

DISTRICT RECORDED IN BOOK 20061024, PAGE 1720, OFFICIAL RECORDS OF SACRAMENTO COUNTY, THENCE ALONG THE EASTERLY AND NORTHERLY LINE OF SAID GRANT JOINT UNION SCHOOL DISTRICT PARCEL OF THE FOLLOWING FIVE (5) COURSES: (1) NORTH 01 DEGREES 44 MINUTES 41 SECONDS WEST 211.60 FEET; (2) NORTH 89 DEGREES 57 MINUTES 28 SECONDS WEST 1416.86 FEET; (3) SOUTH 55 DEGREES 49 MINUTES 03 SECONDS WEST 15.70 FEET; (4) SOUTH 48 DEGREES 04 MINUTES 17 SECONDS WEST 18.29 FEET AND (5) NORTH 89 DEGREES 57 MINUTES 28 SECONDS WEST 103.35 FEET TO THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 36; THENCE, NORTH 00 DEGREES 31 MINUTES 22 SECONDS WEST 2365.71 FEET ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.

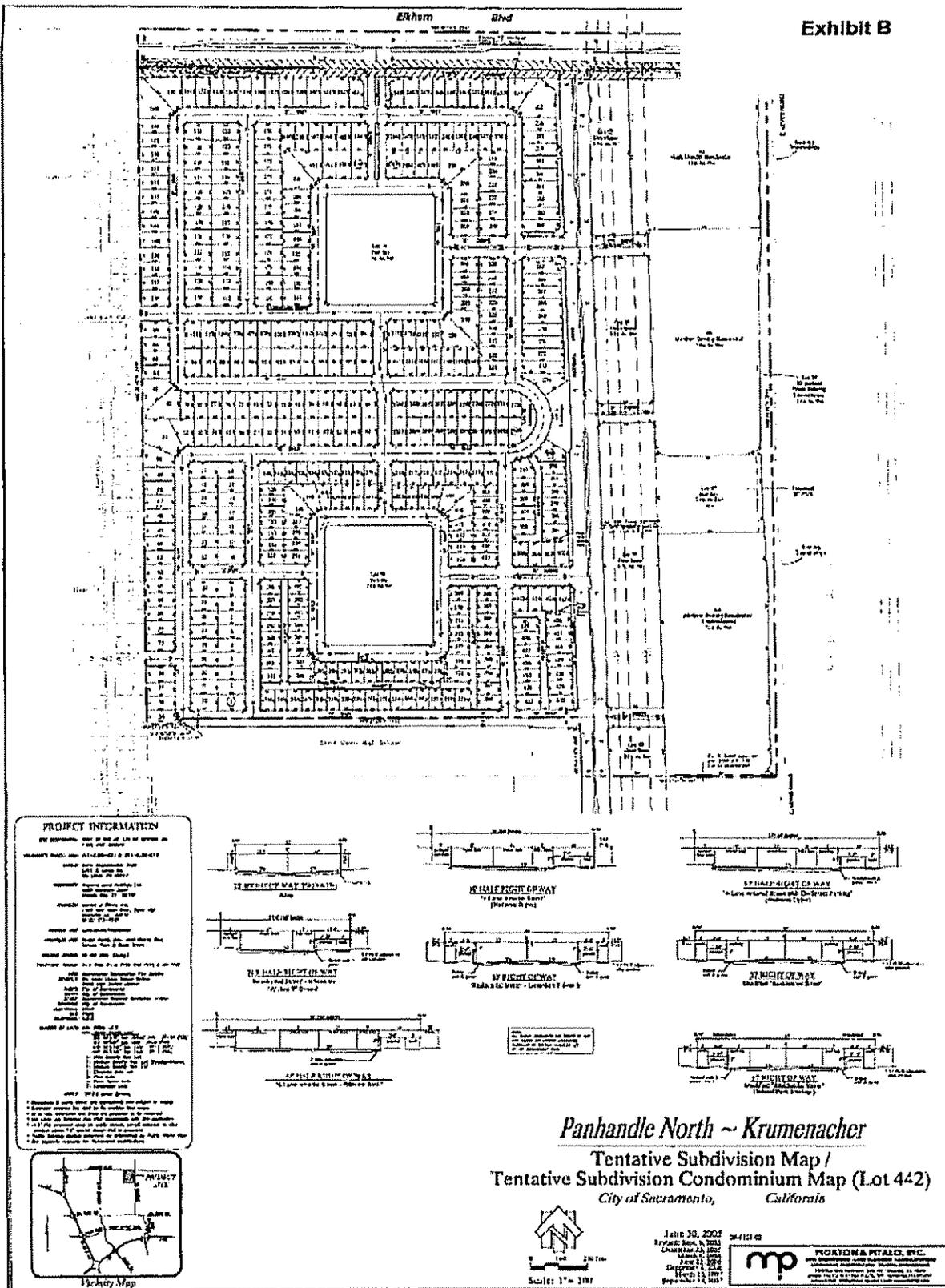
**EXHIBIT B**

**LANDOWNER'S DEVELOPMENT PLAN**

**SEE ATTACHED**



Exhibit B



## **EXHIBIT C**

### **SPECIAL CONDITIONS**

#### **I. PURPOSE AND INTENT**

The definitions applicable to the body of the Agreement shall apply to this Exhibit C.

In order to achieve its objectives, and in order to obtain from each LANDOWNER and developer, all required contributions, fees, land transfers, agreements, and other mechanisms required to implement its terms, the NNCP provides that all rezoning and development shall occur through the planned unit development process. Development agreements should be entered into with LANDOWNERS whenever feasible under the circumstances.

Under no circumstances can development of the Property proceed without satisfaction of the conditions specified in this exhibit. These Special Conditions shall constitute binding and legally enforceable obligations of LANDOWNER and its successors and assigns, and binding and legally enforceable requirements and conditions for the development of the Property, in addition to other obligations, requirements and conditions imposed during the rezoning, special permit, subdivision map and other land use entitlement processes.

#### **II. LANDOWNERS' OBLIGATIONS**

##### **A. Mitigation Monitoring; Habitat Conservation Plan.**

1. **Mitigation Monitoring.** When required in order to obtain entitlements, LANDOWNER shall execute a mitigation monitoring agreement, and such other agreements as may be necessary in CITY's judgment in order to implement any mitigation measure relating to the NNCP and any mitigation monitoring plans applicable to the Property, and shall fully cooperate with CITY in implementing any mitigation monitoring plan adopted as part of the approval process for development of the Property
2. **Habitat Conservation Plan.**
  - a. Relative to the Habitat Conservation Plan that has been adopted by CITY, LANDOWNER shall be obligated to undertake and exercise one of the following options:
    - (i) participate in that Plan by payment of the fees applicable to LANDOWNER and/or the Property or provide required proportionate land dedications, at the time specified in the Plan for payment of fees or dedication of required proportionate lands; or

- (ii) obtain and present to CITY a duly issued, executed and effective incidental take permit issued by federal and state agencies charged with implementation of the provisions of federal and state Endangered Species Acts, which would allow development of the Property; or
  - (iii) obtain and present to CITY a duly issued, executed, and effective form of document from said federal and state agencies that development of the Property may proceed without the need for an incidental take permit; or
  - (iv) participate in such other plan or program which has been approved by said federal and state agencies; or
  - (v) take any other action required by CITY in its sole discretion, relating to satisfaction of all applicable laws, including but not limited to CEQA and the federal and state Endangered Species Acts, where none of the provisions of subsections (i), (ii), (iii) or (iv) are applicable.
- b. The Natomas Basin Habitat Conservation Plan Fee is payable by Landowner at the time of and as a condition of issuance of a grading or building permit. The dollar amount of such fee shall be the per-acre fee in effect at the time the grading or building permit is issued for the Property. In addition to the payment of that sum, Landowner shall be subject to the provisions of any "catch-up fee" ordinance, resolution, rule or regulation in effect at the time of issuance of the grading or building permit. The requirement specified in this subsection 2b shall be included in each entitlement issued with respect to the Property. Landowner understands and agrees that the provisions of Government Code sections 66000 through 66025, as those sections are amended, renumbered or reconstituted, shall not apply to the fees covered by this subsection 2b.

**B. Agreements With Other Agencies.** As required by CITY, LANDOWNER shall enter into agreements with other affected agencies, including but not limited to:

1. Appropriate sanitation districts, including but not limited to Sacramento County Regional Sanitation District, for provision of facilities, payment of fees and charges, and payment (if applicable) of any proportionate share of penalties imposed by the Environmental Protection Agency; and
2. Reclamation District 1000, if in CITY's sole and exclusive discretion and judgment such an agreement is in fact required, or any other agreement which is required in CITY's sole and exclusive discretion and judgment for the implementation of the Comprehensive Drainage Plan and the construction and operation of the Drainage System.

**C. Drainage Sub-basin Agreement.** LANDOWNER shall enter into an agreement with each of the other landowners within the Drainage Sub-basin within which the Property lies, which provides the manner in which the Infrastructure required for development of all of

the lands within said Drainage Sub-basin shall be constructed and financed. As an alternative form of compliance with this provision, LANDOWNER may enter into an agreement with CITY, satisfactory to the City Attorney, which provides that LANDOWNER shall finance all costs associated with the Infrastructure required for development of all of the undeveloped lands within said Drainage Sub-basin. Any such agreement shall additionally provide for reimbursement in accordance with the terms of this Agreement, and the Panhandle Finance Plan, for LANDOWNER's payment of Infrastructure costs in excess of or beyond those required for development of the Property, as that term is defined in Section 8 of this Agreement. As a further alternative, CITY may impose a Drainage Sub-basin assessment district for purposes of financing the required Infrastructure. The provisions of subsection 6D of this Agreement shall apply in such a case.

- D. Inclusionary Housing Requirements.** CITY has enacted a mixed income housing policy ("Policy"), as set forth in title 17, chapter 17.190 of the Sacramento City Code. If and to the extent that the Property is subject to the Policy, certain project entitlements for the Property will contain conditions which implement the Policy, including but not limited to conditions requiring an inclusionary housing plan ("IHP") and an inclusionary housing agreement ("IHA") The IHP for the property, where the Policy is applicable, is attached to this Exhibit C as **Exhibit C-1**, and incorporated herein by this reference. The requirements specified in the IHP shall be implemented by LANDOWNER, and LANDOWNER shall execute the required IHP.
- E. Public Agency Radio and Microwave Communications System.** Notwithstanding LANDOWNER's Vested Rights and anything contained herein to the contrary, CITY may deny or condition an application for a Building Permit or imposition of a height restriction as a condition of approval of a tentative map or design review, even though that development application would otherwise be permitted under the Land Use and Development Regulations, in order to avoid interference with the radio and microwave communications systems operated by the Sacramento Regional Radio Communications Systems (SRRCS), the Automated Local Evaluation in Real Time (ALERT) system and the State of California Public Safety Microwave Network. In addition, Building Permits may be conditioned on compliance with the provisions contained in Exhibit "I", Public Safety Radio Communication Requirements for Buildings.

These systems are emergency and weather communication facilities that serve federal, state, county, CITY and other Public Agencies and are used to protect the public health, safety and welfare. These systems are in existence as of the Effective Date, the systems' radio and microwaves cross the Property, and the operations of one or more of these systems could experience interference if the Project is developed as permitted under the Land Use and Development Regulations. In addition, any other radio or microwave communications systems that may be installed by one or more of the foregoing agencies after the Effective Date may be similarly protected by the CITY from interference from Development of the Project by denying or conditioning any Subsequent Approvals.

### III. CONDITIONS OF DEVELOPMENT; SPECIAL FINDINGS REQUIRED

- A. In addition to other findings and conditions as may be deemed applicable, no special permit, subdivision map or other land use entitlement for the Property shall be approved unless the approving body either: (1) makes the following findings; or (2) expressly waives such findings, in whole or in part, as not applicable to the Property and stating the reasons therefor with such waiver and the reasons therefor appear in the record or document of approval. These findings are:
1. The approval of the proposed project is consistent with the policies, goals, standards and objectives of the NNCP and other relevant factors and circumstances, including but not limited to:
    - a. The adequacy of the required interim and permanent Infrastructure needed to support the project planned for the Property;
    - b. The extent of participation required of LANDOWNER under the Panhandle Finance Plan has been secured;
    - c. The extent to which LANDOWNER has complied with the provisions of the PLAP.
    - d. The extent to which LANDOWNER has complied with the provisions of the Policy.
  2. The Panhandle Finance Plan has been adopted by the City Council.
  3. All transfers of land, owned by or under the control of LANDOWNER, which are specified in the PLAP as being necessary for public purposes, have been transferred to CITY or to the appropriate public agency. For this purpose, a transfer will be deemed to occur upon delivery to CITY of an Irrevocable Offer of Dedication in form and manner approved by the City Department of Public Works and the City Attorney. These dedications include, but are not limited to streets, utilities, drainage facilities and public transit.
  4. LANDOWNER has, where applicable, demonstrated that the proposed project as designed meets or exceeds the jobs to housing ratio of the NNCP, either actually or through the medium of the Housing Trust Fund, or through assisting housing starts in North Sacramento, or a combination thereof.
  5. LANDOWNER has entered into all agreements required pursuant to sections IIA, IIB, and IIC above.
  6. Appropriate environmental review of the proposed project has been completed, and any suggested mitigation measures resulting therefrom have been included in the approval of the project to the extent feasible.

- B. In the event that any of the special findings required herein cannot be made and are not waived, approval may nevertheless be given to the proposed project if all of the following conditions can be satisfied with respect to each such special finding not made:
1. Practicable and feasible requirements or mitigation measures can be imposed upon the project, the implementation of which would allow such special finding to be made;
  2. The applicant has agreed to be bound (through written agreement satisfactory to the City Attorney) by and to implement such requirements or mitigation measures, and has posted such security for compliance therewith as may be required by the City Manager; and
  3. It is in the public interest and consistent with the policies, goals, standards and objectives of the Community Plan for the project to be approved with such requirements and mitigation measures.

**EXHIBIT C-1**  
**INCLUSIONARY HOUSING PLAN**

**Inclusionary Housing Plan  
Panhandle – North Tentative Map  
Vaquero Land Holdings, LLC  
September 19, 2007**

**Proposed Project**

Vaquero Land Holdings, LLC has the right to acquire and is the developer ("Developer") of that certain real property in the City of Sacramento (upon annexation) in which the Developer proposes to develop and construct the Panhandle – North Tentative Map ("Development Project") within the larger Panhandle Planned Unit Development (PUD). The Panhandle PUD Schematic Plan is shown in Exhibit A and the Panhandle North tentative map is shown on Exhibit B.

The 137± acre (gross) Development Project is located south of Elkhorn Boulevard, and west of East Levee Road in the North Natomas Community. The Development Project consists of 753 dwelling units in a mix of attached and detached residential unit types (the "Residential Project"), three park sites and an open space parkway, as shown on Exhibit A.

**Mixed Income Housing Policy**

The Development Project site is located in a new growth area and the Development Project is subject to the City's Mixed Income Housing Policy. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City's Mixed Income Housing Ordinance, City of Sacramento City Code Chapter 17.190 requires that ten percent (10%) of the total units in a Residential Project be affordable to very low income households and five percent (5%) for low income households (the "Inclusionary Requirement" and "Inclusionary Units"). The Developer proposes that this Inclusionary obligation be met on-site.

Pursuant to the City Code Section 17.190.110 (B), an Inclusionary Housing Plan ("Plan") must be approved prior to or concurrent with the entitlements for the Project. City Code Section 17.190.110 (A) sets forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the Project. This document constitutes the Plan, and, as supplemented and amended from time to time, is intended to begin implementation of the Inclusionary Requirement for the Project. All future approvals for the Project shall be consistent with this Inclusionary Housing Plan.

The Inclusionary Requirement for the Project will be set forth in more detail in the Inclusionary Housing Agreement executed by the Developer and the Sacramento Housing and Redevelopment Agency ("SHRA") and recorded

against all the residential lots in the Development Project. The Inclusionary Housing Agreement shall be executed and recorded no later than the approval of the large lot final map for the subdivision or construction phase, or, in the case of an amendment, immediately upon execution by SHRA and Developer. The Inclusionary Housing Agreement will describe with particularity the site and building schematics and financial arrangements for the construction and financing of the Inclusionary Units, pursuant to Section 17.190.110(C). The Inclusionary Housing Agreement shall be consistent with this Plan.

**Residential Numbers**

The Developer, or its successors and assignees, shall construct or cause to be constructed a number of dwelling units affordable to Very Low Income Households ("Very Low Income Units") and Low Income Households ("Low Income Units") as defined in the Sacramento City Code Section 17.190.020, equal to ten percent (10%) and five percent (5%) of the total number of housing units approved for the Residential Project, respectively.

Based on the current Development Project proposal of 753 residential units in the Residential Project, the Inclusionary Requirement for the Project is 113 units consisting of 75 units for Very Low Income (10%) and 38 units for Low Income (5%).

Total Number of Units within the Project	753
Very Low Income Units (10% of units)	75
Low Income Units (5% of units)	38
Total Number of Inclusionary Units	113

If the Development Project approvals or entitlements are amended to increase or decrease the number of units in the Project, this Plan will be amended to reflect a number equal to ten percent (10%) of the new total residential units in the amended entitlements for Very Low Income units and five percent (5%) for Low Income units. However, after a building permit has been issued for a structure to contain Inclusionary Units, those Units will be constructed and maintained as Inclusionary Units pursuant to the terms of Chapter 17.190 of the City Code regardless of any subsequent reduction in the number of approved total residential units in the Development Project.

**Units by Type and Tenure**

Seventy-five (75) Very Low Income units and 30 Low Income multifamily rental units will be constructed on-site on Planning Area 1 as follows:

**Table 1  
Distribution of Multifamily Rental Inclusionary Units**

Planning Area	Housing Type	Total Units in Planning Area	Very Low Income Units	Low Income Units	Market Rate Units	Unit Distribution	Unit Type
1	Family Apartments	120	75	30	15	0% to 30%	1 Bedroom
						30% to 70%	2 Bedroom
						20% to 40%	3 Bedroom
Total		120	75	30	15		

**Table 2  
Distribution of Multifamily Ownership Inclusionary Units**

Eight (8) condominium units will be constructed on-site as multi-family ownership units on Planning Area 6 as follows:

Planning Area	Housing Type	Total Units in Planning Area	Very Low Income Units	Low Income Units	Market Rate Units	Unit Distribution	Unit Type
6	Condominiums	123	0	8	115	0% to 30%	1 Bedroom
						30% to 70%	2 Bedroom
						20% to 40%	3 Bedroom
Total		123	0	8	115		

**Location of Inclusionary Units within Development Project**

Multi-family rental inclusionary Units shall be located within the Development Project on a 5.5-acre parcel (net) (Planning Area 1) located south of Elkhorn Boulevard and east of National Drive ("Inclusionary Housing Site"), shown on Exhibit B. As part of the Development Project, the Inclusionary Housing Site will be zoned High Density Residential, which will allow for the development of up to 120 multi-family residential units. An affordable housing developer will develop, construct, own and manage the multi-family community that contains the multi-family rental Inclusionary Units.

Multi-family ownership Inclusionary Units shall be located within the Development Project on a 8.0-acre parcel (Planning Area 6) located south of Elkhorn Boulevard and east of National Drive, shown on Exhibit B. As part of the Development Project, the Inclusionary Housing Site will be designated Medium

**Density Residential.** A builder will construct condominium units on Planning Area 6 that will contain the ownership inclusionary units. The unit numbers for the ownership Inclusionary Units within Planning Area 6 are 24, 49, 64, 79, 85, 92, 104, and 119.

The location of the Inclusionary Units within the Development Project are subject to amendment, consistent with Section 17.190.110 B(1) of the Mixed Income Ordinance.

### **Affordability Requirements**

The 75 multi-family rental units affordable to Very Low Income households will be restricted to occupancy by households with incomes that, at the time of occupancy, do not exceed fifty percent (50%) of the Sacramento area median income, adjusted for family size. Monthly rents for these units shall not exceed one twelfth of thirty percent (30%) of fifty percent (50%) of the Sacramento area median income, adjusted for family size.

The 30 multi-family rental units affordable to Low Income households will be restricted to occupancy by households with incomes that, at the time of occupancy, do not exceed eighty percent (80%) of the Sacramento area median income, adjusted for family size. Monthly rents for these units shall not exceed one twelfth of thirty percent (30%) of eighty percent (80%) of the Sacramento area median income, adjusted for family size.

The eight (8) multi-family ownership units affordable to Low Income households will be restricted to ownership by households with incomes that, at the time of purchase, do not exceed eighty percent (80%) of the Sacramento area median income, adjusted for family size. Affordable sale prices shall be calculated where the low income households do not pay more than 35% of its household income for all housing costs (which include mortgage principal and interest payments, taxes, insurance, assessments, and homeownership fees, if applicable).

### **Term of Affordability**

The term of affordability for the Inclusionary Housing Units will be a minimum of 30 years from the date of recordation of the Inclusionary Housing Agreement.

### **Fee Waiver Incentives**

Pursuant to Section 17.190.040 of the Ordinance, the City may make available a variety of incentives to offset the cost of providing Inclusionary Housing Units. Subsection A allows the provision of fee waivers or deferrals for Inclusionary Housing Units. Depending on fund availability, the City of

Sacramento provides development fee reductions for the Inclusionary Units in the amount of \$4,000 for Very Low Income Inclusionary Housing Units and \$1,000 for Low Income Inclusionary Housing Units.

### **Financing Incentives**

Sacramento Housing and Redevelopment Agency (SHRA) administers a Multi-family Lending Program (Program). The Program offers "gap" financing, in the form of a loan, for the development of multifamily rental housing in the City of Sacramento (City). Gap financing," is defined as the difference between total development cost and the maximum potential equity and debt raised from private and public sources other than the Agency. In the case of a multi-family development meeting an inclusionary housing obligation, the master developer(s) is required to provide the land at no cost plus an average per unit contribution of approximately \$15,000. Only after these conditions are met, and a gap remains, is financial assistance considered.

The Panhandle inclusionary housing requirement is an obligation of the master developer(s) and SHRA is in no way required to assist the developer in meeting this obligation. A funding priority under the Program is new construction of housing, in which at least fifty percent (50%) of the units are subject to a city inclusionary housing program. A mix of housing types within new developments is encouraged by the City and SHRA.

Ownership housing is encouraged by the City and Vaquero has agreed to provide ownership housing within the development as part of their inclusionary obligation.

A financing gap consistently exists between the construction costs and sales prices for affordable ownership homes even with a land dedication; and due to available funding source requirements and regulations, SHRA is not able to offer financial assistance in filling this gap as can be provided in affordable multifamily developments.

Vaquero is meeting their inclusionary housing obligation through the construction of 113 multifamily units. The affordable multi-family units being created as part of the Vaquero's inclusionary housing obligation in the Panhandle PUD are eligible for gap funding through the Program. Vaquero will be required to provide the land, at no cost, for the projects that contain the inclusionary units. In the event that an additional developer contribution is required for the rental inclusionary units, Vaquero shall only be responsible for the \$15,000 subsidy of 97 (105 inclusionary rental units less 8 inclusionary ownership units) of those units and SHRA shall be responsible for the subsidy on the remaining 8 units.

### **Phasing/Linkages of the Development Project to the Inclusionary Units**

The Inclusionary Units shall be developed concurrently with the development of the remaining units within the Residential Project in the Development Project, as defined in Sacramento City Code Section 17.190.020. The nature of the concurrency is defined by a series of linkages between approvals of the market rate units and the development of the Inclusionary Units.

The following describes the relationship of market rate development activity to the activity of Inclusionary Unit development activity. These milestones are outlined to ensure that the development of Inclusionary Units occur concurrent with development of market rate units.

<b>Market Rate Activity</b>	<b>Inclusionary Approval Linkage</b>
Approval of legislative entitlements (rezone, community plan amendment, general plan amendment, tentative maps) for Panhandle PUD.	Approval of Inclusionary Housing Plan.
Approval of Panhandle North large lot final map.	Execution of Inclusionary Housing Agreement
Recordation of the large lot final map for Development Project.	Recordation of Inclusionary Housing Agreement AND transfer of Parcel 1 to affordable housing developer.
Issuance of building permits in excess of 50% of market rate units in Development Project.	Issuance of building permits for 100% of all of the Inclusionary Housing Units.
Remaining 50% of building permits for market rate units in the Development Project may be issued.	After issuance of all building permits for the Inclusionary Housing Units.
Marketing of the market rate units in Development Project.	Marketing of Inclusionary Housing Units.

**Amendment and Administration of the Inclusionary Housing Plan**

The Planning Director, with the advice of the Executive Director of SHRA, shall administer this Inclusionary Housing Plan. The Planning Director may make minor administrative amendments to the text of this Plan as provided in Sacramento City Code Section 17.190.110B(1).

Exhibit B Panhandle – North Tentative Map  
Exhibit C Location of Inclusionary Units in Development Project

**Exhibit A**  
Panhandle Planned Unit  
Development Schematic Plan

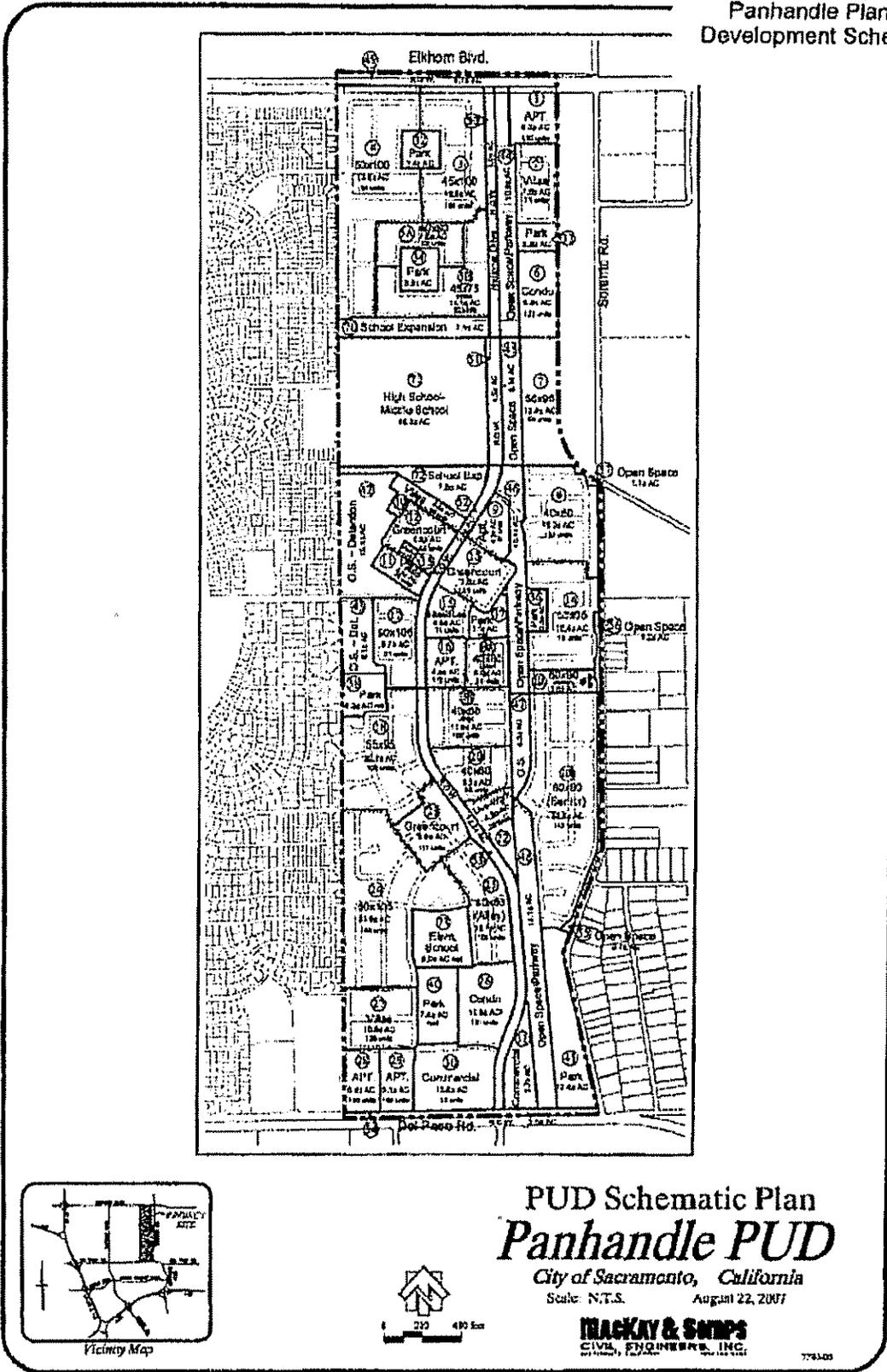
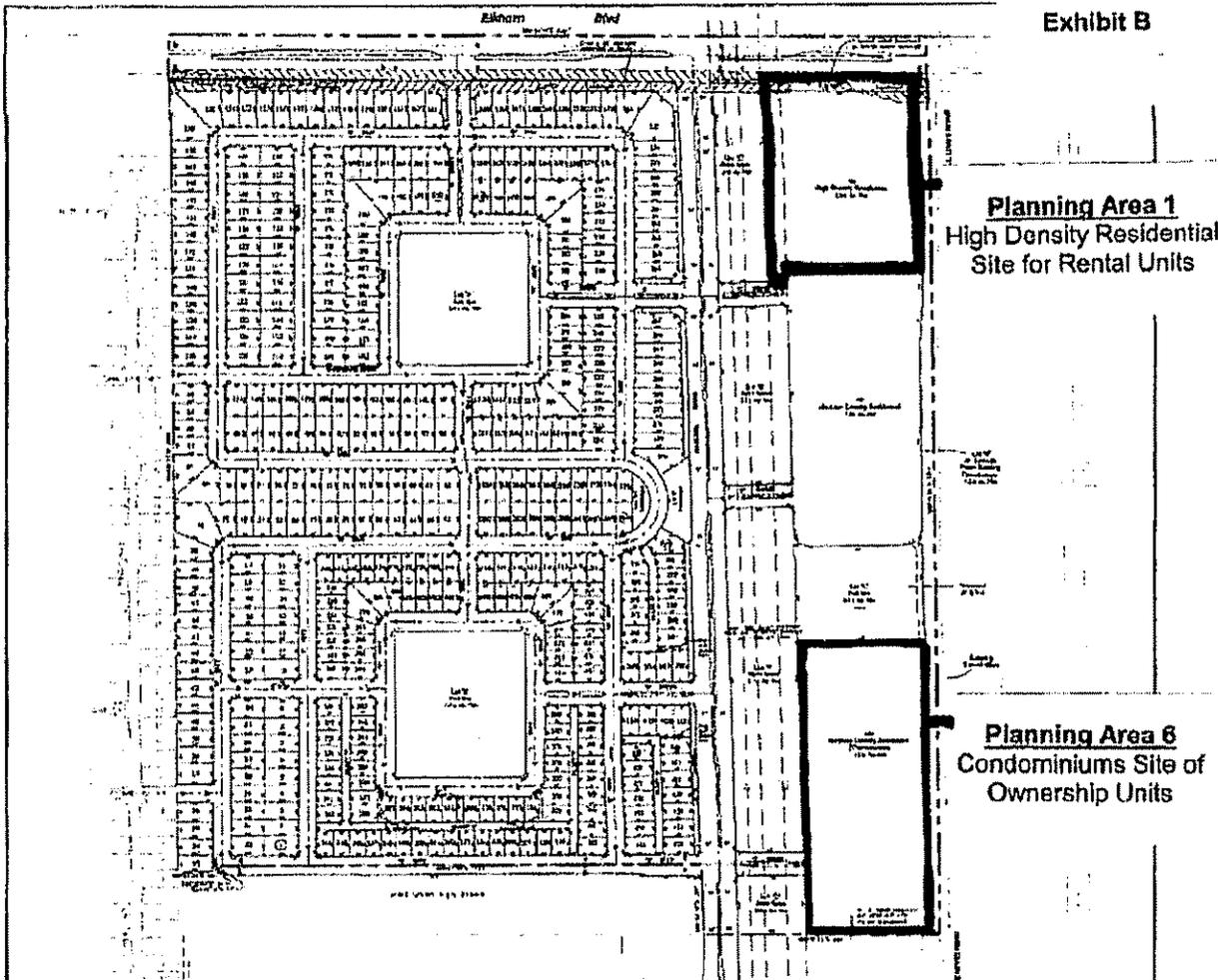


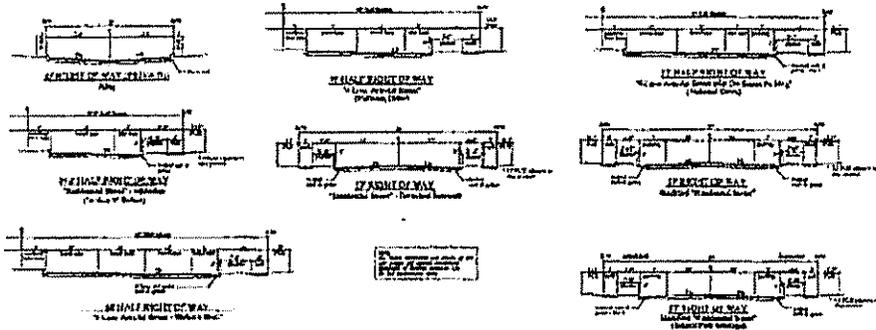
Exhibit B



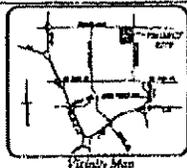
**Planning Area 1**  
 High Density Residential  
 Site for Rental Units

**Planning Area 6**  
 Condominiums Site of  
 Ownership Units

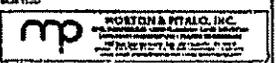
**PROJECT INFORMATION**  
 THE INFORMATION CONTAINED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT TO BE USED AS A CONTRACT. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES.



*Panhandle North ~ Krumenacher*  
 Tentative Subdivision Map /  
 Tentative Subdivision Condominium Map (Lot 442)  
 City of Sacramento, California



June 23, 2010  
 Project No. 05-077  
 Planning Area 1  
 Planning Area 6  
 City of Sacramento  
 Scale: 1" = 100'





# EXHIBIT D

## ASSIGNMENT AND ASSUMPTION AGREEMENT

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT (herein "this Agreement") is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 200\_\_\_\_, by and between \_\_\_\_\_ (herein "LANDOWNER") and \_\_\_\_\_ (herein "ASSIGNEE").

### RECITALS

- A. LANDOWNER has entered into a Development Agreement (herein "the Development Agreement") dated \_\_\_\_\_, with the City of Sacramento, pursuant to which LANDOWNER agreed to develop certain property more particularly described in the Development Agreement (herein "the Property") in the North Natomas Community Plan Area subject to certain conditions and obligations set forth in the Development Agreement.
- B. LANDOWNER has assigned its interests under the Development Agreement to ASSIGNEE under a written agreement dated \_\_\_\_\_, as to that portion of the Property identified and incorporated herein by this reference (herein the "Assigned Parcel(s)").
- C. ASSIGNEE desires to assume all of LANDOWNER's rights and obligations and other terms and conditions under the Development Agreement with respect to the Assigned Parcel(s).

### AGREEMENTS

NOW, THEREFORE, LANDOWNER AND ASSIGNEE HEREBY AGREE AS FOLLOWS:

- 1. ASSIGNEE hereby assumes all of the burdens and obligations of LANDOWNER under the Development Agreement, and agrees to observe and fully perform all of the duties and obligations of LANDOWNER under the Development Agreement, and to be subject to all of the terms and conditions thereof, with respect to the Assigned Parcel(s), it being the express intention of both LANDOWNER and ASSIGNEE that, upon the execution of this Agreement, ASSIGNEE shall become substituted for LANDOWNER as the "LANDOWNER" under the Development Agreement with respect to the Assigned Parcel(s)
- 2. ASSIGNEE understands and agrees that this Agreement is subject to section 4 of the Development Agreement. Section 4 reads as follows:

**Assignment.** LANDOWNER shall have the right to sell, assign, or transfer its interests under this Agreement as part of a contemporaneous and related sale, assignment or transfer of its interests in the Property, or any portion thereof, without the consent of CITY; provided, however, that LANDOWNER

shall notify CITY of such sale, assignment or transfer by providing written notice thereof to CITY in the manner provided in this Agreement. LANDOWNER shall remain obligated to perform all terms and conditions of this Agreement, unless such purchaser, assignee or transferee, to the satisfaction of and in a form acceptable to the City Attorney, executes and delivers to CITY an express agreement to assume all of the obligations and other terms and conditions of this Agreement with respect to the Property or such portion thereof sold, assigned or transferred. The execution of such an assumption agreement shall relieve LANDOWNER of the obligations expressly assumed only if (a) LANDOWNER is not in default under this Agreement at the time of the assignment or transfer; and (b) LANDOWNER has provided CITY with notice of said assignment or transfer in the manner provided hereunder. Any such assumption agreement with respect to LANDOWNER's obligations under this Agreement shall be deemed to be to the satisfaction of the City Attorney if executed in the form of the Assignment and Assumption Agreement attached hereto as Exhibit "D" and incorporated herein by this reference, or such other form as shall be proposed by LANDOWNER and approved by the City Attorney prior to the effective date of the assignment.

Any purchaser, assignee, or transferee shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary thereof and a party thereto, only with respect to the Property, or such portion thereof, sold, assigned, or transferred to it. Any such purchaser, assignee, or transferee shall observe and fully perform all of the duties and obligations of LANDOWNER under this Agreement, as such duties and obligations pertain to the portion of the Property sold, assigned, or transferred.

4. At the request of the City, ASSIGNEE agrees to enter into a separate development agreement with respect to the Assigned Parcel(s).
5. All of the covenants, terms and conditions set forth herein shall be binding upon and shall inure to the benefit of the parties hereto and to their respective heirs, successors and assigns.
6. ASSIGNEE agrees that it has read, and has sought and received all required legal and other expert consultation with regard to the Development Agreement, and fully understands all of its terms and conditions. ASSIGNEE further agrees that: (i) LANDOWNER has furnished ASSIGNEE with a copy of the North Natomas Community Plan, the Comprehensive Drainage Plan, the Panhandle Finance Plan, the RD-1000 Agreement (where applicable), the Habitat Conservation Plan, and all other documents and materials containing or relating to terms and conditions of development in the NNCP area; (ii) ASSIGNEE has read and understands all of the terms and conditions of said documents and materials; and (iii) with such knowledge and understanding, which includes the nature and extent of the fees, taxes, assessments and other financial mechanisms and obligations inherent in such documents and materials, nevertheless has voluntarily, freely

and knowingly assumed and agreed to perform all of obligations and requirements, and be bound by all of the provisions of such documents and materials.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date and year first above written.

By: \_\_\_\_\_  
"ASSIGNEE"

**EXHIBIT E**

**PANHANDLE LAND  
ACQUISITION PROGRAM  
(PLAP)**

[NOT APPLICABLE]

## EXHIBIT F

### Protest Waiver Provisions Agreed to by LANDOWNER

LANDOWNER understands and agrees that financing of the Infrastructure, public improvements and facilities (including the land covered by the PLAP) and other programs required under the NNCP will be accomplished through a variety of financing mechanisms, including but not limited to a combination of special assessment districts, tax districts (such as Mello-Roos Community Facilities Districts) and developer fees, all of which mechanisms are designed to spread the cost of those items in accordance with benefit and other methodologies. LANDOWNER further understands and agrees that an important component of this Agreement is LANDOWNER's advance consent to the formation of, annexation into, or implementation of any such district or imposition of any such fee, and LANDOWNER's agreement not to protest or contest such formation, implementation or fee imposition.

Accordingly, LANDOWNER agrees for itself, its constituents, successors and assigns that it fully, finally and forever waives and relinquishes any right it may have to protest or contest the formation or implementation of, or participation in, any special assessment or tax district or any similar form of financing mechanism, or any combination thereof, together with any rights it may have to contest the imposition of any developer fee established or imposed pursuant to the Panhandle Finance Plan. Nothing in this Agreement, however, shall prevent LANDOWNER from presenting CITY any information or opinions regarding any financing mechanism CITY may from time to time consider establishing or imposing, which information or opinions relate to the dollar amount of any fees, assessments, taxes or other charges imposed by CITY pursuant to the Panhandle Finance Plan, or which information or opinions relate to the question of consistency of the financing mechanism with the Panhandle Finance Plan. If a financing mechanism is proposed for adoption by CITY, which mechanism directly and significantly conflicts with the language and the intent of the Panhandle Finance Plan, as it may be amended from time to time, LANDOWNER shall have the right to protest only the actual amount of the directly and significantly conflicting proposed fee, charge, special tax, or assessment proposed to be levied, charged, assessed or taxed against the Property by virtue of the proposed financing mechanism. Provided, however, that LANDOWNER's said right to protest, together with any right to object, shall be waived unless LANDOWNER's protest of objection is made at or before the time of the public hearing wherein the proposed financing mechanism, together with the fee, charge, special tax or assessment is established by the City Council. LANDOWNER's right to judicial challenge of any such mechanism, and the fees, charges, assessments or special taxes imposed or to be imposed in connection therewith, shall be limited to review of the decision of the City Council establishing the said mechanism and the said fees, charges, assessments or special taxes; LANDOWNER shall not have the right, in connection with any land use entitlement proceeding with respect to the Property, to judicially challenge the financing mechanism or the fees, charges, assessments or special taxes as applied to the Property, and waives any statutory or common law right to pay such fees, charges, assessment or special taxes under protest. For purposes of this Agreement, "fees, charges, assessments or special taxes" shall include any monetary exaction or payment required to be paid by LANDOWNER by virtue of or relating to development of the Property.

Without limiting the generality of the foregoing, LANDOWNER for itself, its constituents, successors and assignees specifically, as to the Property, agrees to the following which are adopted by the City Council pursuant to the Panhandle Finance Plan:

- (1) Waives, and hereby grants advance consent to the formation of, or annexation into, and implementation of any and all special assessment districts, tax districts (such as Mello-Roos Community Facilities Districts), fee districts or other financing mechanisms of a similar nature recommended or established by CITY for the purpose of financing Infrastructure, public improvements and facilities (including land transfers as set forth in the PLAP). Such financing mechanisms may include but are not limited to the following existing Community Facilities Districts: CFD No. 99-01 TMA (Transit), CFD No. 97-01 (Drainage), CFD No. 3 (Parks Maintenance), CFD No. 99-02 (Landscape Maintenance), CFD No. 2002-02 (Parks Maintenance), and the Citywide Lighting and Landscape District; and a new Panhandle Parks Maintenance CFD that will be formed to cover maintenance costs for Quimby dedications in excess of those covered by CFD No. 2002-02. Without limiting the generality of the foregoing, LANDOWNER specifically waives:
  - (i) the provisions of the Special Assessment Investigation, Limitation and Majority Protest Act of 1931 (division 4 of the Streets and Highways Code, beginning at section 2800), together with associated provisions of the California Constitution;
  - (ii) the provisions of any other statute designed to provide a protest or contest procedure in connection with formation and implementation of a district or similar financing mechanism; and
  - (iii) the provisions of any procedure embodied in the Sacramento City Code designed to provide a protest or contest procedure in connection with formation and implementation of a district or similar financing mechanism.
  
- (2) Waives, and hereby grants advance consent to the formation and implementation of any and all special fees, exactions, development fees, assessments, taxes or other charges established by CITY for the purpose of financing Infrastructure, public improvements and facilities (including land transfers as set forth in the PLAP). Without limiting the generality of the foregoing, LANDOWNER specifically waives:
  - (i) to the extent applicable, those statutory and constitutional provisions specified in paragraph (1) above; and
  - (ii) the provisions of Government Code section 66000 et seq. or any other provision of law providing a procedure for contest or protest of establishment or imposition of special fees, exactions, development fees, assessments, taxes or other charges of a similar nature.

(3) Agrees to:

- (i) affirmatively petition CITY, where applicable, for the formation of all special districts and other financing mechanisms that have been or will be in the future selected or recommended by CITY in order to implement the Panhandle Finance Plan;
- (ii) execute an irrevocable proxy or proxies when necessary (such as in the formation of, or imposition of taxes relative to, a Mello-Roos Community Facilities District) authorizing a representative designated by CITY, who will vote in favor of establishing the specific financing mechanism in question; and
- (iii) execute immediately upon presentation any document which is required or convenient for the formation of the district or facilitation of the particular financing mechanism.

LANDOWNER agrees and specifically represents to CITY that it is fully aware of all of its legal rights relative to the waivers, advance consents and other agreements set forth herein, having been fully advised by its own independent attorneys. Having such knowledge and understanding of its rights, LANDOWNER has nevertheless voluntarily entered into this Agreement, of which this Exhibit is a material part. LANDOWNER is aware that CITY is relying on the representations contained in this Exhibit in entering into this Agreement.

## **EXHIBIT G**

# **IRREVOCABLE OFFER OF DEDICATION FORM**

**SEE ATTACHED**

RECORDED FOR THE BENEFIT OF  
THE CITY OF SACRAMENTO  
(Fee Exempt Under Gov. Code, § 6103)

WHEN RECORDED RETURN TO:

DEVELOPMENT SERVICES DEPARTMENT  
ATTN: JERRY LOVATO  
1231 "I" STREET, RM. 200  
SACRAMENTO CA 95814

**IRREVOCABLE OFFER TO DEDICATE**

The undersigned hereby certifies that we are the legal owners of, or are parties having an interest in, the hereinafter-described real property; and the undersigned, for themselves and their heirs, successors, and assigns, do hereby irrevocably offer to dedicate to the **City of Sacramento**, a municipal corporation, [in fee title] [an easement for public road and public utilities on, under, over, and across] the hereinafter-described real property located in the City of Sacramento, County of Sacramento, State of California, described as follows:

**SEE EXHIBIT "A," LEGAL DESCRIPTION, AND EXHIBIT "B," PLAT, ATTACHED HERETO AND MADE A PART HEREOF.**

Reserving, however, unto the undersigned and their heirs, successors, and assigns any and all present lawful uses of the above-described real property until such time as the City Engineer of the City of Sacramento gives written notice that the above-described real property will be improved for public purposes; and it is also hereby understood and agreed by the undersigned and their heirs, successors, and assigns that any improvements hereinafter placed by them in or upon the above-described real property shall be removed without cost or expense to the City of Sacramento. Until such notice is given by the City Engineer, the undersigned and their heirs, successors, and assigns agree to assume full responsibility or liability for any injury or damage to any person or property on the above-described real property or arising out of its use or occupancy by them. It is also hereby understood that all work to be done in or upon the above-described real property shall be done under permit and done in accordance with plans to be furnished by the principal and approved by the City Engineer of the City of Sacramento, and in accordance with the specifications of the City Engineer of the City of Sacramento.

The dedication offered hereunder shall be complete upon its acceptance by the City Engineer of the City of Sacramento.

Witness \_\_\_\_\_ hand this \_\_\_\_\_ day of \_\_\_\_\_, 200\_\_

By: \_\_\_\_\_

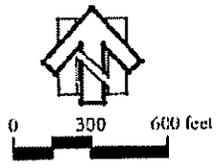
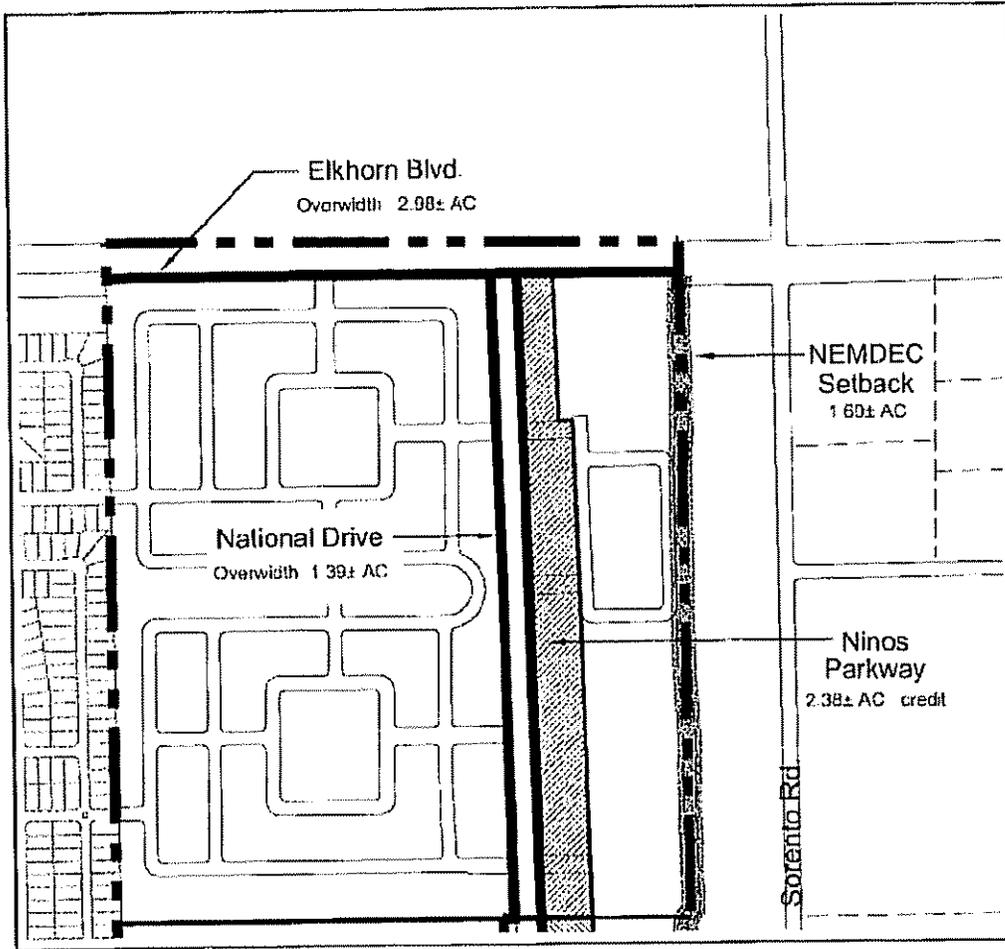
By: \_\_\_\_\_

(ATTACH NOTARY ACKNOWLEDGMENT)

## **EXHIBIT H**

# **MAP AND CATEGORICAL LISTING OF LAND AND INFRASTRUCTURE**

**SEE ATTACHED**



### Panhandle Land Acquisition Program

Panhandle North - Krumenacher

City of Sacramento,

California

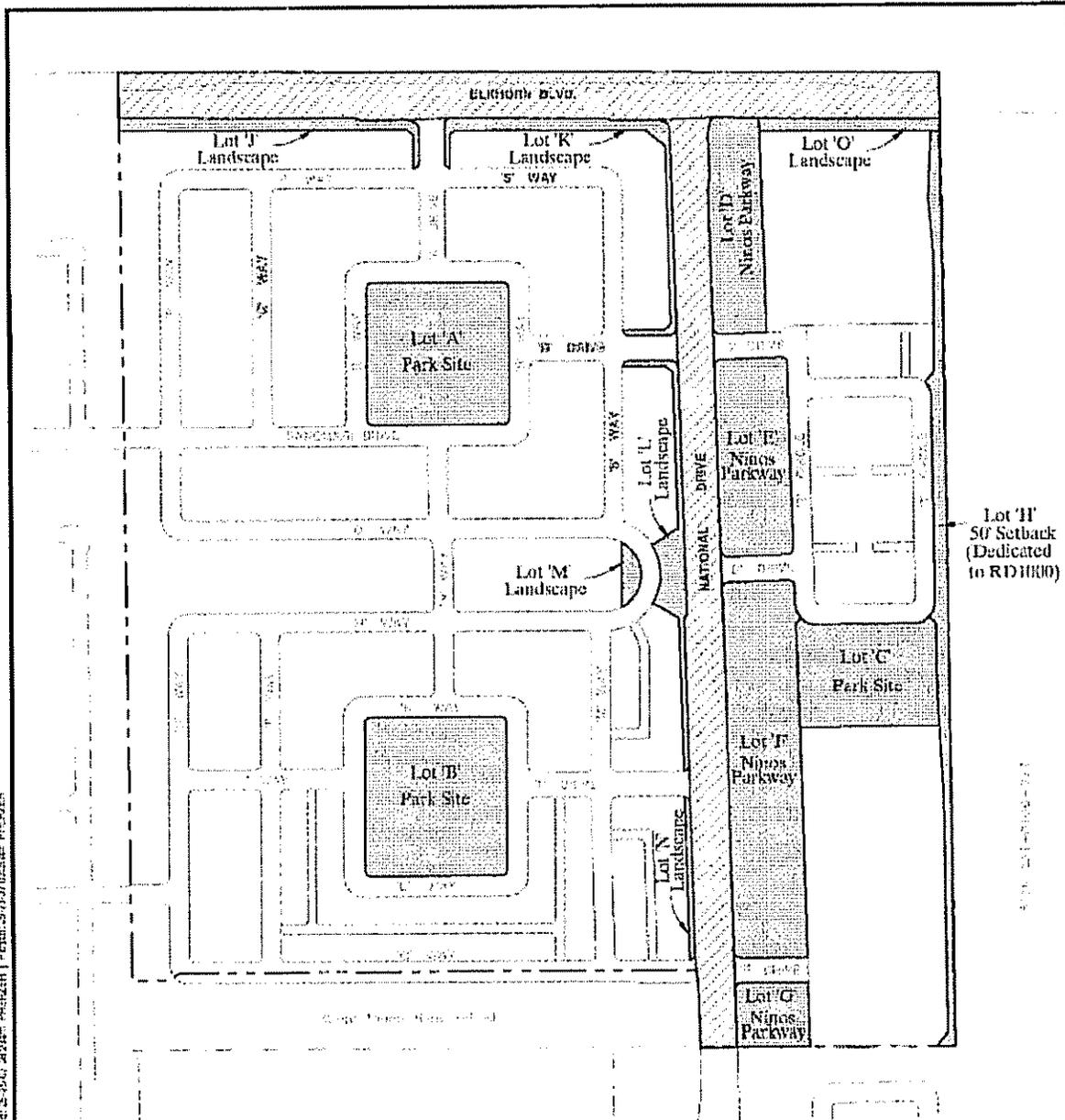
Scale: 1" = 600'

June 6, 2007

**MACKEY & SOOPS**  
CIVIL ENGINEERS, INC.  
SACRAMENTO, CALIFORNIA

12/12/07

This drawing is the property of Mackey & Soops Civil Engineers, Inc. and is not to be used, copied, or reproduced in any form without the written consent of Mackey & Soops Civil Engineers, Inc. The user of this drawing is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of this drawing is also responsible for obtaining all necessary information regarding the project and the site conditions. Mackey & Soops Civil Engineers, Inc. is not responsible for any errors or omissions in this drawing.



# Panhandle I.O.D. Land Dedications

## Panhandle North ~ Krumenacher City of Sacramento, California



0 200 400 feet

Scale: 1" = 400'

May 25, 2007



**MORTON & PITALO, INC.**  
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING  
 LANDSCAPE ARCHITECTURE • TRAFFIC ENGINEERING  
 380 Blue Oaks Boulevard, L234 1000 Yuba City, CA 95678  
 phone: 916.773.7477 • fax: 916.773.7671 • sures: 916.773.6720  
 e-mail: [info@mortonp.com](mailto:info@mortonp.com) • web: [www.mortonp.com](http://www.mortonp.com)

Date: 12/04/07 09:54:30 AM Project: PANHANDLE NORTH I.O.D. LAND DEDICATIONS

**Panhandle  
Land Acquisition Program  
September 10, 2007**

**Street Overwidth (per North Natomas Nexus Study, Figure VI-4)**

Street	Overwidth (feet)	Length (feet)	Acreage	Ownership
Elkhorn Blvd (136' ROW)	58	2,241	3.0	Krumenacher
National Drive (100' ROW)	24	2,530	1.4	Krumenacher
National Drive (100' ROW)	24	1,320	0.7	Grant
National Drive (100' ROW)	24	7,060	3.9	Dunmore
Del Paso Road (110' ROW)	29	2,632	1.8	Dunmore
<b>TOTAL OVERWIDTH</b>			<b>10.7</b>	

**NEMDEC Setback**

Ownership	Acreage
Krumenacher	1.6
Grant	1.1
Dunmore	0.4
<b>TOTAL</b>	<b>3.1</b>

**Ninos Parkway**

Ownership	Acreage	LAP Credit
Krumenacher	9.8	2.40
Grant	6.1	1.30
Dunmore	27.9	6.30
<b>TOTAL</b>	<b>43.8</b>	<b>10.00</b>

**Sorento Road Interface**

Ownership	Acreage	LAP Credit
Dunmore	4.7	4.7
<b>TOTAL</b>	<b>4.7</b>	<b>4.7</b>

## EXHIBIT I

# PUBLIC AGENCY RADIO AND MICROWAVE COMMUNICATION SYSTEM

The following requirements may be imposed at the time of application for a Building Permit.

- A. **General.** Except as otherwise provided, no person shall erect, construct, change the use of or provide an addition of more than 20% to, any building or structure or any part thereof, or cause the same to be done, that fails to support adequate radio coverage for the Sacramento Regional Radio Communications System (SRRCS), including but not limited to firefighters and police officers. For purposes of this section, adequate radio coverage shall include all of the following: (1) a minimum signal strength of -95 dBm available in 90% of the area of each floor of the building when transmitted from the closest Sacramento Regional Radio Communications System site; (2) a minimum signal strength of -95 dBm received at the closest Sacramento Regional Radio Communications System site when transmitted from 90% of the area of each floor of the building; (3) the frequency range that much be supported shall be the current band of frequencies used by either the City or County sub-systems; and (4) a 100% reliability factor. When measuring the performance of a bi-directional amplifier, signal strength measurements are based on one input signal adequate to obtain a maximum continuous operating output level.
- B. **Amplifications Systems Allowed.** Buildings and structures that cannot support the required level of radio coverage shall be equipped with either a radiating cable system or an internal multiple antenna system with FCC type accepted bi-directional amplifiers as needed. If any part of the installed system or systems contains an electrically powered component, the system shall be capable of operating on an independent battery and/or generator system for a period of at least 12 hours without external power input. The battery system shall automatically charge in the presence of an external power input. If used, bi-directional amplifiers shall include filters to reduce adjacent frequency interference. These filters shall be tuned so that they will be 35 db below the SRRCS frequencies.
- C. **Testing Procedures.**
1. **Acceptance Test Procedure.** When an in-building radio system is required, and upon completion of installation, it will be the building owner's responsibility to have the radio system tested to ensure that two-way coverage on each floor of the building is a minimum of 90%. Each floor of the building shall be divided into a grid of approximately 20 equal areas. A maximum of two non-adjacent areas will be allowed to fail the test. In the event that three of the areas fail the test, in order to be more statistically accurate, the floor may be divided into 40 equal areas. In that event, a maximum of four non-adjacent areas will be allowed to fail the test. After the 40 area test, if the system continues to fail, the building owner shall have the system altered to meet a 90% coverage requirement. The test shall be conducted using a Motorola

MTS2000, XTS2500, XTS5000 or equivalent portable radio, talking through the Sacramento Regional Radio Communications System as specified by the authority having jurisdiction. A spot located approximately in the center of a grid area will be selected for the test, then the radio will be keyed to verify two-way communications to and from the outside of the building through the SRRCS. Once the spot has been selected, prospecting for a better spot within the grid area will not be permitted. The gain values of all amplifiers shall be measured and the test measurement results shall be kept on file with the building owner so that the measurements can be verified each year during the annual tests. In the event that the measurement results become lost, the building owner will be required to rerun the acceptance test to re-establish the gain values.

As part of the installation, a spectrum analyzer or other suitable test equipment shall be utilized to insure that spurious oscillations are not being generated by the subject bi-directional amplifier (BDA) due to coupling (lack of sufficient isolation) between the input and output systems. This test will be conducted at time of installation and subsequent annual inspections.

- 2. **Annual Tests.** When an in-building radio system is required, the building owner shall test all active components of the system, including but not limited to amplifiers, power supplies and backup batteries, a minimum of once every 12 months. Amplifiers shall be tested to ensure that the gain is the same as it was upon initial installation and acceptance. Backup batteries and power supplies shall be tested under load for a period of one hour to verify that they will properly operate during an actual power outage. If within the one hour test period, in the opinion of the testing technician, the battery exhibits symptoms of failure; the test shall be extended for additional one hour periods until the testing technician confirms the integrity of the battery. All other active components shall be checked to determine that they are operating within the manufacturer's specifications for the intended purpose.
- 3. **Five-Year Tests.** In addition to the annual test, the building owner shall perform a radio coverage test a minimum of once every five years to ensure that the radio system continues to meet the requirements of the original acceptance test. The procedure set forth above shall apply to these tests.
- 4. **Qualifications of Testing Personnel.** All tests shall be conducted, documented and signed by a person in possession of a current FCC license, or a current technician certification (minimum Associate level) issued by the Electronics Technicians Association. All original test records shall be retained on the inspected premises by the building owner and copies of the records shall be submitted to the Sacramento Fire Department via the the "Self-Help Inspection Process".
- 5. **Field Testing:** Police and Fire personnel, after providing reasonable notice to the owner or his representative, shall have the right to enter onto the property to conduct field-testing to be certain that the required level of radio coverage is present.

D. **Permits:** A permit fee of \$100.00 shall be submitted to the Sacramento Fire Department along with copies of all test records.

- E. **Implementation:** Although not a condition of occupancy, the building shall be in compliance of this ordinance within 90 days of occupancy.
- F. **Penalties:** Pursuant to section 8.04.080 of the Sacramento City Code, a violation of this ordinance is a misdemeanor criminal offense and a civil penalty up to \$25,000.00 per day (for each and every day that the violation exists) can be imposed.
- G. **Exemptions:** The requirements of this Exhibit I shall not apply to buildings less than 5,000 square feet or buildings zoned for Residential 1& 2 Family Units.
- H. **Required Path Availability of SRRCS Microwave System & Mitigation Issues:**

The SRRCS Microwave System is designed for a minimum of 99.999% availability which takes into consideration existing structures along the microwave system transmission path, obstruction from natural terrain, and environmental factors.

If the City determines that mitigation efforts are required, prior to the issuance of final permits or occupancy of the building, the building owner shall mitigate the new building or structure's blockage or obstruction of the SRRCS Microwave System paths so as to restore a minimum of 99.999% system availability by either (1) providing a new microwave relay site/equipment at another site; (2) relocating existing microwave relay/site equipment or (3) pay an impact fee to be determined by the City to cover any work required to restore the SRRCS Microwave System's availability. Prior to commencing any mitigation work, the building owner shall submit a detailed mitigation plan to the City for approval.

## **ATTACHMENT 14 - FINANCE PLAN RESOLUTION**

### **RESOLUTION NO.**

Adopted by the Sacramento City Council

### **ADOPTING THE PANHANDLE FINANCING PLAN (M05-031 / P05-077)**

#### **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 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. On June 11, 2002, the City Council approved and adopted the North Natomas Nexus Study and Financing Plan 2002 Update by Resolution 2002-373.
- D. A working group consisting of City staff, North Natomas landowners, and various consultants and interested parties, has reviewed drafts of the Panhandle Finance Plan and the proposed new fees.

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

Section 1. 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 Panhandle Financing Plan sets forth a rational, fair and equitable method by which the cost of necessary public infrastructure in the Panhandle is to be allocated to the various land uses.
- (c) The Panhandle Finance Plan properly and reasonably allocates the burden of financing Panhandle public infrastructure among development projects within the Panhandle area. The burden is allocated in a manner that achieves proper proportionality in light of those impacts that may reasonable be anticipated from those

projects.

- (d) The Panhandle Finance Plan: (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 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 Panhandle Finance Plan area and the City.
- (e) The Panhandle Finance 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 Panhandle Financing Plan are consistent with the North Natomas Community Plan and the North Natomas Finance Plan.

Section 2. The Panhandle Finance Plan, and other supporting data referred to in the Panhandle Finance Plan integral to the conclusions reached therein, are hereby approved and adopted. A copy of the Panhandle Finance Plan shall remain on file with the City Clerk.

Section 3. The Panhandle Finance Plan, the document which specifies the infrastructure needed and cost estimates on which development within the Panhandle area is based, is hereby approved and adopted.

**Table of Contents:**

Exhibit A Panhandle Finance Plan

Exhibit A - Panhandle Finance Plan



Economic &  
Planning Systems

PLANNING  
CONSULTANTS  
CORPORATION  
1999

PANHANDLE PLANNED UNIT DEVELOPMENT  
PUBLIC FACILITIES FINANCING PLAN

Prepared for:

City of Sacramento

Prepared by:

Economic & Planning Systems, Inc

October 3, 2007

EPS #15521

SACRAMENTO

BERKELEY

DENVER

## TABLE OF CONTENTS

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I	INTRODUCTION AND SUMMARY .....	1
	Introduction .....	1
	Summary .....	2
	Organization of the Report .....	8
II	LAND USE .....	9
	Land Use Assumptions .....	9
III	INFRASTRUCTURE FACILITY COSTS AND PHASING .....	14
	Phasing of Development .....	14
	Infrastructure Facilities, Facility Costs, and Phasing .....	14
IV	INFRASTRUCTURE FINANCING STRATEGY AND FUNDING SOURCES .....	23
	Buildout Financing Strategy .....	23
	Sources of Funding .....	25
V	FEASIBILITY OF THE PANHANDLE PFFP .....	34
	Comparison Analysis with NNFP .....	34
	Total Infrastructure Cost Burden .....	35
	Taxes and Assessments Feasibility Analysis .....	38
VI	FINANCING SOURCES FOR SERVICES AND ONGOING OPERATION AND MAINTENANCE .....	42
VII	IMPLEMENTATION .....	45
	Updates .....	46
Appendices		
	Appendix A: MacKay & Somps Cost Estimates	
	Appendix B: Public Facilities Cost Estimates	
	Appendix C: Cost Allocation	

Appendix D: DUE Factors

Appendix E: North Natomas Public Facilities Fee Comparison Calculations

Appendix F: Public Facilities Land Acquisition Program—Eligible Acreage

## LIST OF TABLES

---

Table 1	Summary of Estimated Backbone Infrastructure and Public Facilities Costs .....	3
Table 2	Estimated Infrastructure Costs and Sources of Funding .....	4
Table 3	Land Use Summary .....	12
Table 4	Residential Land Use Detail.....	13
Table 5	Panhandle/North Natomas Creditable Facilities Comparison .....	28
Table 6	Offsite Mitigation Measures .....	30
Table 7	Estimated Infrastructure CFD Maximum Annual Special Tax Revenue—Base Year .....	31
Table 8	Estimated CFD Bonds and Bond Proceeds .....	32
Table 9	Panhandle/North Natomas Comparison of Public Facilities/Fees .....	36
Table 10	Panhandle/North Natomas Comparison of Annual Taxes.....	37
Table 11	Fee Burden as a Percentage of Home Price.....	39
Table 12	Infrastructure Burden—Residential Market Rate Units.....	40
Table 13	Two-Percent Test of Total Tax Burden.....	41
Table 14	Summary of Proposed Municipal Service Providers and Financing .....	43
Table 15	Parks/Landscaping/Transit Costs and Funding Sources .....	44

## LIST OF MAPS

---

Map 1	Panhandle Project Vicinity .....	10
Map 2	Panhandle PUD Schematic Plan.....	11

## I. INTRODUCTION AND SUMMARY

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### INTRODUCTION

The Panhandle Planned Unit Development (PUD) project (Project) consists of approximately 595 acres of primarily vacant land located north of Del Paso Road and south of Elkhorn Boulevard. This analysis is based on the assumption that the currently proposed buildout for the Project will result in development of 3,075 residential units and just over 200,000 square feet of neighborhood commercial retail space.

The Project is in the North Natomas Community Plan Area (NNCP), which was adopted by the City of Sacramento (City) in 1994. As part of the adoption of the NNCP, a North Natomas Financing Plan (NNFP) was prepared to identify the costs and funding sources required for development of the NNCP. Because of its delayed timing of development, the Project was excluded from the boundaries of the NNFP, although it was considered for eventual annexation.

The Panhandle Public Facilities Financing Plan (Panhandle PFFP) identifies all backbone infrastructure improvements, public facilities, and associated administrative costs needed to serve the proposed land uses in the 594.7-acre proposed development between Del Paso Road and Elkhorn Boulevard that is designated as the Project. Because of the delayed timing of the development of the Project, and since a significant portion of NNCP has already been constructed, the Panhandle PFFP proposes that the Project not be annexed to the NNFP. Instead, the Panhandle PFFP proposes funding mechanisms that:

- Work in conjunction with the NNFP funding strategy;
- Maintain equity between the two areas; and
- Simplify the administration of the funding mechanisms for the two areas.

Adoption of the Panhandle PFFP by the City ensures that facilities necessary to serve the project site are appropriately funded and would be in place in time to meet project demands. The Panhandle PFFP includes improvements to roadways, sewer, water, drainage, parks, landscaping, schools, fire, police, library and transit and describes the costs and financing mechanisms that will be used to create these improvements in a timely manner.

The Panhandle PFFP is designed to achieve the following goals:

- Identify ways to finance construction of public infrastructure and facilities through public and private financing;
- Use existing City, County Sanitation District I (CSD-1), Sacramento Regional County Sanitation District (SRCSD), and Special District fee programs to the extent possible;
- Establish project-specific fees to fund all or a portion of major backbone infrastructure and other public facilities not included in existing fee programs;
- Make maximum use of “pay as you go” mechanisms;
- Make appropriate use of municipal debt-financing mechanisms;
- Build in flexibility to allow response to market conditions; and
- Provide developer funding for appropriate facilities.

## SUMMARY

### OVERVIEW OF FINANCING STRATEGY

Buildout of the Project will require the construction of roadway, sewer, water, drainage, and a variety of other public facilities. Cost estimates for required backbone infrastructure and other public facilities have been derived from a combination of available engineering data provided by MacKay & Sompers Engineers, as well as by using data from the City, EPS, and other sources (see **Appendices A** and **E** for detailed cost estimates)

**Table 1** summarizes the total cost of backbone infrastructure and other public facilities required to serve the Project. At buildout, backbone and other public facilities are estimated to cost approximately \$150.7 million (2006 \$). This figure does not include the costs of in-tract and other subdivision-specific improvements, which will be privately financed. The detailed tables that describe each of these infrastructure items are included in the Project CIP prepared by MacKay & Sompers in December 2006 (see **Appendix A** of this report). The detailed cost estimates of other public facilities which were estimated by EPS and the City are found in **Appendix B**.

**Table 2** shows the financing sources used to fund backbone infrastructure and other public facilities for the Project. As shown, the major infrastructure required for development to proceed in the Project will be funded through a combination of public and private financing. Fees (i.e., City, Sacramento County [County], Special District, or Plan Area fees) will be used to fund required facilities when possible. The City and

**Table 1**  
**Panhandle Public Facilities Financing Plan**  
**Summary of Estimated Backbone Infrastructure and Public Facilities Costs - 2006 \$**

Facility	Reference	Total Estimated Panhandle Cost [1] (2006 \$)
<b>Roadway</b>		
National Drive	Appendix A	\$12,212,475
Del Paso Road	Appendix A	\$951,640
Elkhorn Blvd	Appendix A	\$2,007,280
Club Center Drive	Appendix A	\$542,580
Contingency	Appendix A	\$4,557,053
Offsite Mitigation	Table 6	\$1,024,371
<b>Total Roadway</b>		<b>\$21,295,399</b>
<b>Sewer</b>		
National Drive	Appendix A	\$316,000
Offsite Sewer	Appendix A	\$484,350
Contingency	Appendix A	\$232,102
<b>Total Sewer</b>		<b>\$1,032,452</b>
<b>Water</b>		
National Drive	Appendix A	\$3,195,050
Del Paso Road	Appendix A	\$300,000
Club Center Drive	Appendix A	\$259,725
Contingency	Appendix A	\$1,114,695
<b>Total Water</b>		<b>\$4,958,470</b>
<b>Storm Drainage</b>		
National Drive	Appendix A	\$1,429,750
Del Paso Road	Appendix A	\$0
Elkhorn Boulevard	Appendix A	\$209,055
Club Center Drive	Appendix A	\$104,850
Offsite Storm Drainage Facilities	Appendix A	\$6,067,855
Contingency	Appendix A	\$2,297,238
<b>Total Storm Drainage</b>		<b>\$10,218,748</b>
<b>Landscaping</b>		
National Drive	Appendix A	\$2,081,500
Del Paso Road	Appendix A	\$24,450
Elkhorn Boulevard	Appendix A	\$535,900
Club Center Drive	Appendix A	\$128,700
Offsite Landscaping	Appendix A	\$0
Contingency	Appendix A	\$802,590
<b>Total Landscaping</b>		<b>\$3,573,140</b>
<b>Parks</b>		
Neighborhood Parks	Table B-1	\$10,361,782
Community Parks	Table B-1	\$7,574,082
Open Space/Parkway	Table B-1	\$5,189,088
Regional Parks Contribution	Table B-2	\$3,828,409
<b>Total Parks</b>		<b>\$26,953,360</b>
<b>Schools</b>	Table B-3	<b>\$73,284,000</b>
<b>Library [2]</b>	Table B-4	<b>\$1,794,000</b>
<b>Transit [2]</b>	Table B-5	<b>\$1,470,000</b>
<b>Fire Facilities [2]</b>	Table B-6	<b>\$1,517,000</b>
<b>Police Facilities [2]</b>	Table B-7	<b>\$897,000</b>
<b>Community Center [2]</b>	Table B-8	<b>\$798,000</b>
<b>Bikeways &amp; Shuttles [2]</b>	Table B-9	<b>\$439,000</b>
<b>Public Land Acquisition</b>	Table B-10	<b>\$2,717,697</b>
<b>Total</b>		<b>\$150,748,267</b>

\*Total sum\*

Source: MacKay & Sompas and EPS

[1] Cost includes a 20% contingency

[2] Calculated based on North Natomas PFFP fees

**Table 2  
Panhandle Public Facilities Financing Plan  
Estimated Infrastructure Costs and Sources of Funding - 2006**

Item	Estimated Cost	Panhandle Developer Funding/CFD/Fee	Existing City Fees	CSD-1 Fees	Major Street Construction Tax	School Development Impact Fees	State School Funding/Other
					[4]		[5]
Roadway [1]	\$21,295,000	\$17,224,000			\$4,071,000		
Sewer	\$1,032,000			\$1,032,000			
Water [2]	\$4,958,000	\$451,683	\$4,506,317				
Storm Drainage	\$10,219,000	\$10,219,000					
Landscaping	\$3,573,000	\$3,573,000					
Parks	\$26,753,000	\$13,361,000	\$13,392,000				
Schools	\$73,284,000	\$21,179,000				\$14,545,000	\$37,560,000
Library [3]	\$1,794,000	\$1,794,000					
Transit [3]	\$1,470,000	\$1,470,000					
Fire Facilities [3]	\$1,517,000	\$1,517,000					
Police Facilities [3]	\$897,000	\$897,000					
Community Center [3]	\$798,000	\$798,000					
Bikeways & Shuttles [3]	\$439,000	\$439,000					
Public Land Acquisition	\$2,718,000	\$2,718,000					
<b>Total</b>	<b>\$150,747,000</b>	<b>\$75,640,683</b>	<b>\$17,898,317</b>	<b>\$1,032,000</b>	<b>\$4,071,000</b>	<b>\$14,545,000</b>	<b>\$37,560,000</b>

\*sources used\*

Source: MacKay and Samps and EPS

[1] Only includes the Panhandle's share of offsite traffic mitigation measures.  
 [2] Approximately 10% of water facilities will not be funded by the City fee because not all facilities are eligible to be funded by the source.  
 [3] Calculated based on North Natomas PFFP fees.  
 [4] Major Street Construction Tax will fund all over-width roadway costs, which are estimated in Appendix E of this report. Estimates are preliminary.  
 [5] Includes \$16.8 million in state funding and \$19.5 million in local bond/ site sale funding. See Table B-3.

Special Districts serving the Project have established development impact fee programs to fund a portion of the road, sewer, water, drainage, police, and park, and schools facilities. For most of the backbone infrastructure, the developer will construct the facilities and will be reimbursed through Mello-Roos Community Facilities District (CFD) bond proceeds or receive appropriate fee credits.

The Panhandle Public Facilities Fee (Panhandle PFF) may be used to fund the remaining backbone costs and other public facilities serving the Project not funded through existing financing mechanisms. If such a fee program is not used, the cost of any public facilities not funded through existing fees or through bond financing will be paid for by the project developer(s) through a private cost sharing agreement.

Because the Project borders the area comprising the NNFP and will share common facilities, a cost-sharing methodology is described in the Panhandle PFFP to fund shared costs between the two areas. In addition, several public facilities, such as fire, police, library, parks, etc., whose costs have been included already in the NNFP, will benefit the residents and employees of the Project. Therefore, development in the Project will pay special Plan Area fees similar to those of the NNFP for these facilities. The Project's fair share of these costs is analyzed in detail in the Panhandle PFFP.

The Project also will pay its fair share of the cost of specified freeway improvements along both State Route 99 and Interstates 5 and 80. Preliminary costs for these items are identified in the Panhandle PFFP.

Bond financing likely will be needed to help fund those items required during the early years of development in the Project, as well as at other strategic times when development impact fees or other proposed public funding is not able to fund in a timely fashion the necessary facilities required for new development. Debt financing, however, will be limited to prudent levels and shall be consistent with State and City guidelines.

School facilities will be funded through school mitigation fees and possibly through other funding sources including the State School Building Program or local general obligation bonds (GO bonds).

It is expected that costs will change over time; therefore, each funding mechanism includes a method for adjusting the amount of funding to reflect current costs at the time of construction. At any stage, smaller subareas may develop, depending on the financing capacity of the area, development plans, and market conditions.

## DEFINITIONS OF INFRASTRUCTURE IN THE FINANCING PLAN

Many people tend to use the term backbone infrastructure for all publicly owned facilities. The Panhandle PFFP will use the following definitions to more precisely define the items listed here:

- **Backbone Infrastructure:** This term includes most of the essential public service-based items that are underground or on the surface. It includes roads, water, sewer, drainage, recycled water, levees, erosion control, and dry utilities. Backbone infrastructure is sized to serve numerous individual development projects in the Project and in some cases serves the broader region's development areas.
- **Public Facilities:** This term includes parks, schools, libraries, fire stations and equipment, police facilities and equipment, public buildings, and open space. This group of items provides amenities to the Project (park facilities and libraries) or houses employees providing services to the area (police, fire, public administration).
- **Facilities:** This term is used in the Panhandle PFFP to generically include a combination of Backbone Infrastructure and Public Facilities, when a precise breakdown is not required.
- **Subdivision Specific Infrastructure:** This group of improvements includes three subsets: frontage improvements, subdivision improvements, and off-site secondary road improvements.
  - **Frontage improvements** include frontage roads, sound wall, and landscape corridors bordering a subdivision.
  - **Subdivision improvements** include in-tract improvements (roads, sewer, water, drainage, recycled water, erosion control and dry utilities) that are in individual subdivision projects. These improvements are funded privately and the costs of these improvements are not estimated in the Finance Plan. The development community considers these costs in their private financing structure as "Lot Costs."
  - **Secondary Road Improvements.** These improvements refer to subdivision-specific infrastructure essential to developing each landowner's property. These two-lane collectors connect several subdivisions to arterial roads and are typically paid for by the development project adjacent to the collector road. Secondary Road Improvements are included in the Development Agreement (D.A.) or conditions-of-approval requirements because a development project may be required to build a segment of road for another project if that other project is not being developed at that time (off-site from the subdivision).

project). Because these improvements are privately funded, they are not included in the costs described in the Panhandle PFFP. Please note that Secondary Road Improvements include all other water, sewer, and drainage improvements underneath the road.

## FINANCING STRATEGY AND IMPLEMENTATION

### **Financing Strategy**

The strategy of the Panhandle PFFP is to do as follows:

- Fully fund or construct all backbone infrastructure and other public facilities needed to serve the entire Project;
- Create the Panhandle PFF for facilities not funded through other public financing mechanisms or privately funded;
- Phase backbone infrastructure and other public facility improvements to ensure they are constructed when necessary for new development and when funds are available to construct such public improvements;
- Permit the use of land secured bond debt financing programs to provide up-front financing for necessary backbone infrastructure and other public facilities when other funding sources are unavailable to provide sufficient funds concurrent with development demands;
- Use, when available, existing City and other agency fee programs to fund backbone infrastructure and other public facilities; and
- Ensure financing mechanisms are flexible to accommodate different combinations of infrastructure timing and funding requirements.

### **Panhandle PFFP Implementation**

Implementation of the Panhandle PFFP would take place following the City's approval of the Panhandle PFFP. The City will administer implementation of the Panhandle PFFP, which will include the following actions:

- Update the North Natomas Financing Plan to allow a complete equity analysis including participation in the North Natomas Land Acquisition Fee Program.
- When appropriate, update relevant existing fee programs (such as the North Natomas PFF or applicable citywide fees) to include Project land uses, facilities, or revenue contributions;
- Implement the Panhandle PFF;
- Form Mello-Roos CFD for infrastructure;

*Panhandle PUD Public Facilities Financing Plan  
October 3, 2007*

- Form Mello-Roos CFD for Park maintenance and other services;
- Annex to the North Natomas TMA or other TMA; and
- Adopt cost-sharing agreements for funding of shared infrastructure with NNCP, Metro Air Park (MAP), Elverta Specific Plan (ESP), and the County.

The Panhandle PFFP will need to be periodically updated to account for changes in land use, infrastructure project or cost information, or funding sources. Changes in the Panhandle PFFP should be re-evaluated within the context of the overall financing strategy to ensure required funding is available when needed.

## ORGANIZATION OF THE REPORT

In addition to this introduction and summary chapter, the Panhandle PFFP contains the following information:

- **Chapter II** summarizes the proposed land uses;
- **Chapter III** identifies the backbone infrastructure and other public facility costs and phasing;
- **Chapter IV** identifies the infrastructure financing strategy and likely funding sources;
- **Chapter V** identifies the financial feasibility of the Panhandle PFFP;
- **Chapter VI** identifies the services and ongoing operation and maintenance cost funding sources; and
- **Chapter VII** outlines implementation of the Panhandle PFFP.

## II. LAND USE

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### LAND USE ASSUMPTIONS

The 594.7-acre Project is located at the eastern edge of the NNCP, bound by Elkhorn Boulevard to the north, and Del Paso Boulevard to the south

The Panhandle PFFP will only address the infrastructure items necessary to serve the "Northern Portion" of the Panhandle Annexation Project Area (1,430 acres) as described here and does not include the "Southern Portion" of the Panhandle Annexation Project Area south of Del Paso Boulevard or east of Sorrento Road.

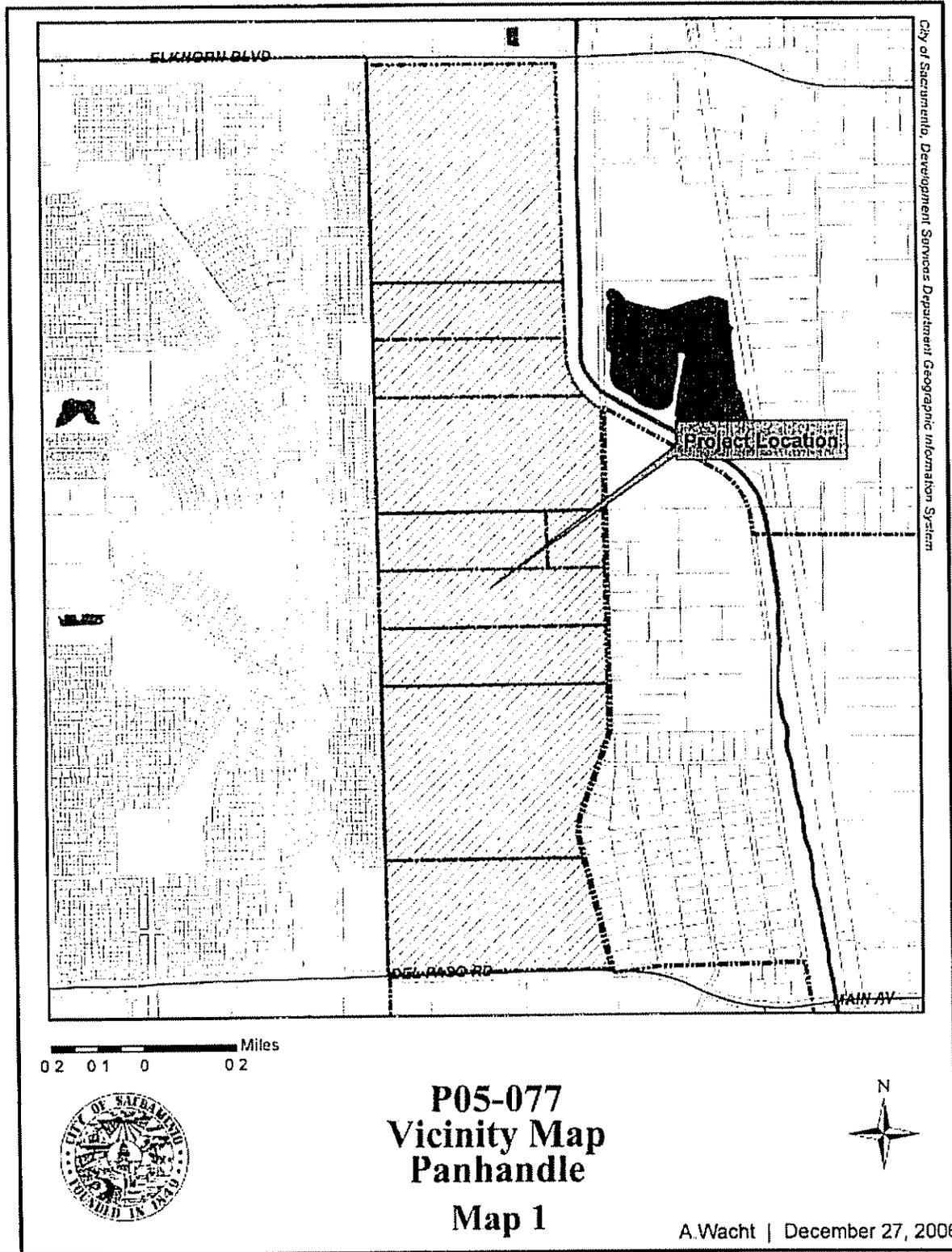
Map 1 shows the regional location of the Project, and the delineation between the Northern and Southern Portions of the Panhandle Annexation Project Area. Map 2 shows the land use diagram of the Project, which is summarized in Table 3. This land use information is based on the Project CIP dated December 2006. As shown, the dominant land use of the project is low- and medium-density residential units. These units are planned as several unit types and densities, as shown in Table 4.

In total, the land-use program also allows for 1,442 low-density single-family residential units on 255.4 gross acres,<sup>1</sup> 879 medium-density units on 66.8 gross acres, 619 high-density apartment units on 25.8 gross acres, and 102 live/work units on 8.8 gross acres. In addition to residential use, the site is envisioned as containing approximately 18.5 gross acres of commercial use, which allows 33 residential units.

The remaining 219.6 acres are reserved for public facilities such as parks, an elementary school site, a high school/middle school site, open space, a detention basin, and roadways.

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<sup>1</sup> Gross developable acreage is the total area identified on the PUD diagram for each land use. The net acreage used in this analysis excludes minor roadway and other public right-of-ways inside of each subdivision, which will be dedicated as the subdivisions are created.





**Table 3**  
**Panhandle Public Facilities Financing Plan**  
**Land Use Summary**

<b>Item</b>	<b>Acreage</b>	<b>Residential Units</b>	<b>Commercial Sq. Ft. [1]</b>
<b>Developable Land Uses</b>			
<b>Residential</b>			
Low-Density Residential	255.4	1,442	
Medium-Density Residential	66.6	879	
High-Density Residential [1]	34.6	754	
<b>Subtotal Residential</b>	<b>356.6</b>	<b>3,075</b>	<b>0</b>
<b>Commercial [1]</b>			
Village Commercial	18.5	-	160,038
<b>Subtotal Commercial</b>	<b>18.5</b>	<b>0</b>	<b>160,038</b>
<b>Subtotal Developable Land Uses</b>	<b>375.1</b>	<b>3,075</b>	<b>160,038</b>
<b>Public Facilities/Other</b>			
Detention Basin	21.2	-	-
Open Space Parkway	45.6	-	-
Open Space Corridor - Sorrento	4.9	-	-
Park	39.8	-	-
Right-of-Way - Del Paso	3.6	-	-
Right-of-Way - Elkhorn	6.7	-	-
Right-of-Way - National	28.5	-	-
Elementary School	8.0	-	-
High School/Middle School	61.3	-	-
<b>Subtotal Public Facilities/Other</b>	<b>219.6</b>	<b>0</b>	<b>0.0</b>
<b>Total</b>	<b>594.7</b>	<b>3,075</b>	<b>160,038</b>

*\*land\_use\_summary\**

Source: Panhandle PUD Schematic Plan, August 22, 2007; MacKay and Somps; and EPS.

[1] High-Density Residential includes 619 Apartments, 28 Live/Work Units, 74 Mixed-Use Commercial units and 33 units on the Village Commercial parcel. See Table 4 for a detailed breakdown.

[2] Commercial square footage assumes a 0.25 floor-area-ratio.

**Table 4**  
**Panhandle Public Facilities Financing Plan**  
**Residential Land Use Detail**

<b>Residential Land Use</b>	<b>Acreage</b>	<b>Residential Units</b>	<b>Density</b>	<b>Commercial Sq. Ft.</b>
			<i>units per net acre</i>	[1]
<b>Low-Density Residential</b>				
Detached - 40' x 60' Alley'	29.0	244	8.4	
Detached - 45' x 100'	18.6	100	5.4	
Detached - 50' x 100'	33.8	194	5.7	
Detached - 45' x 75' Alley'	14.1	92	6.5	
Detached - 55' x 95'	48.1	231	4.8	
Detached - 40' x 80'	31.9	247	7.7	
Detached - 60' x 105'	42.5	175	4.1	
Detached - 60' x 90' Senior	37.4	159	4.3	
<b>Subtotal Low-Density Residential</b>	<b>255.4</b>	<b>1,442</b>	<b>5.6</b>	-
<b>Medium-Density Residential</b>				
Villas	25.3	277	10.9	
Condominiums	18.5	304	16.4	
Greencourt	22.8	298	13.1	
<b>Subtotal Medium-Density Residential</b>	<b>66.6</b>	<b>879</b>	<b>13.2</b>	-
<b>High-Density Residential</b>				
Apartments	25.8	619	24.0	
<b>Subtotal High-Density Residential</b>	<b>25.8</b>	<b>619</b>	-	-
<b>Commercial/Residential Units</b>				
Mixed Use Residential/ Commercial	4.6	74	16.1	34,562
Live/ Work Residential	4.2	28	6.7	14,000
Village Commercial	-	33	-	-
<b>Subtotal Commercial/Residential Units</b>	<b>8.8</b>	<b>135</b>	-	<b>48,562</b>
<b>TOTAL RESIDENTIAL</b>	<b>356.6</b>	<b>3,075</b>	-	<b>48,562</b>
<b>COMMERCIAL [1]</b>				
Village Commercial	18.5	-	-	160,038
<b>SUBTOTAL COMMERCIAL</b>	<b>18.5</b>	<b>0</b>	<b>0.0</b>	<b>160,038</b>
<b>SUBTOTAL DEVELOPABLE</b>	<b>375.1</b>	<b>3,075</b>	<b>0.0</b>	<b>208,600</b>

'land\_use'

Source: Panhandle PUD Schematic Plan, August 22, 2007; MacKay and Soms; and EPS

[1] Commercial square footage assumes a 0.25 floor-area-ratio



National Drive, Del Paso Road, Elkhorn Boulevard, and Club Center Drive. The following facilities are included in the roadway cost estimates.

#### On-Site Roadways

- Center lanes and medians;
- Curb lane improvements;
- Bridges and culverts;
- Signage and striping;
- Intersection improvements;
- Signalization; and
- Median and corridor landscaping.

Del Paso Drive is a unique case because in addition to onsite construction costs and off-site mitigation measures, Del Paso will be required to add two left turn lanes as a condition of approval. This can be considered an "on-site" mitigation measure.

#### Off-Site Roadways

The Project includes approximately \$1.0 million in offsite roadway facilities, which includes these items:

- Additional left turn lane on westbound Elkhorn Blvd. at National Drive;
- Second left turn lane on both eastbound and westbound Del Paso Road at Natomas Blvd. and Truxel Road;
- Del Paso Road improvements;
- Median improvements on Del Paso Road from Blackrock Road to western project boundary; and
- Intersection and traffic signalization.

#### **Phasing**

Roadway improvements will be constructed in phases to adequately serve the project and as approved by the City based on tentative map conditions and Development Agreement (D.A.) requirements.

## WASTEWATER

CSD-1 will serve the Project with wastewater collection and treatment. The proposed wastewater system comprises both on-site and off-site sewer transmission lines, sewer mains, and manholes

### Cost Estimates

Wastewater improvement cost estimates total approximately \$1.0 million. These wastewater improvement costs are included in the Panhandle PFFP:

- Sanitary sewer mains; and
- Sanitary sewer manholes

### Phasing

Wastewater improvements will be constructed in phases to adequately serve the project and as approved by the City

## WATER

The proposed water system comprises both onsite and off-site water transmission lines which will connect to City facilities for the delivery of water

### Cost Estimates

MacKay & Soms has provided water improvement cost estimates, which total approximately \$5.0 million.

#### On-Site Water

The Project includes approximately \$5.0 million in on-site water facilities, which include water transmission mains, gate valves, butterfly valves and other facilities.

#### Off-Site Water

The Project does not include offsite water facilities

## DRAINAGE

The proposed storm drainage facilities have been designed as a stand-alone storm drainage system that will serve the Project. Storm drainage facilities will modify peak flows such that they do not exceed Reclamation District 1000 post-development runoff criteria. The post-development rate of runoff will actually be lower than pre-development levels.



### Cost Estimates

Preliminary cost estimates for the neighborhood and community parks are based on a cost estimate provided by Land Architecture Incorporated. The costs shown are preliminary estimates only.

In addition, the Project will contribute to the development of regional park facilities located in the NNFP Area. The Project will contribute an equivalent payment to that of development projects in the NNFP for the acquisition of the North Natomas regional park. These payments will help fund the Natomas Basin Habitat Conservation Plan fees associated with the regional park and could potentially contribute to the development cost of the regional park.

The total cost for all parks facilities is estimated at \$26.7 million, as shown on **Table B-1**. **Table B-2** shows the detailed backup calculation for the regional park contribution.

### Phasing

On-site neighborhood and community parks facilities will be constructed according to the phasing requirements set forth in the D.A.

### LEVEES

The Project site is not located in a designated 100-year floodplain as currently delineated by FEMA. The Project site is certified for 100-year flood protection. The Project is located within the boundaries of SAFCA Assessment District No. 1 for operations and maintenance and Assessment District No. 2 for flood-related capital facilities.

SAFCA recently completed a draft report that evaluates the flood protection level of the Natomas levee system and recommends some levee improvements to correct existing deficiencies. The Project will participate in funding mechanisms established for the purpose of re-establishing no less than 100-year flood protection for the Project site, or for that portion of the Natomas Basin requiring re-establishment of 100-year flood protection, including the Project site, provided that such funding mechanism (1) is based on a nexus study, (2) is regional in nature, (3) is proportionate, fair, and equitable, and (4) complies with all applicable laws and ordinances.

Because the Project Area is already included in SAFCA's existing funding mechanisms, its financial requirements will be adjusted with SAFCA's updates to its local share funding approach.

*Panhandle PLID Public Facilities Financing Plan  
October 3, 2007*

## SCHOOLS

The Project is located in the Grant Joint Union High School District, and students in the Project will attend the proposed middle school (grades 7-8) and high school (grades 9-12) that will be constructed in the Project. The Northern Portion of the Project is located in the Rio Linda Union School District, and students in neighborhoods generally north of Club Center Drive will attend Regency Park Elementary School located west of the Project. The area generally south of Club Center Drive is in Robla Elementary School District. An elementary school site is proposed in the Project in the Robla Elementary School District.

**Table B-3** shows the estimated construction budget and funding sources for school facilities attributable to Project development. As shown, total school facility costs include approximately \$38.7 million in elementary school costs and \$33.7 million in middle and high school costs. In addition, **Table B-3** shows a cost estimate of approximately \$905,000 million for interim housing and support facilities, which brings the total estimated schools facilities cost to \$73.3 million.

## LIBRARY FACILITIES

The Project will contribute to the funding of library facilities based on the same methodology and costs as were used in the North Natomas PFFP.

### Cost Estimates

The Project's cost responsibility for library facilities is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with library facilities are estimated at approximately \$1.8 million, as shown in **Table B-4**.

## TRANSIT FACILITIES

The Project will contribute to the funding of transit facilities based on the same methodology and costs as were used in the North Natomas PFFP.

### Cost Estimates

The Project's cost responsibility for transit facilities is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with transit facilities are estimated at approximately \$1.5 million, as shown in **Table B-5**.

## FIRE FACILITIES

The Project will contribute to the funding of fire facilities based on the same methodology and costs as were used in the North Natomas PFFP.

### **Cost Estimates**

The Project's cost responsibility for fire facilities is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with fire facilities are estimated at approximately \$1.5 million, as shown in **Table B-6**.

## POLICE FACILITIES

The City Police Department requires that a new North Natomas Police Facility be constructed, and the Project likely will be required to share in the funding of these facilities.

### **Cost Estimates**

The cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with Police facilities are estimated at \$897,000 as shown in **Table B-7**.

## COMMUNITY CENTER FACILITIES

The Project will be required to share in the funding of community center facilities at the same rate as development in the NNFP.

### **Cost Estimates**

The cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with Community Center facilities for the Project is estimated at \$798,000 as shown in **Table B-8**.

## BIKEWAYS AND SHUTTLES

The Project will be required to share in the funding of facilities related to bikeways and shuttles at the same rate as development in the NNFP.

### Cost Estimates

The cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with Bikeways and Shuttle facilities for the Project are estimated at \$439,000 as shown in **Table B-9**

### PUBLIC FACILITIES LAND ACQUISITION PROGRAM

The Project may be required to contribute to the North Natomas Public Facilities Land Acquisition Fee (PFLAF) Program (PFLAP), which funds the acquisition of extraordinary lands to be used for a variety of public uses, including open space, oversized roadways, interchanges, transit facilities, parks, civic facilities, off-street bikeways, and buffers to other land uses. The Project may contribute to this program at the same rate as development in the NNFP. Land within the Project boundaries that will be used for eligible facilities can be dedicated to the City and Project developers will take credit against the PFLAF for any such facilities dedicated to the City.

#### Public Land Not Acquired through the PFLAF

The PFLAF excludes these "normal" dedications and represents the balance of lands under the PFLAP:

- Neighborhood and community parks dedicated under the Quimby Act;
- Roadway right-of-way dedications through standard requirements (excluding reimbursable over-width); 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.

### Cost Estimates

The cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. Development projects in the NNFP are required to provide or fund 0.098 acres per 1-acre developed. At 375.1 net acres, the Project is required to dedicate or fund 36.8 acres for public facilities.

*Panhandle PUID Public Facilities Financing Plan  
October 3, 2007*

It is estimated that the Project has 28.5 acres eligible for the PFLAF. This would then require an estimated payment of \$3.7 million to the PFLAF Program as shown on **Table B-10**. The Project's participation in the PFLAF Program and the acreage to be included will be contingent on further analysis to examine the equity between the Project and the North Natomas Financing Plan. This analysis will be performed in conjunction with an update to the North Natomas PFF. This is discussed further in **Chapter IV**

## IV. INFRASTRUCTURE FINANCING STRATEGY AND FUNDING SOURCES

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This chapter outlines the Project's financing strategy and describes how a combination of funding sources will be used to fund the \$150.7 million of backbone infrastructure and other public facilities required to serve the Project.

### BUILDOUT FINANCING STRATEGY

The backbone infrastructure and public facilities required to serve development at the Project will be funded using a combination of public and private funding sources. Specific requirements for developer construction for backbone infrastructure and public facilities will be defined in tentative map conditions and D.A. requirements.

Developers will privately finance the construction costs for most of the backbone infrastructure needed at the outset of development. In addition, the financing strategy includes formation of one or more land secured bond financing district (e.g., Mello-Roos CFD or Assessment District), which will fund a portion of the total backbone infrastructure and other public facility costs. The developers will also receive credits or reimbursements from the appropriate fee programs depending on credit/reimbursement eligibility and policy requirements of the appropriate agency.

For most of the public facilities, the Project's developers will pay applicable development impact fees, which are typically due at building permit issuance. The developer will receive fee credits for public facilities items constructed that also are included in these fee programs unless specifically required to construct public facilities.

Much of the on- and off-site backbone infrastructure initially constructed and funded by Project developers will be acquired by the City through the CFD. The most likely facilities for inclusion in the CFD are roads, water, wastewater, drainage, and landscape corridors.

A Panhandle PFF will be implemented to fund public facilities such as library, transit, fire, police, community centers, and bikeways and shuttles. For these facilities, the Panhandle PFF will be paid at the same rate as development in the NNFP area.

The Panhandle PFF will also fund roadway and drainage facilities. The component of the fee for roadways and drainage is calculated based on actual costs as provided by MacKay & Soms as shown in **Appendix A**.

*Panhandle PUD Public Facilities Financing Plan  
October 3, 2007*

**Table 2** (on Page 4) shows the proposed funding source for each public facility at buildout. Under this funding strategy, approximately \$75.6 million will be a combination of developer funding, land-secured bond financing, and the Panhandle PFF; and \$23.0 million will be funded through existing development impact fees, CSD-1 user connection fees, and major street construction tax. Also, other nearby development projects such as the NNCP, and MAP, will participate in funding the cost of shared facilities.

The estimated costs and proposed funding sources are estimated based on the most current information available. Actual backbone infrastructure and other public facility costs funded under each category may be revised as more detailed information regarding facility construction and project sequencing becomes available.

#### PHASING AND THE FINANCING STRATEGY

Phasing of public facility construction is an important component of the overall financing strategy. The ability to sequence public facilities will depend on the type of facility and the pace of new development. When possible, construction of public facilities will be sequenced over time as needed to serve new development. The sequencing of public facility costs will help to ensure that adequate monies are available from the various financing sources to fund the public facility improvements.

Completion of backbone infrastructure and other public facilities will be phased to serve logical increments of development based on the demand for such facilities as the Project builds out. The timing and amount of development in each increment will depend on many factors, such as market demand. In the normal course of the development approval process, the City will condition the Project's tentative map(s) with backbone infrastructure and other public facility requirements.

The Panhandle PFFP is designed to be flexible enough to accommodate faster or slower growth of project development in response to the market for housing and nonresidential development.

The developers of the Project will be responsible for funding and constructing all of the backbone infrastructure and public facilities needed to serve the Project unless the City and project proponents agree otherwise to City construction of specific improvements. Subject to the City's fee credit and reimbursement policies, some or all of this private funding will be reimbursed to the landowners/developers over time as the City is able to issue public debt through the CFD, issue credits due for landowner/developer proportionate share of fees, and collect fees from other developers that will provide reimbursements. The time frame for reimbursement is unknown and could be a

*Panhandle PUD Public Facilities Financing Plan  
October 3, 2007*

considerable period of time depending on market conditions and the actual absorption of the development projects. There is no guarantee that the initial developers will be fully reimbursed for the costs to oversize facilities for later development projects.

As the project developers construct required backbone infrastructure and other public facilities, facilities will be acquired by the City with bond proceeds from land secured financing until the CFD bonding capacity is reached. The remainder of backbone infrastructure and other public facility costs will be funded through developer cash, equity, or private debt financing, if necessary, and the facilities dedicated to the City with appropriate fee credits or reimbursements.

## **SOURCES OF FUNDING**

Several financing sources will be used to fund the backbone infrastructure and other public facilities required to serve the Project. The following sections briefly describe the probable financing sources for the backbone infrastructure and other public facilities.

### **PANHANDLE PFF**

A fee will be established to fund certain public facilities for which there is no citywide development impact fee established and no construction of physical facilities is required. Potential infrastructure and public facilities to be covered by this fee are roadway, drainage, fire, police, community center, bikeways and shuttles, transit, and regional parks.

#### **Backbone Infrastructure**

On-site roadway facilities that must be constructed or improved to serve development at the Project include segments of National Drive, Del Paso Road, Elkhorn Boulevard, and Club Center Drive. In addition, certain offsite mitigation measures have been identified by the City as the responsibility of the Project developers. The Panhandle PFF may be used to fund the construction of all or a portion of these roadways.

#### **Public Facilities**

The "public facilities" component of the fee will be set at the same levels as in the NNFP, and will contribute to the funding of public facilities which will benefit both areas. The facilities included in this category are libraries, transit, fire, police, community center, and bikeways and shuttles.

**Parks**

The land use plan of the Project includes a significant amount of neighborhood and community park land, and the cost of parks facilities to be constructed at the Project is considerably higher than what will be collected in citywide parks fees. The additional cost will be included as a park fee component of the Panhandle PFF. In addition, this fee will include a contribution to the regional park land acquisition program at the same rate as development in the NNEP Area. If a developer constructs any or part of the neighborhood of community park facilities pursuant to a D.A. with the City, credits will be available from the citywide park fee, the Panhandle PFF park fee component, or possibly both.

**Integration with North Natomas PFFP**

One of the central purposes of the Panhandle PFF program is to maintain equity and fairness between the Project development and development in the rest of the North Natomas Community Plan area. Because the Project will be handled as a separate mechanism from the NNEP, certain policies which apply in the NNEP should also apply to the Panhandle PFFP.

The Panhandle PFFP presently shows in Chapter III that the Panhandle PFF is equivalent to the NN PFF for public facilities and that the Panhandle PFF for road projects and backbone infrastructure is currently greater than the NN PFF. As development in the Panhandle PUD progresses, the City will continue monitor the equity between the two fee programs. Whenever either fee program is updated, an equity analysis may be prepared to determine whether the Panhandle PUD continues to pay equivalent fees for Public Facilities and an equal or greater fee for road projects. EPS prepared a memorandum dated May 29, 2007, that addressed the equity issues between the two fee programs.

If the North Natomas PFF road fee component is updated and becomes higher than the Panhandle PFF road fee, then the Panhandle PFF for roads may be brought to an equivalent level with the NN PFF. However, in the update of the Panhandle's road fee, consideration must be given to the amount of units developed in the Panhandle that paid Project road fees that were higher than the NN PFF road fees. To evaluate the equity issue, the City would complete an analysis of the two fee programs to establish the correct adjustment factor for the Panhandle PFF road fee component. Included in this analysis will be the appropriate level of participation in the North Natomas Public Facilities Land Acquisition Program, as discussed in Chapter III.

Another equity measure programmed into the Panhandle PFF involves the ability to take credits for facilities constructed. The NN PFF has a unique credit policy limiting developers to taking no more than a 43 percent credit against their NN PFF at building

permit unless the developer constructs certain high-priority infrastructure items or public facilities for which the developer can take up to 97 percent fee credits. The remaining 3 percent is the administrative cost of the fee program which must be paid.

The Panhandle PFF will have similar provisions to ensure that the NN PFF participants are not unfairly disadvantaged. As shown in **Table 5**, Project developers/builders cannot take a credit for more than approximately 40 percent of the fee, based on a calculation designed to maintain equity between the Project and North Natomas, unless they construct roadway components that are considered "Gateway Projects."

Panhandle PFF revenue retained by the City for public facilities such as library, transit, fire, police, community center, or bikeways and shuttles will be used by the City for the construction of North Natomas public facilities included in the NN PFF or for reimbursement to North Natomas developers if the City has met its funding obligations for the NN PFF.

The Project developers will not be able to take fee credits for the "public facilities contribution"—or "City Component"—of the Panhandle PFF except for certain "Gateway Projects." The City Component of the Panhandle PFF includes the fee portion for these facilities:

- police;
- fire;
- library;
- community parks; and
- "Gateway Projects."<sup>2</sup>

The component of the Panhandle PFF set-aside that is treated as "Gateway Projects" include the costs of these items:

- Del Paso Road;
- Elkhorn Boulevard; and
- Approximately 30 percent of National Drive.

These Gateway Projects are similar to East Commerce Way and Natomas Park Boulevard (formerly Truxel Road) in the NNFP. The "Gateway" portion of National Boulevard consists of the full section width at the intersections of Del Paso Road and Elkhorn Boulevard, tapering to 2 lanes and the median for approximately 1,000 feet from

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<sup>2</sup> Credits can be taken for construction of "Gateway Facilities."

**Table 5  
Panhandle Public Facilities Financing Plan  
Panhandle/North Natomas Creditable Facilities Comparison**

Item	Panhandle		North Natomas	
	Amount per Unit	Percent of Total	Amount per Unit	Percent of Total
<b>Total Infrastructure and Public Facilities Cost</b>	<b>\$7,155</b>		<b>\$6,118</b>	
Fee Adjustment for Additional Costs	(\$1,037)		\$0	
<b>Adjusted Total</b>	<b>\$6,118</b>	<b>100%</b>	<b>\$6,118</b>	<b>100%</b>
<b>City Component [1]</b>	<b>\$3,675</b>	<b>60%</b>	<b>\$3,487</b>	<b>57%</b>
<b>Credit Component</b>	<b>\$2,443</b>	<b>40%</b>	<b>\$2,631</b>	<b>43%</b>

"Credits"

[1] The amount reserved for the City Component in the Panhandle is calculated as follows:

Fire	\$574
Library	\$695
Police	\$274
Community Center	\$282
Bikeways & Shuttles	\$113
Subtotal	\$1,938
Additional "Gateway" Facilities [2]	\$1,737
<b>Subtotal</b>	<b>\$3,675</b>

[2] Gateway Facilities are assumed to be Elkhorn Blvd., Del Paso Road, and 30% of the cost of National Drive. The cost estimate for National Drive is a rough approximation that would include approximately 1,000 feet of two-lane roadway from each direction to open up development from the south and serve the high school from the north. These Gateway Facilities normally would be 97% creditable in the NNFP.

**Roadway & Landscaping Cost per LDR Unit (Creditable Facilities)**

Roadway Cost	\$3,776
Landscaping Cost	\$1,441
<b>Total</b>	<b>\$5,217</b>

both directions, which EPS estimates would account for approximately 30 percent of the full cost of National Boulevard.

## OTHER DEVELOPMENT PROJECTS

The Project will participate in funding of facilities whose benefit is shared by other neighboring development projects. The financing plan identifies which facilities are included in this category, and methodology by which the costs are to be allocated to the development projects. **Table 6** shows a summary of shared infrastructure items and the Project's allocated cost of each. Any presently-identified sources of funding from other development projects are shown as contributing to the full cost of each facility. The remaining amount is assumed to be borne by Project developers. The full cost estimates and corresponding exhibits are included in **Appendix A** of this report.

## DEVELOPER PRIVATE FUNDING/CFD

The project developers will use a combination of cash, equity, or private debt financing to construct backbone infrastructure and other public facilities before the funding becoming available from other sources such as development impact fees. The developers will have sole responsibility for the funding and construction responsibility for in-tract infrastructure and most frontage improvements.

A CFD may be established to help fund the construction or acquisition of backbone infrastructure and public facilities in the Project. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services by levying an annual special maximum tax on land within the CFD boundaries. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, to reimburse developers for advance funding of improvements, or to prepay certain development fees. The annual maximum special tax can be used toward bond debt service or to build or reimburse for infrastructure as needed. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities or to service bond debt.

**Tables 7 and 8** show a preliminary estimate of Mello-Roos CFD bonding capacity of the project based on assumptions regarding tax rates, reserve fund requirements, and interest rates. Based on current assumptions, the Project is estimated to have capacity to bond for approximately \$71.1 million, of which \$62.3 million is available to fund Project infrastructure costs. Actual tax rates and related bond capacity will be established at the time of formation of the CFD.

Table 6  
Panhandle Public Facilities Financing Plan  
Offsite Mitigation Measures - 2005 \$

Item	Description	Construction Cost	25% Contingency and Soft Costs	Total	Fair Share Allocation [1]			Remaining Cost
					Panhandle	Other	Total Other Projects Cost	
4.4.2a	Traffic Signal - N B SR 89 @ Elkhorn BLVD	\$700,000	\$ 203,000	\$903,000	7.67%	92.33%	\$833,740	\$616,689
4.4.2b	Traffic Signal Timing - Natomas BLVD @ Elkhorn BLVD	\$10,000	\$ 2,900	\$12,900	11.47%	88.53%	\$11,420	\$0
4.4.2c	Traffic Signal - S B I-5 @ Del Paso Road	\$700,000	\$ 203,000	\$903,000	4.16%	95.84%	\$865,435	\$648,393
4.4.2d	Traffic Signal - N B I-5 @ Del Paso Road	\$700,000	\$ 203,000	\$903,000	6.40%	93.60%	\$845,208	\$628,166
4.4.2e	E B & WB 2nd Left Turn Del Paso Road @ Natomas/Tuxel	\$176,000	\$ 51,040	\$227,040	10.30%	89.70%	\$203,655	\$0
4.4.2f	Traffic Signal - Del Paso BLVD @ Kenma	\$290,000	\$ 84,100	\$374,100	27.30%	72.70%	\$271,971	\$0
4.4.2g	Traffic Signal - E Levee Road @ Elkhorn BLVD	\$225,000	\$ 65,250	\$290,250	57.17%	42.83%	\$124,314	\$124,314
4.4.2h	Traffic Signal Timing - Del Paso Road @ Natomas/Tuxel	\$10,000	\$ 2,900	\$12,900	12.73%	87.27%	\$11,258	\$0
4.4.2i	Del Paso Road through Sorrento & Knihmar Intersections	\$295,000	\$ 88,420	\$383,420	[3]		\$0	\$383,420
4.4.2j	Del Paso Rd. from Blackrock Road to W. Boundary of Panhandle	\$237,000	\$ 68,730	\$305,730	[3]		\$0	\$305,730
<b>Total</b>		<b>\$3,346,000</b>	<b>\$ 970,340</b>	<b>\$4,316,340</b>			<b>\$3,167,001</b>	<b>\$2,390,907</b>

Sources: Mackay and Sompas, City of Sacramento, and EPS.

[1] Fair share allocations based on City of Sacramento calculations provided by City Traffic Engineering.

[2] From the North Natomas Financing Plan dated August, 2005.

[3] Items 4.4.2c and 4.4.11a (east and west) are required mitigation measures for Panhandle, and are in the MNFP. Panhandle is shown to pay the difference between the Mackay and Sompas cost estimate and the amount identified in the North Natomas Financing Plan.

Prepared by: EPS

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**Table 7  
Panhandle Public Facilities Financing Plan  
Estimated Infrastructure CFD Maximum Annual Special Tax Revenue - Base Year [1]**

Item	LDR	MDR	HDR	Commercial	Total Annual Special Tax Revenue
<b>Total Units/Acres</b>	Units 1,442	Units 879	[2] Units 754	Acres 23.1	
<b>Annual Special Tax Rate for Infrastructure [3]</b>	Per Unit \$2,000	Per Unit \$1,600	Per Unit \$1,450	Per Acre \$5,000	
<b>Total Maximum Annual Special Tax Revenue</b>	<b>\$2,884,000</b>	<b>\$1,406,400</b>	<b>\$1,093,300</b>	<b>\$115,500</b>	<b>\$5,499,200</b>
Home Sales Price	\$400,000	\$320,000	\$279,000		
Assumed Infrastructure CFD	\$2,000	\$1,600	\$1,450		
Infrastructure CFD as a % of Home Price	0.50%	0.50%	0.52%		

\*max\_tax\*

[1] Base year is first year special taxes are levied. After the base year, the maximum special tax is increased by 2% per year.  
 [2] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.  
 [3] Estimated rate.  
 [4] Nonresidential acreage includes 18.5-acre village commercial site and 4.6-acre mixed use commercial site.

**Table 8**  
**Panhandle Public Facilities Financing Plan**  
**Estimated CFD Bonds and Bond Proceeds**

Total Bonds	Estimated CFD Bonds and Construction Proceeds				Total Special Tax Revenue
	Assumptions	Low-Density Res.	Medium-Density Res.	High-Density Res.	
Assumptions Interest Rate Bond Term Average Maximum Annual Special Tax Requirement Development Units/Acres	7% 30 years	Units 1,442	Units 879	Units 754	Acres 23.1
<b>Estimated Annual CFD Costs (Base Year) [2]</b>					
Total Annual Maximum Special Tax Revenue		\$2,884,000	\$1,406,400	\$1,093,300	\$115,500
Estimated Annual Administrative Costs	3%	\$86,520	\$42,192	\$32,799	\$3,485
Delinquency Coverage	10%	\$286,400	\$143,640	\$109,330	\$11,550
Estimated Net Revenue Available for Debt Service		\$2,509,080	\$1,223,568	\$951,171	\$100,485
<b>Estimated Bond Size (Rounded)</b>					
Increase for Annual Escalation [3]		\$31,140,000	\$15,180,000	\$11,800,000	\$1,250,000
<b>Total Bond Size with Escalation</b>		\$6,228,000	\$3,036,000	\$2,360,000	\$250,000
Capitalized Interest	12 months	\$2,180,000	\$1,060,000	\$830,000	\$90,000
Bond Reserve Fund	1 year debt service	\$2,510,000	\$2,380,000	\$160,000	\$170,000
Formation and Issuance Costs	5%	\$1,557,000	\$1,479,500	\$101,000	\$108,500
<b>Estimated Total Construction Proceeds</b>		\$31,121,000	\$13,296,500	\$13,069,000	\$1,131,500
Average Bonds per Unit/Acre		\$21,595	\$17,270	\$15,650	\$54,113
Average Construction Proceeds per Unit/Acre		\$21,562	\$15,127	\$17,333	\$48,983
					Total Proceeds

[1] Includes 23 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.  
 [2] Base year is first year special taxes are levied. After the base year, the maximum special tax is increased by 2% per year.  
 [3] Assumptions special taxes are escalated 2.0% annually for 30 years, which increases total bond size by an estimated 20%.  
 [4] Nonresidential acreage includes 18.5-acre village commercial site and 4.6-acre mixed-use commercial site.

## CITY/COUNTY IMPACT FEES

The City has adopted a set of development impact fees to finance capital improvements. Future updates to the City fees may include certain improvements in the Project.

## SCHOOL DISTRICT IMPACT FEES

State law allows school districts to impose fees on new residential and non-residential development. Level I fees are capped by law and that cap amount is split between elementary and high school districts. If school districts meet certain criteria, they may impose Level II fees on residential development. Level II fees are not capped but follow a strict formula set forth in law.

New development in the Project will pay the fees in effect the time that building permits are pulled unless the fees are replaced by a mitigation agreement. **Table B-3** includes the estimated fee revenue based on the 2007 fee rates.

## STATE SCHOOL FUNDING

If eligible, a school district may receive funding for new schools from the State School Facility Program. The amount of State funding depends on the actual costs for the school site and the date of the application for State funding. **Table B-3** includes estimated State School Facility Program funding for Robla ESD and Grant JUHSD based on 2007 grant amounts. Rio Linda UESD is not eligible for State funding.

## OTHER SCHOOL FUNDING

School district impact fees and State Funding does not provide enough funding for school facilities. The shortfall may be funded by school districtwide GO bonds, Mello Roos CFD funding, or mitigation agreements that provide funding above Level I or II fee levels. All three school districts are willing to commit some level of funding from GO Bonds as shown in **Table B-3**.

## V. FEASIBILITY OF THE PANHANDLE PFFP

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This chapter reviews issues associated to the compatibility of the Panhandle PFFP with the NNFP and the overall financial feasibility of the financing plan. The financial feasibility is addressed by reviewing a total infrastructure burden analysis, as well as bond issuance guidelines to ensure the financing districts will meet the required financial tests.

### COMPARISON ANALYSIS WITH NNFP

Although the Project was originally envisioned by the City to annex to the NNFP, it has been determined that because of the delayed timing of the development of the Project, and since a major portion of development in North Natomas has already occurred, it would be prudent from a financing standpoint to keep the two development areas separate. Instead annexation of the Project to the NNFP, the Panhandle PFFP proposes funding mechanisms that:

- Work in conjunction with the NNFP funding strategy;
- Maintain equity between the two areas; and
- Simplify the administration of the funding mechanisms for the two areas.

Shared benefits from infrastructure and public facilities, however, should be funded in an equitable fashion. In other words, the Project should pay its fair share for items funded by the NNFP but benefit both projects, and vice-versa.

For most public facilities, including, library, transit, fire, police, community center, and bikeways and shuttles, the Project will pay a public facilities fee equal to that of development in the NNFP. This revenue will be used for the construction of facilities which benefit both areas.

On-site roadway facilities which must be constructed or improved to serve development at the Project include National Drive, Del Paso Road west of the Project, Elkhorn Boulevard, and Club Center Drive. In addition, certain off-site mitigation measures along Del Paso Road, Elkhorn Blvd have been identified by the City. Some of these offsite mitigation requirements are included in the costs from the NNFP, and some are separate items. Developers of the Project will be required to fund these items using the Panhandle PFFP.

For parks facilities, development at the Project will be required to pay a regional park land acquisition fee at the same rate as charged in North Natomas. Since the land for the regional park has already been acquired, this fee revenue will be used to pay for the

North Natomas Habitat Conservation Plan fees for development of the regional park. Any excess revenue will be used to fund regional park facilities in the North Natomas Regional Park.

**Table 9** shows the total estimated cost of major infrastructure and public facilities at the Project as compared to that of development in the NNFP. The specified facilities used in **Table 9** are the same for both projects. In other words, the cost estimates used are on an easily comparable apples-to-apples basis. See **Appendix E** for the detailed roadway and landscaping costs updated specifically for the Panhandle PFFP for these comparable facilities. Cost updates to the North Natomas PFFP are pending.

As shown on **Table 9**, the Project developers would pay approximately \$8,400 per low-density single-family unit for these items, while developers in the NNFP pay \$7,400 per comparable unit. For this reason, if the Project were annexed to the NNFP, the per-unit fees in North Natomas would likely be higher than their present levels.

In addition, development in the Project will construct its own parks facilities, which include several neighborhood parks and one community parks. Because of its abundance of onsite parks, the per-unit cost of park facilities planned for the Project are well above the amount in nearby development areas. Park facilities are funded through the citywide park fee and are not directly comparable to the burden for development in the NNFP.

**Table 10** shows a comparison of the annual taxes and assessments levied on development in North Natomas as compared to that in the Project. As shown, the annual taxes and assessments are similar in both areas. The infrastructure CFD shown for the Project assumes that a CFD is formed at the same tax rates as in the Natomas Central area of the NNCP. Actual tax rates will be determined at the time of formation of the CFD(s).

## TOTAL INFRASTRUCTURE COST BURDEN

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

Table 9  
Panhandle Public Facilities Financing Plan  
Panhandle/North Natomas Comparison Public Facilities/ Fees

Facility Type	Low-Density Residential		Medium-Density Residential		High-Density Residential		Village Commercial	
	Panhandle	North Natomas	Panhandle	North Natomas	Panhandle	North Natomas	Panhandle	North Natomas
	per unit		per unit		per unit		per acre	
<b>PFF-Funded Facilities [1]</b>								
Roadway, Signals, Bridges & Freeway [2]	\$3,779	\$2,214	\$3,149	\$1,845	\$2,480	\$1,453	\$200,761	\$117,622
Freeway and Roadway Landscaping	\$1,456	\$1,966	\$623	\$1,243	\$377	\$591	\$8,221	\$13,173
<b>Subtotal Roadway/Freeway</b>	<b>\$5,235</b>	<b>\$4,180</b>	<b>\$3,772</b>	<b>\$3,088</b>	<b>\$2,857</b>	<b>\$2,044</b>	<b>\$208,983</b>	<b>\$130,795</b>
Fire Facilities	\$573	\$573	\$412	\$412	\$304	\$304	\$4,297	\$4,297
Library Facilities	\$695	\$695	\$520	\$520	\$420	\$420	\$817	\$817
Police Facilities	\$274	\$274	\$268	\$268	\$268	\$268	\$2,752	\$2,752
Community Center	\$282	\$282	\$211	\$211	\$171	\$171	\$3,322	\$3,322
Bikeways and Shuttles	\$113	\$113	\$94	\$94	\$74	\$74	\$5,985	\$4,985
<b>Subtotal PFF</b>	<b>\$7,172</b>	<b>\$6,117</b>	<b>\$5,277</b>	<b>\$4,593</b>	<b>\$4,094</b>	<b>\$3,280</b>	<b>\$226,157</b>	<b>\$147,969</b>
Regional Parks	\$1,287	\$1,287	\$1,001	\$1,001	\$476	\$476	\$23,107	\$23,107
<b>Total</b>	<b>\$8,459</b>	<b>\$7,404</b>	<b>\$6,278</b>	<b>\$5,594</b>	<b>\$4,570</b>	<b>\$3,756</b>	<b>\$249,264</b>	<b>\$171,076</b>

[1] Planning/Studies costs were excluded from this analysis.  
 [2] The cost estimates for the Panhandle's roadway and landscaping facilities used in this comparison are based on the same facilities as the roadway and landscaping cost estimates in the North Natomas Financing Plan. See Appendix E for the detailed cost estimates.

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**Table 10  
Panhandle Public Facilities Financing Plan  
Panhandle/North Natomas Comparison of Annual Taxes**

Special Tax/ Assessment	Annual Special Tax/ Assessment per LDR Unit		
	North Natomas		Panhandle
	Natomas Central	Northpointe	
CFD No. 99 - 01 TMA	\$21.32	\$21.32	\$21.32
Supplemental TMA	\$0.00	\$0.00	\$23.68
CFD No. 97 - 01 [1]	\$75.29	\$107.56	\$107.56
CFD No. 3	\$63.57	\$63.57	\$63.57
CFD No. 4	-	\$527.00	-
CFD No. 99-02	\$40.50	\$40.50	\$40.50
CFD No. 2002 - 02	\$51.94	\$51.94	\$51.94
Citywide L&LD	\$67.12	\$67.12	\$67.12
City Library Services AD No. 96-02	\$27.32	\$27.32	\$27.32
Reclamation District No. 1000 M & O	\$30.00	\$30.00	\$30.00
SAFCA Capital Assessment No. 2	\$65.78	\$65.78	\$65.78
SAFCA O & M Assessment No. 1	\$29.00	\$29.00	\$29.00
Infrastructure CFD	\$1,140.00	-	\$2,000.00
Panhandle Parks Cost	-	-	\$84.28
<b>Total Annual Special Taxes and Assessments</b>	<b>\$1,611.84</b>	<b>\$1,031.11</b>	<b>\$2,612.07</b>

\*tax\_comparison\*

Sources: MuniFinancial, City of Sacramento, and EPS.

[1] Natomas Central is in the tax zone west of I-5. Northpointe and the Panhandle are in the tax zone east of I-5.

*Panhandle PLUD Public Facilities Financing Plan  
October 3, 2007*

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

As shown in **Table 11**, the total cost of infrastructure and public facilities accounts for approximately 13 to 17 percent of the estimated sales price of residential units in the Project. This is considered feasible for development.

**Table 12** shows the detailed estimated infrastructure burden of typical homes in the Project. The roadway, landscaping, sewer, water, drainage, and public facilities costs used in this comparison are based on the cost estimates found in **Appendices A and B**.

## TAXES AND ASSESSMENTS FEASIBILITY ANALYSIS

**Table 13** shows the estimated taxes and assessments as a percentage of home sales prices for four different proposed Project land uses. The total annual amount includes the following taxes and assessments:

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

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 1.8 percent, indicating annual tax-burden feasibility for each example unit type.

While the Project CFD clearly is feasible, bond financing for other facilities included in additional CFDs will be limited by the tax rates indicated above.

**Table 11**  
**Panhandle Public Facilities Financing Plan**  
**Fee Burden as a Percent of Home Price**

<b>Item</b>	<b>Low-Density Residential</b>	<b>Medium-Density Residential</b>	<b>High-Density Residential</b>
City Fees	\$14,800	\$12,200	\$6,400
Other Agency Fees	\$15,400	\$15,000	\$12,400
Infrastructure Construction	\$14,300	\$9,800	\$6,800
Public Facilities	\$20,700	\$16,000	\$9,500
<b>Total Cost Burden</b>	<b>\$65,200</b>	<b>\$53,000</b>	<b>\$35,100</b>
Estimated Home Price	\$400,000	\$320,000	\$279,000
Cost Burden as a % of Home Price [1]	16%	17%	13%

*\*fee\_percent\**

[1] Cost burden as a percent of home price, based on numerous feasibility analyses conducted by EPS is described as follows:  
 Below 15%: Feasible  
 15% - 20%: May be feasible  
 Above 20%: Questionable feasibility

Table 12  
Panhandle Public Facilities Financing Plan  
Infrastructure Burden - Residential Market Rate Units

Item	Low-Density Residential	Medium-Density Residential	High-Density Residential	Notes
<b>Assumptions</b>				
Unit Size (sq. ft.)	1,500	1,800	1,000	
Lot Square Feet	5,000	3,000	N/A	
Density	5.6	13.2	25.1	
Burden Valuation	\$150,850	\$168,512	\$65,100	
<b>City Fees</b>				
Building Permit	\$1,420	\$1,135	\$941	Based on valuation shown above
Plan Check	\$47	\$375	\$276	Based on valuation shown above
Accessory Structure	\$76	\$63	\$42	4% of building permit plus plan check fees
Business Operation Tax	\$60	\$43	\$26	0.04% of building valuation; \$5,000 maximum annual fee
Minimum Motion Instruction Fee	\$50	\$50	\$50	0.01% of building valuation; \$50 minimum
Motor Sign Construction Tax (1)	\$1,267	\$489	\$52	0.6% of building valuation
Residential Development Tax	\$185	\$385	\$385	\$355 per unit w/1,3 or more bedrooms
Household Trash	\$0	\$0	\$0	Does not apply to residential development
Water Service Fees (2)	\$4,944	\$4,944	\$1,000	Based on 1" pipe with meter (1) (2)
City Water Service Fee Credits	(45,006)	(42,006)	(4,001)	Fee credits based on cost of water facilities (3) (4) (5)
City Park Fee (3)	\$4,843	\$4,843	\$2,853	\$4,843 per single family unit; \$2,853 per multi-family unit
Fire Review Fee	\$5	\$0	\$39	Applicable only to units > 3,000 sq. ft. (3) (4) (5)
Habitat Mitigation (4)	\$3,267	\$1,356	\$734	Applicable only to units > 3,000 sq. ft. (3) (4) (5)
Subtotal City Fees (rounded)	\$14,800	\$12,200	\$8,400	\$18,445 per detached home. Does not include the cost to acquire mitigation and
<b>Other Agency Fees</b>				
SAFCA OIE Fee	\$222	\$222	\$169	\$222 for building sq. ft. < 1,000; \$4,462/acre < 0.25
SAFCA Assessment District Bond Debt	\$7,734	\$2,324	\$1,000	prepaid via unit w/ 21 periods w/ 1% of bond at 6% interest
Supplemental Leave Fee (Preliminary Estimate)	\$5,000	\$5,000	\$1,750	SAFCA estimate used as a placeholder
CSD-1 Sewer Fee (2)	\$1,278	\$786	\$500	\$1,119 per unit for new residential development (5)
Leas Sewer Fee Credits	(154,563)	(42,747)	(4,979)	Fee credits based on cost of wastewater facilities (3) (4) (5)
SRESD Storm Fee	\$7,100	\$7,100	\$7,100	Rate at \$7,100 per ESD; 1 ESD per 50' unit (2); 75 ESD per 1/4 E.U.
Subtotal Other Agency Fees (rounded)	\$15,400	\$15,000	\$12,400	
<b>Infrastructure Construction</b>				
Roadway	\$6,465	\$5,800	\$4,567	Based on construction cost estimate provided by Mackay and Samps
Leas Roadway Credits by MSC Tax (1)	(\$1,207)	(5,500)	(5,500)	See above (1)
Landscaping (Includes Roadway Landscaping)	\$1,687	\$222	\$379	Landscaping cost includes roadway and open space landscaping
Signs	\$381	\$351	\$248	Based on construction cost estimate provided by Mackay and Samps
Water	\$1,716	\$1,181	\$1,064	Based on construction cost estimate provided by Mackay and Samps
Storm Drainage	\$4,325	\$2,064	\$1,094	Based on construction cost estimate provided by Mackay and Samps
Subtotal Infrastructure Construction (rounded)	\$14,360	\$3,800	\$6,800	
<b>Public Facilities (5)</b>				
Storms (6)	\$12,300	\$6,032	\$4,940	Includes mandatory fees and pending mitigation agreement
Park (7)	\$3,678	\$9,626	\$5,585	Based on construction cost estimate provided by LSI
Leas Credits for Citywide Park Fee Paid (3)	(34,630)	(4,843)	(5,823)	See above (3)
Library	\$635	\$320	\$470	Based on levels consistent with development in the MNEP
Transit	\$437	\$314	\$248	Based on levels consistent with development in the MNEP
Police Facilities	\$573	\$472	\$384	Based on levels consistent with development in the MNEP
Public Facilities	\$24	\$26	\$26	Based on levels consistent with development in the MNEP
Community Center	\$252	\$251	\$171	Based on levels consistent with development in the MNEP
Streetsways & Trails	\$113	\$64	\$74	Based on levels consistent with development in the MNEP
Public Facilities Lane Acquisition (6)	\$1,200	\$540	\$283	Based on levels consistent with development in the MNEP
Subtotal Public Facilities (rounded)	\$20,700	\$19,000	\$8,500	See Table B-10
<b>TOTAL COST BURDEN (rounded)</b>	<b>\$65,000</b>	<b>\$15,000</b>	<b>\$35,000</b>	

Source: Mackay and Samps, City of Sacramento, and DFG  
 (1) Assumes Major Street Construction Tax is fully attributable because of the construction of roadway facilities. Credit deducted from roadway facilities.  
 (2) Multi-family water fee and CSD-1 sewer fee system is a placeholder estimate. Further analysis required.  
 (3) Assesses Park fees are fully creditable because of the construction of park facilities.  
 (4) Migration limits must also be calculated, the cost of which is not included in this analysis.  
 (5) Public facilities are assumed to pay the same rate as development in the North Sacramento Planning Plan, unless otherwise noted.  
 (6) Based on \$4.64 per square foot in 900 Lincoln ESD. Actual ESD will be lower.  
 (7) Park cost includes the cost of land acquisition for a regional park.  
 (8) Public facilities amount shown is an average of all units within the Panhandle. The actual amount will depend on each owner's amount of eligible public land dedication. See Table B-10.

Table 13  
Panhandle Public Facilities Financing Plan  
Two-Percent Test of Total Tax Burden

Item	Assumption	Low-Density Res.	Medium-Density Res.	High-Density Res.
<b>Home Price Estimate [1]</b>		\$400,000	\$320,000	\$279,000
Homeowner's Exemption [2]		(\$7,000)	(\$7,000)	(\$7,000)
Assessed Value [3]		\$393,000	\$313,000	\$272,000
Property Tax	1.00%	\$3,930	\$3,130	\$2,720
Other Ad Valorem Taxes [4]	0.15%	\$590	\$470	\$408
<b>Total Ad Valorem Taxes</b>		<b>\$4,520</b>	<b>\$3,600</b>	<b>\$3,128</b>
<b>Special Taxes and Assessments</b>				
CFD No. 99-01 TMA		\$21	\$21	\$21
Supplemental TMA Amount [5]		\$24	\$24	\$17
CFD No. 97-01		\$108	\$108	\$72
City of Sacramento CFD #3		\$04	\$04	\$38
CFD No. 2002 - 02		\$52	\$52	\$52
CFD No. 99-02		\$41	\$41	\$41
Citywide L&LD		\$67	\$67	\$47
City Library Services AD No. 96-02		\$27	\$27	\$20
Reclamation District No. 1000 M & O		\$30	\$13	\$7
SAFCA Capital Assessment No. 2		\$65	\$33	\$17
SAFCA O & M Assessment No. 1		\$29	\$29	\$20
<b>Total Special Taxes and Assessments</b>		<b>\$528</b>	<b>\$479</b>	<b>\$362</b>
Proposed Infrastructure CFD (Placeholder estimate)		\$2,000	\$1,600	\$1,450
Parks Maintenance Cost		\$84	\$84	\$63
<b>Total Tax Burden</b>		<b>\$7,132</b>	<b>\$5,762</b>	<b>\$5,003</b>
<b>Tax Burden as % of Home Price</b>		<b>1.8%</b>	<b>1.8%</b>	<b>1.8%</b>

Two\_Percent

Source: Gregory Group, Mackay and Sump, and EPS

[1] Home prices based on input from project applicant and generally consistent with current home pricing data  
 [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 1/2% 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] The Panhandle will contribute an additional annual assessment to the North Sacramento TMA to fund transit operations and maintenance.

## VI. FINANCING SOURCES FOR SERVICES AND ONGOING OPERATION AND MAINTENANCE

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This chapter includes additional information regarding funding sources that will be used to fund annual services and ongoing operation and maintenance costs. "Services" refers to general government or other services, such as law enforcement protection, that will be provided by public agencies. Operation and maintenance costs refer to the costs to operate and maintain backbone infrastructure and other public facilities.

Once backbone infrastructure and other public facilities are completed, they will be dedicated to or acquired by public agencies. These public agencies will be responsible for operating and maintaining the facilities. The Panhandle PFFP provides estimates of the operations and maintenance costs

Development in the Project will be required to participate in a series of special financing districts to fund public services and the maintenance and operation of the public improvements. Participation in these districts will be determined by the City or the special districts no later than the filing of final maps. **Table 14** lists each facility type and the corresponding potential service-provider responsibility. The City or existing assessment districts will have funding responsibility for most items. However, if a funding shortfall is deemed to exist, a Mello Roos CFD, Community Services District, Lighting and Landscaping District, or some other funding mechanism will be established.

The applicant, the City, the North Natomas Transportation Management Association (TMA), and EPS have analyzed the cost and funding source(s) to maintain neighborhood and community parks, open space, and landscaping corridors and support for TMA programs above the support generated by the existing CFD. **Table 15** shows estimated annual costs of parks and landscaping maintenance stratified with potential funding sources. Please note that the new CFD for parks maintenance includes an estimate for the maintenance of Neighborhood and Community Parks land over and above that required under the City's Quimby ordinance. The applicant has not yet agreed to support the portion above the Quimby requirement, but both parties have agreed to further negotiate in good faith, with the issue to be resolved before the formation of the CFD.

**Table 14  
Panhandle Public Facilities Financing Plan  
Summary of Proposed Municipal Service Providers and Financing**

Public Facility/Service	Governance/Service Provider	Operation and Maintenance Financing
Roadways	City of Sacramento Caltrans	City Road Fund Assessment District/ Caltrans
Wastewater	SRCSD and CSD-1	User Charges
Water	City of Sacramento	User Charges
Storm Drainage	City of Sacramento	Assessment District, CFD
Schools	Rio Linda and Grant Unified School Districts	Property Tax
Parks	City of Sacramento	Citywide LLD, Assessment District, CFD
Landscape Corridors	City of Sacramento	Citywide LLD, Assessment District, CFD
Fire Protection	City of Sacramento Fire Department	City General Fund
Law Enforcement	City of Sacramento Police Department	City General Fund
Library	City of Sacramento	City General Fund
Transit	Sacramento Regional Transit TMA	Transit Operating Revenues/ CFD
Lighting/ Tree Maintenance	City of Sacramento	Citywide LLD

"Muni\_Svc"

15521 Panhandle FP model 6.xls 9/10/2007

Prepared by EPS

Table 15  
Panhandle PFFP Technical Support  
Parks/Landscaping/Transit Costs and Funding Sources

Item	Acres	Cost per Acre	Total Cost	General Fund	Citywide LLD	CFD 03	Funding Sources				New Panhandle Parks CFD	Existing MN TMA CFD	Supplemental Panhandle TMA CFD	Total Funding
							CFD 99-03	CFD 2002-2	CFD 2002-2	CFD 03				
<b>FUNDING</b>														
Tax Rate per SF Unit						\$63.57	\$19.70	\$51.84			\$84.28	\$21.32	\$23.03	\$164.56
Tax Rate per MF Unit						\$29.12	\$14.82	\$30.30			\$23.21	\$16.59	\$18.42	\$182.46
SF Funding				n/a	n/a	\$147,482	\$40,854	\$120,501			\$195,540	\$49,462	\$54,939	\$613,777
MF Funding				n/a	n/a	\$29,530	\$11,352	\$22,875			\$47,726	\$12,518	\$13,897	\$137,154
<b>TOTAL FUNDING</b>				n/a	n/a	<b>\$177,018</b>	<b>\$57,046</b>	<b>\$143,376</b>			<b>\$243,267</b>	<b>\$61,980</b>	<b>\$68,845</b>	<b>\$751,531</b>
<b>COSTS</b>														
<b>Parks</b>														
Outside Minos Parkway	10.10	\$12,317	\$124,402											\$124,402
Neighborhood Parks - Quincy Req.	9.33	\$10,062	\$92,889		\$19,000			\$143,376			(\$37,974)			\$82,089
Neighborhood Parks - Above Quincy	19.18	\$7,467	\$143,861		\$19,500						\$124,601			\$143,601
Community Parks - Quincy Req.	0.72	\$7,467	\$5,391								\$5,391			\$5,391
Community Parks - Above Quincy														
Minos Parkway	2.43	\$4,450	\$10,814			\$10,814								\$10,814
Basin Landscaping	2.00	\$9,902	\$19,804								\$19,804			\$19,804
Neighborhood (Maple)	4.00	\$7,487	\$29,948								\$29,948			\$29,948
Community Park (Carnival)	19.27	\$7,487	\$144,274	\$144,274										\$144,274
Parkway	14.00	\$4,450	\$62,300			\$62,300								\$62,300
Natural [4]														
<b>Landscaping [5]</b>														
Roadway Landscaping	5.01	\$9,409	\$57,046					\$57,046						\$57,046
Median Landscaping	3.35	\$9,409	\$31,514		\$31,514									\$31,514
Other Landscaping [6]	1.00	\$9,409	\$9,409								\$9,409			\$9,409
Drainage Basin Landscaping	6.00	\$4,450	\$26,700			\$26,700								\$26,700
Valley View Buffer	2.40	\$9,409	\$22,582			\$22,582								\$22,582
<b>Transit [7]</b>											\$61,980			\$61,980
<b>TOTAL COSTS</b>			<b>\$759,961</b>	<b>\$144,274</b>	<b>\$69,514</b>	<b>\$125,066</b>	<b>\$57,046</b>	<b>\$143,376</b>			<b>\$243,267</b>	<b>\$61,980</b>	<b>\$68,845</b>	<b>\$913,367</b>

[1] Location of the facility is isolating General Fund and Lighting and Landscaping District funds, the amounts generated by these funding sources are not shown.  
 [2] The new Panhandle parks LFD amount shown is a preliminary estimate. The CFD includes all neighborhood and community parks maintenance above the Quincy requirement, which has been requested by the parks department. The funding arrangement has not yet been finalized, and all parties have agreed to negotiate in good faith.  
 [3] The Panhandle will contribute an additional annual assessment to the North Minos TMA to fund transit operations and maintenance.  
 [4] If unenclosed open space is included as part of the Land Acquisition Program, it will likely be funded from CFD 3.  
 [5] Landscaping costs based on \$8.16 per square foot of landscaping, plus 20% contingency.  
 [6] According to Mackey and Sorpa, approximately 1 acre of landscaping exists between National Drive and Minos Parkway which will need to be maintained by some entity.  
 [7] Transit costs assumed to be the same as transit funding.







Economic &  
Planning Systems

2000  
2001  
2002  
2003  
2004

## APPENDICES

- APPENDIX A: MACKAY & SOMPS COST ESTIMATES
- APPENDIX B: PUBLIC FACILITIES COST ESTIMATES
- APPENDIX C: COST ALLOCATION
- APPENDIX D: DUE FACTORS
- APPENDIX E: NORTH NATOMAS PUBLIC FACILITIES  
FEE COMPARISON CALCULATIONS
- APPENDIX F: PUBLIC FACILITIES LAND ACQUISITION  
PROGRAM—ELIGIBLE ACREAGE



Economic & Planning Systems

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## APPENDIX A

### MACKAY & SOMPS COST ESTIMATES

Summary of Costs .....	A-1
Engineer's Preliminary Cost Estimate Roadway Facility (4 pages) .....	A-2
Engineer's Preliminary Cost Estimate Sanitary Sewer System .....	A-6
Engineer's Preliminary Cost Estimate Water System .....	A-7
Engineer's Preliminary Cost Estimate Storm Drain System (2 pages) .....	A-8
Engineer's Preliminary Cost Estimate Landscape/Irrigation .....	A-10
Engineer's Preliminary Cost Estimate .....	A-11
 <b>Offsite Mitigation Measures</b>	
Panhandle—MM 4.4 2a .....	A-12
Panhandle—MM 4.4 2b .....	A-13
Panhandle—MM 4.4 2d .....	A-14
Panhandle—MM 4.4 2e .....	A-15
Panhandle—MM 4.4 2f .....	A-16
Panhandle—MM 4.4 2h .....	A-17
Panhandle—MM 4.4 7a .....	A-18
Panhandle—MM 4.4 7b .....	A-19
Panhandle—MM 4.4 7c & MM 4.4 11a .....	A-20
Panhandle—MM 4.4 11a .....	A-21

7790-00  
Date Prepared: 12/21/06

**SUMMARY SHEET FOR PANHANDLE  
COST ESTIMATE**

STREET	ROADWAY	SS	WATER	SD	LANDSCAPING	SUBTOTAL	29% CONTINGENCY	TOTAL
NATIONAL DRIVE	\$12,212,475	\$316,000	\$3,195,050	\$1,429,750	\$2,081,500	\$19,234,775	\$5,578,085	\$24,812,860
DEL PASO	\$951,640	\$0	\$390,000	\$0	\$21,450	\$1,363,090	\$395,296	\$1,758,386
ELKHORN BLVD	\$2,007,280	\$0	\$0	\$209,055	\$535,000	\$2,752,235	\$798,148	\$3,550,383
CLUB CENTER DRIVE	\$542,580	\$0	\$258,725	\$194,850	\$128,700	\$1,124,855	\$326,208	\$1,451,063
OFFSITE	\$0	\$484,750	\$0	\$6,087,855	\$0	\$6,572,205	\$1,905,939	\$8,478,144
<b>SUBTOTAL</b>	\$15,713,975	\$800,350	\$3,843,775	\$7,921,510	\$2,767,550	\$40,050,836	\$11,615,540	\$51,666,376
<b>29% CONTINGENCY</b>	\$4,557,053	\$232,102	\$1,114,695	\$2,297,238	\$802,590	\$10,993,678	\$3,188,166	\$14,181,844
<b>TOTAL</b>	\$20,271,028	\$1,032,452	\$4,958,470	\$10,218,748	\$3,570,140	\$51,044,514	\$14,803,706	\$65,848,220

A-1

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Roadway Facility**

Facility	Quantity	Unit	Unit Price	Total Cost
<b>A. National Drive</b>				
<b>Earthwork</b>				
1 Mobilization, Clearing & Grubbing	29	AC	\$20,000.00	\$580,000
2 Rough Grading including compaction	155,400	CY	\$5.00	\$777,000
3 Erosion Control	24	AC	\$3,500.00	\$101,500
<b>Subtotal Earthwork</b>				<b>\$1,458,500</b>
<b>Streetwork</b>				
1 5" AC Paving (Assumed \$80.00/TON)	776,000	SF	\$2.50	\$1,940,000
2 12" Aggregate Base - Under No. 4 Curb & Gutter & No. 15 Median Curb (Assumed \$32.00/TON)	72,000	SF	\$2.50	\$180,000
3 21" Aggregate Base (Assumed \$32.00/TON)	776,000	SF	\$4.50	\$3,492,000
4 Pavement Striping - 4' Lane Line	22,900	LF	\$1.00	\$22,900
5 Pavement Striping - 6' Bike Lane	22,100	LF	\$1.00	\$22,100
6 Pavement Striping - 8' Channelizing Lane	2,600	LF	\$1.00	\$2,600
7 Pavement Striping - 12' Limit Line/Cross Walk	4,600	LF	\$3.00	\$13,800
8 3-Way Traffic Signal (Intersections 3, 6, 9, 14)	4	EA	\$225,000.00	\$900,000
9 4-Way Traffic Signal (Intersection 5)	1	EA	\$290,000.00	\$290,000
10 Type "A" Electrodes including conduit, wiring & appurtenances	129	EA	\$3,000.00	\$387,000
11 Electrical Service Point for Street Lights & Irrigation	7	EA	\$2,000.00	\$14,000
12 Signage	1	LS	\$25,000.00	\$25,000
13 Joint Utility Trench	13,000	LF	\$75.00	\$975,000
<b>Subtotal Streetwork</b>				<b>\$8,264,400</b>
<b>Concrete</b>				
1 No. 4 Vertical Curb & Gutter	21,770	LI	\$19.00	\$413,630
2 No. 15 Median Curb	20,800	LF	\$28.00	\$576,800
3 5' to 10' Wide Attached/Detached Sidewalk w/ 12" AB	176,370	SF	\$8.50	\$1,499,145
<b>Subtotal Concrete</b>				<b>\$2,489,575</b>
<b>Total National Drive</b>				<b>\$12,212,475</b>

**Panhandle  
City of Sacramento  
Engineer's Preliminary Cost Estimate  
Roadway Facility**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>B. Del Paso Road</b>					
<b>Earthwork</b>					
1 Mobilization, Clearing & Grubbing	1	AC	\$20,000.00		\$20,000
2 Rough Grading including compaction	9,000	CY	\$5.00		\$45,000
3 Erosion Control	1	AC	\$2,500.00		\$2,500
<b>Subtotal Earthwork</b>					<b>\$68,500</b>
<b>Streetwork</b>					
1 5" AC Paving (Assumed \$80.00/TON)	3,200	SF	\$2.50		\$8,000
2 12" Aggregate Base - Under No. 4 Curb & Gutter & No. 15 Median Curb (Assumed \$32.00/TON)	1,530	SF	\$2.50		\$3,825
3 21" Aggregate Base (Assumed \$32.00/TON)	3,200	SF	\$4.50		\$14,400
4 Pavement Striping - 4" Lane Line	800	LF	\$1.00		\$800
5 Pavement Striping - 6" Bike Lane	2,700	LF	\$1.00		\$2,700
6 Pavement Striping - 12" Limit Line/Cross Walk	550	LF	\$3.00		\$1,650
7 Type "A" Electrofitter including conduit, wiring, & appurtenances	13	EA	\$3,000.00		\$39,000
8 Electrical Service Point for Street Lights & Irrigation	2	EA	\$2,000.00		\$4,000
9 Signage	1	LS	\$15,000.00		\$15,000
10 Joint Utility Trench	3,000	LF	\$75.00		\$225,000
11 Pole Line Relocation	2,700	LF	\$200.00		\$540,000
<b>Subtotal Streetwork</b>					<b>\$854,375</b>
<b>Concrete</b>					
1 No. 4 Vertical Curb & Gutter	570	LF	\$19.00		\$10,830
2 5' to 10' Wide Attached/Detached Sidewalk w/ 12" AB	2,110	SF	\$8.50		\$17,935
<b>Subtotal Concrete</b>					<b>\$28,765</b>
<b>Total Del Paso Road</b>					<b>\$951,640</b>

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Roadway Facility**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>C. Elkhorn Boulevard</b>					
<b>Earthwork</b>					
1 Mobilization, Clearing & Grubbing	6	AC	\$20,000.00		\$120,000
2 Rough Grading including compaction	10,600	CY	\$5.00		\$53,000
3 Erosion Control	6	AC	\$3,500.00		\$21,000
<b>Subtotal Earthwork</b>					<b>\$194,000</b>
<b>Streetwork</b>					
1 5" AC Paving (Assumed \$80.00/TON)	149,500	SF	\$2.50		\$373,750
2 12" Aggregate Base - Under No. 4 Curb & Gutter & No. 15 Median Curb (Assumed \$32.00/TON)	8,200	SF	\$2.50		\$20,500
3 21" Aggregate Base (Assumed \$32.00/TON)	149,500	SF	\$4.50		\$672,750
4 26" AB Shoulder (2' Wide) (Assumed \$32.00/TON)	4,500	SF	\$5.50		\$24,750
5 Pavement Striping - 4" Lane Lane	4,500	LF	\$1.00		\$4,500
6 Pavement Striping - 6" Bike Lane	2,300	LF	\$1.00		\$2,300
7 Pavement Striping - 8" Channelizing Lane	200	LF	\$1.00		\$200
8 Pavement Striping - 12" Limit Line/Cross Walk	560	LF	\$3.00		\$1,680
9 3-Way Traffic Signal (National Drive & Levee Road)	2	EA	\$225,000.00		\$450,000
10 Type "A" Electrodes including conduit, wiring & appurtenances	13	EA	\$3,000.00		\$39,000
11 Electrical Service Point for Street Lights & Irrigation	2	EA	\$2,000.00		\$4,000
12 Signage	1	LS	\$20,000.00		\$20,000
13 Joint Utility Trench	2,500	LF	\$75.00		\$187,500
<b>Subtotal Streetwork</b>					<b>\$1,800,930</b>
<b>Concrete</b>					
1 No. 4 Vertical Curb & Gutter	2,100	LF	\$19.00		\$39,900
2 No. 15 Median Curb	3,700	LF	\$28.00		\$103,600
3 5' to 10' Wide Attached/Detached Sidewalk w/ 12" AB	12,900	SF	\$8.50		\$109,650
<b>Subtotal Concrete</b>					<b>\$253,150</b>
<b>Total Elkhorn Boulevard</b>					<b>\$2,248,080</b>

Job No. 07790-00  
Date Prepared: 12/08/06

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Roadway Facility**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>D. Club Center Drive</b>					
<b>Earthwork</b>					
1 Mobilization, Clearing & Grubbing	2	AC	\$20,000.00		\$40,000
2 Rough Grading including compaction	2,600	CY	\$5.00		\$13,000
3 Erosion Control	2	AC	\$3,500.00		\$7,000
<b>Subtotal Earthwork</b>					<b>\$60,000</b>
<b>Streetwork</b>					
1 5" AC Paving (Assumed \$80.00/TON)	30,000	SF	\$2.50		\$75,000
2 12" Aggregate Base ~ Under No. 4 Curb & Gutter & No. 15 Median Curb (Assumed \$32.00/TON)	5,300	SF	\$2.50		\$13,250
3 21" Aggregate Base (Assumed \$32.00/TON)	30,000	SF	\$4.50		\$135,000
4 Pavement Striping - 6' Bike Lane	1,800	LF	\$1.00		\$1,800
5 Type "A" Electrolier including conduit, wiring, & appurtenances	10	EA	\$3,000.00		\$30,000
6 Joint Utility Trench	1,000	LF	\$75.00		\$75,000
<b>Subtotal Streetwork</b>					<b>\$330,050</b>
<b>Concrete</b>					
1 No. 4 Vertical Curb & Gutter	1,570	LF	\$19.00		\$29,830
2 No. 15 Median Curb	1,650	LF	\$28.00		\$46,200
3 5' Wide Detached Sidewalk w/ 12" AB	9,000	SF	\$8.50		\$76,500
<b>Subtotal Concrete</b>					<b>\$152,530</b>
<b>Total Club Center Drive</b>					<b>\$542,580</b>
<b>Subtotal Roadway Construction Cost</b>					<b>\$15,954,775.00</b>
<b>29% Contingency &amp; Soft Cost</b>					<b>\$4,626,884.75</b>
<b>Total Roadway Facility Cost</b>					<b>\$20,581,659.75</b>

Job No. 07790-00  
Date Prepared: 12/06/06

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Sanitary Sewer System**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>A. National Drive</b>					
1 18" Sanitary Sewer Main	800	LF	\$315.00		\$252,000
2 Standard 60" Sanitary Sewer Manhole	4	EA	\$16,000.00		\$64,000
<b>Subtotal National Drive</b>					<b>\$316,000</b>
<b>B. Del Paso Road</b>					
None					
<b>C. Elkhorn Boulevard</b>					
None					
<b>D. Club Center Drive</b>					
None					
<b>E. Offsite Sewer (National Drive to Aimwell Avenue)</b>					
1 18" Sanitary Sewer Main	1,050	LF	\$315.00		\$330,750
2 21" Sanitary Sewer Main	200	LF	\$368.00		\$73,600
3 Standard 60" Sanitary Sewer Manhole	5	EA	\$16,000.00		\$80,000
<b>Subtotal Offsite Sewer (National Drive to Aimwell Avenue)</b>					<b>\$484,350</b>
<b>Subtotal Sanitary Sewer System Construction Cost</b>					<b>\$800,350</b>
<b>29% Contingency &amp; Soft Cost</b>					<b>\$232,102</b>
<b>Total Sanitary Sewer System Cost</b>					<b>\$1,032,452</b>

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Water System**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>A. National Drive</b>					
1 8" Water Main including fittings (FH Service)	4,600	LF	\$40.00		\$184,000
2 12" Water Main including fittings (FH Service)	6,000	LF	\$60.00		\$360,000
3 18" Water Main including fittings	100	LF	\$300.00		\$30,000
4 24" Water Main including fittings	10,920	LF	\$210.00		\$2,289,000
5 8" Gate Valve	12	EA	\$1,400.00		\$16,800
6 12" Butterfly Valve	23	EA	\$3,300.00		\$75,900
7 18" Butterfly Valve	2	EA	\$7,600.00		\$15,200
8 24" Butterfly Valve	9	EA	\$11,500.00		\$103,500
9 Fire Hydrant w/tee, valve & lateral	16	EA	\$4,750.00		\$76,000
10 2" Blow-Off Valve & Box	18	EA	\$1,925.00		\$34,650
11 4" Blow-Off Valve & Box	1	EA	\$10,000.00		\$10,000
<b>Subtotal National Drive</b>					<b>\$3,195,050</b>
<b>B. Del Paso Road</b>					
1 24" Water Main including fittings	1,700	LF	\$210.00		\$357,000
2 24" Butterfly Valve	2	EA	\$11,500.00		\$23,000
3 4" Blow-Off Valve & Box	1	EA	\$10,000.00		\$10,000
<b>Subtotal Del Paso Boulevard</b>					<b>\$390,000</b>
<b>C. Elkhorn Boulevard</b>					
None					
<b>D. Club Center Drive</b>					
1 8" Water Main including fittings	420	LF	\$40.00		\$16,800
2 18" Water Main including fittings	800	LF	\$300.00		\$240,000
3 2" Blow-Off Valve & Box	1	EA	\$1,925.00		\$1,925
<b>Subtotal Club Center Drive</b>					<b>\$258,725</b>
<b>E. Offsite Water</b>					
None					
<b>Subtotal Water System Construction Cost</b>					<b>\$3,843,775</b>
<b>29% Contingency &amp; Soft Cost</b>					<b>\$1,114,695</b>
<b>Total Water System Cost</b>					<b>\$4,958,470</b>

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Storm Drain System**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>A. National Drive</b>					
1 12" Storm Drain RCP Class III	3,125	LF	\$45.00		\$140,625
2 18" Storm Drain RCP Class III	3,149	LF	\$55.00		\$173,195
3 24" Storm Drain RCP Class III	2,105	LF	\$60.00		\$126,300
4 30" Storm Drain RCP Class III	2,490	LF	\$75.00		\$186,750
5 36" Storm Drain RCP Class III	605	LF	\$80.00		\$48,400
6 42" Storm Drain RCP Class III	619	LF	\$95.00		\$58,855
7 48" Storm Drain RCP Class III	895	LF	\$110.00		\$98,450
8 54" Storm Drain RCP Class III	115	LF	\$120.00		\$13,800
9 Standard 48" Storm Drain Manhole w/ 1' Sump	38	EA	\$3,750.00		\$142,500
10 Standard 60" Storm Drain Manhole	5	EA	\$5,725.00		\$28,625
11 Standard 72" Storm Drain Manhole	5	EA	\$6,000.00		\$30,000
12 Standard 84" Storm Drain Manhole	3	EA	\$8,900.00		\$26,700
13 Standard 96" Storm Drain Manhole	2	EA	\$9,800.00		\$19,600
14 Type "B" Catch Inlet	80	EA	\$4,200.00		\$336,000
<b>Subtotal National Drive</b>					<b>\$1,429,750</b>
<b>B. Del Paso Road</b>					
None					
<b>C. Elkhorn Boulevard</b>					
1 12" Storm Drain RCP Class III	1,335	LF	\$45.00		\$60,075
2 24" Storm Drain RCP Class III	1,338	LF	\$60.00		\$80,280
3 Standard 48" Storm Drain Manhole w/ 1' Sump	6	EA	\$3,750.00		\$22,500
4 Type "B" Catch Inlet	11	EA	\$4,200.00		\$46,200
<b>Subtotal Elkhorn Boulevard</b>					<b>\$209,055</b>

Job No. 07790-00  
Date Prepared: 12/08/06

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Storm Drain System**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>D. Club Center Drive</b>					
1 12" Storm Drain RCP Class III	50	LF	\$45.00		\$2,250
2 54" Storm Drain RCP Class III	750	LF	\$120.00		\$90,000
3 Standard 72" Storm Drain Manhole	1	EA	\$6,000.00		\$6,000
4 Standard 96" Storm Drain Manhole	1	EA	\$9,800.00		\$9,800
5 Type "B" Catch Inlet	4	EA	\$4,200.00		\$16,800
6 54" Outlet Structure to Detention Basin	2	EA	\$35,000.00		\$70,000
<b>Subtotal Club Center Drive</b>					<b>\$194,850</b>
<b>E. Offsite Storm Drain (National Drive to Lot H &amp; Detention Basin)</b>					
1 12" Storm Drain RCP Class III	60	LF	\$45.00		\$2,700
2 18" Storm Drain RCP Class III	20	LF	\$55.00		\$1,100
3 36" Storm Drain RCP Class III	20	LF	\$80.00		\$1,600
4 42" Storm Drain RCP Class III	1,149	LF	\$95.00		\$109,155
5 48" Storm Drain RCP Class III	2,265	LF	\$110.00		\$249,150
6 54" Storm Drain RCP Class III	620	LF	\$120.00		\$74,400
7 Standard 72" Storm Drain Manhole	11	EA	\$6,000.00		\$66,000
8 Standard 84" Storm Drain Manhole	1	EA	\$8,900.00		\$8,900
9 Standard 96" Storm Drain Manhole	7	EA	\$9,800.00		\$68,600
10 54" Outlet Structure to Detention Basin	1	EA	\$35,000.00		\$35,000
11 Excavation w/ 30 inches Over-Exc for Clay Liner	288,500	CY	\$3.00		\$865,500
12 Clay Liner, 24 inches thick	24,500	CY	\$16.00		\$392,000
13 Side Slope Treatment	315,000	SF	\$0.50		\$157,500
14 12" AH Maintenance Road (20 feet wide)	105,000	SF	\$2.50		\$262,500
15 Fence (6 chain links)	5,150	LF	\$25.00		\$128,750
16 Maintenance Gate	4	EA	\$10,000.00		\$40,000
17 Pump Station	75	CFS	\$35,000.00		\$2,625,000
18 Self-Cleaning Trash Rack	1	EA	\$1,000,000.00		\$1,000,000
<b>Subtotal Offsite Storm Drain (National Drive to Lot H)</b>					<b>\$6,087,855</b>
<b>Subtotal Storm Drain System Construction Cost</b>					<b>\$7,921,510</b>
<b>29% Contingency &amp; Soft Cost</b>					<b>\$2,297,238</b>
<b>Total Storm Drain System Cost</b>					<b>\$10,218,748</b>

Job No. 07790-00  
Date Prepared 12/03/06

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**  
**Landscape / Irrigation**

Facility	Quantity	Unit	Unit Price	Total	Cost
<b>A. National Drive</b>					
1 Median Landscape Planting w/ irrigation	168,500	SF	\$5.00		\$842,500
2 Sideline Landscape Planting w/ irrigation	138,000	SF	\$5.00		\$690,000
3 Finish Grading (Landscape Sideline)	138,000	SF	\$0.50		\$69,000
4 CMU Wall	3,200	LF	\$150.00		\$480,000
<b>Subtotal National Drive</b>					<b>\$2,081,500</b>
<b>B. Del Paso Road</b>					
1 Median Hardscape	4,250	SF	\$25.00		\$107,250
<b>Subtotal Del Paso Boulevard</b>					<b>\$107,250</b>
<b>C. Elkhorn Boulevard</b>					
1 Median Landscape Planting w/ irrigation	39,800	SF	\$5.00		\$199,000
2 Sideline Landscape Planting w/ irrigation	10,800	SF	\$5.00		\$54,000
3 Finish Grading (Landscape Sideline)	10,800	SF	\$0.50		\$5,400
4 CMU Wall	1,850	LF	\$150.00		\$277,500
<b>Subtotal Elkhorn Boulevard</b>					<b>\$535,900</b>
<b>D. Club Center Drive</b>					
1 Median Landscape Planting w/ irrigation	6,500	SF	\$5.00		\$32,500
2 Sideline Landscape Planting w/ irrigation	7,400	SF	\$5.00		\$37,000
3 Finish Grading (Landscape Sideline)	7,400	SF	\$0.50		\$3,700
4 CMU Wall	370	LF	\$150.00		\$55,500
<b>Subtotal Club Center Drive</b>					<b>\$128,700</b>
<b>E. Offsite Landscaping</b>					
None					
<b>Subtotal Landscape / Irrigation Construction Cost</b>					<b>\$2,853,350</b>
<b>29% Contingency &amp; Soft Cost</b>					<b>\$827,472</b>
<b>Total Landscape / Irrigation Cost</b>					<b>\$3,680,822</b>

**Panhandle**  
**City of Sacramento**  
**Engineer's Preliminary Cost Estimate**

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**NOTES:**

1 This estimate is prepared as a guide only and is subject to possible change. It has been prepared to a standard of accuracy, which, to the best of our knowledge and judgment, is sufficient to satisfy our understanding of the purposes of this estimate. MacKay & Somp's makes no warranty, either expressed or implied, as to the accuracy of this estimate.

2 This estimate does not consider the following:

- a Fencing and bulkheads
- b Assessments for assessment, lighting & landscaping, GHAD, Mello Roos districts of the like
- c Reimbursable dry utilities. (Est. net costs after reimbursements are included in the estimate.)
- d Erosion Control and siltation costs
- e Postal pads and mail boxes
- f Land costs, right of way acquisition, entitlements, easements, and/or rights of entry
- g Backflow Devices
- h Pole relocation or under grounding of existing overhead facilities
- i Fees due at building permit
- j Phased construction or out of regular sequence construction
- k Over excavation of unsuitable materials, undercutting, and/or landslide repair
- l Costs associated with high groundwater or inclement weather conditions
- m Costs associated with limitations on construction access
- n Tree preservation systems and mitigation costs
- o Landscaping & associated design costs
- p Costs associated with Homeowner's Associations
- q Financing and overhead charges
- r Costs associated with Endangered Species and Wildlife Conservation
- s Cost associated with Corps of Engineer, Fish and Game, Fish and Wildlife and Wetlands (Permitting, Mitigation, and Preservation)
- t Costs associated with exclusionary zoning and low income housing
- u Toxic contamination evaluation studies or remediation
- v Archaeological studies, investigations or relocations
- w Costs associated with siltation basins
- x Bridges and associated design costs
- y Bike paths or equestrian trails
- z Cost associated with traffic signalization
- aa Irrigation systems and associated design costs
- bb CMC and/or rock retaining walls
- cc Cost associated with the design and construction of stormwater quality treatment units
- dd Emergency vehicle access
- ee Costs associated with tie-ins to existing utilities

3 The "cash flow" situation may be different than the costs shown herein and whoever uses this estimate should

Costs presented herein represent an opinion based on historical information. No provision has been made for inflation.

Job No 7790-00  
 Date Prepared. 12/07/06

**PANHANDLE - MM 4.4 2a (OFF-SITE)**

**INSTALL TRAFFIC SIGNAL  
 NORTHBOUND SR 99 @ ELKHORN BLVD**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. TRAFFIC SIGNAL*	1	LS	\$700,000.00	\$700,000.00
<b>SUBTOTAL</b>				<b>\$700,000.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$203,000.00</b>
<b>GRAND TOTAL</b>				<b>\$903,000.00</b>

**\*NOTE:**

1 LUMP SUM COST INCLUDES MOBILIZATION, LANE WIDENING, STRIPING AND TRAFFIC CONTROL

**PANHANDLE - MM 4.4.2b (OFF-SITE)**

**MODIFY TRAFFIC SIGNAL TIMING  
NATOMAS @ ELKHORN BLVD**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. MODIFY EXISTING TRAFFIC SIGNAL	1	LS	\$10,000.00	\$10,000.00
<b>SUBTOTAL</b>				<b>\$10,000.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$2,900.00</b>
<b>GRAND TOTAL</b>				<b>\$12,900.00</b>

NOTE:

- 1. INCLUDES MODIFICATION TO DETECTOR LOOPS

Job No 7790-00  
 Date Prepared: 12/07/06

**PANHANDLE - MM 4.4.2d (OFF-SITE)**

**INSTALL TRAFFIC SIGNAL  
 SOUTHBOUND INTERSTATE 5 @ DEL PASO ROAD**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. TRAFFIC SIGNAL*	1	LS	\$700,000.00	\$700,000.00
<b>SUBTOTAL</b>				<b>\$700,000.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$203,000.00</b>
<b>GRAND TOTAL</b>				<b>\$903,000.00</b>

**\*NOTE:**

1 LUMP SUM COST INCLUDES MOBILIZATION, LANE WIDENING, STRIPING AND TRAFFIC CONTROL.

Job No 7790-00  
 Date Prepared: 12/07/06

**PANHANDLE - MM 4.4.2e (OFF-SITE)**

**INSTALL TRAFFIC SIGNAL  
 NORTHBOUND INTERSTATE 5 @ DEL PASO ROAD**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. TRAFFIC SIGNAL*	1	LS	\$700,000.00	\$700,000.00
<b>SUBTOTAL</b>				<b>\$700,000.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$203,000.00</b>
<b>GRAND TOTAL</b>				<b>\$903,000.00</b>

**\*NOTE**

1 LUMP SUM COST INCLUDES MOBILIZATION, LANE WIDENING, STRIPING AND TRAFFIC CONTROL.

**PANHANDLE - MM 4 4.2f (OFF-SITE)**

**EASTBOUND SECOND LEFT TURN, WESTBOUND SECOND LEFT TURN  
DEL PASO ROAD @ NATOMAS/TRUXEL**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. MOBILIZATION	1	LS	\$15,000.00	\$15,000.00
2. REMOVE EXISTING STRIPING (GRIND) E&W	5000	LF	\$2.00	\$10,000.00
3. REMOVE & RELOCATE EXISTING TRAFFIC SIGNAL (WEST BOUND DEL PASO MEDIAN)	1	EA	\$20,000.00	\$20,000.00
4. MODIFY EXISTING TRAFFIC SIGNAL (WEST BOUND DEL PASO) ADDED LEFT TURN LANE	1	EA	\$20,000.00	\$20,000.00
5. MODIFY EXISTING TRAFFIC SIGNAL (EAST BOUND DEL PASO) ADDED LEFT TURN LANE	1	EA	\$20,000.00	\$20,000.00
6. CONCRETE MEDIAN CURB (DEL PASO ROAD) AT WEST SIDE OF INTERSECTION	250	LF	\$30.00	\$7,500.00
7. 5" AC ( 1000 SF) - EAST BOUND LEFT TURN LANE	31	TON	\$300.00	\$9,300.00
8. 21" AB ( 1000 SF ) - EAST BOUND LEFT TURN LANE W/ COMPACTED SUBGRADE	132	TON	\$70.00	\$9,240.00
9. EXCAVATION & CURB REMOVAL - EAST BOUND LEFT TURN LANE	82	CY	\$100.00	\$8,200.00
10. MEDIAN HARDSCAPE - EAST BOUND LEFT TURN LANE ON DEL PASO (COBBLES 14' W x 125' L)	1750	SF	\$10.00	\$17,500.00
11. TRAFFIC CONTROL	1	LS	\$30,000.00	\$30,000.00
12. STRIPING (E&W OF TRUXEL/NATOMAS)	6000	LF	\$1.50	\$9,000.00
<b>SUBTOTAL</b>				<b>\$175,740.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$50,964.60</b>
<b>GRAND TOTAL</b>				<b>\$226,704.60</b>

**NOTE:**

- 4 & 5 INCLUDES MODIFICATION TO DETECTOR LOOPS
- 6 INCLUDES 12" AB AND COMPACTED SUBGRADE

Job No 7790-00  
Date Prepared: 12/07/06

**PANHANDLE - MM 4.4 2h (OFF-SITE)**

**INSTALL TRAFFIC SIGNAL  
DEL PASO ROAD @ KENMAR**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. TRAFFIC SIGNAL*	1	LS	\$290,000.00	\$290,000.00
<b>SUBTOTAL</b>				<b>\$290,000.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$84,100.00</b>
<b>GRAND TOTAL</b>				<b>\$374,100.00</b>

**\*NOTE:**

1 LUMP SUM COST INCLUDES MOBILIZATION, STRIPING AND TRAFFIC CONTROL

Job No 7790-00  
 Date Prepared: 12/07/06

**PANHANDLE - MM 4.4.7a (OFF-SITE)**

**INSTALL TRAFFIC SIGNAL  
 EAST LEVEE ROAD @ ELKHORN BLVD**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. TRAFFIC SIGNAL*	1	LS	\$225,000.00	\$225,000.00
<b>SUBTOTAL</b>				<b>\$225,000.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$65,250.00</b>
<b>GRAND TOTAL</b>				<b>\$290,250.00</b>

**\*NOTE:**

1 LUMP SUM COST INCLUDES MOBILIZATION, STRIPING AND TRAFFIC CONTROL.

Job No. 7790-00  
 Date Prepared: 12/07/06

**PANHANDLE - MM 4.4.7b (OFF-SITE)**

**MODIFY TRAFFIC SIGNAL TIMING  
 DEL PASO ROAD @ NATOMAS/TRUXEL**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1 MODIFY EXISTING WEST BOUND DEL PASO TRAFFIC SIGNAL	1	EA	\$10,000.00	\$10,000.00
<b>TOTAL</b>				<b>\$10,000.00</b>
<b>SUBTOTAL</b>				<b>\$10,000.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$2,900.00</b>
<b>GRAND TOTAL</b>				<b>\$12,900.00</b>

\*\* ALL PROPOSED IMPROVEMENTS ARE PROJECTED TO BE WITHIN EXISTING PUBLIC RIGHT OF WAY OR UNDER HOME OWNERS ASSOCIATION CONTROL.

NOTE:

1 INCLUDES MODIFICATION TO DETECTOR LOOPS

Job No 7790-00  
Date Prepared: 12/07/06

**PANHANDLE**  
**MM 4.4.7c & MM 4.4.11a (OFF-SITE EAST OF PANHANDLE)**

**MM LIMITS: DEL PASO ROAD - PANHANDLE ( SORRENTO ROAD TO KENMAR ROAD)**

**MM 4.4.7c - PROVIDE TWO-WAY LEFT TURN ON DEL PASO AT SORRENTO**

**MM 4.4.11a - PROVIDE TWO-WAY LEFT TURN LANE THROUGH SORRENTO & KENMAR INTERSECTIONS**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. MOBILIZATION	1	EA	\$15,000.00	\$15,000.00
2. REMOVE EXISTING STRIPING (GRIND)	2,200	LF	\$2.00	\$4,400.00
3. REMOVE & RELOCATE POWER POLE (NORTH SIDE)	1	EA	\$5,000.00	\$5,000.00
4. 5" AC (6550 SF)	210	TON	\$160.00	\$33,600.00
5. 21" AB W/ COMPACTED SUBGRADE (6550 SF)	870	TON	\$64.00	\$55,680.00
6. 2' X 26" AB SHOULDER (1100 SF)	180	TON	\$64.00	\$11,520.00
7. EXCAVATION	700	CY	\$50.00	\$35,000.00
8. TRAFFIC CONTROL	1	LS	\$20,000.00	\$20,000.00
9. STRIPING	3,300	LF	\$1.50	\$4,950.00
10. 36" RCP STORM DRAIN PIPE	250	LF	\$120.00	\$30,000.00
11. 36" SD HEADWALL INLET	1	EA	\$6,000.00	\$6,000.00
12. 6' HIGH CMU WALL (NORTH ROW)	510	LF	\$150.00	\$76,500.00

**SUBTOTAL      \$297,650.00**

**29% CONTINGENCY AND SOFT COST      \$86,318.50**

**GRAND TOTAL      \$383,968.50**

**NOTES:**

- MM 4.4.11a - NO ADDITIONAL IMPROVEMENT NEEDED. THERE IS AN EXISTING TWO-WAY LEFT TURN LANE WB DEL PASO AT KENMAR

**PANHANDLE  
MM 4.4 11a (OFF-SITE WEST OF PANHANDLE)**

**DEL PASO ROAD - BLACKROCK ROAD TO WEST BOUNDARY OF THE PANHANDLE**

**PRELIMINARY ESTIMATE**

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1. MOBILIZATION	1	EA	\$10,000.00	\$10,000.00
2. REMOVE EXISTING STRIPING (GRIND)	4,200	LF	\$2.00	\$8,400.00
3. EXCAVATION (2200 SF) + CURB & COBBLE ISLAND REMOVAL	370	CY	\$50.00	\$18,500.00
4. CONCRETE MEDIAN CURB	1,285	LF	\$30.00	\$38,550.00
5. MEDIAN HARDSCAPE	9,780	SF	\$10.00	\$97,800.00
6. 5" AC (2200 SF)	70	TON	\$300.00	\$21,000.00
7. 21" AB W/ COMPACTED SUBGRADE (2200 SF)	300	TON	\$70.00	\$21,000.00
8. TRAFFIC CONTROL	1	EA	\$15,000.00	\$15,000.00
9. STRIPING	4,600	LF	\$1.50	\$6,900.00
<b>SUBTOTAL</b>				<b>\$237,150.00</b>
<b>29% CONTINGENCY AND SOFT COST</b>				<b>\$68,773.50</b>
<b>GRAND TOTAL</b>				<b>\$305,923.50</b>

**NOTES:**

4 INCLUDES 12" AB AND COMPACTED SUBGRADE.

- \* PORTION OF MM 4.4 11a - BLACKROCK TO WEST BOUNDARY OF PANHANDLE
- \*\* FOR IMPROVEMENTS EAST OF PANHANDLE (SORRENTO TO KENMAR) SEE MM 4.4 2h & 4.4 7c
- \*\*\* FOR IMPROVEMENTS ALONG PANHANDLE FRONTAGE SEE MM 4.4 2g



**Economic &  
Planning Systems**

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## APPENDIX B

### PUBLIC FACILITIES COST ESTIMATES

Table B-1	Parks Facility Cost Estimates .....	B-1
Table B-2	Cost Estimate for Regional Parks Facilities .....	B-2
Table B-3	School Financing Plan Summary .....	B-3
Table B-4	Estimated Library Costs .....	B-4
Table B-5	Estimated Transit Costs .....	B-5
Table B-6	Estimated Fire Facilities Costs .....	B-6
Table B-7	Estimated Police Costs .....	B-7
Table B-8	Estimated Community Center Costs .....	B-8
Table B-9	Estimated Bikeways and Shuttles Costs .....	B-9
Table B-10	Panhandle Public Facilities Land Acquisition Cost .....	B-10

**Table B-1**  
**Panhandle Public Facilities Financing Plan**  
**Parks Facility Cost Estimates - 2006 \$**

Item	Acres	Hard Costs	Soft Costs	Total Cost
Camellia Park	22.4	\$6,132,860	\$1,441,222	\$7,574,082
Dogwood Park	3.8	\$983,824	\$236,118	\$1,219,942
Heritage Park	7.7	\$1,833,452	\$449,196	\$2,282,648
Krumenacher Park	3.6	\$843,545	\$219,322	\$1,062,867
Maple Park	7.3	\$2,644,183	\$661,046	\$3,305,229
Olive Park	0.4	\$241,965	\$68,960	\$310,925
Rose Park	2.4	\$648,349	\$168,571	\$816,919
Washingtonia Park	3.5	\$1,094,982	\$268,271	\$1,363,253
Ninos Parkway [1]	35.4	\$4,270,854	\$918,234	\$5,189,088
<b>Total Parks Facility Cost</b>				<b>\$23,124,952</b>
Regional Park Contribution [1]				\$3,628,409
<b>Total Parks Cost</b>				<b>\$26,753,360</b>

\*parks\_cost\*

Source: Land Architecture, Incorporated

- [1] Ninos Parkway acreage is net of park facilities within parkway  
 [2] See Table B-2 for the detailed backup calculation of the regional park cost

**Table B-2**  
**Panhandle Public Facilities Financing Plan**  
**Cost Estimate for Regional Parks Facilities - 2006 \$**

Land Use	NNPFFP Regional Park Land Acquisition Fee per Unit/Acre	Units/ Acres	Total Cost
<b>Residential</b>			
Low-Density Residential	\$1,287	1,442	\$1,855,854
Medium-Density Residential	\$1,001	879	\$879,879
High-Density Residential	\$476	754	\$358,904
<b>Subtotal Residential</b>			<b>\$3,094,637</b>
<b>Nonresidential</b>			
Village Commercial	\$23,107	18.5	\$427,480
Mixed Use/Neighborhood Convenience Commercial	\$23,107	4.6	\$106,292
<b>Subtotal Nonresidential</b>			<b>\$533,772</b>
<b>Total Regional Park Cost</b>			<b>\$3,628,409</b>

"regional\_park"

**Table B-3**  
**Panhandle Public Facilities Financing Plan**  
**School Financing Plan Summary**

	Robla ESD K-6	Rio Linda UESD K-6	Grant JUHSD 7-12	Plan Total
<b>Residential Units</b> [1]				
Low Density	672	639	1 311	1,311
Medium Density	303	554	857	857
High Density (Market Rate)	483	0	483	483
High Density (Affordable)	0	120	120	120
CMU	152	0	152	152
<b>Total Student Producing Units</b>	<b>1,610</b>	<b>1,313</b>	<b>2,923</b>	<b>2,923</b>
<b>Students</b> [2]				
Elementary	496	339		835
Middle			202	202
High			376	376
<b>Total Students</b>	<b>496</b>	<b>339</b>	<b>578</b>	<b>1,413</b>
<b>Schools Funded</b> [2]				
Elementary	1.0	0.8		1.8
Middle			0.2	0.2
High			0.2	0.2
<b>School Sites Provided</b> [3]				
Elementary	1	1		2
Middle			1	1
High			1	1
<b>Total Sites Provided</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>
<b>Estimated Construction Budget</b> [4]				
Elementary	\$21,570,000	\$17,106,000		\$38,676,000
Middle			\$11,495,000	\$11,495,000
High			\$22,208,000	\$22,208,000
Interim Housing [5]	\$250,000		\$193,000	\$443,000
Support Facilities [6]			\$462,000	\$462,000
<b>Total Budget</b>	<b>\$21,820,000</b>	<b>\$17,106,000</b>	<b>\$34,358,000</b>	<b>\$73,284,000</b>
<b>Estimated Funding Revenue</b>				
Mitigation Fees [7]	\$3,235,000	\$2,862,000	\$8,448,000	\$14,545,000
Supplemental Funding [8]	\$5,152,000	\$5,691,000	\$10,336,000	\$21,179,000
Local Bonds & Other Funding [9]	\$6,000,000	\$8,553,000	\$5,600,000	\$20,153,000
State Funding [10]	\$7,433,000		\$9,974,000	\$17,407,000
Shortfall [11]	\$0	\$0	\$0	\$0
<b>Total Funding</b>	<b>\$21,820,000</b>	<b>\$17,106,000</b>	<b>\$34,358,000</b>	<b>\$73,284,000</b>

SUM

- [1] From the Panhandle land use plan (excluding Senior units)  
 [2] Estimated no. of students generated and schools funded (based on standard sized schools)  
 [3] Sites within the Panhandle  
 [4] Estimated cost of schools (including land) based on District costs  
 [5] Estimated interim housing costs (Grant JUHSD = 1/3rd of students at \$1,000 per student)  
 [6] Grant JUHSD support facilities (admin., maintenance, etc.) = \$800 per student  
 [7] Estimated mandatory Level 1 and Level 2 fee revenue.  
 [8] Estimated supplemental funding from mitigation agreements that are pending approval  
 [9] Local funding for Robla ESD includes bond proceeds and surplus site sale proceeds.  
 Rio Linda ESD anticipates contributing local bond proceeds in lieu of State Funding.  
 Estimated Bond contribution from Grant JUHSD GO Bonds.  
 [10] Estimated State funding (Rio Linda ESD is not eligible for State Funding).  
 [11] Additional financing required if all other funding sources are not sufficient to fully fund the schools needed

**Table B-4  
Panhandle Public Facilities Financing Plan  
Estimated Library Costs - 2006 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2006 \$)	Residential Units	Net Nonres. Acres	Total Amount
Low-Density Residential	\$679	\$695	1,442		\$1,001,758
Medium-Density Residential	\$508	\$520	879		\$456,857
High-Density Residential [3]	\$410	\$419	754		\$316,288
Village Commercial	\$799	\$817		18.5	\$15,123
Mixed-Use Commercial	\$799	\$817		4.6	\$3,760
<b>Total</b>					<b>\$1,793,786</b>

Sources: City of Sacramento and EPS.

[1] Fee inflated by Engineering News Record Construction Cost Index from July 2005 to December 2005.

[2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

[3] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.

Prepared by EPS

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**Table B-5  
Panhandle Public Facilities Financing Plan  
Estimated Transit Costs - 2006 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2006 \$)	Residential Units	Net Nonres. Acres	Total Amount
[1]					
<b>North Natomas PFFP Transit Cost [2]</b>					
Low-Density Residential	\$369	\$378	1,442		\$544,401
Medium-Density Residential	\$307	\$314	879		\$276,093
High-Density Residential [3]	\$242	\$248	754		\$186,687
Village Commercial	\$19,579	\$20,032		18.5	\$370,587
Mixed Use Commercial	\$19,579	\$20,032		4.6	\$92,146
<b>Total Transit Cost</b>					<b>\$1,469,914</b>

Sources: City of Sacramento, Parsons Brinckerhoff, and EPS

[1] Inflated to 2005 dollars based on the Construction Cost Index for San Francisco from December 2003 to December 2005 as reported by the *Engineering News Record*.

[2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

[3] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.

**Table B-6  
Panhandle Public Facilities Financing Plan  
Estimated Fire Facilities Costs - 2006 \$**

Item	Cost per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2006 \$)	Residential Units	Net Nonres. Acres	Total Amount
<b>North Natomas PFFP Fire Cost [2]</b>					
Low-Density Residential	\$532	\$544	1,442		\$784,882
Medium-Density Residential	\$382	\$391	879		\$343,542
High-Density Residential [3]	\$382	\$391	754		\$294,688
Village Commercial	\$3,989	\$4,081		18.5	\$75,503
Mixed Use Commercial	\$3,989	\$4,081		4.6	\$18,774
<b>Total</b>					<b>\$1,517,389</b>

B-6

Sources: City of Sacramento and EPS.

- [1] Costs from North Natomas PFFP used as a placeholder until more accurate information is available. Costs inflated using the *Engineering News Record* Construction Cost Index from August 2005 to December 2005.
- [2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.
- [3] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.

**Table B-7  
Panhandle Public Facilities Financing Plan  
Estimated Police Costs - 2006 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2006 \$)	Residential Units	Net Nonres. Acres	Total Amount
<b>North Natomas PFFP Police Cost [2]</b>		[1] [2]			
Low-Density Residential	\$268	\$274	1,442		\$395,392
Medium-Density Residential	\$262	\$268	879		\$235,623
High-Density Residential [3]	\$262	\$268	754		\$202,116
Village Commercial	\$2,690	\$2,752		18.5	\$50,916
Mixed Use Commercial	\$2,690	\$2,752		4.6	\$12,660
<b>Total</b>					<b>\$896,706</b>

Sources: City of Sacramento and EPS.

[1] Fee inflated by *Engineering News Record* Construction Cost Index from August 2005 to December 2005.

[2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

[3] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.

**Table B-8  
Panhandle Public Facilities Financing Plan  
Estimated Community Center Costs - 2006 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2006 \$)	Residential Units	Net Nonres. Acres	Total Amount
<b>North Natomas PFFP Comm. Center Cost [2]</b>		[1] [2]			
Low-Density Residential	\$276	\$282	1,442		\$407,195
Medium-Density Residential	\$206	\$211	879		\$185,261
High-Density Residential [3]	\$167	\$171	754		\$128,830
Village Commercial	\$3,246	\$3,321		18.5	\$61,440
Mixed Use Commercial	\$3,246	\$3,321		4.6	\$15,277
<b>Total</b>					<b>\$798,001</b>

B-8

Sources: City of Sacramento and EPS.

- [1] Fee inflated by *Engineering News Record* Construction Cost Index from August 2005 to December 2005.
- [2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.
- [3] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.

Prepared by EPS

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**Table B-9  
Panhandle Public Facilities Financing Plan  
Estimated Bikeways & Shuttles Costs - 2006 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2006 \$)	Residential Units	Net Nonres. Acres	Total Amount
<b>North Natomas PFFP Bikeways/Shuttle Cost [2]</b>		[1] [2]			
Low-Density Residential	\$110	\$113	1,442		\$162,288
Medium-Density Residential	\$92	\$94	879		\$82,738
High-Density Residential [3]	\$72	\$74	754		\$55,543
Village Commercial	\$5,853	\$5,988		18.5	\$110,784
Mixed Use Commercial	\$5,853	\$5,988		4.6	\$27,546
<b>Total</b>					<b>\$438,899</b>

B-9

\*bikeways\_shuttles\*

Sources: City of Sacramento and EPS.

[1] Fee inflated by *Engineering News Record* Construction Cost Index from August 2005 to December 2005.

[2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

[3] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.

**Table B-10**  
**Panhandle Public Facilities Financing Plan**  
**Panhandle Public Facilities Land Acquisition Cost - 2006 \$**

Item	Dunmore	Krumenacher	Subtotal Dunmore/ Krumenacher	Grant	Total
Net Developable Acres [1]	271.2	91.9	363.1	12.0	375.1
Land Acquisition Acres/ Total Developable Acres Ratio	9.8%	9.8%	9.8%	9.8%	9.8%
Total Public Land Requirement (acres):	26.6	9.0	35.6	1.2	36.8
Less Eligible Public Land Acres	(17.0)	(8.4)	(25.4)	(3.2)	(28.5)
PFLAF Acreage Shortfall	9.6	0.7	10.2	-2.0	8.3
PFLAF Cost Per Acre	\$329,027	\$329,027	\$329,027	\$329,027	\$329,027
<b>Total PFLAF Cost</b>	<b>\$3,151,289</b>	<b>\$215,908</b>	<b>\$3,367,197</b>	<b>(\$649,499)</b>	<b>\$2,717,697</b>
Cost per Developable Acre	\$11,620	\$2,349	\$9,273	(\$54,125)	\$7,245
Credit per Developable Acre	\$20,494	\$29,765	\$22,841	\$86,239	\$24,869
Fee per Developable Acre	\$32,114	\$32,114	\$32,114	\$32,114	\$32,114

Sources: North Natomas Nexus Study 2005 Update; City of Sacramento

[1] Net acreage by landowner estimated.

[2] Eligible PFLAF acreage includes over-width roadway right-of-way, portions of Ninos Parkway, and portions of the NEMDEC setback. See Appendix F.

Prepared by EPS

15521 Panhandle FP model 6.xls 9/10/2007



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## APPENDIX C

### COST ALLOCATION

Table C-1	Roadway Facilities Cost Allocation .....	C-1
Table C-1a	Roadway Costs Allocated to Residential and Commercial Uses .....	C-2
Table C-2	Wastewater Cost Allocations.....	C-3
Table C-3	Water Cost Allocations.....	C-4
Table C-4	Drainage Facilities Cost Allocation.....	C-5
Table C-5	Landscaping Facilities Cost Allocation .....	C-6
Table C-6	Parks Cost Allocations.....	C-7
Table C-7	Public Facilities Land Acquisition Cost Allocations .....	C-8

Table C-1  
Panhandle Public Facilities Financing Plan  
Roadway Facilities Cost Allocation - 2006 \$

Roadways

Land Use	Net		Common Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
	Developable Acres [1]	Use Factor [2]							
Low-Density Residential	255.4	54.20	1,442	13,843	54.02%	\$10,036,275	\$39,296	\$6,960	
Medium-Density Residential	66.6	105.59	879	7,032	27.44%	\$5,098,177	\$76,549	\$5,800	
High-Density Residential	30.0	158.34	754	4,750	18.54%	\$3,443,879	\$114,796	\$4,567	
<b>Total Residential</b>						<b>\$18,578,331</b>			
Village Commercial & Mixed Use [3]	23.1					\$2,717,068	\$117,622		
<b>Total</b>	<b>375.1</b>		<b>3,075</b>	<b>25,625</b>	<b>100.00%</b>	<b>\$21,295,399</b>			

road\_alloc

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads.  
 [2] See Table D-1  
 [2] Roadway costs are allocated to commercial development at the same rate as in the North Natomas Financing Plan. The remaining cost is allocated among the residential uses.

**Table C-1a  
Panhandle Public Facilities Financing Plan  
Roadway Costs Allocated to Residential and Commercial Uses**

Land Use	Acres	Total Roadway Cost	Commercial Rate per Acre [1]	Commercial Cost	Residential Cost
Residential	352.0				\$18,578,331
Commercial	23.1		\$117,622	\$2,717,068	
<b>Total Developable</b>	<b>375.1</b>	<b>\$21,295,399</b>			

from "atloc"

[1] Based on same rates used in North Natomas Financing Plan Area.

Table C-2  
Panhandle Public Facilities Financing Plan  
Wastewater Cost Allocations - 2006 \$

Wastewater									
Land Use	Developable Acres [1]	Use Factor	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU	
Low-Density Residential	255.4	1,072.75	1,442	273,980	49.04%	\$506,352	\$1,983	\$351	
Medium-Density Residential	66.6	2,507.66	879	167,010	29.90%	\$308,657	\$4,634	\$351	
High-Density Residential	30.0	3,267.33	754	98,020	17.55%	\$181,154	\$6,038	\$240	
Village Commercial & Mixed Use	23.1	850.00	0	19,635	3.51%	\$36,288	\$1,571		
<b>Total</b>	<b>375.1</b>			<b>558,645</b>	<b>100.00%</b>	<b>\$1,032,452</b>			

<sup>1</sup>wastewater\_allac

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads.

Table C-3  
Panhandle Public Facilities Financing Plan  
Water Cost Allocations - 2006 \$

Water

Land Use	Developable Acres [1]	Use Factor	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	3.432.80	1,442	876,736	49.97%	\$2,477,592	\$9,701	\$1,718
Medium-Density Residential	66.6	8,024.50	879	534,432	30.46%	\$1,510,266	\$22,677	\$1,718
High-Density Residential	30.0	9,324.47	754	279,734	15.94%	\$790,508	\$26,350	\$1,048
Village Commercial & Mixed Use	23.1	2,759.00	0	63,733	3.63%	\$180,105	\$7,797	
<b>Total</b>	<b>375.1</b>			<b>1,754,635</b>	<b>100.00%</b>	<b>\$4,958,470</b>	<b>\$13,219</b>	

<sup>1</sup>water\_alloc

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads.

Table C-4  
Panhandle Public Facilities Financing Plan  
Drainage Facilities Cost Allocation - 2006

Land Use	Net				Drainage			
	Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	1.00	1,442	255	68.09%	\$6,957,793	\$27,243	\$4,825
Medium-Density Residential	66.6	1.00	879	67	17.76%	\$1,814,366	\$27,243	\$2,064
High-Density Residential	30.0	1.00	754	30	8.00%	\$817,282	\$27,243	\$1,084
Village Commercial & Mixed Use	23.1	1.00		23	6.16%	\$629,307	\$27,243	
<b>Total</b>	<b>375.1</b>		<b>3,075</b>	<b>375</b>	<b>100.00%</b>	<b>\$10,218,748</b>		

<sup>1</sup>drainage\_alloc

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads.

[2] See Table D-3

**Table C-5**  
**Panhandle Public Facilities Financing Plan**  
**Landscaping Facilities Cost Allocation - 2006 \$**  
**Roadway & Open Space Landscaping**

Land Use	Not Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	1.00	1,442	255	68.09%	\$2,432,898	\$9,526	\$1,687
Medium-Density Residential	66.6	1.00	879	67	17.76%	\$634,420	\$9,526	\$722
High-Density Residential	30.0	1.00	754	30	8.00%	\$285,775	\$9,526	\$379
Village Commercial & Mixed Use	23.1	1.00	3,075	23	6.16%	\$220,047	\$9,526	
<b>Total</b>	<b>375.1</b>			<b>375</b>	<b>100.00%</b>	<b>\$3,573,140</b>		

"landscaping\_alloc"

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads.  
 [2] See Table D-4

**Table C-6  
Panhandle Public Facilities Financing Plan  
Parks Cost Allocations - 2006 \$**

**Parks**

Land Use	Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	1.00	1,442	1,442	51.88%	\$13,880,865	\$54,350	\$9,626
Medium-Density Residential	66.6	1.00	879	879	31.03%	\$8,461,359	\$127,047	\$9,626
High-Density Residential	30.0	0.59	754	445	16.02%	\$4,286,660	\$142,889	\$5,685
Village Commercial & Mixed Use	23.1	0.56		13	0.47%	\$124,476	\$5,389	
<b>Total</b>	<b>375.1</b>		<b>3,075</b>	<b>2,779</b>	<b>100.00%</b>	<b>\$26,753,360</b>		

<sup>panks\_alloc</sup>

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads

[2] See Table D-5

Table C-7  
 Panhandle Public Facilities Financing Plan  
 Public Facilities Land Acquisition Cost Allocations - 2006 \$

Public Facilities Land Acquisition

Land Use	Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	1.00	1,442	255	68.09%	\$1,850,439.53	\$7,245	\$1,283
Medium-Density Residential	66.6	1.00	879	67	17.76%	\$482,534.35	\$7,245	\$549
High-Density Residential	30.0	1.00	754	30	8.00%	\$217,357.82	\$7,245	\$288
Village Commercial & Mixed Use	23.1	1.00	0	23	6.16%	\$167,365.52	\$7,245	
<b>Total</b>	<b>375.1</b>			<b>375</b>	<b>100.00%</b>	<b>\$2,717,697</b>		

<sup>1</sup>total\_alloc

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.  
 [2] Use factors used are the same as roadway use factors.



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1000 1st Avenue  
Northgate, WA 98148  
Phone: (206) 497-2200  
Fax: (206) 497-2201

## APPENDIX D

### DUE FACTORS

Table D-1	Adjusted Common Use Factors for Road and Freeway Common Use Factor Calculation .....	D-1
Table D-2	Roadways, Freeways, Bikeways, Shuttles, and Transit Use Factor Calculation .....	D-2
Table D-3	Freeway and Roadway Landscaping and Drainage Common Use Factor Calculation .....	D-3
Table D-4	Landscaping Common Use Factor Calculation.....	D-4
Table D-5	Parks Common Use Factor Calculation .....	D-5

**Table D-1  
Panhandle Public Facilities Financing Plan  
Adjusted Common Use Factors for Road and Freeway Common Use Factor Calculation**

Land Use	Common Use Factor	Intensity Factor [1]	Adjusted Use Factor
Low-Density Residential	54.19 trips/acre/day	1.00	54.19
Medium-Density Residential	102.63 trips/acre/day	1.00	102.63
High-Density Residential	137.47 trips/acre/day	1.00	137.47
Village Commercial	510.00 trips/acre/day	1.00	510.00

Source: City of Sacramento staff, Dokken & Associates, and EPS.

[1] The intensity use factor reflects the relative amount of trips generated in a 10-hour period. The majority of residential and employment generating land use trips occur in a 10-hour period.

**Table D-2  
Panhandle Public Facilities Financing Plan  
Roadways, Freeways, Bikeways, Shuttles and Transit Use Factor Calculation**

Land Use	Adjusted Use Factor	Density	Common Use Factor (Use Factor x Density)
Low-Density Residential	9.60 trips/du/day	5.64 du/acre	54.19 trips/acre/day
Medium-Density Residential	8.00 trips/du/day	12.83 du/acre	102.63 trips/acre/day
High-Density Residential	6.30 trips/du/day	21.82 du/acre	137.47 trips/acre/day
Village Commercial	510.00 trips/acre/day		510.00 trips/acre/day

\*daily\_rad\_use\*

Source: Kittelson & Associates.

15521 Panhandle FP mod01 4.xls 3/9/2007

Prepared by EPS

**Table D-3  
Panhandle Public Facilities Financing Plan  
Freeway and Roadway Landscaping and Drainage Common Use Factor Calculation**

Land Use	Common Use Factor
Low-Density Residential	1.00
Medium-Density Residential	1.00
High-Density Residential	1.00
Village Commercial	1.00

\*drainage\_exha\*

Source: North Natomas Community Plan & EPS.

r5521 Panhandle FP model 4.xls 3/9/2007

Prepared by EPS

**Table D-4  
Panhandle Public Facilities Financing Plan  
Landscaping Common Use Factor Calculation**

Land Use	Common Use Factor
Low-Density Residential	1.00
Medium-Density Residential	1.00
High-Density Residential	1.00
Village Commercial	1.00

\*landscaping, EDU\*

Source: North Natomas Community Plan & EPS.

Table D-5  
Panhandle Public Facilities Financing Plan  
Parks Common Use Factor Calculation

Land Use	People per Unit [1]	Sq. Ft. per Employee [2]	People per Acre	% of Park User [3]	Park Users per DUE	EDU Factor [4]
Low-Density Residential	2.98			100%	2.98	1.00
Medium-Density Residential	2.98			100%	2.98	1.00
High-Density Residential	1.76			100%	1.76	0.59
Village Commercial		500	2.00	21%	0.42	0.14

\*Parks\_EDU\*\*

[1] Factors derived from City Code 16.64.030.

[2] Source: EPS

[3] See City of Sacramento Parks Fee Nexus Study.

[4] Park users per DUE/single-family park users per DUE.



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## APPENDIX E

### NORTH NATOMAS PUBLIC FACILITIES FEE COMPARISON CALCULATIONS

Table E-1	PFF-Funded Roadway Facilities Cost Allocation .....	E-1
Table E-2	PFF-Funded Landscaping Facilities Cost Allocation .....	E-2
Segment 1	Del Paso Road—North Side .....	E-3
Segment 2	Elkhorn Blvd .....	E-4
Segment 3	National Drive .....	E-5
North Natomas Road Segment Four-Lane Roadway		
	National Drive Typical Roadway Cross Section .....	E-6
North Natomas Road Segment Six-Lane Roadway		
	Elkhorn Blvd Typical Roadway Cross Section .....	E-7
North Natomas Road Segment Six Lane Roadway		
	Del Paso Typical Roadway Cross Section .....	E-8

**Table E-1  
Panhandle Public Facilities Financing Plan  
PFF-Funded Roadway Facilities Cost Allocation**

Land Use	Net		Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
	Developable Acres [1]	Use Factor							
Low-Density Residential	255.4	54.20	1,442	13,843	39.48%	\$5,449,371	\$21,337	\$3,779	
Medium-Density Residential	66.6	105.59	879	7,032	20.05%	\$2,768,145	\$41,564	\$3,149	
High-Density Residential	34.6	137.29	754	4,750	13.55%	\$1,869,915	\$54,044	\$2,480	
Village Commercial & Mixed Use	18.5	510.00		9,435	26.91%	\$3,714,085	\$200,761		
<b>Total [2]</b>	<b>375.1</b>		<b>3,075</b>	<b>35,060</b>	<b>100.00%</b>	<b>\$13,801,516</b>			

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.  
 [2] Total roadway cost based on MacKay and Somps cost estimates:  
 \$1,393,015 Del Paso Road - North Side  
 \$1,419,875 Elkhorn Blvd. - Eastern Property Line to Lovee Road  
 \$10,988,626 National Drive - Elkhorn Blvd. to Del Paso Road

15521 Panhandle FP model 6.xls 9/14/2007

Prepared by EPS

**Table E-2  
Panhandle Public Facilities Financing Plan  
PFF-Funded Landscaping Facilities Cost Allocation**

Land Use	Net		Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
	Developable Acres [1]	Use Factor							
Low-Density Residential	255.4	1.00	1,442	255	68.09%	\$2,099,756	\$8,221	\$1,456	
Medium-Density Residential	66.6	1.00	879	67	17.76%	\$547,548	\$8,221	\$623	
High-Density Residential	34.6	1.00	754	35	9.22%	\$284,462	\$8,221	\$377	
Village Commercial	18.5	1.00		19	4.93%	\$152,097	\$8,221		
<b>Total [2]</b>	<b>375.1</b>		<b>3,075</b>	<b>375</b>	<b>100.00%</b>	<b>\$3,083,862</b>			

\*pff\_landscaping\_allot\*

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.

[2] Total landscaping based on Mackay and Somps cost estimates:

- \$565,827 Del Paso Road - North Side
- \$481,770 Elkhorn Blvd. - Eastern Property Line to Levee Road
- \$2,036,264 National Drive - Elkhorn Blvd. to Del Paso Road

Job No. 07790.00  
12.8.06

<b>Del Paso Road ~ North Side</b> Property line on East to Sorrento Rd Typical Street and Utility Cost Per Centerline Foot							
<b>Natomas Panhandle</b> Roadway Section: 6-Lane Roadway Length: 2632 feet Width: 81 feet Roadway Excavation Depth: 2 feet Landscape Quality Level:							Segment 1
ITEM #	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL ITEM COST	29% CONTINGENCY	TOTAL COST PER CL FOOT
<b>SURFACE COSTS:</b>							
1	Mobilization, Cleaning & Grubbing	81.00	SF	\$0.46	\$37.26	\$10.81	\$48.07
2	Earthwork (1=26")	6.50	CY	\$6.00	\$32.50	\$9.43	\$41.93
3	Pavement (5" AC/21" AB)	39.00	SF	\$7.00	\$273.00	\$79.17	\$352.17
4	Curb & Gutter # 4 (W / 12" AB)	1.00	LF	\$21.50	\$21.50	\$6.24	\$27.74
5	Median Curb #14 (W / 12" AB)	2.00	LF	\$30.50	\$61.00	\$17.69	\$78.69
6	FCC Sidewalk (W / 12" AB)	6.00	SF	\$9.50	\$57.00	\$14.79	\$66.79
7	Street Lighting	0.005	EA	\$3,000.00	\$15.00	\$4.35	\$19.35
<b>Subtotal Surface Costs</b>							<b>\$533.74</b>
<b>UNDERGROUND COSTS:</b>							
8	Storm Drain System - 18"	1.00	LF	\$100.00	\$100.00	\$29.00	\$129.00
9	Sanitary Sewer System - 10"	0.00	LF	\$90.00	\$0.00	\$0.00	\$0.00
10	Water System - 12"	0.00	LF	\$80.00	\$0.00	\$0.00	\$0.00
<b>Subtotal Underground Costs</b>							<b>\$129.00</b>
<b>Total Roadway Construction Costs:</b>							<b>\$762.74</b>
<b>HABITAT CONSERVATION COSTS:</b>							
11	Habitat Conservation Plan (1)	0.00186	AC	\$6,500.00	\$12.09	\$3.51	\$15.60
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST PER CENTERLINE FOOT:</b>							<b>\$778.34</b>
<b>LANDSCAPING COSTS:</b>							
12	Landscaping (26' x 7.33')	33.33	SF	\$5.00	\$166.65	\$48.33	\$214.98
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$2,048,590.88</b>
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>							<b>\$655,549.08</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$1,393,041.80</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$565,827.36</b>
<b>TOTAL NET ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$1,958,869.16</b>
<b>Notes:</b>							
1. Based on road width (see above).							
2. 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.							

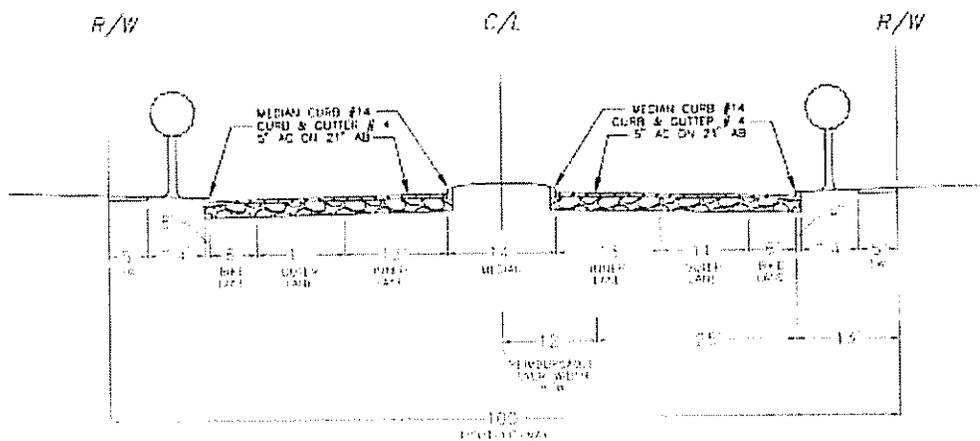
Job No. 07760-00  
12.8.06

<p style="text-align: center;"><b>Elkhorn Blvd</b> Property line on East to Levee Rd Typical Street and Utility Cost Per Centerline Foot</p> <p style="text-align: center;"><b>Natomas Panhandle</b></p>							
Roadway Section: 6-Lane Roadway						<b>Segment 2</b>	
Length:		2241 feet		Constructed by: Developer			
Width:		126 feet					
Roadway Excavation Depth:		2 feet					
Landscape Quality Level:							
ITEM #	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL ITEM COST	29% CONTINGENCY	TOTAL COST PER CL FOOT
<b>SURFACE COSTS:</b>							
1	Mobilization, Cleaning & Grubbing	72.00	SF	\$9.46	\$33.12	\$9.60	\$42.73
2	Earthwork (t=26')	9.33	CY	\$5.00	\$46.65	\$13.53	\$60.18
3	Pavement (5" AC/21" AB)	52.00	SF	\$7.00	\$364.00	\$105.56	\$469.56
4	26" AB Shoulder	2.00	SF	\$5.60	\$11.20	\$3.25	\$14.45
5	Curb & Gutter # 4 (W / 12" AB)	1.00	LF	\$21.50	\$21.50	\$6.24	\$27.74
6	Median Curb #14 (W / 12" AB)	2.00	LF	\$30.50	\$61.00	\$17.69	\$78.69
7	PCC Sidewalk (W / 12" AB)	6.00	SF	\$8.50	\$51.00	\$14.79	\$65.79
8	Street Lighting	0.005	EA	\$3,000.00	\$15.00	\$4.35	\$19.35
<b>Subtotal Surface Costs</b>							<b>\$778.49</b>
<b>UNDERGROUND COSTS:</b>							
9	Storm Drain System - 18"	1.00	LF	\$100.00	\$100.00	\$29.00	\$129.00
10	Sanitary Sewer System - 10"	0.00	LF	\$90.00	\$0.00	\$0.00	\$0.00
11	Water System - 12"	0.00	LF	\$80.00	\$0.00	\$0.00	\$0.00
<b>Subtotal Underground Costs</b>							<b>\$129.00</b>
<b>Total Roadway Construction Costs:</b>							<b>\$907.49</b>
<b>HABITAT CONSERVATION COSTS:</b>							
12	Habitat Conservation Plan (1)	0.00289	AC	\$6,500.00	\$18.80	\$5.45	\$24.26
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST PER CENTERLINE FOOT:</b>							<b>\$931.75</b>
<b>LANDSCAPING COSTS:</b>							
13	Landscaping (26' + 7.33')	33.33	SF	\$5.00	\$166.65	\$48.33	\$214.98
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$2,088,051.75</b>
<b>OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS):</b>							<b>\$668,176.56</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$1,419,875.19</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$481,770.18</b>
<b>TOTAL NET ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$1,901,645.37</b>
<b>Notes:</b>							
1. Based on road width (see above)							
2. 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.							

Job No. 07790-06  
12/8/06

<b>National Drive</b> Between Elkhorn Blvd & Del Paso Rd. Typical Street and Utility Cost Per Centerline Foot							
<b>Natomas Panhandle</b> Roadway Section: 4-Lane Roadway							<b>Segment 3</b>
		Length:	11,011	feet			
		Width:	100	feet	Constructed by: Developer		
		Roadway Excavation Depth:	2	feet			
		Landscape Quality Level:					
ITEM #	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL ITEM COST	29% CONTINGENCY	TOTAL COST PER CL FOOT
<b>SURFACE COSTS:</b>							
1	Mobilization, Clearing & Grubbing	100.00	SF	\$0.46	\$46.00	\$13.34	\$59.34
2	Earthwork (1=26")	8.02	CY	\$5.00	\$40.10	\$11.63	\$51.73
3	Pavement (5" AC/21" AB)	56.00	SF	\$7.00	\$392.00	\$113.68	\$505.68
4	Curb & Gutter # 4 (W/ 12" AB)	2.00	LF	\$21.50	\$43.00	\$12.47	\$55.47
5	Median Curb #14 (W/ 12" AB)	2.00	LF	\$30.50	\$61.00	\$17.69	\$78.69
6	PCC Sidewalk (W/ 12" AB)	10.00	SF	\$8.50	\$85.00	\$24.65	\$109.65
7	Street Lighting	0.005	EA	\$3,000.00	\$15.00	\$4.35	\$19.35
<b>Subtotal Surface Costs</b>							<b>\$879.91</b>
<b>UNDERGROUND COSTS:</b>							
8	Storm Drain System - 18"	1.00	LF	\$100.00	\$100.00	\$29.00	\$129.00
9	Sanitary Sewer System - 10"	1.00	LF	\$90.00	\$90.00	\$26.10	\$116.10
10	Water System - 12"	1.00	LF	\$80.00	\$80.00	\$23.20	\$103.20
<b>Subtotal Underground Costs</b>							<b>\$348.30</b>
<b>Total Roadway Construction Costs:</b>							<b>\$1,228.21</b>
<b>HABITAT CONSERVATION COSTS:</b>							
11	Habitat Conservation Plan (1)	0.00230	AC	\$6,500.00	\$14.92	\$4.33	\$19.25
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST PER CENTERLINE FOOT:</b>							<b>\$1,247.46</b>
<b>LANDSCAPING COSTS:</b>							
12	Landscaping (14' + 2 x 7.33')	28.67	SF	\$5.02	\$143.35	\$41.57	\$184.93
<b>TOTAL ESTIMATED ROADWAY &amp; HCP COST OF THIS SEGMENT:</b>							<b>\$13,735,782.06</b>
<b>OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS):</b>							<b>\$2,747,156.41</b>
<b>NET ROADWAY &amp; HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT):</b>							<b>\$10,988,625.65</b>
<b>TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT:</b>							<b>\$2,036,264.23</b>
<b>TOTAL NET ESTIMATED ROADWAY, HCP, &amp; LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM:</b>							<b>\$13,024,889.88</b>
<b>Notes:</b>							
1 Based on road width (see above)							
2 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							

# NORTH NATOMAS ROAD SEGMENT 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

NATIONAL DRIVE  
 TYPICAL ROADWAY CROSS SECTION  
 NATOMAS PANHANDLE  
 SACRAMENTO, CA

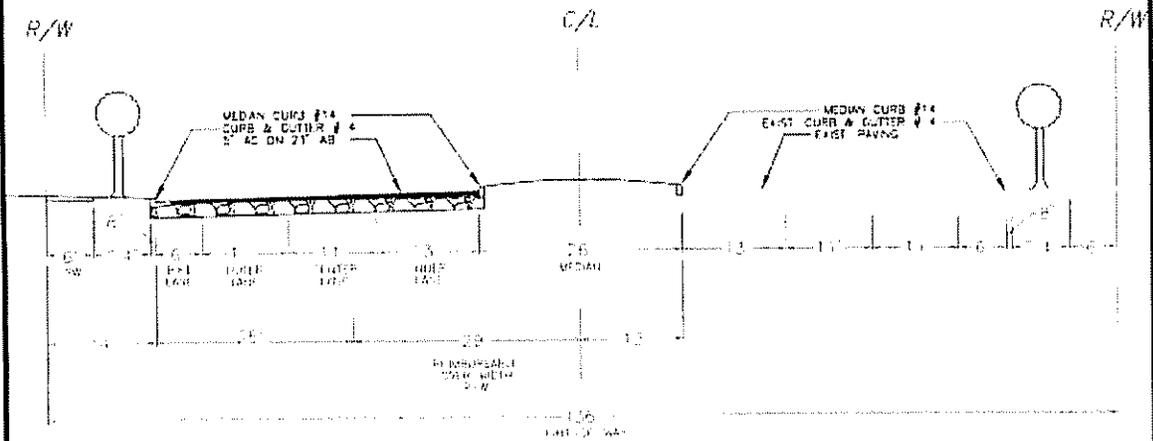
**Mackay & Somp**  
 CIVIL ENGINEERS, INC.  
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 ROSEVILLE, CALIFORNIA

DRAWN BY	P. DEE	12.04.00	05-00
SCALE		DATE	JOB NO.

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 There are no interferences in this drawing. E-6



# NORTH NATOMAS ROAD SEGMENT SIX-LANE ROADWAY



TOTAL RIGHT-OF-WAY WIDTH = 136'  
 TOTAL NEW PAVEMENT WIDTH = 39'  
 TOTAL LANDSCAPED WIDTH = 33.33  
 REIMBURSABLE OVER WIDTH RIGHT-OF-WAY = 58'  
 OVER WIDTH REIMBURSEMENT SHARE = 32% OF SURFACE COSTS

JOINT TRENCH COSTS ARE NOT INCLUDED  
 IN THE PUBLIC FACILITIES FINANCE PROGRAM

DEL PASO  
 TYPICAL ROADWAY CROSS SECTION  
 NATOMAS PANHANDLE  
 SACRAMENTO, CA

**MACKAY & SOMPS**  
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DWM	11-28	12/04/08	1090-05
DRAWN BY	SCALE	DATE	JOB NO.

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 E-8



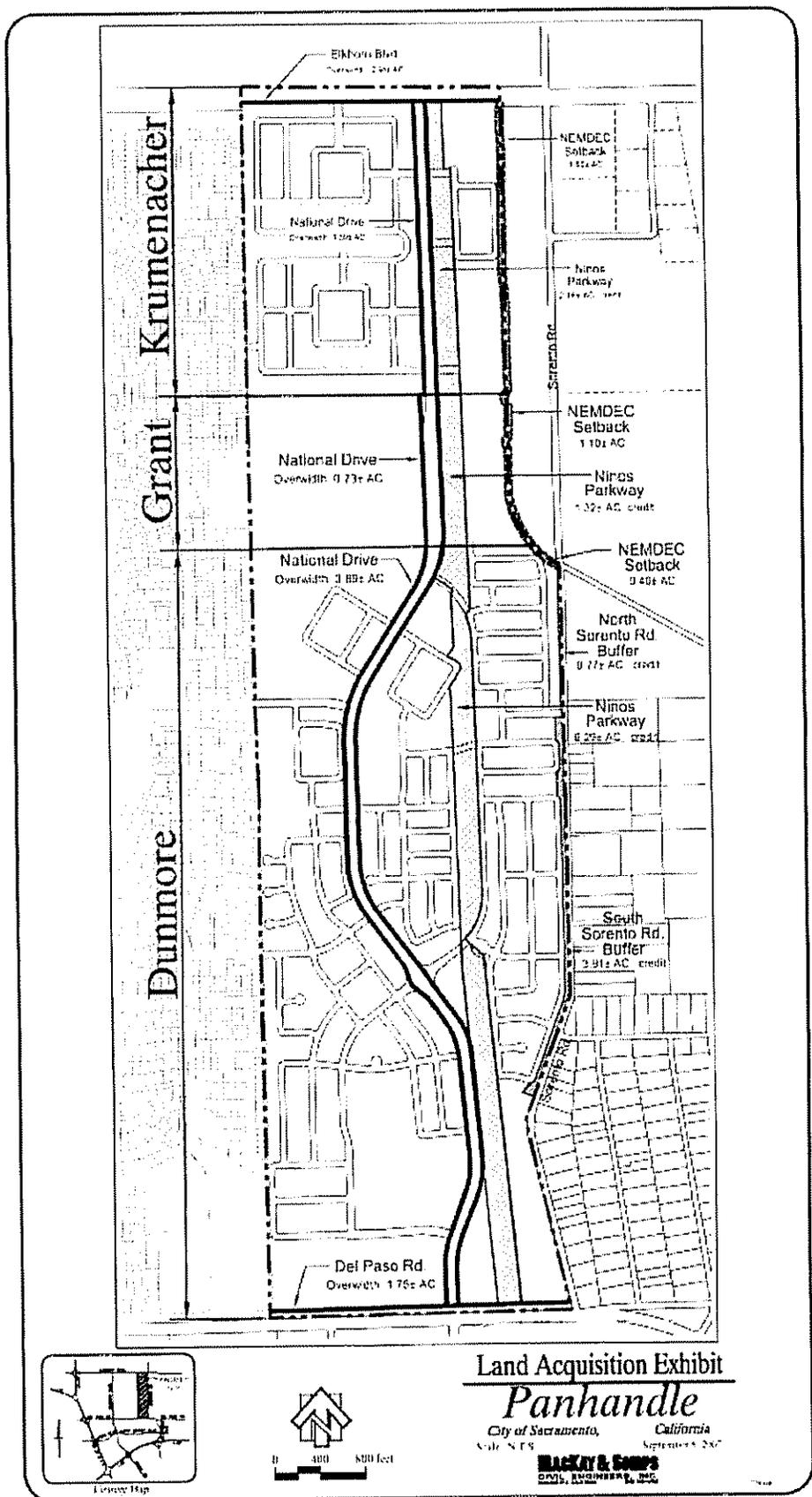
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10000 1st Avenue  
Suite 100  
Northgate, WA 98148  
206.487.1111

## APPENDIX F

### PUBLIC FACILITIES LAND ACQUISITION PROGRAM— ELIGIBLE ACREAGE

Land Acquisition Exhibit .....	F-1
Summary Table .....	F-2
Street Overwidth Table .....	F-3
NEMDEC Setback Table .....	F-4
Ninos Parkway Table .....	F-5
Sorento Road Setback Table .....	F-6



**PUBLIC FACILITIES LAND ACQUISITION PROGRAM****Summary**

	Krumenacher	Grant	Dunmore	Total
Street Overwidth	4.4	0.7	5.6	10.7
NEMDEC Setback	1.6	1.1	0.4	3.1
Ninos Parkway	2.4	1.3	6.3	10.0
Sorento Road Setback	0.0	0.0	4.7	4.7
<b>TOTAL</b>	<b>8.4</b>	<b>3.2</b>	<b>17.0</b>	<b>28.5</b>

**PUBLIC FACILITIES LAND ACQUISITION PROGRAM**  
**Street Overwidth (per North Natomas Nexus Study, Figure VI-4)**

Street	Overwidth (feet)	Length (feet)	Acreage	Ownership
Elkhorn Blvd (136' ROW)	58	2,241	3.0	Krumenacher
National Drive (100' ROW)	24	2,530	1.4	Krumenacher
National Drive (100' ROW)	24	1,320	0.7	Grant
National Drive (100' ROW)	24	7,060	3.9	Dunmore
Del Paso Road (110' ROW)	29	2,632	1.8	Dunmore
TOTAL OVERWIDTH			10.7	

***PUBLIC FACILITIES LAND ACQUISITION PROGRAM  
NEMDEC Setback***

<u>Ownership</u>	<u>Acreage</u>
Krumenacher	1.6
Grant	1.1
<u>Dunmore</u>	<u>0.4</u>
TOTAL	3.1

**PUBLIC FACILITIES LAND ACQUISITION PROGRAM**  
**Ninos Parkway**

<u>Ownership</u>	<u>Acreage</u>	<u>LAP Credit</u>
Krumenacher	9.8	2.4
Grant	6.1	1.3
Dunmore	27.9	6.3
TOTAL	43.8	10.0

**PUBLIC FACILITIES LAND ACQUISITION PROGRAM**  
**Sorento Road Setback**

<u>Ownership</u>	<u>Acreage</u>	<u>LAP Credit</u>
Dunmore	4.7	4.7
TOTAL	4.7	4.7

ATTACHMENT 15 – INCLUSIONARY HOUSING PLAN RESOLUTION (VAQUERO)

**RESOLUTION NO. 2007-XXXX**  
Adopted by the Sacramento City Council

**Date**

**ADOPTING AN INCLUSIONARY HOUSING PLAN FOR THE  
PANHANDLE PROJECT (NORTH – VAQUERO)**

**BACKGROUND**

- A. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City’s Mixed Income Housing Ordinance, requires that ten percent of the units in a residential development project be affordable to very low income households and five percent to low income households;
- B. The City Council conducted a public hearing on \_\_\_\_\_, 2007 concerning the above Inclusionary Housing Plan and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
  - 1. The proposed Plan is consistent with Chapter 17.190 of the City Code which requires an Inclusionary Housing Plan setting forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the residential development;

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

- A. Section 1. The City Council adopts the Inclusionary Housing Plan for the Panhandle project (North - Vaquero), attached hereto as Exhibit A.

**Table of Contents:**

Exhibit A: Inclusionary Housing Plan – 10 Pages

EXHIBIT A – INCLUSIONARY HOUSING PLAN

**Inclusionary Housing Plan  
Panhandle – North Tentative Map  
Vaquero Land Holdings, LLC  
September 19, 2007**

**Proposed Project**

Vaquero Land Holdings, LLC has the right to acquire and is the developer ("Developer") of that certain real property in the City of Sacramento (upon annexation) in which the Developer proposes to develop and construct the Panhandle – North Tentative Map ("Development Project") within the larger Panhandle Planned Unit Development (PUD). The Panhandle PUD Schematic Plan is shown in Exhibit A and the Panhandle North tentative map is shown on Exhibit B.

The 137+ acre (gross) Development Project is located south of Elkhorn Boulevard, and west of East Levee Road in the North Natomas Community. The Development Project consists of 753 dwelling units in a mix of attached and detached residential unit types (the "Residential Project"), three park sites and an open space parkway, as shown on Exhibit A.

**Mixed Income Housing Policy**

The Development Project site is located in a new growth area and the Development Project is subject to the City's Mixed Income Housing Policy. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City's Mixed Income Housing Ordinance, City of Sacramento City Code Chapter 17.190 requires that ten percent (10%) of the total units in a Residential Project be affordable to very low income households and five percent (5%) for low income households (the "Inclusionary Requirement" and "Inclusionary Units"). The Developer proposes that this inclusionary obligation be met on-site.

Pursuant to the City Code Section 17.190.110 (B), an Inclusionary Housing Plan ("Plan") must be approved prior to or concurrent with the entitlements for the Project. City Code Section 17.190.110 (A) sets forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the Project. This document constitutes the Plan, and, as supplemented and amended from time to time, is intended to begin implementation of the Inclusionary Requirement for the Project. All future approvals for the Project shall be consistent with this Inclusionary Housing Plan.

The Inclusionary Requirement for the Project will be set forth in more detail in the Inclusionary Housing Agreement executed by the Developer and the Sacramento Housing and Redevelopment Agency ("SHRA") and recorded

against all the residential lots in the Development Project. The Inclusionary Housing Agreement shall be executed and recorded no later than the approval of the large lot final map for the subdivision or construction phase, or, in the case of an amendment, immediately upon execution by SHRA and Developer. The Inclusionary Housing Agreement will describe with particularity the site and building schematics and financial arrangements for the construction and financing of the Inclusionary Units, pursuant to Section 17.190.110(C). The Inclusionary Housing Agreement shall be consistent with this Plan.

### **Residential Numbers**

The Developer, or its successors and assignees, shall construct or cause to be constructed a number of dwelling units affordable to Very Low Income Households ("Very Low Income Units") and Low Income Households ("Low Income Units") as defined in the Sacramento City Code Section 17.190.020, equal to ten percent (10%) and five percent (5%) of the total number of housing units approved for the Residential Project, respectively.

Based on the current Development Project proposal of 753 residential units in the Residential Project, the Inclusionary Requirement for the Project is 113 units consisting of 75 units for Very Low Income (10%) and 38 units for Low Income (5%)

Total Number of Units within the Project	753
Very Low Income Units (10% of units)	75
Low Income Units (5% of units)	38
Total Number of Inclusionary Units	113

If the Development Project approvals or entitlements are amended to increase or decrease the number of units in the Project, this Plan will be amended to reflect a number equal to ten percent (10%) of the new total residential units in the amended entitlements for Very Low Income units and five percent (5%) for Low Income units. However, after a building permit has been issued for a structure to contain Inclusionary Units, those Units will be constructed and maintained as Inclusionary Units pursuant to the terms of Chapter 17.190 of the City Code regardless of any subsequent reduction in the number of approved total residential units in the Development Project

### **Units by Type and Tenure**

Seventy-five (75) Very Low Income units and 30 Low Income multifamily rental units will be constructed on-site on Planning Area 1 as follows:

**Table 1  
Distribution of Multifamily Rental Inclusionary Units**

Planning Area	Housing Type	Total Units in Planning Area	Very Low Income Units	Low Income Units	Market Rate Units	Unit Distribution	Unit Type
1	Family Apartments	120	75	30	15	0% to 30%	1 Bedroom
						30% to 70%	2 Bedroom
						20% to 40%	3 Bedroom
Total		120	75	30	15		

**Table 2  
Distribution of Multifamily Ownership Inclusionary Units**

Eight (8) condominium units will be constructed on-site as multi-family ownership units on Planning Area 6 as follows:

Planning Area	Housing Type	Total Units in Planning Area	Very Low Income Units	Low Income Units	Market Rate Units	Unit Distribution	Unit Type
6	Condominiums	123	0	8	115	0% to 30%	1 Bedroom
						30% to 70%	2 Bedroom
						20% to 40%	3 Bedroom
Total		123	0	8	115		

**Location of Inclusionary Units within Development Project**

Multi-family rental inclusionary Units shall be located within the Development Project on a 5.5-acre parcel (net) (Planning Area 1) located south of Elkhorn Boulevard and east of National Drive ("Inclusionary Housing Site"), shown on Exhibit B. As part of the Development Project, the Inclusionary Housing Site will be zoned High Density Residential, which will allow for the development of up to 120 multi-family residential units. An affordable housing developer will develop, construct, own and manage the multi-family community that contains the multi-family rental Inclusionary Units

Multi-family ownership Inclusionary Units shall be located within the Development Project on a 8.0-acre parcel (Planning Area 6) located south of Elkhorn Boulevard and east of National Drive, shown on Exhibit B. As part of the Development Project, the Inclusionary Housing Site will be designated Medium

Density Residential. A builder will construct condominium units on Planning Area 6 that will contain the ownership inclusionary units. The unit numbers for the ownership Inclusionary Units within Planning Area 6 are 24, 49, 64, 79, 85, 92, 104, and 119.

The location of the Inclusionary Units within the Development Project are subject to amendment, consistent with Section 17.190.110 B(1) of the Mixed Income Ordinance.

### **Affordability Requirements**

The 75 multi-family rental units affordable to Very Low Income households will be restricted to occupancy by households with incomes that, at the time of occupancy, do not exceed fifty percent (50%) of the Sacramento area median income, adjusted for family size. Monthly rents for these units shall not exceed one twelfth of thirty percent (30%) of fifty percent (50%) of the Sacramento area median income, adjusted for family size.

The 30 multi-family rental units affordable to Low Income households will be restricted to occupancy by households with incomes that, at the time of occupancy, do not exceed eighty percent (80%) of the Sacramento area median income, adjusted for family size. Monthly rents for these units shall not exceed one twelfth of thirty percent (30%) of eighty percent (80%) of the Sacramento area median income, adjusted for family size.

The eight (8) multi-family ownership units affordable to Low Income households will be restricted to ownership by households with incomes that, at the time of purchase, do not exceed eighty percent (80%) of the Sacramento area median income, adjusted for family size. Affordable sale prices shall be calculated where the low income households do not pay more than 35% of its household income for all housing costs (which include mortgage principal and interest payments, taxes, insurance, assessments, and homeownership fees, if applicable).

### **Term of Affordability**

The term of affordability for the Inclusionary Housing Units will be a minimum of 30 years from the date of recordation of the Inclusionary Housing Agreement.

### **Fee Waiver Incentives**

Pursuant to Section 17.190.040 of the Ordinance, the City may make available a variety of incentives to offset the cost of providing Inclusionary Housing Units. Subsection A allows the provision of fee waivers or deferrals for Inclusionary Housing Units. Depending on fund availability, the City of

Sacramento provides development fee reductions for the Inclusionary Units in the amount of \$4,000 for Very Low Income Inclusionary Housing Units and \$1,000 for Low Income Inclusionary Housing Units.

### **Financing Incentives**

Sacramento Housing and Redevelopment Agency (SHRA) administers a Multi-family Lending Program (Program). The Program offers "gap" financing, in the form of a loan, for the development of multifamily rental housing in the City of Sacramento (City). Gap financing," is defined as the difference between total development cost and the maximum potential equity and debt raised from private and public sources other than the Agency. In the case of a multi-family development meeting an inclusionary housing obligation, the master developer(s) is required to provide the land at no cost plus an average per unit contribution of approximately \$15,000. Only after these conditions are met, and a gap remains, is financial assistance considered.

The Panhandle inclusionary housing requirement is an obligation of the master developer(s) and SHRA is in no way required to assist the developer in meeting this obligation. A funding priority under the Program is new construction of housing, in which at least fifty percent (50%) of the units are subject to a city inclusionary housing program. A mix of housing types within new developments is encouraged by the City and SHRA.

Ownership housing is encouraged by the City and Vaquero has agreed to provide ownership housing within the development as part of their inclusionary obligation.

A financing gap consistently exists between the construction costs and sales prices for affordable ownership homes even with a land dedication; and due to available funding source requirements and regulations, SHRA is not able to offer financial assistance in filling this gap as can be provided in affordable multifamily developments.

Vaquero is meeting their inclusionary housing obligation through the construction of 113 multifamily units. The affordable multi-family units being created as part of the Vaquero's inclusionary housing obligation in the Panhandle PUD are eligible for gap funding through the Program. Vaquero will be required to provide the land, at no cost, for the projects that contain the inclusionary units. In the event that an additional developer contribution is required for the rental inclusionary units, Vaquero shall only be responsible for the \$15,000 subsidy of 97 (105 inclusionary rental units less 8 inclusionary ownership units) of those units and SHRA shall be responsible for the subsidy on the remaining 8 units.

### **Phasing/Linkages of the Development Project to the Inclusionary Units**

The Inclusionary Units shall be developed concurrently with the development of the remaining units within the Residential Project in the Development Project, as defined in Sacramento City Code Section 17.190.020. The nature of the concurrency is defined by a series of linkages between approvals of the market rate units and the development of the Inclusionary Units

The following describes the relationship of market rate development activity to the activity of Inclusionary Unit development activity. These milestones are outlined to ensure that the development of Inclusionary Units occur concurrent with development of market rate units.

<b>Market Rate Activity</b>	<b>Inclusionary Approval Linkage</b>
Approval of legislative entitlements (rezone, community plan amendment, general plan amendment, tentative maps) for Panhandle PUD.	Approval of Inclusionary Housing Plan.
Approval of Panhandle North large lot final map	Execution of Inclusionary Housing Agreement
Recordation of the large lot final map for Development Project	Recordation of Inclusionary Housing Agreement AND transfer of Parcel 1 to affordable housing developer.
Issuance of building permits in excess of 50% of market rate units in Development Project.	Issuance of building permits for 100% of all of the Inclusionary Housing Units.
Remaining 50% of building permits for market rate units in the Development Project may be issued.	After issuance of all building permits for the Inclusionary Housing Units.
Marketing of the market rate units in Development Project.	Marketing of Inclusionary Housing Units.

**Amendment and Administration of the Inclusionary Housing Plan**

The Planning Director, with the advice of the Executive Director of SHRA, shall administer this Inclusionary Housing Plan. The Planning Director may make minor administrative amendments to the text of this Plan as provided in Sacramento City Code Section 17.190.110B(1)

Exhibit A Panhandle Planned Unit Development Plan Schematic Plan

- Exhibit B Panhandle – North Tentative Map
- Exhibit C Location of Inclusionary Units in Development Project

**Exhibit A**  
Panhandle Planned Unit  
Development Schematic Plan

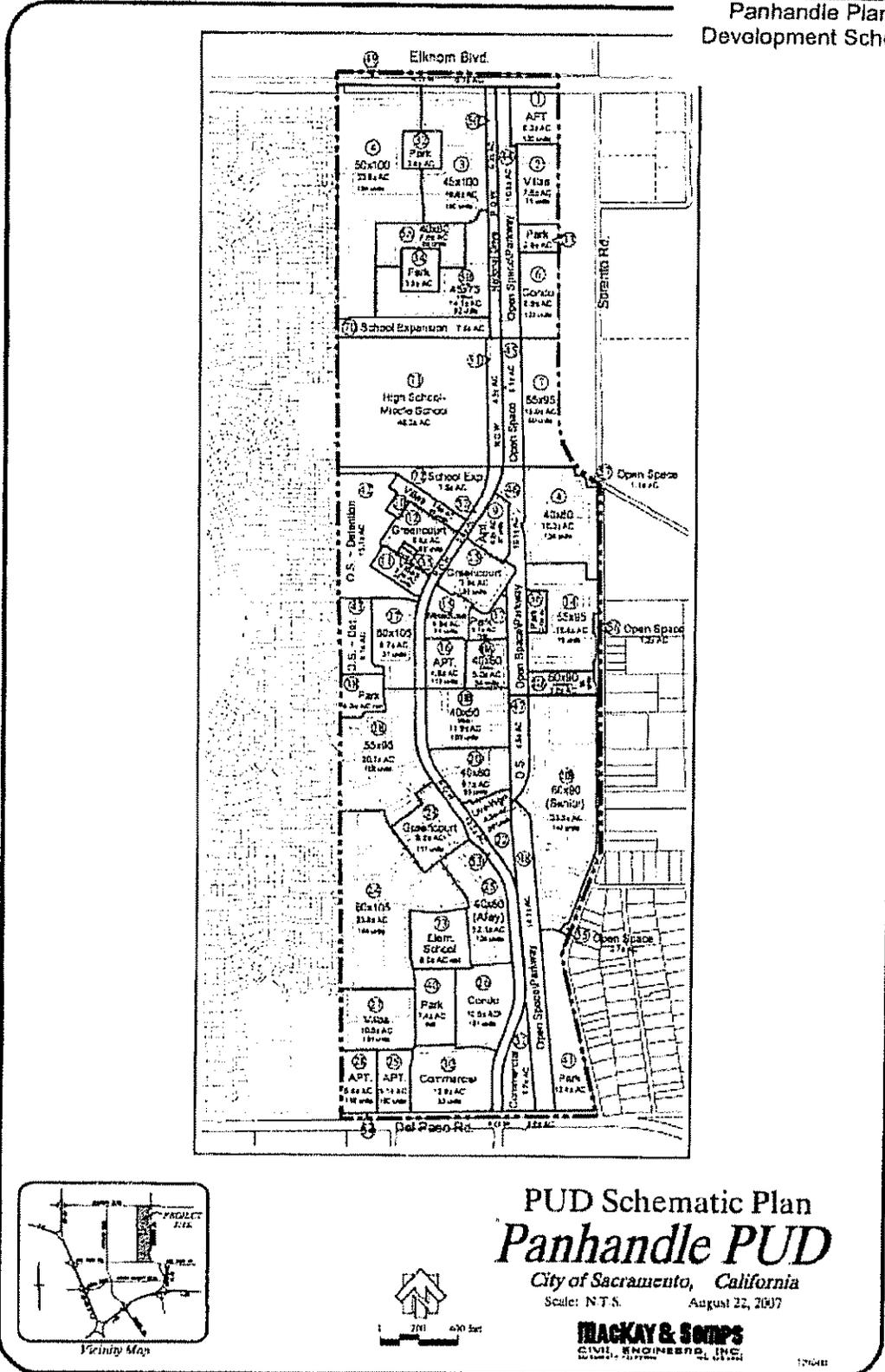
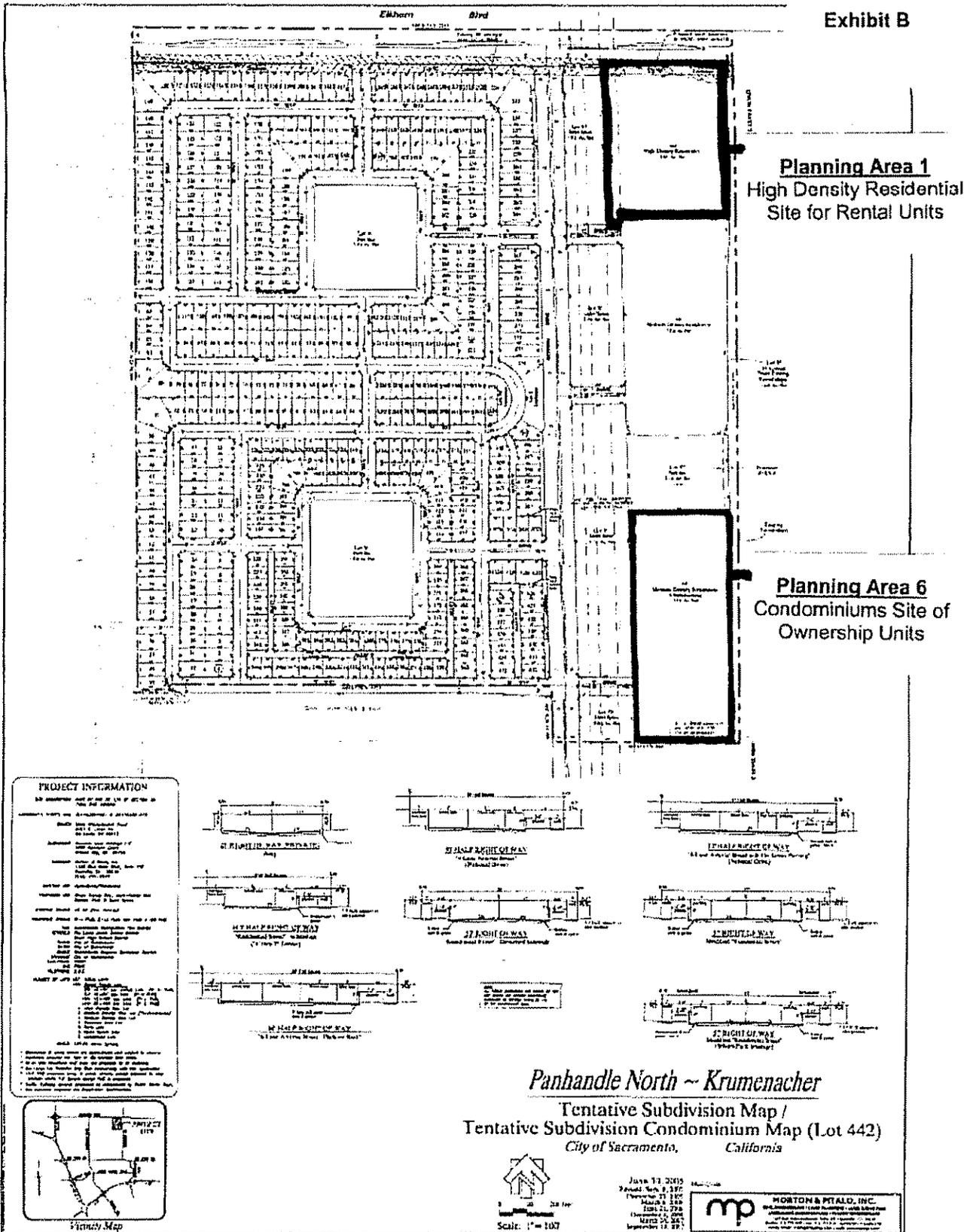


Exhibit B



**Exhibit C**

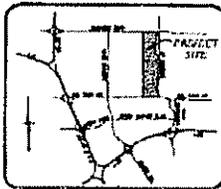
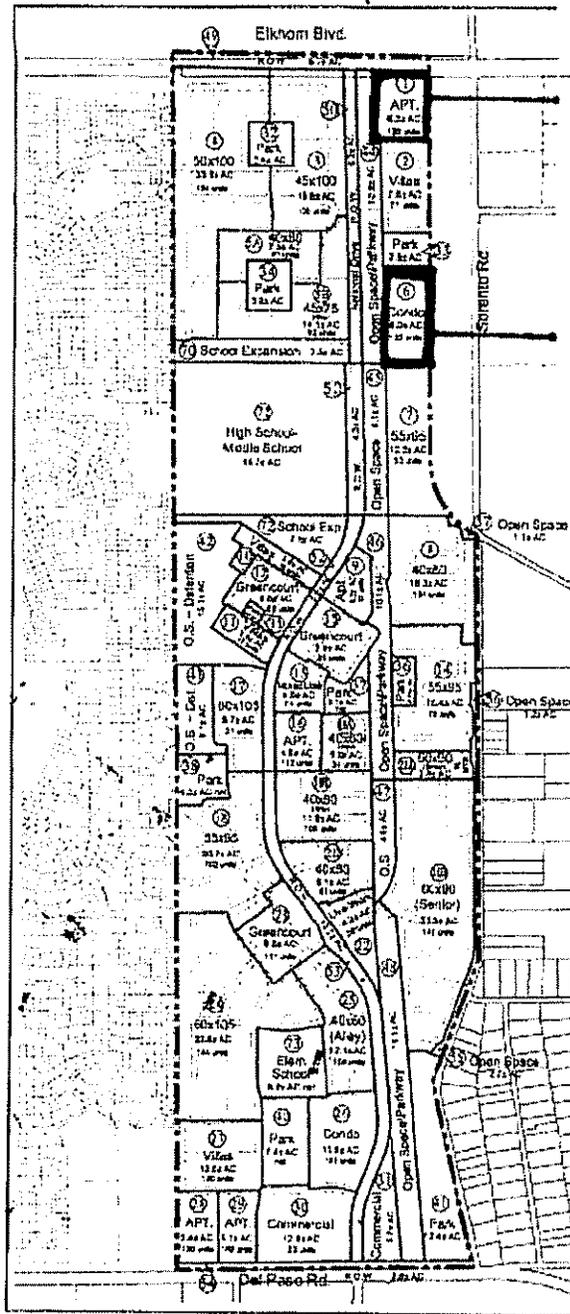
Location of Inclusionary Units in Development Project

**Planning Area 1**

75 VL - Rental  
30 L - Rental

**Planning Area 6**

8 L - Ownership



Vicinity Map



PUD Schematic Plan  
**Panhandle PUD**

City of Sacramento, California

Scale: N.T.S. August 23, 2007

**MACKEY & SOOPS**  
CIVIL ENGINEERS, INC.

200708

**ATTACHMENT 16 – DRAFT INCLUSIONARY HOUSING PLAN RESOLUTION  
(DUNMORE)**

**RESOLUTION NO. 2007-XXXX**  
Adopted by the Sacramento City Council

**Date**

**ADOPTING AN INCLUSIONARY HOUSING PLAN FOR THE  
PANHANDLE PROJECT (CENTRAL AND SOUTH – DUNMORE)**

**BACKGROUND**

- A. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City’s Mixed Income Housing Ordinance, requires that ten percent of the units in a residential development project be affordable to very low income households and five percent to low income households;
- B. The City Council conducted a public hearing on \_\_\_\_\_, 2007 concerning the above Inclusionary Housing Plan and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
  - 1. The proposed Plan is consistent with Chapter 17.190 of the City Code which requires an Inclusionary Housing Plan setting forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the residential development;

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

Section 1. The City Council adopts the Inclusionary Housing Plan for the Panhandle project (Dunmore), attached hereto as Exhibit A.

**Table of Contents:**

Exhibit A: Inclusionary Housing Plan – 12 Pages

EXHIBIT A – INCLUSIONARY HOUSING PLAN

**Inclusionary Housing Plan  
Panhandle – Central and Panhandle-South Tentative Maps  
Within the Panhandle PUD  
Dunmore Homes  
September 19, 2007**

**Proposed Project**

Dunmore Homes, LLC owns or has the right to acquire and is the developer ("Developer") of that certain real property in the City of Sacramento (upon annexation) in which the Developer proposes to develop and construct the Panhandle-Central and Panhandle-South tentative maps ("Development Project") within the larger Panhandle Planned Unit Development project area. The Panhandle Central Tentative Map and Panhandle South Tentative Map include 390± acres. The Panhandle PUD Schematic Plan is shown in Exhibit A and the Panhandle Central and Panhandle South tentative maps are shown on Exhibits B and C, respectively.

The 390± acre (gross) Development Project is located north of Del Paso Road and west of Sorento Road in the North Natomas Community. The Development Project consists of 2,272 dwelling units (the "Residential Project") in a mix of residential unit types (detached and attached units), an elementary school, commercial sites, park sites, open space detention and an open space parkway.

**Mixed Income Housing Policy**

The Development Project site is located in a new growth area and the Development Project is subject to the City's Mixed Income Housing Policy. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City's Mixed Income Housing Ordinance, City of Sacramento City Code Chapter 17.190 requires that ten percent (10%) of the total units in a Residential Project be affordable to very low income households and five percent (5%) for low income households (the "Inclusionary Requirement" and "Inclusionary Units"). The Developer proposes that this inclusionary obligation be met on-site.

Pursuant to the City Code Section 17.190.110 (B), an Inclusionary Housing Plan ("Plan") must be approved prior to or concurrent with the entitlements for the Project. City Code Section 17.190.110 (A) sets forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the Project. This document constitutes the Plan, and, as supplemented and amended from time to time, is intended to begin implementation of the Inclusionary Requirement for the Project. All future

approvals (i.e. special permits, site development plans, etc ) for the Project shall be consistent with this Inclusionary Housing Plan.

The Inclusionary Requirement for the Project will be set forth in more detail in the Inclusionary Housing Agreement executed by the Developer and the Sacramento Housing and Redevelopment Agency ("SHRA") and recorded against all the residential lots in the Development Project. The Inclusionary Housing Agreement shall be executed and recorded no later than the approval of the first final map for the subdivision or construction phase, or, in the case of an amendment, immediately upon execution by SHRA and Developer. The Inclusionary Housing Agreement will describe with particularity the site and building schematics and financial arrangements for the construction and financing of the Inclusionary Units, pursuant to Section 17.190.110(C). The Inclusionary Housing Agreement shall be consistent with this Plan.

**Residential Numbers**

The Developer, or its successors and assignees, shall construct or cause to be constructed a number of dwelling units affordable to Very Low Income Households ("Very Low Income Units") and Low Income Households ("Low Income Units") as defined in the Sacramento City Code Section 17.190.020, equal to ten percent (10%) and five percent (5%) of the total number of housing units approved for the Residential Project, respectively.

Based on the current Development Project proposal of 2,272 units in the Residential Project, the Inclusionary Requirement for the Project is 341 units consisting of 227 units for Very Low Income (10%) and 114 units for Low Income (5%).

**Table 1  
Inclusionary Housing Obligation**

Total Number of Units within the Project	2,272
Very Low Income Units (10% of units)	227
Low Income Units (5% of units)	114
Total Number of Inclusionary Units	341

If the Development Project approvals or entitlements are amended to increase or decrease the number of units in the Project, this Plan will be amended to reflect a number equal to ten percent (10%) of the new total residential units in the amended entitlements for Very Low Income units and five percent (5%) for Low Income units. However, after a building permit has been issued for a structure to contain Inclusionary Units, those Units will be constructed and maintained as Inclusionary Units pursuant to the terms of Chapter 17.190 of the City Code, regardless of any subsequent reduction in the number of approved total residential units in the Development Project.

**Receiver Site for Grant Joint Union High School District's Units**

Planning Area 16 of the Development Project will be the receiver site for Inclusionary Units from the Grant Joint Union High School District (Grant) property located within the Panhandle PUD project area. Planning Area 16 will accommodate seven (7) Inclusionary Units from Grant consisting of five (5) units for Very Low Income and two (2) units for Low Income, as shown in Table 2.

**Table 2  
Inclusionary Units from Grant Property**

Planning Area	Housing Type	Total Units in Planning Area	Inclusionary Units			Type of Unit
			Very Low Income Units	Low Income Units	Total	
16	Apartments	112	5	2	7	Rental
Total			5	2	7	

**Units by Type and Tenure**

232 Very Low Income multifamily rental units and 93 Low Income multifamily rental units will be constructed on-site and will be located in the following planning areas of the Development Project.

**Table 3  
Distribution of Multifamily Rental Inclusionary Units**

Planning Area	Housing Type	Total Units in Planning Area	Very Low Income Units	Low Income Units	Market Rate Units	Unit Distribution	Unit Type
9	Family Apartments	87	31	44	12	0% to 30%	1 Bedroom
						30% to 70%	2 Bedroom
						20% to 40%	3 Bedroom
16	Family Apartments	112	76	24	12	0% to 30%	1 Bedroom
						30% to 70%	2 Bedroom
						20% to 40%	3 Bedroom
29	Senior Apartments	150	125	25	0	50% to 75%	1 Bedroom
						25% to 50%	2 Bedroom
Total		349	232	93	24		

Planning Area 16 includes Inclusionary Units from Grant Property.

Twenty-three (23) multifamily ownership inclusionary units will be constructed on-site and will be located in Planning Area 26, as shown on Exhibit D.

**Table 4  
Distribution of Multifamily Ownership Inclusionary Units**

Planning Area	Housing Type	Total Units In Planning Area	Very Low Income Units	Low Income Units	Market Rate Units	Unit Distribution	Unit Type
26	Condominiums	181	0	23	158	0% to 30%	1 Bedroom
						30% to 70%	2 Bedroom

**Location of Inclusionary Units within Development Project**

Multifamily Rental Inclusionary Units

The 232 Very Low Income Inclusionary Units shall be rental units located within the Development Project in three multi-family developments located in Planning Areas 9, 16 and 29, as shown on Exhibit D. As part of the Development Project, the three sites (Planning Areas) that contain Very Low Income units will be zoned High Density Residential which allows the development of multi-family residential units. The Very Low Income units shall be dispersed throughout the three multi-family communities and include a mix of unit sizes proportional to the sizes.

Ninety-three (93) Low Income Inclusionary Units will be offered as rental units within three multi-family developments in Planning Areas 9, 16 and 29, as shown on Exhibit D. As part of the Development Project, the three sites (Planning Areas) that contain Low Income units will be zoned High Density Residential, which allows the development of multi-family residential units. The Low Income units shall be dispersed throughout the three multi-family communities and include a mix of unit sizes.

Affordable housing developer(s) will develop, construct, own and manage the multi-family community that contains the Very Low Income and Low Income rental Inclusionary Units.

Multifamily Ownership Inclusionary Units

Multi-family ownership Inclusionary Units shall be located within the Development Project in Planning Area 26 located west of National Drive, as shown on Exhibit D. A builder will construct condominium units on Planning Area

26 that will contain the ownership units. Twenty-three (23) Low Income ownership units will be constructed in Planning Area 26 and will be comprised of unit numbers 2, 10, 14, 27, 39, 43, 51, 64, 70, 76, 79, 84, 91, 127, 134, 139, 143, 151, 157, 160, 166, 171 and 180.

The location of the Inclusionary Units within the Development Project are subject to Amendment, consistent with Section 17.190.110 B(1) of the Mixed Income Ordinance.

### **Affordability Requirements**

The 232 multi-family rental units affordable to Very Low Income households will be restricted to occupancy by households with incomes that, at the time of occupancy, do not exceed fifty percent (50%) of the Sacramento area median income, adjusted for family size. Monthly rents for these units shall not exceed one twelfth of thirty percent (30%) of fifty percent (50%) of the Sacramento area median income, adjusted for family size.

The 93 multi-family rental units affordable to Low Income households will be restricted to occupancy by households with incomes that, at the time of occupancy, do not exceed eighty percent (80%) of the Sacramento area median income, adjusted for family size. Monthly rents for these units shall not exceed one twelfth of thirty percent (30%) of eighty percent (80%) of the Sacramento area median income, adjusted for family size.

The 23 multi-family ownership units affordable to Low Income households will be restricted to ownership by households with incomes that, at the time of purchase, do not exceed eighty percent (80%) of the Sacramento area median income, adjusted for family size. Affordable sale prices shall be calculated where the low income households do not pay more than 35% of its household income for all housing costs (which include mortgage principal and interest payments, taxes, insurance, assessments, and homeownership fees, if applicable).

### **Term of Affordability**

The term of affordability for the Inclusionary Housing Units will be a minimum of 30 years from the date of recordation of the Inclusionary Housing Agreement.

### **Fee Waiver Incentives**

Pursuant to Section 17.190.040 of the Ordinance, the City may make available a variety of incentives to offset the cost of providing Inclusionary

Housing Units. Subsection A allows the provision of fee waivers or deferrals for Inclusionary Housing Units. Depending on fund availability, the City of Sacramento provides development fee reductions for the Inclusionary Units in the amount of \$4,000 for Very Low Income Inclusionary Housing Units and \$1,000 for Low Income Inclusionary Housing Units.

### **Financing Incentives**

Sacramento Housing and Redevelopment Agency (SHRA) administers a Multi-family Lending Program (Program). The Program offers "gap" financing, in the form of a loan, for the development of multifamily rental housing in the City of Sacramento (City). Gap financing," is defined as the difference between total development cost and the maximum potential equity and debt raised from private and public sources other than the Agency. In the case of a multi-family development meeting an inclusionary housing obligation, the master developer(s) is required to provide the land at no cost plus an average per unit contribution of approximately \$15,000. Only after these conditions are met, and a gap remains, is financial assistance considered.

The Panhandle inclusionary housing requirement is an obligation of the master developer(s) and SHRA is in no way required to assist the developer in meeting this obligation. A funding priority under the Program is new construction of housing, in which at least fifty percent (50%) of the units are subject to a city inclusionary housing program. A mix of housing types within new developments is encouraged by the City and SHRA.

Ownership housing is encouraged by the City and Dunmore has agreed to provide ownership housing within the development as part of their inclusionary obligation.

A financing gap consistently exists between the construction costs and sales prices for affordable ownership homes even with a land dedication; and due to available funding source requirements and regulations, SHRA is not able to offer financial assistance in filling this gap as can be provided in affordable multifamily developments.

Dunmore is meeting their inclusionary housing obligation through the construction of 341 multifamily units. The affordable multi-family units being created as part of the Dunmore's inclusionary housing obligation in the Panhandle PUD are eligible for gap funding through the Program. Dunmore will be required to provide the land, at no cost, for the projects that contain the inclusionary units. In the event that an additional developer contribution of \$15,000 is required for the rental inclusionary units, Dunmore shall only be responsible for the subsidy of 295 (318 inclusionary rental units less 23 inclusionary ownership units) of those units and SHRA shall be responsible for the subsidy on the remaining 23 units

**Phasing/Linkages of the Development Project to the Inclusionary Units**

The Inclusionary Units shall be developed concurrently with the development of the remaining units within the Residential Project in the Development Project, as defined in Sacramento City Code Section 17.190.020. The nature of the concurrency is defined by a series of linkages between approvals of the market rate units and the development of the Inclusionary Units.

The following describes the relationship of market rate development activity to the activity of Inclusionary Unit development activity. These milestones are outlined to ensure that development of Inclusionary Units occur concurrent with development of market rate units.

<b>Market Rate Activity</b>	<b>Inclusionary Approval Linkage</b>
Approval of legislative entitlements (rezone, community plan amendment, general plan amendment, tentative maps) for Panhandle PUD	Approval of Inclusionary Housing Plan
Approval of Panhandle South large lot final map or Panhandle Central large lot final map.	Execution of Inclusionary Housing Agreement.
Recordation of large lot final map for Development Project.	Recordation of Inclusionary Housing Agreement AND transfer of Planning Areas 9, 16 and 28 to affordable housing developer.
Issuance of building permits in excess of 50% of market rate units in Development Project.	Issuance of building permits for 100% of all of the Inclusionary Housing Units.
Remaining 50% of building permits for market rate units in the Development Project may be issued.	After issuance of all building permits for the Inclusionary Housing Units
Marketing of the market rate units in Development Project.	Marketing of Inclusionary Housing Units

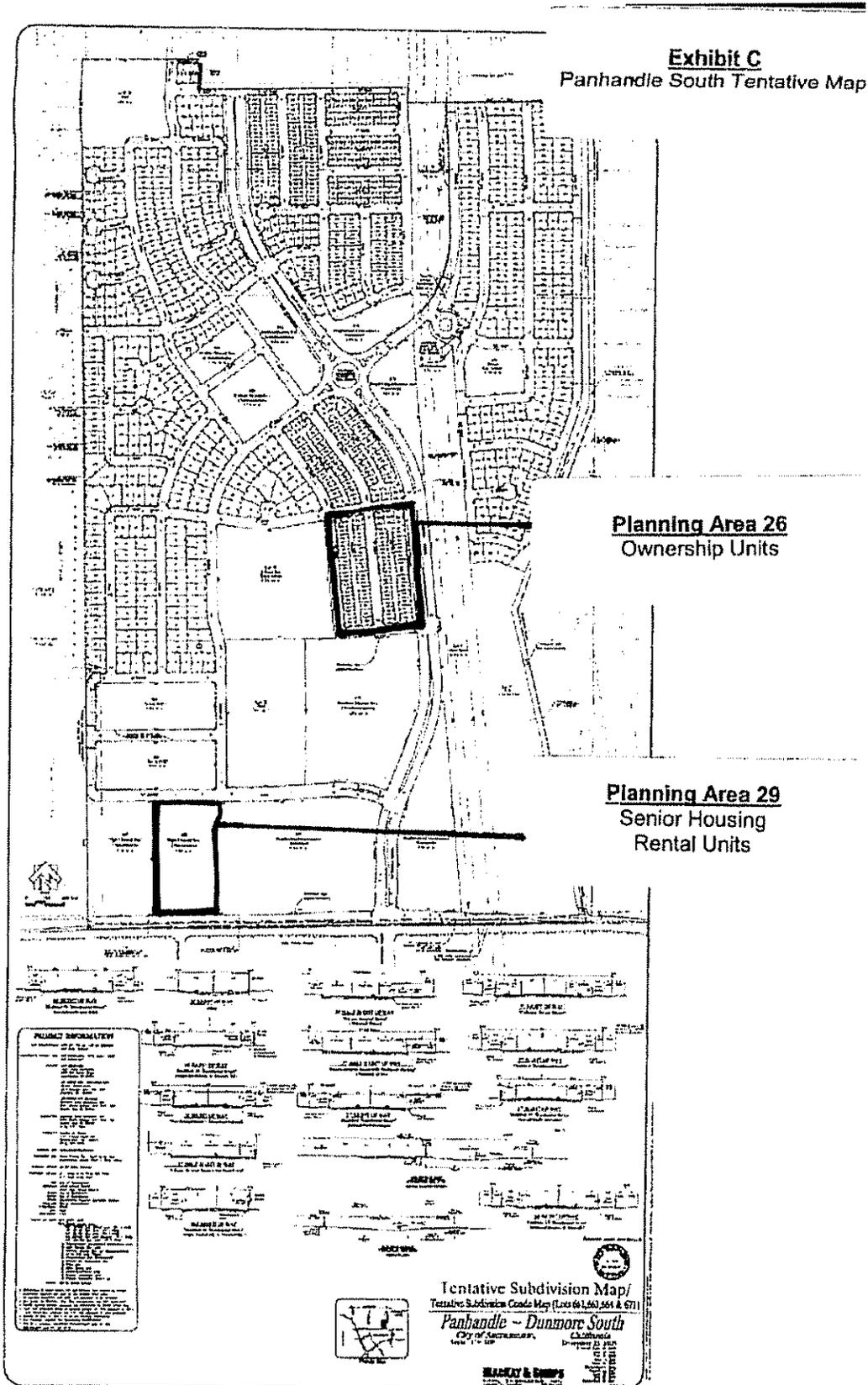
**Amendment and Administration of the Inclusionary Housing Plan**

The Planning Director, with the advice of the Executive Director of SHRA, shall administer this Inclusionary Housing Plan. The Planning Director may make minor administrative amendments to the text of this Plan as provided in Sacramento City Code Section 17.190.110B(1).

- Exhibit A Panhandle Planned Unit Development Plan Schematic Plan
- Exhibit B Panhandle - Central Tentative Map
- Exhibit C Panhandle -- South Tentative Map
- Exhibit D Location of Inclusionary Units in Development Project









**ATTACHMENT 17 – DRAFT INCLUSIONARY HOUSING PLAN RESOLUTION  
(GRANT)**

**RESOLUTION NO. 2007-XXXX**  
Adopted by the Sacramento City Council  
**Date**

**ADOPTING AN INCLUSIONARY HOUSING PLAN FOR THE  
PANHANDLE PROJECT (GRANT JOINT UNION SCHOOL DISTRICT)**

**BACKGROUND**

- A. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City's Mixed Income Housing Ordinance, requires that ten percent of the units in a residential development project be affordable to very low income households and five percent to low income households;
- B. The City Council conducted a public hearing on \_\_\_\_\_, 2007 concerning the above Inclusionary Housing Plan and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
  - 1. The proposed Plan is consistent with Chapter 17.190 of the City Code which requires an Inclusionary Housing Plan setting forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the residential development;

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

- Section 1. The City Council adopts the Inclusionary Housing Plan for the Panhandle project (Grant), attached hereto as Exhibit A.

**Table of Contents:**

Exhibit A: Inclusionary Housing Plan – 11 Pages

## EXHIBIT A – INCLUSIONARY HOUSING PLAN

### **Inclusionary Housing Plan Panhandle Planned Unit Development Grant Joint Union High School District September 19, 2007**

#### **Proposed Project**

Grant Joint Union High School District owns and is the developer ("Developer") of that certain real property in the City of Sacramento (upon annexation) in which the Developer proposes to rezone a portion of property ("Development Project") within the larger Panhandle Planned Unit Development (PUD). The Panhandle PUD Schematic Plan is shown in Exhibit A and the Grant Joint Union High School District's property is shown on Exhibit B

The 76.4+ acre (gross) Development Project is located south of Elkhorn Boulevard, and west of East Levee Road in the North Natomas Community. The Development Project consists of a 12.0 acre area designated for residential uses and up to 50 residential units (the "Residential Project"), a high school/middle school site and open space uses as shown on Exhibit B.

#### **Mixed Income Housing Policy**

The Development Project site is located in a new growth area and the Development Project is subject to the City's Mixed Income Housing Policy. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City's Mixed Income Housing Ordinance, City of Sacramento City Code Chapter 17.190 requires that ten percent (10%) of the total units in a Residential Project be affordable to very low income households and five percent (5%) for low income households (the "Inclusionary Requirement" and "Inclusionary Units").

Pursuant to the City Code Section 17.190.110 (B), an Inclusionary Housing Plan ("Plan") must be approved prior to or concurrent with the entitlements for the Project. City Code Section 17.190.110 (A) sets forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the Project. This document constitutes the Plan, and, as supplemented and amended from time to time, is intended to begin implementation of the Inclusionary Requirement for the Project. All future approvals for the Project shall be consistent with this Inclusionary Housing Plan.

The Inclusionary Requirement for the Project will be set forth in more detail in the Inclusionary Housing Agreement executed by the Developer and the Sacramento Housing and Redevelopment Agency ("SHRA") and recorded against all the residential lots in the Development Project. The Inclusionary Housing Agreement shall be executed and recorded no later than the approval of