

**2. Item # 20 Greenbriar (M05-046 / P05-06)**

Please note correspondence has been received from many sources and duplications may have occurred.

b. Correspondence

1. JoAnn Anglin
2. Sharon Frederick
3. Allen Jamieson
4. Robert Burness
5. Trudy Ziebell
6. Christine Balley
7. Marilyn Hawes and Ron McDonough
8. James P. Pachi

Previously submitted correspondence is available for review at the City of Sacramento Website at [http://sacramento.granicus.com/ViewPublisher.php?view\\_id=7](http://sacramento.granicus.com/ViewPublisher.php?view_id=7) October 16<sup>th</sup> Agenda Item # 28 or the City Clerk's office at Historic City Hall- 915 I Street.

201

**From:** JoAnn <joannpen@comcast.net>  
**To:** <hfargo@cityofsacramento.org>  
**Date:** 1/5/2008 10:59 AM  
**Subject:** NO to Greenbriar

Dear Mayor Fargo [Heather] -

I am writing to oppose the Greenbriar project. If ever there were a time to honor and accept the recommendations of the City Planning Commission, this is it. Greenbriar sounds like briar patch of problems!

Just consider the many troublesome aspects of this proposal: potential flooding, flight paths, wildlife issues, and ignoring the general plan and safety standards? And the current situation of vacant and repo housing? The lure of federal money for light rail extension also sounds illusionary, a fake attraction to serve developers' needs, but which goes against planning the real and current economic and transportation needs of Sacramento.

Our city and region needs to focus on housing that is closer in, like the rail yards opportunity, for example. Greenbriar would be diversionary, costly, and create serious oversight problems. This development is a really bad idea. Please accept the November 8 recommendation of the City Planning Commission and use your influence to deny the project.

Thank you for your thoughtful attention to this.

JoAnn Anglin  
[Tahoe Park]

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JoAnn Anglin  
[Tahoe Park]

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**From:** <slfmail@aol.com>  
**To:** <hfargo@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <sshee..  
**Date:** 1/4/2008 11:28 AM  
**Subject:** One Voter's Views on Greenbriar

Date Dear Mayor Fargo and Councilmembers:

I am a resident of the City of Sacramento and I am concerned about the future growth and economic well-being of the City. I am particularly committed -- and think you should be as well -- to the excellent planning embodied in our Blueprint for the region. The Greenbriar project does NOT represent the spirit and intent of the Blueprint.

Please stay within the existing boundaries of the City and focus on improving our current urban area, and meeting our infrastructure needs. Reject the Greenbriar project as recommended by the City Planning Commission on November 8, 2008.

Sincerely,  
Sharon Frederick  
2128 I Street  
916-492-2848

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<br>

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<br>

Sincerely,&nbsp;<br>

Sharon Frederick<br>

2128 I Street<br>

916-492-2848<br>

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**From:** Allen Jamieson <allenj@macnexus.org>  
**To:** <hfargo@cityofsacramento.org>  
**Date:** 1/3/2008 2:00 PM  
**Subject:** Greenbriar project

I understand that almost all politicians at all levels are enthused over building anything anywhere, in the hope of making more jobs and getting more property taxes.

BAD THINKING!

The proposed Greenbriar Project is totally BAD from an environmental standpoint; anyway, the last thing we need is more people crowding into our already crowded city and county.

I hope you will vote AGAINST this disastrous proposal from the ever-greedy Tsakopolis

Allen Jamieson  
allenj@macnexus.org  
3611 East Curtis Drive  
Sacramento CA 95818

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Allen Jamieson  
[allenj@macnexus.org](mailto:allenj@macnexus.org)  
3611 East Curtis Drive  
Sacramento CA 95818

January 7, 2008

Members of the Sacramento City Council  
900 I Street  
Sacramento, CA 95814

RECEIVED  
MAYOR/COUNCIL OFFICE  
CITY OF SACRAMENTO

2008 JAN -8 A 7:06

Dear Mayor Fargo and Council members:

As a resident of East Sacramento for 38 years and as one who has been involved with major land use decisions in Sacramento County during 30 years with the County Planning Department, I want to express my strong concerns regarding the proposed Greenbriar project.

Although there are negatives associated with the project in terms of habitat value, quality farmland and still-unresolved flood protection, my main concern is one of timing. There are just too many unresolved issues to approve this project at this time:

1. The need for the project now in relation to population projections is not clear. City staff justifications, based on a projected 200,000 increase in population by 2030 are not supported by the City's own Technical Background Report and State of California population projections for the region. The more likely scenario is something on the order of an additional 90-110,000 persons over the next 22 years, a level more consistent with past growth and one that does not require this project in order to accommodate it.
2. The City's General Plan update is well underway. There are legitimate issues with the draft policies of the General Plan, in particular policy LU.1-1.4 regarding promoting infill over greenfield development and Policies LU.1-1.6 and LU.1-1.7 regarding the phasing of greenfield development. City Planning staff counter-arguments to these policy inconsistencies are hardly strong and convincing.
3. The implementation of the Joint Vision between the City and County has not been finalized. There are still unresolved questions on mitigation of open space and revenue equity. Under pressure from the project proponent, the County has made concessions on mitigation ratios for the project that provide a precedent to undermine the ability to achieve the open space protection objectives of the Joint Vision.
4. There are unresolved questions about the impact of the Overflight Area of Metro Airport's CLUP and how it might affect the acceptability of densities in the proposed project that are critical to the justification of a light rail line. The present quiescence of County Airports, Caltrans and FAA does not necessarily mean that they won't be registering their strong concerns when development specifics are under review.

5. Habitat mitigation in relation to the Natomas HCP, the Joint Vision's open space protection objectives and the as-yet undeclared requirements of federal and state regulatory agencies is not clear. On a number of occasions, local approval in advance of state/federal buy-in of local mitigation requirements has led to difficult readjustments to locally approved projects. Doesn't it make more sense to work out the mitigation strategy with all involved parties in advance of a major new entitlement that was not contemplated in the prior agreements?

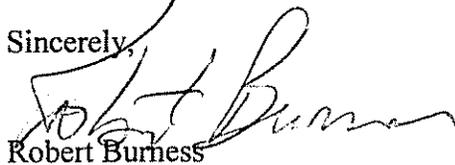
Given these unresolved questions, I ask your Council to carefully think through your potential support of this project: Will you actually get what is being promised? Will moving ahead here and now potentially thwart other worthy city development priorities? Will approval threaten hard-fought consensus on habitat mitigation?

Your General Plan ultimately should give you this kind of guidance. It should not just specify where development might occur, but when and how. It should articulate a well-thought-out strategy for the priority and timing of development. Other regulatory agencies need to weigh in and there needs to be a better consensus on how new development in Natomas fits in to established mitigation strategies. You don't have that guidance now. You should demand it before approving such a seminal project as Greenbriar.

If you don't deny this project as premature, then at the very least you should continue it until there is a carefully thought out strategy for the City's urban expansion in place in the context of the City's General Plan, the Joint Vision is adopted and other unresolved issues are sorted out. Contrary to the characterizations of some, the fate of the light rail line to the airport does not depend on this project's approval at this point in time.

All my professional life I have argued for rational, sensible well-planned and environmentally responsible growth. If ever there was a project that demanded all these qualities, this is it.

Sincerely,



Robert Burness  
1038 55<sup>th</sup> St  
Sacramento, CA 95819  
916-456-4332



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January 7, 2008

48 Aiken Way

Sacramento, CA 95819

Dear Mayor Fargo and City Council Members,

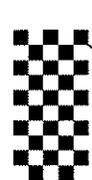
I am writing to plead with you to not approve the Greenbriar development for the following reasons:

- 1) Greenbriar would pave over more than 500 acres of prime farmland; farmland close to city borders is a priceless commodity for those of us who believe in buying locally-grown food. It is time that we all realize that we depend on the earth for our lives, and the continual development of land, especially good farmland, will lead to our demise.
- 2) Greenbriar will take away habitat for any wildlife that lives off that land; here again, we humans need to learn that when we believe it is okay to deprive wildlife of its habitat, we are also depriving ourselves of a healthy environment/habitat.
- 3) Greenbriar is in a flood-zone--does anyone need to point out to you how foolish it is to allow development in a flood-zone?
- 4) The city has not been able to provide the existing neighborhoods in Natomas with the infrastructure and services they should have and were promised. Finish this project.
- 5) Homes in the Greenbriar development are in the over-flight zone of the airport. The airport was originally placed far removed from housing so that residents would not be disturbed by the noise of low-flying planes. Why deliberately place homes in an area where the peace of homeowners would be continually disturbed?
- 6) Greenbriar is outside Sacramento's urban growth boundaries. Please concentrate on allowing development within the boundaries.

Please do the sensible thing and listen to your Planning Commission, which rejected this project because of its location and design.

Very sincerely,

Trudy Ziebell



*2db*

January 7, 2008

Dear Mayor Fargo and Councilmembers:

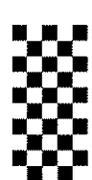
I oppose the Greenbriar project because there are too many unresolved problems that should be evaluated in the context of regional development. It is located outside the existing urban growth boundary, and the environmental impact report for the project does not adequately evaluate or mitigate for adverse impacts on wildlife habitat, the loss of farmland, air quality, transportation, resource consumption, and climate change.

There are alternatives for housing at existing sites within the City of Sacramento and adjacent urban areas. Approval of the Greenbriar project is inconsistent with regional goals of minimizing sprawl and protecting open space.

Please support good regional planning for our area by rejecting the Greenbriar project.

Sincerely,

Christine Bailey  
11343 Sutter's Fort Way  
Gold River, CA 95670  
(916) 635-8194



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January 7, 2008

FAX TO; SACRAMENTO CITY COUNCIL MEMBERS  
MAYOR HEATHER FARGO,  
COUNCIL MEMBER: ROB FONG, LAUREN HAMMOND, SANDY SHEEDY, RAY TRETHERWAY,  
STEVE COHN, KEVIN MCCARTY, BONNIE PANNELL, ROBBY WATERS  
CITY MANAGER, RAY KERRIDGE

FROM: MARILYN HAWES and RON MCDONOUGH  
941 VALLEJO WAY  
SACRAMENTO, CA 95818  
916 340 2620

SUBJECT: GREENBRIAR PROJECT - OPPOSE

We strongly OPPOSE the Greenbriar project at Natomas. We support the recommendation of the City Planning Commission re denial of the project. The State and Corps of Engineers have not approved the project or the funding. The City's draft new General Plan states no development of the greenfields/farmland outside the city, unless it has 200-year flood protection. Why would you go ahead with Greenbriar and against the General Plan recommendation. This would result in destruction of prime farmland in Natomas. The Sacramento County Farm Bureau requests that the City fully mitigate for the loss of farmland; yet this proposal would pave over Greenbriar without permanently protecting an equivalent amount of farmland.

You've heard numerous, valid arguments in opposition to this destructive move. We cannot understand why you would be acting on this prematurely. It looks like you are caving into the interests of AKT Development which seems to have a stranglehold on many of our council members and supervisors. You are here to protect the interests of the citizens of Sacramento, not that of Tsakopoulos. It's really disappointing that he has so much power over development in Sacramento. This is close to 600 acres of prime farmland we are talking about.

Do the right thing and oppose the annexing of this project.

Thank you.

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**James P. Pachl**  
**Attorney at Law**  
717 K Street, Suite 529  
Sacramento, California, 95814  
Tel: (916) 446-3978  
Fax: (916) 244-0507

AGENDA  
MATERIAL  
jpachl@sbcglobal.net

January 8, 2008

Mayor Heather Fargo  
Members of the City Council  
City of Sacramento

cc: City Manager Ray Kerridge

RE **Council Workshop on Greenbriar project, January 8, 2008. 6 pm agenda. Item 20**

Dear Mayor Fargo and City Councilmembers,

These comments are submitted on behalf of Sierra Club, Friends of Swainson's Hawk, and Environmental Council of Sacramento, which oppose the Greenbriar project, a suburban development project atop prime farmland in a deep flood basin.

There is growing public concern about local government's continued approval of sprawl development. Greenbriar supporters are attempting to disguise the project with false claims of "smart growth," and to justify it with the preposterous assertion that a few hundred acres of development at Greenbriar will magically induce the Federal government to pay for an \$800 M light rail line to the Airport by 2026.

City staff incorrectly assert that the Greenbriar project will generate funding that will pay for all project public facilities and infrastructure, plus surplus funds that will help ameliorate the City's fiscal deficit and the enormous deficit of the North Natomas Public Infrastructure Financing Plan. However, staff has failed to provide the Council with the project financing plan, fiscal analysis, and City-County revenue sharing agreement required by Joint Vision, prior to this Workshop even though staff earlier presented a detailed public infrastructure financing plan and fiscal analysis to the Planning Commission.

The City Planning Commission rejected the project on November 8, 2007, by a 5 - 3 vote, with one recusal. A divided LAFCo earlier approved expansion of City's Sphere of Influence to include Greenbriar by a bare margin of 4 - 3.

The project is opposed by the Natomas Community Association, Sacramento County Taxpayers League, Sacramento County Farm Bureau, County of Sutter, environmental organizations (Environmental Council of Sacramento, Sierra Club, Audubon, Friends of the Swainson's Hawk), and numerous citizens. The U.S. Fish and Wildlife Service, California Department of Fish and Game, State Office of Environmental Health Hazard Assessment (as to air toxics effects), California Department of Transportation, and Swainson's Hawk Technical Advisory Committee have stated very strong concerns by letters submitted to City and LAFCo.

easily push public facilities financing into the “infeasible” range, unless City subsidizes the project. There should be no consideration of annexation, rezoning, or other approvals until all financial questions are resolved and revised Finance Plan, fiscal analysis, and Joint Vision revenue-sharing agreement are prepared.

**ATTACHED** are pages 23 and 32 – 36 of the Greenbriar Public Facilities Finance Plan presented to Planning Commission. Page 32, states that development having a public infrastructure burden between 15 -20% of market sale price may be feasible, and that development having an infrastructure burden above 20% is infeasible. “based on EPS experience ... for over two decades.” EPS’ analysis in Table 9 on page 33, “Infrastructure Burden,” shows Greenbriar’s cost burden as 19.5% of the sale price of a medium-density home, which is the majority of homes, 16.4% of the sale price of low-density homes, and 14.7% of the sale price of high density residences.

Cost projections in Table 9 (page 34) are highly speculative. For example, the Finance Plan does not explain how it computed the Table 9 projected habitat mitigation cost. The Federal and State wildlife agencies been clear that Greenbriar’s proposed endangered species habitat mitigation, approximately 0.5 acre preserved for every acre developed, is grossly inadequate. For each acre of mitigation land required, there are associated fees (for monitoring, endowment, maintenance and operations). The habitat mitigation costs will remain unknown until the City completes an Effects Analysis and new HCP, if approved by the USFWS and CDFG, and those agencies issue Incidental Take Permits that state the extent and type of habitat mitigation required. Habitat mitigation (acreage and fees) required by USFWS and CDFG will be much greater than presently proposed by City and assumed by the Finance Plan.

The Finance Plan, p. 23, states that the developer “may be required to advance funds and construct additional off-site roadway improvements” but does not include those costs in the Finance Plan. The California Department of Transportation insists that the project should financially contribute to off-site highway improvements. A sizeable contribution by the project will likely be required, which will further increase the project’s cost burden.

The Financing Plan, Table 9, page 33, includes no funding to implement the Joint Vision requirement that development provide 1 acre of open space mitigation in the Sacramento County area of the Basin for every acre developed. The Report’s assertion that artificial detention basins, bicycle paths, and freeway buffers within the project are “open space” under Joint Vision are contrary to the City’s promises in the Joint Vision MOU, and Government Code §§56060 and 65560 which defines “open space.”

The Finance Plan, Table 9, page 33, says that the Supplemental Levee Fee is only a preliminary estimate. In fact, SAFCA staff has privately indicated that the likely fee would be at least \$2 per square foot for each home, which is substantially more than the Table 9 estimate for medium and low-density homes. Every levee project in the region has generated huge costs overruns. It is very likely that the pending SAFCA project, which is the largest ever, will also generate huge cost overruns that will require a substantial increase in the levee fees and assessments.

The Finance Plan, p. 32 states that a total of taxes and assessments of less than 2 percent indicates financial feasibility. Finance Plan, p. 34, Table 10, shows estimated total taxes and assessments as ranging from 1.24 to 1.67 percent of assumed sale prices. However, the Finance Plan, p. 35, footnote 2, states that “actual tax rates adopted for Greenbriar could be significantly higher than those shown.”

revenue from Greenbriar due to Joint Vision revenue sharing, there is no basis for assuming that the project can generate revenue and fees in excess of that needed for on-site development.

### 3. **Greenbriar Fiscal Impact Analysis, January 2007**

The Greenbriar Fiscal Impact Analysis, dated January 2007, was submitted to Planning Commission on October 11. It purports to reflect the division of revenue between City and County required by the Joint Vision MOU, but the Analysis is written obscurely and it is unclear as to how revenue available to City after the Joint Vision revenue split is computed or whether Greenbriar would be a net revenue gain or net revenue loss for the City. At page 7, **(ATTACHED)** the Analysis states that "the results suggest a fiscally negative impact to the City", which means that there will be a net revenue loss.

Moreover, the Joint Vision MOU, Section II, states that there will be further negotiations, and that City and County will adopt a Master Tax Sharing Agreement. There is no Master Tax Sharing Agreement. A reliable fiscal analysis cannot be done until City and County have adopted a Master Tax Sharing Agreement for Joint Vision, or, at minimum, for Greenbriar.

### 4. **The Partial Reversal Of The Position Of Sacramento Metropolitan Air Quality Management District Was Politically-Dictated And Lacks Scientific Basis**

The Sacramento Metropolitan Air Quality Management District ("SMAQMD") was highly critical of certain elements of the EIR and the project. See letters of the District dated August 31, 2006, December 29, 2006 (FEIR 4-268, 5-23), September 19, 2007 and the letter of the State Office of Environmental Health Assessment, September 26, 2007, submitted to Planning Commission, which are very clear about the health hazards arising from placing residences within 500 feet of a busy freeway.

Thereafter, on October 25, 2007, the SMAQMD Board (comprised of City and County elected officials) adopted the following policy, by a 5 – 4 vote:

"8. Land use – Support communities in their efforts to meet sustainable land use and energy use goals and objectives or **adopted Blueprint Preferred Scenario targets.**"

This new policy leaves Air District staff with little choice but to support any new development project supported by local government within the Blueprint Preferred Scenario map area (such as Greenbriar) regardless of possible detrimental effects upon air quality and human health; and robs District staff of their scientific independence. "Blueprint" underwent no environmental review, and never addressed the potential health hazards of locating new residential development next to freeways. The District Board's blanket support for any project within the Blueprint map area, regardless of its effects, is inconsistent with the District's legal responsibility to protect the public's health.

A few days later, the District submitted its letter dated October 29, 2007, which for the first time stated District support for Greenbriar and asserted that the Air Resources Board guidance document was not applicable to the Sacramento region or to the project site, (even though located at the junction of I-5 and Hwy 99).

**Recommendation 1.** An independent fiscal and compliance audit needs to be conducted to determine whether the city has met the stated fiscal goals and whether development has actually been completed and built in a timely and proper manner. This audit needs to be conducted by persons versed in land use and development, fiscal issues related to development, and familiar with municipal financing. Further, the audit needs to be conducted and overseen by some entity or independent persons not in association with the city.

The audit should observe the actual results of development and compare the results to the stated goals for developing North Natomas.

The following issues need to be addressed in the audit:

1. Has the development enhanced the city's ability to attract major industrial employers?
2. Does the area contain optimum amounts of land devoted to parks, recreational facilities and open space?
3. What has been and will be the fiscal impacts of the development on the city, i.e., is the revenue derived from the development supporting not only the capital cost of the infrastructure required for the development, but also the ongoing cost of maintaining that infrastructure including the development and maintenance of the regional park?
4. Do the actual tax revenues generated by the development of North Natomas provide an ongoing revenue surplus for use throughout the city?
5. Has the jobs-to-housing ratio goal of 60% been achieved?
6. Have the various fiscal devices that the city used to assist the developers provided a clear audit trail to determine that builders/developers did what they were supposed to do with the money and in a timely and proper manner?

The audit report should be made readily available to the public at the same time it is given to the city.

**Finding 2.** There is no information currently being provided to the California Central Valley Regional Water Quality Control Board as to the content of the water, sediment and soil in the drainage detention basins in North Natomas. The city may be allowing untreated surface water containing pollutants, such as pesticides, to reach the Sacramento River.

**Recommendation 2.** The city should develop and then conduct, on a regular basis, an analysis of the water, sediments and soil in the drainage detention basins and provide that information to the Central Valley Water Quality Control Board.

Future versions of this report will include a detailed analysis which contains the range of the total fee and infrastructure burdens by selected land uses.

## TOTAL BURDEN OF MAJOR INFRASTRUCTURE

The infrastructure cost burden of development to a property owner can be used to assess the financial feasibility of a development project. The total infrastructure cost burden consists of all costs (e.g., developer funding and the bond debt associated with special taxes and assessments) plus applicable fees (e.g., county development impact fees, school mitigation fees). A measure of financial feasibility is this: if the total cost burden is less than 15 to 20 percent of the finished home price, then a project is considered to be financially feasible. Typically, residential units with a cost burden percentage below 15 percent are clearly financially feasible while units with a cost burden percentage above 20 percent are likely to be financially infeasible. This feasibility benchmark is based on EPS's experience in conducting financial feasibility analyses for numerous projects throughout the Sacramento region and Central Valley over the last two decades.

Table 9 shows the total estimated infrastructure burden of typical homes in the Greenbriar project. As shown, the total cost of infrastructure and public facilities accounts for approximately 14.7 to 19.4 percent of the estimated sales price of residential units at Greenbriar.

## TAXES AND ASSESSMENTS FEASIBILITY ANALYSIS

Table 10 shows the estimated taxes and assessments as a percentage of home sales prices for four different proposed Greenbriar land uses. The total annual amount includes the following taxes and assessments:

- Property taxes;
- Other general ad valorem taxes (e.g., school/other general obligation bonds);
- Services taxes and assessments (estimated in this chapter); and
- Greenbriar Infrastructure CFD taxes (proposed in this Financing Plan).

Under the "2-percent test," a total taxes and assessments percent of sales price that is less than two percent indicates financial feasibility. The taxes and assessments for the homes range from 1.24 to 1.67 percent, indicating annual tax-burden feasibility for each

Financing Plan

8/14/07

**DRAFT**

Table 10  
Greenbriar Public Facilities Financing Plan  
Two-Percent Test of Total Tax Burden

Item	Assumption	Low-Density Residential	Medium-Density Residential	High-Density Residential
Home Price Estimate [1]		\$440,000	\$310,000	\$250,000
Homeowner's Exemption [2]		(\$7,000)	(\$7,000)	(\$7,000)
Assessed Value [3]		\$433,000	\$303,000	\$243,000
Property Tax	1.00%	\$4,330	\$3,030	\$2,430
Other Ad Valorem Taxes [4]	0.15%	\$650	\$455	\$365
<b>Total Ad Valorem Taxes</b>		<b>\$4,980</b>	<b>\$3,485</b>	<b>\$2,795</b>
<b>Special Taxes and Assessments (Proposed)</b>				
Reclamation Dist. No. 1000 - O & M Assess		\$51	\$34	\$17
SAFCA A.D. No. 1 - O & M Assessment		\$74	\$50	\$25
SAFCA Consolidated Capital Assessment District		\$80	\$80	\$53
TMA CFD [5]		\$21	\$21	\$16
Parks Maintenance [6]		\$52	\$52	\$30
City of Sacramento A.D. No. 96-02 - Library		\$27	\$27	\$27
City of Sacramento A.D. No. 89-02 Lighting Dist.		\$66	\$66	\$45
CFD No. 97-01 []		\$108	\$108	\$75
<b>Total Special Taxes and Assessments</b>		<b>\$478</b>	<b>\$436</b>	<b>\$288</b>
Proposed Infrastructure CFD (Preliminary Estimate)		\$1,500	\$1,200	N/A
Parks Maintenance Cost (Preliminary Estimate)		\$44	\$44	\$26
<b>Total Tax Burden</b>		<b>\$7,002</b>	<b>\$5,165</b>	<b>\$3,108</b>
<b>Tax Burden as % of Home Price</b>		<b>1.59%</b>	<b>1.67%</b>	<b>1.24%</b>

Source: Gregory Group, City of Sacramento, Greenbriar landowners, and EPS

"two\_percent"

- [1] Home prices are based on 2005 price levels in North Natomas from the Gregory Group. "Low density" assumes 2,700-square-foot homes, "medium density" assumes 1,600-square-foot homes, and "high density" assumes 1,000-square-foot attached units
- [2] An owner-occupied single-family residence is allowed a \$7,000 reduction of the assessed value of the property for the purposes of calculating the annual property tax
- [3] The adjusted assessed value is the value upon which the 1% property tax rate, as allowed under Proposition 13, is calculated
- [4] Other Ad Valorem taxes include regional sanitation bonds and school general obligation bonds.
- [5] Greenbriar may elect to create a separate TMA; the costs, however, are not known at this time. As a proxy, the rates for the North Natomas TMA are shown. Please note that costs to provide transit service to Greenbriar may be significantly higher than those shown here.
- [6] Assumes same rate as CFD 2002-2 Parks Maintenance
- [7] Assumes that Greenbriar pays the same rate as development east of I-5.

Financing Plan

8/14/07

The manner in which the property tax revenues are allocated between the City and County will be dictated by the Joint Vision MQU. The case study revenues, as well as per capita revenues and costs, are shown as separate line items. The results suggest a fiscally negative impact to the City both during the absorption period and at the conclusion of the assumed ten-year absorption timeframe in 2016

From Greenbrae Fiscal Impact

Analysis, P. 7,

1/11/2007