant to applicable law, including without limitation, the provisions of this City Code and the Government Code, at the time of approval of a tentative subdivision map, tentative master parcel map, certificate of compliance, building permit or other land use entitlement; and from complying with any obligation to pay fees or exactions, or to comply with mitigation requirements, of identified project-related environmental effects.

**Section 84.02.219 Annual reports and review of fee**

- a. No later than sixty days following the end of each fiscal year, the City Director of Public Works, or his or her designee (for purposes of this Section, the "Director"), shall prepare a report for the City Council identifying the following:
- (1) the beginning and ending balances of Public Facilities Fees, the Transit Fee, and the Drainage Fee in their respective special funds established under Section 84.02.214 for the fiscal year;
  - (2) the fee, interest, and other income collected in said funds during the fiscal year;
  - (3) the amount of expenditures from said funds categorized by the Public Infrastructure to which such expenditures relate;
  - (4) an accounting of all refunds and reimbursements for which the City is obligated to make or has made pursuant to this Chapter;
  - (5) the reallocation, if any, of unexpended or unappropriated fee revenue made pursuant to subsection (b)(3) of Section 84.02.216 and Government Code section 66001(f);
  - (6) the Public Infrastructure constructed and to be constructed utilizing the revenues collected from the fee established by this Chapter, the continued need for such Public Infrastructure, the reasonable relationship between such need and the impacts of development for which the fee is charged;
  - (7) the estimated costs of the Public Infrastructure described in the report; and
  - (8) the amount of any Automatic Annual Adjustment made pursuant to Section 84.02.211, including the basis of the calculation therefor.



- b. In addition to the report matters set forth in subsection (a) above, at least once each fiscal period, the Director or his or her duly authorized designee, shall present to the City Council a proposed capital improvement program for the various Public Infrastructure referenced in the resolution or resolutions adopted pursuant to subsection (b) of Section 84.02.202, assigning moneys (including any accrued interest) from the appropriate special fund to specific improvement projects, acquisitions, and related expenses. The adoption of such capital improvement program shall comply with the provisions of Government Code section 66002.
- c. In preparing the report pursuant to this Section, the Director shall adjust the estimated costs of the Public Infrastructure in accordance with the Engineering Construction Cost Index as published by Engineer New Record, or other reasonable standard, for the elapsed time period from the first day of the previous July or the date that the cost estimate was developed.
- d. The report prepared pursuant to subsection (a) of this Section shall be made available to the general public pursuant to the provisions of subsection (b) of Government Code section 66006. The City Council shall review the information contained in said report at its next regularly scheduled public meeting not less than 15 days after the report is made available to the public. The scheduling of the hearing and notice thereof shall comply with the provisions of subsection (b) of Government Code section 66006.
- e. The City Council, by resolution, may revise the fees established by this Chapter to reflect the findings made from its consideration of the annual report and to include additional projects previously not foreseen as being needed, provided that all such revisions shall be consistent with the North Natomas Community Plan, the North Natomas Financing Plan, and the Nexus Study.
- f. The report prepared by the Director and its review by the City Council, as well as any findings thereon, shall be subject to the provisions of subsection (d) of Government Code Section 66001, to the extent applicable.

#### **Section 84.02.220 Development Approval**

In the event the fees established by this Chapter 84.02 have failed or will fail to generate revenue sufficient to construct needed Public Infrastructure in a timely manner, City staff, North Natomas landowners, and other interested parties shall explore alternative sources of funding of such Public Infrastructure. If the City Council finds that there is no feasible alternative source of funding for the timely construction of necessary Public Infrastructure, the Council, in its sole discretion and in the exercise of its police powers to protect the public health, safety and welfare, may curtail or cease Development within the North Natomas Finance Plan Area pursuant to applicable law.

**Section 84.02.221 California state law**

The provisions of this Chapter and any resolution adopted pursuant hereto, shall at all times be subject and subordinate to the provisions of Title 5 (commencing with Section 66000), Division 1, of Title 7 of the Government Code, as the same presently exist or may hereafter be amended or renumbered from time to time, to the extent the same are applicable. In the event of any applicable conflict between the provisions of this Chapter and the state law, the latter shall control.

**RESOLUTION NO. 95-620**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF OCT 31 1995

**A RESOLUTION ESTABLISHING AS AN URGENCY MEASURE THE AMOUNTS OF FEES AND PROVIDING FOR CREDITS, REIMBURSEMENTS, AND OTHER MATTERS RELATIVE TO THE PUBLIC FACILITIES FEE, DRAINAGE FEE, AND TRANSIT FEE FOR DEVELOPMENT WITHIN THE NORTH NATOMAS FINANCE PLAN AREA**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:**

**WHEREAS,**

A. By separate resolutions referenced below, the City Council adopted and approved the following items:

- (1) The North Natomas Community Plan, by resolution number 94-259, dated May 3, 1994.
- (2) The North Natomas Financing Plan, by resolution number 94-495, dated August 9, 1994, which plan describes the financing methodologies for providing facilities, infrastructure, public lands, and other improvements to meet the needs of and mitigate the impacts caused by development within the North Natomas Finance Plan Area.
- (3) The report entitled "North Natomas Nexus Study, dated October 17, 1995, by resolution number 95-619, including other studies, reports, and data referred to and relied upon in said study which are integral to the conclusions reached therein.

B. On October 31, 1995, the City Council of the City of Sacramento adopted Ordinance No. 95-058 (the "Ordinance") creating and establishing the authority for imposing and charging development impact fees, i.e. Public Facilities Fee, Drainage Fee, and Transit Fee, which ordinance establishes the development impact fees and their various component parts and specifically enables and directs the City Council, by resolution, to set forth the specific

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amounts of the fees, to describe the benefit and impact areas on which the development impact fees are imposed, to list the specific Public Infrastructure to be financed, and to describe their estimated cost.

- C. The North Natomas Community Plan, the North Natomas Financing Plan, and the Nexus Study, along with the studies and reports each may reference or be based upon in whole or in part, and together with any amendments thereto made after their initial adoption, establish the need, costs, and financing of Public Infrastructure arising out of development within the North Natomas Finance Plan Area and present a reasonable basis on which to establish fees under the Ordinance. The foregoing items, and all other additional studies and reports, including, without limitation, drainage reports and proposals, transportation studies, and housing studies presented to the Council now or in the past for Council's approval of the same or for informational or other purposes, along with the studies, reports, and data each may reference or be based upon in whole or in part, and any and all amendments thereto made after their initial adoption, together with staff reports and other matters presented to the Council by City staff or interested parties, whether in writing or orally, constitute the record before the City Council for purposes of the adoption of this Resolution ("Legislative Record").
- D. The Nexus Study analyzes the impacts of contemplated future development in the North Natomas Finance Plan Area and the need for new Public Infrastructure required by such development. The Nexus Study sets forth a reasonable relationship between new development, the needed facilities, their estimated costs, and the amounts of the development impact fees.
- E. The Ordinance further provides that the City Council may, by resolution, set forth specific limitations which will apply to credits, reimbursements, and deferral in payment relating to such development impact fees.
- F. The Ordinance further provides that this resolution shall become effective immediately upon its adoption based upon the interim authorization set forth in Government Code section 66017(b). The City Clerk shall schedule a public hearing before the Council within thirty (30) days after the adoption of this resolution to consider extending the interim authorization for an additional thirty (30) days. The Clerk shall publish notice of said hearing ten (10) days before the hearing. In any event, this resolution will become effective permanently after sixty (60) days following its adoption.
- G. A public hearing on adoption of this Resolution and the Ordinance was heretofore set as part of a regularly scheduled meeting of the Sacramento City Council for October 31, 1995, at

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7:00 p.m., in the Council Chamber located at City Hall, 915 I Street, Second Floor, Sacramento, California 95814.

- H. The Nexus Study was available for public inspection and review at the Office of the City Clerk, City Hall, for a period of at least ten (10) days prior to said public hearing. Materials supplementing the Nexus Study and all background data referenced in the Nexus Study was made available to interested parties upon request made to the City Department of Public Works at least ten (10) days prior to said public hearing.
- I. The public hearing was also noticed pursuant to and in compliance with Government Code sections 66018 and 6062a, and was held as part of a regularly scheduled meeting of the City Council of the City.

**NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO, CALIFORNIA, AS FOLLOWS:**

**SECTION 1. Findings.**

The City Council hereby finds as follows:

- (a) All provisions set forth above are true and correct and are hereby incorporated herein by reference as findings.
- (b) The City Council approved the Nexus Study following a public hearing on the matter, and the contents of said report are incorporated herein.
- (c) The purpose of the Public Facilities Fee, Drainage Fee and Transit Fee set forth herein is to finance Public Infrastructure to meet the needs of people living and employed in the North Natomas Finance Plan Area now and in the future, and to reduce the impacts on public services and infrastructure caused by development in said area.
- (d) The Public Facilities Fee, Drainage Fee, and Transit Fee collected pursuant to this resolution shall be used to finance only the Public Infrastructure, which Public Infrastructure are required to meet the needs of and mitigate the impacts caused by development within the North Natomas Finance Plan Area. The Nexus Study, with reference to other documents contained in the Legislative Record, identifies said Public Infrastructure and such identification is incorporated herein by this reference.
- (e) The various types of development in the North Natomas Finance Plan Area generates and will generate a need for the Public Infrastructure which have not been constructed

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and are required to be consistent with the City's General Plan and North Natomas Community Plan, and to protect the public's health, safety and general welfare.

- (g) The Legislative Record establishes a reasonable relationship between the need for the Public Infrastructure, and the impacts of the various types of development contemplated in the North Natomas Finance Plan Area, for which the corresponding fee is charged.
- (h) There is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexuses are in more detail described in the Legislative Record, including, without limitation, the Nexus Study.
- (i) The cost estimates set forth in the Legislative Record are reasonable cost estimates for constructing the Public Infrastructure, and the fees expected to be generated by new development will not exceed the total of these estimated costs.
- (j) The Legislative Record demonstrates a reasonable relationship between the amount of the fees set hereby, the costs of the Public Infrastructure financed by such fees, and the various types of development on which the fees are imposed.
- (k) The fees set forth and adopted herein are consistent with the City's General Plan and the North Natomas Community Plan, and the Council has considered the effects of the fees with respect to the City's housing needs and the regional housing needs.

**SECTION 2. Definitions.**

Unless the contrary is stated or clearly appears from the context in which a term is used, the following definitions shall govern construction of the words and phrases used in this Resolution:

**Chapter 84.02**, means that certain portion of the Sacramento City Code relating to the creation and imposition of development impact fees, which chapter was adopted by the City Council pursuant to Section 4 of the Ordinance.

**Development** means the uses to which property will be put, the buildings and improvements to be constructed on it, and the construction activities incident thereto, together with the process of obtaining all required land use entitlements. **Development Project** means any project undertaken for the purpose of development, exclusive of projects undertaken by or for public agencies, including, without limitation, schools and parks.

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**Fee and Impact Fee and Development Impact Fee** means the monetary exaction as defined by subsection (b) of Government Code section 66000 and shall include, but not be limited to, the fees established pursuant to the Ordinance.

**Government Code** means the Government Code of the State of California and any provision thereof cited in this Resolution, as such provision exists as of the date of the adoption of this Resolution, or as may thereafter be amended or renumbered from time to time.

**Nexus Study** means the report entitled "North Natomas Nexus Study," dated October 17, 1995, approved by the City Council on October 31, 1995, by resolution number 95-619, including the other studies, reports, and all supporting data referred to and relied upon in said study, as such study exists as of the date of the adoption of this Resolution, or as may thereafter be amended or supplemented from time to time.

**North Natomas Community Plan** means the community plan adopted by the City Council, by resolution number 94-259, dated May 3, 1994, as such plan exists as of the date of the adoption of this Resolution, or as may thereafter be amended or supplemented from time to time.

**North Natomas Financing Plan** means the financing plan adopted by the City Council by resolution 94-495, dated August 9, 1994, as such plan exists as of the date of the adoption of this Resolution, or as may thereafter be amended or supplemented from time to time.

**North Natomas Finance Plan Area** carries with it the same definition set forth in the North Natomas Financing Plan, as such area may exist from time to time.

**Public Infrastructure** means the public improvements, infrastructure, and facilities to be designed, constructed, installed and acquired to serve the North Natomas Finance Plan Area, which improvements, infrastructure, and facilities are described in the North Natomas Community Plan, North Natomas Financing Plan, and the Nexus Study, and the costs of the design, construction, installation, and acquisition of which are to be financed by the development impact fee program set forth within the North Natomas Financing Plan. Where applicable under the North Natomas Financing Plan, the term "Public Infrastructure" shall include the acquisition of public land relating to such improvements, infrastructure and facilities, but shall exclude land acquired under the North Natomas Land Acquisition Program described in Chapter 84.03. The term "Public Infrastructure" shall mean a specific public improvement, infrastructure, and facility where the context requires a singular meaning.

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**SECTION 3. Development Impact Fees.**

The amounts of the Public Facilities Fee, Drainage Fee, and Transit Fee created and imposed pursuant to the Ordinance are hereby established for each of the referenced categories of Public Infrastructure at the levels established in the Nexus Study. A summaries the amounts of said development impact fees, by land use categories, which the City Council hereby adopts are attached hereto as Exhibits "A-1" and "A-2" and incorporated herein by reference as though set forth in full.

**SECTION 4. Credits and Reimbursements.**

Pursuant to Section 84.02.210 of Chapter 84.02, credits against and reimbursements of the Public Facilities Fee shall be calculated pursuant to and in accordance with the provisions of the Nexus Study. A summary of such credits, reimbursements, and policies and priorities of the same is attached hereto as Exhibits "B-1," "B-2" and "B-3," the terms of which are incorporated herein by this reference.

**SECTION 6. Construction of Resolution.**

The provisions of this resolution are subject and subordinate to the provisions of the Ordinance and shall at all times be construed and applied consistent therewith as the same presently exist or may from time to time hereafter be amended.

**SECTION 7. Judicial Action to Challenge This Resolution.**

Any judicial action or proceeding to attack, review, set aside or annul this resolution shall be brought within 120 days of its adoption.

**SECTION 8. Effective Date.**

This resolution shall be effective immediately upon its adoption based upon the interim authorization set forth in Government Code section 66017(b). The City Clerk shall schedule a public hearing before the Council within thirty (30) days after the adoption of this resolution to consider extending the interim authorization for an additional thirty (30) days. The Clerk shall publish notice of said hearing ten (10) days before the hearing. In any event, this resolution will become effective permanently after sixty (60) days following its adoption.

**SECTION 9. Severability.**

- (a) If any section, phrase, sentence, or other portion of this Resolution for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of

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competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Resolution.

- (b) If any fee set by this Resolution for any reason is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction, such fee shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the remaining fees set by this Resolution.
- (c) If any fee set by this Resolution is held or found to be invalid, void, unenforceable, or unconstitutional by a court of competent jurisdiction based upon an insufficient relationship or nexus to a specific Public Infrastructure for which the revenue generated from such fee may be expended pursuant to Chapter 84.02 or any resolution adopted pursuant to said Chapter, said fee as it relates to such specific Public Infrastructure shall be deemed a separate, distinct and independent fee, and such holding shall not affect the validity of the fee as it relates to other Public Infrastructure.

JOE SERNA, JR.

\_\_\_\_\_  
MAYOR

ATTEST:

VALERIE BURROWES

\_\_\_\_\_  
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Exhibit A-1 to Resolution 95-620

Figure ES-2  
 North Natomas Nexus Study  
 Total Public Facilities and Transit Fee  
 After Light Industrial and Residential Lot Size & Density Adjustment

	Public Facility Fee	Transit Fee
<i>Includes 2.5% Administration Allowance</i>		
<b>RESIDENTIAL</b>	<i>Fee per Unit</i>	
<i>Single Family Detached/Attached</i>		
Rural Estates	\$0	\$0
Lot Size > 5,000 s.f.	\$3,365	\$127
Lot Size 3,250 - 5,000 s.f.	\$2,969	\$117
Lot Size < 3,250 s.f.	\$2,574	\$106
<i>Multi-Family (&gt;2 attached units)</i>		
8-12 units per net acre	\$2,574	\$106
>12 - 18 units per net acre	\$2,263	\$95
> 18 units per net acre	\$1,951	\$84
<b>NON-RESIDENTIAL</b>	<i>Fee per Building Sq. Ft.</i>	
Convenience Commercial	\$11.10	\$0.73
Community Commercial	\$5.98	\$0.38
Village Commercial	\$8.70	\$0.56
Transit Commercial	\$6.97	\$0.45
Highway Commercial =< 10 acres	\$11.27	\$0.73
Highway Commercial > 10 acres	\$8.17	\$0.52
EC 30/Office	\$2.99	\$0.16
EC 40	\$2.96	\$0.17
EC 45	\$3.37	\$0.20
EC 50/Hospital	\$3.31	\$0.19
EC 65	\$3.92	\$0.24
EC 80	\$3.79	\$0.23
<i>Light Industrial</i>		
Light Industrial with <20% Office	\$0.89	\$0.04
Light Industrial with 20% - 50% Office	\$1.19	\$0.05
<i>Fee per Net Acre</i>		
Golf Course	\$6,011	\$40
Arena	\$44,437	\$2,706
Stadium	\$69,636	\$4,446

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Exhibit A-2 to Resolution 95-620

Figure ES-3  
 North Natomas Nexus Study  
 Total Drainage Fee by Drainage Basin  
 After Residential Lot Size & Density Adjustment

	Basin 1	Basin 2	Basin 3	Basin 4	Basin 5	Basin 6	Basin 7	Basin 8
<i>Includes 2.5% Administrative Allowance</i>								
<i>Fee per Net Acre</i>								
<b>RESIDENTIAL</b>								
<i>Single Family Detached/Attached</i>								
Rural Estates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Lot Size > 5,000 s.f.	\$13,318	\$15,494	\$22,625	\$15,844	\$0	\$16,027	\$11,999	\$11,263
Lot Size 3,250 - 5,000 s.f.	\$15,316	\$17,818	\$26,019	\$18,221	\$0	\$18,431	\$13,798	\$12,952
Lot Size < 3,250 s.f.	\$17,314	\$20,142	\$29,412	\$20,597	\$0	\$20,835	\$15,598	\$14,642
<i>Multi-Family (&gt;2 attached units)</i>								
8-12 units per net acre	\$17,314	\$20,142	\$29,412	\$20,597	\$0	\$20,835	\$15,598	\$14,642
>12 - 18 units per net acre	\$18,646	\$21,692	\$31,675	\$22,182	\$4,465	\$22,438	\$16,798	\$15,768
> 18 units per net acre	\$19,978	\$23,241	\$33,937	\$23,766	\$8,930	\$24,040	\$17,998	\$16,894
<b>NON-RESIDENTIAL</b>								
<i>Fee per Net Acre</i>								
Convenience Commercial	\$21,310	\$24,791	\$36,200	\$25,351	\$9,525	\$25,643	\$19,198	\$18,020
Community Commercial	\$21,310	\$0	\$0	\$0	\$0	\$0	\$0	\$18,020
Village Commercial	\$0	\$24,791	\$36,200	\$0	\$9,525	\$0	\$19,198	\$0
Transit Commercial	\$21,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Commercial =< 10 acres	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Commercial > 10 acres	\$0	\$0	\$0	\$0	\$10,120	\$0	\$0	\$19,147
EC 30/Office	\$19,978	\$23,241	\$0	\$0	\$0	\$24,040	\$0	\$0
EC 40	\$19,978	\$0	\$0	\$0	\$8,930	\$24,040	\$17,998	\$16,894
EC 45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EC 50/Hospital	\$19,978	\$0	\$0	\$0	\$8,930	\$0	\$17,998	\$16,894
EC 65	\$19,978	\$0	\$0	\$0	\$8,930	\$24,040	\$0	\$16,894
EC 80	\$19,978	\$0	\$0	\$0	\$8,930	\$0	\$0	\$0
Light Industrial	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,768
Golf Course (1)	\$0	\$0	\$2,262	\$1,584	\$0	\$0	\$0	\$0
Arena	\$0	\$0	\$0	\$0	\$10,120	\$0	\$0	\$0
Stadium	\$0	\$0	\$0	\$0	\$10,120	\$0	\$0	\$0

\*res\_adj\_drainage\*

(1) Only for drainage improvements, the costs are allocated to the entire course and the fees are collected from all of the golf course acres.  
 For other improvements, the costs are allocated to only 10 acres of the clubhouse site and the fees are collected from the clubhouse site.

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## Reimbursement Program Relating to North Natomas Public Facilities Fee (PFF)

The following points describe the process for handling reimbursements for advance funding of infrastructure and credit reductions from North Natomas Public Facilities Fees.

1. Existing Reimbursements -

Eligible reimbursements are presentable identified for the following items:

Planning / Studies	
City	\$2.8 Million
NNLA	\$2.2 Million
Truxel Interchange	\$4.5 Million
AD 88-03	
Roads	\$16.6 Million
Freeways	\$0.6 Million
Landscaping	\$1.2 Million
Planning / Studies	\$4.0 Million
East Loop Road	\$0.8 Million
TOTAL	\$32.7 Million

The priority for repayment of these reimbursements is based on agreements associated with each reimbursement item paid.

2. Future Reimbursements -

Developers may be required to provide advance funding for infrastructure items that are scheduled for funding through the Public Facilities Fees. The most likely items would be for major roads necessary to serve a development project.

These future reimbursements would be added to the list of eligible reimbursements at the time the costs are approved by the City.

3. Reimbursement Account

A reimbursement account will be established for each party (either a property owner, developer, or parcel) which has eligible reimbursement costs. This account would be

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adjusted for existing reimbursement payments, fee credits or additional reimbursable costs.

The reimbursement account will be reduced through the use of fee credits or direct reimbursements from the collection of the PFF.

4. **Public Facilities Fees -**

Public Facilities Fees (PFFs) would be divided into three components - City Component, Credit Component and the Administrative Component.

The City Component is the share of the PFF required to fund infrastructure and facilities which the City is required to construct. These items include freeway interchanges, auxiliary lanes, overcrossings, police substation, fire station, park development, community center, library, and shuttle buses. Each time a builder/developer paid the PFF, the City would collect at least the City Component.

The Credit Component is the share of the fee which may be used as a credit against reimbursement held by a developer or builder. When a builder/developer pays the PFF, the fee is reduced by any reimbursements owed up to the credit amount. The bulk of the credit component is for existing reimbursements and construction of future roads, landscaping, and bikeways which will be the responsibility of developing property to construct as a condition of the tentative map. See note below on Truxel Interchange reimbursement.

The Administrative Component is the share of the fee used to fund administration of the fee program. The City will always collect this portion of the fee.

The PFF components are allocated as follows:

City Component	54.5%
Credit Component	43.0%
Administrative Component	2.5%

Once the City facilities are built or the cash flow hurdles removed, additional fee revenues will be available to accelerate reimbursements and credits.

Holders of Truxel Interchange reimbursements will be able to receive a credit up to 97.5% of their fees until the Truxel Interchange portion of their reimbursement account is paid off. City will pay Truxel reimbursements subject to the terms of the Truxel Agreement.

5. **Priority for Repayment of Reimbursement Accounts for PFF Revenues**

If the City has funds available from the collection of PFF revenues, reimbursements will be paid to reduce the account balances in the Reimbursement Accounts. Funds may be available from collection of the Credit Component of the fee from developers not entitled to reimbursements or if the City determines that it has adequate balances in the City

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Component of the fee to make reimbursement payments without jeopardizing the construction program.

First Priority will be to reduce on a pro-rata basis, the Truxel Interchange portion of the Reimbursement Accounts.

Second Priority will be to reduce on a pro-rate basis, any advance funding provided for a "gateway project" serving the initial development in Quadrant 2. The funding advance will not exceed the final amount of the Truxel Interchange funding advance.

Third Priority will be to reduce on a pro-rata basis all other outstanding reimbursements.

Pro-rata reimbursements will be calculated by dividing each Account's balance for specific priority of reimbursement by the total of all reimbursements outstanding for a specific reimbursement priority. The funds will be distributed to each Reimbursement Account based on the calculated shares.

6. **Prepayment of Fees to Lock-In Fees at Current Levels**

A holder of reimbursements may prepay the Credit Component of the fees using the reimbursement account in order to lock in fees at the current level. The City Component of the fees may also be prepaid to lock the fees at a specific level, but the reimbursement account balance may not be used for this prepayment.

7. **Transfer of Reimbursements**

An owner of reimbursements may transfer the reimbursements to any other party. The City must be notified and will make the appropriate adjustments in the reimbursement accounts. It is the responsibility of the owner of the reimbursements to make sure that the accounts have been properly adjusted after a transfer. The transfer of the reimbursements from one account to another will be at face value regardless of the discounting that may have occurred.

8. **Inflation Adjustment on Reimbursement Accounts**

Reimbursement Accounts will be adjusted for inflation at the same annual inflation rate as applied to adjustments in the Public Facilities Fee.

9. **Annual Review**

City will annually review status of Fee Credits and Reimbursements. Necessary adjustments will be made to the program.

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Figure B-2  
North Natomas Nexus Study  
A.D. 88-03 Reimbursable Expenditures

Item Description	Cost	Reimbursement Category	NN Financing Programs		
			PFF	Mello-Roos CFD	NNLAP
<b>Assessment District No. 88-03</b>					
Contract No.					
1 Stadium Blvd. West from N. Market to E. Commerce Way, E. Commerce Way North from Stadium Blvd to Del Paso Rd., Arco Arena Blvd South from Del Paso Rd. To I-80	\$85,994	Roads	\$85,994		
2 Install street lighting and street light signalization on Stadium Blvd., East Commerce Way, and Arco Arena Blvd, including interconnect conduits	\$1,009,251	Roads	\$1,009,251		
3 Arco Arena Blvd. bridge and Stadium Blvd. bridge over East drain	\$890,000	Roads	\$890,000		
4 Del Paso Road widening	\$359,054	Roads	\$359,054		
5 Del Paso Rd. southerly improvements from the junction with I-5 to the city limits of Sacramento	\$1,860,887	Roads	\$1,860,887		
6 Widening of the East off-ramp of I-5 at Del Paso Rd.	\$537,641	Freeways	\$537,641		
7 Water mains and fire hydrants for East Commerce Way, Stadium Blvd., and Arco Arena Blvd.	\$1,236,723	Roads	\$1,236,723		
8 Improvements for East Commerce Way, Stadium Blvd., and Arco Arena Blvd.	\$7,974,302	Roads	\$7,974,302		
9 Del Paso widening	\$272,000	Roads	\$272,000		
11 Pacific Bell	\$261,300	Roads	\$261,300		
12 SMUD	\$439,410	Roads	\$439,410		
15 Del Paso Bridge at the Crossing of the East Drain	\$283,304	Roads	\$283,304		
16 Del Paso Waterline Station	\$266,011	Roads	\$266,011		
17 I-5 & I-80 Landscape Corridor Imp.	\$1,091,848	Landscaping	\$1,091,848		
18 C-1 Canal Pump Station Improvements	\$357,530	Drainage		\$357,530	
<b>Total Construction Costs</b>	<b>\$16,925,255</b>		<b>\$16,567,725</b>	<b>\$357,530</b>	<b>\$0</b>
<b>Right of Way &amp; Easement Acquisition</b>					
Overwidth Road Right of Way	\$5,736,000	Land Acq.			\$2,846,745
Light Rail Right of Way	\$810,000	Land Acq.			\$270,459
Del Paso/I-5 Off Ramp Right of Way	\$254,000	Land Acq.			\$60,507
Easements for Bridges from RD-1000	\$12,500				\$0
<b>Total Right of Way &amp; Easement Acquisition</b>	<b>\$6,812,500</b>		<b>\$0</b>	<b>\$0</b>	<b>\$3,177,711</b>
<b>Payment of Prior Liens (C-1 canal)</b>	<b>\$513,326</b>	<b>Drainage</b>		<b>\$513,326</b>	
<b>Incidental Expenses</b>					
Design Engineering, Soils Engineering, Surveying & Inspection	\$1,412,841	Roads	\$1,412,841		
Assessment District Engineering	\$64,000				
Assessment District Administration (City Staff)	\$10,000				
Assessment District Appraisal	\$37,000				
Assessment District Fiscal Feasibility Study	\$50,000				
Construction Management Costs	\$290,000				
Developer Interest Costs	\$2,524,537				
Developer Settlement Agreement Costs	\$279,049				
City Engineering & Environmental Costs (Interchanges & Drainage)	\$681,952	Planning	\$681,952		
Developer Engineering & Study Costs (Interchanges)	\$564,468	Planning	\$564,468		
City Planning Costs (NNCP)	\$1,530,594	Planning	\$1,530,594		
Developer Planning Costs (NNCP)	\$408,754				
City Financing & Related Studies	\$495,180	Planning	\$435,180		
Developer Fees to City Through 4/22/88	\$327,035	Planning	\$327,035		
Developer Fees to City 1/23/88 - 12/31/88	\$400,000	Planning	\$400,000		

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Figure B-2  
 North Natomas Nexus Study  
 A.D. 88-03 Reimbursable Expenditures

Item Description	Cost	Reimbursement Category	NN Financing Programs		
			PFF	Mello-Roos CFD	NNLAP
Bond Counsel Fee	\$226,890				
Bond Printing Costs	\$24,000				
Bond Registration & Administration	\$110,000				
California Debt Advisory					
Commission Fee	\$1,500				
SDIRS Fees	\$81,512				
Capitalized Interest	\$2,970,000				
<b>Total Incidental Expenses</b>	<b>\$12,489,312</b>		<b>\$5,412,070</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Costs</b>	<b>\$36,740,393</b>		<b>\$21,979,795</b>	<b>\$870,856</b>	<b>\$3,177,711</b>
Less Estimated Interest Earnings	\$210,000		\$0	\$0	\$0
<b>Total Estimated Costs less Interest Earnings</b>	<b>\$36,530,393</b>		<b>\$21,979,795</b>	<b>\$870,856</b>	<b>\$3,177,711</b>
Bond Discount - 3%	\$1,245,354		\$0	\$0	\$0
Bond Special Reserve Fund - 9%	\$3,736,063		\$0	\$0	\$0
<b>Total Amount of Bond Issue</b>	<b>\$41,511,810</b>		<b>\$21,979,795</b>	<b>\$870,856</b>	<b>\$3,177,711</b>

\*A.D.\*

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Figure B-3  
North Natomas Nexus Study  
Summary of Reimbursements to A.D. Participants  
by Contract

	Percent Share	Total Cost	Less MSCT Reimb.	Net Cost	Share of all Facilities		Share of all Facilities	
					Quad 1 Share	Other Quad. Share	Quad 1 Cost	Other Quad's Cost
		1989\$ a	1989\$ b	1989\$ c = a - b	d	e = 1 - d	1989\$ f = c * d	1989\$ g = c * e
<b>Road Contract</b>								
1 E. Commerce Stadium	29.9%	\$25,676	\$2,965	\$22,712	37.1%	62.9%	\$8,423	\$14,288
Truxel	22.3%	\$19,197	\$2,216	\$16,981	37.1%	62.9%	\$6,298	\$10,683
Total	47.8%	\$41,120	\$4,748	\$36,372	37.1%	62.9%	\$13,490	\$22,883
	100.0%	\$85,994	\$9,929	\$76,065			\$28,211	\$47,854
2 E. Commerce Stadium	29.9%	\$301,346	\$34,793	\$266,553	37.1%	62.9%	\$98,858	\$167,695
Truxel	22.3%	\$225,305	\$26,014	\$199,292	37.1%	62.9%	\$73,912	\$125,379
Total	47.8%	\$482,600	\$55,721	\$426,879	37.1%	62.9%	\$158,319	\$268,560
	100.0%	\$1,009,251	\$116,527	\$892,724			\$331,089	\$561,635
7 E. Commerce Stadium	29.9%	\$369,265	\$42,635	\$326,630	37.1%	62.9%	\$121,139	\$205,491
Truxel	22.3%	\$276,086	\$31,877	\$244,209	37.1%	62.9%	\$90,571	\$153,638
Total	47.8%	\$591,371	\$68,279	\$523,092	37.1%	62.9%	\$194,002	\$329,090
	100.0%	\$1,236,723	\$142,791	\$1,093,932			\$405,712	\$688,220
8 E. Commerce Stadium	29.9%	\$2,380,997	\$274,908	\$2,106,088	37.1%	62.9%	\$781,096	\$1,324,992
Truxel	22.3%	\$1,780,184	\$205,539	\$1,574,645	37.1%	62.9%	\$583,997	\$990,648
Total	47.8%	\$3,813,121	\$440,260	\$3,372,861	37.1%	62.9%	\$1,250,911	\$2,121,950
	100.0%	\$7,974,302	\$920,708	\$7,053,595			\$2,616,004	\$4,437,591
11 E. Commerce Stadium	29.9%	\$78,020	\$9,008	\$69,012	37.1%	62.9%	\$25,595	\$43,417
Truxel	22.3%	\$58,333	\$6,735	\$51,598	37.1%	62.9%	\$19,136	\$32,461
Total	47.8%	\$124,947	\$14,426	\$110,521	37.1%	62.9%	\$40,990	\$69,532
	100.0%	\$261,300	\$30,170	\$231,130			\$85,721	\$145,410
12 E. Commerce Stadium	29.9%	\$131,201	\$15,148	\$116,052	37.1%	62.9%	\$43,041	\$73,011
Truxel	22.3%	\$98,094	\$11,326	\$86,768	37.1%	62.9%	\$32,180	\$54,588
Total	47.8%	\$210,115	\$24,260	\$185,856	37.1%	62.9%	\$68,929	\$116,926
	100.0%	\$439,410	\$50,734	\$388,676			\$144,150	\$244,526
3 Stadium	50.0%	\$445,000	\$0	\$445,000	37.1%	62.9%	\$165,039	\$279,961
Truxel	50.0%	\$445,000	\$0	\$445,000	37.1%	62.9%	\$165,039	\$279,961
		\$890,000	\$0	\$890,000	37.1%		\$330,079	\$559,921
<b>Contracts 4, 5, 9, 15 &amp; 16</b>								
Del Paso Road		\$3,041,256	\$351,141	\$2,690,115	37.1%	62.9%	\$997,697	\$1,692,418
<b>City Inspection &amp; Engineering</b>								
E. Commerce	21.8%	\$281,301	\$0	\$281,301	37.1%	62.9%	\$104,328	\$176,974
Stadium	19.6%	\$299,319	\$0	\$299,319	37.1%	62.9%	\$111,010	\$188,309
Truxel	38.2%	\$539,499	\$0	\$539,499	37.1%	62.9%	\$200,087	\$339,412
Del Paso	20.4%	\$292,722	\$0	\$292,722	37.1%	62.9%	\$108,563	\$184,159
		\$1,412,841	\$0	\$1,412,841			\$523,988	\$888,853
<b>Total Roads</b>		<b>\$16,351,077</b>	<b>\$1,622,000</b>	<b>\$14,729,077</b>			<b>\$5,462,650</b>	<b>\$9,266,427</b>
6 Del Paso & I-5		\$537,641	\$0	\$537,641	37.1%	62.9%	\$199,398	\$338,243
17 I-5 & I-80 Landscaping		\$1,091,848	\$0	\$1,091,848	29.3%	70.7%	\$319,494	\$772,354
Planning / Studies		\$3,999,229	\$0	\$3,999,229	29.3%	70.7%	\$1,170,244	\$2,828,985
Land Acquisition		\$3,177,711	\$0	\$3,177,711	29.3%	70.7%	\$929,854	\$2,247,857
Drainage		\$870,856	\$0	\$870,856	36.7%	63.3%	\$319,630	\$551,226
Subtotal!		\$9,677,285	\$0	\$9,677,285		(Q.2 only)	\$2,938,620	\$6,738,665
<b>TOTAL COSTS</b>		<b>\$26,028,362</b>	<b>\$1,622,000</b>	<b>\$24,406,362</b>			<b>\$8,401,270</b>	<b>\$16,005,092</b>
<b>Per Acre</b>								

(1) The Fong property represents 4.8% of Quadrant 1 trips and 9.2% of Quadrant 1 acres and is responsible for 4.8% of roads & freeways and 9.2% of City inspection & engineering, landscaping and planning/studies.

Figure B-3  
North Natomas Nexu:  
Summary of Reimbur  
by Contract

	Share of Quad 1. Facilities		Share of A.D. Facilities			A.D. Reimbursements			Total Reimb.
	Fong Cost (1)	A.D. Cost	Fong Cost	Other Quad's Cost	A.D. Participants	PFF Reimb.	CFD Reimb.	NNLAP Reimb.	
	19895	19895	19895	19895	19895	19895	19895		19895
	<i>h</i>	<i>i = f - h</i>	<i>j = h * (1.03^M)</i>	<i>k = g * (1.03^M)</i>	<i>l = i * (1.03^M)</i>	<i>m = j + k + l</i>	<i>n</i>	<i>o</i>	<i>p = m + n + o</i>
<b>Road Contract</b>									
1 E. Commerce Stadium	\$407	\$8,016	\$459	\$16,132	\$9,051	\$25,642	\$0	\$0	\$25,642
Truxel	\$304	\$5,994	\$343	\$12,061	\$6,767	\$19,171	\$0	\$0	\$19,171
Total	\$651	\$12,838	\$736	\$25,835	\$14,494	\$41,065	\$0	\$0	\$41,065
2 E. Commerce Stadium	\$1,362	\$26,848	\$1,538	\$54,028	\$30,312	\$85,878	\$0	\$0	\$85,878
2 E. Commerce Stadium	\$4,774	\$94,084	\$5,390	\$189,329	\$106,221	\$300,941	\$0	\$0	\$300,941
Truxel	\$3,569	\$70,343	\$4,030	\$141,555	\$79,418	\$225,002	\$0	\$0	\$225,002
Total	\$7,646	\$150,673	\$8,632	\$303,207	\$170,112	\$481,951	\$0	\$0	\$481,951
7 E. Commerce Stadium	\$15,989	\$315,100	\$18,052	\$634,091	\$355,751	\$1,007,894	\$0	\$0	\$1,007,894
7 E. Commerce Stadium	\$5,850	\$115,289	\$6,605	\$232,001	\$130,162	\$368,769	\$0	\$0	\$368,769
Truxel	\$4,374	\$86,197	\$4,938	\$173,459	\$97,318	\$275,715	\$0	\$0	\$275,715
Total	\$9,369	\$184,633	\$10,578	\$371,546	\$208,452	\$590,576	\$0	\$0	\$590,576
8 E. Commerce Stadium	\$19,593	\$386,119	\$22,121	\$777,007	\$435,932	\$1,235,060	\$0	\$0	\$1,235,060
8 E. Commerce Stadium	\$37,722	\$743,374	\$42,588	\$1,495,929	\$839,277	\$2,377,794	\$0	\$0	\$2,377,794
Truxel	\$28,203	\$555,794	\$31,842	\$1,118,452	\$627,497	\$1,777,790	\$0	\$0	\$1,777,790
Total	\$60,411	\$1,190,500	\$68,204	\$2,395,702	\$1,344,086	\$3,807,992	\$0	\$0	\$3,807,992
11 E. Commerce Stadium	\$126,335	\$2,489,668	\$142,634	\$5,010,083	\$2,810,859	\$7,963,576	\$0	\$0	\$7,963,576
11 E. Commerce Stadium	\$1,236	\$24,359	\$1,396	\$49,018	\$27,501	\$77,915	\$0	\$0	\$77,915
Truxel	\$924	\$18,212	\$1,043	\$36,649	\$20,562	\$58,254	\$0	\$0	\$58,254
Total	\$1,980	\$39,010	\$2,235	\$78,502	\$44,043	\$124,779	\$0	\$0	\$124,779
12 E. Commerce Stadium	\$4,140	\$81,581	\$4,674	\$164,169	\$92,106	\$260,949	\$0	\$0	\$260,949
12 E. Commerce Stadium	\$2,079	\$40,962	\$2,347	\$82,431	\$46,247	\$131,024	\$0	\$0	\$131,024
Truxel	\$1,554	\$30,626	\$1,755	\$61,630	\$34,577	\$97,962	\$0	\$0	\$97,962
Total	\$3,329	\$65,600	\$3,758	\$132,011	\$74,063	\$209,833	\$0	\$0	\$209,833
3 Stadium	\$6,961	\$137,189	\$7,860	\$276,072	\$154,887	\$438,819	\$0	\$0	\$438,819
3 Stadium	\$7,970	\$157,069	\$8,999	\$316,078	\$177,333	\$502,409	\$0	\$0	\$502,409
Truxel	\$7,970	\$157,069	\$8,999	\$316,078	\$177,333	\$502,409	\$0	\$0	\$502,409
Total	\$15,941	\$314,138	\$17,997	\$632,156	\$354,665	\$1,004,819	\$0	\$0	\$1,004,819
Contracts 4, 5, 9, 15 / Del Paso Road	\$48,182	\$949,515	\$54,398	\$1,910,756	\$1,072,011	\$3,037,165	\$0	\$0	\$3,037,165
City Inspection & Engr									
E. Commerce Stadium	\$9,680	\$94,648	\$10,929	\$199,805	\$106,858	\$317,592	\$0	\$0	\$317,592
Truxel	\$10,300	\$100,710	\$11,628	\$212,603	\$113,703	\$337,934	\$0	\$0	\$337,934
Del Paso	\$18,564	\$181,522	\$20,959	\$383,200	\$204,940	\$609,099	\$0	\$0	\$609,099
Total	\$10,073	\$98,491	\$11,372	\$207,917	\$111,197	\$330,486	\$0	\$0	\$330,486
Total Roads	\$48,617	\$475,371	\$54,889	\$1,003,524	\$536,698	\$1,595,111	\$0	\$0	\$1,595,111
6 Del Paso & I-5	\$287,121	\$5,175,529	\$324,162	\$10,461,885	\$5,843,222	\$16,629,269	\$0	\$0	\$16,629,269
17 I-5 & I-80 Landsc: Planning / Studies	\$9,630	\$189,768	\$10,872	\$381,880	\$214,250	\$607,001	\$0	\$0	\$607,001
Land Acquisition	\$29,643	\$289,851	\$33,468	\$871,995	\$327,244	\$1,232,707	\$0	\$0	\$1,232,707
Drainage	\$108,578	\$1,061,667	\$122,585	\$3,193,951	\$1,198,632	\$4,515,168	\$0	\$0	\$4,515,168
Subtotal	\$86,274	\$843,580	\$86,274	\$2,247,857	\$843,580	\$0	\$0	\$3,177,711	\$3,177,711
TOTAL COSTS	\$0	\$319,630	\$0	\$622,339	\$360,866	\$0	\$983,205	\$0	\$983,205
Per Acre	\$234,124	\$2,704,496	\$253,198	\$7,318,022	\$2,944,572	\$6,354,876	\$983,205	\$3,177,711	\$10,515,792
TOTAL COSTS	\$521,245	\$7,880,024	\$577,361	\$17,779,907	\$8,787,793	\$22,984,146	\$983,205	\$3,177,711	\$27,145,062
Per Acre						\$20,833	\$691	\$2,880	\$24,604

55-825

RESOLUTION

'A.D. Credit'

## APPENDIX B: Facility Cost Estimates

*This appendix shows the detailed remaining infrastructure and public facilities cost estimates associated with North Natomas buildout. The cost estimates were prepared by the City of Sacramento and Harris & Associates.*

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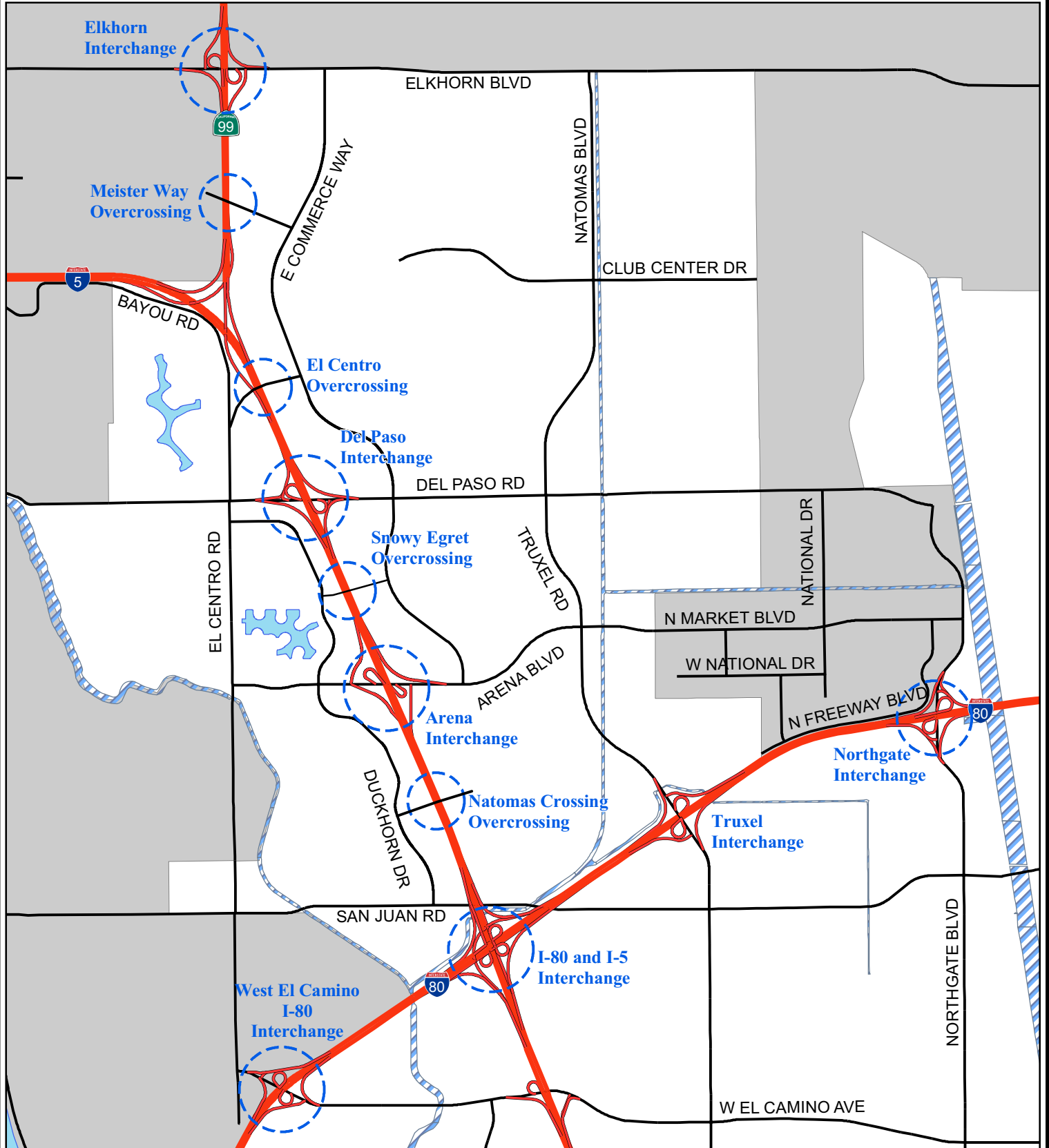


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# North Natomas - Nexus Study 2008 Update

## Freeway Related Improvements



2,400  
Feet

City Of Sacramento  
County Of Sacramento

Future Overcrossing and Interchange Upgrades

B-1

Map B-1



**Table B-1  
North Natomas Financing Plan Update 2017  
Estimated Cost of Remaining Freeway Interchange, Overcrossing, and HOV Lanes**

Structure/Description	Status/ Phase (1)	Year (2)	Number of Lanes	Length	Width	2016 Remaining Cost	Cost % Increase	2017 Remaining Cost
<b>New Interchanges/Overcrossings/HOV Lanes</b>								
<b>Truxel Interchange</b>								
Overcrossing	C/I	1997	6					
Auxiliary Lanes between Truxel & Northgate, & 2-lane EB exit @ Northgate	C/I	1997	2	12,750				
Financing Costs for Truxel Agreement	C/I	1997						
<b>Total for Truxel Interchange</b>	<b>C</b>					<b>\$ -</b>		<b>\$ -</b>
<b>Arena Interchange</b>								
Construct Interchange (3)	C/II	2003	6	270	132			
Auxiliary Lane I-5 @ Del Paso to I-80	C/II	2003		17,000				
2-lane SB exit from I-5	C/II	2003	2	500				
Stripe NB Exit for 2 lanes (4)	C/III	2003						
I-80 to Arena BI 2nd Auxiliary Lane	C/IX	2003	2	5,280				
Arena BI-Int to Duckhorn		2003						
Arena BI-Int to E Commerce Way		2003						
<b>Total for Arena Interchange</b>	<b>C</b>					<b>\$ -</b>		<b>\$ -</b>
<b>Northgate Interchange</b>								
Improve WB Off Ramp (5)	C/VI	2010				<b>\$ 6,022,035</b>	8.20%	<b>\$ 6,516,057</b>
<b>Del Paso Interchange</b>								
Del Paso Interchange	C	1997				<b>\$ -</b>		<b>\$ -</b>
Auxiliary Lane @ SB Loop On Ramp (6)	C/II	TBD	2	500		<b>\$ -</b>		<b>\$ -</b>
<b>Total for Del Paso Interchange</b>	<b>C</b>					<b>\$ -</b>		<b>\$ -</b>
<b>I-80/I-5 Interchange</b>								
Ramp for EB to NB Traffic (5)	P/III	2010				<b>\$ 24,081,981</b>	8.20%	<b>\$ 26,057,564</b>
<b>Elkhorn/SR 99 Interchange</b>								
Interchange expansion to 6 Lanes (10)	P/V	2010	6			<b>\$ 13,387,077</b>	0.00%	<b>\$ 13,387,077</b>
<b>West El Camino/I-80 Interchange</b>								
Overcrossing widening to 4 lanes	C/IV	2008	4			<b>\$ -</b>		<b>\$ -</b>
<b>HOV/Mainline Lanes (5)</b>								
I-80 @ Northgate to I-5	P	TBD	2	13,200		<b>\$ 8,027,327</b>	8.20%	<b>\$ 8,685,855</b>
I-5 @ Del Paso to I-80	P	TBD	2	13,200		<b>\$ 8,027,327</b>	8.20%	<b>\$ 8,685,855</b>
99 @ Elkhorn to I-5	P	TBD	2	2,640		<b>\$ 1,604,973</b>	8.20%	<b>\$ 1,736,638</b>
I-5 @ 99 Junction to Del Paso NB	P	TBD	1	4,000		<b>\$ 1,205,885</b>	8.20%	<b>\$ 1,304,811</b>
I-80 @ I-5 to W. El Camino	P	2021+	2	5,280		<b>\$ 3,211,177</b>	8.20%	<b>\$ 3,474,608</b>
<b>Total for HOV/Mainline Lanes</b>						<b>\$ 22,076,689</b>		<b>\$ 23,887,767</b>
<b>Overcrossings (9)</b>								
Snowy Egret Way (7)	P/VII	2008	4	270	85	<b>\$ 13,836,269</b>	8.20%	<b>\$ 14,971,337</b>
Natomas Crossing Boulevard (8)	P/VIII	2015	2	270	52	<b>\$ 11,900,084</b>	8.20%	<b>\$ 12,876,317</b>
El Centro (8)	P/VIII	2021+	2	270	52	<b>\$ 11,900,084</b>	8.20%	<b>\$ 12,876,317</b>
Meister Way - w/ LRT Lanes (8)	P/VIII	2021+	2+	226	69	<b>\$ 11,085,277</b>	0.00%	<b>\$ 11,085,277</b>
<b>Total for Overcrossings</b>						<b>\$ 48,721,714</b>		<b>\$ 51,809,248</b>
<b>Total Interchange/Overcrossing/HOV Costs</b>						<b>\$ 114,289,496</b>		<b>\$ 121,657,713</b>

IC/OC Cost

- (1) C indicates Completed Facilities. P indicates Planned Facilities. Roman Numerals indicate Construction Phasing Schedule in the 1999 Plan Update.
- (2) Year indicates the year constructed for completed facilities and the planned year of construction for planned facilities.
- (3) Arena Interchange includes Auxiliary Lane 1-5 @ Del Paso and 2 lane SB exit from I-5
- (4) Stripe NB Exit for 2 lanes has been removed from the Finance Plan Update 2002.
- (5) Projects not likely to be built.
- (6) Signals #3 and #4 included in interchange project.
- (7) Overcrossing Costs based on current prices; Fee Support eliminated for this project as shown on Table B-
- (8) Natomas Blvd Overcrossing cost estimate prepared by Dokken Engineering used as basis for updating costs.
- (9) Assumptions: 52' ROW includes:(2 each) 12' lanes, 8' bike lanes/shoulders and 6' sidewalks with barriers; 69' ROW includes: 10' striped median and (2 each) 12' lanes, 9' bike lanes/shoulder, 2' curb & gutter, and 6' sidewalks with barriers.
- (10) Cost not increased per City direction in 2015. ENR applied in 2016. Caltrans Index Applied in 2017.

Table B-2  
 North Natomas Financing Plan Update 2017  
 North Natomas Share of Remaining Freeway Interchange, Overcrossing, and HOV Lanes

Structure/Description	Status/ Phase (1)	Year (2)	NN Share	2017 Cost Remaining	Remaining Regional Cost Share	Remaining PFFP Cost
<b>New Interchanges/Overcrossings/HOV Lanes</b>						
<b>Truxel Interchange</b>						
Overcrossing	C	1997	33.2%	\$ -	\$ -	\$ -
Auxiliary Lanes between Truxel & Northgate, & 2-lane EB exit @ Northgate	C	1997	100.0%	\$ -	\$ -	\$ -
Financing Costs for Truxel Agreement	C	1997	100.0%	\$ -	\$ -	\$ -
<b>Total for Truxel Interchange</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Arena Interchange</b>						
Construct Interchange	C/II	2003	100.0%	\$ -	\$ -	\$ -
Auxiliary Lane I-5 @ Del Paso to I-80	C/II	2003	100.0%	\$ -	\$ -	\$ -
2-lane SB exit from I-5	C/II	2003	100.0%	\$ -	\$ -	\$ -
Stripe NB Exit for 2 lanes	C/III	2003		\$ -	\$ -	\$ -
<b>Total for Arena Interchange</b>					<b>\$ -</b>	<b>\$ -</b>
<b>Northgate Interchange</b>						
Improve WB Off Ramp	C/VI	2010	0.0%	\$ 6,516,057	\$ 6,516,057	\$ -
<b>Del Paso Interchange</b>						
Del Paso Interchange	C	1997	100.0%	\$ -	\$ -	\$ -
Auxiliary Lane @ SB Loop On Ramp	C/II	TBD	100.0%	\$ -	\$ -	\$ -
<b>Total for Del Paso Interchange</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>I-80/I-5 Interchange</b>						
Ramp for EB to NB Traffic	P/III	2010	0.0%	\$ 26,057,564	\$ 26,057,564	\$ -
<b>Elkhorn/SR 99 Interchange</b>						
Interchange expansion to 6 Lanes (4)	P/V	2010	34.0%	\$ 13,387,077	\$ 8,835,471	\$ 4,551,606
<b>W. El Camino/I-80 Interchange</b>						
Overcrossing widening to 4 lanes (5)	C/IV	2008	9.0%	\$ -	\$ -	\$ -
<b>HOV/Mainline Lanes</b>						
Overcrossing widening to 4 lanes	P	TBD	(4)	\$ 8,685,855	\$ 8,685,855	\$ -
I-5 @ Del Paso to I-80	P	TBD	(4)	\$ 8,685,855	\$ 8,685,855	\$ -
99 @ Elkhorn to I-5	P	TBD	(4)	\$ 1,736,638	\$ 1,736,638	\$ -
I-5 @ 99 Junction to Del Paso NB	P	TBD	(4)	\$ 1,304,811	\$ 1,304,811	\$ -
I-80 @ I-5 to W. El Camino	P	2021+	(4)	\$ 3,474,608	\$ 3,474,608	\$ -
<b>Total for HOV/Mainline Lanes</b>				<b>\$ 23,887,767</b>	<b>\$ 23,887,767</b>	<b>\$ -</b>
<b>Overcrossings</b>						
Snowy Egret Way (6)	P/VII	2008	0.0%	\$ 14,971,337	\$ 14,971,337	\$ -
Natomas Crossing Boulevard	P/VIII	2015	100.0%	\$ 12,876,317	\$ -	\$ 12,876,317
El Centro	P/VIII	2021+	100.0%	\$ 12,876,317	\$ -	\$ 12,876,317
Meister Way - w/ LRT Lanes (7)	P/VIII	2021+	3.734%	\$ 11,085,277	\$ 10,671,361	\$ 413,916
<b>Total for Overcrossings</b>				<b>\$ 51,809,248</b>	<b>\$ 25,642,698</b>	<b>\$ 26,166,550</b>
<b>Total Interchange/Overcrossing/HOV Costs</b>				<b>\$ 121,657,713</b>	<b>\$ 90,939,557</b>	<b>\$ 30,718,156</b>

nn share

- (1) C indicates Completed Facilities. P indicates Planned Facilities. Roman Numerals indicate Construction Phasing Schedule in the 1999 Plan Update.
- (2) Year indicates the year constructed for completed facilities and the planned year of construction for planned facilities.
- (3) 2016 PFFP Share for remaining facilities.
- (4) Cost based on "Project Study Report, On State Route 99 Between the I-5/SR 99 interchange and Elverta Road Intersection in the County of Sacramento, July 16, 1999," then adjusted each year.
- (5) North Natomas fair share reduced to 9.0% based on traffic study by Fehr and Peers.
- (6) Funding removed from fee program per City direction, February 2008, unless other facilities are permanently removed in whole or part from PFF funding and the displaced funding is applied to the Snowy Egret Overcrossing.
- (7) Per City direction, PFFP remaining cost for Meister Way was \$400,000 in 2015\$ and was ENR'd in 2016. No Change for 2017.





# North Natomas - Nexus Study 2008 Update

## Contractor Assumption

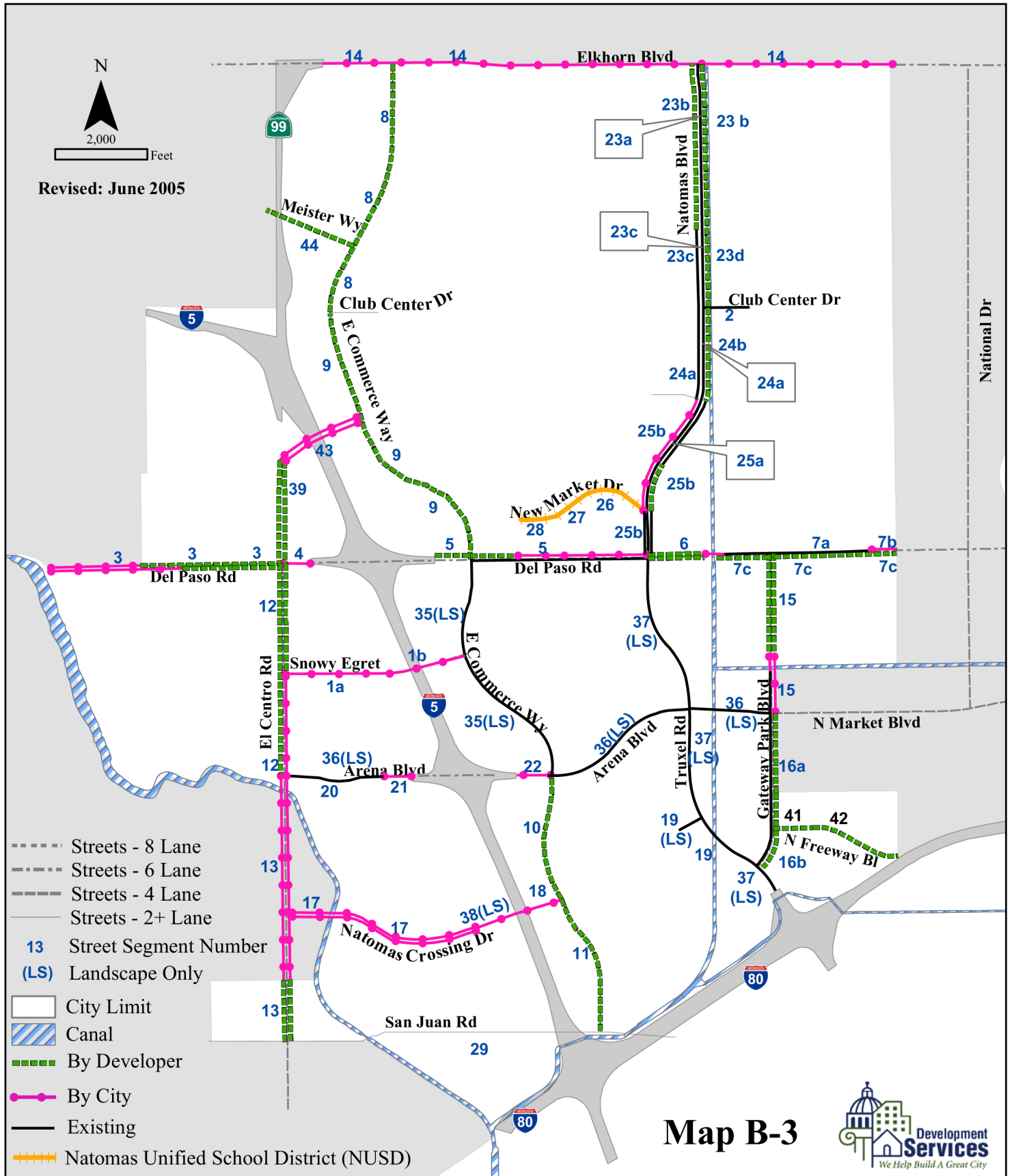


Table B-3  
North Natomas Finance Plan Update 2017\$  
Estimated Costs to Complete Roadway Segments

Segment Number	D/C/E <sup>1</sup>	Street Name	Location	Section/ # Lanes	Length (ft)	Remaining								Notes	
						Construction Cost	HCP Cost	Road & HCP Cost Subtotal <sup>2</sup>	Overwidth Reimbursement	Net Road & HCP PFF Cost	Landscaping PFF Cost	Pending Reimbursement (negative number)	Total PFF Cost <sup>3</sup>		
1	C	SNOWY EGRET WAY	El Centro Rd to Duckhorn Dr	A/4	2,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Not Built
2	E	CLUB CENTER DRIVE	Natomas Blvd to Danbrook Dr	A/4		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed Segment-1999
3	C/D	DEL PASO ROAD	City Limit on West to El Centro Road	A/4	3,042	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,129	\$ -	\$ 44,129	Traveling West 100% Complete to Hovanian Dr. 3 lane from Hovanian Dr. to City Limits on the West. North side not Landscaped(supposed to be (B) level.	
4	C	DEL PASO ROAD	El Centro Rd to SB I-5 Off-Ramp	B/6	650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,534	\$ -	\$ 52,534	North Landscape Incomplete	
5a	C	DEL PASO ROAD - NORTH SIDE	NB I-5 Off-ramp to Truxel Rd	B/6	2,815	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,694	\$ -	\$ 71,694	City portion cost per Construction Bid(Complete)	
5b	D	DEL PASO ROAD - NORTH SIDE	NB I-5 Off-ramp to Truxel Rd	B/6	2,555	\$ 1,017,861.73	\$ -	\$ 1,017,862	\$ 29,157	\$ 988,705	\$ 496,988	\$ (1,400,000.00)	\$ 85,693	Partially Complete. Full median, north side travel lanes & street lights, bikeway, sidewalk, landscaping to be built	
6	D	DEL PASO ROAD	Truxel Rd to East Drain Canal	B/6	1,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed	
7a	E	DEL PASO ROAD - NORTH SIDE	East Drain Canal to 300' West of City Limit on East	B/6	810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 1999 (full median, curb, pavement, curb & gutter, sidewalk, and landscaping)	
7b	C	DEL PASO ROAD - NORTH SIDE	300' West of City Limit on East to City Limit on East	B/6	300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed	
7c	D	DEL PASO ROAD - SOUTH SIDE	East Drain Canal to City Limit on East	B/6	4,110	\$ 3,738.31	\$ -	\$ 3,738	\$ -	\$ 3,738	\$ 35,144	\$ -	\$ 38,883	Mostly Complete	
8	D	EAST COMMERCE WAY	ElkhornBlvd to Club Center Dr	A/4	5,690	\$ 288,771.38	\$ -	\$ 288,771	\$ -	\$ 288,771	\$ 92,921	\$ -	\$ 381,693	Mostly Complete	
9a	D	EAST COMMERCE WAY	Club Center Dr to N Park Dr.	B/6	2,306	\$ 1,651,690.45	\$ -	\$ 1,651,690	\$ -	\$ 1,651,690	\$ 324,171	\$ -	\$ 1,975,861	Partially Complete	
9b	D	EAST COMMERCE WAY	N Park Dr to Del Paso Rd	B/6	4,254	\$ 1,692,287.68	\$ -	\$ 1,692,288	\$ -	\$ 1,692,288	\$ 366,695	\$ -	\$ 2,058,983	Partially Complete	
10	D	EAST COMMERCE WAY	Arena Bl to Natomas Crossing	B/6	2,770	\$ 1,041,006.42	\$ -	\$ 1,041,006	\$ -	\$ 1,041,006	\$ 290,502	\$ -	\$ 1,331,509	Partially Complete	
11	D	EAST COMMERCE WAY	Natomas Crossing Dr to San Juan Rd	A/4	3,120	\$ 3,500,182.60	\$ -	\$ 3,500,183	\$ 346,246	\$ 3,153,937	\$ 786,706	\$ -	\$ 3,940,643	Partially Complete	
12	C/D	EL CENTRO ROAD	Del Paso Rd to Arena Bl	A/4	4,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 523,403	\$ -	\$ 523,403	Missing Landscape	
13	C/D	EL CENTRO ROAD	Arena Bl to San Juan Rd	A/4	5,690	\$ 6,722,133.22	\$ 37,853.87	\$ 6,759,987	\$ 870,968	\$ 5,889,019	\$ 822,387	\$ -	\$ 6,711,406	Partially Complete; remaining existing 2 lanes, narrow with roadside ditches	
14a	C	ELKHORN BOULEVARD	SR-99 to East Commerce Way & Natomas Blvd to City Limit on East	B/6	5,550	\$ 9,434,585.72	\$ 100,303.93	\$ 9,534,890	\$ 2,014,213	\$ 7,520,677	\$ 1,242,541	\$ -	\$ 8,763,218	Existing 2 lanes, narrow with roadside ditches	
14b	C	ELKHORN BOULEVARD	East Commerce Way to Natomas Boulevard	A/4	6,600	\$ 9,935,732.81	\$ 98,500.00	\$ 10,034,233	\$ 1,984,472	\$ 8,049,761	\$ 1,270,201	\$ -	\$ 9,319,961	Existing 2 lanes, narrow with roadside ditches; reduced to 4-lane road during 2008 Update	
15	D/C	GATEWAY PARK BOULEVARD	Del Paso Rd to Arena Blvd	A/4	3,470	\$ 91,557.60	\$ -	\$ 91,558	\$ 18,312	\$ 73,246	\$ 201,372	\$ -	\$ 274,618	Mostly Complete(Missing Median)	
16a	C/D	GATEWAY PARK BOULEVARD (HALF-SECTION)	Arena Bl to Truxel Rd	A/4	2,494	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,407	\$ -	\$ 134,407	Needs Landscape	

Table B-3  
North Natomas Finance Plan Update 2017\$  
Estimated Costs to Complete Roadway Segments

Segment Number	D/C/E <sup>1</sup>	Street Name	Location	Section/ # Lanes	Length (ft)	Remaining								Notes
						Construction Cost	HCP Cost	Road & HCP Cost Subtotal <sup>2</sup>	Overwidth Reimbursement	Net Road & HCP PFF Cost	Landscaping PFF Cost	Pending Reimbursement (negative number)	Total PFF Cost <sup>3</sup>	
17	C	NATOMAS CROSSING DRIVE	Duckhorn Dr to El Centro Rd	2+	4,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed
19	E	NATOMAS CROSSING DRIVE <sup>6</sup>	Truxel Rd to Innovator Dr	A/4	3,120			\$ -		\$ -		\$ -	\$ -	Completed Segment-1999
20	E	ARENA BOULEVARD	El Centro Rd to Duckhorn Dr	A/4	2,170			\$ -		\$ -		\$ -	\$ -	Completed Segment-1999
21	C	ARENA BOULEVARD	Duckhorn Dr to I-5	B/6	1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,754	\$ -	\$ 161,754	Road Completed(Needs Landscape)
22	C	ARENA BOULEVARD	I-5 to East Commerce Wy	C/8	1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,754	\$ -	\$ 161,754	Road Completed(Needs Landscape)
23ab	E	NATOMAS BOULEVARD	Elkhorn Boulevard to 650' North of Club Center Dr	D/4*	4,640	\$ 173,418.22		\$ 173,418	\$ 34,684	\$ 138,735	\$ 149,380	\$ -	\$ 288,114	Completed segment-1999 (full median w/ landscaping, curbs, pavement for 2 lanes, water, full segment HCP fees). PFF cost will be adjusted when actual cost data is received.
23c	E	NATOMAS BOULEVARD	650' North of Club Center Dr to Club Center Dr	D/4*	650	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	Completed Segment-1999 (full median, curbs, pavement for 3 lanes, 1 curb & gutter, 1 sidewalk, 1 planter, water, storm drain)
23d	D	NATOMAS BOULEVARD	650' North of Club Center Dr to Club Center Dr	D/4*	650					\$ -		\$ -	\$ -	Completed 2006. Cost includes pavement for 1 lane, curb & gutter, landscaping and sewer
24a	E	NATOMAS BOULEVARD	Club Center Drive to North Park Dr	E/6	2,000			\$ -		\$ -		\$ -	\$ -	Completed Segment-1999; Cost included in Segment 25a
24b	C	NATOMAS BOULEVARD - FRONTAGE IMPROVEMENTS	Club Center Dr to North Park Dr	E/6	2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed
25a	E	NATOMAS BOULEVARD	North Park Dr to Del Paso Rd	B/6	3,790			\$ -		\$ -		\$ -	\$ -	Completed Segment-1999 (548 LF completed; 3092 LF full median, curb, pavement for 4 lanes)
25b	C/D	NATOMAS BOULEVARD - FRONTAGE IMPROVEMENTS	North Park Dr to 600' North of Del Paso Rd	B/6	3,790	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,283	\$ -	\$ 34,283	Completed. Cost includes travel lanes, bike paths, sidewalks, planters and curb and gutter on both sides.
<b>Totals</b>					93,456			\$ 35,789,624	\$ 5,298,051	\$ 30,491,573	\$ 7,262,969	\$ (1,400,000)	\$ 36,354,542	
<b>Roads added in 2002 Update</b>														
26	C	NEW MARKET DRIVE <sup>4</sup>	Natomas Bl to LRT Station	G/2	2,260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed; To be built by NUSD
27	C	NEW MARKET DRIVE <sup>4</sup>	At LRT Station	F/2	350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed; To be built by NUSD
28	C	NEW MARKET DRIVE <sup>4</sup>	LRT Station to Town Center Dr	G/2	610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed; To be built by NUSD
29	C	SAN JUAN ROAD - SOUTH <sup>4</sup>	El Centro Rd to 1600' East of El Centro Rd	1	1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Deleted from plan
30	C	NORTHBOROUGH DRIVE - SECTION 1 <sup>4</sup>	1350' N of New Market Dr to Regional Park Commuter St	2	2,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	To be built with Regional Park
31	C	NORTHBOROUGH DRIVE - SECTION 2 <sup>4</sup>	New Market Dr to 1350' N of New Market Dr	2	1,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	To be built with Regional Park
32	C	REGIONAL PARK COMMUTER STREET <sup>4</sup>	Northborough Dr to Natomas Bl	2	2,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	To be built with Regional Park
33	C	LIBRARY STREET <sup>4</sup>	Del Paso Rd to New Market Dr	2	990	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Not Built
39	D	EL CENTRO ROAD	Del Paso Rd to Bayou Way	A/4	2,300	\$ 1,088,200.94	\$ -	\$ 1,088,201	\$ 29,335	\$ 1,058,866	\$ 377,398	\$ -	\$ 1,436,264	Partially Complete
40	C	INTERSTATE 5	Interstate 5 Water Main Crossing					\$ -		\$ -		\$ -	\$ -	Completed
<b>Totals for New Roads</b>					14,630			\$ 1,088,201	\$ 29,335	\$ 1,058,866	\$ 377,398	\$ -	\$ 1,436,264	

Table B-3  
North Natomas Finance Plan Update 2017\$  
Estimated Costs to Complete Roadway Segments

Segment Number	D/C/E <sup>1</sup>	Street Name	Location	Section/ # Lanes	Length (ft)	Remaining								Notes
						Construction Cost	HCP Cost	Road & HCP Cost Subtotal <sup>2</sup>	Overwidth Reimbursement	Net Road & HCP PFF Cost	Landscaping PFF Cost	Pending Reimbursement (negative number)	Total PFF Cost <sup>3</sup>	
<b>Roads added in 2005 Update</b>														
16b	D	GATEWAY PARK BOULEVARD	Between Truxel Road and N. Freeway Blvd.	B/6	896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,419	\$ -	\$ 53,419	Completed 2006
41	D	NORTH FREEWAY BOULEVARD	Between Gateway Park Blvd. And West Promenade Circle	B/6	803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2006
42	D	NORTH FREEWAY BOULEVARD	West Promenade Circle and East Promenade Circle	A/4	1,247	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2006
43	C	EL CENTRO ROAD	Bayou Way to E. Commerce Way	B/6		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Road construction costs included with El Centro Rd overcrossing (Not Completed)
44	C	MEISTER WAY	Hwy 99 to E. Commerce Way			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Road construction costs included with Meister Way overcrossing(Not Completed)
<b>Totals for New Roads</b>					2,946			\$ -	\$ -	\$ -	\$ 53,419	\$ -	\$ 53,419	
<b>Total Road Segments:</b>					111,032			\$ 36,877,825	\$ 5,327,386	\$ 31,550,439	\$ 7,693,786	\$ (1,400,000)	\$ 37,844,226	
<b>Existing or Partially Improved Roadway Segments with New Landscaping:</b>														
18	C	NATOMAS CROSSING DRIVE	I-5 to East Commerce Wy	2	880	\$ -	\$ -				\$ 135,843	\$ -	\$ 135,843	Road construction costs included with Natomas Crossing Dr overcrossing (Not Completed)
34	C	LANDSCAPING AT EAST DRAIN CANAL	Natomas Boulevard	2	2,000	\$ -	\$ -				\$ 176,419	\$ -	\$ 176,419	Completed 2006; Landscaping only included in PFF (Not Completed)
		DEL PASO ROAD-SOUTH SIDE	East Ramp of Interstate-5 and Truxel Road	6	4,600			\$ -		\$ -	Landscaping Cost Included in Segment 5 above	\$ -	\$ -	Cost includes Truxel to E. City Limit, which is not a completed segment
		EAST COMMERCE WAY	Del Paso Road and Arena Boulevard	6	5,000			\$ -		\$ -		\$ -	\$ -	Completed Segment
35	C	EAST COMMERCE WAY	Del Paso Rd to Arena Bl	B/6	5,000	\$ -	\$ -				\$ 877,764	\$ -	\$ 877,764	Landscaping not complete
		GATEWAY PARK BOULEVARD (HALF-SECTION BUILT)	Arena Boulevard and Truxel Road	4	3,500			\$ -		\$ -	Landscaping Cost Included in Segment 16 above	\$ -	\$ -	Partially Improved (1/2 section), includes sewer and water utilities
		ARENA BOULEVARD	East Commerce Way and City Limit on East	6	5,500			\$ -		\$ -		\$ -	\$ -	Completed Segment
36	C	ARENA BOULEVARD	East Commerce Wy to City Limit on East	B/6	5,500	\$ -	\$ -				\$ 210,137	\$ -	\$ 210,137	Landscaping not complete
		TRUXEL ROAD	Del Paso Road and Gateway Park Boulevard	8	7,500			\$ -		\$ -		\$ -	\$ -	Completed Segment-Includes 1900' of Landscaping
37	C	TRUXEL ROAD	Del Paso Rd to Gateway Park Bl (minus 1900')	C/8	5,600	\$ -	\$ -				\$ 266,827	\$ -	\$ 266,827	Landscaping not complete
38	C	NATOMAS CROSSING DRIVE	Duckhorn Dr to I-5	4	1,100	\$ -	\$ -				\$ 347,733	\$ -	\$ 347,733	Road construction costs included with Natomas Crossing Dr overcrossing
<b>Total Existing or Partially Improved Roadway Segments:</b>					46,180			0		0	2,014,722	0	2,014,722	
<b>TOTAL ROADWAY COSTS:</b>					157,212			\$ 36,877,825	\$ 5,327,386	\$ 31,550,439	\$ 9,708,509	\$ (1,400,000)	\$ 39,858,948	

<sup>1</sup> E = existing segment with credits issued; C = may be built by City but developers may opt to build the segment or may be required to build by project conditions; D = must be built by developers . D/C = portions built by developer & City and estimated at City rate

Annual Review will be used to adjust for actual costs and actual construction patterns (I.e. City or Developer construction)

<sup>2</sup> For completed roadway segments, the road and HCP subtotal equals the PFF funded amount of the roadway. The overwidth reimbursement is not included in the amount shown.

<sup>3</sup> Estimated costs are in 2008\$. Completed road segment PFF costs are inflated by the ENR CC1 percentage between the year construction was completed and 2008.

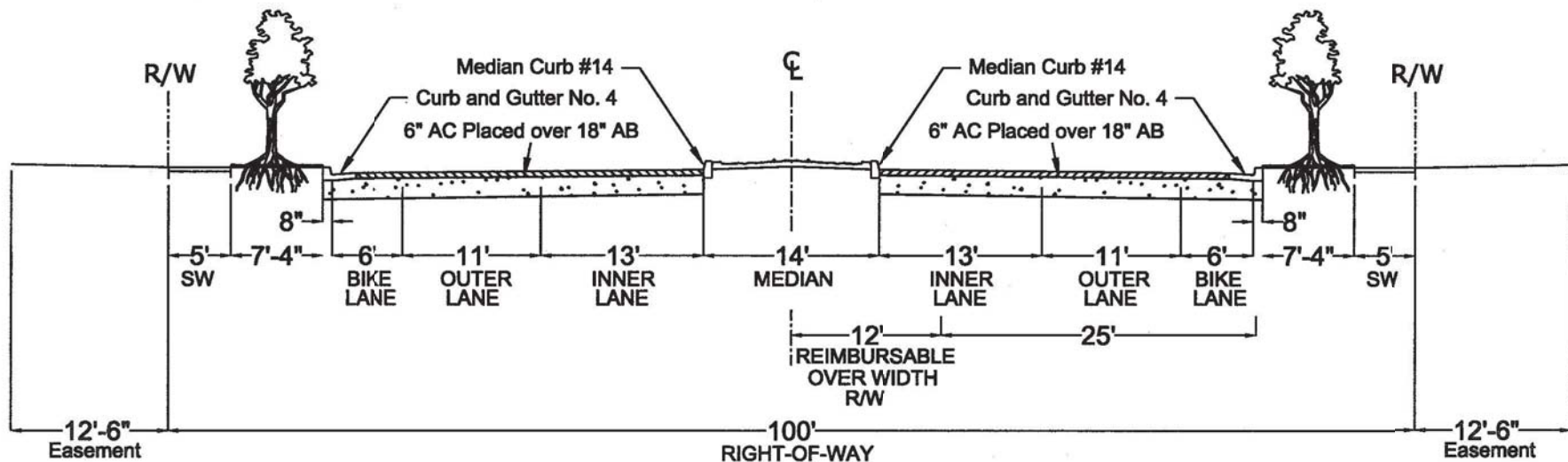
<sup>4</sup> Road, HCP, and landscaping costs (where applicable) are shown for this roadway segment but are not included in PFF.

roads sum



# NORTH NATOMAS ROAD SEGMENT

## SECTION A: FOUR-LANE ROADWAY



TOTAL RIGHT-OF-WAY WIDTH = 100'  
 TOTAL PAVEMENT WIDTH = 56'  
 TOTAL LANDSCAPED WIDTH = 28.67'  
 REIMBURSABLE OVER WIDTH RIGHT-OF-WAY = 24'  
 OVER WIDTH REIMBURSEMENT SHARE = 20% OF SURFACE COSTS

JOINT TRENCH COSTS ARE NOT INCLUDED  
 IN THE PUBLIC FACILITIES FINANCE PROGRAM.

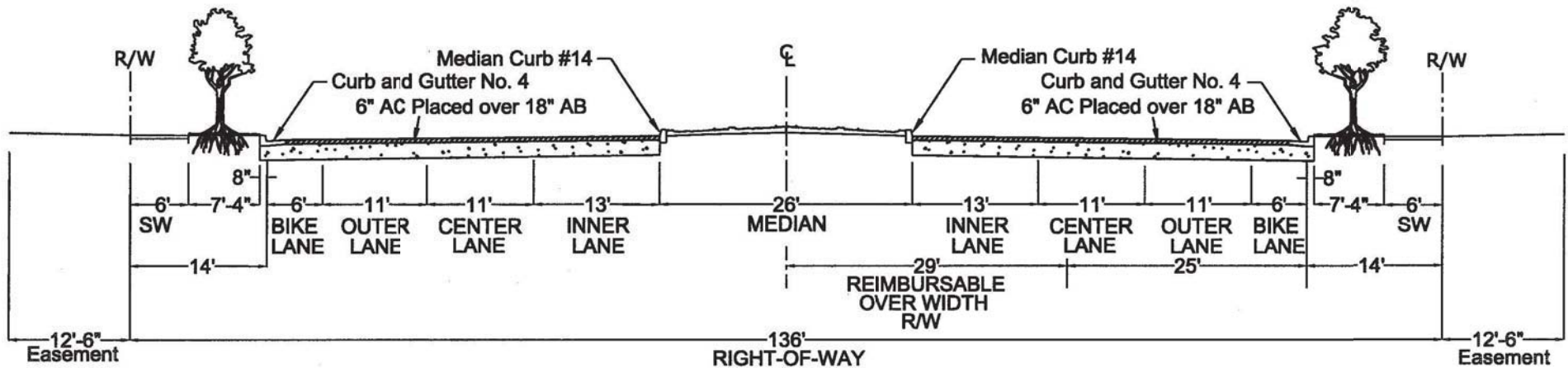
UNDERGROUND COST INCLUDES SERVICE LINES FOR STORM  
 DRAIN (18" AND BELOW), SEWER (10" AND BELOW),  
 WATER (12" AND BELOW) AND APPURTENANCES.

**Figure B-1**



# NORTH NATOMAS ROAD SEGMENT

## SECTION B: SIX-LANE ROADWAY



TOTAL RIGHT-OF-WAY WIDTH = 136'

TOTAL PAVEMENT WIDTH = 78'

TOTAL LANDSCAPED WIDTH = 40.67'

REIMBURSABLE OVER WIDTH RIGHT-OF-WAY = 58'

OVER WIDTH REIMBURSEMENT SHARE = 32% OF SURFACE COSTS

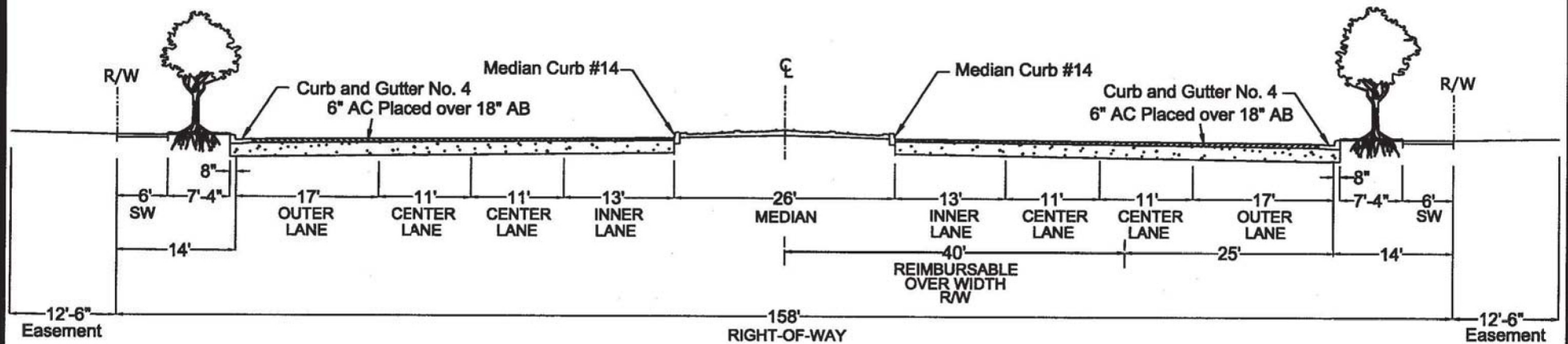
**Figure B-2**

JOINT TRENCH COSTS ARE NOT INCLUDED  
IN THE PUBLIC FACILITIES FINANCE PROGRAM.

UNDERGROUND COST INCLUDES SERVICE LINES FOR STORM  
DRAIN (18" AND BELOW), SEWER (10" AND BELOW),  
WATER (12" AND BELOW) AND APPURTENANCES.

# Figure B-3 NORTH NATOMAS ROAD SEGMENT

## SECTION C: EIGHT-LANE ROADWAY



TOTAL RIGHT-OF-WAY WIDTH = 158'

TOTAL PAVEMENT WIDTH = 100'

TOTAL LANDSCAPED WIDTH = 40.67'

REIMBURSABLE OVER WIDTH RIGHT-OF-WAY = 80'

OVER WIDTH REIMBURSEMENT SHARE = 43% OF SURFACE COSTS

JOINT TRENCH COSTS ARE NOT INCLUDED  
IN THE PUBLIC FACILITIES FINANCE PROGRAM.

UNDERGROUND COST INCLUDES SERVICE LINES FOR STORM  
DRAIN (18" AND BELOW), SEWER (10" AND BELOW),  
WATER (12" AND BELOW) AND APPURTENANCES.

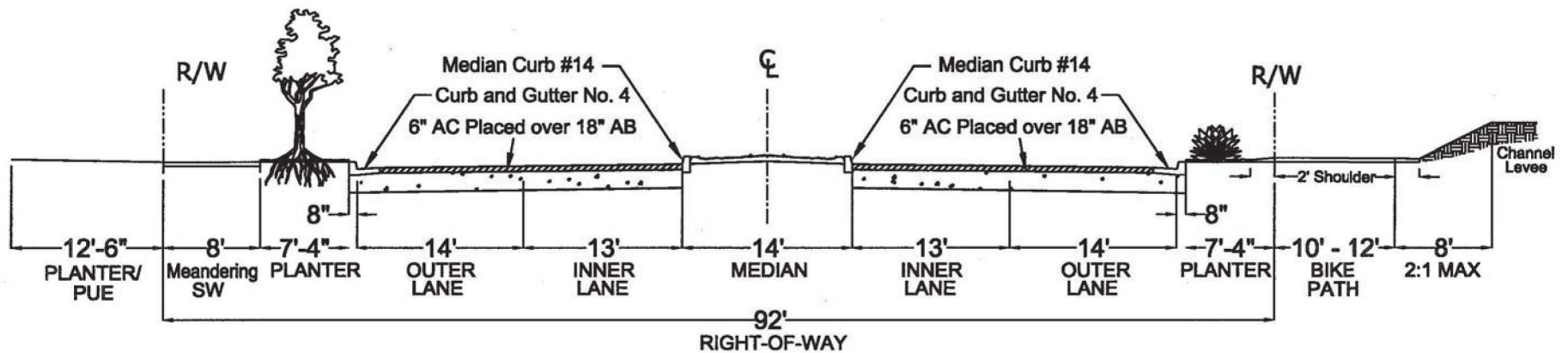




# Figure B-4 NORTH NATOMAS ROAD SEGMENT

## SECTION D: MODIFIED FOUR-LANE ROADWAY

(Truxel Road from Elkhorn Boulevard to Club Center Drive)



TOTAL RIGHT-OF-WAY WIDTH = 92'

TOTAL PAVEMENT WIDTH = 50'

TOTAL LANDSCAPED WIDTH = 28'

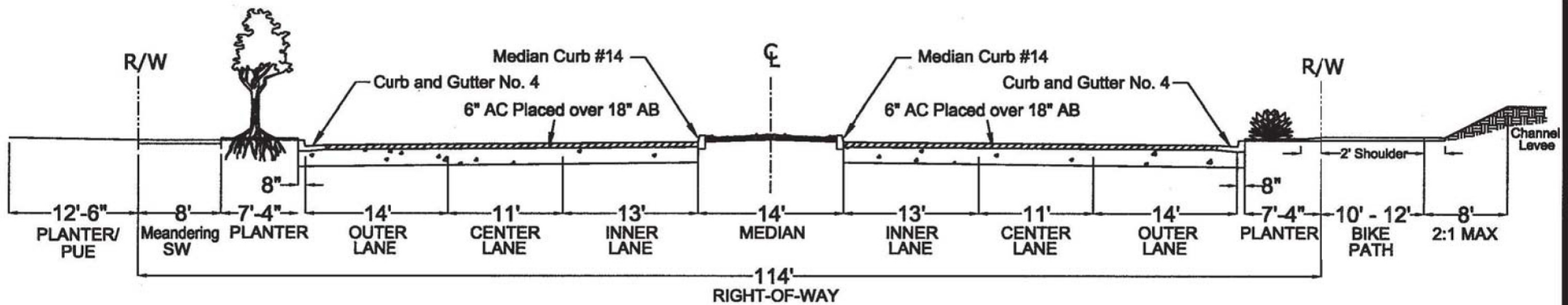
OVERWIDTH REIMBURSEMENT SHARE = 20% OF SURFACE COSTS

JOINT TRENCH COSTS ARE NOT INCLUDED  
IN THE PUBLIC FACILITIES FINANCE PROGRAM.

UNDERGROUND COST INCLUDES SERVICE LINES FOR STORM  
DRAIN (18" AND BELOW), SEWER (10" AND BELOW),  
WATER (12" AND BELOW) AND APPURTENANCES.

# Figure B-5 NORTH NATOMAS ROAD SEGMENT

## SECTION E: MODIFIED SIX-LANE ROADWAY (Truxel Road From Club Center Drive to North Park Drive)



TOTAL RIGHT-OF-WAY WIDTH = 114'

TOTAL PAVEMENT WIDTH = 72'

TOTAL LANDSCAPED WIDTH = 28'

OVERWIDTH REIMBURSEMENT SHARE = 32% OF SURFACE COSTS

JOINT TRENCH COSTS ARE NOT INCLUDED  
IN THE PUBLIC FACILITIES FINANCE PROGRAM.

UNDERGROUND COST INCLUDES SERVICE LINES FOR STORM  
DRAIN (18" AND BELOW), SEWER (10" AND BELOW),  
WATER (12" AND BELOW) AND APPURTENANCES.

Table B-4  
North Natomas Financing Plan Update 2017  
Landscaping Quality Levels and Costs

## DEVELOPER CONSTRUCTED PROJECTS

Quality Level	% Planted Area	% Decorative Paving	% Decomposed Granite	Sum of Percentages
A	89%	10%	1%	100%
B	45%	5%	50%	100%
C	20%	2%	78%	100%
Landscaping Element	Square Foot Costs	Equivalent Costs for Various Quality Levels		
		Level A	Level B	Level C
Planting*	\$7.00	\$6.23	\$3.15	\$1.40
Decorative Paving	\$13.00	\$1.30	\$0.65	\$0.26
Decomposed Granite or Equal	\$2.00	\$0.02	\$1.00	\$1.56
Irrigation**	\$2.60	\$2.31	\$1.17	\$0.52
<b>Total SF Cost for Quality Level</b>		<b>\$9.90</b>	<b>\$6.00</b>	<b>\$3.80</b>
Developer-constructed Projects (2014\$)***		\$11.78	\$7.14	\$4.52
Developer-constructed Projects (2015\$)****		\$12.08	\$7.32	\$4.64
Developer-constructed Projects (2016\$)*****		\$12.50	\$7.58	\$4.80
Developer-constructed Projects (2017\$)*****		\$12.56	\$7.61	\$4.82
* Planting Costs includes Topsoil				
** Costs based on Planted Area				
*** Costs Updated to 2014 ENR of +19.03%				
**** Costs Updated to 2015 ENR of +2.548%				
***** Costs Updated to 2016 ENR of +3.479%				
***** Costs Updated to 2017 ENR of +0.446%				

## CITY CONSTRUCTED PROJECTS

Quality Level	% Planted Area	% Decorative Paving	% Decomposed Granite	Sum of Percentages
A	89%	10%	1%	100%
B	45%	5%	50%	100%
C	20%	2%	78%	100%
Landscaping Element	Square Foot Costs (1)	Equivalent Costs for Various Quality Levels		
		Level A	Level B	Level C
Planting*	\$8.00	\$7.12	\$3.60	\$1.60
Decorative Paving	\$15.00	\$1.50	\$0.75	\$0.30
Decomposed Granite or Equal	\$2.00	\$0.02	\$1.00	\$1.56
Irrigation**	\$3.45	\$3.07	\$1.55	\$0.69
<b>Total SF Cost for Quality Level</b>		<b>\$11.70</b>	<b>\$6.90</b>	<b>\$4.20</b>
City-constructed Projects (2014\$)***		\$13.93	\$8.21	\$5.00
City-constructed Projects (2015\$)****		\$14.28	\$8.42	\$5.13
City-constructed Projects (2016\$)*****		\$14.78	\$8.71	\$5.31
City-constructed Projects (2017\$)*****		\$14.85	\$8.75	\$5.33
* Planting Costs includes Topsoil				
** Costs based on Planted Area				
*** Costs Updated to 2014 ENR of +19.03%				
**** Costs Updated to 2015 ENR of +2.548%				
***** Costs Updated to 2016 ENR of +3.479%				
***** Costs Updated to 2017 ENR of +0.446%				

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**Table B-5**  
North Natomas Financing Plan Update 2017  
**Roadway & Utility Costs**

ITEM #	ITEM	UNIT	2008 Update Developer Constructed	2008 Update City Constructed	2014 Update Developer Constructed	2014 Update City Constructed	2016 Update Developer Constructed	2016 Update City Constructed	Cost Analysis (Ebidboard)	Source of Update 2016	2017 Update Developer Constructed	2017 Update City Constructed	Source:
<b>Surface Costs:</b>													
1	Mobilization, Clearing & Grubbing	SF	\$0.51	\$0.55	\$0.51	\$0.55	\$0.48	\$0.52	\$0.52	Peer Review	\$0.52	\$0.56	Caltrans Index Adj.
2	Earthwork	CY	\$4.00	\$8.00	\$4.00	\$8.00	\$4.50	\$9.00	\$9.00	Peer Review	\$4.87	\$9.74	Caltrans Index Adj.
3	Pavement (6" AC/18" AB)	SF	\$4.71	\$6.75	\$4.88	\$7.00	\$4.34	\$6.20	\$6.20	Peer Review	\$4.70	\$6.71	Caltrans Index Adj.
4	Curb & Gutter No. 4	LF	\$24.47	\$24.47	\$23.00	\$23.00	\$27.00	\$27.00	\$27.20	Peer Review	\$29.21	\$29.21	Caltrans Index Adj.
5	Curb No. 14	LF	\$20.00	\$20.00	\$19.40	\$19.40	\$20.00	\$20.00	\$20.00	Peer Review	\$21.64	\$21.64	Caltrans Index Adj.
6	PCC Sidewalk	SF	\$8.00	\$8.00	\$6.00	\$6.00	\$6.50	\$6.50	\$6.50	Peer Review	\$7.03	\$7.03	Caltrans Index Adj.
7	Street Lighting	EA	\$4,500.00	\$5,000.00	\$5,900.00	\$6,400.00	\$6,302.00	\$6,850.00	\$6,850.00	Peer Review	\$6,818.99	\$7,411.94	Caltrans Index Adj.
	Pavement (4" AC/18" AB)	SF	\$4.47	\$6.40	\$4.12	\$5.90	\$3.57	\$5.10	\$5.10	Peer Review	\$3.86	\$5.52	Caltrans Index Adj.
	Overlay (2" AC)	SF	\$1.09	\$1.25	\$1.00	\$1.15	\$1.39	\$1.60	\$1.60	Peer Review	\$1.51	\$1.73	Caltrans Index Adj.
<b>Underground Costs:</b>													
8	Storm Drain System - 18"	LF	\$80.00	\$110.00	\$87.27	\$120	\$94.90	\$130	\$130	Peer Review	\$102.69	\$140.66	Caltrans Index Adj.
9	Storm Drain Catch Basin*	EA				\$3,476	\$3,700.00	\$4,200	\$4,200	Peer Review	\$4,003.53	\$4,544.55	Caltrans Index Adj.
10	Sanitary Sewer System - 10"	LF	\$70.00	\$98.00	\$71.43	\$100	\$116.80	\$160	\$160	Peer Review	\$126.38	\$173.13	Caltrans Index Adj.
11	Water System - 12"	LF	\$50.00	\$80.00	\$73.69	\$118	\$91.25	\$125	\$125	Peer Review	\$98.74	\$135.25	Caltrans Index Adj.
12	Fire Hydrant**	EA				\$5,000	\$5,500.00	\$6,000	\$6,000	Peer Review	\$5,951.20	\$6,492.21	Caltrans Index Adj.
13	Habitat Conservation Plan (1)	AC											
<i>road</i>													

(1) Fee based on year graded.

\* It was necessary to add this cost for roadways that need CB plus connection but main line is installed.

\*\* It was necessary to add this cost for roadways that need FH plus connection but main line is installed.

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Table B-6  
**DEL PASO ROAD**  
 City Limit on West to El Centro Road  
 Typical Street and Utility Cost

**Segment 3**

Roadway Section:	A	4-Lane Roadway				
Length:	3042	feet				
Width:	100	feet		Constructed by:	City/Developer	
Roadway Excavation Depth:	2	feet				
Landscape Quality Level:	B					Incomplete Landscape Section
Phase 2 Length						
Phase 3 Length						

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>-</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>-</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>-</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 3,292.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						<b>\$</b>	<b>-</b>
<b>Landscaping Costs:</b>							
12	Landscaping	4,002.18	SF	8.75	\$ 35,022.85	\$ 9,105.94	\$ 44,128.79
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>-</b>
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>						<b>\$</b>	<b>-</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						<b>\$</b>	<b>-</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>44,128.79</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN</b>							
<b>THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>44,128.79</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-7  
**DEL PASO ROAD**  
 El Centro Rd to SB I-5 Off-Ramp  
 Typical Street and Utility Cost

**Segment 4**

Roadway Section: **B** 6-Lane Roadway  
 Length: **650** feet  
 Width: **136** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **B**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **City**

*Northern Landscape Remaining*

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							<b>\$ -</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							<b>\$ -</b>
<b>Total Construction Cost:</b>							<b>\$ -</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 3,292.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							<b>\$ -</b>
<b>Landscaping Costs:</b>							
12	Landscaping	4,764.50	SF	8.75	\$ 41,693.87	\$ 10,840.41	\$ 52,534.28
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$ -</b>
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>							<b>\$ -</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$ -</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$ 52,534.28</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 52,534.28</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.



Table B-8  
 DEL PASO ROAD - NORTH SIDE  
 NB I-5 Off-ramp to Truxel Rd  
 Typical Street and Utility Cost

Segment 5a

Roadway Section:	B	6-Lane Roadway	Completed
Length:	2815	feet	
Width:	81	feet	Constructed by: City
Roadway Excavation Depth:	2	feet	
Landscape Quality Level:	B		South Side Landscape Incomplete
Phase 2 Length			
Phase 3 Length			

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>-</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>-</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>-</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan**	-	AC	\$ 8,641.33	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						<b>\$</b>	<b>-</b>
<b>Landscaping Costs:</b>							
12	Landscaping	7,476.60	SF	7.61	\$ 56,900.24	\$ 14,794.06	\$ 71,694.30
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>-</b>
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>						<b>\$</b>	<b>-</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						<b>\$</b>	<b>-</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>71,694.30</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>71,694.30</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-9  
 DEL PASO ROAD - NORTH SIDE  
 NB I-5 Off-ramp to Truxel Rd  
 Typical Street and Utility Cost

Segment 5b

Roadway Section: B 6-Lane Roadway  
 Length: 2555 feet  
 Width: 81 feet  
 Roadway Excavation Depth: 2 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: Developer

Needs North Frontage/Landscape

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.52	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 4.87	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 4.70	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 6,818.99	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain Catch Basin/Pipe Connector	-	EA	\$ 4,003.53	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Fire Hydrant/Pipe Connector	-	EA	\$ 5,951.20	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost (per Engineer's estimate received from City):</b>							\$ 1,017,861.73
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 8,641.33	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							\$ 1,017,861.73
<b>Landscaping Costs:</b>							
12	Landscaping	51,828.15	SF	7.61	\$ 394,435.19	\$ 102,553.15	\$ 496,988.34
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							\$ 1,017,861.73
** <b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>							\$ 29,156.70
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							\$ 988,705.03
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							\$ 496,988.34
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							\$ 1,485,693.36

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

\*\* Reimbursement Partially Completed



Table B-10  
 DEL PASO ROAD - SOUTH SIDE  
 East Drain Canal to City Limit on East  
 Typical Street and Utility Cost

Segment 7c

Roadway Section: B 6-Lane Roadway  
 Length: 4110 feet  
 Width: 14 feet  
 Roadway Excavation Depth: 2 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: Developer

Landscaping, strip on south side remaining

Reimbursement Pending to Natomas Meadows

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	3,665.00	SF	\$ 0.52	\$ 1,917.79	\$ 498.63	\$ 2,416.42
2	Earthwork	271.48	CY	\$ 4.87	\$ 1,321.89		\$ 1,321.89
3	Pavement (6" AC/18" AB)	-	SF	\$ 4.70	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 6,818.99	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>						\$	<b>3,738.31</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 102.69	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 98.74	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>						\$	<b>-</b>
<b>Total Construction Cost:</b>						\$	<b>3,738.31</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	0.08	AC	\$ 10,021.00	\$ 801.68	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						\$	<b>3,738.31</b>
<b>Landscaping Costs:</b>							
12	Landscaping	3,665.00	SF	7.61	\$ 27,892.27	\$ 7,251.99	\$ 35,144.27
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT:						\$	3,738.31
OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):						\$	-
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):						\$	3,738.31
TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:						\$	35,144.27
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						\$	<b>38,882.57</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-11  
EAST COMMERCE WAY  
ElkhornBlvd to Club Center Dr  
Typical Street and Utility Cost

Segment 8

Roadway Section: **A** 4-Lane Roadway  
 Length: **5690** feet  
 Width: **100** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **B**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **Developer**

Unfinished Road Segment Before Club Center Dr.  
 Landscaping strips on west side

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	36,456.66	SF	\$ 0.52	\$ 19,076.77	\$ 4,959.96	\$ 24,036.73
2	Earthwork	2,700.49	CY	\$ 4.87	\$ 13,149.14	\$ 3,418.78	\$ 16,567.91
3	Pavement (6" AC/18" AB)	20,434.00	SF	\$ 4.70	\$ 95,958.78	\$ 24,949.28	\$ 120,908.07
4	Curb & Gutter No. 4	1,202.00	LF	\$ 29.21	\$ 35,116.39	\$ 9,130.26	\$ 44,246.65
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	6,010.00	SF	\$ 7.03	\$ 42,269.73	\$ 10,990.13	\$ 53,259.86
7	Street Lighting	-	EA	\$ 6,818.99	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							<b>\$ 259,019.21</b>
<b>Underground Costs:</b>							
8	Storm Drain Catch Basin/Pipe Connector	2.00	EA	\$ 7,802.88	\$ 23,612.83	\$ 6,139.34	\$ 29,752.17
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 98.74	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							<b>\$ 29,752.17</b>
<b>Total Construction Cost:</b>							<b>\$ 288,771.38</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 12,270.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							<b>\$ 288,771.38</b>
<b>Landscaping Costs:</b>							
12	Landscaping	9,690.26	SF	7.61	\$ 73,747.17	\$ 19,174.26	\$ 92,921.44
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$ 288,771.38</b>
<b>** OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>							<b>\$ -</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$ 288,771.38</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$ 92,921.44</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 381,692.82</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

\*\* Reimbursement Completed

Table B-12  
EAST COMMERCE WAY  
Club Center Dr to N Park Dr.  
Typical Street and Utility Cost

Segment 9a

Roadway Section: B 6-Lane Roadway  
 Length: 2306 feet  
 Width: 136 feet  
 Roadway Excavation Depth: 2 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: Developer

Road Segment Only Partially Complete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	193,704.00	SF	\$ 0.52	\$ 101,359.98	\$ 26,353.59	\$ 127,713.57
2	Earthwork	14,348.44	CY	\$ 4.87	\$ 69,864.88	\$ 18,164.87	\$ 88,029.76
3	Pavement (6" AC/18" AB)	129,136.00	SF	\$ 4.70	\$ 606,427.20	\$ 157,671.07	\$ 764,098.27
4	Curb & Gutter No. 4	4,612.00	LF	\$ 29.21	\$ 134,739.42	\$ 35,032.25	\$ 169,771.67
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	27,672.00	SF	\$ 7.03	\$ 194,623.61	\$ 50,602.14	\$ 245,225.75
7	Street Lighting	-	EA	\$ 6,818.99	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>						\$	<b>1,394,839.01</b>
<b>Underground Costs:</b>							
8	Storm Drain Catch Basin/Pipe Connector	12.00	EA	\$ 9,548.53	\$ 114,582.39	\$ 29,791.42	\$ 144,373.82
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Fire Hydrant/Pipe Connector	15.00	EA	\$ 5,951.20	\$ 89,267.95	\$ 23,209.67	\$ 112,477.62
<b>Subtotal Underground Costs:</b>						\$	<b>256,851.43</b>
<b>Total Construction Cost:</b>						\$	<b>1,651,690.45</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 12,270.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						\$	<b>1,651,690.45</b>
<b>Landscaping Costs:</b>							
12	Landscaping	33,805.96	SF	7.61	\$ 257,278.34	\$ 66,892.37	\$ 324,170.70
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						\$	<b>1,651,690.45</b>
<b>** OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>						\$	<b>-</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						\$	<b>1,651,690.45</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						\$	<b>324,170.70</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						\$	<b>1,975,861.15</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

\*\* Reimbursement Completed

Table B-13  
EAST COMMERCE WAY  
N Park Dr to Del Paso Rd  
Typical Street and Utility Cost

Segment 9b

Roadway Section: B 6-Lane Roadway  
 Length: 4254 feet  
 Width: 136 feet  
 Roadway Excavation Depth: 2 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: Developer

Road Segment Only Partially Complete  
Westside Remaining

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	178,668.00	SF	\$ 0.52	\$ 93,492.05	\$ 24,307.93	\$ 117,799.98
2	Earthwork	13,234.67	CY	\$ 4.87	\$ 64,441.72	\$ 16,754.85	\$ 81,196.57
3	Pavement (6" AC/18" AB)	119,112.00	SF	\$ 4.70	\$ 559,354.14	\$ 145,432.08	\$ 704,786.22
4	Curb & Gutter No. 4	4,254.00	LF	\$ 29.21	\$ 124,280.46	\$ 32,312.92	\$ 156,593.38
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	25,524.00	SF	\$ 7.03	\$ 179,516.22	\$ 46,674.22	\$ 226,190.44
7	Street Lighting	21.00	EA	\$ 6,818.99	\$ 143,198.78	\$ 37,231.68	\$ 180,430.46
<b>Subtotal Surface Costs:</b>							<b>\$ 1,466,997.06</b>
<b>Underground Costs:</b>							
8	Storm Drain Catch Basin/Pipe Connector	10.00	EA	\$ 9,548.53	\$ 95,485.33	\$ 24,826.19	\$ 120,311.51
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Fire Hydrant/Pipe Connector	14.00	EA	\$ 5,951.20	\$ 83,316.75	\$ 21,662.36	\$ 104,979.11
<b>Subtotal Underground Costs:</b>							<b>\$ 225,290.62</b>
<b>Total Construction Cost:</b>							<b>\$ 1,692,287.68</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 12,270.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							<b>\$ 1,692,287.68</b>
<b>Landscaping Costs:</b>							
12	Landscaping	38,240.61	SF	7.61	\$ 291,027.99	\$ 75,667.28	\$ 366,695.26
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$ 1,692,287.68</b>
** OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):							\$ -
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$ 1,692,287.68</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$ 366,695.26</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 2,058,982.95</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

\*\* Reimbursement Completed

Table B-14  
EAST COMMERCE WAY  
Arena Bl to Natomas Crossing  
Typical Street and Utility Cost

Segment 10

Roadway Section: B 6-Lane Roadway  
 Length: 2770 feet  
 Width: 136 feet  
 Roadway Excavation Depth: 2 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: Developer

Left Side of Road Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	116,340.00	SF	\$ 0.52	\$ 60,877.52	\$ 15,828.16	\$ 76,705.68
2	Earthwork	8,617.78	CY	\$ 4.87	\$ 41,961.35	\$ 10,909.95	\$ 52,871.30
3	Pavement (6" AC/18" AB)	77,560.00	SF	\$ 4.70	\$ 364,224.49	\$ 94,698.37	\$ 458,922.86
4	Curb & Gutter No. 4	2,770.00	LF	\$ 29.21	\$ 80,925.45	\$ 21,040.62	\$ 101,966.07
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	16,620.00	SF	\$ 7.03	\$ 116,892.32	\$ 30,392.00	\$ 147,284.33
7	Street Lighting	6.00	EA	\$ 6,818.99	\$ 40,913.94	\$ 10,637.62	\$ 51,551.56
<b>Subtotal Surface Costs:</b>						\$	<b>889,301.79</b>
<b>Underground Costs:</b>							
8	Storm Drain Catch Basin/Pipe Connector	7.00	EA	\$ 9,548.53	\$ 66,839.73	\$ 17,378.33	\$ 84,218.06
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Fire Hydrant/Pipe Connector	9.00	EA	\$ 5,951.20	\$ 53,560.77	\$ 13,925.80	\$ 67,486.57
<b>Subtotal Underground Costs:</b>						\$	<b>151,704.63</b>
<b>Total Construction Cost:</b>						\$	<b>1,041,006.42</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 11,962.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						\$	<b>1,041,006.42</b>
<b>Landscaping</b>							
12	Landscaping	30,294.89	SF	7.61	\$ 230,557.54	\$ 59,944.96	\$ 290,502.50
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						\$	<b>1,041,006.42</b>
<b>** OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>						\$	<b>-</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						\$	<b>1,041,006.42</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						\$	<b>290,502.50</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						\$	<b>1,331,508.92</b>
<p>* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.</p> <p>** Reimbursement Completed</p>							

Table B-15  
EAST COMMERCE WAY  
Natomas Crossing Dr to San Juan Rd  
Typical Street and Utility Cost

Segment 11

Roadway Section:	A	4-Lane Roadway				
Length:	3120	feet				
Width:	100	feet		Constructed by:	Developer	
Roadway Excavation Depth:	2	feet				
Landscape Quality Level:	B					
Phase 2 Length						Mostly Incomplete
Phase 3 Length						

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	275,283.91	SF	\$ 0.52	\$ 144,048.50	\$ 37,452.61	\$ 181,501.11
2	Earthwork	20,391.40	CY	\$ 4.87	\$ 99,289.01	\$ 25,815.14	\$ 125,104.15
3	Pavement (6" AC/18" AB)	164,539.00	SF	\$ 4.70	\$ 772,680.94	\$ 200,897.04	\$ 973,577.98
4	Curb & Gutter No. 4	5,713.00	LF	\$ 29.21	\$ 166,905.10	\$ 43,395.33	\$ 210,300.42
5	Curb No. 14	5,186.00	LF	\$ 21.64	\$ 112,228.75	\$ 29,179.47	\$ 141,408.22
6	PCC Sidewalk	28,565.00	SF	\$ 7.03	\$ 200,904.28	\$ 52,235.11	\$ 253,139.40
7	Street Lighting	38.00	EA	\$ 6,818.99	\$ 259,121.60	\$ 67,371.61	\$ 326,493.21
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>2,211,524.50</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	3,120.00	LF	\$ 102.69	\$ 320,377.80	\$ 83,298.23	\$ 403,676.03
9	Sanitary Sewer System - 10"	3,120.00	LF	\$ 126.38	\$ 394,311.14	\$ 102,520.90	\$ 496,832.04
10	Water System - 12"	3,120.00	LF	\$ 98.74	\$ 308,055.58	\$ 80,094.45	\$ 388,150.03
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>1,288,658.11</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>3,500,182.60</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 11,962.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						<b>\$</b>	<b>3,500,182.60</b>
<b>Landscaping Costs:</b>							
12	Landscaping	82,041.20	SF	7.61	\$ 624,369.89	\$ 162,336.17	\$ 786,706.06
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>3,500,182.60</b>
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>						<b>\$</b>	<b>346,245.56</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						<b>\$</b>	<b>3,153,937.04</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>786,706.06</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>3,940,643.10</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

\*\* Reimbursement Partially Completed

Table B-16  
EL CENTRO ROAD  
Del Paso Rd to Arena Bl  
Typical Street and Utility Cost

Segment 12

Roadway Section:	A	4-Lane Roadway					
Length:	4580	feet					
Width:	100	feet		Constructed by:	City/Developer		
Roadway Excavation Depth:	2	feet					
Landscape Quality Level:	B						Needs to finish landscaping
Phase 2 Length							
Phase 3 Length							

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Additional Earthwork for Ditches	-	CY	\$ 9.74	\$ -	\$ -	\$ -
4	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
5	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
6	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
7	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
8	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
9	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
10	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
11	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
12	Habitat Conservation Plan	-	AC	\$ 7,627.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							\$ -
<b>Landscaping Costs:</b>							
13	Landscaping	47,469.08	SF	8.75	\$ 415,399.25	\$ 108,003.80	\$ 523,403.05
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							\$ -
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>							\$ -
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							\$ -
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							\$ 523,403.05
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 523,403.05</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-17  
EL CENTRO ROAD  
Arena Bl to San Juan Rd  
Typical Street and Utility Cost

Segment 13

Roadway Section: **A** 4-Lane Roadway  
 Length: **5690** feet  
 Width: **100** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **C**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **City/Developer**

Undeveloped Section Outside of Town  
Southern Section Completed

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	418,400.00	SF	\$ 0.56	\$ 235,416.36	\$ 61,208.25	\$ 296,624.61
2	Earthwork	30,992.59	CY	\$ 9.74	\$ 301,815.84	\$ 78,472.12	\$ 380,287.96
3	Additional Earthwork for Ditches	20,920.00	CY	\$ 9.74	\$ 203,725.69	\$ 52,968.68	\$ 256,694.37
4	Pavement (6" AC/18" AB)	251,040.00	SF	\$ 6.71	\$ 1,684,132.39	\$ 437,874.42	\$ 2,122,006.82
5	Curb & Gutter No. 4	8,368.00	LF	\$ 29.21	\$ 244,470.83	\$ 63,562.42	\$ 308,033.25
6	Curb No. 14	8,368.00	LF	\$ 21.64	\$ 181,089.50	\$ 47,083.27	\$ 228,172.78
7	PCC Sidewalk	41,840.00	SF	\$ 7.03	\$ 294,270.45	\$ 76,510.32	\$ 370,780.76
8	Street Lighting	42.00	EA	\$ 7,411.94	\$ 311,301.69	\$ 80,938.44	\$ 392,240.13
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>4,354,840.67</b>
<b>Underground Costs:</b>							
9	Storm Drain System - 18"	4,184.00	LF	\$ 140.66	\$ 588,540.89	\$ 153,020.63	\$ 741,561.52
10	Sanitary Sewer System - 10"	4,184.00	LF	\$ 173.13	\$ 724,358.02	\$ 188,333.08	\$ 912,691.10
11	Water System - 12"	4,184.00	LF	\$ 135.25	\$ 565,904.70	\$ 147,135.22	\$ 713,039.92
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>2,367,292.55</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>6,722,133.22</b>
<b>Habitat Conservation Costs:</b>							
12	Habitat Conservation Plan	9.61	AC	\$ 3,941.00	\$ 37,853.87		\$ 37,853.87
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST</b>						<b>\$</b>	<b>6,759,987.09</b>
<b>Landscaping Costs:</b>							
13	Landscaping	122,468.44	SF	5.33	\$ 652,688.44	\$ 169,699.00	\$ 822,387.44
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>6,759,987.09</b>
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>						<b>\$</b>	<b>870,968.13</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						<b>\$</b>	<b>5,889,018.95</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>822,387.44</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN</b>							
<b>THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>6,711,406.39</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.



Table B-18  
ELKHORN BOULEVARD  
SR-99 to East Commerce Way & Natomas Blvd to City Limit on East  
Typical Street and Utility Cost

Segment 14A

Roadway Section: **B** 6-Lane Roadway  
 Length: **5550** feet  
 Width: **121** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **C**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **City**

Incomplete(Not Started)

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	671,550.00	SF	\$ 0.56	\$ 377,853.38	\$ 98,241.88	\$ 476,095.26
2	Earthwork	49,728.00	CY	\$ 9.74	\$ 484,267.27	\$ 125,909.49	\$ 610,176.76
3	Additional Earthwork for Ditches	22,200.00	CY	\$ 9.74	\$ 216,190.74	\$ 56,209.59	\$ 272,400.34
4	Pavement (6" AC/18" AB)	438,450.00	SF	\$ 6.71	\$ 2,941,395.19	\$ 764,762.75	\$ 3,706,157.94
5	Curb & Gutter No. 4	11,100.00	LF	\$ 29.21	\$ 324,286.12	\$ 84,314.39	\$ 408,600.51
6	Curb No. 14	11,100.00	LF	\$ 21.64	\$ 240,211.94	\$ 62,455.10	\$ 302,667.04
7	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
8	Street Lighting	55.50	EA	\$ 7,411.94	\$ 411,362.94	\$ 106,954.37	\$ 518,317.31
<b>Subtotal Surface Costs:</b>							<b>\$ 6,294,415.15</b>
<b>Underground Costs:</b>							
9	Storm Drain System - 18"	5,550.00	LF	\$ 140.66	\$ 780,688.80	\$ 202,979.09	\$ 983,667.89
10	Sanitary Sewer System - 10"	5,550.00	LF	\$ 173.13	\$ 960,847.75	\$ 249,820.42	\$ 1,210,668.17
11	Water System - 12"	5,550.00	LF	\$ 135.25	\$ 750,662.31	\$ 195,172.20	\$ 945,834.51
<b>Subtotal Underground Costs:</b>							<b>\$ 3,140,170.57</b>
<b>Total Construction Cost:</b>							<b>\$ 9,434,585.72</b>
<b>Habitat Conservation Costs:</b>							
12	Habitat Conservation Plan	15.43	AC	\$ 6,501.00	\$ 100,303.93		\$ 100,303.93
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							<b>\$ 9,534,889.65</b>
<b>Landscaping Costs:</b>							
13	Landscaping	185,037.00	SF	5.33	\$ 986,143.95	\$ 256,397.43	\$ 1,242,541.38
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$ 9,534,889.65</b>
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>							<b>\$ 2,014,212.85</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$ 7,520,676.80</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$ 1,242,541.38</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 8,763,218.18</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-19  
**ELKHORN BOULEVARD**  
 East Commerce Way to Natomas Boulevard  
 Typical Street and Utility Cost

**Segment 14B**

Roadway Section: **A** 4-Lane Roadway  
 Length: **6600** feet  
 Width: **100** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **C**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **City**

Incomplete(Not Started)

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	660,000.00	SF	\$ 0.56	\$ 371,354.67	\$ 96,552.21	\$ 467,906.89
2	Earthwork	48,906.00	CY	\$ 9.74	\$ 476,262.37	\$ 123,828.22	\$ 600,090.58
3	Additional Earthwork for Ditches	26,400.00	CY	\$ 9.74	\$ 257,091.70	\$ 66,843.84	\$ 323,935.54
4	Pavement (6" AC/18" AB)	396,000.00	SF	\$ 6.71	\$ 2,656,614.20	\$ 690,719.69	\$ 3,347,333.89
5	Curb & Gutter No. 4	13,200.00	LF	\$ 29.21	\$ 385,637.54	\$ 100,265.76	\$ 485,903.31
6	Curb No. 14	13,200.00	LF	\$ 21.64	\$ 285,657.44	\$ 74,270.93	\$ 359,928.38
7	PCC Sidewalk	-	SF	\$ 7.03	-	-	-
8	Street Lighting	66.00	EA	\$ 7,411.94	\$ 489,188.37	\$ 127,188.98	\$ 616,377.34
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>6,201,475.92</b>
<b>Underground Costs:</b>							
9	Storm Drain System - 18"	6,600.00	LF	\$ 140.66	\$ 928,386.68	\$ 241,380.54	\$ 1,169,767.22
10	Sanitary Sewer System - 10"	6,600.00	LF	\$ 173.13	\$ 1,142,629.76	\$ 297,083.74	\$ 1,439,713.50
11	Water System - 12"	6,600.00	LF	\$ 135.25	\$ 892,679.50	\$ 232,096.67	\$ 1,124,776.17
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>3,734,256.89</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>9,935,732.81</b>
<b>Habitat Conservation Costs:</b>							
12	Habitat Conservation Plan	15.15	AC	\$ 6,501.00	\$ 98,500.00		\$ 98,500.00
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						<b>\$</b>	<b>10,034,232.81</b>
<b>Landscaping Costs:</b>							
13	Landscaping	189,156.00	SF	5.33	\$ 1,008,095.92	\$ 262,104.94	\$ 1,270,200.86
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>10,034,232.81</b>
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>						<b>\$</b>	<b>1,984,472.29</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						<b>\$</b>	<b>8,049,760.52</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>1,270,200.86</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN</b>							
<b>THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>9,319,961.38</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-20  
**GATEWAY PARK BOULEVARD**  
 Del Paso Rd to Arena Blvd  
 Typical Street and Utility Cost

**Segment 15**

Roadway Section: **A** 4-Lane Roadway  
 Length: **3470** feet  
 Width: **100** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **B**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **Developer/City**

Medians Adj. To Bridge Need to be Completed  
 Reimbursement Pending to Natomas Meadows

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	21,000.00	SF	\$ 0.52	\$ 10,988.72	\$ 2,857.07	\$ 13,845.79
2	Earthwork	1,555.56	CY	\$ 4.87	\$ 7,574.25	\$ 1,969.31	\$ 9,543.56
3	Pavement (6" AC/18" AB)	-	SF	\$ 4.70	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	2,500.00	LF	\$ 21.64	\$ 54,101.79	\$ 14,066.46	\$ 68,168.25
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 6,818.99	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							<b>\$ 91,557.60</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 102.69	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 98.74	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							<b>\$ -</b>
<b>Total Construction Cost:</b>							<b>\$ 91,557.60</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 10,021.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>							<b>\$ 91,557.60</b>
<b>Landscaping Costs:</b>							
12	Landscaping	21,000.00	SF	7.61	\$ 159,819.31	\$ 41,553.02	\$ 201,372.32
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$ 91,557.60</b>
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>							<b>\$ 18,311.52</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$ 73,246.08</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$ 201,372.32</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 274,618.40</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-21  
**GATEWAY PARK BOULEVARD (HALF-SECTION)**  
 Arena Bl to Truxel Rd  
 Typical Street and Utility Cost

Segment 16a

Roadway Section:	A	4-Lane Roadway				
Length:	2494	feet				
Width:	57	feet		Constructed by:	City/Developer	
Roadway Excavation Depth:	2	feet				
Landscape Quality Level:	B					
Phase 2 Length						East Side Landscaping Only
Phase 3 Length						

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 16,124.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							\$ -
<b>Landscaping Costs:</b>							
12	Landscaping	12,189.79	SF	8.75	\$ 106,672.17	\$ 27,734.76	\$ 134,406.93
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT:							\$ -
OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):							\$ -
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):							\$ -
TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:							\$ 134,406.93
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 134,406.93</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-22  
**GATEWAY PARK BOULEVARD**  
 Between Truxel Road and N. Freeway Blvd.  
 Typical Street and Utility Cost Per Centerline Foot

Segment 16b

Roadway Section: B 6-Lane Roadway  
 Length: 896 feet  
 Width: 93 feet  
 Roadway Excavation Depth: 2 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: Developer

East Side Landscaping Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST PER CL FOOT
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.52	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 4.87	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 4.70	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 6,818.99	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 102.69	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 98.74	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 16,124.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST PER CENTERLINE FOOT:</b>							\$ -
<b>Landscaping Costs:</b>							
12	Landscaping	5,570.80	SF	7.61	\$ 42,396.26	\$ 11,023.03	\$ 53,419.28
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT:							\$ -
OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):							\$ -
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):							\$ -
TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:							\$ 53,419.28
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 53,419.28</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-23  
ARENA BOULEVARD  
Duckhorn Dr to I-5  
Typical Street and Utility Cost

**Roadway Included in Arena BI Interchange Cost**

**Section 21**

Roadway Section:	B	6-Lane Roadway					
Length:	0	feet					
Width:	136	feet	Constructed by:	City			
Roadway Excavation Depth:	2	feet					
Landscape Quality Level:	B						
Phase 2 Length			Landscaping Length Only			1,000	
Phase 3 Length							

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>-</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>-</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>-</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 11,962.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						<b>\$</b>	<b>-</b>
<b>Landscaping Costs:</b>							
12	Landscaping	14,670.00	SF	8.75	\$ 128,376.34	\$ 33,377.85	\$ 161,754.19
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT:						\$	-
OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):						\$	-
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):						\$	-
TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:						\$	161,754.19
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>161,754.19</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-24  
ARENA BOULEVARD  
I-5 to East Commerce Wy  
Typical Street and Utility Cost

**Roadway Included in Arena BI Interchange Cost**

**Segment 22**

Roadway Section:	C	8-Lane Roadway					
Length:	0	feet					
Width:	158	feet	Constructed by:	City			
Roadway Excavation Depth:	2	feet					
Landscape Quality Level:	B						
Phase 2 Length			Landscaping Length Only			1,000	
Phase 3 Length							

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>-</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>-</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>-</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 11,962.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>						<b>\$</b>	<b>-</b>
<b>Landscaping Costs:</b>							
12	Landscaping	14,670.00	SF	8.75	\$ 128,376.34	\$ 33,377.85	\$ 161,754.19
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>-</b>
<b>OVERWIDTH REIMBURSEMENT (43% OF SURFACE COSTS):</b>						<b>\$</b>	<b>-</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>						<b>\$</b>	<b>-</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>						<b>\$</b>	<b>161,754.19</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>161,754.19</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-25  
**NATOMAS BOULEVARD**  
 Elkhorn Bl to 650' North of Club Center Dr  
 Typical Street and Utility Cost

Note: Combined 23a+23b

Segment 23

Roadway Section: **D** Modified 4-Lane Roadway  
 Length: **4640** feet  
 Width: **42** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **B**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **Developer**

Frontage/Landscaping Incomplete  
 Small Median Section Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	30,478.21	SF	\$ 0.52	\$ 15,948.41	\$ 4,146.59	\$ 20,095.00
2	Earthwork	2,257.65	CY	\$ 4.87	\$ 10,992.84	\$ 2,858.14	\$ 13,850.98
3	Pavement (4" AC/18" AB)	-	SF	\$ 3.86	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	300.00	LF	\$ 29.21	\$ 8,764.49	\$ 2,278.77	\$ 11,043.26
5	Curb No. 14	550.00	LF	\$ 21.64	\$ 11,902.39	\$ 3,094.62	\$ 14,997.02
6	PCC Sidewalk	12,800.00	SF	\$ 7.03	\$ 90,025.38	\$ 23,406.60	\$ 113,431.97
7	Street Lighting	-	EA	\$ 6,818.99	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							<b>\$ 173,418.22</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 102.69	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 126.38	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 98.74	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							<b>\$ -</b>
<b>Total Construction Cost:</b>							<b>\$ 173,418.22</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 3,941.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>							<b>\$ 173,418.22</b>
<b>Landscaping Costs:</b>							
12	Landscaping	15,578.00	SF	7.61	\$ 118,555.48	\$ 30,824.43	\$ 149,379.91
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$ 173,418.22</b>
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>							<b>\$ 34,683.64</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$ 138,734.57</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$ 149,379.91</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 288,114.48</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.



Table B-26  
**NATOMAS BOULEVARD - FRONTAGE IMPROVEMENTS**  
 North Park Dr to 600' North of Del Paso Rd  
 Typical Street and Utility Cost

Segment 25b

Roadway Section: **B** 6-Lane Roadway  
 Length: **3790** feet  
 Width: **62** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **A**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **City/Developer**

Landscaping Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (4" AC/18" AB)	-	SF	\$ 5.52	\$ -	\$ -	\$ -
4	Overlay (2" AC)	-	SF	\$ 1.73	\$ -	\$ -	\$ -
5	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 2,656.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>							\$ -
<b>Landscaping Costs:</b>							
12	Landscaping	1,832.50	SF	14.85	\$ 27,208.64	\$ 7,074.25	\$ 34,282.89
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							\$ -
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>							\$ -
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							\$ -
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							\$ 34,282.89
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 34,282.89</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-27  
EL CENTRO ROAD  
Del Paso Rd to Bayou Way  
Typical Street and Utility Cost

Segment 39

Roadway Section: **A** 4-Lane Roadway  
 Length: **2300** feet  
 Width: **100** feet  
 Roadway Excavation Depth: **2** feet  
 Landscape Quality Level: **B**  
 Phase 2 Length  
 Phase 3 Length

Constructed by: **Developer**

Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	91,094.25	SF	\$ 0.52	\$ 47,667.12	\$ 12,393.45	\$ 60,060.57
2	Earthwork	6,747.72	CY	\$ 4.87	\$ 32,855.75	\$ 8,542.49	\$ 41,398.24
3	Pavement (6" AC/18" AB)	67,125.00	SF	\$ 4.70	\$ 315,221.36	\$ 81,957.55	\$ 397,178.92
4	Curb & Gutter No. 4	2,400.00	LF	\$ 29.21	\$ 70,115.92	\$ 18,230.14	\$ 88,346.06
5	Curb No. 14	1,350.00	LF	\$ 21.64	\$ 29,214.97	\$ 7,595.89	\$ 36,810.86
6	PCC Sidewalk	12,000.00	SF	\$ 7.03	\$ 84,398.79	\$ 21,943.69	\$ 106,342.47
7	Street Lighting	14.00	EA	\$ 6,818.99	\$ 95,465.85	\$ 24,821.12	\$ 120,286.97
<b>Subtotal Surface Costs:</b>							<b>\$ 850,424.08</b>
<b>Underground Costs:</b>							
8	Storm Drain Catch Basin/Pipe Connector	5.00	EA	\$ 9,208.12	\$ 46,040.62	\$ 11,970.56	\$ 58,011.18
9	Sanitary Sewer System - 10"	658.00	LF	\$ 126.38	\$ 83,159.21	\$ 21,621.39	\$ 104,780.60
10	Fire Hydrant/Pipe Connector	10.00	EA	\$ 5,951.20	\$ 59,511.97	\$ 15,473.11	\$ 74,985.08
<b>Subtotal Underground Costs:</b>							<b>\$ 237,776.86</b>
<b>Total Construction Cost:</b>							<b>\$ 1,088,200.94</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 3,292.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>							<b>\$ 1,088,200.94</b>
<b>Landscaping Costs:</b>							
12	Landscaping	39,356.75	SF	7.61	\$ 299,522.31	\$ 77,875.80	\$ 377,398.11
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$ 1,088,200.94</b>
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>							<b>\$ 29,335.00</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$ 1,058,865.94</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$ 377,398.11</b>
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 1,436,264.05</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

\*\* Reimbursement Partially Completed

Table B-28  
 NATOMAS CROSSING DRIVE  
 I-5 to East Commerce Wy  
 Typical Street and Utility Cost

Segment 18

Roadway Section: 2+ 2+ Lane Roadway  
 Length: 880 feet Landscaping Only - Road Cost with Interchange  
 Width: 70 feet Constructed by: City  
 Roadway Excavation Depth: 2 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length Not Built

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ -	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>							\$ -
<b>Landscaping Costs:</b>							
12	Landscaping	12,320.00	SF	8.75	\$ 107,811.63	\$ 28,031.02	\$ 135,842.65
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							\$ -
<b>NA</b>							\$ -
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							\$ -
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							\$ 135,842.65
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							\$ 135,842.65

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-29  
**LANDSCAPING AT EAST DRAIN CANAL**  
 Natomas BI  
 Typical Landscaping Cost

Segment 34

Roadway Section:            NA  
 Length: 2000 feet  
 Width: 0 feet  
 Roadway Excavation Depth: 0 feet  
 Landscape Quality Level:            B  
 Phase 2 Length             
 Phase 3 Length           

Constructed by: City                           

Landscape Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ -	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>							\$ -
<b>Landscaping Costs:</b>							
12	Landscaping	16,000.00	SF	8.75	\$ 140,015.10	\$ 36,403.93	\$ 176,419.02
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							\$ -
<b>NA</b>							\$ -
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							\$ -
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							\$ 176,419.02
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 176,419.02</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-30  
 EAST COMMERCE WAY  
 Del Paso Rd to Arena Bl  
 Typical Landscaping Cost

Segment 35

Roadway Section: B 6-Lane Roadway  
 Length: 5000 feet  
 Width: 136 feet  
 Roadway Excavation Depth: 0 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: City

Landscape Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ -	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							\$ -
<b>Landscaping Costs:</b>							
12	Landscaping	79,607.18	SF	8.75	\$ 696,637.95	\$ 181,125.87	\$ 877,763.82
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							\$ -
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>							\$ -
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							\$ -
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							\$ 877,763.82
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							\$ 877,763.82

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-31  
ARENA BOULEVARD  
East Commerce Wy to City Limit on East  
Typical Landscaping Cost

Segment 36

Roadway Section: B 6-Lane Roadway  
 Length: 5500 feet  
 Width: 136 feet  
 Roadway Excavation Depth: 0 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: City

Some Landscape Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							\$ -
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							\$ -
<b>Total Construction Cost:</b>							\$ -
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ -	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST :</b>							\$ -
<b>Landscaping Costs:</b>							
12	Landscaping	19,058.00	SF	8.75	\$ 166,775.48	\$ 43,361.63	\$ 210,137.11
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT:							\$ -
OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):							\$ -
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):							\$ -
TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:							\$ 210,137.11
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 210,137.11</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-32  
TRUXEL ROAD  
Del Paso Rd to Gateway Park Bl (minus 1900')  
Typical Street and Utility Cost

Segment 37

Roadway Section: C 8-Lane Roadway  
 Length: 5600 feet  
 Width: 158 feet  
 Roadway Excavation Depth: 0 feet  
 Landscape Quality Level: B  
 Phase 2 Length  
 Phase 3 Length

Constructed by: City

Some Landscape Incomplete

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>							<b>\$ -</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>							<b>\$ -</b>
<b>Total Construction Cost:</b>							<b>\$ -</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ 2,625.00	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>							<b>\$ -</b>
<b>Landscaping Costs:</b>							
12	Landscaping	24,199.36	SF	8.75	\$ 211,767.24	\$ 55,059.48	\$ 266,826.72
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT:							\$ -
OVERWIDTH REIMBURSEMENT (43% OF SURFACE COSTS):							\$ -
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):							\$ -
TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:							\$ 266,826.72
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$ 266,826.72</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Table B-33  
**NATOMAS CROSSING DRIVE**  
 Duckhorn Dr to I-5  
 Typical Street and Utility Cost

**Segment 38**

Roadway Section:	A	4-Lane Roadway	
Length:	1100	feet	Landscaping only - road cost with overcrossing
Width:	100	feet	Constructed by: City
Roadway Excavation Depth:	2	feet	
Landscape Quality Level:	B		
Phase 2 Length			Not Started
Phase 3 Length			

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL ITEM COST	9% CONTINGENCY 17% MANAGEMENT	TOTAL COST
<b>Surface Costs:</b>							
1	Mobilization, Clearing & Grubbing	-	SF	\$ 0.56	\$ -	\$ -	\$ -
2	Earthwork	-	CY	\$ 9.74	\$ -	\$ -	\$ -
3	Pavement (6" AC/18" AB)	-	SF	\$ 6.71	\$ -	\$ -	\$ -
4	Curb & Gutter No. 4	-	LF	\$ 29.21	\$ -	\$ -	\$ -
5	Curb No. 14	-	LF	\$ 21.64	\$ -	\$ -	\$ -
6	PCC Sidewalk	-	SF	\$ 7.03	\$ -	\$ -	\$ -
7	Street Lighting	-	EA	\$ 7,411.94	\$ -	\$ -	\$ -
<b>Subtotal Surface Costs:</b>						<b>\$</b>	<b>-</b>
<b>Underground Costs:</b>							
8	Storm Drain System - 18"	-	LF	\$ 140.66	\$ -	\$ -	\$ -
9	Sanitary Sewer System - 10"	-	LF	\$ 173.13	\$ -	\$ -	\$ -
10	Water System - 12"	-	LF	\$ 135.25	\$ -	\$ -	\$ -
<b>Subtotal Underground Costs:</b>						<b>\$</b>	<b>-</b>
<b>Total Construction Cost:</b>						<b>\$</b>	<b>-</b>
<b>Habitat Conservation Costs:</b>							
11	Habitat Conservation Plan	-	AC	\$ -	\$ -	Paid	\$ -
<b>TOTAL ESTIMATED ROADWAY PROJECT &amp; HCP COST:</b>						<b>\$</b>	<b>-</b>
<b>Landscaping Costs:</b>							
12	Landscaping	31,537.00	SF	8.75	\$ 275,978.51	\$ 71,754.41	\$ 347,732.92
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT:						\$	-
OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):						\$	-
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):						\$	-
TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:						\$	347,732.92
<b>TOTAL ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>						<b>\$</b>	<b>347,732.92</b>

\* Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.



**Table B-34**  
**North Natomas Financing Plan Update 2017**  
**Bridge Locations and Remaining Cost Estimates (2017\$)**

Bridge Number	Location	Status (1)	Year Const (2)	Year Reimb. (3)	Number of Lanes	Estimated Construction Costs	Estimated Contingency & Management (4)	Total Estimated Cost	2017 Remaining Cost (5)	2016 Cost (6)
B1	Bridge Cross Drive Over East Drain Canal (7)	C	1999	2004	2+			\$ 741,529	\$ -	\$ -
B2	Club Center Drive at East Drain Canal (7)	C	1999	2001	4			\$ 1,241,682	\$ -	\$ -
B3	North Bend Drive Over East Drain Canal (7)	C	1999	2004	2			\$ 731,657	\$ -	\$ -
B4	Terracina Drive Over East Drain Canal (8)	P			2	\$ 1,231,648	\$ 320,228	\$ 1,551,876	\$ 1,551,876	\$ 1,434,219
B5	Del Paso Road Over East Drain Canal (9)	I			6	\$ 1,527,243	\$ 397,083	\$ 1,924,326	\$ 1,924,326	\$ 1,778,431
B6	Elkhorn Boulevard Over East Drain Canal	P			6	\$ 2,414,029	\$ 627,648	\$ 3,041,677	\$ 3,041,677	\$ 2,811,069
B7	Gateway Park Boulevard Over C-1 Canal	P			4	\$ 1,822,839	\$ 473,938	\$ 2,296,777	\$ 2,296,777	\$ 2,122,644
B8	El Centro Road Over West Drain Canal	P			4	\$ 1,822,839	\$ 473,938	\$ 2,296,777	\$ 2,296,777	\$ 2,122,644
B9	San Juan Road Over West Drain Canal (10)				2+				\$ -	\$ -
B10	Natomas Crossing Drive Over West Drain Canal (11)				4	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Bridge Costs</b>						<b>\$ 8,818,597</b>	<b>\$ 2,292,835</b>	<b>\$ 13,826,301</b>	<b>\$ 11,111,433</b>	<b>\$ 10,269,007</b>

bridge cost

(1) C indicates Constructed Facilities. I indicates Incomplete Facilities. P indicates Planned Facilities.

(2) Year indicates actual year constructed.

(3) Year indicates actual year reimbursement was made.

(4) Contingency and Management equals 26% of construction costs.

(5) 2016 cost for remaining facilities adjusted by Caltrans Index.

(6) 2016 cost for remaining facilities.

(7) Constructed by Lennar

(8) Terracina Bridge estimate changed to \$1.2M total cost, per City direction, estimate in 2007. Updated in 2015 based on recent bids then updated by ENR 2016 and Caltrans index in 2017. This cost used as basis for the rest of the bridge costs.

(9) Only one bridge being widened. Other bridge is already 3 lanes

(10) Funding removed from fee program per City direction, January 2015.

(11) Funding removed from fee program per City direction, July 2008

Assume for all Bridges:

Span length = Canal width plus 10' on each side of Canal: 60' +2(10) = 80'

2015 Bridge Construction Cost = \$275/SF (based on recent comparable bridge costs)

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2002 Bridge Construction Cost = \$125/SF (based on recent City of Sacramento bid costs for Club Center Drive at East Drain Canal w/o change orders)

		<u>2002 Cost</u>	<u>2008 Cost</u>	<u>2016 Cost</u>	<u>2017 Cost</u>
<b>Two Lane and Two+ Lane Bridges</b>					
2-12' Lanes	24 feet				
4' Painted Median	4 feet				
2-6' Bike Lanes	12 feet				
2-5' Sidewalks	10 feet				
<b>Total Bridge Width</b>	<b>50 feet</b>				
<b>Cost:</b>	<b>(50 feet) x (80 feet) x \$125 = \$500,000</b>		\$ 624,000	\$ 1,138,269	\$ 1,231,648
<b>Four Lane Bridges</b>					
4-12' Lanes	48 feet				
4' Painted Median	4 feet				
2-6' Bike Lanes	12 feet				
2-5' Sidewalks	10 feet				
<b>Total Bridge Width</b>	<b>74 feet</b>				
<b>Cost:</b>	<b>(74 feet) x (80 feet) x \$125 = \$740,000</b>		\$ 923,520	\$ 1,684,638	\$ 1,822,839
<b>Six Lane Bridges</b>					
6-12' Lanes	72 feet				
4' Painted Median	4 feet				
2-6' Bike Lanes	12 feet				
2-5' Sidewalks	10 feet				
<b>Total Bridge Width</b>	<b>98 feet</b>				
<b>Cost:</b>	<b>(98 feet) x (80 feet) x \$125 = \$980,000</b>		\$ 1,223,040	\$ 2,231,007	\$ 2,414,029
<b>3 Lane Bridge</b>					
3-12' Lanes	36 feet				
4' Painted Median	4 feet				
2-6' Bike Lanes	12 feet				
2-5' Sidewalks	10 feet				
<b>Total Bridge Width</b>	<b>62 feet</b>				
<b>Cost:</b>	<b>(62 feet) x (80 feet) x \$125 = \$620,000</b>		\$ 773,760	\$ 1,411,453	\$ 1,527,243

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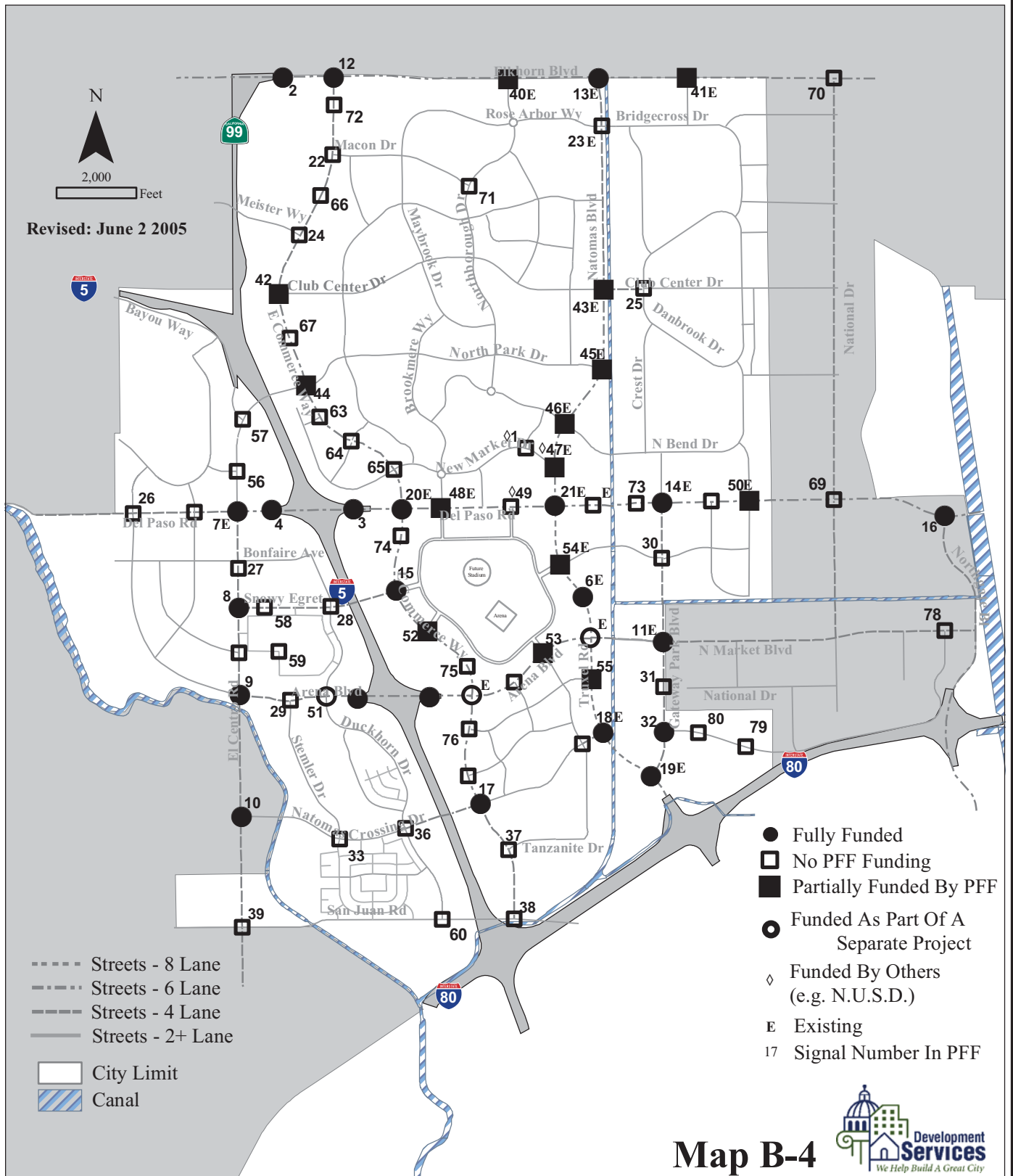
2007 Revised Bridge Cost per City Direction

W	L	Cost	Cost per sqft
53	50	\$ 414,000.00	\$ 156.00
2015 Revised Bridge Cost based on comparable bridge costs			
W	L	Cost	Cost per sqft
53	50	\$ 728,750.00	\$ 275.00
2016 Revised Bridge Cost based 2015 costs w/ Caltrans Index applied			
W	L	Cost	Cost per sqft
53	50	\$ 754,103.17	\$ 284.57
2017 Revised Bridge Cost based 2016 costs w/ Caltrans Index applied			
W	L	Cost	Cost per sqft
53	50	\$ 815,966.60	\$ 307.91

	ENR	CalTrans
Escalator 2015 to 2016	3.479%	9.926%
Escalator 2016 to 2017	0.446%	8.204%

# North Natomas - Nexus Study 2008 Update

## Traffic Signals in Public Facility Fee



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Table B-35  
 North Natomas Financing Plan Update 2017  
 Signal Costs for the Intersection of a 4, 6, or 8-Lane Roadway  
 with Another 4, 6, or 8-Lane Roadway (2017\$)

PFF Fully Funded Signals

Signal Number	Signal Location	Number of Signals	Status(1)	Remaining Estimated Costs (2008\$)			Remaining Cost (2014\$)		PFFP Share Remaining Cost (2015\$)	PFFP Share Remaining Cost (2016\$)	PFFP Share Remaining Cost (2017\$) (2)	Notes
				Equipment/ Installation Cost	9% CONTINGENCY 17% MANAGEMENT	Total Estimated Cost	Total	PFFP Share				
<b>2-Lane x 2-Lane</b>		<b>1</b>										
1	New Market Drive and Northside Highschool		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funded by School District
<b>2-Lane x 6-Lane</b>		<b>4</b>										
2	Northbound SR-99 Off-Ramp and Elkhorn Boulevard		P	\$ 700,000	\$ 182,000	\$ 882,000	\$ 1,049,880	\$ 969,354	\$ 994,053	\$ 1,028,636	\$ 1,033,223	Funded Partially by Panhandle
3	Northbound I-5 Off-Ramp and Del Paso Road (3)		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Included in Interchange costs; Funded Partially by Panhandle
4	Southbound I-5 Off-Ramp and Del Paso Road (3)		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Included in Interchange costs; Funded Partially by Panhandle
5	Del Paso Road at Future East Stadium Entrance		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Included in 1999 as Street J and Del Paso
<b>2+-Lane x 8-Lane</b>		<b>1</b>										
6	Truxel Road and Arena Commons Driveway		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 1999
<b>4-Lane x 4-Lane</b>		<b>5</b>										
7	El Centro Road and Del Paso Road		C				\$ -	\$ -	\$ -	\$ -	\$ -	Signal Completed per City
8	El Centro Road and Snowy Egret Way		-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Deleted From Plan
9	El Centro Road and Arena Boulevard		C				\$ -	\$ -	\$ -	\$ -	\$ -	Signal Completed per City
10	El Centro Road and Natomas Crossing Drive		-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	(5)
11	Gateway Park Boulevard and Arena Boulevard		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed
<b>4-Lane x 6-Lane</b>		<b>6</b>										
12	East Commerce Way and Elkhorn Boulevard (4)		I	\$ 366,481	\$ 95,285	\$ 461,766	\$ 549,659	\$ 549,659	\$ 563,664	\$ 583,274	\$ 585,875	Signal will be phased. Costs escalated to account for this
13	Natomas Boulevard and Elkhorn Boulevard		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Included with Roadway Segment 23a
14	Gateway Park Boulevard and Del Paso Road		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2003
15	Snowy Egret Way and East Commerce Way		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2007
16	Northgate Boulevard and Del Paso Road		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2007
17	Natomas Crossing Drive and East Commerce Way		I	\$ 271,318	\$ 70,543	\$ 341,860	\$ 406,930	\$ 406,930	\$ 417,299	\$ 431,817	\$ 433,742	
<b>4-Lane x 8-Lane</b>		<b>2</b>										
18	Natomas Crossing Drive and Truxel Road		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2003
19	Gateway Park Boulevard and Truxel Road		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed
<b>6-Lane x 6-Lane</b>		<b>2</b>										
20	Del Paso Road and East Commerce Way		C	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 76,911	\$ 79,587	\$ 79,942	Partially Completed 2004 Northwest Leg Not completed
32	Gateway Park Boulevard and North Freeway Boulevard (2+x4)		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2006 100% Submittal
<b>6-Lane x 8-Lane</b>		<b>1</b>										
21	Del Paso Road and Truxel Road		C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 1999
<b>Total PFF Signal Costs:</b>				<b>\$ 1,337,799</b>	<b>\$ 347,828</b>	<b>\$ 1,685,627</b>	<b>\$ 2,081,469</b>	<b>\$ 2,000,943</b>	<b>\$ 2,051,927</b>	<b>\$ 2,123,313</b>	<b>\$ 2,132,782</b>	

fully funded sig

- (1) C indicates Constructed Facilities. I indicates Incomplete Facilities. P indicates Planned Facilities.
- (2) Costs have been inflated based on ENR CCI increase.
- (3) Cost included in Del Paso Overcrossing on Table B-1. Panhandle share of signals equal to 4.16% and 6.4%, respectively
- (4) Costs increased by 30% to account for phasing.
- (5) Funding removed from fee program per City direction, July 2008

	ENR	CalTrans
Escalator 2008 to 2014	19.034%	-9.341%
Escalator 2014 to 2015	2.548%	12.578%
Escalator 2015 to 2016	3.479%	9.926%
Escalator 2016 to 2017	0.446%	8.204%

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Table B-36  
North Natomas Financing Plan Update 2016  
Signal Costs for Intersections of a 2-Lane or a  
2+-Lane Roadway with a Larger Roadway (2017\$)

PFF Partially Funded Signals

Signal Number	Signal Location	Status (1)	Remaining Costs (2008\$)							2014 PFFP Remaining Cost (3)	2015 PFFP Remaining Cost (3)	2016 PFFP Remaining Cost (3)	2017 PFFP Remaining Cost (2,3)	Notes
			Equipment/ Installation Cost (2)	9% CONTINGENCY 17% MANAGEMENT	Total Estimated Cost	PFFP Portion (3)	Less PFF Reimbursement (4)	Net Remaining Cost (5)						
<b>2-Lane x 4-Lane</b>														
22	East Commerce Way and Macon Drive(2+x4)	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
23	Natomas Blvd and Rose Arbor Way	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
24	East Commerce Way and Meister Way(2 x 4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
25	Club Center Drive and Danbrook Drive (2+x4)	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Natomas Middle School Pedestrian Signal (Del Paso Road) (5)	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27	El Centro Road and Bonfaire Ave (2+/2x4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
28	Snowy Egret Way and Duckhorn Drive	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Arena Boulevard and Stemler Drive (2x4)	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
30	Gateway Park Boulevard and Terracina Drive (2x4)	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
31	Gateway Park Boulevard and National Drive (2x4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
33	Natomas Crossing and Stemler Drive (2x4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
34	Natomas Crossing and 2nd Street East of El Centro Road (2x4) - Cross Street not shown on map	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
35	Natomas Crossing and 3rd Street East of El Centro Road (2x4) - Cross Street not shown on map	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
36	Natomas Crossing Drive and Duckhorn Drive (2+x4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
37	East Commerce Way and Tanzanite Ave (2x4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
38	East Commerce Way and San Juan Road (2+x4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
39	El Centro Road and San Juan Road (2+x4)	P	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>2-Lane x 6-Lane</b>														
40	Northborough Drive and Elkhorn Boulevard (2+x6)	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2004
41	Elkhorn Boulevard and Sageview Drive (2x6)	C	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2005
42	Club Center Drive and East Commerce Way (2+x6)	P	\$ 250,000	\$ 65,000	\$ 315,000	\$ 47,250	\$ -	\$ 47,250	\$ 56,244	\$ 57,677	\$ 59,683	\$ 59,949		
43	Natomas Blvd and Club Center Drive (2+x6)	C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2005
44	East Commerce Way and North Park Drive (2+/2x6)	I	\$ 271,318	\$ 70,543	\$ 341,860	\$ 51,279	\$ -	\$ 51,279	\$ 61,040	\$ 62,595	\$ 64,772	\$ 65,061		
45	Natomas Blvd and North Park Drive	C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2004
46	Natomas Blvd and North Bend Drive	C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2004
47	Natomas Blvd and New Market Drive	I	\$ 250,000	\$ 65,000	\$ 315,000	\$ 47,250	\$ 22,894	\$ 24,356	\$ 28,992	\$ 29,731	\$ 30,765	\$ 30,902		West leg is not being constructed at this time
48	Del Paso Road and Northborough Drive (2+x6)	C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2004 100% Reimbursed
49	Del Paso Road and North East Stadium Entrance	P				\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Per City, not in Program
50	Black Rock Drive and Del Paso Road (2+x6)	P	\$ 168,000	\$ 43,680	\$ 211,680	\$ 31,752	\$ 25,328	\$ 6,424	\$ 7,647	\$ 7,842	\$ -	\$ -	\$ -	Completed. North leg is not being constructed at this time
51	Arena Boulevard and Duckhorn Drive(2+x6) (6)	C			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
52	East Commerce Way and Arena Entrance (2+x6)	I	\$ 250,000	\$ 65,000	\$ 315,000	\$ 47,250	\$ -	\$ 47,250	\$ 56,244	\$ 57,677	\$ 59,683	\$ 59,949		
53	Arena Boulevard and Innovator Drive (2-/2x6)	C			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Signal Completed per City
	Signal Contingency		\$ 250,000	\$ 65,000	\$ 315,000	\$ 47,250	\$ -	\$ 47,250	\$ 56,244	\$ 57,677	\$ 59,683	\$ 59,949		
<b>2-Lane x 8-Lane</b>														
54	Truxel Road and Terracina Drive (2+/2x8)	C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2007
55	Truxel Road and Prosper Street (2x8)	C	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed 2007
<b>Total Signal Cost:</b>			<b>\$ 1,439,318</b>	<b>\$ 374,223</b>	<b>\$ 1,813,540</b>		<b>\$ 48,222</b>	<b>\$ 223,809</b>	<b>\$ 266,409</b>	<b>\$ 273,197</b>	<b>\$ 274,587</b>	<b>\$ 275,812</b>		

partially funded sig

(1) C indicates Constructed Facilities. I indicates Incomplete Facilities. P indicates Planned Facilities.

(2) Costs have been inflated based on ENR CCI increase.

(3) PFF Share is 0% for 2-Lane x 4-Lane, 15% for 2-Lane x 6-Lane, and 20% for 2-Lane x 8-Lane

(4) Developer Share is 100% for 2-Lane x 4-Lane, 85% for 2-Lane x 6-Lane, and 80% for 2-Lane x 8-Lane

(5) This signal has been revised to provide pedestrian crossing for Natomas Middle School, no change in funding.

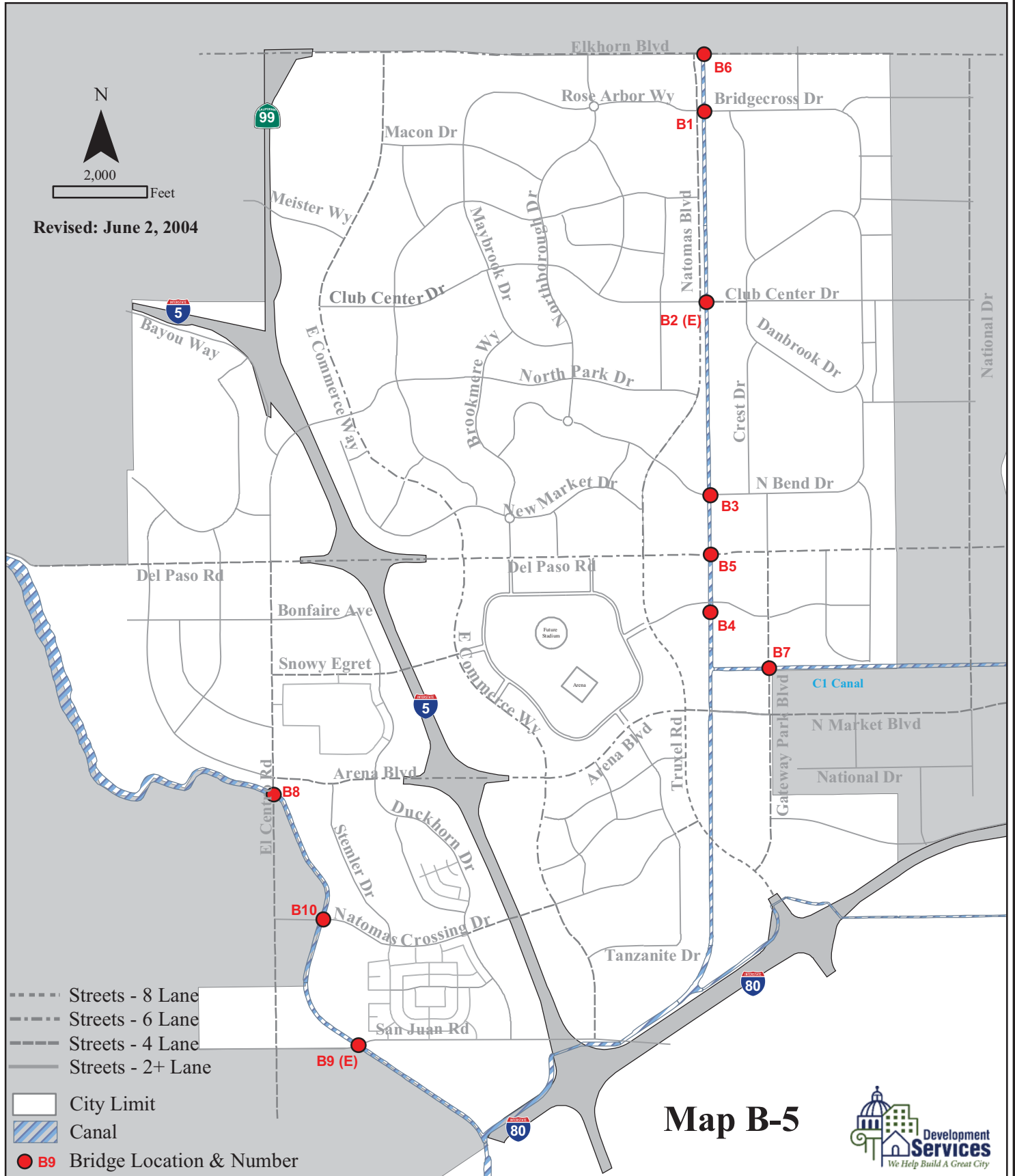
(6) This Signal is included in the cost for the Arena Boulevard Overcrossing.

	ENR	CalTrans
Escalator 2008 to 2014	19.034%	-9.341%
Escalator 2014 to 2015	2.548%	12.578%
Escalator 2015 to 2016	3.479%	9.926%
Escalator 2016 to 2017	0.446%	8.204%

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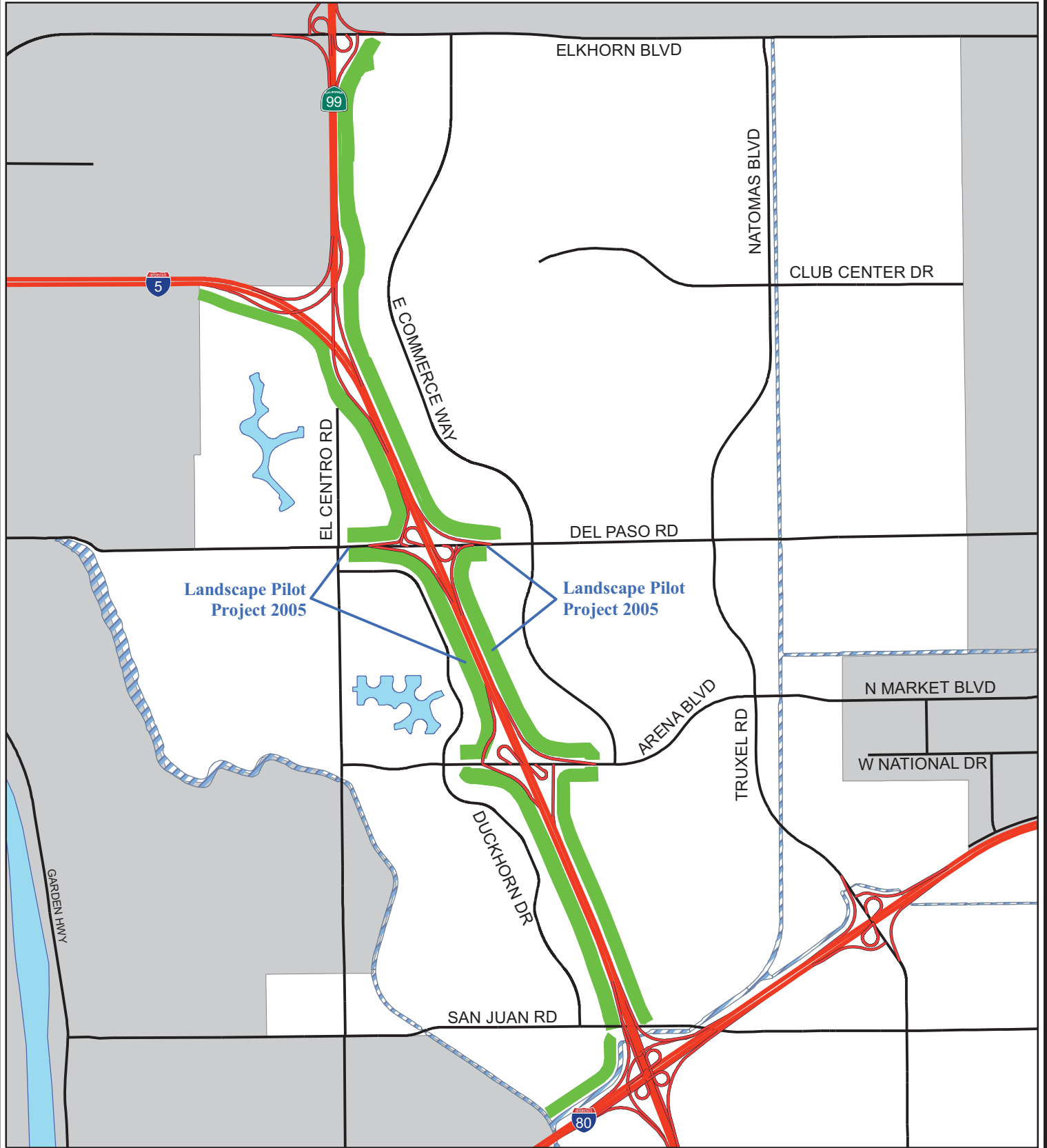
# North Natomas - Nexus Study 2008 Update

## Roadway Bridges in Public Facility Fees



# North Natomas - Nexus Study 2008 Update

## Freeway Landscape Corridors



2,000  
Feet



City Of Sacramento  
County Of Sacramento



Freeway Landscape Corridor

B-50

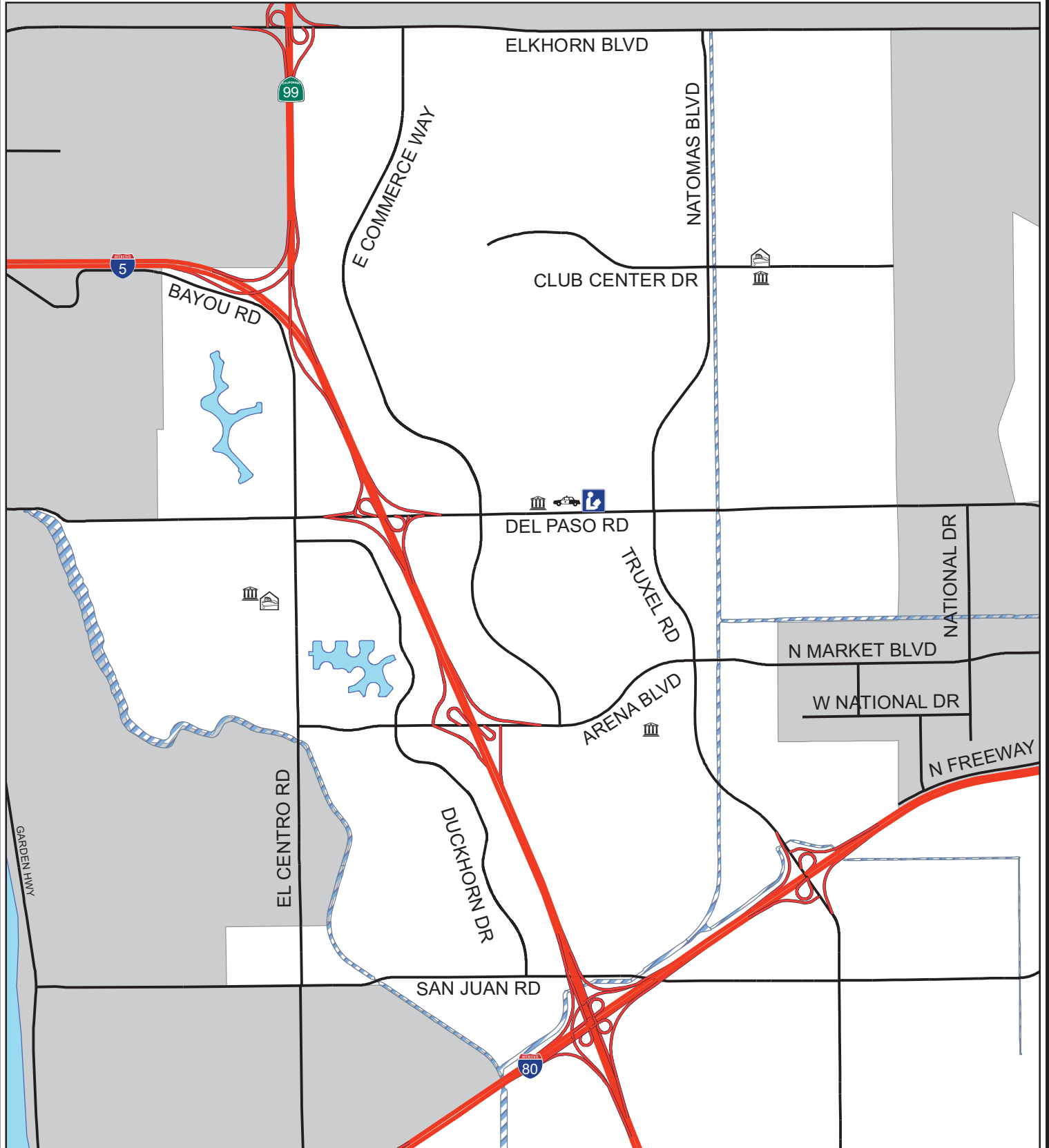
### Map B-6





# North Natomas - Nexus Study 2008 Update

## Public Facilities and Civic Uses Map



2,100 Feet



City Of Sacramento



County Of Sacramento



Community Center



Fire Station



Library



Police Station

B-51

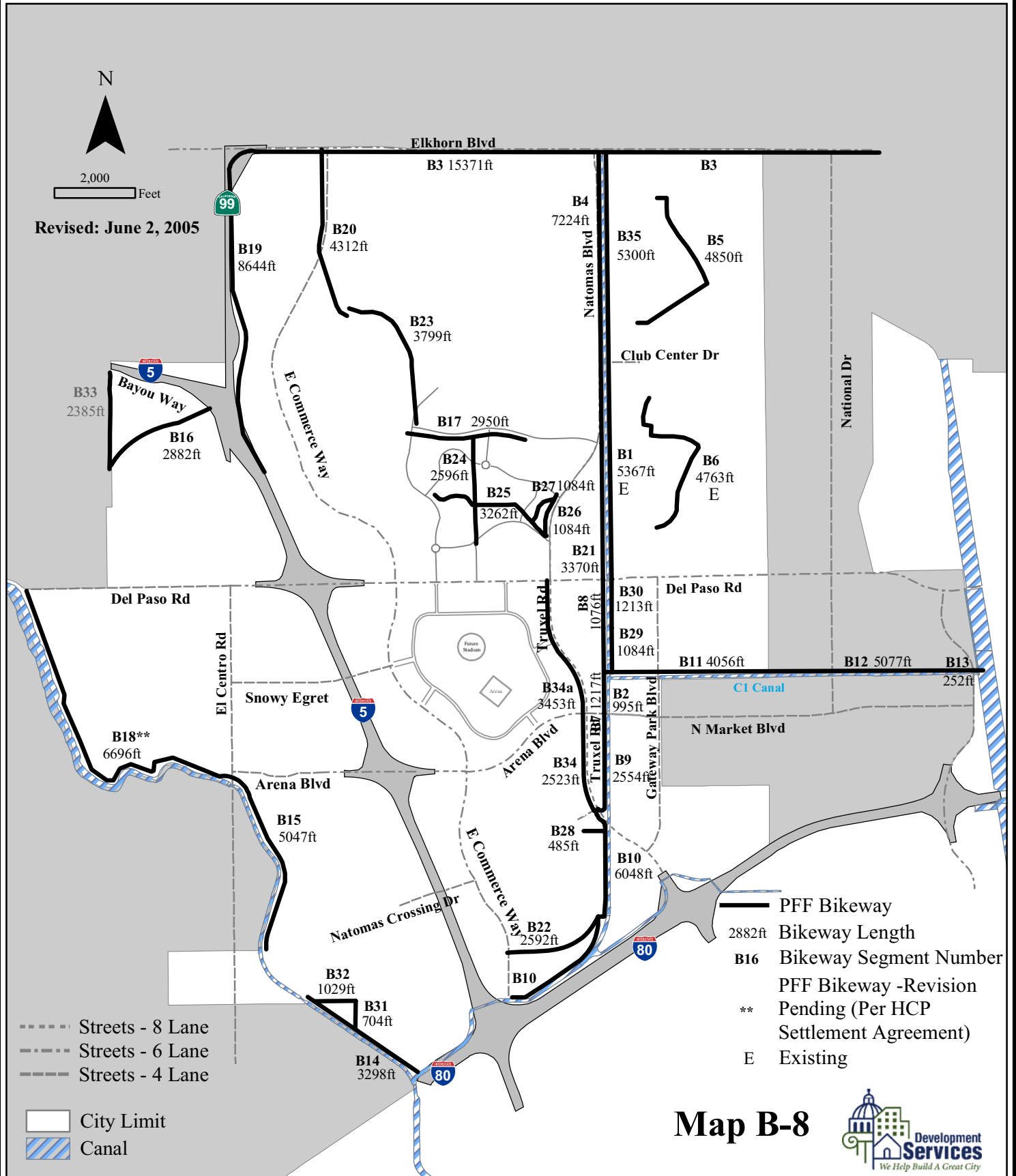
Map B-7





# North Natomas - Nexus Study 2008 Update

## Bikeways in Public Facility Fee



**Table B-37**  
**North Natomas Financing Plan Update 2017**  
**Estimated Cost of Remaining Off-Street Bikeways (2017\$)**

Segment Number	Bikeway Name	Width	Length (ft)	Estimated Cost per LF (1)	Remaining Cost (2017\$) (6)	Status (2)	2016 Costs (3)
1	NORTHPOINTE SOUTH	12	5,367	\$ -	\$ -	C	\$ -
2	TOSCARO TRAIL (4)	12	995	\$ -	\$ -	C	\$ -
3	ELKHORN BOULEVARD	12	15,371	\$ 82.56	\$ 1,269,088	I	\$ 1,263,453
4	EAST SIDE OF EAST DRAIN CANAL - SOUTH OF ELKHORN BLVD	12	7,224	\$ -	\$ -	C	\$ -
5	NORTHPOINTE NORTH	12	4,850	\$ -	\$ -	C	\$ -
6	NORTHPOINTE SOUTH	12	4,763	\$ -	\$ -	C	\$ -
7	EAST DRAIN CANAL DEL PASO RD TO BASIN 5	12	1,217	\$ -	\$ -	C	\$ -
8	EAST DRAIN CANAL AT BASIN 5	12	1,076	\$ -	\$ -	C	\$ -
9	EAST DRAIN CANAL TRUXEL - ARENA	12	2,554	\$ 82.56	\$ 210,868	I	\$ 209,932
10	EAST DRAIN CANAL TRUXEL - SJ	12	6,048	\$ -	\$ -	C	\$ -
11	C1 CANAL WEST CITY (6)	12	4,056	\$ 95.93	\$ 389,092	P	\$ 387,365
12	C1 CANAL COUNTY (5)	12	5,077	\$ -	\$ -	-	\$ -
13	C1 CANAL EAST CITY (6)	12	252	\$ 426.77	\$ 107,545	P	\$ 107,068
14	WEST DRAIN CANAL SOUTH	12	3,298	\$ -	\$ -	C	\$ -
15	WEST DRAIN CANAL (6)	12	5,047	\$ 170.44	\$ 860,234	P	\$ 856,415
16	WESTLAKE - EAST/WEST	12	2,882	\$ -	\$ -	C	\$ -
17	NORTH PARK DRIVE IN REGIONAL PARK	12	2,950	\$ -	\$ -	C	\$ -
18	FISHERMAN'S LAKE	12	6,696	\$ -	\$ -	C	\$ -
19	EAST SIDE - STATE ROUTE 99 (6)	12	8,644	\$ 72.93	\$ 630,429	P	\$ 627,630
20	SCHUMACHER, NORTH (6)	12	4,312	\$ 56.36	\$ 243,043	I	\$ 241,964
21	EAST DRAIN CANAL, PARK PLACE	12	3,370	\$ 82.56	\$ 278,240	I	\$ 277,004
22	PARK 4A TRAIL (6)	12	2,592	\$ -	\$ -	C	\$ -
23	NORTHBOROUGH I @ II	12	3,799	\$ -	\$ -	C	\$ -
24	REGIONAL PARK NORTH/SOUTH	12	2,596	\$ -	\$ -	C	\$ -
25	REGIONAL PARK EAST/WEST	12	3,262	\$ -	\$ -	C	\$ -
26	REGIONAL PARK, NATOMAS BLVD	12	1,084	\$ -	\$ -	C	\$ -
27	REGIONAL PARK AQUATIC CENTER	12	850	\$ -	\$ -	C	\$ -
28	NATOMAS CROSSING EAST/WEST	12	485	\$ 82.56	\$ 40,043	P	\$ 39,866
29	GOLDENLAND SOUTH	12	1,084	\$ 82.56	\$ 89,499	P	\$ 89,102
30	GOLDENLAND NORTH	12	1,213	\$ 82.56	\$ 100,150	I	\$ 99,705
31	RIVERVIEW BASIN 7A NORTH/SOUTH	12	704	\$ 82.56	\$ 58,125	P	\$ 57,867
32	RIVERVIEW BASIN 7A EAST/WEST (5)	12	1,029	\$ -	\$ -	-	\$ -
33	WESTLAKE, NORTH/SOUTH (6)	12	2,385	\$ 113.65	\$ 271,065	P	\$ 269,862
34	EAST SIDE TRUXEL ROAD - Arena Boulevard to Natomas Crossing Drive	8	2,523	\$ 56.24	\$ 141,884	I	\$ 141,254
34a	EAST SIDE TRUXEL ROAD - Del Paso Road to Arena Boulevard (6)	8	3,453	\$ -	\$ 131,623	I	\$ 131,039
35	NORTHPOINTE - EAST SIDE	12	5,300	\$ -	\$ -	C	\$ -
<b>Bikeway Totals:</b>			<b>128,408</b>		<b>\$ 4,820,929</b>		<b>\$ 4,799,523</b>

- (1) Costs have been inflated based on recent bid data. No cost shown for completed segments.
- (2) C indicates Constructed Facilities. I indicates Incomplete Facilities. P indicates Planned Facilities.
- (3) 2016 cost remaining facilities.
- (4) Completed at no cost to the Plan.
- (5) Per City, project defunded in 2015 + funding moved to B22
- (6) Remaining Cost Per City 2016 ENR adjustment to 2017

bikeway cost

B-53

**Table B-38  
North Natomas Financing Plan Update 2017  
Typical Off-Street Bikeway Cost per Lineal Foot**

Typical Cost Per Centerline Foot

Length: 1 feet  
Width: 12 feet  
Bikeway Excavation Depth: 0.5 feet

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL COST PER CL FOOT
<b>Surface Costs:</b>					
1	Mobilization, Clearing & Grubbing	16.00	SF	\$ 0.61	\$ 12.23
2	Earthwork	0.222	CY	\$ 13.43	\$ 3.75
3	Pavement (2.5" AC/6" AB)	12.00	SF	\$ 4.05	\$ 61.20
4	Compacted Earth Shoulder Next to Bike Path	0.025	CY	\$ 8.75	\$ 0.28
					2014 Cost \$ 77.46
					2015 Cost \$ 79.43
					2016 Cost \$ 82.20
					2017 Cost \$ 82.56

Length: 1 feet  
Width: 8 feet  
Bikeway Excavation Depth: 0.5 feet

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST*	TOTAL COST PER CL FOOT
<b>Surface Costs:</b>					
1	Mobilization, Clearing & Grubbing	12.00	SF	\$ 0.61	\$ 9.17
2	Earthwork	0.148	CY	\$ 13.43	\$ 2.51
3	Pavement (2.5" AC/6" AB)	8.00	SF	\$ 4.05	\$ 40.80
4	Compacted Earth Shoulder Next to Bike Path	0.025	CY	\$ 8.75	\$ 0.28
					2014 Cost \$ 52.76
					2015 Cost \$ 54.10
					2016 Cost \$ 55.99
					2017 Cost \$ 56.24

cost per lf

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**Table B-39**  
**North Natomas Financing Plan Update 2017**  
**Off-Street Bikeway Crossings**

Crossing Number	Crossing Location	Estimated Cost of Bridge (2016\$)	Escalator (1)	Estimated Cost of Bridge (2017\$)	Included in PFF
BB1	South Loop Road/Truxel Road at East Drain Canal	\$ 203,653	0.446%	\$ 204,562	\$ -
BB2	Arena Boulevard at East Drain Canal	\$ 1,221,920	0.446%	\$ 1,227,369	\$ -
BB3	Del Paso Road at East Drain Canal	\$ 1,221,920	0.446%	\$ 1,227,369	\$ -
BB4	West Canal/I-80 Overcrossing from S. Natomas to N. Natomas	\$ 4,582,199	0.446%	\$ 4,602,635	\$ -
BB5	Club Center Drive at East Drain Canal	\$ 203,653	0.446%	\$ 204,562	\$ -
BB6	San Juan Road at West Drain Canal	\$ 814,613	0.446%	\$ 818,246	\$ -
BB7	Natomas Crossing Drive at West Drain Canal	\$ 610,960	0.446%	\$ 613,685	\$ -
BB8	El Centro Road at West Drain Canal	\$ 814,613	0.446%	\$ 818,246	\$ -
BB9	Bridge Cross Drive at East Drain Canal	\$ 203,653	0.446%	\$ 204,562	\$ -
BB10	Terracina Drive at East Drain Canal	\$ 509,133	0.446%	\$ 511,404	\$ -
BB11	Del Paso Road at West Drain Canal	\$ 1,221,920	0.446%	\$ 1,227,369	\$ -
BB12	North Bend Drive at East Drain Canal	\$ 509,133	0.446%	\$ 511,404	\$ -
BB13	El Centro Road at West Drain Canal (West of I-5)	\$ 203,653	0.446%	\$ 204,562	\$ -
BB14	Northgate Boulevard at C-1 Canal	\$ 203,653	0.446%	\$ 204,562	\$ -
BB15	Gateway Park Boulevard at C-1 Canal	\$ 610,960	0.446%	\$ 613,685	\$ -
BB16	Vista Park Court at C-1 Canal (Sacramento County)	\$ 712,786	0.446%	\$ 715,965	\$ -
<b>Total</b>		<b>\$ 13,848,423</b>		<b>\$ 13,910,187</b>	<b>\$ -</b>

*bike crossing*

(1) Costs inflated based on ENR increase from March 2016 to March 2017.

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## APPENDIX C: Common Use Factors

**Tables C-1** through **C-5** show calculations of the common use factors for each type of public facility funded by the North Natomas Public Facilities Fee (NNPFF). Common use factors are calculated on a per-acre basis and are used to determine the relative share of public facilities, funded by the NNPFF, for which each land use receives benefit.

Common use factors found in this appendix are used in **Chapters 3** and **4** of this report to calculate the cost share per land use for each public facility funded by the NNPFF and the Transit Fee.

Table C-1	Roadways, Freeways, Bikeways, Shuttles, and Transit Common Use Factors.....	C-1
Table C-2	Freeway and Roadway Landscaping Common Use Factors.....	C-2
Table C-3	Fire Station and Equipment Common Use Factors .....	C-3
Table C-4	Library Common Use Factors .....	C-4
Table C-5	Community Center Common Use Factors.....	C-5



**Table C-1**  
**2017 North Natomas Nexus Study Update**  
**Roadways, Freeways, Bikeways, Shuttles & Transit Common Use Factors**

Land Use	Use Factor	Density	Intensity Factor [1]	Common Use Factor
<b>Residential</b>				
	<i>trips/du/day</i>	<i>du/acre</i>		<i>trips/acre/day</i>
Rural Residential	9.60	1.00	1.00	9.60
Low Density Residential	9.60	7.00	1.00	67.20
Medium Density Residential	8.00	12.00	1.00	96.00
High Density Residential	6.30	22.00	1.00	138.60
Age-Restricted Single-Family	6.30	8.78	1.00	55.32
Age-Restricted Apartments	3.08	22.00	1.00	67.79
Age-Restricted Congregate Care/Assisted Living	1.73	43.20	1.00	74.74
<b>Nonresidential</b>				
	<i>trips/acre/day</i>			
Convenience Commercial	660.00		1.00	660.00
Community Commercial	340.00		1.00	340.00
Village Commercial	510.00		1.00	510.00
Transit Commercial	510.00		1.00	510.00
Highway Commercial	350.00		1.00	350.00
Regional Commercial	300.00		1.00	300.00
Office - EC 30	130.00		1.00	130.00
Office - EC 40	180.00		1.00	180.00
Office/Hospital - EC 50	220.00		1.00	220.00
Office - EC 65	290.00		1.00	290.00
Office - EC 80	350.00		1.00	350.00
Light Industrial	60.00		1.00	60.00
Age-Restricted Convalescent Care/Skilled Nursin	69.64		1.00	69.64
Arena	101.35		2.00	202.70
Stadium	202.02		1.67	337.37

*road factors*

Source: City of Sacramento, Dokken & Associates, and EPS

[1] The intensity use factor reflects the relative amount of trips generated within a 10-hour period. The majority of residential and employment-generating land use trips occur within a 10-hour period.

Note: The majority of trips for the Area occur within a 5-hour period, and the majority of trips for the Stadium occur within a 6-hour period. Thus, the Arena has twice the intensity on the roadways, and the Stadium has 1.5 times the intensity when compared to other land uses.

**Table C-2**  
**2017 North Natomas Nexus Study Update**  
**Freeway & Roadway Landscaping Common Use Factors**

Land Use	Common Use Factor
	<i>(rel. use per acre)</i>
<b>Residential</b>	
Rural Residential	1.00
Low Density Residential	1.00
Medium Density Residential	1.00
High Density Residential	1.00
Age-Restricted Single-Family	1.00
Age-Restricted Apartments	1.00
Age-Restricted Congregate Care/Assisted Living	1.00
<b>Nonresidential</b>	
Convenience Commercial	1.00
Community Commercial	1.00
Village Commercial	1.00
Transit Commercial	1.00
Highway Commercial	1.00
Regional Commercial	1.00
Office - EC 30	1.00
Office - EC 40	1.00
Office/Hospital - EC 50	1.00
Office - EC 65	1.00
Office - EC 80	1.00
Light Industrial	0.50
Age-Restricted Convalescent Care/Skilled Nursing	1.00
Arena	1.00
Stadium	1.00
	<i>isc factors</i>

Source: EPS

C-2

**Table C-3  
2017 North Natomas Nexus Study Update  
Fire Station and Equipment Common Use Factors**

Land Use	Use Factor	Density	Common Use Factor
<b>Residential</b>	<i>bldg. sq. ft./du</i>	<i>du/acre</i>	<i>bldg. sq. ft./acre</i>
Rural Residential	1,600	1.00	1,600
Low Density Residential	1,600	7.00	11,200
Medium Density Residential	1,150	12.00	13,800
High Density Residential	850	22.00	18,700
Age-Restricted Single-Family	1,300	8.78	11,416
Age-Restricted Apartments	800	22.00	17,600
Age-Restricted Congregate Care/Assisted Living	500	43.20	21,600
<b>Nonresidential</b>		<i>far</i>	<i>bldg. sq. ft./acre</i>
Convenience Commercial		0.28	12,197
Community Commercial		0.28	12,197
Village Commercial		0.28	12,197
Transit Commercial		0.34	14,810
Highway Commercial		0.21	9,148
Regional Commercial		0.26	11,326
Office - EC 30		0.24	10,454
Office - EC 40		0.32	13,939
Office/Hospital - EC 50		0.34	14,810
Office - EC 65		0.65	28,314
Office - EC 80		0.80	34,848
Light Industrial		0.46	20,038
Age-Restricted Convalescent Care/Skilled Nursing		0.30	13,068
Arena		0.15	6,534
Stadium		0.15	6,534

*fire factors*

Source: City of Sacramento and EPS



**Table C-4**  
**2017 North Natomas Nexus Study Update**  
**Library Common Use Factors**

Land Use	Use Factor	Employee Benefit Factor [1]	Density	Common Use Factor
<b>Residential</b>				
	<i>pph</i>		<i>du/acre</i>	<i>people/acre</i>
Rural Residential	2.55		1.00	2.55
Low Density Residential	2.55		7.00	17.85
Medium Density Residential	1.91		12.00	22.88
High Density Residential	1.54		22.00	33.88
Age-Restricted Single-Family	2.00		8.78	17.56
Age-Restricted Apartments	1.00		22.00	22.00
Age-Restricted Congregate Care/Assisted Living	<i>No nexus for a public library - facility will contain a library</i>			
<b>Nonresidential</b>				
	<i>emp./acre</i>			
Convenience Commercial	30.00	10%		3.00
Community Commercial	30.00	10%		3.00
Village Commercial	30.00	10%		3.00
Transit Commercial	30.00	10%		3.00
Highway Commercial	30.00	10%		3.00
Regional Commercial	30.00	10%		3.00
Office - EC 30	30.00	20%		6.00
Office - EC 40	40.00	20%		8.00
Office/Hospital - EC 50	50.00	20%		10.00
Office - EC 65	65.00	20%		13.00
Office - EC 80	80.00	20%		16.00
Light Industrial	20.00	10%		2.00
Age-Restricted Convalescent Care/Skilled Nursing	<i>No nexus for a public library - facility will contain a library</i>			
Arena	5.00	10%		0.50
Stadium	5.00	10%		0.50

*lib factors*

Source: City of Sacramento and EPS

[1] Percentages used for conversion of nonresidential use factors; estimated by EPS based on benefit factor methodology used in assessment district No. 96-02.

C-4

**Table C-5  
2017 North Natomas Nexus Study Update  
Community Center Common Use Factors**

Land Use	Use Factor	Density/ Weighting Factor	Common Use Factor
<b>Residential</b>			
	<i>p/h</i>	<i>du/acre</i>	<i>people/acre</i>
Rural Residential	2.55	1.00	2.55
Low Density Residential	2.55	7.00	17.85
Medium Density Residential	1.91	12.00	22.88
High Density Residential	1.54	22.00	33.88
Age-Restricted Single-Family	2.00	8.78	17.56
Age-Restricted Apartments	1.00	22.00	22.00
Age-Restricted Congregate Care/Assisted Living	<i>No nexus for com center - facility will contain amenities</i>		
<b>Nonresidential</b>			
	<i>emp./acre</i>	<i>weighting factor</i>	
Convenience Commercial	30.00	0.50	15.00
Community Commercial	30.00	0.50	15.00
Village Commercial	30.00	0.50	15.00
Transit Commercial	30.00	0.50	15.00
Highway Commercial	30.00	0.50	15.00
Regional Commercial	30.00	0.50	15.00
Office - EC 30	30.00	0.50	15.00
Office - EC 40	40.00	0.50	20.00
Office/Hospital - EC 50	50.00	0.50	25.00
Office - EC 65	65.00	0.50	32.50
Office - EC 80	80.00	0.50	40.00
Light Industrial	20.00	0.50	10.00
Age-Restricted Convalescent Care/Skilled Nursing	<i>No nexus for com center - facility will contain amenities</i>		
Arena	5.00	0.50	2.50
Stadium	5.00	0.50	2.50

*cc factors*

Source: City of Sacramento and EPS

**APPENDIX D:**

**2017 Amendment to the  
Development Agreement  
(TO BE UPDATED)**



No fee required, as recording benefits the City of Sacramento, a government entity (Gov. Code, " 6103 & 27383).

Recording requested by, and when recorded return toC

City Clerk  
City of Sacramento  
915 "I" Street (Historic City Hall)  
Sacramento, CA 95814

SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY

## First Amendment to City Agreement No. XXXX-XXX North Natomas Development Agreement

This amendatory agreement, dated \_\_\_\_\_, 20\_\_, for purposes of identification, is between the **City of Sacramento**, a California municipal corporation (the "City"); and [Landowner's name], a [Landowner's status, e.g., California corporation] (the ALandowner@).

### Background

- A. The City and the Landowner are parties to a North Natomas Development Agreement that is dated \_\_\_\_\_, \_\_\_\_; designated as City Agreement No. \_\_\_\_ - \_\_\_\_; and recorded in the Official Records of Sacramento County at Page \_\_\_\_ of Book \_\_\_\_ (the "Original Agreement").
- B. Under the Original Agreement, the Landowner agrees to participate in, and to faithfully and timely comply with, the North Natomas Finance Plan as it is amended from time to time (the "Finance Plan").
- C. On May 26, 2009, the Sacramento City Council approved the *North Natomas Nexus Study and Financing Plan 2008 Update*, which among other things establishes a new procedure for adjusting the amount of the Public Facilities Fee established by Sacramento City Code section 18.24.050. By entering into this amendatory agreement, the parties incorporate the new procedure into the Original Agreement.

***With these background facts in mind, the City and the Landowner agree as follows:***

1. **Amendment to Definition of "North Natomas Finance Plan."** The definition of "North Natomas Finance Plan" in article I of the Original Agreement is amended to read as follows in its entirety:

**North Natomas Finance Plan:** the plan, as it may be amended from time to time, that establishes methods for financing Infrastructure through a combination of land transfers, dedications, contributions, fees, assessment districts, community facilities districts, and other measures. As to the Public Facilities Fee, the North Natomas Finance Plan, as amended from time to time, will provide for adjusting the amount of the Public Facilities Fee in accordance with the principles set forth in the procedure attached hereto as **Exhibit I** and incorporated herein by reference.

2. **Addition of New Exhibit I.** The procedure for adjusting the Public Facilities Fee that is attached to this amendatory agreement as an exhibit is hereby added to, and made part of, the Original Agreement as Exhibit I.
3. **All Other Terms Remain in Force.** Except as amended by sections 1 and 2 above, all terms and conditions of the Original Agreement remain in full force.
4. **Effective Date.** This amendatory agreement takes effect on the effective date of the ordinance that approves it (Gov. Code, § 65868; Sacramento City Code, §§ 18.16.120 & 18.16.130).
5. **Recording.** Either party may record this amendatory agreement with the Sacramento County Clerk/Recorder.
6. **Counterparts.** The parties may execute this amendatory agreement in counterparts, each of which will be considered an original, but all of which will constitute the same agreement.
7. **Entire Agreement.** This amendatory agreement sets forth the parties' entire understanding regarding the matters set forth above. It supersedes all prior or contemporaneous agreements, representations, and negotiations regarding those matters (whether written, oral, express, or implied) and may be modified only by another written agreement signed by all parties. This amendatory agreement will control if any conflict arises between it and the Original Agreement.

**City of Sacramento**

**[Landowner's Name]**

By: \_\_\_\_\_  
 John Dangberg, Assistant City  
 Manager, for Ray Kerridge, City  
 Manager

By: \_\_\_\_\_  
 [Name]  
 [Title]

Date: \_\_\_\_\_, 20\_\_

Date: \_\_\_\_\_, 20\_\_

Approved as to Form  
 City Attorney

By: \_\_\_\_\_  
 Senior Deputy City Attorney

**[Attach Certificate of Acknowledgment – Civil Code § 1189]**

**EXHIBIT I**

**Procedure for Adjusting the Public Facilities Fee and Revising the Inventory of Remaining Infrastructure to be Financed by that Fee**

When amending the North Natomas Finance Plan, the City shall set the amount of the Public Facilities Fee (subsection A.1 in Sacramento City Code section 18.24.050) in accordance with the following procedure by using the estimated cost of the remaining facilities to be financed:

**1. Definitions.**

- (a) "Agreement" means the development agreement to which this Exhibit I is attached.
- (b) "Aggregate Costs" means the aggregate PFF Shares of PFF Facilities remaining to be completed, calculated using the then-current year's cost estimate, plus the cost to pay the administrative component of the PFF as specified in the Finance Plan.
- (c) "CalTrans Index" means the Quarterly California Highway Construction Cost Index (Price Index for Selected Highway Construction Items) published by the California Department of Transportation, Division of Engineering Services – Office Engineer.
- (d) "CEQA Mitigation Measure" means a requirement proposed, in accordance with the California Environmental Quality Act, to eliminate or substantially lessen the significant effects on the environment from the City's approval of a project on the Property.
- (e) "Effective Date of this Exhibit" means the effective date of the amendatory agreement that adds this Exhibit I to the Agreement.
- (f) "ENR Index" means the Engineering News Record Construction Cost Index for San Francisco.
- (g) "Finance Plan" means the North Natomas Finance Plan, as amended.
- (h) "Non-PFF Sources" means any funding for a Schedule One or Schedule Two Facility other than PFF funding. It includes but is not limited to federal funding, state funding, regional funding, grants, gifts, contributions, fees, reimbursements, the City's general fund, the City's Major Street Construction Tax, private funds, payments from the Greenbriar area, and payments from the Panhandle area upon annexation to the City. It does not include conditions of approval or CEQA Mitigation Measures imposed on any project the Landowner proposes for the Property, except as otherwise provided in section 7(b).
- (i) "Funding Requirement" means the amount of the PFF that must be generated from remaining development so that the City will have adequate funding to construct the PFF Facilities remaining to be completed and to administer the PFF program. It is calculated as follows: *first*, calculate the Aggregate Costs; *second*, from the Aggregate Costs, subtract both the PFF revenues then available to complete the uncompleted PFF Facilities (including any

interest earned on those PFF revenues) and the amount of any reduction under section 9; and *third*, add the amount of outstanding PFF credits.

- (j) "PFF" means the Public Facilities Fee established by subsection A.1 of Sacramento City Code section 18.24.050, as amended.
- (k) "PFF Funding Obligation" means the maximum funding obligation of the PFF in a given year, determined in accordance with subsection 5 below.
- (l) "PFF Share" means the portion of a PFF Facility's cost that is funded, in whole or part, by the PFF.
- (m) "Property" means the real property identified in Exhibit A to the Agreement.
- (n) "Schedule One" means the list of public improvements and segments of public improvements that is attached to, and made part of, this Exhibit I.
- (o) "Schedule One Facility" means a public improvement or segment of a public improvement that is listed on Schedule One.
- (p) "Schedule Two" means the list of public improvements and segments of public improvements that is attached to, and made part of, this Exhibit I.
- (q) "Schedule Two Facility" means a public improvement or segment of a public improvement that is listed on Schedule Two.
- (r) "Schedule Three" means the diagram of the "Boot" area that is attached to, and made part of, this Exhibit I.
- (s) "Scope" means the location or physical description, or both, of a Schedule One Facility or a Schedule Two Facility, but not the PFF funding set forth for the facility in Schedule One or Schedule Two (the actual PFF funding for a facility or portion of a facility may be higher or lower than the dollar amount set forth in Schedule One or Schedule Two).
- (t) "Transportation Facilities" means all public improvements and segments of public improvements listed in Schedule One other than the police substation, second fire station, library, freeway landscaping, and community center.
- (u) "2008 Update" means the North Natomas Nexus Study and Financing Plan 2008 Update that the Sacramento City Council approved on May 26, 2009, by adopting Resolution No. 2009-XXX.

2. **Annual PFF Adjustment for Schedule One Facilities.**

(a) Each July 1, the City shall adjust the PFF in accordance with the difference between—

- (1) the Funding Requirement for the then-current year; and
- (2) the funding that would be available, after deducting revenue on hand (which includes interest and any reductions under section 9) and adding outstanding PFF credits, if the then-existing PFF were applied to remaining development.

In other words, the City shall adjust the PFF in accordance with the difference between the then-current year’s cost estimate and an amount calculated by applying the then-existing PFF to remaining development.

(b) Example of an annual PFF adjustment for Schedule One Facilities:

As of April 1, 2010	Percentage Cost Changes		
	+3.257%	–6.000%	+6.000%
<b>Costs Comparison</b>			
Remaining Costs from April 1, 2009, Estimate	200,000,000	200,000,000	200,000,000
Aggregate Costs and Administration	206,514,000	188,000,000	212,000,000
	+3.257%	–6.000%	+6.000%
<b>Funding Requirement Calculation</b>			
Aggregate Costs and Administration	206,514,000	188,000,000	212,000,000
Less Cash on Hand April 1, 2010	–30,000,000	–30,000,000	–30,000,000
Plus Credits Outstanding April 1, 2010	25,000,000	25,000,000	25,000,000
2010 Funding Requirement	201,514,000	183,000,000	207,000,000
<b>Existing Fee Calculation</b>			
Revenue From Remaining Development Using 2009 Fees	200,000,000	200,000,000	200,000,000
Less Cash on Hand April 1, 2010	–30,000,000	–30,000,000	–30,000,000
Plus Credits Outstanding April 1, 2010	25,000,000	25,000,000	25,000,000
Resources Based on 2009 Fees	195,000,000	195,000,000	195,000,000
<b>Fee Change Effective July 1, 2010</b>			
Resources Based on 2009 Fees	195,000,000	195,000,000	195,000,000
2010 Funding Requirement	201,514,000	183,000,000	207,000,000
Fee Change \$	+6,514,000	–12,000,000	+12,000,000
Fee Change %	+3.341%	–6.154%	+6.154%

(c) Unless the City determines that prevailing market conditions do not justify doing so (e.g., if development is lacking or the remaining development is limited), at least once every three years the City shall perform a comprehensive review and nexus study for the PFF, using the cost-adjustment procedures in subsections 3 and 4 to reallocate costs to remaining undeveloped land uses in accordance with Finance Plan policies and principles.



3. **Procedure for Adjusting Costs of Uncompleted Transportation Facilities.** The City shall use the following procedure to adjust the PFF Shares for all uncompleted Transportation Facilities:

(a) *Method of Adjustment.* Each year, the City shall determine the cost adjustment for uncompleted Transportation Facilities using either the Benchmark Change determined under subsection 3(b) or the percentage change in the index selected under subsection 3(c). If, for the year in question, the difference between the Benchmark Change and the percentage change in the selected index is five or more percentage points, then the City shall use the Benchmark Change to adjust costs for uncompleted Transportation Facilities. Otherwise, the City shall adjust costs for those facilities using the percentage change in the selected index.

(b) *Determination of Benchmark Change.* The City shall follow the following steps to determine the “Benchmark Change” for each year:

(1) *Step 1.* Before April 1, have a third-party professional engineering consultant who is under contract to the City estimate the cost to construct all uncompleted Transportation Facilities. The cost estimate will anticipate cost changes to the next July 1.

(2) *Step 2.* Determine the “Benchmark Estimate” of the cost to construct all uncompleted Transportation Facilities by adding an estimated contingency to the cost estimate from Step 1. The estimated contingency may not exceed 26% of the cost estimate.

(3) *Step 3.* Divide the Benchmark Estimate from Step 2 by the previous year’s adjusted cost estimate for uncompleted Transportation Facilities (which was determined in accordance with this section 3) and express the resulting quotient as a decimal.

**Illustration:** If, for example, the Benchmark Estimate from Step 2 is \$206,514,000 and the previous year’s cost estimate for uncompleted Transportation Facilities is \$188,275,000, then the resulting quotient (to nine decimal places) is 1.094258842 (i.e.,  $\$206,514,000 \div \$188,275,000 = 1.094258842$ ).

(4) *Step 4.* Subtract 1.0 from the resulting quotient in Step 3.

**Illustration:** If, for example, the quotient from Step 3 is 1.094258842, then subtracting 1.0 from that quotient yields a difference of 0.094258842 (i.e.,  $1.094258842 - 1.0 = 0.094258842$ ).

(5) *Step 5.* Express the difference from Step 4 as a percentage by multiplying it by 100 and adding a percentage sign, and then round the percentage to the nearest thousandth. This rounded percentage is the Benchmark Change for the year.

**Illustration:** If, for example, the difference from Step 4 is 0.094258842, then multiplying that difference by 100 and rounding the product to the nearest thousandth yields a Benchmark Change of 9.426%.

- (c) *Selection of Index.* Each year, the City shall adjust the cost of the Transportation Facilities remaining to be completed by using either the percentage change in the ENR Index or the percentage change in the CalTrans Index, according to the following criteria:
- (1) If both indexes are positive on March 1 of the year in question, then the City shall adjust the cost of the remaining Transportation Facilities using the index with the greater percentage change.
  - (2) If the change in one index is positive and the change in the other is negative on March 1 of the year in question, then the City shall adjust the cost of the remaining Transportation Facilities using the index with the positive change.
  - (3) If the change for both indexes is negative on March 1 of the year in question, then the City shall adjust the cost of the remaining Transportation Facilities using the index with the negative change that is closer to zero.
  - (4) Measurement of Percentage Change in an Index.
    - (A) The percentage change in the ENR Index is the year-over-year change as of each March.
    - (B) The percentage change in the CalTrans Index is the change between the 12-quarter average through quarter 1 of the then-current year and the 12-quarter average through quarter 1 of the prior year.
- (d) *Precision.* The City shall carry out all calculations to three decimal places.
- (e) *Sample Cost Adjustments for Uncompleted Transportation Facilities:*

**Sample #1**

Benchmark change of + 4.000%  
 ENR Index change of + 2.000%  
 CalTrans Index change of + 3.100%  
**Adjustment: plus 3.100%**

**Sample #2**

Benchmark change of + 4.500%  
 ENR Index change of + 1.000%  
 CalTrans Index change of – 1.000%  
**Adjustment: plus 1.000%**

**Sample #3**

Benchmark change of – 4.000%  
 ENR Index change of – 0.500%  
 CalTrans Index change of – 1.000%  
**Adjustment: minus 0.500%**

**Sample #4**

Benchmark change of – 5.000%  
 ENR change of + 0.500%  
 Cal Trans Index change of + 0.000%  
**Adjustment: minus 5.000%**

**Sample #5**

Benchmark change of +6.000%  
 ENR Index change of +1.000%  
 CalTrans Index change of –1.000%  
**Adjustment: plus 6.000%**

**Sample #6**

Benchmark change of +6.000%  
 ENR change of +3.500%  
 CalTrans Index change of +7.000%  
**Adjustment: plus 7.000%**

- 4. Cost Adjustment for Police Substation, Second Fire Station, Library, Freeway Landscaping, and Community Center.** The PFF Shares of the police substation, second fire station, library, freeway landscaping, and community center listed in Schedule One will not exceed the amount established in the 2008 Update, except as follows: the City shall adjust the PFF Shares for the police substation, second fire station, library, freeway landscaping, and community center by using only the positive change in the ENR Index from March to March, effective each July 1. If, however, there are two consecutive years of decreases in the ENR Index, then, beginning with the second year of the decrease, the City shall decrease the PFF Shares for the police substation, second fire station, library, freeway landscaping, and community center by an amount equal to the decrease in the ENR Index for that second year.
- 5. Annual Determination of the PFF Funding Obligation.** The Finance Plan shows for each Schedule One Facility not just its estimated cost but also its PFF Share. Each year, after adjusting costs in accordance with sections 2 through 4 above, the City shall determine the aggregate PFF share for all PFF Facilities, and that aggregate amount will be the PFF Funding Obligation for that year.
- 6. Reduction of PFF Shares.**
- (a) The City may reduce the PFF Share of a Schedule One Facility only if one of the following events occurs:
    - (1) The PFF Share of the estimated cost to construct the facility, as set forth in Schedule One, decreases as a result of the procedure in subsection 3 or 4.
    - (2) The PFF Share of the actual cost to construct the facility is less than the PFF Share set forth for the facility in Schedule One, adjusted in accordance with the procedure in subsection 3 or 4.
    - (3) The City secures and appropriates, from Non-PFF Sources, funding to replace all or part of the facility's PFF Share.
  - (b) If the City reduces a PFF Share in accordance with subsection 6(a)(1) or 6(a)(2), then the City may use the reduced portion only to decrease the Funding Requirement.
  - (c) If the City reduces a PFF Share in accordance with subsection 6(a)(3) and the reduction does not result from payments the City receives from the Greenbriar area or the Panhandle area, then the City shall use the reduced portion of the PFF Share as follows:
    - (1) First, if there is an actual cost overrun on a completed Schedule One Facility when the PFF share is reduced, then the City shall use the reduced portion of the PFF share to reduce the cost overrun on that facility.
    - (2) Second, if a Schedule One Facility is under construction when the PFF share is reduced and the City anticipates that the actual cost to construct that facility will exceed the facility's PFF Share shown on Schedule One (as the PFF Share has been adjusted from

year to year), then the City shall use the reduced portion of the PFF share to reduce the anticipated cost overrun on that facility.

(3) Third, if there are no actual or anticipated cost overruns on a Schedule One Facility when the PFF Share is reduced, then the City may use the reduced portion of the PFF Share either—

(A) to fund or to increase the Scope of Schedule One or Schedule Two Facilities; or

(B) to reduce the Funding Requirement.

(d) The City shall determine the reduced amount of a PFF Share in accordance with subsection 3 or 4 above, as appropriate.

## **7. Funding for Schedule Two Facilities.**

(a) Except as provided in subsection 7(b), the only funding available for Schedule Two Facilities is—

(1) PFF funding available under subsection 6(c)(3)(A);

(2) funding from Non-PFF Sources; and

(3) fee revenues available under subsections 8(a) and 8(b).

(b) If, when approving a project on the Property, the City requires the construction or funding of a Schedule Two Facility, in whole or part, as a CEQA Mitigation Measure or a condition of approval, then the City shall timely construct or fund that facility at no cost to the Landowner, subject to the following: the City may require, as a CEQA Mitigation Measure or a condition of approval, that the Landowner construct or fund the overcrossing for Snowy Egret Way described in Schedule Two if—

(1) the Property consists of one or more of Sacramento County APNs 225-0070-059, 225-0070-060, 225-0070-063, 225-0070-067, and 225-0070-076; and

(2) the mitigated negative declaration, the environmental impact report, or any other relevant environmental document prepared for the Landowner's project proposes the construction or funding of the Snowy Egret Way as mitigation for the traffic impacts that will result from approval of the project

## **8. Funding from Greenbriar and the Panhandle.**

- (a) When the City begins to receive development-impact fees collected under the Panhandle Finance Plan to offset the cost of PFF-funded facilities that benefit the Panhandle area, the City may use those fees to fund or to increase the Scope of Schedule One Facilities and Schedule Two Facilities.
- (b) When the City begins to receive development-impact fees collected under the Greenbriar Finance Plan to offset the cost of PFF-funded facilities that benefit the Greenbriar area, the City may use those fees to fund or to increase the Scope of Schedule One Facilities and Schedule Two Facilities.

## **9. Reduction of Funding Requirement.**

- (a) The City, in its discretion, may reduce the Funding Requirement in accordance with subsection 6(c)(3)(B).
- (b) If the land-use designation for Sacramento County APN 225-0070-059, 225-0070-060, 225-0070-063, or 225-0070-067 (each, an “Arco Arena Parcel”) is changed to allow uses different from the uses permitted for the Arco Arena Parcel under the North Natomas Community Plan as it existed on the effective date of the Agreement, then each year the City shall reduce the Funding Requirement by an amount equal to the increased portion of PFF that the City collects from the affected Arco Arena Parcel.

**10. Scope of Schedule One and Schedule Two Facilities.** The Scope of each Schedule One Facility is as described in Schedule One and the Finance Plan. The City may not revise the Scope except as provided in subsections 10(a), 10(b), and 10(c), or as required to comply with federal or state law. With respect to freeway overcrossings (unless sufficient PFF funding has been allocated already), the physical appearance, design enhancements, and landscaping must be substantially comparable to the freeway overcrossings and freeway interchanges at Truxel Road and Interstate 80, Arena Boulevard and Interstate 5, and Del Paso Road and Interstate 5 as they existed on the Effective Date of this Exhibit. With respect to other public roadways and streets, the scope must be based on the City’s street-design standards that apply to the roadway or street under the Agreement.

- (a) The City may increase the Scope of a Schedule One Facility in accordance with subsections 6(c)(3)(A), 8(a), and 8(b).
- (b) The City may increase the Scope of a Schedule Two Facility in accordance with subsections 6(c)(3)(A), 7(a), 8(a), and 8(b).
- (c) If the City receives development-impact fees collected under the Panhandle Finance Plan to offset the cost of PFF-funded facilities that benefit the Panhandle area, or if the City receives development-impact fees collected under the Greenbriar Finance Plan to offset the cost of PFF-funded facilities that benefit the Greenbriar area, then the City may use those fees and

any other Non-PFF Sources to fund in full a change in the Scope of a Schedule One Facility or a Schedule Two Facility.

**11. Adequate Funding for Schedule One Facilities.** The City may not cite, as a reason for increasing the amount of the PFF Funding Obligation, the loss of potential funding from Non-PFF Sources identified in the 2008 Update.

**12. Change in PFF Share for West El Camino/Interstate 80 Interchange Improvements.** The PFF Share for the West El Camino/Interstate 80 Interchange Improvements (the “Interchange Improvements”) was determined to be 9% based upon an assumption in the City’s traffic study that the area of Natomas commonly known as the “Boot,” as shown on Schedule Three, would be developed with urban uses. If all urban development in the Boot ever becomes permanently prohibited by law, such as by the recording of perpetual open-space or conservation easements, then the following will apply notwithstanding anything to the contrary in this Exhibit I:

- (a) The City shall increase the entire Finance Plan area’s share of the Interchange Improvements from 9% to 37% of the cost of the interchange as determined by the consultant under subsection 3(b), above.
- (b) The City shall adjust the PFF Share for the Interchange Improvements to reflect the increase to 37%, taking into account the development that has already taken place in the entire Finance Plan area, so that remaining development in the Finance Plan area pays only its fair share of the entire Finance Plan area’s new 37% share of the cost of the Interchange Improvements.
- (c) To illustrate the adjustment described in subsections 12(a) and 12(b), the following example shows how the adjustment would be calculated if urban development becomes permanently prohibited in the Boot when the Finance Plan area is 60% built out:

		Current Finance Plan Share Scenario	Revised Finance Plan Share Scenario (if Development of the Boot is Prohibited)	
a	Interchange Cost	\$22,465,000	\$22,465,000	
b	Finance Plan Fair Share	9%	37%	
c	PFF Allocated Share of Cost	\$2,021,850	\$8,312,050	(a*b)
d	Base Share	\$2,021,850	\$2,021,850	
e	Incremental Share	N/A	\$6,290,200	(c-d)
f	% Development Remaining	N/A	40%	
g	Incremental Adjusted Share	N/A	\$2,516,080	(e*f)
h	PFF Funding Obligation	\$2,021,850	\$4,537,930	(d+g)

## APPENDIX E:

### AD 88-03 Reimbursements

**Tables E-1** and **E-2** are taken directly from the 1995 Nexus Study. These figures explain how A.D. 88-03 expenses were apportioned to the Public Facilities Fee (NNPFF) Program, the areawide drainage CFD (97-01), and to the North Natomas Land Acquisition Program (NNLAP). The City keeps a record of the reimbursements to each parcel based on these figures. PFF reimbursements are adjusted with inflation and are updated according to the ENR San Francisco Construction Cost Index. Land Acquisition reimbursements are adjusted according to changes in the Land Acquisition Program land values, which are planned to be updated annually.

Table E-1	A.D. 88-03 Reimbursable Expenditures (2 pages) .....	E-1
Table E-2	Summary of Reimbursements to A.D. Participants by Contract (2 pages) .....	E-3



**Table E-1  
North Natomas Nexus Study  
A.D. 88-03 Reimbursable Expenditures**

Item Description	Cost	Reimbursement Category	NN Financing Programs		
			PFF	Mello-Roos CFD	NNLAP
<b>Assessment District No. 88-03</b>					
Contract No.					
1 Stadium Blvd. West from N. Market to E. Commerce Way, E. Commerce Way North from Stadium Blvd to Del Paso Rd., Arco Arena Blvd South from Del Paso Rd. To I-80	\$85,994	Roads	\$85,994		
2 Install street lighting and street light signalization on Stadium Blvd., East Commerce Way, and Arco Arena Blvd, including interconnect conduits	\$1,009,251	Roads	\$1,009,251		
3 Arco Arena Blvd. bridge and Stadium Blvd. bridge over East drain	\$890,000	Roads	\$890,000		
4 Del Paso Road widening	\$359,054	Roads	\$359,054		
5 Del Paso Rd. southerly improvements from the junction with I-5 to the city limits of Sacramento	\$1,860,887	Roads	\$1,860,887		
6 Widening of the East off-ramp of I-5 at Del Paso Rd.	\$537,641	Freeways	\$537,641		
7 Water mains and fire hydrants for East Commerce Way, Stadium Blvd., and Arco Arena Blvd.	\$1,236,723	Roads	\$1,236,723		
8 Improvements for East Commerce Way, Stadium Blvd., and Arco Arena Blvd.	\$7,974,302	Roads	\$7,974,302		
9 Del Paso widening	\$272,000	Roads	\$272,000		
11 Pacific Bell	\$261,300	Roads	\$261,300		
12 SMUD	\$439,410	Roads	\$439,410		
15 Del Paso Bridge at the Crossing of the East Drain	\$283,304	Roads	\$283,304		
16 Del Paso Waterline Station	\$266,011	Roads	\$266,011		
17 I-5 & I-80 Landscape Corridor Imp.	\$1,091,848	Landscaping	\$1,091,848		
18 C-1 Canal Pump Station Improvements	\$357,530	Drainage		\$357,530	
<b>Total Construction Costs</b>	<b>\$16,925,255</b>		<b>\$16,567,725</b>	<b>\$357,530</b>	<b>\$0</b>
<b>Right of Way &amp; Easement Acquisition</b>					
Overwidth Road Right of Way	\$5,736,000	Land Acq.			\$2,846,745
Light Rail Right of Way	\$810,000	Land Acq.			\$270,459
Del Paso/I-5 Off Ramp Right of Way	\$254,000	Land Acq.			\$60,507
Easements for Bridges from RD-1000	\$12,500				\$0
<b>Total Right of Way &amp; Easement Acquisition</b>	<b>\$6,812,500</b>		<b>\$0</b>	<b>\$0</b>	<b>\$3,177,711</b>
<b>Payment of Prior Liens (C-1 canal)</b>	<b>\$513,326</b>	Drainage		<b>\$513,326</b>	
<b>Incidental Expenses</b>					
Design Engineering, Soils Engineering, Surveying & Inspection	\$1,412,841	Roads	\$1,412,841		
Assessment District Engineering	\$64,000				
Assessment District Administration (City Staff)	\$10,000				
Assessment District Appraisal	\$37,000				
Assessment District Fiscal Feasibility Study	\$50,000				
Construction Management Costs	\$290,000				
Developer Interest Costs	\$2,524,537				
Developer Settlement Agreement Costs	\$279,049				
City Engineering & Environmental Costs (Interchanges & Drainage)	\$681,952	Planning	\$681,952		
Developer Engineering & Study Costs (Interchanges)	\$564,468	Planning	\$564,468		
City Planning Costs (NNCP)	\$1,530,594	Planning	\$1,530,594		
Developer Planning Costs (NNCP)	\$408,754				
City Financing & Related Studies	\$495,180	Planning	\$495,180		
Developer Fees to City Through 4/22/88	\$327,035	Planning	\$327,035		
Developer Fees to City 1/23/88 - 12/31/88	\$400,000	Planning	\$400,000		



**Table E-1**  
**North Natomas Nexus Study**  
**A.D. 88-03 Reimbursable Expenditures**

Item Description	Cost	Reimbursement Category	NN Financing Programs		
			PFF	Mello-Roos CFD	NNLAP
Bond Counsel Fee	\$226,890				
Bond Printing Costs	\$24,000				
Bond Registration & Administration	\$110,000				
California Debt Advisory					
Commission Fee	\$1,500				
SDIRS Fees	\$81,512				
Capitalized Interest	\$2,970,000				
<b>Total Incidental Expenses</b>	<b>\$12,489,312</b>		<b>\$5,412,070</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Costs</b>	<b>\$36,740,393</b>		<b>\$21,979,795</b>	<b>\$870,856</b>	<b>\$3,177,711</b>
Less Estimated Interest Earnings	\$210,000		\$0	\$0	\$0
<b>Total Estimated Costs less Interest Earnings</b>	<b>\$36,530,393</b>		<b>\$21,979,795</b>	<b>\$870,856</b>	<b>\$3,177,711</b>
Bond Discount - 3%	\$1,245,354		\$0	\$0	\$0
Bond Special Reserve Fund - 9%	\$3,736,063		\$0	\$0	\$0
<b>Total Amount of Bond Issue</b>	<b>\$41,511,810</b>		<b>\$21,979,795</b>	<b>\$870,856</b>	<b>\$3,177,711</b>

**Table E-2  
North Natomas Nexus Study  
Summary of Reimbursements to A.D. Participants  
by Contract**

	Percent Share	Total Cost	Less MSCT Reimb.	Net Cost	Share of all Facilities		Share of all Facilities	
					Quad 1 Share	Other Quad. Share	Quad 1 Cost	Other Quad's Cost
		1989\$ a	1989\$ b	1989\$ c = a - b	d	e = 1 - d	1989\$ f = c * d	1989\$ g = c * e
<b>Road Contract</b>								
1 E. Commerce Stadium	29.9%	\$25,676	\$2,965	\$22,712	37.1%	62.9%	\$8,423	\$14,288
Stadium	22.3%	\$19,197	\$2,216	\$16,981	37.1%	62.9%	\$6,298	\$10,683
Truxel	47.8%	\$41,120	\$4,748	\$36,372	37.1%	62.9%	\$13,490	\$22,883
<b>Total</b>	<b>100.0%</b>	<b>\$85,994</b>	<b>\$9,929</b>	<b>\$76,065</b>			<b>\$28,211</b>	<b>\$47,854</b>
2 E. Commerce Stadium	29.9%	\$301,346	\$34,793	\$266,553	37.1%	62.9%	\$98,858	\$167,695
Stadium	22.3%	\$225,305	\$26,014	\$199,292	37.1%	62.9%	\$73,912	\$125,379
Truxel	47.8%	\$482,600	\$55,721	\$426,879	37.1%	62.9%	\$158,319	\$268,560
<b>Total</b>	<b>100.0%</b>	<b>\$1,009,251</b>	<b>\$116,527</b>	<b>\$892,724</b>			<b>\$331,089</b>	<b>\$561,635</b>
7 E. Commerce Stadium	29.9%	\$369,265	\$42,635	\$326,630	37.1%	62.9%	\$121,139	\$205,491
Stadium	22.3%	\$276,086	\$31,877	\$244,209	37.1%	62.9%	\$90,571	\$153,638
Truxel	47.8%	\$591,371	\$68,279	\$523,092	37.1%	62.9%	\$194,002	\$329,090
<b>Total</b>	<b>100.0%</b>	<b>\$1,236,723</b>	<b>\$142,791</b>	<b>\$1,093,932</b>			<b>\$405,712</b>	<b>\$688,220</b>
8 E. Commerce Stadium	29.9%	\$2,380,997	\$274,908	\$2,106,088	37.1%	62.9%	\$781,096	\$1,324,992
Stadium	22.3%	\$1,780,184	\$205,539	\$1,574,645	37.1%	62.9%	\$583,997	\$990,648
Truxel	47.8%	\$3,813,121	\$440,260	\$3,372,861	37.1%	62.9%	\$1,250,911	\$2,121,950
<b>Total</b>	<b>100.0%</b>	<b>\$7,974,302</b>	<b>\$920,708</b>	<b>\$7,053,595</b>			<b>\$2,616,004</b>	<b>\$4,437,591</b>
11 E. Commerce Stadium	29.9%	\$78,020	\$9,008	\$69,012	37.1%	62.9%	\$25,595	\$43,417
Stadium	22.3%	\$58,333	\$6,735	\$51,598	37.1%	62.9%	\$19,136	\$32,461
Truxel	47.8%	\$124,947	\$14,426	\$110,521	37.1%	62.9%	\$40,990	\$69,532
<b>Total</b>	<b>100.0%</b>	<b>\$261,300</b>	<b>\$30,170</b>	<b>\$231,130</b>			<b>\$85,721</b>	<b>\$145,410</b>
12 E. Commerce Stadium	29.9%	\$131,201	\$15,148	\$116,052	37.1%	62.9%	\$43,041	\$73,011
Stadium	22.3%	\$98,094	\$11,326	\$86,768	37.1%	62.9%	\$32,180	\$54,588
Truxel	47.8%	\$210,115	\$24,260	\$185,856	37.1%	62.9%	\$68,929	\$116,926
<b>Total</b>	<b>100.0%</b>	<b>\$439,410</b>	<b>\$50,734</b>	<b>\$388,676</b>			<b>\$144,150</b>	<b>\$244,526</b>
3 Stadium	50.0%	\$445,000	\$0	\$445,000	37.1%	62.9%	\$165,039	\$279,961
Truxel	50.0%	\$445,000	\$0	\$445,000	37.1%	62.9%	\$165,039	\$279,961
		<b>\$890,000</b>	<b>\$0</b>	<b>\$890,000</b>	37.1%		<b>\$330,079</b>	<b>\$559,921</b>
<b>Contracts 4, 5, 9, 15 &amp; 16</b>								
<b>Del Paso Road</b>		<b>\$3,041,256</b>	<b>\$351,141</b>	<b>\$2,690,115</b>	37.1%	62.9%	<b>\$997,697</b>	<b>\$1,692,418</b>
<b>City Inspection &amp; Engineering</b>								
E. Commerce Stadium	21.8%	\$281,301	\$0	\$281,301	37.1%	62.9%	\$104,328	\$176,974
Stadium	19.6%	\$299,319	\$0	\$299,319	37.1%	62.9%	\$111,010	\$188,309
Truxel	38.2%	\$539,499	\$0	\$539,499	37.1%	62.9%	\$200,087	\$339,412
Del Paso	20.4%	\$292,722	\$0	\$292,722	37.1%	62.9%	\$108,563	\$184,159
		<b>\$1,412,841</b>	<b>\$0</b>	<b>\$1,412,841</b>			<b>\$523,988</b>	<b>\$888,853</b>
<b>Total Roads</b>		<b>\$16,351,077</b>	<b>\$1,622,000</b>	<b>\$14,729,077</b>			<b>\$5,462,650</b>	<b>\$9,266,427</b>
6 Del Paso & I-5		\$537,641	\$0	\$537,641	37.1%	62.9%	\$199,398	\$338,243
17 I-5 & I-80 Landscaping		\$1,091,848	\$0	\$1,091,848	29.3%	70.7%	\$319,494	\$772,354
Planning / Studies		\$3,999,229	\$0	\$3,999,229	29.3%	70.7%	\$1,170,244	\$2,828,985
Land Acquisition		\$3,177,711	\$0	\$3,177,711	29.3%	70.7%	\$929,854	\$2,247,857
Drainage		\$870,856	\$0	\$870,856	36.7%	63.3%	\$319,630	\$551,226
<b>Subtotal</b>		<b>\$9,677,285</b>	<b>\$0</b>	<b>\$9,677,285</b>		(Q.2 only)	<b>\$2,938,620</b>	<b>\$6,738,665</b>
<b>TOTAL COSTS</b>		<b>\$26,028,362</b>	<b>\$1,622,000</b>	<b>\$24,406,362</b>			<b>\$8,401,270</b>	<b>\$16,005,092</b>
<b>Per Acre</b>								

(1) 4.8% of roads & freeways and 9.2% of City inspection & engineering, landscaping and planning/studies.

**Table E-2**  
**North Natomas Nexus Study**  
**Summary of Reimbursements to A.D. Participants**  
**by Contract**

	Share of Quad 1. Facilities		Share of A.D. Facilities			A.D. Reimbursements			Total Reimb.
	Fong Cost (1)	A.D. Cost	Fong Cost	Other Quad's Cost	A.D. Participants	PFF Reimb.	CFD Reimb.	NNLAP Reimb.	
	1989\$ <i>h</i>	1989\$ <i>i = f - h</i>	1993\$ <i>j = h * (1.03^4)</i>	1993\$ <i>k = g * (1.03^4)</i>	1993\$ <i>l = i * (1.03^4)</i>	1993\$ <i>m = j + k + l</i>	1993\$ <i>n</i>	<i>o</i>	1993\$ <i>p = m + n + o</i>
<b>Road Contract</b>									
1 E. Commerce Stadium	\$407	\$8,016	\$459	\$16,132	\$9,051	\$25,642	\$0	\$0	\$25,642
Truxel	\$304	\$5,994	\$343	\$12,061	\$6,767	\$19,171	\$0	\$0	\$19,171
<b>Total</b>	<b>\$651</b>	<b>\$12,838</b>	<b>\$736</b>	<b>\$25,835</b>	<b>\$14,494</b>	<b>\$41,065</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,065</b>
2 E. Commerce Stadium	\$4,774	\$94,084	\$5,390	\$189,329	\$106,221	\$300,941	\$0	\$0	\$300,941
Truxel	\$3,569	\$70,343	\$4,030	\$141,555	\$79,418	\$225,002	\$0	\$0	\$225,002
<b>Total</b>	<b>\$7,646</b>	<b>\$150,673</b>	<b>\$8,632</b>	<b>\$303,207</b>	<b>\$170,112</b>	<b>\$481,951</b>	<b>\$0</b>	<b>\$0</b>	<b>\$481,951</b>
7 E. Commerce Stadium	\$5,850	\$115,289	\$6,605	\$232,001	\$130,162	\$368,769	\$0	\$0	\$368,769
Truxel	\$4,374	\$86,197	\$4,938	\$173,459	\$97,318	\$275,715	\$0	\$0	\$275,715
<b>Total</b>	<b>\$9,369</b>	<b>\$184,633</b>	<b>\$10,578</b>	<b>\$371,546</b>	<b>\$208,452</b>	<b>\$590,576</b>	<b>\$0</b>	<b>\$0</b>	<b>\$590,576</b>
8 E. Commerce Stadium	\$37,722	\$743,374	\$42,588	\$1,495,929	\$839,277	\$2,377,794	\$0	\$0	\$2,377,794
Truxel	\$28,203	\$555,794	\$31,842	\$1,118,452	\$627,497	\$1,777,790	\$0	\$0	\$1,777,790
<b>Total</b>	<b>\$60,411</b>	<b>\$1,190,500</b>	<b>\$68,204</b>	<b>\$2,395,702</b>	<b>\$1,344,086</b>	<b>\$3,807,992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,807,992</b>
11 E. Commerce Stadium	\$1,236	\$24,359	\$1,396	\$49,018	\$27,501	\$77,915	\$0	\$0	\$77,915
Truxel	\$924	\$18,212	\$1,043	\$36,649	\$20,562	\$58,254	\$0	\$0	\$58,254
<b>Total</b>	<b>\$1,980</b>	<b>\$39,010</b>	<b>\$2,235</b>	<b>\$78,502</b>	<b>\$44,043</b>	<b>\$124,779</b>	<b>\$0</b>	<b>\$0</b>	<b>\$124,779</b>
12 E. Commerce Stadium	\$2,079	\$40,962	\$2,347	\$82,431	\$46,247	\$131,024	\$0	\$0	\$131,024
Truxel	\$1,554	\$30,626	\$1,755	\$61,630	\$34,577	\$97,962	\$0	\$0	\$97,962
<b>Total</b>	<b>\$3,329</b>	<b>\$65,600</b>	<b>\$3,758</b>	<b>\$132,011</b>	<b>\$74,063</b>	<b>\$209,833</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,833</b>
3 Stadium	\$7,970	\$157,069	\$8,999	\$316,078	\$177,333	\$502,409	\$0	\$0	\$502,409
Truxel	\$7,970	\$157,069	\$8,999	\$316,078	\$177,333	\$502,409	\$0	\$0	\$502,409
<b>Total</b>	<b>\$15,941</b>	<b>\$314,138</b>	<b>\$17,997</b>	<b>\$632,156</b>	<b>\$354,665</b>	<b>\$1,004,819</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,004,819</b>
<b>Contracts 4, 5, 9, 15 &amp; 16 Del Paso Road</b>	<b>\$48,182</b>	<b>\$949,515</b>	<b>\$54,398</b>	<b>\$1,910,756</b>	<b>\$1,072,011</b>	<b>\$3,037,165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,037,165</b>
<b>City Inspection &amp; Engineering</b>									
E. Commerce Stadium	\$9,680	\$94,648	\$10,929	\$199,805	\$106,858	\$317,592	\$0	\$0	\$317,592
Truxel	\$10,300	\$100,710	\$11,628	\$212,603	\$113,703	\$337,934	\$0	\$0	\$337,934
Del Paso	\$18,564	\$181,522	\$20,959	\$383,200	\$204,940	\$609,099	\$0	\$0	\$609,099
<b>Total</b>	<b>\$38,544</b>	<b>\$376,880</b>	<b>\$43,516</b>	<b>\$805,608</b>	<b>\$425,401</b>	<b>\$1,264,625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,264,625</b>
<b>Total Roads</b>	<b>\$287,121</b>	<b>\$5,175,529</b>	<b>\$324,162</b>	<b>\$10,461,885</b>	<b>\$5,843,222</b>	<b>\$16,629,269</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,629,269</b>
6 Del Paso & I-5	\$9,630	\$189,768	\$10,872	\$381,880	\$214,250	\$607,001	\$0	\$0	\$607,001
17 I-5 & I-80 Landscaping	\$29,643	\$289,851	\$33,468	\$871,995	\$327,244	\$1,232,707	\$0	\$0	\$1,232,707
Planning / Studies	\$108,578	\$1,061,667	\$122,585	\$3,193,951	\$1,198,632	\$4,515,168	\$0	\$0	\$4,515,168
Land Acquisition	\$86,274	\$843,580	\$86,274	\$2,247,857	\$843,580	\$0	\$0	\$3,177,711	\$3,177,711
Drainage	\$0	\$319,630	\$0	\$622,339	\$360,866	\$0	\$983,205	\$0	\$983,205
<b>Subtotal</b>	<b>\$234,124</b>	<b>\$2,704,496</b>	<b>\$253,198</b>	<b>\$7,318,022</b>	<b>\$2,944,572</b>	<b>\$6,354,876</b>	<b>\$983,205</b>	<b>\$3,177,711</b>	<b>\$10,515,792</b>
<b>TOTAL COSTS</b>	<b>\$521,245</b>	<b>\$7,880,024</b>	<b>\$577,361</b>	<b>\$17,779,907</b>	<b>\$8,787,793</b>	<b>\$22,984,146</b>	<b>\$983,205</b>	<b>\$3,177,711</b>	<b>\$27,145,062</b>
<b>Per Acre</b>						<b>\$20,833</b>	<b>\$891</b>	<b>\$2,880</b>	<b>\$24,604</b>

(1) 4.8% of roads & freeways and 9.2% of City inspection & engineering, landscaping and planning/studies.

# APPENDIX F:

## Land Acquisition Program Support Tables

**Tables F-1** through **F-6** are support tables for the Land Acquisition Program Fees discussed in **Chapter 6**.

Acreage estimates are taken from the maps created by the City of Sacramento December 2001. Also included is a table of acreage of General Public Facilities in each Quadrant. The tables are identical to the tables in the 2008 Report, with the exception of **Table F-1**, in which the land acquisition cost has been updated.

Table F-1	Estimated Public Land Acquisition Cost.....	F-1
Table F-2	Freeway and Overcrossing Right-of-Way Acquisition .....	F-2
Table F-3	Public Land Acquisition Acreage.....	F-3
Table F-4	Public Land Acquisition Acreage for Off-Street Bikeways and LRT.....	F-4
Table F-5	North Natomas Comprehensive Drainage Property Dedications.....	F-5
Table F-6	Overwidth Right-of-Way Cost.....	F-6



**Table F-1  
2017 North Natomas Nexus Study Update  
Estimated Public Land Acquisition Cost**

<b>Public Facilities Land Acquisition Category</b>	<b>Acreage Calculations</b>	<b>Acreage</b>	<b>Acquisition Cost/Acre</b>	<b>Total Acquisition Cost</b>
	[1]		[2]	[3]
<b>Public Lands</b>			<b>\$171,406</b>	
Freeway Interchange and Overcrossings	Table F-2	39.4	\$171,406	\$6,757,056
Freeway Buffer	Table F-3	100.3	\$171,406	\$17,185,857
Agricultural Buffer	Table F-3	109.3	\$171,406	\$18,738,104
Open Space	Table F-3	1.6	\$171,406	\$270,821
Community Centers [4]	Table F-3	8.9	\$171,406	\$1,525,513
Police Substation	Table F-3	5.0	\$171,406	\$857,030
Fire Stations	Table F-3	2.3	\$171,406	\$394,234
General Public Facilities - Utilities	Table F-3	5.8	\$171,406	\$987,470
Bus Transit Centers	Table F-3	4.0	\$171,406	\$685,624
LRT Right-of-Way	Table F-4	22.3	\$171,406	\$3,821,079
Off-Street Bikeways	Table F-4	2.9	\$171,406	\$495,840
RD-1000 Easement [5]	Table F-5	35.9	\$171,406	\$6,149,489
Overwidth Street Right-of-Way	Table F-6	78.1	\$171,406	\$13,389,461
<b>Subtotal Public Lands</b>		<b>415.7</b>		<b>\$71,257,578</b>
<b>TOTAL Finance Plan Area Developable Acres</b>		<b>4,243.8</b>		

*"land value"*

Source: City of Sacramento Real Estate, Ensign and Buckley, City of Sacramento Public Works, City of Sacramento Neighborhoods, Planning and Development Services Department GIS, Clark-Wolcott, Inc., and EPS.

[1] See tables in this appendix.

[2] Reflects uniform cost basis for all acquisitions regardless of the use of the site. The estimated per-acre cost is based on an average of land values in 2006-2008.

[3] Acquisition cost does not include contingency or administration costs.

[4] Does not include the community center in the Regional Park.

[5] North Natomas Comprehensive Drainage property dedications calculated in February 1999 and updated in June 2002.

**Table F-2**  
**North Natomas Financing Plan Update 2017**  
**Freeway and Overcrossing Right-of-Way Acquisition**

**Freeway Right-of-Way Acquisition**

Number (1)	Area (SM)	Area (Acres)	Location
1	33,081	8.175	NE quadrant of I-5/I-80 Interchange, NB auxiliary lane on I-5 between I-80 and Stadium Boulevard, and SE quadrant of I-5/Stadium Boulevard Interchange
2	14,740	3.643	SB auxiliary lane on I-5 between I-80 and Stadium Boulevard, and SW quadrant of I-5/Stadium Boulevard Interchange
3	19,755	4.882	SW quadrant of I-5/Del Paso Road Interchange, SB auxiliary lane on I-5 between Del Paso Road and Stadium Boulevard, and NW quadrant of I-5/Stadium Boulevard Interchange
4	13,340	3.297	NB auxiliary lane on I-5 between Del Paso Road and Stadium Boulevard, and NE quadrant of I-5/Stadium Boulevard Interchange
5	3,867	0.956	NB auxiliary lane on I-5 between Del Paso Road and I-5/Highway 99 Interchange
7	6,493	1.605	NB auxiliary lane on Highway 99 between I-5/Highway 99 Interchange and Elkhorn Boulevard, and the SE quadrant of the Highway 99/Elkhorn Boulevard Interchange
9	1,285	0.318	SE quadrant of Highway 99/Elkhorn Boulevard Interchange
12	3,641	0.900	NE quadrant of Highway 99/Elkhorn Boulevard Interchange
031366-1		3.070	NW quadrant of I-80/Truxel Road Interchange
31380		0.633	NW quadrant of I-80/Truxel Road Interchange
031340-1		1.944	NE quadrant of I-80/Truxel Road Interchange
<b>Total Freeway ROW:</b>		<b>29.421</b>	

[1] Numbers 1 through 5, 7, 9, and 12 are taken from the North Natomas Freeway Right-of-Way Study map prepared by Dokken Engineering dated February 1999. Numbers 031366-1, 31380, and 031340-1 are taken from the Truxel Interchange Right-of-Way Index map prepared by Dokken Engineering (undated).

**Freeway Overcrossing Right-of-Way Acquisition**

Number	Area (Acres)*	Location
1	2.5	South Loop Road Overcrossing of I-5
2	2.5	"A" Street Overcrossing of I-5
3	2.5	El Centro Road Overcrossing of I-5
4	2.5	Meister Way Overcrossing of Highway 99
<b>Total</b>	<b>10.0</b>	

\* Overcrossing right-of-way takes are assumed to be equally divided over the four quadrants of the crossing (i.e. 0.625 acre per quadrant).

*fland*

**Table F-3  
2017 North Natomas Nexus Study Update  
Public Land Acquisition Acreage**

Public Land Use	Quadrant 1	Quadrant 2	Quadrant 3	Quadrant 4	Total
Freeway Buffer [1]	29.14	28.78	9.92	32.42	<b>100.26</b>
Agricultural Buffer					
Agricultural Buffer [2]	-	48.53	19.40	21.80	89.73
Ag Buffer /Detention Basin 2 [3]	-	19.59	-	-	19.59
SUBTOTAL	0.00	68.12	19.40	21.80	<b>109.32</b>
Open Space [4]	-	-	-	1.58	<b>1.58</b>
Community Centers [5]	2.30	3.60	-	3.00	<b>8.90</b>
Police Substation	-	5.00	-	-	<b>5.00</b>
Fire Stations	-	1.00	-	1.30	<b>2.30</b>
Public Utilities	-	3.72	1.54	0.50	<b>5.76</b>
Bus Transit Centers	-	2.00	2.00	-	<b>4.00</b>
<b>TOTAL</b>	<b>31.44</b>	<b>112.22</b>	<b>32.86</b>	<b>60.60</b>	<b>237.13</b>

*"lap\_acres"*

Source: City of Sacramento Neighborhoods, Planning and Development Services Department GIS.

[1] Quadrant 4 acreage includes 0.824 acres for the difference between the price paid for easement on parcel 225-0220-026 (\$61,363) and the current acquisition price (\$86,914) over approximately 2.803 acres.

[2] The agricultural buffer for Quadrant 2 includes 3.72 acres originally identified as a public utility site for a water tank. The land acquisition for the water tank is outside of the agricultural buffer.

[3] Ag Buffer/Detention Basin 2 was defined as Agriculture Buffer along Elkhorn Boulevard in the 1994 Finance Plan and remains classified as part of the LAP.

[4] Open space is a 1.58 acre parcel south of the trailer park.

[5] Includes three community centers, the fourth is included as part of the Regional Park.

**Table F-4  
2017 North Natomas Nexus Study Update  
Public Land Acquisition Acreage Off-Street Bikeways and LRT**

Item	Length	Width	Acres
<b><u>Off-Street Bikeways</u></b>			
	<i>linear feet</i>	<i>linear feet</i>	
<b>Bikeway Trails</b>			
Bikeway Trails	122,432	16	44.97
East Side Truxel Road Trails	5,976	8	1.10
<b>Total Bikeways</b>			<b>46.07</b>
<b>Bikeways Within Existing Easements [1]</b>			<b>43.18</b>
<b>Bikeways in Not Within Existing Easements</b>			
Bikeway along West Drain Canal	19,452	5	2.23
Bikeway around Arena Commons			0.66
<b>Total Bikeways Not Within Existing Easements (Bikeways included in Land Acquisition Program)</b>			<b>2.89</b>
<b><u>Light Rail</u></b>			
Total Light Rail Right-Of-Way	24,285	40	22.30
Portion of Right-Of-Way in Regional Park			2.90
<b>Subtotal Light Rail Right-Of-Way</b>			<b>19.40</b>
<b>Light Rail Stations [2]</b>			
Walk on Station #1 - Type 9	420	60	0.58
Walk on Station #2 - Type 9	420	60	0.58
Walk on Station #3 - Type 10	420	60	0.58
Walk on Station #4 - Type 10	420	60	0.58
Additional Light Rail Station [3]	420	60	0.58
<b>Subtotal Light Rail Stations</b>			<b>2.89</b>
<b>Total Light Rail in Land Acquisition Program</b>			<b>22.29</b>

*"bikes and LRT"*

Source: EPS, Ensign and Buckley, and the City of Sacramento

- [1] Only approximately 3 of the 46 acres of off-street bikeways need to be acquired through the land acquisition program. The majority are located in other easements (RD-1000 or Regional Sanitation) or parks.
- [2] The Regional Transit D-N-A LRT master plan identified five light rail stations within the North Natomas Community Plan. One of the five identified stations (the Type 12 park and ride station) will be located on land already owned by the City (City Stadium site) and therefore does not require inclusion into the NNLAP.
- [3] Although the RT DNA LRT master plan identified five stations, the North Natomas Community Plan has identified six stations. Land acquisition for the sixth station is included in the NNLAP.



**Table F-5**  
**2017 North Natomas Nexus Study Update**  
**North Natomas Comprehensive Drainage (40AD)**  
**Property Dedications (as of 2005)**

APN	Property Owner @ Acquisition	New Property Owner/ Transfer Date	Size Sq. Ft.	Size Acres	Acquisition Price	Price / Acre
<b>Dedicated:</b>						
201-0310-017	Northpointe		25,122	0.577		
201-0310-018	Northpointe		30,501	0.700		
201-0320-022	Northpointe*			0		
201-0320-023	Borden Ranch*			0		
225-0050-017	Northpointe	Lennar Natomas LLC - 2/2/98	37,103	0.852		
225-0060-018	Northpointe	Lennar Natomas LLC - 2/2/99	10,092	0.232		
225-0060-024	Goldenland Partnership		65,682	1.508		
201-0310-012	Lewis Homes		80,297	1.843		
201-0310-011	Lewis Homes		83,480	1.916		
201-0310-025	Lewis Homes		66,708	1.531		
201-0310-026	Winncrest Homes	Lennar Renaissance, Inc.- 1/7/	121,962	2.800		
225-0040-003	Winncrest Homes	Lennar Natomas LLC - 2/2/99	78,521	1.803		
225-0040-004	Winncrest Homes	Lennar Natomas LLC - 2/2/99	77,244	1.773		
225-0040-005	Winncrest Homes	Lennar Natomas LLC - 2/2/99	80,187	1.841		
225-0070-054	Sac Properties Holdings		90,566	2.079		
225-0070-070	Sanwa Bank	AAC Arena LLC - 10/28/98	78,219	1.796		
225-0150-038&050	Alleghany Properties		146,202	3.356		
225-0150-048	Alleghany Properties		100,434	2.306		
225-0150-047	Alleghany Properties		40,353	0.926		
225-0030-011&046	Adams Farms	Phoenix LLC - 6/16/98 (both)	107,594	2.470		
225-0140-028	Gateway Truxel Partner	Gateway West LLC - 11/27/96	161,735	3.713		
Lot A - Village 4A [1]	River West		31,744	0.729		
Lot D - Village 4B [1]	River West		49,049	1.126		
<b>Total Dedicated</b>			<b>1,562,795</b>	<b>35.877</b>		
<b>Acquired:</b>						
225-0080-002,003,						
015,016,017,&018	Tsakopoulos				see note [2]	
225-0180-002	County of Sac/Witter				see note [2]	
225-0180-004	Alleghany Properties				see note [2]	
225-0220-026	Witter				see note [2]	
<b>Total Acquired</b>			-	-	<b>\$0</b>	
<b>TOTAL</b>			<b>1,562,795</b>	<b>35.88</b>	<b>\$0</b>	

Note: \* = construction easement only

"prop dedication"

Source: City of Sacramento Real Estate.

[1] Property dedication included based on a City memorandum to River West Development dated October 16, 2001.

[2] This property was acquired through Community Facilities District No. 97-01.

Table F-6  
North Natomas Financing Plan Update 1999  
Overwidth Right-of-Way Cost (2008 \$)

Segment Number	Roadway Section	Street Name	From	To	Lanes	Length (feet)	Full Section Overwidth	Full Section Acres	Total Overwidth Credit
<i>\$171,406 per acre</i>									
New or Final Improved Segments:									
1	A	Snowy Egret Way	El Centro Road	Duckhorn Drive	4	2,300	24	1.3	\$217,209
2	A	Club Center Drive	Truxel Road	Danbrook Drive	4	1,010	24	0.6	\$95,383
3	A	Del Paso Road	City Limit on West	El Centro Road	4	3,000	24	1.7	\$283,316
4	B	Del Paso Road	El Centro Road	SB Ramp of I-5	6	650	58	0.9	\$148,347
5	B	Del Paso Road	NB Ramp of Interstate-5	Truxel Road	6	6,850	58	9.1	\$1,563,352
6	B	Del Paso Road	Truxel Road	East Drain Canal	6	1,360	58	1.8	\$310,388
7	B	Del Paso Road	East Drain Canal	City Limit on East	6	4,110	58	5.5	\$938,011
8	A	East Commerce Way	Club Center Drive	Elkhorn Boulevard	4	5,690	24	3.1	\$537,355
9	B	East Commerce Way	Club Center Drive	Del Paso Road	6	6,560	58	8.7	\$1,497,166
10	B	East Commerce Way	Arenan Boulevard	Natomas Crossing Blvd.	6	2,770	58	3.7	\$632,188
11	A	East Commerce Way	Natomas Crossing Blvd.	San Juan Road	4	3,120	24	1.7	\$294,648
12	A	El Centro Road [1]	Del Paso Road	Arena Boulevard	4	0	0	0.0	\$0
13	A	El Centro Road [1]	Arena Boulevard	San Juan Road	4	0	0	0.0	\$0
14	B	Elkhorn Boulevard	Highway 99	City Limit on East	6	12,150	58	16.2	\$2,772,952
15	A	Gateway Park Blvd.	Del Paso Road	North Market Drive	4	3,470	24	1.9	\$327,702
16	A	Gateway Park Blvd.	Arena Boulevard	Truxel Road	4	3,390	24	1.9	\$320,147
17	A	Natomas Crossing Blvd.	Duckhorn Drive	El Centro Road	4	4,180	24	2.3	\$394,753
17a	A	Natomas Crossing Blvd.	Duckhorn Drive	Interstate-5	4	1,100	24	0.6	\$103,882
18	A	Natomas Crossing Blvd.	Interstate-5	East Commerce Way	4	880	24	0.5	\$83,106
19	A	Natomas Crossing Blvd.	Truxel Road	Innovator Drive	4	3,120	24	1.7	\$294,648
20	A	Arena Boulevard	El Centro Road	Duckhorn Drive	4	2,170	24	1.2	\$204,932
21	B	Arena Boulevard	Duckhorn Drive	Interstate-5	6	0	58	0.0	\$0
22	C	Arena Boulevard	Interstate-5	East Commerce Way	8	0	80	0.0	\$0
23	D	Natomas Boulevard	Elkhorn Boulevard	Club Center Drive	4*	5,290	43	5.2	\$895,081
24	E	Natomas Boulevard	Club Center drive	North Park Drive	6*	2,000	65	3.0	\$511,542
25	B	Natomas Boulevard	North Park Drive	Del Paso Road	6	3,790	58	5.0	\$864,979
26	n/a	El Centro Road Bridge Crossin	Bridge Crossing No. B8 [2]			500	50	0.6	\$98,374
<b>Total New or Final Improved Segments:</b>								<b>78.1</b>	<b>\$13,389,461</b>
Existing or Partially Improved Roadway Segments with New Landscaping									
		Del Paso Road	East Ramp of Interstate-5	Truxel Road	6	4,600	0	0.0	\$0
		East Commerce Way	Del Paso Road	Arena Boulevard	6	5,000	0	0.0	\$0
		Gateway Park Blvd	Arena Boulevard	Truxel Road	4	3,300	0	0.0	\$0
		Arena Boulevard	East Commerce Way	City Limit on East	6	5,500	0	0.0	\$0
		Truxel Road	Del Paso Road	Gateway Park Boulevard	8	7,500	0	0.0	\$0
<b>Total Existing or Partially Improved Segments:</b>								<b>0.0</b>	<b>\$0</b>
<b>TOTAL ROADWAY R-O-W ACQUISITION COSTS:</b>									<b>\$13,389,461</b>

"overwidth row"

\* indicates modified roadways.

[1] The right-of-way for these segments has already been acquired by the City.

[2] Right-of-way outside of existing right-of-way for El Centro Road due to bridge crossing realignment. See Figure B-58 for bridge detail.