

# NORTH NATOMAS

## **DRAFT NEXUS STUDY**

Updated by City Council  
Resolution No. 20XX-XXX  
August 2, 2005

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Resolution No. 95-619  
October 31, 1995

**CITY OF SACRAMENTO**









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## I. INTRODUCTION

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### 2005 UPDATE OF THE NORTH NATOMAS NEXUS STUDY

The *North Natomas Nexus Study 2005 Update* (Nexus Study 2005 Update) revises the *North Natomas Nexus Study 2002 Update* that was adopted by the City of Sacramento (City) City Council on June 11, 2002. The 2005 Update takes into account current development conditions in the North Natomas Community and Finance Plan Area, as well as modifications to the financing programs that occurred during implementation of the North Natomas Financing Plan between 2002 and 2005. Infrastructure and public facilities costs and requirements have been defined in greater detail since the implementation of the North Natomas Financing Plan. Land use estimates of total acres and residential units are current as of March 2005.

The purpose and methodology of this report is very similar to the Nexus Study 2002 Update. The reader may want to refer to the Nexus Study 2002 Update to compare the contents 2002 study to this 2005 Update.

Although updated separately, the Nexus Study 2005 Update includes information on the North Natomas Land Acquisition Program (NNLAP) which was previously contained in the North Natomas Financing Plan 1999 Update. The NNLAP identifies the Public Facilities Land Acquisition Fee (PFLAF) and the Regional Park Land Acquisition Fee (RPLAF)

### PURPOSE OF STUDY

The infrastructure identified in the North Natomas Community Plan Area is estimated to cost approximately \$1.1 billion in 2005 dollars. These costs estimates are updated from the 1999 Financing Plan and Nexus Study Updates. Approximately \$460.0 million is proposed to be funded through the updated North Natomas development impact fees. The City must demonstrate the required nexus between the need and cost of the facilities and the development, which will receive benefit from the facilities.

The purpose of the 1995 Nexus Study report was to establish the nexus between the development projected to occur in the Finance Plan Area and the necessary public facilities to be funded by development impact fees. In addition to updating the nexus, this report calculates the updated impact fees to be levied for each land use based upon the proportionate share of the total facility use that each land use represents.

## NEXUS REQUIREMENTS

This report has been prepared to establish a development impact fee program pursuant to the City police power in accordance with the procedural guidelines established in AB 1600 which is codified in California Government Section 66000 *et seq.* This code section sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that "a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition."<sup>1</sup> Specifically, each local agency imposing a fee must:

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

## COMPANION DOCUMENTS

The 1999 North Natomas Financing Plan Update is a companion document to this Nexus Study 2005 Update. The Financing Plan addresses additional issues including other funding sources for construction or acquisition of public facilities; the projected cash flow for the fee programs; the North Natomas Drainage Community Facilities District 97-01 (CFD 97-01), which provides funding for the comprehensive drainage system; the Natomas Land Acquisition Program; and other non-city, public facilities such as schools.

The North Natomas Financing Plan and Nexus Study 1999 Updates, and the Nexus Study 2002 Update, were prepared by EPS with significant assistance from the City Planning Department, Public Works Department, Attorney's Office, Finance Department, Utilities Department, Parks Department and many private property owners and consultants. The North Natomas Financing Plan is **not** being updated in 2005 because there are no substantive changes to the financing mechanisms described in the 1999 Financing Plan Update. In 2005, the only major changes are the costs of

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

facilities, revised fee collection and credit policies, updated Community Plan land use designations, and the addition of new facilities to the North Natomas Public Facilities Fee

## **STRUCTURE OF THE REPORT**

The North Natomas Nexus Study 2005 Update is divided into six chapters and five appendices:

- Following this introduction, **Chapter II** provides an executive summary of the North Natomas development impact fee program.
- **Chapter III** presents the findings necessary to establish the NNPPF.
- **Chapter IV** presents the findings necessary to establish the North Natomas Transit Fee.
- **Chapter V** presents the findings for the NNLAP Fees.
- **Chapter VI** discusses implementation issues, fee reimbursements, and future automatic fee adjustments

In addition, the report contains five appendices:

- **Appendix A** provides copies of the Ordinances adopted by the City to establish the authority to collect development impact fees for the North Natomas Finance Plan Area.
- **Appendix B** contains all of the facilities cost estimates used to determine the amount and allocation of funding necessary to design, construct, install, or acquire all required public facilities for the Finance Plan Area.
- **Appendix C** describes the reimbursement program and shows the calculation of fee reimbursements for properties in Assessment District 88-03 (AD 88-03)
- **Appendix D** shows the calculation of common use factors used to allocate the cost of public facilities across all benefiting land uses in the Finance Plan Area.
- **Appendix E** contains support tables for the NNLAP Fees.

*Revised Draft Report  
North Natomas Nexus Study 2005 Update  
July 21, 2005*

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## II. EXECUTIVE SUMMARY OF DEVELOPMENT IMPACT FEE PROGRAM

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### DEVELOPMENT IMPACT FEE ADOPTION AND ADMINISTRATION

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

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

### EXISTING FEE PROGRAMS

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

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

## DEVELOPMENT IMPACT FEE SUMMARY

Of the 6,670 acres in the Finance Plan Area, approximately 4,230 acres are planned for urban development. For development to occur on these 4,230 acres, a series of public infrastructure improvements must be constructed. References to acres in the text and tables of this report are net of major and minor roads unless otherwise indicated. Total development impact fee funded infrastructure costs for general public, transit, and storm drainage facilities are estimated to exceed \$247.5 million in 2005 dollars (before adjustments and excluding drainage improvements, which are primarily funded through bond proceeds). Tables II-1 and II-2 show the list of facilities and facilities costs for each improvement category to be funded through two development impact fees in the City: the North Natomas Public Facilities Fee (NNPFF) and the North Natomas Transit Fee.

In addition, approximately \$110.0 million will be funded through the North Natomas Land Acquisition Program (NNLAP). The NNLAP includes the North Natomas Public Facilities Land Acquisition Fee (PFLAF), and the North Natomas Regional Park Land Acquisition Fee (RPLAF), both of which will be discussed further in Chapter V of this report.

The remaining infrastructure and public facilities will be funded by other fee programs established by or for other jurisdictions, other existing City and county-wide fees, an area-wide Mello-Roos Community Facilities District (CFD 97-01), private funding to build facilities required as conditions of map approval, and/or other Citywide, State, and Federal sources.

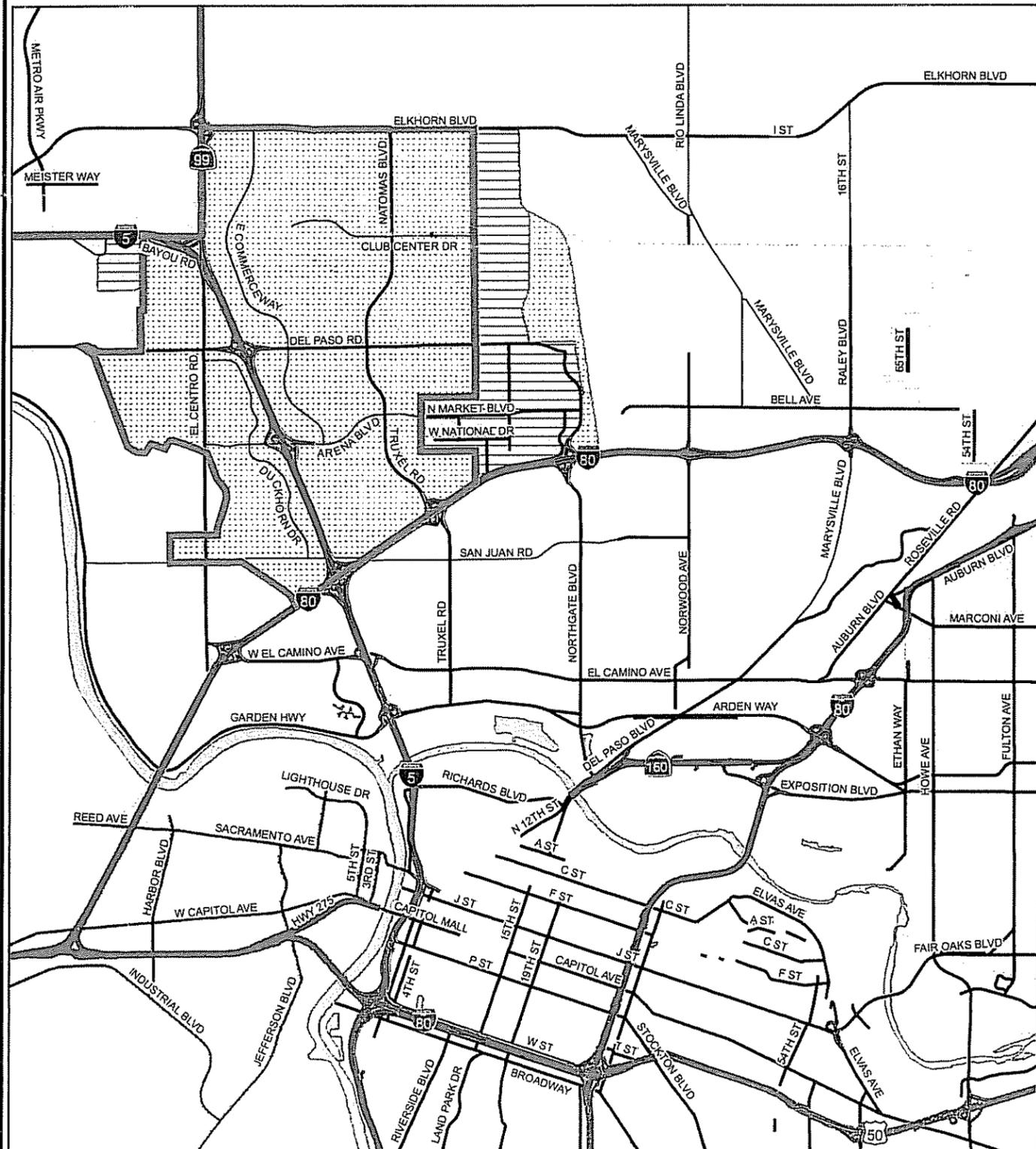
Table II-3 shows the NNPFF and the North Natomas Transit Fee for each land use. Table II-4 shows the PFLAF and the RPLAF. The nexus findings and calculations of these fees are presented in the following chapters. The fees shown on all of these figures include a 3.0-percent allowance for the cost of administering the programs. These tables also reflect the adjustment of fees by lot size for single-family, by density for multifamily, and by percent of office use for light industrial land uses as discussed in Chapter III.

The NNPFF will be collected as one fee and will fund the following public facilities:

- Major Freeways and Roads
- Freeway and Roadway Landscaping
- One Fire Station

# Map 1

## North Natomas Finance Plan Area



1 Mile

- North Natomas Finance Plan Boundary
- North Natomas Community Plan County Of Sacramento
- North Natomas Community Plan City Of Sacramento



*Revised Draft Report  
North Natomas Nexus Study 2005 Update  
July 21, 2005*

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Table II-1  
North Natomas Nexus Study 2005 Update  
Summary of PFF Facility Costs

Facility	Total Cost (2005\$)	Total PFF Funded Costs (2005\$)	Other Funding	Other Funding Sources	Source Table
[1]					
<b>Road and Freeway Facilities</b>					
Roadways (includes utilities) [2]	\$117,538,900	\$95,089,356	\$22,449,544	Major Street Construction Tax and Private Funding	Table B-4
Freeways	\$108,805,905	\$46,762,905	\$62,043,000	State, Federal, and Other Areas	Table B-1 and Table B-2
Signals (4x4 intersection and larger)	\$4,319,455	\$4,319,455	\$0	NA	Table B-50
Signals (2x4, 2x6, and 2x8)	\$6,288,468	\$547,328	\$5,741,139	Developers	Table B-51
Bridges	\$9,666,606	\$9,666,606	\$0	NA	Table B-52
<b>Subtotal Road and Freeway Facilities</b>	<b>\$246,619,334</b>	<b>\$156,385,650</b>	<b>\$90,233,684</b>		
<b>Other Facilities</b>					
Freeway and Roadway Landscaping	\$25,495,476	\$25,495,476	\$0	NA	Table B-53
Fire Stations and Equipment	\$12,314,283	\$7,837,960	\$4,476,323	General Fund	Table B-54
Library	\$6,358,440	\$6,358,440	\$0	NA	Table B-55
Police Substation (portion)	\$15,142,800	\$4,756,990	\$10,385,810	Other Areas and General Fund	Table B-56
Community Center	\$26,291,883	\$6,037,607	\$20,254,275	Other Funding	Table B-64
Bikeways and Bikeway Crossings	\$15,201,059	\$5,371,790	\$9,829,270	Regional	Table B-57 and Table B-58
Shuttles	\$1,205,852	\$1,205,852	\$0	NA	Table B-59
Planning/Studies	\$15,364,281	\$15,364,281	\$0	NA	Table B-60
<b>Subtotal Other Facilities</b>	<b>\$117,374,074</b>	<b>\$72,428,396</b>	<b>\$44,945,678</b>		
<b>TOTAL PFF FACILITY COSTS</b>	<b>\$363,993,409</b>	<b>\$228,814,046</b>	<b>\$135,179,363</b>		

\*PFF cost sum\*

[1] Total roadway cost does not include overwidth reimbursement costs for completed roadway segments. This does not impact total PFF-funded costs.

[2] Roadway segment costs added in 2002 that are not funded by the PFF will be funded through private sources.

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Table II-2  
 North Natomas Nexus Study 2005 Update  
 Summary of Transit Fee Facilities Costs

Facility	Total Costs	Remaining Costs		Other Funding/ Completed Facility Costs	Other Funding Sources	Source Table
		Funded by Transit Fees	Funded by Transit Fees			
Light Rail Stations	\$30,696,500	\$13,851,184	\$16,845,316	Federal, State, and Other	Table B-65	
Light Rail Right-of-Way	\$2,855,291	\$0	\$2,855,291	Land Acquisition Program	NA	
<b>TOTAL</b>	<b>\$33,551,791</b>	<b>\$13,851,184</b>	<b>\$19,700,607</b>			

\*transit cost sum\*

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Table II-3  
North Natomas Nexus Study 2005 Update  
Total Public Facilities and Transit Fee  
After Light Industrial and Residential Lot Size Adjustment [1]

	2005 Public Facilities Fee	2005 Transit Fee
<i>Includes 3.0% Administration Allowance</i>		
<b>RESIDENTIAL</b>		
	<i>Fee per Unit</i>	
<i>Single-Family Detached/Attached</i>		
Rural Estates	<i>See Note [2]</i>	
Lot Size > 5,000 Sq. Ft.	\$6,125	\$380
Lot Size 3,250 - 5,000 Sq. Ft.	\$5,372	\$348
Lot Size < 3,250 Sq. Ft.	\$4,618	\$316
Age-Restricted	\$5,145	\$249
<i>Multifamily (&gt;2 attached units)</i>		
8-12 units per acre	\$4,618	\$316
>12 - 18 units per acre	\$3,963	\$283
> 18 units per acre	\$3,309	\$249
Age-Restricted Apartments	\$2,064	\$122
Age-Restricted Congregate Care	\$947	\$68
<b>NONRESIDENTIAL</b>		
	<i>Fee per Net Acre</i>	
Convenience Commercial	\$188,727	\$26,098
Community Commercial	\$108,856	\$13,444
Village Commercial	\$151,287	\$20,167
Transit Commercial	\$152,316	\$20,167
Highway Commercial	\$110,324	\$13,840
Regional Commercial	\$98,608	\$11,863
EC Commercial	\$108,856	\$13,444
EC 30 - Office	\$56,750	\$5,141
EC 40 - Office	\$72,094	\$7,118
EC 50 - Office/Hospital	\$84,084	\$8,699
EC 65 - Office	\$104,481	\$11,467
EC 80 - Office	\$123,238	\$13,840
Light Industrial with < 20% Office	\$33,852	\$2,373
Light Industrial with 20% - 50% Office [3]	\$40,721	\$3,203
Age-Restricted Convalescent Care/Skilled Nursing	\$35,075	\$2,754
Arena	<i>See Note [4]</i>	
Stadium	\$102,327	\$13,341

"adj fee"

- [1] Includes 3.0% adjustment for administration
- [2] Currently, there is no land designated as Rural Estates in the Finance Plan Area. In the event that such a land use is approved for development, the fee program will be updated to include a fee for Rural Estates.
- [3] Modified Light industrial PFF equals 1.35 times Road portion of PFF for Light Industrial plus 70% of the non-Road PFF for Light industrial and 30% of the non-Road PFF for EC-30. Total includes 3.0% for administration.
- [4] Arena site is already developed, and the City of Sacramento and Arco Arena owners have an agreement regarding PFF and Transit Fees.

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**Table II-4  
North Natomas Nexus Study 2005 Update  
Land Acquisition Fees [1]**

Land Use	2005	2005
	Public Facilities Land Acquisition Fee [2]	Regional Park Land Acquisition Fee [2]
<b>RESIDENTIAL</b>		
	<i>Fee per Unit</i>	
<i>Single-Family Attached/Detached</i>		
Rural Estates	\$0	\$0
Lot Size > 5,000 sq ft	\$3,446	\$1,573
Lot Size 3,250 - 5,000 sq ft	\$2,836	\$1,287
Lot Size < 3,250 sq ft	\$2,226	\$1,001
Age-Restricted Single-Family	\$4,096	\$1,879
<i>Multifamily (&gt;2 attached units)</i>		
8-12 units per net acre	\$2,226	\$1,001
> 12-18 units per net acre	\$1,622	\$738
> 18 units per net acre	\$1,018	\$476
Age-Restricted Apartments	\$1,022	\$469
Age-Restricted Congregate Care	\$535	\$245
<b>NONRESIDENTIAL</b>		
	<i>Fee per Net Acre</i>	
Convenience Commercial	\$23,107	\$10,600
Community Commercial	\$23,107	\$10,600
Village Commercial	\$23,107	\$10,600
Transit Commercial	\$23,107	\$10,600
Highway Commercial	\$23,107	\$10,600
Regional Commercial	\$23,107	\$10,600
EC Commercial	\$23,107	\$10,600
EC 30 - Office	\$23,107	\$10,600
EC 40 - Office	\$23,107	\$10,600
EC 50 - Office/Hospital	\$23,107	\$10,600
EC 65 - Office	\$23,107	\$10,600
EC 80 - Office	\$23,107	\$10,600
Light Industrial with <20% Office	\$23,107	\$10,600
Light Industrial with 20%-50% Office	\$23,107	\$10,600
Arena	\$23,107	\$10,600
Stadium	\$23,107	\$10,600

"land acq fees"

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

[2] Based on the North Natomas Valuation Study (dated March 2005) prepared by Clark-Wolcott, Inc.

- Library
- Police Substation
- Community Center (one of four)
- Bikeways and Shuttles
- Planning Studies

Although the NNPPF will be collected as one fee, this report makes separate findings concerning the nexus between each component of the fee and the new development in North Natomas upon which the fee is imposed. The cost of each facility is allocated to the entire project area and fees vary only by land use. **Table II- 5** provides a summary of the NNPPF by land use for each facility listed above.

The Public Facilities Fee includes the costs of improvements that have been or will be funded up-front by landowners such as a portion of the costs funded in AD 88-03, NNLAP planning costs and the Truxel interchange construction costs. The landowners that provided advanced funding for any of these items will be reimbursed by the fee program according to the procedures described in **Appendix C**.

**The North Natomas Transit Fee** will fund construction and acquisition of light rail transit (LRT) facilities. The transit facilities funded by the Transit Fee were changed in the 2002 Update. In the 1995 Nexus Study and 1999 Update the transit facilities listed included track, rolling stock, stations, and electronic equipment as well as other transit facilities including buses, shelters, bus turnouts or other transit equipment. The fee also could be used to fund soft costs such as formation of the North Natomas Transportation Management Association (TMA), and planning/studies related to expansion of regional transit in North Natomas. Such expenditures would be deducted from the funds for Regional Transit

In 2002, the City and Regional Transit agreed to change the basis for calculating the North Natomas local share of the transit facilities funding to Light Rail station construction costs, which is unchanged for 2005 costs as described in more detail in **Chapter IV**.

The transit fee will not acquire land in North Natomas because stations and right-of-way acquisition are funded through the NNLAP. The fees will be used as part of the local match for State and Federal transit funding. The fee applies to all development in the North Natomas Finance Plan Area and varies by land use.

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Table II-5  
North Natomas Nexus Study 2005 Update  
Cost Allocation Summary for Public Facilities Fee

Land Use	Roadways, Signals, Bridges and Freeways		Freeway & Roadway Landscaping		Fire Stations (1 Station)		Library		Police Substation		Community Center Development		Bikeways and Shuttles		Planning/ Studies		Plus Admin @ 3.0%		Total	per Unit
<b>RESIDENTIAL</b>																				
Rural Estates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Low Density Residential	\$2,214	\$1,955	\$532	\$532	\$679	\$268	\$110	\$276	\$206	\$92	\$184	\$6,125	\$184	\$184	\$184	\$184	\$184	\$184	\$184	\$6,125
Medium Density Residential	\$1,845	\$1,243	\$382	\$382	\$508	\$262	\$92	\$206	\$167	\$72	\$139	\$4,618	\$139	\$139	\$139	\$139	\$139	\$139	\$139	\$4,618
High Density Residential	\$1,453	\$591	\$283	\$283	\$410	\$262	\$72	\$167	\$154	\$72	\$99	\$3,309	\$99	\$99	\$99	\$99	\$99	\$99	\$99	\$3,309
Age-Restricted Single-Family	\$1,453	\$2,335	\$432	\$432	\$532	\$60	\$72	\$216	\$60	\$72	\$154	\$5,145	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$5,145
Age-Restricted Apartments	\$711	\$583	\$266	\$266	\$266	\$60	\$35	\$108	\$62	\$35	\$62	\$2,064	\$62	\$62	\$62	\$62	\$62	\$62	\$62	\$2,064
Age-Restricted Congregate Care	\$399	\$305	\$166	\$166	\$0	\$43	\$0	\$0	\$43	\$20	\$28	\$947	\$28	\$28	\$28	\$28	\$28	\$28	\$28	\$947
<b>NONRESIDENTIAL</b>																				
Convenience Commercial	\$152,217	\$13,173	\$3,989	\$3,989	\$799	\$2,690	\$3,246	\$3,246	\$2,690	\$7,574	\$5,662	\$188,727	\$5,662	\$5,662	\$5,662	\$5,662	\$5,662	\$5,662	\$5,662	\$188,727
Community Commercial	\$78,415	\$13,173	\$3,989	\$3,989	\$799	\$2,690	\$3,246	\$3,246	\$2,690	\$3,902	\$3,266	\$108,856	\$3,266	\$3,266	\$3,266	\$3,266	\$3,266	\$3,266	\$3,266	\$108,856
Village Commercial	\$117,622	\$13,173	\$3,989	\$3,989	\$799	\$2,690	\$3,246	\$3,246	\$2,690	\$5,853	\$4,539	\$151,287	\$4,539	\$4,539	\$4,539	\$4,539	\$4,539	\$4,539	\$4,539	\$151,287
Transit Commercial	\$117,622	\$13,173	\$4,986	\$4,986	\$799	\$2,690	\$3,246	\$3,246	\$2,690	\$5,853	\$4,569	\$152,316	\$4,569	\$4,569	\$4,569	\$4,569	\$4,569	\$4,569	\$4,569	\$152,316
Highway Commercial	\$80,721	\$13,173	\$2,992	\$2,992	\$799	\$2,690	\$3,246	\$3,246	\$2,690	\$4,017	\$3,310	\$110,324	\$3,310	\$3,310	\$3,310	\$3,310	\$3,310	\$3,310	\$3,310	\$110,324
Regional Commercial	\$69,190	\$13,173	\$3,732	\$3,732	\$799	\$2,690	\$3,246	\$3,246	\$2,690	\$3,443	\$2,958	\$98,608	\$2,958	\$2,958	\$2,958	\$2,958	\$2,958	\$2,958	\$2,958	\$98,608
EC Commercial	\$78,415	\$13,173	\$3,989	\$3,989	\$799	\$2,690	\$3,246	\$3,246	\$2,690	\$3,902	\$3,266	\$108,856	\$3,266	\$3,266	\$3,266	\$3,266	\$3,266	\$3,266	\$3,266	\$108,856
EC 30 - Office	\$29,982	\$13,173	\$3,490	\$3,490	\$1,597	\$2,690	\$3,246	\$3,246	\$2,690	\$1,492	\$1,703	\$56,750	\$1,703	\$1,703	\$1,703	\$1,703	\$1,703	\$1,703	\$1,703	\$56,750
EC 40 - Office	\$41,514	\$13,173	\$4,654	\$4,654	\$2,129	\$2,690	\$4,328	\$4,328	\$2,690	\$2,066	\$2,163	\$72,094	\$2,163	\$2,163	\$2,163	\$2,163	\$2,163	\$2,163	\$2,163	\$72,094
EC 50 - Office/Hospital	\$50,739	\$13,173	\$4,986	\$4,986	\$2,662	\$2,690	\$5,409	\$5,409	\$2,690	\$2,525	\$2,523	\$84,084	\$2,523	\$2,523	\$2,523	\$2,523	\$2,523	\$2,523	\$2,523	\$84,084
EC 65 - Office	\$66,883	\$13,173	\$5,402	\$5,402	\$3,460	\$2,690	\$7,032	\$7,032	\$2,690	\$3,328	\$3,134	\$104,481	\$3,134	\$3,134	\$3,134	\$3,134	\$3,134	\$3,134	\$3,134	\$104,481
EC 80 - Office	\$80,721	\$13,173	\$6,648	\$6,648	\$4,259	\$2,690	\$8,655	\$8,655	\$2,690	\$4,017	\$3,697	\$123,238	\$3,697	\$3,697	\$3,697	\$3,697	\$3,697	\$3,697	\$3,697	\$123,238
Light Industrial	\$13,838	\$6,586	\$6,648	\$6,648	\$532	\$2,690	\$2,164	\$2,164	\$2,690	\$689	\$1,016	\$33,852	\$1,016	\$1,016	\$1,016	\$1,016	\$1,016	\$1,016	\$1,016	\$33,852
Age-Restricted Convalescent Care/Skilled Nursing	\$16,060	\$13,173	\$4,344	\$4,344	NA	\$269	NA	NA	\$269	\$799	\$1,052	\$35,075	\$1,052	\$1,052	\$1,052	\$1,052	\$1,052	\$1,052	\$1,052	\$35,075
Arena	\$77,809	\$13,173	\$1,662	\$1,662	\$133	\$2,690	\$541	\$541	\$2,690	\$3,872	\$3,070	\$102,327	\$3,070	\$3,070	\$3,070	\$3,070	\$3,070	\$3,070	\$3,070	\$102,327
Stadium																				

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

\*PFF summary\*

The North Natomas Land Acquisition Fees fund the acquisition of land for public facilities and the regional park. The PFLAF will fund the acquisition of land for uses such as freeway and agricultural buffers, civic lands, light rail right-of-way, drainage easements, street oversizing right-of-way, and AD 88-03 land. The RPLAF will fund the acquisition of land required for the regional park. The PFLAF and the RPLAF were shown in Table II-4.

## CHANGES INCLUDED IN THE 2005 UPDATE

### FEE CALCULATION METHODOLOGY

Since the 1999 update of this report, a significant amount of development has occurred in North Natomas. As a result, this report has adjusted facility costs to exclude improvements that have already been constructed, fee revenue already collected, and fee credits issued. In addition, land use estimates in the Finance Plan Area have been adjusted to reflect development that has already occurred and the expected development remaining. The 2005 fee calculation is therefore based on the allocation of remaining facility costs to remaining development in the North Natomas Finance Plan Area.

### CHANGES IN LAND USE DESIGNATIONS

Since the completion of the Nexus Study 2002 Update, there have been several Community Plan amendments revising the land use designations for various parcels. North Natomas development impact fees are calculated based on a cost allocation methodology that uses cost burdens identified by "common use factors", to allocate costs based on each land use's share of total facility use. Because of this, changes in land use types will change the facility use, and thus the cost allocation. As a result, this update includes revised estimates of total plan area land uses after accounting for all Community Plan Amendments.

Changes in Community Plan land use designations present unique problems for the Fee Program when a change would result in reduced revenue and/or increased infrastructure requirements. This is because the cost allocation discussed above becomes "Target Revenue" (discussed in **Chapter VI**) required from each land use to support planned infrastructure. These Target Revenues vary by land use as the result of the differing cost burdens of each land use. A change in land use that caused actual revenue to be less than Target Revenue would under-fund the infrastructure program. Similarly, a change in land use that required new infrastructure would require additional revenue.

Managing these changes through reallocating costs or reducing costs is not practical. In the case of the reallocation of costs, costs would need to be reallocated to all land uses on a case-by-case basis as changes occur. This is impractical because many land uses have already paid fees and the Nexus Study and Financing Plan would need to function on a real time basis where fees could shift at any time. Costs cannot be reduced because much of the backbone infrastructure has been completed and the remaining facility requirements will not be reduced by a designation change.

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

#### FEE CREDIT POLICIES

At this stage in the development of North Natomas, there is recognition of the difficulties of requiring improvements that are not directly related to a project when the credits can only be applied at the standard Public Facility Fee (PFF) rate of 43 percent of total PFFs due. In addition, the Fee Program is now in a position financially where the use of accelerated credits will benefit, not harm, the purposes of the Financing Plan.

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

- Credits can be reimbursed to up to 97 percent of the PFF;
- Projects eligible for Credits must be off-site and not required solely as a result of the development;
- Projects must be a public safety concern as determined by the City;
- Projects could be of any type listed in the North Natomas Financing Plan or Nexus Study;
- Credits will be on par with 43 percent credits in the priority of cash reimbursements of credits.

Credits are accessed through the standard credit/reimbursement procedure of the City

## ARENA INTERCHANGE FUNDING

The Arena Interchange was originally anticipated to be funded through NNPFV revenues. The City decided to advance construct the interchange, however, and sold bonds to finance its construction. Consistent with the original financing strategy, the fund balance of approximately \$12.0 million in bonds has been directly assigned to the "Freeways" component of the NNPFV. As a result, the interchange project is treated as though it were funded by the Fee Program directly.

## SHUTTLE COSTS

In the 2002 Nexus Update, a provision was made to support to the TMA for shuttle bus leases. The experience of the TMA to date is that it has been more economical and effective to operate shuttles a greater number of hours rather than to operate more shuttles. Accordingly, the change proposed in the 2005 Update is to maintain the same schedule of support in years and dollars but to change the criteria of support from the number of shuttles to the hours of operation. This change will be discussed further in **Chapter III**.

## NORTH NATOMAS DRAINAGE FEE

Previous versions of this Nexus Study (the 1999 and 2002 Updates) included an update to the North Natomas Drainage Fee. The Drainage Fee has been excluded from the 2005 Update for several reasons. First, final drainage improvement costs are not available for all drainage basins. Improvements for several of the basins have not yet been completed. Furthermore, most improvements are funded through Mello-Roos CFD bond funds. The Drainage Fee is collected only from land use types that are exempt from CFD taxes or chose not to participate in the drainage CFDs. Generally this only includes schools, places of worship, and other non-profit or institutional uses.

## ADJUSTMENTS TO FEE PROGRAM

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

In addition to fee updates by resolution, Section 84.02.211 provides for automatic annual adjustments to the development impact fees. The automatic annual adjustments take into account the potential for inflation of public facility design, construction, installation, and acquisition costs. As detailed in Section 84.02.211, the automatic adjustment is tied to the percentage increase of the Construction Cost Index (CCI) for San Francisco from March 1 of the previous year to March 1 of the current year as reported in the Engineering News Record. The automatic annual adjustment shall be effective on July 1 of each Fiscal Year.

In addition to automatic annual adjustments, the City will perform annual reviews of the Fee Programs to ensure the Fee Programs are collecting adequate revenues to fund required public facilities. The annual reviews will be supplemented by periodic updates to the Nexus Study and Fee Programs every 3 years. The Nexus Study 2005 Update outlines several items the City will consider during annual and periodic updates of the Fee Programs. Each of these items and the timing of annual and periodic updates to the Fee Programs are discussed in detail in **Chapter VI**.

### III. NORTH NATOMAS PUBLIC FACILITIES FEE

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

#### METHODOLOGY

##### FACILITIES BENEFIT AREA

The facilities included in the NNPF benefit all land uses in the Finance Plan Area regardless of location, thus the Facilities Benefit Area is equal to the entire Finance Plan Area. As development has already begun to occur in North Natomas, the land uses in the Facilities Benefit Area over which remaining NNPF costs are allocated equals only the estimated remaining development. Since the NNPF facilities benefit the entire plan area, the remaining costs are allocated to all remaining land uses in the entire Finance Plan Area

Remaining development was estimated by subtracting existing development (through May 2005) from the Nexus Study 2005 Update estimate of total buildout development. Estimated remaining development has been adjusted to reflect development of Arco Arena as there is an existing agreement between the City and Arco Arena owners regarding the payment of the NNPF. Estimates of buildout and remaining development for the Nexus Study 2005 Update are discussed in more detail later in this chapter.

##### COMMON USE FACTORS

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

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

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

#### FACILITY COSTS

In the Nexus Study 1999 Update, the total cost of public facilities included in the NNPF was allocated across all land uses in the Facilities Benefit Area. **Table III-1** shows the total costs for the Nexus Study 2005 Update as well as the portion to be funded by the NNPF.

As development began to occur in North Natomas, the approach of using total costs and total development was no longer applicable. Thus, in 2002 the methodology was changed so that remaining public facility costs in the NNPF were only allocated to remaining development in the plan area. **Table III-2** shows the calculation of adjusted remaining NNPF facility costs.

The calculation of remaining NNPF costs begins with the total public facility costs (in 2005 dollars) to be funded by the NNPF (as shown in **Table III-1**), which equals approximately \$229.0 million. The total NNPF funded public facility cost estimates include the costs of public facilities that have been paid to date, including facilities constructed to date such as roadways and a freeway interchange. The costs of completed facilities and those that have been paid for have been escalated to 2005 dollars.

In **Table III-2**, the following details the adjustments made to the total NNPF public facility costs to derive adjusted remaining public facility costs:

1. Columns (c) and (d) remove the cost of advance funded or completed public facilities (developer or city funded).
2. Column (e) calculates the fee funded costs, net of costs for constructed facilities.
3. Column (f) demonstrates the distribution of NNPF funded costs by facility type.
4. Column (g) adjusts for NNPF cash balances on hand at the City.
5. Column (h) adjusts for outstanding NNPF fee credits.

# DRAFT

Table III-1  
North Natomas Nexus Study 2005 Update  
Summary of PFF Facility Costs

Facility	Total PFF			Source Table
	Total Cost (2005\$)	Funded Costs (2005\$)	Other Funding Sources	
[1]				
<b>Road and Freeway Facilities</b>				
Roadways (includes utilities) [2]	\$117,538,900	\$95,089,356	\$22,449,544	Major Street Construction Tax and Private Funding Table B-4
Freeways	\$108,805,905	\$46,762,905	\$62,043,000	State, Federal, and Other Areas Table B-1 and Table B-2
Signals (4x4 intersection and larger)	\$4,319,455	\$4,319,455	\$0	NA Table B-50
Signals (2x4, 2x6, and 2x8)	\$6,288,468	\$547,328	\$5,741,139	Developers Table B-51
Bridges	\$9,666,606	\$9,666,606	\$0	NA Table B-52
<b>Subtotal Road and Freeway Facilities</b>	<b>\$246,619,334</b>	<b>\$156,385,650</b>	<b>\$90,233,684</b>	
<b>Other Facilities</b>				
Freeway and Roadway Landscaping	\$25,495,476	\$25,495,476	\$0	NA Table B-53
Fire Stations and Equipment	\$12,314,283	\$7,837,960	\$4,476,323	General Fund Table B-54
Library	\$6,358,440	\$6,358,440	\$0	NA Table B-55
Police Substation (portion)	\$15,142,800	\$4,756,990	\$10,385,810	Other Areas and General Fund Table B-56
Community Center	\$26,291,883	\$6,037,607	\$20,254,275	Other Funding Table B-64
Bikeways and Bikeway Crossings	\$15,201,059	\$5,371,790	\$9,829,270	Regional Table B-57 and Table B-58
Shuttles	\$1,205,852	\$1,205,852	\$0	NA Table B-59
Planning/Studies	\$15,364,281	\$15,364,281	\$0	NA Table B-60
<b>Subtotal Other Facilities</b>	<b>\$117,374,074</b>	<b>\$72,428,396</b>	<b>\$44,945,678</b>	
<b>TOTAL PFF FACILITY COSTS</b>	<b>\$363,993,409</b>	<b>\$228,814,046</b>	<b>\$135,179,363</b>	

\*PFF cost sum\*

[1] Total roadway cost does not include overwidth reimbursement costs for completed roadway segments. This does not impact total PFF-funded costs.

[2] Roadway segment costs added in 2002 that are not funded by the PFF will be funded through private sources.

# DRAFT

Table III-2  
North Natomas Nexus Study Update 2005  
Summary of Remaining PFF Costs for Selected Facilities (2005 \$)

Facility	(a)	(b)	(c)	(d)	(e = b - c - d)	(f)	(g)	(h)	(j = i - g + h + i)
	Total Cost	Total PFF Funded Cost	Developer Advanced PFF Facilities [1]	City Expended PFF Facilities [2] Costs [2]	Net PFF Funded Costs	Percent of Total PFF Funded Cost	Less Available Cash Balances for Facility Costs [3]	Plus Outstanding Credits [4]	Adjusted Remaining PFF Funded Cost
<b>Roadway Facilities</b>									
Roadways (includes utilities)	\$117,538,900	\$95,089,356	(\$45,688,643)	(\$1,099,297)	\$48,301,417	38.2%			\$53,295,398
Freeways	\$108,805,905	\$46,762,905	(\$5,737,239)	(\$23,680,445)	\$17,345,221	13.7%			\$19,138,578
Signals (4x4 intersections and larger)	\$4,319,455	\$4,319,455	(\$1,192,865)	(\$909,474)	\$2,217,116	1.8%			\$2,446,348
Signals (2x4, 2x6, and 2x8)	\$6,288,468	\$547,328	(\$223,164)	\$0	\$324,165	0.3%			\$357,681
Bridges	\$9,666,606	\$9,666,606	(\$2,440,998)	\$0	\$7,225,608	5.7%			\$7,972,678
<b>Total Roadway Facilities</b>	<b>\$246,619,334</b>	<b>\$156,385,650</b>	<b>(\$55,282,909)</b>	<b>(\$25,689,215)</b>	<b>\$75,413,526</b>	<b>59.6%</b>			<b>\$83,210,684</b>
<b>Other Non-Road Facilities</b>									
Freeway and Roadway Landscaping	\$25,495,476	\$25,495,476	(\$2,314,714)	(\$54,321)	\$23,126,441	18.3%			\$25,517,531
Fire Stations and Equipment	\$12,314,283	\$7,837,960	\$0	(\$305,215)	\$7,532,745	6.0%			\$8,311,570
Library	\$6,358,440	\$6,358,440	\$0	(\$314,606)	\$6,043,834	4.8%			\$6,668,718
Police Substation (portion)	\$15,142,800	\$4,756,990	\$0	\$0	\$4,756,990	3.8%			\$5,248,824
Community Center Development	\$26,291,883	\$6,037,607	\$0	\$0	\$6,037,607	4.8%			\$6,661,848
Bikeways and Bikeway Crossings	\$15,201,059	\$5,371,790	(\$452,764)	(\$1,166,596)	\$3,752,430	3.0%			\$4,140,402
Shuttles	\$1,205,852	\$1,205,852	\$0	(\$293,530)	\$912,322	0.7%			\$1,006,649
Planning/Studies	\$15,364,281	\$15,364,281	(\$12,166,419)	(\$4,290,306)	(\$1,092,443)	-0.9%			(\$1,205,393)
<b>Subtotal Other Non-Road Facilities</b>	<b>\$117,374,074</b>	<b>\$72,428,396</b>	<b>(\$14,933,897)</b>	<b>(\$6,424,574)</b>	<b>\$51,069,925</b>	<b>40.4%</b>			<b>\$56,350,149</b>
<b>Total PFF Facility Costs</b>	<b>\$363,993,409</b>	<b>\$228,814,046</b>	<b>(\$70,216,806)</b>	<b>(\$32,113,789)</b>	<b>\$126,483,452</b>	<b>100.0%</b>	<b>(\$10,746,302)</b>	<b>\$23,823,683</b>	<b>\$139,560,833</b>

\*PFF remaining costs

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

[1] Includes costs for PFF facilities that have been constructed. Costs are inflated to 2005 \$.

[2] Includes amounts expended on eligible PFF Costs such as design work or Planning/Studies Costs. Costs are inflated to 2005 \$.

[3] Based on information from the City of Sacramento through March 2005.

[4] Equals outstanding credit balances of property owners that will be utilized in the future. Includes adjustment for Arco Arena PFF fee agreement.

- 6 Column (i) allocates the net NNPFf funded costs, after adjustments, to each public facility type, based on the percentage shares in Column (f), to derive the adjusted remaining NNPFf costs for each facility type.

Each of the public facility cost adjustments are described in more detail on the following pages.

#### **Adjustments for NNPFf Cash Balances**

The City currently has approximately \$22.7 million in available cash balance in the NNPFf program. The cash balance represents fees paid by existing development, less City expenditures, as of April 2005. Approximately \$12.0 million has been subtracted from this amount to account for the Arena Interchange financing. As discussed in the previous chapter, this adjustment was made so the interchange would be treated as though it were funded directly by the fee program.

#### **Adjustments for Outstanding NNPFf Fee Credits**

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

As currently outstanding NNPFf fee credits will be used by future fee payers at the time when NNPFf fees are due, each dollar of fee credit offsets the amount of NNPFf fee revenue collected in the future. Consequently, outstanding NNPFf fee credits are a current obligation of the fee program that must be added to the remaining NNPFf costs. As shown in **Table III-2**, approximately \$23.8 million in outstanding NNPFf fee credits have been added to the remaining NNPFf costs.

The \$23.8 million in outstanding NNPFf fee credits is net of outstanding fee credits held by the Arco Arena owners. Based on the City/Arco Arena owner agreement regarding NNPFf payment, the Arco Arena outstanding fee credits have been removed from remaining NNPFf cost calculations.

#### **Allocate the Total Remaining NNPFf Costs by Public Facility Type**

As shown in **Table III-2**, each adjustment used to derive the total remaining NNPFf costs is not associated with any one particular public facility (e.g., roads, bikeways) because the NNPFf is collected as one fee for all NNPFf facilities. Consequently, adjusted remaining NNPFf facility costs by public facility type must be determined by allocating the \$139.6 million in total remaining costs to each public facility type on a pro-

rata basis using the relative share of total costs for each public facility (Column (f) of **Table III-2**). This methodology may result in allocated costs that are greater than or less than the NNPF-funded costs before adjustments.

For example, as shown in **Table III-2**, NNPF-funded bridge costs total approximately \$9.7 million. After adjustments, net costs are approximately \$7.2 million or 5.7 percent of 2005 NNPF-funded costs. As a result, bridges are allocated 5.7 percent of the total \$139.6 million remaining NNPF costs, or approximately \$8.0 million in adjusted remaining bridge costs.

All further references made to NNPF facility costs in this report will refer to the adjusted remaining costs as calculated and shown in **Table III-2**.

#### NNPF CALCULATION METHODOLOGY

The methodology for calculating the NNPF is summarized below:

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

- 5) Calculate reimbursement amounts for any fee-funded facilities that are (i) constructed directly by developers or (ii) that are funded by AD 88-03.

### LAND USE ASSUMPTIONS

The NNPF will be levied based on the relative benefit received by each land use in the Finance Plan Area. As discussed, remaining NNPF costs will be allocated to remaining NNPF land uses. Table III-3 summarizes the North Natomas Finance Plan Area land use assumptions for the remaining development in North Natomas.

Remaining development estimates begin with a revised buildout estimate, which is then adjusted for existing development. Table III-4 shows the revised buildout estimate for the Finance Plan Area.

### FINANCE PLAN AREA BUILDOUT ESTIMATES

The Finance Plan Area estimate of acres and residential units at buildout has been adjusted from the Nexus Study 2002 Update based on Community Plan amendments adopted between 2002 and April 2005.

The following table compares the buildout estimates from 1999, 2002 and 2005.

<u>Item</u>	<u>Total Buildout Development</u>		
	<u>1999</u> <u>Estimate</u>	<u>2002</u> <u>Estimate</u>	<u>2005</u> <u>Estimate</u>
<b>Residential Units</b>		<i>units</i>	
Single-Family Residential Units	19,476	18,319	18,535
Multifamily Residential Units	8,462	8,141	8,013
<b>Total Residential</b>	<b>27,938</b>	<b>26,460</b>	<b>26,549</b>
<b>Nonresidential Acres</b>		<i>net acres</i>	
Commercial/Retail Acres	256.7	271.6	353.3
Office/Employment Center Acres	960.2	996.8	977.4
Industrial Acres	147.1	120.2	42.6
Arena/Stadium Acres	185.4	184.7	184.7
<b>Total Nonresidential Acres</b>	<b>1,549.4</b>	<b>1,573.3</b>	<b>1,557.9</b>

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Table III-3  
North Natomas Nexus Study Update 2005  
Land Use Assumptions - Remaining Development

Land Use	Density	Population/ Employee Ratios	Net Developable Acres [1]	Contingency/ Adjustment Factor [2]	Adjusted Net Developable Acres [1]	Dwelling Units	Building Sq. Ft.	Residential Population & Employees
Rural Estates	1.00 du/ net acre	2.55 pop/du	0.0	100%	0.0	0	0	0
Low Density Residential	6.74 du/ net acre	2.55 pop/du	57.9	100%	57.9	718	1,832	1,832
Medium Density Residential	10.59 du/ net acre	1.91 pop/du	438.5	100%	438.5	5,275	10,059	10,059
High Density Residential	22.29 du/ net acre	1.54 pop/du	144.5	100%	144.5	2,468	3,801	3,801
Age-Restricted Single-Family Residential	5.64 du/ net acre	2.00 pop/du	168.7	100%	168.7	952	1,904	1,904
Age-Restricted Apartments	22.60 du/ net acre	1.00 pop/du	6.2	100%	6.2	0	0	0
Age-Restricted Congregate Care/Assisted Living	43.20 du/ net acre	1.00 pop/du	10.0	100%	10.0	432	207,360	432
Convenience Commercial	0.28 F.A.R.	30.00 emp/acre	19.2	90%	17.3	518	284,796	518
Community Commercial	0.28 F.A.R.	30.00 emp/acre	26.4	90%	23.7	712	284,796	712
Village Commercial	0.28 F.A.R.	30.00 emp/acre	59.4	90%	53.5	1,604	641,520	1,604
Transit Commercial	0.34 F.A.R.	30.00 emp/acre	21.6	100%	21.6	649	324,705	649
Highway Commercial	0.21 F.A.R.	30.00 emp/acre	31.9	100%	31.9	958	287,474	958
Regional Commercial	0.26 F.A.R.	30.00 emp/acre	80.7	100%	80.7	2,421	906,094	2,421
Office - EC 30	0.24 F.A.R.	30.00 emp/acre	44.2	100%	44.2	1,326	464,251	1,326
Office - EC 40	0.32 F.A.R.	40.00 emp/acre	270.6	100%	270.6	10,824	3,788,446	10,824
Office/Hospital - EC 50	0.34 F.A.R.	50.00 emp/acre	369.8	100%	369.8	18,491	5,547,240	18,491
Office - EC 65	0.37 F.A.R.	65.00 emp/acre	62.9	100%	62.9	4,085	1,021,373	4,085
Office - EC 80	0.46 F.A.R.	80.00 emp/acre	31.1	100%	31.1	2,488	622,000	2,488
Light Industrial	0.46 F.A.R.	20.00 emp/acre	6.8	100%	6.8	135	135,420	135
Age-Restricted Convalescent Care/Skilled Nursing [3]	0.30 F.A.R.	not estimated	0.0	100%	0.0	not estimated	not estimated	not estimated
Arena	0.15 F.A.R.	5.00 emp/acre	0.0	100%	0.0	0	0	0
Stadium	0.15 F.A.R.	5.00 emp/acre	100.5	100%	100.5	503	503	503
<b>Total Remaining Development</b>			<b>1,951.1</b>		<b>1,940.6</b>	<b>9,846</b>	<b>14,230,679</b>	<b>62,744</b>
Total Residential Population						18,028		18,028
Total Employees						44,716		44,716

<sup>70</sup>to assume

Source: North Natomas Community Plan.

Note: Rural estates do not currently appear within the Finance Plan Area. If this land use were to develop in the FPA, its share of the facilities would be estimated and the fees would be calculated for it.

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads. Remaining acres and units are based on 2002 total plan area acres and units.

[2] Adjustment factor equals 100% on residential land uses as the density factors of single-family residential already reflect adjustments for lower unit yields per net acre.

[3] According to the American Senior Housing Association (ASHA), in 1998 the median units in skilled nursing facilities is 134; average room size is 397 square feet. Common areas constitute approximately 40% of total building area. Based on the ASHA assumptions, the Nexus Study assumes a F.A.R. of 0.30.

Table III-4  
 North Natomas Nexus Study Update 2005  
 Finance Plan Area Land Uses  
 New Development by Quadrant

**DRAFT**

2005 Financing Plan Net Acres
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Land use	Land Use Code	Total Plan Area		Quadrant 1 South of Del Paso East of I-5		Quadrant 2 North of Del Paso East of I-5		Quadrant 3 North of Del Paso West of I-5		Quadrant 4 South of Del Paso West of I-5	
		Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units
		<b>Residential</b>									
Rural Estates	RE	-	-	-	-	-	-	-	-	-	-
Low Density Residential	LDR	1,355.9	9,137	119.8	-	766.4	-	129.7	-	340.0	-
Medium Density Residential	MDR	797.2	8,446	115.8	-	390.9	-	30.1	-	260.4	-
Age-Restricted Single-Family Res		168.7	952	-	-	168.7	952	0.0	-	-	-
<b>Subtotal</b>		<b>2,321.8</b>	<b>18,535</b>	<b>235.7</b>	<b>-</b>	<b>1,326.0</b>	<b>952</b>	<b>159.8</b>	<b>-</b>	<b>600.4</b>	<b>-</b>
High Density Residential	HDR	319.9	7,129	43.7	-	178.6	-	18.4	-	79.2	-
Age-Restricted Apartments	HDR	20.0	452	-	-	20.0	452	-	-	-	-
Age-Restricted Congregate Care	HDR	10.0	432	-	-	10.0	432	-	-	-	-
<b>Subtotal Residential</b>		<b>2,671.7</b>	<b>26,549</b>	<b>279.4</b>	<b>-</b>	<b>1,534.6</b>	<b>1,836</b>	<b>178.2</b>	<b>-</b>	<b>679.6</b>	<b>-</b>
<b>Employment</b>											
Convenience Commercial	NCC	19.2	-	10.0	-	6.5	-	-	-	2.7	-
Community Commercial	Com C	67.9	-	-	-	44.4	-	-	-	23.5	-
Village Commercial	VC	59.4	-	15.8	-	16.1	-	8.0	-	19.5	-
Transit Commercial	TC	34.2	-	-	-	34.2	-	-	-	-	-
Highway Commercial	HC	34.4	-	22.2	-	-	-	12.2	-	-	-
Regional Commercial	RC	138.2	-	138.2	-	-	-	-	-	-	-
Office - EC 30	EC 30	97.0	-	91.7	-	5.3	-	-	-	-	-
Office - EC 40	EC 40	350.7	-	203.0	-	69.6	-	-	-	78.1	-
Office/Hospital - EC 50	EC 50	395.9	-	192.2	-	39.4	-	30.9	-	133.4	-
Office - EC 65	EC 65	102.7	-	61.3	-	29.8	-	6.1	-	5.5	-
Office - EC 80	EC 80	31.1	-	17.8	-	13.3	-	-	-	-	-
Light Industrial	LI	42.6	-	30.8	-	-	-	11.8	-	-	-
Age-Restricted -- Convalescent Care/Skilled Nursing		-	-	-	-	-	-	-	-	-	-
Arena	ARENA	84.2	-	84.2	-	-	-	-	-	-	-
Stadium	SDM	100.5	-	100.5	-	-	-	-	-	-	-
<b>Subtotal Employment</b>		<b>1,557.9</b>	<b>-</b>	<b>967.6</b>	<b>-</b>	<b>258.6</b>	<b>-</b>	<b>69.0</b>	<b>-</b>	<b>262.7</b>	<b>-</b>
<b>Civic/Public</b>											
Schools		199.3	-	18.8	-	130.6	-	10.0	-	39.9	-
Institution		20.5	-	0.9	-	2.6	-	11.3	-	5.7	-
Community Centers [1]		12.0	-	2.3	-	6.7	-	-	-	3.0	-
Utilities [2]		16.7	-	11.4	-	3.7	-	1.6	-	-	-
Library		2.1	-	-	-	2.1	-	-	-	-	-
Fire Stations		2.3	-	-	-	1.0	-	-	-	1.3	-
Other Civic Uses		-	-	-	-	-	-	-	-	-	-
<b>Subtotal Civic/Public</b>		<b>252.9</b>	<b>-</b>	<b>33.4</b>	<b>-</b>	<b>146.7</b>	<b>-</b>	<b>22.9</b>	<b>-</b>	<b>49.9</b>	<b>-</b>
<b>Open Space</b>											
Park [3]		266.3	-	40.2	-	148.8	-	25.4	-	51.9	-
Witter Ranch		32.6	-	-	-	-	-	-	-	32.6	-
Reg Park & Civic Uses [4]		208.5	-	-	-	208.5	-	-	-	-	-
Ag & Freeway Buffer		246.9	-	36.9	-	89.6	-	18.6	-	101.8	-
Canal		166.3	-	47.3	-	70.4	-	9.5	-	39.1	-
Detention Basins		243.8	-	37.8	-	101.3	-	18.7	-	86.0	-
Agriculture		-	-	-	-	-	-	-	-	-	-
LRT R-O-W		19.4	-	8.9	-	10.5	-	-	-	-	-
Major Roads		303.7	-	146.9	-	93.1	-	5.3	-	58.4	-
Minor Roads		698.1	-	148.5	-	337.2	-	46.7	-	165.7	-
<b>Subtotal Open Space</b>		<b>2,185.6</b>	<b>-</b>	<b>466.5</b>	<b>-</b>	<b>1,059.4</b>	<b>-</b>	<b>124.2</b>	<b>-</b>	<b>535.5</b>	<b>-</b>
<b>TOTAL ALL LAND USES</b>		<b>6,668.1</b>	<b>26,549</b>	<b>1,746.9</b>	<b>-</b>	<b>2,999.3</b>	<b>1,836</b>	<b>394.3</b>	<b>-</b>	<b>1,527.7</b>	<b>-</b>

"not acres"

Source: City of Sacramento

- [1] The first community center will be located in the Regional Park.
- [2] Utilities includes existing structures in Quadrant 1 and two water tanks, one in Quadrant 2 and one in Quadrant 3
- [3] Some detention basins have conjunctive uses and are included in parks acreage
- [4] Includes 2.9 acres of light rail right-of-way

## REMAINING DEVELOPMENT IN FINANCE PLAN AREA

As shown in **Table III-5**, at the time of the Nexus Study 2005 Update, approximately 2,280 acres of land have been developed in the Finance Plan Area. Developed land, for purposes of the Nexus Study 2005 Update, means lots or acres for which building permits have been issued. Total development consisted of approximately 1,830 residential acres and 450 nonresidential acres. Approximately 70.0 acres of the nonresidential land and 18.0 acres of other land were developed as high density residential. In total, residential development yielded approximately 16,700 single and multifamily units.

Also shown in **Table III-5** are approximately 9,850 remaining single and multifamily dwelling units on approximately 825 acres and 1,100 remaining nonresidential acres.

As in the 2002 Update, the Nexus Study 2005 Update includes a land use adjustment for the following commercial zones:

- Convenience Commercial
- Community Commercial
- Village Commercial

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

Recent City experience in North Natomas indicates certain retail uses are being developed at square footage levels significantly below Community Plan target densities.

Many developers have acknowledged that it is and will be very difficult to meet Community Plan target densities in the commercial zones outlined above. Because of these factors, the North Natomas Working Group (Working Group) recommended the commercial land use adjustment summarized above as a contingency to protect against a reduction in NNPF revenues.

## FACILITY COST ESTIMATES

The NNPF includes the following public facilities:

- Major Roads and Freeways
- Freeway and Parkway Landscaping

Table III-5  
North Natomas Nexus Study Update 2005  
Finance Plan Area Land Uses  
Total Existing and Remaining Development

**DRAFT**

2005  
Financing Plan  
Net Acres

Land Use	Land Use Code	2005 Total Plan Area		Less Existing Development Through Mar. 2005		Remaining Development Prior to Adj.		Adjustment Factors	Adjusted Remaining Development	
		Acres	Units	Acres	Units	Acres	Units		Acres	Units
<b>Residential</b>										
Rural Estates	RE	-	-	-	-	-	-	100%	-	-
Low Density Residential	LDR	1,355.9	9,137	1,292.2	8,404	57.9	718	100%	57.9	718
Medium Density Residential	MDR	797.2	8,446	351.0	3,171	438.5	5,275	100%	438.5	5,275
Age-Rest Single-Family Res		168.7	952	-	-	168.7	952	100%	168.7	952
<b>Subtotal</b>		<b>2,321.8</b>	<b>18,535</b>	<b>1,643.2</b>	<b>11,575</b>	<b>665.2</b>	<b>6,945</b>		<b>665.2</b>	<b>6,945</b>
High Density Residential	HDR	319.9	7,129	175.4	3,628	144.5	2,468	100%	144.5	2,468
Age-Rest Apartments	HDR	20.0	452	13.8	452	6.2	-	100%	6.2	-
Age-Rest Congregate Care	HDR	10.0	432	-	-	10.0	432	100%	10.0	432
<b>Subtotal Residential</b>		<b>2,671.7</b>	<b>26,549</b>	<b>1,832.3</b>	<b>15,655</b>	<b>825.9</b>	<b>9,846</b>		<b>825.9</b>	<b>9,846</b>
<b>Employment</b>										
Convenience Commercial	NCC	19.2	-	-	-	19.2	-	90%	17.3	-
Community Commercial	Com C	67.9	-	41.5	-	26.4	-	90%	23.7	-
Village Commercial	VC	59.4	-	-	-	59.4	-	90%	53.5	-
Transit Commercial	TC	34.2	-	12.6	-	21.6	-	100%	21.6	-
Highway Commercial	HC	34.4	-	2.5	-	31.9	-	100%	31.9	-
Regional Commercial	RC	138.2	-	57.5	-	80.7	-	100%	80.7	-
Office - EC 30	EC 30	97.0	-	52.8	280	44.2	-	100%	44.2	-
Office - EC 40	EC 40	350.7	-	80.1	497	270.6	-	100%	270.6	-
Office/Hospital - EC 50	EC 50	395.9	-	26.0	256	369.8	-	100%	369.8	-
Office - EC 65	EC 65	102.7	-	39.8	-	62.9	-	100%	62.9	-
Office - EC 80	EC 80	31.1	-	-	-	31.1	-	100%	31.1	-
Light Industrial	LI	42.6	-	35.8	-	6.8	-	100%	6.8	-
Age-Rest - Convalescent Care/Skilled Nursing		-	-	-	-	-	-	100%	-	-
Arena	ARENA	84.2	-	84.2	-	-	-	100%	-	-
Stadium	SDM	100.5	-	-	-	100.5	-	100%	100.5	-
Other [3]				18.4	15					
<b>Subtotal Employment</b>		<b>1,557.9</b>	<b>0</b>	<b>451.2</b>	<b>1,048</b>	<b>1,125.1</b>	<b>0</b>		<b>1,114.6</b>	<b>0</b>
<b>Total Net Developable Acres</b>		<b>4,229.6</b>	<b>26,549</b>	<b>2,283.4</b>	<b>16,703</b>	<b>1,951.1</b>	<b>9,846</b>		<b>1,940.6</b>	<b>9,846</b>

"remaining dev"

- [1] Existing units constructed on nonresidential or other designations have been subtracted from the HDR and LDR categories. Similarly, residential acres developed as nonresidential have been subtracted from the appropriate category.  
[2] Adjustment factor included to reflect less than maximum densities assumed at buildout of the Community Plan.  
[3] Includes LDR units constructed on OS and several clubhouses constructed on other categories.

- One Fire Station
- Library
- Police substation
- Community Center (one of four)
- Bikeways and Shuttles
- Planning Studies

**Table III-1** shows the total costs of and identified funding source for public facilities required to serve Finance Plan Area development. The public facility cost estimates were prepared Harris & Associates and the City. As shown, the NNPPF will fund all or a portion of the total cost of each required facility.

Although the total cost of public facilities is identified for most facilities, the focus of this chapter is on the cost of facilities to be funded by the NNPPF, which as discussed, equals the adjusted remaining NNPPF costs. **Table III-2** shows the total and the adjusted remaining NNPPF costs used in the Nexus Study 2005 Update. **Appendix B** provides detailed calculations of all of the required facilities costs. The cost of each public facility type is summarized below.

All facility cost estimates **exclude** allowances for administration of the fee program. Allowance for administration of the fee program is included when the actual fee is calculated. Excluding the adjustment for administration from the facility cost tables helps to track facility cost estimates with companion documents

#### ROADWAY AND FREEWAY IMPROVEMENTS

City Public Works staff and Harris & Associates updated the cost estimates of the various roadway segments and freeway improvements. **Table III-6** shows the estimated cost of each new, partially improved, or existing road segment in the fee program. The overwidth reimbursement is designed to reimburse landowners for the construction of roadway in excess of normal City standards. The overwidth reimbursement will be funded through the City's Major Street Construction Tax <sup>2</sup> (The Major Street Construction Tax is an existing fee program and is not part of this nexus study). For the NNPPF analysis, the overwidth reimbursement amounts are subtracted from the total

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<sup>2</sup>The overwidth reimbursement amounts are estimates only. Actual reimbursement will be based on unit bid prices and actual quantities constructed in accordance with City Code

# DRAFT

Table III-6  
North Natomas Nexus Study 2005 Update  
Estimated Costs of Roadway Segments

Segment Number	D/C/E	Street Name	Location	Section# Lanes	Length (ft)	Construction Cost per LF	HCP Cost per LF	HCP Cost	Road & HCP Cost Subtotal	Overwidth Reimbursement	Net Road & HCP PFF Cost	Landscaping PFF Cost	Total PFF Cost	Notes
1a	C	SNOWY EGRET WAY	El Centro Rd to Duckhorn Dr	A/4	2,300	\$ 1,052.81	\$ 7.56	\$ 17,382	\$ 2,438,851	\$ 332,544	\$ 2,106,307	\$ 416,813	\$ 2,523,120	Not Built
1b	C	SNOWY EGRET WAY	El Centro Rd to Duckhorn Dr	A/4		\$	\$	\$	\$	\$	\$	\$	\$	Road construction costs included with Snowy Egret Way overcrossing
2	E	CLUB CENTER DRIVE	Natomas Blvd to Dambrook Dr	A/4	1,010				\$ 499,512	\$	\$ 499,512	\$	\$ 499,512	Completed Segment-1999
3	C/D	DEL PASO ROAD	City Limit on West to El Centro Rd	A/4	3,000	\$ 1,052.81	\$ 7.56	\$ 22,672	\$ 3,225,646	\$ 439,825	\$ 2,785,820	\$ 551,281	\$ 3,337,101	Partially Complete
4	C	DEL PASO ROAD	El Centro Rd to SB I-5 Off-Ramp	B/6	650	\$ 1,254.81	\$ 10.28	\$ 6,681	\$ 822,309	\$ 192,384	\$ 629,925	\$ 167,099	\$ 797,024	Existing 2 lanes, narrow with roadside ditches
5	D/C	DEL PASO ROAD - NORTH SIDE	NB I-5 Off-ramp to Truxel Rd	B/6	6,850	\$ 642.84	\$ 16.07	\$ 110,070	\$ 4,514,176	\$ 892,789	\$ 3,621,377	\$ 1,545,336	\$ 5,166,713	Partially Complete. Full median, north side travel lanes & street lights, bike-way, sidewalk, landscaping to be built
6	D	DEL PASO ROAD	Truxel Rd to East Drain Canal	B/6	1,360	\$ 955.25	\$ 8.29	\$ 11,278	\$ 1,310,422	\$ 313,177	\$ 997,245	\$ 520,866	\$ 1,518,111	Partially Complete
7a	E	DEL PASO ROAD - NORTH SIDE	East Drain Canal to 300' West of City Limit on East	B/6	3,810				\$ 2,376,666	\$	\$ 2,376,666	\$	\$ 2,376,666	Completed 1999 (full median, curb, pavement, curb & gutter, sidewalk, and landscaping)
7b	C	DEL PASO ROAD - NORTH SIDE	300' West of City Limit on East to City Limit on East	B/6	300	\$ 490.15	\$ 1.68	\$ 503	\$ 147,547	\$ 36,497	\$ 111,049	\$ 13,919	\$ 124,968	Not Built except for Street Lights
7c	D	DEL PASO ROAD - SOUTH SIDE	East Drain Canal to City Limit on East	B/6	4,110	\$ 55.07	\$ 1.61	\$ 6,619	\$ 232,973	\$ 72,434	\$ 160,540	\$ 182,385	\$ 342,925	Building planter and sidewalk
8	D	EAST COMMERCE WAY	Elkhorn Blvd to Club Center Dr	A/4	5,690	\$ 808.65	\$ 28.17	\$ 160,276	\$ 4,761,522	\$ 652,095	\$ 4,109,427	\$ 904,895	\$ 5,014,322	Partially Complete
9	D	EAST COMMERCE WAY	Club Center Dr to Del Paso Rd	B/6	6,560	\$ 955.25	\$ 76.62	\$ 502,698	\$ 6,769,071	\$ 1,510,620	\$ 5,258,451	\$ 1,479,913	\$ 6,738,364	Partially Complete
10	D	EAST COMMERCE WAY	Arena Bl to Natomas Crossing Dr	B/6	2,770	\$ 955.25	\$ 37.35	\$ 103,451	\$ 2,749,503	\$ 637,868	\$ 2,111,635	\$ 624,902	\$ 2,736,537	Not Built
11	D	EAST COMMERCE WAY	Natomas Crossing Dr to San Juan Rd	A/4	3,120	\$ 808.65	\$ 27.46	\$ 85,678	\$ 2,608,681	\$ 357,563	\$ 2,251,118	\$ 496,181	\$ 2,747,299	Not Built
12	C/D	EL CENTRO ROAD	Del Paso Rd to Arena Bl	A/4	4,560	\$ 1,060.67	\$ 17.51	\$ 80,192	\$ 4,938,048	\$ 698,170	\$ 4,239,878	\$ 830,002	\$ 5,069,879	Existing 2 lanes, narrow with roadside ditches
13	C/D	EL CENTRO ROAD	Arena Bl to San Juan Rd	A/4	5,690	\$ 1,092.09	\$ 9.05	\$ 51,479	\$ 6,265,445	\$ 867,377	\$ 5,398,068	\$ 589,234	\$ 5,987,301	Existing 2 lanes, narrow with roadside ditches
14	C	ELKHORN BOULEVARD	SR-98 to City Limit on East	B/6	12,150	\$ 1,184.31	\$ 18.06	\$ 219,409	\$ 14,608,759	\$ 3,321,976	\$ 11,286,784	\$ 1,463,153	\$ 12,749,936	Existing 2 lanes, narrow with roadside ditches
15	D/C	GATEWAY PARK BOULEVARD	Del Paso Rd to Arena Blvd	A/4	3,470	\$ 808.65	\$ 23.01	\$ 79,828	\$ 2,885,860	\$ 397,675	\$ 2,488,185	\$ 551,643	\$ 3,040,028	Partially Complete. Full footage improvements along west side, median concrete and central landscaping along east side.
16a	C/D	GATEWAY PARK BOULEVARD (HALF-SECTION)	Arena Bl to Truxel Rd	A/4	2,484	\$ 477.92	\$ 10.55	\$ 26,310	\$ 1,218,251	\$ 175,703	\$ 1,042,548	\$ 336,258	\$ 1,378,807	Full median, sewer and water utilities already constructed
17	C	NATOMAS CROSSING DRIVE	Duckhorn Dr to El Centro Rd	2*	4,180	\$ 930.73	\$ 19.22	\$ 80,351	\$ 3,970,811	\$	\$ 3,970,811	\$	\$ 3,970,811	Not Built
19	E	DRIVE*	Truxel Rd to Innovator Dr	A/4	3,120				\$ 549,153	\$ 113,854	\$ 549,153	\$	\$ 549,153	Completed Segment-1999
20	E	ARENA BOULEVARD	El Centro Rd to Duckhorn Dr	A/4	2,170				\$ 1,541,793	\$	\$ 1,541,793	\$	\$ 1,541,793	Completed Segment-1999
21	C	ARENA BOULEVARD	Duckhorn Dr to I-5	B/6	0	\$	\$	\$	\$	\$	\$	\$ 257,075	\$ 257,075	Completed 2003. Roadway included w/Arena Bl Interchange -Landscaping in PFF
22	C	ARENA BOULEVARD	I-5 to East Commerce Wy	C/B	0	\$	\$	\$	\$	\$	\$	\$ 257,075	\$ 257,075	Completed 2003. Roadway included w/Arena Bl Interchange -Landscaping in PFF
23a	E	NATOMAS BOULEVARD	Elkhorn Boulevard to 650' North of Club Center Dr	D/4*	4,640	\$	\$	\$	\$ 2,346,593	\$	\$ 2,346,593	\$	\$ 2,346,593	Completed segment-1999 (full median w/landscaping, curbs, pavement for 2 lanes, water, full segment HCP fees). PFF cost will be adjusted when actual cost data is received.

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Table III-6  
North Natomas Nexus Study 2005 Update  
Estimated Costs of Roadway Segments

Segment Number	D/C/E	Street Name	Location	Section# Lanes	Length (ft)	Construction Cost per LF	HCP Cost per LF	HCP Cost	Road & HCP Cost Subtotal <sup>1</sup>	Overwidth Reimbursement	Net Road & HCP PFF Cost	Landscaping PFF Cost	Total PFF Cost <sup>2</sup>	Notes
23b	D	NATOMAS BOULEVARD - FRONTAGE IMPROVEMENTS	Elkhorn Bl to 650' North of Club Center Dr	D/4*	4,640	\$ 407.77	\$	\$	\$ 1,892,064	\$ 230,114	\$ 1,661,950	\$ 351,235	\$ 2,013,185	Partially Complete. Costs includes pavement for 2 lanes, curb & gutter, 2 planters, storm drain, sewer, HCP fees included in Segment 23a.
23c	E	NATOMAS BOULEVARD	650' North of Club Center Dr to Club Center Dr	D/4*	650	\$	\$	\$	\$ 372,004	\$	\$ 372,004	\$	\$ 372,004	Completed Segment-1999 (full median, curbs, pavement for 3 lanes, 1 curb & gutter, 1 sidewalk, 1 planter, water, storm drain)
23d	D	NATOMAS BOULEVARD - FRONTAGE IMPROVEMENTS	650' North of Club Center Dr to Club Center Dr	D/4*	650	\$ 184.42	\$ 16.76	\$ 10,882	\$ 130,757	\$ 14,532	\$ 116,235	\$ 24,618	\$ 140,853	Partially Complete. Cost includes pavement for 1 lane, curb & gutter, landscaping and sewer
24a	E	NATOMAS BOULEVARD	Club Center Drive to North Park Dr	E/6	2,000	\$	\$	\$	\$	\$	\$	\$	\$	Completed Segment-1999; Cost included in Segment 25a
24b	C	NATOMAS BOULEVARD - FRONTAGE IMPROVEMENTS	Club Center Dr to North Park Dr	E/6*	2,000	\$ 193.29	\$ 5.83	\$ 11,657	\$ 399,244	\$ 123,708	\$ 274,536	\$ 87,111	\$ 361,647	Cost includes pavement for 2 lanes, curb & gutter, sidewalk, 1 planter
25a	E	NATOMAS BOULEVARD	North Park Dr to Del Paso Rd	B/6	3,790	\$	\$	\$	\$ 3,312,157	\$	\$ 3,312,157	\$	\$ 3,312,157	Completed Segment-1999 (548 LF completed, 3092 LF for median, curb, pavement for 4 lanes)
25b	C/D	NATOMAS BOULEVARD - FRONTAGE IMPROVEMENTS	North Park Dr to 600' North of Del Paso Rd	B/6	3,790	\$ 228.26	\$ 11.29	\$ 42,799	\$ 907,888	\$ 270,832	\$ 631,066	\$ 560,957	\$ 1,212,023	Partially Complete. Cost includes travel lanes, bike paths, sidewalks, planters and curb and gutter on both sides.
<b>Totals</b>														
<b>Roads added in 2002 Update</b>														
26	C	NEW MARKET DRIVE <sup>4</sup>	Natoma Bl to LRT Station	G/2**	2,260	\$ 879.29	\$ 28.73	\$ 64,933	\$ 2,052,131	\$	\$	\$	\$	To be built by NUSD
27	C	NEW MARKET DRIVE <sup>4</sup>	At LRT Station	F/2**	350	\$ 915.83	\$ 34.37	\$ 12,028	\$ 332,569	\$	\$	\$	\$	To be built by NUSD
28	C	NEW MARKET DRIVE <sup>4</sup>	LRT Station to Town Center Dr	G/2**	610	\$ 879.29	\$ 28.73	\$ 17,526	\$ 553,894	\$	\$	\$	\$	To be built by NUSD
29	C	SAN JUAN ROAD - SOUTH <sup>4</sup>	El Centro Rd to 1600' East of El Centro Rd	1	1,600	\$ 265.37	\$	\$	\$ 424,591	\$	\$	\$	\$	Deleted from plan
30	C	NORTHBOROUGH DRIVE <sup>4</sup>	1350' N of New Market Dr to Regional Park Commuter St	2	2,280	\$ 757.02	\$ 3.02	\$ 6,892	\$ 1,732,901	\$	\$	\$	\$	To be built with Regional Park
31	C	NORTHBOROUGH DRIVE <sup>4</sup>	New Market Dr to 1350' N of New Market Dr	2	1,350	\$ 835.10	\$ 3.78	\$ 5,101	\$ 1,132,488	\$	\$	\$	\$	To be built with Regional Park
32	C	REGIONAL PARK COMMUTER STREET <sup>4</sup>	Northborough Dr to Natoma Bl	2	2,890	\$ 1,006.26	\$ 6.50	\$ 18,783	\$ 2,926,869	\$	\$	\$	\$	To be built with Regional Park

# DRAFT

Table III-6  
North Natomas Nexus Study 2005 Update  
Estimated Costs of Roadway Segments

Segment Number	D/C/E <sup>1</sup>	Street Name	Location	Section/ # Lanes	Length (ft)	Construction Cost per LF	HCP Cost per LF	HCP Cost	Road & HCP Cost Subtotal <sup>2</sup>	Overwidth Reimbursement	Net Road & HCP PFF Cost	Landscaping PFF Cost	Total PFF Cost <sup>3</sup>	Notes
33	C	LIBRARY STREET <sup>4</sup>	Del Paso Rd to New Market Dr	2	990	\$ 1,012.47	\$ 6.65	\$ 6,584	\$ 1,008,926	\$	\$	\$	\$	Cost intended to be included with Library, it is assumed that Grant Funding may be available to fund most of the segment.
39	D	EL CENTRO ROAD	Del Paso Rd to Bayou Rd	B/6	2,300	\$ 808.65	\$ 7.56	\$ 17,382	\$ 1,877,288	\$ 263,588	\$ 1,613,700	\$ 365,775	\$ 1,979,474	Partially Complete
40	C	INTERSTATE 5	Interstate 5 Water Main Crossing					\$	\$ 1,348,215	\$	\$ 1,348,215	\$	\$ 1,348,215	Completed
<b>Totals for New Roads</b>														
14,630														
<b>Roads added in 2005 Update</b>														
16b	D	GATEWAY PARK BLVD	Truxel Rd. to N. Freeway Blvd.	B/6	896	\$ 670.66	\$ 17.21	\$ 15,422	\$ 616,514	\$ 147,308	\$ 469,206	\$ 188,768	\$ 657,974	Cost to expand Gateway Park to 6 lanes
41	D	N. FREEWAY BLVD	Gateway Park Blvd. to West Promenade Circle	B/6	803	\$ 962.66	\$ 59.34	\$ 40,424	\$ 813,439	\$ 186,346	\$ 627,093	\$ 182,558	\$ 809,651	
42	D	N. FREEWAY BLVD	West Promenade Circle to East Promenade Circle	A/4	1,247	\$ 814.92	\$ 37.02	\$ 46,165	\$ 1,062,374	\$ 144,019	\$ 918,356	\$ 199,651	\$ 1,118,007	
43	C	EL CENTRO ROAD	Bayou Rd to E. Commerce Way	B/6		\$	\$	\$	\$	\$	\$	\$	\$	Road construction costs included with El Centro Rd overcrossing
44	C	MEISTER WAY	Hwy 99 to E. Commerce Way			\$	\$	\$	\$	\$	\$	\$	\$	Road construction costs included with Meister Way overcrossing
<b>Totals for New Roads</b>														
2,946														
<b>Total Road Segments:</b>														
\$ 102,011														
\$ 93,676,946														
\$ 12,399,008														
\$ 71,227,402														
\$ 13,539,008														
\$ 84,766,409														
<b>Existing or Partially Improved Roadway Segments with New Landscaping<sup>5</sup></b>														
18	C	NATOMAS CROSSING DRIVE	I-5 to East Commerce Wy	A/4	660						\$ 77,875	\$ 77,875	\$ 77,875	Road construction costs included with Natomas Crossing Dr overcrossing
34	C	LANDSCAPING AT EAST DRAIN CANAL	Natomas Boulevard	NA	2,000						\$ 108,849	\$ 108,849	\$ 108,849	Landscaping only included in PFF
		DEL PASO ROAD-SOUTH SIDE	East Ramp of Interstate-5 and Truxel Road	6	4,600				\$ 4,608,758		\$ 4,608,758	\$	\$ 4,608,758	Cost includes Truxel to E. City Limit, which is not a completed segment
		EAST COMMERCE WAY	Del Paso Road and Arena Boulevard	6	5,000				\$ 4,926,261		\$ 4,926,261	\$	\$ 4,926,261	Completed Segment
35	C	EAST COMMERCE WAY	Del Paso Rd to Arena Bl	B/6	5,000				\$ 1,285,375		\$ 1,285,375	\$ 1,285,375	\$ 1,285,375	Landscaping not complete
		GATEWAY PARK BOULEVARD (HALF-SECTION BUILT)	Arena Boulevard and Truxel Road	4	3,500				\$ 1,106,789		\$ 1,106,789	\$ 1,106,789	\$ 1,106,789	Partially Improved (1/2 section), includes stower and water utilities
		ARENA BOULEVARD	East Commerce Way and City Limit on East	6	5,500				\$ 4,507,393		\$ 4,507,393	\$	\$ 4,507,393	Completed Segment
36	C	ARENA BOULEVARD	East Commerce Wy to City Limit on East	B/6	5,500				\$ 8,712,753		\$ 8,712,753	\$	\$ 8,712,753	Completed Segment-includes 1900' of Landscaping
		TRUXEL ROAD	Del Paso Road and Gateway Park Boulevard	8	7,500				\$ 8,712,753		\$ 8,712,753	\$	\$ 8,712,753	Completed Segment-includes 1900' of Landscaping
37	C	TRUXEL ROAD	Del Paso Rd to Gateway Park Bl (minus 1900')	C/8	5,600				\$ 1,439,620		\$ 1,439,620	\$ 1,439,620	\$ 1,439,620	Landscaping not complete
38	C	NATOMAS CROSSING DRIVE	Duckhorn Dr to I-5	4	1,100				\$ 199,345		\$ 199,345	\$ 199,345	\$ 199,345	Road construction costs included with Natomas Crossing Dr overcrossing
<b>Total Existing or Partially Improved Roadway Segments:</b>														
48,160														
\$ 23,861,954														
<b>TOTAL ROADWAY COSTS:</b>														
\$ 117,538,900														
\$ 85,069,356														
\$ 18,063,985														
\$ 113,153,341														

<sup>1</sup> E = existing segment with credits issued; C = may be built by City but developers may opt to build the segment or may be required to build by project conditions; D = must be built by developers; D/C = portions built by developer & City and estimated at City rat Annual Review will be used to adjust for actual costs and actual construction patterns (i.e. City or Developer construction)

<sup>2</sup> For completed roadway segments, the road and HCP subtotal equals the PFF funded amount of the roadway. The overwidth reimbursement is not included in the amount shown

<sup>3</sup> Estimated costs are in 2005\$. Completed road segment PFF costs are inflated by the ENR CCI percentage between the year construction was completed and March 2005

<sup>4</sup> Road, HCP, and landscaping costs (where applicable) are shown for this roadway segment but are not included in PFF

<sup>5</sup> Costs have been carried forward from the North Natomas Nexus Study Update 2002 and inflated to 2005\$ by ENR CCI

<sup>6</sup> Segment downsized during 2002 Update due to lower traffic volumes

\* Modified Typical Street Section; \*\* Special Street Section

cost to arrive at the amount of road costs to be funded in the NNPF. Table III-7 shows the estimated total cost of freeway interchanges, overcrossings, and HOV lanes. Table III-8 shows the freeway costs that are allocated to regional sources and the remaining net allocation to North Natomas. As shown in Appendix B, North Natomas represents 52 percent of the vehicular trips on the Truxel Interchange although the North Natomas PFF fee is only funding approximately 38 percent of the cost because the City has funded \$8.5 million (in 2002 dollars) from gas tax bonds.

As shown in Table III-2, the adjusted remaining cost of Roadway and Freeway improvements is \$83.2 million.

#### FREWAY AND ROADWAY LANDSCAPING

Freeway and Roadway Landscaping costs were provided by Harris & Associates and the City. The total \$25.5 million in costs comprises approximately \$7.4 million for freeway and drainage landscaping and approximately \$18.1 for roadway landscaping. The \$7.4 million in freeway landscaping costs equals the 1999 cost of \$5.5 million escalated by the NNPF escalation factor of 20.58 percent between 1999 and 2005 plus an estimated \$800,000 for drainage landscaping, escalated by 7.07 percent from \$750,000 in 2002 dollars.

The \$7.4 million in freeway and drainage landscaping costs includes approximately \$1.2 million for AD 88-03 reimbursements which have already been paid. The \$1.2 million is a shortfall and therefore the net cost is approximately \$5.8 million for new freeway and drainage landscaping facilities.

To offset the shortfall, the City has identified the following potential savings:

- Approximately \$300,000 in financing cost savings related to the Arena Interchange financing cost estimates;
- Roadway landscaping cost savings, if realized; and
- The City will re-examine cost estimates and evaluate ways in which to reduce total freeway and drainage landscaping improvements costs.

If the additional funding and cost estimate revisions are not adequate to cure the funding shortfall, the freeway and drainage landscaping costs will be updated during the next review of the NNPF.

# DRAFT

Table III-7  
 North Natomas Nexus Study 2005 Update  
 Projected Phasing; Estimate of Total Freeway Interchange, Overcrossing, and  
 HOV Lane Cost; Allocation of Total Freeway Cost to North Natomas Development

Structure/Description	Status/ Phase (1)	Year (2)	Number of Lanes	Length	Width	Total Cost 2002 (3)	Cost % Increase	2005 Total Cost
<b>New Interchanges/Overcrossings/HOV Lanes</b>								
<b>Truxel Interchange</b>								
Overcrossing	C/I	1997	6			\$ 15,262,000	7.07%	\$ 16,341,000
Auxiliary Lanes between Truxel & Northgate. & 2-lane EB exit @ Northgate	C/I	1997	2	12,750		\$ 1,464,000	7.07%	\$ 1,568,000
Financing Costs for Truxel Agreement	C/I	1997				\$ 1,126,000	7.07%	\$ 1,206,000
<b>Total for Truxel Interchange</b>						<b>\$ 17,852,000</b>		<b>\$ 19,115,000</b>
<b>Arena Interchange</b>								
Construct Interchange (5)	C/II	2003	6	270	132			
Auxiliary Lane I-5 @ Del Paso to I-80	C/II	2003		17,000				
2-lane SB exit from I-5	C/II	2003	2	500				
Stripe NB Exit for 2 lanes (6)	C/III	2003						
I-80 to Arena BI 2nd Auxiliary Lane	C/IX	2003	2	5,280				
Arena BI-Int to Duckhorn		2003						
Arena BI-Int to E Commerce Way		2003						
<b>Total for Arena Interchange</b>						<b>\$ 19,541,379</b>	<b>5.40%</b>	<b>\$ 20,622,905</b>
<b>Northgate Interchange</b>								
Improve WB Off Ramp (7)	P/VI	2010				\$ 3,998,000	7.07%	\$ 4,281,000
<b>Del Paso Interchange</b>								
Del Paso Interchange (4)	C					\$ 741,000	7.07%	\$ 793,000
Auxiliary Lane @ SB Loop On Ramp (7)	P/II	2007	2	500		\$ 69,000	7.07%	\$ 74,000
<b>Total for Del Paso Interchange</b>						<b>\$ 810,000</b>		<b>\$ 867,000</b>
<b>I-80/I-5 Interchange</b>								
Ramp for EB to NB Traffic (7)	P/III	2010				\$ 15,990,000	7.07%	\$ 17,121,000
<b>Elkhorn/SR 99 Interchange</b>								
Interchange expansion to 6 Lanes (7)	P/V	2005	6			\$ 11,122,000	7.07%	\$ 11,909,000
<b>West El Camino/I-80 Interchange</b>								
Overcrossing widening to 4 lanes (9)	P/IV	2008	4			\$ 6,663,000	7.07%	\$ 8,195,000
<b>HOV/Mainline Lanes (7)</b>								
I-80 @ Northgate to I-5	P	2005	2	13,200		\$ 5,330,000	7.07%	\$ 5,707,000
I-5 @ Del Paso to I-80	P	2005	2	13,200		\$ 5,330,000	7.07%	\$ 5,707,000
99 @ Elkhorn to I-5	P	2005	2	2,640		\$ 1,066,000	7.07%	\$ 1,141,000
I-5 @ 99 Junction to Del Paso NB	P	2005	1	4,000		\$ 800,000	7.07%	\$ 857,000
I-80 @ I-5 to W. El Camino	P	2021+	2	5,280		\$ 2,132,000	7.07%	\$ 2,283,000
<b>Total for HOV/Mainline Lanes</b>						<b>\$ 14,658,000</b>		<b>\$ 15,695,000</b>
<b>Overcrossings (7)</b>								
Snowy Egret Way	P/VII	2008	4	270	84	\$ 3,173,000	7.07%	\$ 3,397,000
Natomas Crossing Boulevard	P/VIII	2015	2	270	52	\$ 1,964,000	7.07%	\$ 2,103,000
El Centro	P/VIII	2021+	2	270	52	\$ 1,964,000	7.07%	\$ 2,103,000
Meister Way - w/ LRT Lanes(8)	P/VIII	2021+	2+	270	84	\$ 3,173,000	7.07%	\$ 3,397,000
<b>Total for Overcrossings</b>						<b>\$ 10,274,000</b>		<b>\$ 11,000,000</b>
<b>Total Interchange/Overcrossing/HOV Costs</b>						<b>\$ 100,908,379</b>		<b>\$ 108,805,905</b>

"IC/OC cost"

(1) C indicates Completed Facilities P indicates Planned Facilities N indicates removed item Roman Numerals indicate Construction Phasing Schedule in the 1999 Financing Plan Update

(2) Year indicates the year of construction for completed facilities and the planned year of construction for planned facilities

(3) Truxel Interchange - actual cost inflated to 2002\$ Arena Interchange - actual cost in 2003\$

(4) Actual cost of construction escalated to 2005\$

(5) Arena Interchange Cost Estimate includes Auxiliary Lane 1-5 @ Del Paso and 2 lane SB exit from I-5

(6) Stripe NB exit for 2 lanes was removed during the 2002 Update

(7) The cost of these facilities are based on 2002 plan and include a 25% contingency Costs have been inflated 7.07% to reflect 2005 costs

(8) Additional traffic studies are needed to determine the size of Meister Way overcrossings The PFF will be updated when these are complete

(9) Cost based on "Project Study Report. On State Route 99 Between the I-5/SR 99 Interchange and Elverta Road Intersection in the County of Sacramento. July 16, 1999." and adjusted to 2005\$

# DRAFT

Table III-8  
 North Natomas Nexus Study 2005 Update  
 Projected Phasing; Estimate of Total Freeway Interchange, Overcrossing, and  
 HOV Lane Cost; Allocation of Total Freeway Cost to North Natomas Development

Structure/Description	Status/ Phase (1)	Year (2)	NN Share	Total Cost (3)	Regional Cost Share	North Natomas Cost
<b>New Interchanges/Overcrossings/HOV Lanes</b>						
<b>Truxel Interchange</b>						
Overcrossing	C/I	1997	33.2%	\$ 16,341,000	\$ 10,916,000	\$ 5,425,000
Auxiliary Lanes between Truxel & Northgate, & 2-lane EB exit @ Northgate	C/I	1997	100.0%	\$ 1,568,000	\$ -	\$ 1,568,000
Financing Costs for Truxel Agreement	C/I	1997	100.0%	\$ 1,206,000	\$ -	\$ 1,206,000
<b>Total for Truxel Interchange</b>				<b>\$ 19,115,000</b>	<b>\$ 10,916,000</b>	<b>\$ 8,199,000</b>
<b>Arena Interchange</b>						
Construct Interchange	C/II	2003	100.0%	\$ -	\$ -	\$ -
Auxiliary Lane I-5 @ Del Paso to I-80	C/II	2003	100.0%	\$ -	\$ -	\$ -
2-lane SB exit from I-5	C/II	2003	100.0%	\$ -	\$ -	\$ -
Stripe NB Exit for 2 lanes	C/III	2003		\$ -	\$ -	\$ -
<b>Total for Arena Interchange</b>				<b>\$ 20,622,905</b>		<b>\$ 20,622,905</b>
<b>Northgate Interchange</b>						
Improve WB Off Ramp	P/VI	2010	0.0%	\$ 4,281,000	\$ 4,281,000	\$ -
<b>Del Paso Interchange</b>						
Del Paso Interchange	C	1997	100.0%	\$ 793,000	\$ -	\$ 793,000
Auxiliary Lane @ SB Loop On Ramp	P/II	2007	100.0%	\$ 74,000	\$ -	\$ 74,000
<b>Total for Del Paso Interchange</b>				<b>\$ 867,000</b>		<b>\$ 867,000</b>
<b>I-80/I-5 Interchange</b>						
Ramp for EB to NB Traffic	P/III	2010	0.0%	\$ 17,121,000	\$ 17,121,000	\$ -
<b>Elkhorn/SR 99 Interchange</b>						
Interchange expansion to 6 Lanes (4)	P/V	2005	34.0%	\$ 11,909,000	\$ 7,860,000	\$ 4,049,000
<b>W. El Camino/I-80 Interchange</b>						
Overcrossing widening to 4 lanes	P/IV	2008	50.0%	\$ 8,195,000	\$ 4,098,000	\$ 4,097,000
<b>HOV/Mainline Lanes</b>						
Overcrossing widening to 4 lanes	P	2005	(4)	\$ 5,707,000	\$ 5,707,000	\$ -
I-5 @ Del Paso to I-80	P	2005	(4)	\$ 5,707,000	\$ 5,707,000	\$ -
99 @ Elkhorn to I-5	P	2005	(4)	\$ 1,141,000	\$ 1,141,000	\$ -
I-5 @ 99 Junction to Del Paso NB	P	2005	(4)	\$ 857,000	\$ 857,000	\$ -
I-80 @ I-5 to W. El Camino	P	2021+	(4)	\$ 2,283,000	\$ 2,283,000	\$ -
<b>Total for HOV/Mainline Lanes</b>				<b>\$ 15,695,000</b>	<b>\$ 15,695,000</b>	<b>\$ -</b>
<b>Overcrossings</b>						
Snowy Egret Way	P/VII	2008	100.0%	\$ 3,397,000	\$ -	\$ 3,397,000
Natomas Crossing Boulevard	P/VIII	2015	100.0%	\$ 2,103,000	\$ -	\$ 2,103,000
El Centro	P/VIII	2021+	100.0%	\$ 2,103,000	\$ -	\$ 2,103,000
Meister Way - w/ LRT Lanes	P/VIII	2021+	39.0%	\$ 3,397,000	\$ 2,072,000	\$ 1,325,000
<b>Total for Overcrossings</b>				<b>\$ 11,000,000</b>	<b>\$ 2,072,000</b>	<b>\$ 8,928,000</b>
<b>Total Interchange/Overcrossing/HOV Costs</b>				<b>\$ 108,805,905</b>	<b>\$ 62,043,000</b>	<b>\$ 46,762,905</b>

\*NN share IC/OC cost"

(1) C indicates Completed Facilities P indicates Planned Facilities N indicates removed item Roman Numerals indicate Construction Phasing Schedule in the 1999 Financing Plan Update

(2) Year indicates the year of construction for completed facilities and the planned year of construction for planned facilities

(3) Cost of constructed facilities are actual construction costs for the year completed escalated to 2005 dollars using the ENR CCI for the Bay Area

(4) Cost based on "Project Study Report, On State Route 99 Between the I-5/SR 99 Interchange and Elverta Road Intersection in the County of Sacramento, July 16, 1999," and adjusted to 2005\$

As shown in **Table III-2** the adjusted remaining cost for Freeway and Roadway Landscaping is \$25.5 million. Detailed freeway and roadway landscaping cost calculations are shown in **Appendix B, Table B-53**.

#### FIRE STATION

The City provided the fire protection facility cost estimate used in the Nexus Study 2005 Update based on actual fire station construction costs for the station in North Natomas.

The level of development in North Natomas requires the construction of two new fire stations. Total fire protection facility costs for both stations equal approximately \$12.3 million. Included in this amount is the net financing costs for the City to borrow funds to accelerate the construction of the first fire station. The net financing cost for the first fire station included in the NNPF equals approximately \$1.2 million.

Although two fire stations are required for the area, the NNPF includes funding for only the first fire station. This is the result of a City Council action when the North Natomas Financing plan was adopted in 1994. During the 1994 adoption, the City Council decided that the NNPF would eliminate funding for the second fire station to fund a portion of the first community center. At the time, the exchange of costs between facilities was approximately \$2.0 million.

Consistent with the City Council's direction in 1994 and the Nexus Study 1999 and 2002 Update, the NNPF has included funding only for the first fire station. As shown in **Table III-2**, the adjusted remaining cost for one fire station, including net financing costs, is \$8.3 million. Detailed fire protection facility cost estimates are shown in **Appendix B, Table B-54**.

#### LIBRARY

The City provided the public library facility costs in 2002, which were escalated by Harris & Associates for the 2005 Update. As shown in **Table III-2**, total adjusted remaining library facility costs equal approximately \$6.7 million, which includes these:

- Library construction;
- Library materials; and
- Financing costs

The City decided to advance fund its share of the library facility cost order to match the timing of construction by the school district and to take advantage of other funding

mechanisms for the joint-use library facility (e.g., grant funding). Financing costs equal the net financing costs for the City to borrow funds to accelerate the construction of the library. The net financing cost included in the library facility cost equals approximately \$1.3 million. Detailed costs calculations are shown in **Appendix B, Table B-55**.

#### POLICE SUBSTATION

The City has calculated the North Natomas share of the police substation cost at the 1999 cost share inflated to 2002 dollars, which equals approximately \$4.4 million before adjustments. For 2005, this amount was inflated by 7.07 percent to nearly \$4.8 million. The 1999 North Natomas share, equal to 38 percent of the total cost, was based on population in North Natomas representing 38 percent of the population served by the police substation. If the City used the population based percentage share approach in 2005, the City could have justified allocating approximately \$6.3 million (before adjustments) in police substation costs to North Natomas development.

The adjusted remaining NNPFf-funded police substation cost is approximately \$5.3 million, as shown in **Table III-2**. Detailed cost calculations are shown in **Appendix B, Table B-56**.

#### NEIGHBORHOOD AND COMMUNITY PARKS

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

#### COMMUNITY CENTER

The City and Harris & Associates provided the cost estimate for four community centers, which totals approximately \$26.3 million. The NNPFf includes funding for one of the four community centers. The NNPFf cost for one community center is approximately \$6.0 million after a \$535,000 economic incentive adjustment by the City. The economic incentive adjustment also represents the share of the community center cost assigned to existing North Natomas development.

Consistent with the discussion of fire station funding, the original NNPFf only included partial funding for the first of four community centers. The partial funding amount of approximately \$2.0 million was equal to the cost of the second fire station for which the

partial community center funding was exchanged. As described above, the NNPFf includes funding for one full community center, minus the City's economic incentive. The other three community centers needed for the Plan Area are not funded through the NNPFf.

As shown in **Table III-2**, the adjusted remaining cost for one Community Center is \$6.7 million. Detailed cost calculations are shown in **Appendix B, Table B-64**.

#### BIKEWAYS

The City and Harris & Associates provided the bikeway facility cost estimate. The adjusted remaining cost, approximately \$4.1 million, is shown in **Table III-2**. The updated cost estimate includes approximately 14,000 additional lineal feet of bikeways added at the request of the City and the North Natomas developers. In addition to the increased lineal footage, the cost per lineal foot was updated based on recent construction costs. Detailed cost calculations are shown in **Appendix B, Tables B-57 and B-58**.

#### SHUTTLES

Harris & Associates provided the updated shuttle cost estimates, which equal the 2002 estimates escalated by the NNPFf inflation factor of 7.07 percent between 2002 and 2005. In the original and Nexus Study 1999 Update, shuttle cost estimates assumed the purchase of ten shuttles. In the 2002 Nexus Update, a provision was made to support the TMA for shuttle bus leases. The support was for 8 years at amounts that vary based on the year and number of shuttles in service. A specific schedule was included in the 2002 Update as **Figure B-69**.

The experience of the TMA to date is that it has been more economical and effective to operate shuttles a greater number of hours rather than operating *more* shuttles. Accordingly, the 2005 Update will maintain the same schedule of support for the TMA in terms of years and dollars. The criteria of support, however, will be changed from the number of shuttles operated to the number of hours in which the shuttles are operated. The conversion used is 2,500 hours annually for each shuttle on the 2002 schedule. The specific gradation for support will be up to 2,500 hours, up to 5,000 hours, etc. The new schedule is presented as **Table B-59** in **Appendix B**. As shown in **Table III-2**, the adjusted remaining cost for Shuttles is approximately \$1.0 million.

## PLANNING STUDIES

The City provided the total planning studies costs, which include these:

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

Approximately 58 percent of the current total costs are 1999 planning studies costs that were escalated to 2005 dollars. The remaining increase in cost equals approximately \$1.5 million in additional legal defense costs as well as approximately \$1.6 million in City staff costs above the inflation increase between 1999 and 2005.

The adjusted remaining cost for planning studies is -\$1.2 million, as shown in **Table III-2**. This cost results in a negative value because of the allocation methodology used to allocate total remaining NNPF-fund costs. The negative value does not affect total remaining costs. Detailed planning studies cost calculations are shown in **Appendix B, Tables B-60 through B-63**.

## ROADWAY AND FREEWAY FACILITIES

### NEXUS FINDINGS

**Purpose of Fee:** Provide circulation system for North Natomas as required by the North Natomas Community Plan.

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

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



## FEE CALCULATION

The adjusted remaining NNPF-fund cost for roadway and freeway facilities is approximately \$83.2. Table III-9 shows the allocation of estimated road and freeway costs to each land use by the appropriate common use factor. The resulting cost per land use is shown per dwelling unit for residential land uses and per acre for nonresidential land uses.

## FREEWAY AND ROADWAY LANDSCAPING

**Purpose of Fee:** Landscaping of freeway corridors and roadways in North Natomas

**Use of Fee:** Provide landscaping improvements for freeway corridors and linear roadways.

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

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

**Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development Upon Which Fee is Imposed:** Common use factors, measuring the relative benefit of freeway and roadway landscaping, determine the allocation of freeway and roadway landscaping costs across all benefiting land uses in the Finance Plan Area.

## COMMON USE FACTORS

Landscaping along the freeways and roadways has been designed in accordance with the Community Plan and therefore benefits the entire plan area. All land uses receive essentially the same level of benefit from these area-wide improvements. Accordingly,

# DRAFT

Table III-9  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

## Roadway, Signals, Bridges & Freeway

Land Use	Net						Cost Per Acre	Cost Per DU
	Developable Acres [1]	Common Use Factor	Units	Total Use	Percent Share	Cost Share		
Rural Residential	-	9.60	-	-	-	-	-	-
Low Density Residential	57.9	64.69	718	3,748	1.04%	\$864,311	\$14,921	\$2,214
Medium Density Residential	438.5	84.76	5,275	37,169	10.30%	\$8,572,400	\$19,547	\$1,845
High Density Residential	144.5	140.42	2,468	20,288	5.62%	\$4,679,168	\$32,385	\$1,453
Age-Restricted Single-Family Residential	168.7	35.54	952	5,998	1.66%	\$1,383,241	\$8,197	\$1,453
Age-Restricted Apartments	6.2	69.64	0	435	0.12%	\$100,217	\$16,060	\$711
Age-Restricted Congregate Care/Assisted Living	10.0	74.74	432	747	0.21%	\$172,365	\$17,237	\$399
Convenience Commercial	17.3	660.00	-	11,405	3.16%	\$2,630,316	\$152,217	-
Community Commercial	23.7	340.00	-	8,069	2.24%	\$1,861,023	\$78,415	-
Village Commercial	53.5	510.00	-	27,265	7.56%	\$6,288,099	\$117,622	-
Transit Commercial	21.6	510.00	-	11,040	3.06%	\$2,546,175	\$117,622	-
Highway Commercial	31.9	350.00	-	11,180	3.10%	\$2,578,367	\$80,721	-
Regional Commercial	80.7	300.00	-	24,210.0	6.71%	5,583,609.2	\$69,190	-
EC 30 - Office	44.2	130.00	-	5,748	1.59%	\$1,325,645	\$29,982	-
EC 40 - Office	270.6	180.00	-	48,709	13.50%	\$11,233,777	\$41,514	-
EC 50 - Office/Hospital	369.8	220.00	-	81,360	22.55%	\$18,764,137	\$50,739	-
EC 65 - Office	62.9	290.00	-	18,228	5.05%	\$4,203,869	\$66,883	-
EC 80 - Office	31.1	350.00	-	10,885	3.02%	\$2,510,433	\$80,721	-
Light Industrial	6.8	60.00	-	406	0.11%	\$93,697	\$13,838	-
Age-Restricted Convalescent Care/Skilled Nursing	-	69.64	-	-	-	-	-	-
Arena	-	202.69	-	-	-	-	-	-
Stadium	100.5	337.37	-	33,906	9.40%	\$7,819,834	\$77,809	-
<b>Total</b>	<b>1,940.6</b>		<b>9,846</b>	<b>360,794</b>	<b>100.00%</b>	<b>\$83,210,684</b>		

\*road alloc\*

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.  
[2] Arena site is already developed and the City of Sacramento and Arco Arena owners have an agreement regarding PFF and Transit Fees.

landscaping costs will be allocated equally to each developable acre. Calculations of the common use factors for each land use are shown in **Table D-3**.

#### FEE CALCULATION

The adjusted remaining NNPPF-funded cost for freeway and roadway landscaping is approximately \$25.5 million. **Table III-10** shows the allocation of freeway and roadway landscaping costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses, and per acre for all Nonresidential land uses.

#### FIRE STATION

##### NEXUS FINDINGS

**Purpose of Fee:** Provide fire and emergency response service to the North Natomas community.

**Use of Fee:** Design, construct and equip one fire station in North Natomas.

**Relationship between Use of Fee and Type of Development:** The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate demand for fire suppression and emergency response services. The fees will be used to design, construct, and equip one fire station to accommodate new development.

**Relationship between Need for Facility and Type of Project:** Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for fire suppression and emergency response services. Current fire facilities are only adequate for existing residents and businesses, so the City must acquire new fire facilities and equipment to meet the needs of new development. Specifically, to maintain the City's current level of service (response time), a fire station should be located within 1.5 miles of all new development. To meet this standard, North Natomas will need two new fire stations. The Nexus Study 2005 Update, however, includes the cost of only one North Natomas fire station and related financing costs.

**Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development Upon Which Fee is Imposed:** To maintain the current level of service with regard to response times, the City will need to construct two new fire stations in

# DRAFT

Table III-10  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

## Freeway & Roadway Landscaping

Land Use	Net		Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost Per Acre	Cost Per DU
	Developable Acres [1]	Use							
Rural Estates	-	-	1.00	-	-	-	-	-	-
Low Density Residential	57.9	58	1.00	718	58	2.99%	\$763,054	\$13,173	\$1,955
Medium Density Residential	438.5	439	1.00	5,275	439	22.64%	\$5,776,786	\$13,173	\$1,243
High Density Residential	144.5	144	1.00	2,468	144	7.46%	\$1,903,222	\$13,173	\$591
Age-Restricted Single-Family Residential	168.7	169	1.00	952	169	8.71%	\$2,222,761	\$13,173	\$2,335
Age-Restricted Apartments	6.2	0	1.00	0	6	0.32%	\$82,197	\$13,173	\$583
Age-Restricted Congregate Care/Assisted Living	10.0	432	1.00	432	10	0.52%	\$131,725	\$13,173	\$305
Convenience Commercial	17.3	17	1.00	-	17	0.89%	\$227,622	\$13,173	-
Community Commercial	23.7	24	1.00	-	24	1.23%	\$312,624	\$13,173	-
Village Commercial	53.5	53	1.00	-	53	2.76%	\$704,204	\$13,173	-
Transit Commercial	21.6	22	1.00	-	22	1.12%	\$285,146	\$13,173	-
Highway Commercial	31.9	32	1.00	-	32	1.65%	\$420,752	\$13,173	-
Regional Commercial	81	81	1.00	-	81	0.04	1,063,024.34	\$13,173	-
EC 30 - Office	44.2	44	1.00	-	44	2.28%	\$582,416	\$13,173	-
EC 40 - Office	270.6	271	1.00	-	271	13.97%	\$3,564,534	\$13,173	-
EC 50 - Office/Hospital	369.8	370	1.00	-	370	19.09%	\$4,871,418	\$13,173	-
EC 65 - Office	62.9	63	1.00	-	63	3.24%	\$827,943	\$13,173	-
EC 80 - Office	31.1	31	1.00	-	31	1.61%	\$409,666	\$13,173	-
Light Industrial	6.8	3	0.50	-	3	0.17%	\$44,596	\$6,586	-
Age-Restricted Convalescent Care/Skilled Nursing	-	-	1.00	-	-	-	-	\$13,173	-
Arena	-	-	1.00	-	-	-	-	See Note [2]	-
Stadium	100.5	101	1.00	9,846	101	5.19%	\$1,323,841	\$13,173	-
<b>Total</b>	<b>1,940.6</b>	<b>1,937</b>		<b>9,846</b>	<b>1,937</b>	<b>100.00%</b>	<b>\$25,517,531</b>		

"landscaping\_alloc"

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

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

North Natomas The NNPF provides funding for only one of the stations. These two stations would be needed regardless of which land uses were proposed for development in North Natomas. (Different land uses may require slightly different fire equipment needs; however, less than 13 percent of the proposed fee funds will pay for equipment ) Therefore all land uses benefit more or less equally from the fire facilities. The allocation of fire facilities cost is determined by common use factors for each land use in the Finance Plan Area that benefits from fire facilities.

#### COMMON USE FACTORS

Although the benefits from the fire facilities are more or less equal across land uses, the intensity of development does affect the likelihood of a call for fire service. (Larger buildings with more workers are more likely to need a fire or emergency service response than a smaller building with fewer workers ) Accordingly, the appropriate common use factor is building square footage per acre, because building square footage directly correlates to the number of people and amount of real property associated with a given land use. For residential land uses, the building square footage per unit is converted to building square footage per acre by the appropriate density factors. Building square footage is the appropriate use factor because all land uses benefit from the new stations but the intensity of development affects the likelihood of the need for service calls. Calculations of the common use factors for each land use are shown in **Table D-4**.

#### FEE CALCULATION

The adjusted remaining NNPF-funded cost for one fire station is approximately \$8.3 million. **Table III-11** shows the allocation of fire facility costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses and per acre for all Nonresidential land uses.

#### LIBRARY

##### NEXUS FINDINGS

**Purpose of Fee:** Provide library service to the North Natomas community.

**Use of Fee:** Design, construct, and provide materials for one library in North Natomas

**Relationship between Use of Fee and Type of Development:** The development of new residential, office, sports complex, commercial, and industrial land uses in North

# DRAFT

Table III-11  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

## Fire Facilities - Excludes Second Fire Station

Land Use	Net										Cost Per DU
	Developable Acres [1]	Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost Per Acre	Cost Per DU			
Rural Estates	-	1,600.0	-	-	-	-	-	-	-	-	-
Low Density Residential	57.9	10,782.3	718	624,595	2.50%	\$207,617	\$3,584	\$532			
Medium Density Residential	438.5	12,183.5	5,275	5,343,060	21.37%	\$1,776,043	\$4,050	\$382			
High Density Residential	144.5	18,945.5	2,468	2,737,327	10.95%	\$909,893	\$6,298	\$283			
Age-Restricted Single-Family Residential	168.7	7,334.3	952	1,237,600	4.95%	\$411,381	\$2,438	\$432			
Age-Restricted Apartments	6.2	18,080.0	-	112,819	0.45%	\$37,501	\$6,010	\$266			
Age-Restricted Congregate Care/Assisted Living	10.0	21,600.0	432	216,000	0.86%	\$71,799	\$7,180	\$166			
Convenience Commercial	17.3	12,000.0	-	207,360	0.83%	\$68,927	\$3,989				
Community Commercial	23.7	12,000.0	-	284,796	1.14%	\$94,667	\$3,989				
Village Commercial	53.5	12,000.0	-	641,520	2.57%	\$213,242	\$3,989				
Transit Commercial	21.6	15,000.0	-	324,705	1.30%	\$107,933	\$4,986				
Highway Commercial	31.9	9,000.0	-	287,474	1.15%	\$95,557	\$2,992				
Regional Commercial	80.7	11,227.9	-	906,094	0.0	301,187.3	\$3,732				
EC 30 - Office	44.2	10,500.0	-	464,251	1.86%	\$154,318	\$3,490				
EC 40 - Office	270.6	14,000.0	-	3,788,446	15.15%	\$1,259,287	\$4,654				
EC 50 - Office/Hospital	369.8	15,000.0	-	5,547,240	22.18%	\$1,843,913	\$4,986				
EC 65 - Office	62.9	16,250.0	-	1,021,373	4.08%	\$339,506	\$5,402				
EC 80 - Office	31.1	20,000.0	-	622,000	2.49%	\$206,754	\$6,648				
Light Industrial	6.8	20,000.0	-	135,420	0.54%	\$45,014	\$6,648				
Age-Restricted Convalescent Care/Skilled Nursing	-	13,068.0	-	-	-	-	\$4,344				
Arena	-	5,000.0	-	-	-	-	-				
Stadium	100.5	5,000.0	-	502,500	2.01%	\$167,032	\$1,662				
<b>Total</b>	<b>1,940.6</b>		<b>9,846</b>	<b>25,004,581</b>	<b>100.00%</b>	<b>\$8,311,570</b>					

\*fire\_alloc 2"

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.  
[2] Arena site is already developed and the City of Sacramento and Arco Arena owners have an agreement regarding PFF and Transit Fees.



## FEE CALCULATION

The adjusted remaining NNPPF-funded cost for the library is approximately \$6.7 million. **Table III-12** shows the allocation of estimated library facility costs to each land use by the appropriate common use factor. The resulting fee for library facilities is shown per dwelling unit for each residential land use category and per acre for nonresidential land uses.

## POLICE SUBSTATION AND EQUIPMENT

### NEXUS FINDINGS

**Purpose of Fee:** Provide police service to the North Natomas community.

**Use of Fee:** Designs, construct, and equip the North Natomas share of one 24,000 square foot police station.

**Relationship between Use of Fee and Type of Development:** The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas will generate demand for police services. The fees will be used to design, construct and equip North Natomas' share of one police substation to accommodate new development.

**Relationship between Need for Facility and Type of Project:** Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for police services. Current police facilities are only adequate for existing residents and businesses, so the City must acquire new police facilities and equipment to meet the needs of new development. To maintain the City's current level of service of 1.6 officers per 1,000 residents, a police substation must be constructed in North Natomas, which will also serve areas outside of the North Natomas Finance Plan Area. The City has calculated the North Natomas share of the police substation cost at the 1999 cost share inflated to 2005 dollars, which equals approximately \$4.8 million. This amount is less than the total of \$6.3 million the City could have justified for development in North Natomas as discussed below.

**Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development Upon Which Fee is Imposed:** Common use factors, measuring the relative benefit of police facilities per land use, determine the allocation of police facilities costs across all benefiting land uses in the Finance Plan Area.

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Table III-12  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

## Library Facilities

Land Use	Net		Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost Per Acre	Cost Per DU
	Developable Acres [1]	Use Factor							
Rural Estates	-	2.55	-	-	-	-	-	-	-
Low Density Residential	57.9	17.18	718	995	3.97%	\$264,972	\$4,574	\$679	
Medium Density Residential	438.5	20.20	5,275	8,860	35.37%	\$2,358,434	\$5,378	\$508	
High Density Residential	144.5	34.32	2,468	4,959	19.80%	\$1,320,108	\$9,137	\$410	
Age-Restricted Single-Family Residential	168.7	11.28	952	1,904	7.60%	\$506,813	\$3,003	\$532	
Age-Restricted Apartments	6.2	22.60	0	141	0.56%	\$37,538	\$6,016	\$266	
Age-Restricted Congregate Care/Assisted Living									
Convenience Commercial	17.3	3.00	52	52	0.21%	\$13,799	\$799	\$799	
Community Commercial	23.7	3.00	71	71	0.28%	\$18,952	\$799	\$799	
Village Commercial	53.5	3.00	160	160	0.64%	\$42,690	\$799	\$799	
Transit Commercial	21.6	3.00	65	65	0.26%	\$17,286	\$799	\$799	
Highway Commercial	31.9	3.00	96	96	0.38%	\$25,507	\$799	\$799	
Regional Commercial	80.7	3.00	242.1	242.1	0.0	64,443.0	\$799	\$799	
EC 30 - Office	44.2	6.00	265	265	1.06%	\$70,615	\$1,597	\$1,597	
EC 40 - Office	270.6	8.00	2,165	2,165	8.64%	\$576,241	\$2,129	\$2,129	
EC 50 - Office/Hospital	369.8	10.00	3,698	3,698	14.76%	\$984,389	\$2,662	\$2,662	
EC 65 - Office	62.9	13.00	817	817	3.26%	\$217,498	\$3,460	\$3,460	
EC 80 - Office	31.1	16.00	498	498	1.99%	\$132,453	\$4,259	\$4,259	
Light Industrial	6.8	2.00	14	14	0.05%	\$3,605	\$532	\$532	
Age-Restricted Convalescent Care/Skilled Nursing									
Arena	-	0.50	-	-	-	-	-	See Note [2]	-
Stadium	100.5	0.50	50	50	0.20%	\$13,376	\$133	\$133	
<b>Total</b>	<b>1,930.6</b>		<b>9,414</b>	<b>25,053</b>	<b>100.00%</b>	<b>\$6,668,718</b>			

"library\_alloc"

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

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

## COMMON USE FACTORS

For police facilities, the appropriate common use factor is calls for police service per acre. Calls for service is the appropriate use factor because the relative number of calls for police service for each land use represents the relative amount of benefit that each land use receives from the police station and equipment. Calls per service data was obtained from the Police Department based on a survey of call reports. The reports indicate if the call originated from a single-family residence, multifamily residence or business; however, calls originating from businesses were not specific to a particular type of business (e.g., retail, office, light industrial). As a result, calls per acre are consistent across nonresidential land use categories although one nonresidential land use may have higher or lower calls than another. Calculations of the common use factors for each land use are shown in **Table D-6**.

## FEE CALCULATION

The City has calculated the North Natomas share of the police substation cost at the 1999 cost, which equals approximately \$4.8 million in 2005 dollars, before adjustments. The 1999 North Natomas share, equal to 38 percent of the total cost, was based on population in North Natomas representing 38 percent of the population served by the police substation. If the City used the population based percentage share approach in 2005, the City could have justified allocating approximately \$6.3 million (before adjustments) in police substation costs to North Natomas development.

The adjusted remaining NNPFf-funded police substation cost is approximately \$5.3 million. **Table III-13** shows the allocation of police facility costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses, and per acre for all nonresidential land uses.

## COMMUNITY CENTER

### NEXUS FINDINGS

**Purpose of Fee:** Develop the town center community center in North Natomas, excluding cost of parking, lighting, and landscaping

**Use of Fee:** At buildout there will be four community centers. The PFF fee will be used to build the first community center in the town center, designed for both residential and business use.

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Table III-13  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

## Police Facilities

Land Use	Net		Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost Per Acre	Cost Per DU
	Developable Acres [1]	Cost							
Rural Estates	-	-	1.43	-	-	-	-	-	-
Low Density Residential	57.9	718	9.64	718	559	2.00%	\$104,715	\$1,808	\$268
Medium Density Residential	438.5	5,275	14.81	5,275	6,494	23.19%	\$1,217,191	\$2,776	\$262
High Density Residential	144.5	2,468	31.15	2,468	4,501	16.07%	\$843,673	\$5,839	\$262
Age-Restricted Single-Family Residential	168.7	952	1.81	952	306	1.09%	\$57,363	\$340	\$60
Age-Restricted Apartments	6.2	0	7.27	0	45	0.16%	\$8,497	\$1,362	\$60
Age-Restricted Congregate Care/Assisted Living	10.0	432	9.96	432	100	0.36%	\$18,674	\$1,867	\$43
Convenience Commercial	17.3	248	14.35	248	248	0.89%	\$46,489	\$2,690	\$2,690
Community Commercial	23.7	341	14.35	341	341	1.22%	\$63,850	\$2,690	\$2,690
Village Commercial	53.5	767	14.35	767	767	2.74%	\$143,826	\$2,690	\$2,690
Transit Commercial	21.6	311	14.35	311	311	1.11%	\$58,238	\$2,690	\$2,690
Highway Commercial	31.9	458	14.35	458	458	1.64%	\$85,934	\$2,690	\$2,690
Regional Commercial	80.7	1,158.4	14.35	1,158.4	1,158.4	0.0	217,110.7	\$2,690	\$2,690
EC 30 - Office	44.2	635	14.35	635	635	2.27%	\$118,952	\$2,690	\$2,690
EC 40 - Office	270.6	3,884	14.35	3,884	3,884	13.87%	\$728,016	\$2,690	\$2,690
EC 50 - Office/Hospital	369.8	5,308	14.35	5,308	5,308	18.96%	\$994,932	\$2,690	\$2,690
EC 65 - Office	62.9	902	14.35	902	902	3.22%	\$169,098	\$2,690	\$2,690
EC 80 - Office	31.1	446	14.35	446	446	1.59%	\$83,670	\$2,690	\$2,690
Light Industrial	6.8	97	14.35	97	97	0.35%	\$18,216	\$2,690	\$2,690
Age-Restricted Convalescent Care/Skilled Nursing	-	-	1.44	-	-	-	-	\$269	-
Arena	-	-	14.35	-	-	-	-	See Note [2]	-
Stadium	100.5	1,443	14.35	1,443	1,443	5.15%	\$270,380	\$2,690	\$2,690
<b>Total</b>	<b>1,940.6</b>	<b>9,846</b>		<b>9,846</b>	<b>28,005</b>	<b>100.00%</b>	<b>\$5,248,824</b>		

\*police\_alloc\*

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

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

**Relationship between Use of Fee and Type of Development:** The development of new residential and nonresidential land uses in North Natomas will generate the additional need for a community center. The fees will be used to develop a community center to serve new development.

**Relationship between Need for Facility and Type of Project:** Each new development project (residential, commercial, sports complex, office, and industrial) will generate additional demand for a community center. To maintain the City's standard of one community center per 15,000 population, the City must develop one community center per 15,000 new residents. Thus, four centers will be needed for buildout of North Natomas although the NNPF will provide development fee funding for only one center at the town center of the Community Plan.

**Relationship between Amount of Fee and Cost of Portion of Facility Attributed to New Development:** Common use factors, measuring the relative benefit of community center facilities per land use, determine the allocation of community center facilities costs across all benefiting land uses in the Finance Plan Area.

#### COMMON USE FACTORS

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

The appropriate common use factor for community facilities is people per acre. Businesses and their employees in the community have equal access to the community center as residents. Businesses and their employees may utilize the community center for business meetings, luncheons, training, and conferences, while residents may utilize the center for receptions and informal gatherings. Accordingly, the appropriate common use factor is residents and employees per acre which correlates to the number of people associated with a given land use. Calculations of the common use factors for each land use are shown in **Table D-10**.

#### FEE CALCULATION

The adjusted remaining NNPF-funded cost of the one community center is approximately \$6.7 million. **Table III-14** shows the allocation of community center facilities costs to each benefiting land use by the appropriate common use factor. The resulting cost is shown per dwelling unit for all residential land uses, and per acre for all nonresidential land uses.

**DRAFT**

Table III-14  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

**Community Center Facilities**

Land Use	Net		Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost Per Acre	Cost Per DU
	Developable Acres [1]	Use Factor							
Rural Estates	-	2.55	-	-	-	-	-	-	-
Low Density Residential	57.9	17.18	718	995	1.62%	\$107,697	\$1,859	\$276	
Medium Density Residential	438.5	20.20	5,275	8,860	14.39%	\$958,580	\$2,186	\$206	
High Density Residential	144.5	34.32	2,468	4,959	8.05%	\$536,555	\$3,714	\$167	
Age-Restricted Single-Family Residential	168.7	11.28	952	1,904	3.09%	\$205,993	\$1,221	\$216	
Age-Restricted Apartments	6.2	22.60	0	141	0.23%	\$15,257	\$2,445	\$108	
Age-Restricted Congregate Care/Assisted Living									
Convenience Commercial	17.3	30.00	no nexus for community center usage - facility will contain amenities	518	0.84%	\$56,085	\$3,246		
Community Commercial	23.7	30.00		712	1.16%	\$77,030	\$3,246		
Village Commercial	53.5	30.00		1,604	2.60%	\$173,514	\$3,246		
Transit Commercial	21.6	30.00		649	1.05%	\$70,259	\$3,246		
Highway Commercial	31.9	30.00		958	1.56%	\$103,672	\$3,246		
Regional Commercial	80.7	30.00		2,421.0	0.0	261,927.0	\$3,246		
EC 30 - Office	44.2	30.00		1,326	2.15%	\$143,506	\$3,246		
EC 40 - Office	270.6	40.00		10,824	17.58%	\$1,171,059	\$4,328		
EC 50 - Office/Hospital	369.8	50.00		18,491	30.03%	\$2,000,512	\$5,409		
EC 65 - Office	62.9	65.00		4,085	6.63%	\$442,008	\$7,032		
EC 80 - Office	31.1	80.00		2,488	4.04%	\$269,176	\$8,655		
Light Industrial	6.8	20.00		135	0.22%	\$14,651	\$2,164		
Age-Restricted Convalescent Care/Skilled Nursing			no nexus for community center usage - facility will contain amenities						
Arena	-	5.00		-	-	-	-	See Note [2]	
Stadium	100.5	5.00		503	0.82%	\$54,365	\$541		
<b>Total</b>	<b>1,930.6</b>		<b>9,414</b>	<b>61,576</b>	<b>100.00%</b>	<b>\$6,661,848</b>			

<sup>com center alloc</sup>

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

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

## BIKEWAYS AND SHUTTLES

### NEXUS FINDINGS

**Purpose of Fee:** Provide Bikeways and Shuttle Buses.

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

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

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

**Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development Upon Which Fee is Imposed:** Common use factors, measuring the relative benefit of bikeways and shuttle bus costs per land use, determine the allocation of bikeways and shuttle bus costs across all benefiting land uses in the Finance Plan Area.

### COMMON USE FACTORS

Demand for bikeway and shuttle facilities depends upon the amount of trips generated by the residents and workers associated with each land use. The design of the roadway facilities in the Community Plan assumes that residents and employees in North Natomas will have access to, and will use, bikeways and shuttle buses. Daily trips per acre is the appropriate use factor to allocate bikeway and shuttle facility costs because usage of bikeway and shuttle facilities depends on the number of trips undertaken by the residents or workers for each land use. Daily trips per dwelling unit were multiplied by the number of dwelling units per acre to derive the daily trips per acre for all residential land uses. Calculations of the common use factors for each land use are shown in Table D-2 in Appendix D.

## FEE CALCULATION

The adjusted remaining NNPPF-funded cost of bikeways and shuttles is approximately \$4.1 million. Table III-15 shows the allocation of bikeways and shuttle costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses, and per acre for all Nonresidential land uses

## PLANNING STUDIES

### NEXUS FINDINGS

**Purpose of Fee:** Provide funding for planning, studies, and City staff time used to prepare the North Natomas Community Plan, EIR, Financing Plan and related technical studies. A component is also included for legal defense

**Use of Fee:** Fund staff time, engineering, land planning, facilities planning, town center planning, financing plan studies, and legal defense funding needed for facilities to serve new development in North Natomas.

**Relationship between Use of Fee and Type of Development:** The development of new residential, office, sports complex, commercial, and industrial land uses in North Natomas generates demand for public facilities and the related need for engineering, planning, and financing of these facilities. The development also needs legal defense funds for plans that are implemented to achieve Community Plan goals. The fees will be used to fund engineering, planning, legal defense, and financial studies needed to accommodate new development in North Natomas.

**Relationship between Need for Facility and Type of Project:** Each new development project (residential, commercial, sports complex, office, and industrial) generates additional demand for public facilities and the related need for engineering, planning, and financing of these facilities. Current public facilities are only adequate for existing residents and businesses so the City must plan for new facilities to meet the needs of new development in North Natomas.

**Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development Upon Which Fee is Imposed:** Common use factors, measuring the relative benefit of planning costs per land use, determine the allocation of planning costs across all benefiting land uses in the Finance Plan Area.

# DRAFT

Table III-15  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

## Bikeways and Shuttles

Land Use	Net		Common		Units	Total Use	Percent Share	Cost Share	Cost Per Acre	Cost Per DU
	Developable Acres [1]	Use Factor [2]	Use Factor [2]	Use						
Rural Estates	-	9.60	-	-	-	-	-	-	-	-
Low Density Residential	57.9	64.69	718	3,748	1.04%	\$43,006	\$742	\$110		
Medium Density Residential	438.5	84.76	5,275	37,169	10.30%	\$426,546	\$973	\$92		
High Density Residential	144.5	140.42	2,468	20,288	5.62%	\$232,826	\$1,611	\$72		
Age-Restricted Single-Family Residential	168.7	35.54	952	5,998	1.66%	\$68,827	\$408	\$72		
Age-Restricted Apartments	6.2	69.64	0	435	0.12%	\$4,987	\$799	\$35		
Age-Restricted Congregate Care/Assisted Living	10.0	74.74	432	747	0.21%	\$8,577	\$858	\$20		
Convenience Commercial	17.3	660.00	-	11,405	3.16%	\$130,879	\$7,574	-		
Community Commercial	23.7	340.00	-	8,069	2.24%	\$92,601	\$3,902	-		
Village Commercial	53.5	510.00	-	27,265	7.56%	\$312,884	\$5,853	-		
Transit Commercial	21.6	510.00	-	11,040	3.06%	\$126,693	\$5,853	-		
Highway Commercial	31.9	350.00	-	11,180	3.10%	\$128,295	\$4,017	-		
Regional Commercial	80.7	300.00	-	24,210.0	0.1	277,829.5	\$3,443	-		
EC 30 - Office	44.2	130.00	-	5,748	1.59%	\$65,961	\$1,492	-		
EC 40 - Office	270.6	180.00	-	48,709	13.50%	\$558,971	\$2,066	-		
EC 50 - Office/Hospital	369.8	220.00	-	81,360	22.55%	\$933,667	\$2,525	-		
EC 65 - Office	62.9	290.00	-	18,228	5.05%	\$209,176	\$3,328	-		
EC 80 - Office	31.1	350.00	-	10,885	3.02%	\$124,914	\$4,017	-		
Light Industrial	6.8	60.00	-	406	0.11%	\$4,662	\$689	-		
Age-Restricted Convalescent Care/Skilled Nursing	-	69.64	-	-	-	-	-	\$799		
Arena	-	202.69	-	-	-	-	-	See Note [3]		
Stadium	100.5	337.37	-	33,906	9.40%	\$389,100	\$3,872	-		
<b>Total</b>	<b>1,940.6</b>		<b>9,846</b>	<b>360,794</b>	<b>100.00%</b>	<b>\$4,140,402</b>				

"bike\_shuttle\_alloc"

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.  
 [2] Road and Freeway common use factors are used to allocate costs for bikeways and shuttles.  
 [3] Arena site is already developed and the City of Sacramento and Arco Arena owners have an agreement regarding PFF and Transit Fees.

## COMMON USE FACTORS

The preparation of the Community Plan, the EIR, engineering studies, financing plan, other studies, and the City staff time used in preparing these studies (engineering, land planning, facilities planning, and financing) benefits all of the developable acres in the Community Plan. Accordingly, planning and staff costs will be allocated equally to each developable acre. Calculations of the common use factors for each land use are shown in **Table D-3** in **Appendix D**.

## FEE CALCULATION

The adjusted remaining NNPF-fund cost for planning studies is approximately - \$1.2 million. As stated above, this value is negative as the result of the allocation methodology used to allocate total remaining costs. The value does not affect total remaining NNPF-fund costs. **Table III-16** shows the allocation of planning costs to each benefiting land use by the appropriate common use factor. The resulting fee is shown per dwelling unit for all residential land uses, and per acre for all Nonresidential land uses.

## LAND USE ADJUSTMENTS

This section of the report will discuss adjustments to the NNPF for certain land uses in the Finance Plan Area. Adjustments to the NNPF are required in two instances; residential and light industrial land uses. The following paragraphs explain the need for these adjustments.

### RESIDENTIAL ADJUSTMENTS

The North Natomas Community Plan provides for a variety of housing types within land use designations. As a result, the housing product types and densities overlap the land use designations. **Table III-17** is taken from the North Natomas Community Plan.

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

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

# DRAFT

Table III-16  
North Natomas Nexus Study 2005 Update  
PFF Facilities Cost Allocation

## Planning/Studies

Land Use	Net		Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost Per Acre	Cost Per DU
	Developable Acres [1]	Use Factor							
Rural Estates	0.0	1.00	0	0	0.00%	\$0	\$0	\$0	
Low Density Residential	57.9	1.00	718	58	2.99%	(\$36,045)	(\$622)	(\$92)	
Medium Density Residential	438.5	1.00	5,275	439	22.64%	(\$272,883)	(\$622)	(\$59)	
High Density Residential	144.5	1.00	2,468	144	7.46%	(\$89,904)	(\$622)	(\$28)	
Age-Restricted Single-Family Residential	168.7	1.00	952	169	8.71%	(\$104,998)	(\$622)	(\$110)	
Age-Restricted Apartments	6.2	1.00	0	6	0.32%	(\$3,883)	(\$622)	(\$28)	
Age-Restricted Congregate Care/Assisted Living	10.0	1.00	432	10	0.52%	(\$6,222)	(\$622)	(\$14)	
Convenience Commercial	17.3	1.00	0	17	0.89%	(\$10,752)	(\$622)		
Community Commercial	23.7	1.00	0	24	1.23%	(\$14,768)	(\$622)		
Village Commercial	53.5	1.00	0	53	2.76%	(\$33,265)	(\$622)		
Transit Commercial	21.6	1.00	0	22	1.12%	(\$13,470)	(\$622)		
Highway Commercial	31.9	1.00	0	32	1.65%	(\$19,875)	(\$622)		
Regional Commercial	80.7	1.00	0	81	4.17%	(\$50,215)	(\$622)		
EC 30 - Office	44.2	1.00	0	44	2.28%	(\$27,512)	(\$622)		
EC 40 - Office	270.6	1.00	0	271	13.97%	(\$168,381)	(\$622)		
EC 50 - Office/Hospital	369.8	1.00	0	370	19.09%	(\$230,115)	(\$622)		
EC 65 - Office	62.9	1.00	0	63	3.24%	(\$39,110)	(\$622)		
EC 80 - Office	31.1	1.00	0	31	1.61%	(\$19,352)	(\$622)		
Light Industrial	6.8	0.50	3	3	0.17%	(\$2,107)	(\$311)		
Age-Restricted Convalescent Care/Skilled Nursing	0.0	1.00	0	0	0.00%	\$0	(\$622)		
Arena	0.0	1.00	0	0	0.00%	\$0	See Note [2]		
Stadium	100.5	1.00	0	101	5.19%	(\$62,535)	(\$622)		
<b>Total</b>	<b>1,940.6</b>		<b>9,846</b>	<b>1,937</b>	<b>100.00%</b>	<b>(\$1,205,393)</b>			

\*planning\_alloc

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

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

**Table III-17**  
**Recommended Housing Types for Each Residential Density**  
**North Natomas Community Plan**

<u>Housing Type</u>	Low Density <sup>1</sup> 3-10 DU/acre <sup>1</sup> (7 DU/acre) <sup>2</sup>	Medium Density <sup>1</sup> 7-21 DU/acre <sup>1</sup> (12 DU/acre) <sup>2</sup>	High Density <sup>1</sup> 11-29 DU/acre <sup>1</sup> (22 DU/acre) <sup>2</sup>
Single-Family on 6,500+sqft Lots	X		
Single-Family Detached	X		
Single-Family Zero Lot Line	X	X	
Single-Family Z-shaped Lots	X	X	
Single-Family Patio Homes	X	X	
Halfplex	X	X	
Duplex	X	X	
Townhouse		X	
Condominiums		X	X
Garden Apartments			X
Conventional Apartments			X

<sup>1</sup> Density range in dwellings per net acre  
<sup>2</sup> Target average density

Since the actual density overlaps land use designations, the same product type may pay a different impact fee, depending upon the land use designation of a parcel

In addition, it may not be feasible to charge the same fee to a five-unit-per-acre project and a ten-unit-per-acre project in the same land use parcel. As a result, the mix of product types in a neighborhood may not be achieved. To resolve this problem, the Nexus Study fees will be assessed based on the product type according to the following schedule

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

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

**Fee Assignment for  
 Multifamily Dwelling Units**

<u>Average Density</u>	<u>Equivalent Land Use Designation</u>	<u>Fee Amount Based Upon</u>
8 - 12 du/net acre	MD	MD fees
> 12-8 du/net acre	MD/HD	Average of MD/HD fees
> 18 du/net acre	HD	HD fees

The single-family residential fee will vary by average lot size and the multifamily fee will vary by average density.

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

**North Natomas Nexus Study  
 Residential Development Impact Fee Adjustments  
 Residential Fee Categories**

Housing Type	LD	LD/MD	MD	MD/HD	HD
<u>Fee Assignment Classification</u>					
Single-Family (unit sq. ft.)	> 5,000	3,250-5,000	< 3,250	n/a	n/a
Multifamily (du/net acre)	n/a	n/a	8-12	> 12-18	> 18
Single-Family on 6,500+ Sq. Ft. Lots	X				
Single-Family Detached	X				
Single-Family Zero Lot Line	X	X			
Single-Family Z-shaped Lots	X	X			
Single-Family Patio Homes	X	X			
Halfplex		X	X		
Duplex		X	X		
Townhouse			X	X	
Condominiums			X	X	
Garden Apartments					X
Conventional Apartments					X

## LIGHT INDUSTRIAL LAND USE ADJUSTMENTS

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

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

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

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

### **Light Industrial (20–50 percent Office)**

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

For purposes of calculating the adjusted PFF for the light industrial (20–50 percent office) land use, the PFF fee is broken into two components. The first component is the road portion of the PFF. For this road portion, trip rates for EC-30 are 1.35 times trip rates for standard light industrial land uses; therefore, the road portion of the PFF fee is multiplied by 1.35 to determine the first component of the adjusted total PFF.

The second component of the PFF fee includes all remaining non-road PFF fees. The calculation of the second component of the adjusted PFF fee sums 70 percent of the total non-road fee for standard light industrial land uses and 30 percent of the total non-road

fee for EC-30 land uses. Summing the adjusted road portion as calculated above, with the non-road portion of the PFF described in this paragraph, derives the total adjusted PFF fee for the light industrial (20–50 percent office) land use.

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

### **NNPFF SUMMARY**

Based on the findings, costs, and calculations discussed in this chapter, and the adjustments for residential and light industrial land uses discussed above, **Table III-18** summarizes the NNPFF for each land use type. The NNPFF includes adjustments to residential and light industrial land uses as well as a 3.0 percent allowance for the costs of administering the fee program. Fees are calculated by dwelling unit for all residential land uses, and per net acre for all nonresidential land uses.

**DRAFT**

Table III-18  
North Natomas Nexus Study 2005 Update  
Total Public Facilities and Transit Fee  
After Light Industrial and Residential Lot Size Adjustment [1]

	2005 Public Facilities Fee	2005 Transit Fee
<i>Includes 3 0% Administration Allowance</i>		
<b>RESIDENTIAL</b>		
<i>Fee per Unit</i>		
<i>Single-Family Detached/Attached</i>		
Rural Estates	<i>See Note [2]</i>	
Lot Size > 5,000 Sq Ft	\$6,125	\$380
Lot Size 3,250 - 5,000 Sq Ft	\$5,372	\$348
Lot Size < 3,250 Sq Ft	\$4,618	\$316
Age-Restricted	\$5,145	\$249
<i>Multifamily (&gt;2 attached units)</i>		
8-12 units per acre	\$4,618	\$316
>12 - 18 units per acre	\$3,963	\$283
> 18 units per acre	\$3,309	\$249
Age-Restricted Apartments	\$2,064	\$122
Age-Restricted Congregate Care	\$947	\$68
<b>NONRESIDENTIAL</b>		
<i>Fee per Net Acre</i>		
Convenience Commercial	\$188,727	\$26,098
Community Commercial	\$108,856	\$13,444
Village Commercial	\$151,287	\$20,167
Transit Commercial	\$152,316	\$20,167
Highway Commercial	\$110,324	\$13,840
Regional Commercial	\$98,608	\$11,863
EC Commercial	\$108,856	\$13,444
EC 30 - Office	\$56,750	\$5,141
EC 40 - Office	\$72,094	\$7,118
EC 50 - Office/Hospital	\$84,084	\$8,699
EC 65 - Office	\$104,481	\$11,467
EC 80 - Office	\$123,238	\$13,840
Light Industrial with < 20% Office	\$33,852	\$2,373
Light Industrial with 20% - 50% Office [3]	\$40,721	\$3,203
Age-Restricted Convalescent Care/Skilled Nursing	\$35,075	\$2,754
Arena	<i>See Note [4]</i>	
Stadium	\$102,327	\$13,341

"adj fee"

- [1] Includes 3 0% adjustment for administration.
- [2] Currently, there is no land designated as Rural Estates in the Finance Plan Area. In the event that such a land use is approved for development, the fee program will be updated to include a fee for Rural Estates.
- [3] Modified Light industrial PFF equals 1.35 times Road portion of PFF for Light Industrial plus 70% of the non-Road PFF for Light industrial and 30% of the non-Road PFF for EC-30. Total includes 3 0% for administration.
- [4] Arena site is already developed, and the City of Sacramento and Arco Arena owners have an agreement regarding PFF and Transit Fees.

## IV. FINDINGS FOR NORTH NATOMAS TRANSIT FEE

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

### METHODOLOGY

#### FACILITIES BENEFIT AREA

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

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

#### COMMON USE FACTORS

The facility cost allocations to the land use categories in the Finance Plan area are based upon the percent share of total use of each type of facility that each land use represents. To calculate total use, common use factors must be developed for each facility. "Common use factor" means the amount of facility use per acre for each land use. For a complete discussion of the common use factor methodology, please refer to the common use factor section on page III-1 in **Chapter III**.

#### NORTH NATOMAS TRANSIT FEE CALCULATION METHODOLOGY

The methodology for calculating the transit fee is the same as it is for calculating the NNPPF. Please refer to the NNPPF fee calculation methodology section on page III-6 in **Chapter III** for a complete description of the North Natomas Transit Fee calculation methodology. Similar to the NNPPF the North Natomas Transit Fee is also calculated using remaining costs and remaining land uses.

## LAND USE ASSUMPTIONS

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

## FACILITY COST ESTIMATES

Recent studies of the DNA LRT Line have estimated the costs may range from approximately \$448.0 million in 2002 for a single track line to \$623.0 million in 2002 dollars for a double track line.

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

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

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

**Table B-65 in Appendix B** shows the estimated \$30.7 million cost for five light rail stations in North Natomas. Of this total, approximately \$18.6 million is used as the basis for the North Natomas Transit Fee. As shown, two of the five light rail stations are shown as 100 percent funded by North Natomas development. Development in North Natomas is also allocated approximately 63 percent of the cost for three park and ride

stations before adjustments for land dedication or other costs. North Natomas will be providing land required for the Arco Arena park and ride station, which was estimated at approximately \$1.9 million. Consequently, the share of the Arco Arena park and ride station allocated to North Natomas development is estimated at approximately \$2.4 million. Similarly, the cost of park and ride facilities at the Club Center Drive station have been removed as park and ride spaces will be provided adjacent to the shopping centers nearby. Thus the net cost allocated to North Natomas for the Club Center Drive station is \$1.1 million.

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

**Table IV-1** shows the total and remaining transit costs in addition to the light rail right-of-way costs funded through the NNLAP. **Table IV-2** calculates remaining transit costs that are allocated to remaining North Natomas land use. Remaining transit costs equal the \$18.6 million North Natomas share of costs less approximately \$4.8 million in transit fee revenue collected from North Natomas development to date. In addition to Transit Fee-funded costs, **Table IV-2** also shows the light rail station land acquisition cost being funded through the NNLAP.

## **NORTH NATOMAS TRANSIT FEE**

### **NEXUS FINDINGS**

**Purpose of Fee:** Provide funding for the construction of LRT stations in the North Natomas community.

**Use of Fee:** Construction of LRT stations.

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

# DRAFT

Table IV-1  
North Natomas Nexus Study 2005 Update  
Summary of Transit Fee Facilities Costs

Facility	Total Costs	Remaining Costs		Other Funding/ Completed Facility Costs	Other Funding Sources	Source Table
		Funded by Transit Fees	Funded by Transit Fees			
Light Rail Stations	\$30,696,500	\$13,851,184	\$16,845,316	Federal, State, and Other	Table B-65	
Light Rail Right-of-Way	\$2,855,291	\$0	\$2,855,291	Land Acquisition Program	NA	
<b>TOTAL</b>	<b>\$33,551,791</b>	<b>\$13,851,184</b>	<b>\$19,700,607</b>			

"transit cost sum"

# DRAFT

Table IV-2  
 North Natomas Nexus Study Update 2005  
 Summary of Remaining Transit Costs (2005 \$)

Facility	Total Cost	Transit Costs Funded by Transit Fees	Less Current Balances of Transit Fee Fund	Plus Outstanding Credits [1]	Plus Remaining Financing Costs	Remaining Transit Costs
<i>See Table B-65 as of 3/30/2005</i>						
<b>TRANSIT FACILITIES</b>						
Light Rail Facilities	\$30,696,500	\$18,637,471	(\$4,786,287)	\$0	\$0	\$13,851,184
Light Rail Right-of-Way	\$2,855,291	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$33,551,791</b>	<b>\$18,637,471</b>	<b>(\$4,786,287)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,851,184</b>

*"transit remaining costs"*

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

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

**Relationship between Amount of Fee and Cost of or Portion of Facility Attributed to Development Upon Which Fee is Imposed:** Common use factors, measuring the relative benefit of transit facilities per land use, determine the allocation of transit facilities costs across all benefiting land uses in the Finance Plan area.

#### COMMON USE FACTORS

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

In addition to land use planning, the inclusion of a LRT services to the transportation system reduced the total number of roadway lane miles and roadway costs, a savings distributed to each land use on a daily trip basis. Also, spreading transit costs to the entire plan area is consistent with existing Regional Transit policy in other parts of Sacramento County. All of these factors conclude that trip generation rates are the appropriate common use factors for allocating transit costs. Calculation of the common use factors for allocating transit costs is shown in **Table D-2** in **Appendix D**.

#### FEE CALCULATION

The Transit Fee-funded amount of \$13.9 million in remaining costs, after adjusting for fee revenue collected, was estimated by Regional Transit and the City. **Table IV-3** shows the allocation of estimated remaining transit costs to each land use by the appropriate common use factor. The resulting fee per land use is shown per dwelling unit for residential land uses and per acre for Nonresidential land uses.

# DRAFT

Table IV-3  
North Natomas Nexus Study 2005 Update  
Transit Cost Allocations

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]							
Rural Estates	0.0	9.60	0	0	0.00%	\$0	\$0	\$0	\$0
Low Density Residential	57.9	64.69	718	3,748	1.04%	\$143,873	\$2,484	\$369	\$369
Medium Density Residential	438.5	84.76	5,275	37,169	10.30%	\$1,426,955	\$3,254	\$307	\$307
High Density Residential	144.5	140.42	2,468	20,288	5.62%	\$778,890	\$5,391	\$242	\$242
Age-Restricted Single-Family Residential	168.7	35.54	952	5,998	1.66%	\$230,253	\$1,365	\$242	\$242
Age-Restricted Apartments	6.2	69.64	0	435	0.12%	\$16,682	\$2,673	\$118	\$118
Age-Restricted Congregate Care/Assisted Living	10.0	74.74	432	747	0.21%	\$28,692	\$2,869	\$66	\$66
Convenience Commercial	17.3	660.00		11,405	3.16%	\$437,840	\$25,338		
Community Commercial	23.7	340.00		8,069	2.24%	\$309,784	\$13,053		
Village Commercial	53.5	510.00		27,265	7.56%	\$1,046,712	\$19,579		
Transit Commercial	21.6	510.00		11,040	3.06%	\$423,834	\$19,579		
Highway Commercial	31.9	350.00		11,180	3.10%	\$429,193	\$13,437		
Regional Commercial	80.7	300.00		24,210	6.71%	\$929,443	\$11,517		
EC 30 - Office	44.2	130.00		5,748	1.59%	\$220,666	\$4,991		
EC 40 - Office	270.6	180.00		48,709	13.50%	\$1,869,966	\$6,910		
EC 50 - Office/Hospital	369.8	220.00		81,360	22.55%	\$3,123,463	\$8,446		
EC 65 - Office	62.9	290.00		18,228	5.05%	\$699,773	\$11,133		
EC 80 - Office	31.1	350.00		10,885	3.02%	\$417,885	\$13,437		
Light Industrial	6.8	60.00		406	0.11%	\$15,597	\$2,303		
Age-Restricted Convalescent Care/Skilled Nursing	0.0	69.64		0	0.00%	\$0	\$2,673		
Arena	0.0	202.69		0	0.00%	\$0	See Note [3]		
Stadium	100.5	337.37		33,906	9.40%	\$1,301,683	\$12,952		
<b>Total</b>	<b>1,940.6</b>		<b>9,846</b>	<b>360,794</b>	<b>100.00%</b>	<b>\$13,851,184</b>			

"transit\_alloc"

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

[2] Road and Freeway common use factors are used to allocate costs for transit facilities.

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

*Revised Draft Report  
North Natomas Nexus Study 2005 Update  
July 21, 2005*

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## V. NORTH NATOMAS LAND ACQUISITION FEES

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

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

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

### RPLAF

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

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

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**Table V-1  
North Natomas Nexus Study 2005 Update  
Regional Park Land Acquisition Cost**

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

*"park cost"*

Source: City of Sacramento

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**Table V-2**  
**North Natomas Nexus Study 2005 Update**  
**Land Acquisition Fees [1]**

Land Use	2005	2005
	Public Facilities Land Acquisition Fee [2]	Regional Park Land Acquisition Fee [2]
<b>RESIDENTIAL</b>		
	<i>Fee per Unit</i>	
<i>Single-Family Attached/Detached</i>		
Rural Estates	\$0	\$0
Lot Size > 5,000 sq. ft.	\$3,446	\$1,573
Lot Size 3,250 - 5,000 sq. ft.	\$2,836	\$1,287
Lot Size < 3,250 sq. ft.	\$2,226	\$1,001
Age-Restricted Single-Family	\$4,096	\$1,879
<i>Multifamily (&gt;2 attached units)</i>		
8-12 units per net acre	\$2,226	\$1,001
> 12-18 units per net acre	\$1,622	\$738
> 18 units per net acre	\$1,018	\$476
Age-Restricted Apartments	\$1,022	\$469
Age-Restricted Congregate Care	\$535	\$245
<b>NONRESIDENTIAL</b>		
	<i>Fee per Net Acre</i>	
Convenience Commercial	\$23,107	\$10,600
Community Commercial	\$23,107	\$10,600
Village Commercial	\$23,107	\$10,600
Transit Commercial	\$23,107	\$10,600
Highway Commercial	\$23,107	\$10,600
Regional Commercial	\$23,107	\$10,600
EC Commercial	\$23,107	\$10,600
EC 30 - Office	\$23,107	\$10,600
EC 40 - Office	\$23,107	\$10,600
EC 50 - Office/Hospital	\$23,107	\$10,600
EC 65 - Office	\$23,107	\$10,600
EC 80 - Office	\$23,107	\$10,600
Light Industrial with <20% Office	\$23,107	\$10,600
Light Industrial with 20%-50% Office	\$23,107	\$10,600
Arena	\$23,107	\$10,600
Stadium	\$23,107	\$10,600

"land acq fees"

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

[2] Based on the North Natomas Valuation Study (dated March 2005) prepared by Clark-Wolcott, Inc.

## **PFLAF**

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

### **PURPOSE OF THE PFLAF**

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

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

### **PUBLIC LAND ACQUIRED THROUGH THE PFLAF**

The following paragraphs describe the public land included in the PFLAF while **Map 2** demonstrates the locations of the public land.

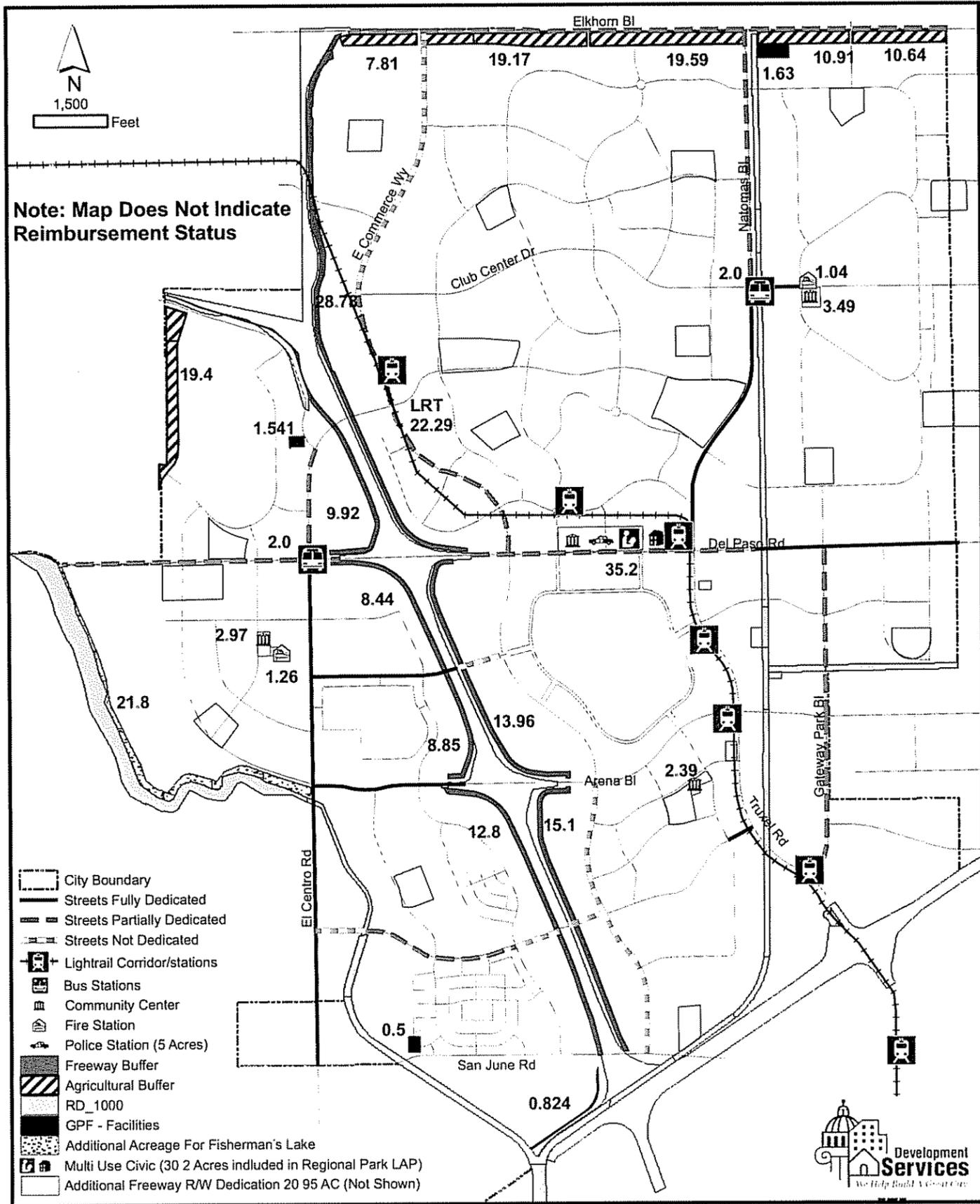
#### **Freeway and Agricultural Buffers**

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

# Map 2

# LAP Reimbursement Areas

Revised: June 2005



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#### **Civic Lands**

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

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

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

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

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

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

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

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

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

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

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Table V-3  
North Natomas Public Facilities Land Acquisition Fee 2005  
Right-of-Ways and Overwidths

Roadway Section	Street Type	Full Section R-O-W	Half Section				Full Section Overwidth	
			Total R-O-W Including Setback	Less Setback	North Natomas FOC [2] to center of R-O-W [1]	City's FOC Dedication of R-O-W [3]		
		a	b=a/2	c	d = b-c	e	f = d-e	g=fx2
A	4 Lane Divided	100	50	13	37	25	12	24
B	6 Lane Divided	136	68	14	54	25	29	58
C	8 Lane Divided	158	79	14	65	25	40	80
Modified 4 Lane								
D	West Side	92	50	16	34	25	9	Total Overwidth [4]
	East Side		42	8	34	25	9	43
Modified 6 Lane								
E	West Side	114	61	16	45	25	20	Total Overwidth [4]
	East Side		53	8	45	25	20	65

"ROW"

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

[2] FOC = Face of Curb.

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

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

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

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

**AD 88-03 Land**

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

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

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

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

**Public Land Not Acquired through the PFLAF**

The>NNLAP excludes these "normal" dedications:

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

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

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

**PUBLIC FACILITIES LAND ACQUISITION COST**

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

**Table V-4  
 Calculation of PLAV  
 North Natomas Public Facilities Land Acquisition Fee 2005**

Value	Value
<b>Weighted Average Unit Value</b>	
November 1, 2004	\$362,993
November 1, 2003	\$157,999
November 1, 2002	\$132,232
<b>Weighted Average</b>	<b>\$217,741</b>
<b>Weighted Average with Admin. &amp; Contingency</b>	<b>\$236,745</b>
<i>"PLAV"</i>	

Source: Summary Appraisal Report for North Natomas Financing Plan Area prepared by Clark-Wolcott, Inc.

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

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

**LAND USE ASSUMPTIONS**

The PFLAF will be levied on a per-unit basis for residential development and on a per-net acre basis for nonresidential development for all land uses in the Finance Plan Area. As when the NNLAP when created, the PFLAF has retained the methodology of

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**Table V-5  
North Natomas Public Facilities Land Acquisition Fee 2005  
Estimated Public Land Acquisition Cost**

Public Facilities Land Acquisition Category	Acreage Calculations [1]	Acreage	Acquisition Cost/Acre [2]	Total Acquisition Cost [3]
<b>Public Lands</b>	<b>Appendices B and E</b>		<b>\$217,741</b>	
Freeway Interchange and Overcrossings	Table B-3	39.4	\$217,741	\$8,583,581
Freeway Buffer	Table E-2	100.3	\$217,741	\$21,831,624
Agricultural Buffer	Table E-2	109.3	\$217,741	\$23,803,483
Open Space	Table E-2	1.6	\$217,741	\$344,031
Community Centers [4]	Table E-2	8.9	\$217,741	\$1,937,898
Police Substation	Table E-2	5.0	\$217,741	\$1,088,707
Fire Stations	Table E-2	2.3	\$217,741	\$500,805
General Public Facilities - Utilities	Table E-2	5.8	\$217,741	\$1,254,408
Bus Transit Centers	Table E-2	4.0	\$217,741	\$870,965
LRT Right-of-Way	Table E-3	22.3	\$217,741	\$4,854,012
Off-Street Bikeways	Table E-3	2.9	\$217,741	\$629,878
RD-1000 Easement [5]	Table E-4	35.9	\$217,741	\$7,811,850
Overwidth Street Right-of-Way	Table E-5	78.1	\$217,741	\$17,008,967
<b>Subtotal Public Lands</b>		<b>415.7</b>		<b>\$90,520,209</b>
<b>TOTAL Finance Plan Area Developable Acres</b>		<b>4,230.8</b>		

"land value"

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

- [1] Source from the North Natomas Nexus Study 2005 Update, Appendices B and E.
- [2] Reflects uniform cost basis for all acquisitions regardless of the use of the site. The estimated per-acre cost is based on the North Natomas Valuation Study (dated March 2005) appraisal completed by Clark-Wolcott Inc. and does not necessarily reflect each individual's fair market value.
- [3] Acquisition cost does not include contingency or administration costs.
- [4] Does not include the community center in the Regional Park
- [5] North Natomas Comprehensive Drainage property dedications calculated in February 1999 and updated in June 2002

# DRAFT

Table V-6  
North Natomas Public Facilities Land Acquisition Fee 2005  
Estimated Land Acquisition Fees

Land Acquisition	Estimated Acquisition Cost	Plus Administration 3.0%	Plus Land Value Contingency 5.0%	Total Cost Basis for Fee	Land Acquisition Fees
Public Facilities Land Acquisition [1]	\$90,520,209	\$2,715,606	\$4,526,010	\$97,761,826	<i>per net acre</i> <b>\$23,107</b>

\*NNLAF\_units\*

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

**Assumptions for Table V-5:**

	Estimated Net Dev. Acres
<b>Total Developable Acres</b>	
Single-Family Acres (Low Density)	1,355.9
Single-Family Acres (Medium Density)	797.2
Multifamily Acres (High Density)	319.9
Age-Restricted Single-Family	168.7
Age-Restricted Apartments	20.0
Age-Restricted Congregate Care/Assisted Living	10.0
<b>Total Residential</b>	<b>2,671.7</b>
Nonresidential Developable Acres (commercial, office, & lt. industrial)	1,559.1
<b>Total Developable Acres</b>	<b>4,230.8</b>

allocating total>NNLAP costs to all participating land uses. Retaining the existing methodology will preserve the overall Finance Plan Area ratio of public land to be dedicated to developed land. If the methodology were to be changed to remaining public land and remaining development, the average ratio of public land to developed land may be significantly different from that established when the program began. Table III-3 in Chapter III details the Finance Plan Area land use assumptions.

#### NEXUS FINDINGS

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

#### FEE CALCULATION

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

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## VI. IMPLEMENTATION

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This chapter outlines basic implementation policies for the development impact fees discussed in this report. Following a discussion of existing implementation policies, this chapter will detail new policies introduced during the Nexus Study 2002 Update.

### FEE REIMBURSEMENTS

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

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

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

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

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

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

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

## **ADJUSTMENTS TO FEE PROGRAM**

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

In addition to fee updates by resolution, Section 84.02.211 provides for automatic annual adjustments to the development impact fees. The automatic annual adjustments take into account the potential for inflation of public facility design, construction, installation, and acquisition costs. As detailed in Section 84.02.211, the automatic adjustment is tied to the percentage increase of the Construction Cost Index (CCI) for San Francisco from March 1 of the previous year to March 1 of the current year as reported in the Engineering News Record. The automatic annual adjustment shall be effective on July 1 of each Fiscal Year.

As discussed in the previous chapter, the RPLAF will also be escalated annually. Using the change in the San Francisco Consumer Price Index (CPI) for all urban consumers from April 1 of the previous year to April 1 of the current year, the RPLAF will be escalated by a minimum of 2 percent annually, or more as dictated by the CPI. Escalation of the current rate will be effective 60 days from the date of adoption of this study and will take place every July 1 thereafter.

Additional discussion regarding periodic and annual adjustments to the fees is included below.

## **NORTH NATOMAS NEXUS STUDY POLICIES**

The Nexus Study 2005 Update includes the following policies to improve the method by which the PFF and Transit Fee are calculated as well as ensure that adequate PFF and Transit Fee revenues are produced to fund the capital improvement programs.

### **LIMIT ON PUBLIC INFRASTRUCTURE COST INCREASES**

The Working Group has agreed to limit the future increase of total public infrastructure cost estimates contained in the North Natomas Nexus Study 2002 Update. Using the Nexus Study 2002 public infrastructure cost estimates as a benchmark, the limit on future increases will be the percentage increase, if any, of the CCI for San Francisco during the 12 months ending on the preceding March of the prior fiscal year, as published by Engineering News Record/McGraw-Hill Construction Weekly, or any substitute index which the City Council adopts by resolution. During the Nexus Study 2005 Update, the costs increased by more than the CCI for several reasons including new improvements and increased construction costs on several facility types. Since these increases were agreed to by the Working Group, the 2005 cost estimates in this study will replace the 2002 costs as the benchmark for future cost increases.

Under this expenditure limitation policy, all future cost increases of facilities and the addition of any new facilities should be kept either at or under the 2005 public facilities cost estimate adjusted for inflation.

In addition, the Working Group has also agreed to limit future cost increases of transit station construction (costs funded by the Transit Fee) to be equal to or less than the cost estimates adjusted for inflation. Using the 2005 cost estimates included in this study as a base, any future cost increase will not be more than what is dictated by the CCI value as described above.

### **CHANGES IN COMMUNITY PLAN LAND USE DESIGNATION**

As discussed in **Chapter II**, changes in Community Plan land use designations present unique problems for the Fee Program when a change would result in reduced revenue and/or increased infrastructure requirements. Reduced revenue causes difficulties because the Financing Plan depends on Target Revenues (discussed in **Chapter VII**) from each Community Plan land use type. As stated above, the cost allocation, and thus Target Revenue, required from each acre varies by land use as a result of the differing cost burdens of each land use. Changes in land use designations that would reduce revenues below target amounts cannot be practically managed because 1) much of the

backbone infrastructure is complete; 2) remaining facility requirements will not be reduced by a designation change; and 3) costs would need to be reallocated to all land uses on a case-by-case basis as changes occur, which is impractical. Similarly, costs cannot be reallocated to all fee payers in the event of increased infrastructure requirements, as many land uses have already paid fees.

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

#### ANNUAL REVIEW AND PERIODIC UPDATES TO THE NORTH NATOMAS FINANCING PLAN AND NEXUS STUDY

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

Currently, the PFF and Transit Fee Programs undergo a major update every 2 to 3 years. During this major update, all land uses, public facility costs, fee credits, and program cash balance information is thoroughly reviewed and updated. The outcome of the update is revised North Natomas PFF and Transit Fees adopted by City Council resolution. Following initial adoption of the North Natomas Financing Plan and Nexus Study in 1994, these updates have taken place in 1999, 2002, and currently in 2005. Following 2005, these periodic updates are planned to occur every 3 years, unless required earlier as part of the annual review process described below.

In addition to 3-year periodic updates, the PFF and Transit Fee Programs will undergo an annual review. Presently, the only annual adjustment made to the Fee Programs is an automatic inflation adjustment. The annual reviews, which will not be as comprehensive as a periodic update, will be used to monitor progress on achieving each Fee Program's goals.

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

**1. Infrastructure cost analysis**

The Working Group will examine infrastructure costs of completed facilities to compare actual costs to estimated costs. This comparison will be done to determine

if actual costs are in line with estimates or if substantive revisions may be necessary. This review will also uncover areas where cost savings in the Fee Program may be possible.

2. **Examine areas for value engineering in public infrastructure cost estimates**  
The Working Group will look for ways to value engineer public facilities included in the respective Fee Programs. As the City and North Natomas developers gain additional infrastructure construction experience in North Natomas, potential cost savings may be identified for one or more types of public facilities. Potential cost savings may limit future cost increases in a respective Fee Program, or may be used to offset the cost of including additional public facilities in the Fee Program at a future date (providing the option of adding facilities is available based on City policies).
3. **Review conditions of approval for planning entitlements for potential effects on Financing Plan infrastructure costs.**  
The City will review its conditions of approval that it places upon planning entitlements granted to builders or developers. This review will focus on changes in design or facility requirements that may have adverse or beneficial effects upon public facility costs in the PFF or Transit Fee Programs.
4. **Review road segment construction responsibility**  
The Working Group will review each constructed roadway segment to determine who constructed the completed roadway facility, the City or a developer. The City will compare this data to Finance Plan estimates to evaluate whether changes would be required to future construction responsibility or roadway cost estimates in the PFF Fee Program. In addition, this roadway segment review may reveal potential cost savings that may be used to lower fees, fund cost overages on other PFF facilities, or fund additional public facilities.
5. **Land use update**  
The Working Group will track development in North Natomas to measure how actual development compares to Community Plan goals. Tracking of development on an annual basis will assist in facility phasing decisions as well as calculating total remaining development for use in updates to the PFF and Transit Fee Programs.
6. **Review of administration of the fee programs**  
The Working Group will evaluate its experience in administering the revised fee calculation and collection policies identified in this exhibit and revise the policies if necessary to improve the operation of the program.

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

## PFF AND TRANSIT FEE IMPLEMENTATION CHANGES

### Nonresidential Fees

All nonresidential fees will be calculated based on the net acreage of a parcel rather than by the previous method of building square footage. The following describes how the fee for a parcel will be determined.

#### Employment Center Zones

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

The PFF and Transit Fee revenues for the entire or undeveloped portion of a Schematic Plan development plan will be compared against the Target Revenues (separately for each fee) for the Schematic Plan. Target Revenues equal PFF and Transit Fee revenues assumed for the parcel(s) in the Schematic Plan using Community Plan land use assumptions (as shown in **Map 3**) and fee rates per the schedule (e.g., EC-XX Office). If the calculated revenues for the Schematic Plan are over or under the Target Revenues, an Adjusted Fee will be calculated and assigned to each parcel of the Schematic Plan. All Adjusted Fees assigned to parcels will continue to be subject to the annual or periodic changes to the fee schedules. **Table VI-1** does not apply when calculating Target Revenues.

3. In the event that a portion of a Schematic Plan (e.g., **Schematic Plan B** on **Table VI-3**) was developed (had paid PFF and Transit fees) before implementation of the policy recommendations of this exhibit and the Nexus Study 2002 Update, only the remaining, undeveloped portion of the parcel would be subject to these revised policies. All further reference to the Schematic

**Table VI-1  
Assignment of Fees to Land Uses in EC Zones**

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

Notes: (1) EC Commercial Fee will be set equal to the Community Commercial Fee.  
Fees will be charged on a per-net-acre basis

Plan will mean either the entire Schematic Plan if no development has occurred or the remaining portion of the Schematic Plan if building permits have been issued for a portion of the Schematic Plan.

4. PFF and Transit fee revenues from a Schematic Plan must equal 100 percent of the Target Revenues for the Schematic Plan. The comparison of actual Schematic Plan revenues versus Target Revenues will be estimated on a parcel by parcel basis using proposed Schematic Plan land uses; however, evaluation of achieving the 100-percent threshold will be done for the entire Schematic Plan (or remaining portion) as follows:

- a) **Calculated Revenues Exceed Target Revenues**

If calculated Schematic Plan fee revenues exceed Target Revenues, the fees would need to be reduced. Table VI-2 shows Example 1 in which the Schematic Plan PFF fee revenues exceed Target Revenues for a Schematic Plan. As shown in this table, total fee revenues are anticipated to exceed Target Revenues by approximately \$117,000.

With City approval, a developer will have the flexibility to balance fee "overages" on a parcel by parcel basis to ensure 100 percent of the Target Revenues for the entire Schematic Plan are being achieved. In this example, the developer could balance total fee revenues by reducing the fees due on Parcel 3 by the "overage" amount (\$117,000) for the Schematic Plan. This reduction would then equate the Schematic Plan fee revenues with the Target Revenues for the entire Schematic Plan. Following the fee reduction, each parcel in the Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.

- b) **Calculated Revenues Are less than Target Revenues:**

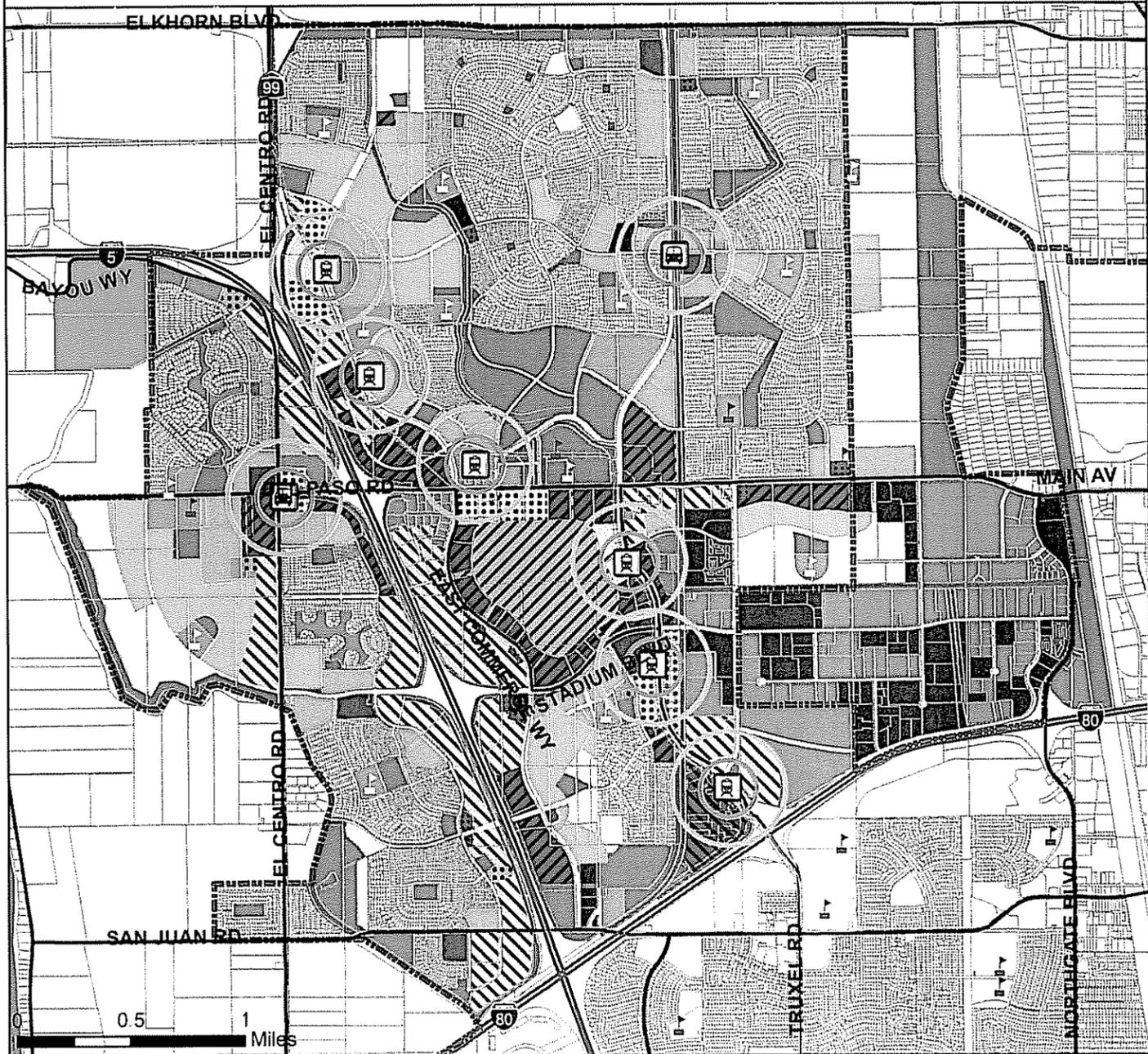
If calculated revenues are less than Target Revenues, then a fee surcharge needs to be applied. Table VI-3 shows Example 2 where the Schematic Plan fee revenues are less than the Target Revenues for a project. In this example, one of the parcels is assumed to be developed before the implementation of the policies set forth in the Nexus Study 2002 Update and therefore, fees will only be charged to the remaining parcels. As shown, total fee revenues from remaining parcels are anticipated to be approximately \$251,000 less than Target Revenues for the remaining parcels.

In this instance, a surcharge would be allocated to the remaining parcels equaling the shortage in fee revenue. With City approval, the developer would have the flexibility to transfer the surcharge to other parcels in the Schematic Plan or to keep it with any parcels that do not meet Target



# CITY OF SACRAMENTO North Natomas Community Plan

Map 3



	<p><b>Community Plan Designations</b></p> <p><b>Residential</b></p> <ul style="list-style-type: none"> <li>Low Density Residential 3-10 du/na target 7 du/na</li> <li>High Density Residential 11-29 du/na target 22 du/na</li> <li>Medium Density Residential 7-21 du/na target 12 du/na</li> <li>Rural Estates</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>Parks/Open Space</li> <li>General Public Facilities</li> <li>Institution</li> <li>Agriculture</li> </ul>	<p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>Highway Commercial</li> <li>Transit Commercial</li> <li>Regional Commercial</li> <li>Community Commercial</li> <li>Village Commercial</li> <li>Convenience Commercial</li> </ul> <p><b>Employment Center</b></p> <ul style="list-style-type: none"> <li>Employment Center 80/acre</li> <li>Employment Center 65/acre</li> <li>Employment Center 50/acre</li> <li>Employment Center 40/acre</li> <li>Employment Center 30/acre</li> <li>Light Industrial</li> </ul>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>City Boundary</li> <li>Parcels</li> <li>Water</li> <li>highway</li> <li>Major Road</li> <li>Bus Stations</li> <li>Proposed Light Rail</li> <li>1/4 Mile to Transit</li> <li>1/8 Mile to Transit</li> <li>Schools</li> <li>Existing</li> <li>Proposed</li> <li>Under Construction</li> </ul> <p>Development Services Department   Jan 2005 GIS_Projects/Community_Plan/Natomas_A.mxd</p>
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EXAMPLE 1

Table VI-2  
North Natomas Nexus Study 2005 Update  
Estimated Public Facilities Fee Revenue [1]

Item	Acres	Target PFF Revenue [2]	PUD Schematic Plan			Surcharge or Discount Amount	Total NNPF Fee Due
			Acres	NPFF / Net Acre Based on PUD	Estimated NNPF Revenue		
	(a)	(b)	(c)	(d = a x c)	(e = d - b)	(f = [3])	(g = d + f)
<b>SCHEMATIC PLAN A</b>							
		\$72,100 / net acre					
<b>Parcel / Building Type</b>							
1 EC-40	40.0	\$2,883,992	\$72,094	\$2,883,744	(\$248)	\$0	\$2,883,744
2 EC-40	40.0	\$2,883,992	\$72,094	\$2,883,744	(\$248)	\$0	\$2,883,744
3 EC Commercial	10.0	\$720,998	\$108,856	\$1,088,562	\$367,564	(\$116,690)	\$971,872
4 Multifamily	20.0	\$1,441,996	\$59,556	\$1,191,122	(\$250,874)	\$0	\$1,191,122
<b>Total</b>	<b>110.0</b>	<b>\$7,930,977</b>		<b>\$8,047,171</b>	<b>\$116,194</b>		<b>\$7,930,482</b>

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

Total PUD Net Acreage 110.0  
Community Plan Designation EC-40

[2] Based on the current fee schedule.

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

\*example 1"

Revenues. In the example shown in **Table VI-3, Parcel 4** is short of Target Revenues by approximately \$251,000. The surcharge was assumed to be equally shared across the remaining parcels with approximately \$84,000 assigned to each parcel. Application of the surcharge brings the total Schematic Plan fee revenues equal to Target Revenues for the entire remaining portion of the Schematic Plan. Following the fee surcharge, each parcel in the Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.

- c) In the event that development on an individual parcel is phased (as in **Example 2**), the developer would pay the Adjusted Fee for the entire parcel (as determined above based on Schematic Plan review) at the issuance of the first building permit. The developer would be able to apply fee credits (up to the allowable credit percentage) to offset the portion of fees advanced for the remaining development of the parcel.

#### Commercial and Industrial Zones

##### Commercial

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

- Convenience Commercial
- Community Commercial
- Village Commercial

The following measures are implemented to solve this problem.

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

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EXAMPLE 2

Table VI-3  
North Natomas Nexus Study 2005 Update  
Estimated Public Facilities Fee Revenue [1]

Parcel / Building Type	Acres	Target PFF Revenue [2]	PUD Schematic Plan			Surcharge or Discount Amount	Total NNPPF Fee Due
			NNPPF / Net Acre Based on PUD	Estimated NNPPF Revenue	Difference		
	(a)	(b)	(c)	(d = a x c)	(e = d - b)	(f = [3])	(g = d + f)
<b>SCHEMATIC PLAN B</b>							
		\$72,100 / net acre					
1 EC-40	40.0	\$2,883,992	\$72,094	\$2,883,744	(\$248)	\$83,625	\$2,967,369
2 EC-40	40.0	\$2,883,992	\$72,094	\$2,883,744	(\$248)	\$83,625	\$2,967,369
3 EC Comm. - [EXISTING DEVELOPMENT] [4]	10.0	NA	NA	NA	NA	NA	NA
4 Multifamily	20.0	\$1,441,996	\$59,556	\$1,191,122	(\$250,874)	\$83,625	\$1,274,746
<b>Total</b>	<b>110.0</b>	<b>\$7,209,979</b>		<b>\$6,958,610</b>	<b>(\$251,370)</b>	<b>\$250,874</b>	<b>\$7,209,484</b>

"example 2"

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

Total PUD Net Acreage 110.0  
Community Plan Designation EC-40

[2] Based on the current fee schedule.

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

[4] This building is assumed to be developed, therefore, fees will only be charged to the remaining 100 acres of development within Parcel 2.

#### Light Industrial

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

#### Residential Uses

1. When the City approves a PUD Schematic Plan, the NNPFs and Transit Fees will be calculated, using the current schedules, for all parcels and development projects proposed in the Schematic Plan.
2. The PFF and Transit Fee revenues for the entire Schematic Plan development plan will be compared against the Target Revenues (separately for each fee) for the Schematic Plan. Target Revenues equal PFF and Transit Fee revenues assumed for the parcel(s) in the Schematic Plan using Community Plan land use assumptions, target densities, and fee rates per the schedule (e.g., low density residential >5,000 square foot lots)
3. In the event that a portion of a Schematic Plan was developed (had paid PFF and Transit fees) before implementation of the policies set forth in the Nexus Study 2002 Update, only the remaining, undeveloped portion of the parcel would be subject to these revised policies.
4. PFF and Transit fee revenues from the Schematic Plan must equal a minimum of 100 percent of the Target Revenues for that Schematic Plan. The maximum amount that PFF and Transit fees from the Schematic Plan could exceed Target Revenues will be 105 percent. The comparison of Schematic Plan and Target Revenues will be performed on a parcel by parcel basis; however, evaluation of achieving the minimum and maximum thresholds will be done for the entire remaining portion of a Schematic Plan as follows:

a) **Calculated Revenues Exceed 105 Percent of Target Revenues**

If calculated Schematic Plan fee revenues exceed 105 percent of Target Revenues, the fees would be reduced. The per unit fee reduction would equal the difference between the calculated revenues and 105 percent of the Target Revenues divided by the total number of units in the Schematic Plan. In the case where different lot size categories were being developed in the Schematic Plan, the Adjusted Fee per unit would have to be calculated for each lot size category. Following the fee reduction, each parcel in the Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.

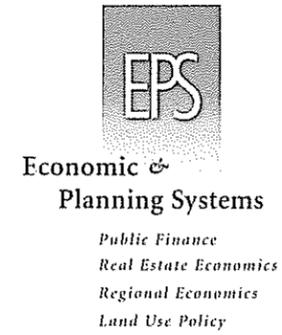
**b) Calculated Revenues Are less than 100 Percent of Target Revenues**

If calculated revenues are less than 100 percent of Target Revenues, then a fee surcharge needs to be applied. The per unit fee surcharge would equal the difference between 100 percent of Target Revenues and the calculated revenues divided by the total number of units in the Schematic Plan. As outlined above, adjustments would have to be made if various lot size categories occurred in a Schematic Plan. Following the fee surcharge, each parcel in the Schematic Plan would be allocated an Adjusted Fee using the adjustments described above.

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

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## APPENDICES

- APPENDIX A: CITY OF SACRAMENTO  
ORDINANCES RELATED TO  
NORTH NATOMAS DEVELOPMENT
- APPENDIX B: FACILITY COST ESTIMATES AND  
MAPS
- APPENDIX C: A.D. 88-03 REIMBURSEMENTS
- APPENDIX D: COMMON USE FACTORS
- APPENDIX E: LAND ACQUISITION PROGRAM  
SUPPORT TABLES

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Economic &  
Planning Systems

*Public Finance*  
*Real Estate Economics*  
*Regional Economics*  
*Land Use Policy*

## APPENDIX A

### CITY OF SACRAMENTO ORDINANCES RELATED TO NORTH NATOMAS DEVELOPMENT

Resolution No. 2002-373— Adopted June 11, 2002.....	A-1
Resolution No. 95-619— Adopted October 31, 1995.....	A-4
Ordinance No. 95-058— Adopted October 31, 1995 .....	A-7
Resolution No. 95-620— Adopted October 31, 1995.....	A-24



**RESOLUTION NO. 2002-373**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF JUN 11 2002

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

**WHEREAS,**

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

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

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

**SECTION 1: Findings.**

The City Council hereby finds as follows:

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

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

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

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

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

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

Heather Fargo  
MAYOR

ATTEST:

Helene A. Burrows  
CITY CLERK

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

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



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RESOLUTION NO. 95-019

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF OCT 31 1995

A RESOLUTION ADOPTING THE  
NORTH NATOMAS NEXUS STUDY

WHEREAS,

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

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

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

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

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

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RESOLUTION NO. 95-019

DATE ADOPTED: OCT 31 1995



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

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

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

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

SECTION 1. Findings.

The City Council hereby finds as follows:

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

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

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

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

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RESOLUTION NO. 95-013  
DATE ADOPTED: OCT 3 1 1995

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice G. D. C. O'Connell, Chief Justice of the Supreme Court of the State of New South Wales" and "The Hon. Mr. Justice G. D. C. O'Connell, Chief Justice of the Supreme Court of the State of New South Wales".

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

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

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

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

JOE SERNA, JR.

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MAYOR

ATTEST:

VALERIE BURROWES

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CITY CLERK

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FOR CITY CLERK USE ONLY

55-619

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

DATE ADOPTED: OCT 31 1995



AMENDED

ORDINANCE NO. 95-058

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF OCT 31 1995

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

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

SECTION 1. Purpose and intent of ordinance.

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

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

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

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ORDINANCE NO.

DATE ADOPTED: OCT 31 1995



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

**SECTION 2. Definitions.**

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

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

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

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

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

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

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

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ORDINANCE NO. 95-058

DATE ADOPTED: OCT 31 1995



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

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

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

**SECTION 3. Findings.**

The City Council finds and declares as follows:

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

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

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

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

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

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

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

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6. The development impact fee program implemented by this Ordinance is designed to mitigate the impacts caused by new development in the North Natomas Finance Plan Area.

7. The development impact fees established by this Ordinance are based upon the estimated costs of new Public Infrastructure required in order to serve and address the impacts caused by new development within the North Natomas Finance Plan Area, and shall be subject to adjustment as more precise estimates or actual costs are determined.

8. The fees established by this Ordinance do not exceed the reasonable cost of providing Public Infrastructure within the North Natomas Finance Plan Area occasioned by development projects within such area.

9. All Development Projects within the North Natomas Finance Plan Area should bear a proportionate, fair, and equitable financial burden in providing the Public Infrastructure necessary to serve such uses.

10. The Public Infrastructure to be financed by the fees established by this Ordinance are consistent with the City's General Plan, including all elements thereof, and the North Natomas Community Plan.

11. The fees established by this Ordinance are consistent with the goals and objectives of the City's General Plan, including each of its elements, and the North Natomas Community Plan.

12. The Public Infrastructure, and the anticipated development in the North Natomas Finance Plan Area, herein referenced are based upon an analysis of the designated land uses set forth in the North Natomas Community Plan.

13. The fees established by this Ordinance relate rationally to the reasonable cost of providing Public Infrastructure occasioned by development projects within the North Natomas Finance Plan Area.

14. Development impact fees are necessary in order to finance the Public Infrastructure required by development in the North Natomas Finance Plan Area and to impose on property owners developing their properties the obligation to pay a fair share of the cost of such Public Infrastructure.

15. The amount of each fee established under this Ordinance and as may be adjusted over time pursuant to this Ordinance, is a reasonable approximation of the fair share of the cost of the Public Infrastructure, and roughly proportionate to the need for such facilities caused by Development in the North Natomas Finance Plan Area.

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

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

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

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

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

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DATE ADOPTED: OCT 3 1 1995

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

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

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ORDINANCE NO. 95-058  
DATE ADOPTED: OCT 3 1 1995



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

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

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

**SECTION 5. Credits and reimbursements.**

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

**SECTION 6. Deferral of fees.**

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

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ORDINANCE NO.

95-058

DATE ADOPTED:

OCT 31 1995



**SECTION 7. Severability.**

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

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

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

**SECTION 8. Effective date.**

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

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

JOE SERNA, JR.

MAYOR

ATTEST:  
VALERIE BURROWES  
CITY CLERK

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FOR CITY CLERK USE ONLY

95-058

ORDINANCE NO.

DATE ADOPTED: OCT 31 1995



## Title 84. DEVELOPMENT IN NORTH NATOMAS

### CHAPTER 84.01. GENERAL PROVISIONS

#### Section 84.01.100 Definitions

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

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

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

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

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

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

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

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

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**Section 84.01.101 Severability**

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

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

**Section 84.02.200 Purposes**

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

**Section 84.02.201 Additional definitions**

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

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

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

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

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

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

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

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

**Section 84.02.202 Establishment of development impact fees**

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

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

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

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

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

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

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

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

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

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

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

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(C) The change in use of an existing building or structure on the property from a previous nonresidential use to a residential use, provided that the landowner shall be entitled to a credit against fees in the amount of fees which were actually paid for such previous nonresidential use, which prior fees shall be adjusted for inflation consistent with Section 84.02.211.

(2) For nonresidential property:

(A) The construction on the property of a new building or structure;

(B) The construction on the property of alterations or additions to an existing building or structure which results in the expansion in the size or use of such existing building or structure; or

(C) The change in use of an existing building or structure on the property from a previous residential use to a nonresidential use, or from a previous nonresidential use to another nonresidential use requiring a certificate of occupancy under the building regulations adopted by City or pursuant to the Sacramento City Code, provided that the landowner shall be entitled to a credit against fees in the amount of fees which were actually paid for such previous residential or nonresidential use, which prior fees shall be adjusted for inflation consistent with Section 84.02.211.

b. Except as may be expressly provided in this Chapter, no building permits or extension of permits relating to the activities described in subsections (a)(1) and (a)(2) of this Section shall be granted unless and until the appropriate development impact fee or fees have been paid to the City in accordance with the provisions of this Chapter.

c. Notwithstanding anything to the contrary set forth in subsection (a) of this Section or in any other provision in this Chapter, the development impact fees established pursuant to this Chapter shall apply to any Development Project (1) which has heretofore received a tentative map approval or other approval or permit, whether discretionary or nondiscretionary, from the City, where the approval of the same has been conditioned upon payment of the fees established as a result of the implementation of the North Natomas Financing Plan, or (2) which is subject to a development agreement or other agreement between the landowner and City which requires the payment of fees established as a result of the implementation of the North Natomas Financing Plan.

#### Section 84.02.206 Exemptions

a. The following shall be exempted from payment of the fees established by this Chapter:

(1) Alterations, renovations, or expansion of an existing residential building or structure where no additional Dwelling Units are created and the use is not changed; provided, however, that the expansion or intensification of use of an existing commercial or

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

(2) The replacement of a destroyed or partially destroyed or damaged building or structure with a new building or structure of the same size and use.

b. Any claim of exemption with respect to the fees established by this Chapter must be made no later than the time for application for fee adjustment pursuant to Section 84.02.213.

#### Section 84.02.207 Computation of fees

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

#### Section 84.02.208 Time of payment of fee

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

#### Section 84.02.209 Deferral of Fees

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

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Section 84.02.210 Credits and reimbursements

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

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

**Section 84.02.211 Automatic annual adjustment**

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

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**Section 84.02.212 Adjustment of fee by resolution**

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

**Section 84.02.213 Protest of fees**

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

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



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

**Section 84.02.214 Creation of special funds**

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

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

**Section 84.02.215 Use of funds**

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



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

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

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

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

ORDINANCE No. 95-058

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

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

**Section 84.02.217 Refund of fees paid**

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

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**Section 84.02.218 Other fee and dedication requirements**

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

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

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



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

**Section 84.02.220 Development Approval**

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



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**Section 84.02.221 California state law**

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



RESOLUTION NO. 95-620

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF OCT 31 1995

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

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

WHEREAS,

- A. By separate resolutions referenced below, the City Council adopted and approved the following items:
- (1) The North Natomas Community Plan, by resolution number 94-259, dated May 3, 1994.
  - (2) The North Natomas Financing Plan, by resolution number 94-495, dated August 9, 1994, which plan describes the financing methodologies for providing facilities, infrastructure, public lands, and other improvements to meet the needs of and mitigate the impacts caused by development within the North Natomas Finance Plan Area.
  - (3) The report entitled "North Natomas Nexus Study, dated October 17, 1995, by resolution number 95-619, including other studies, reports, and data referred to and relied upon in said study which are integral to the conclusions reached therein.
- B. On October 31, 1995, the City Council of the City of Sacramento adopted Ordinance No. 95-058 (the "Ordinance") creating and establishing the authority for imposing and charging development impact fees, i.e. Public Facilities Fee, Drainage Fee, and Transit Fee, which ordinance establishes the development impact fees and their various component parts and specifically enables and directs the City Council, by resolution, to set forth the specific

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

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

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DATE ADOPTED: OCT 31 1995



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

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

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

**SECTION 1. Findings.**

The City Council hereby finds as follows:

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

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DATE ADOPTED: OCT 3 1 1995

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

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

**SECTION 2. Definitions.**

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

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

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

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

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

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

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

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

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

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

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**SECTION 3. Development Impact Fees.**

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

**SECTION 4. Credits and Reimbursements.**

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

**SECTION 6. Construction of Resolution.**

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

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

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

**SECTION 8. Effective Date.**

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

**SECTION 9. Severability.**

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

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

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

JOE SERNA, JR.

\_\_\_\_\_  
MAYOR

ATTEST:

VALERIE BURROWES

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Exhibit A-1 to Resolution 95-620

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

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

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Exhibit A-2 to Resolution 95-620

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

	Basin 1	Basin 2	Basin 3	Basin 4	Basin 5	Basin 6	Basin 7	Basin 8
<i>Includes 2.5% Administrative Allowance Fee per Net Acre</i>								
<b>RESIDENTIAL</b>								
Single Family Detached/Attached	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rural Estates	\$13,318	\$15,494	\$22,625	\$15,844	\$0	\$0	\$0	\$0
Lot Size > 5,000 s.f.	\$15,316	\$17,818	\$26,019	\$18,221	\$0	\$16,027	\$11,999	\$11,263
Lot Size 3,250 - 5,000 s.f.	\$17,314	\$20,142	\$29,412	\$20,597	\$0	\$18,431	\$13,798	\$12,952
Lot Size < 3,250 s.f.						\$20,835	\$15,598	\$14,642
<b>Multi-Family (&gt;2 attached units)</b>								
8-12 units per net acre	\$17,314	\$20,142	\$29,412	\$20,597	\$0	\$20,835	\$15,598	\$14,642
>12 - 18 units per net acre	\$18,646	\$21,692	\$31,675	\$22,182	\$4,465	\$22,438	\$16,798	\$15,768
> 18 units per net acre	\$19,978	\$23,241	\$33,937	\$23,766	\$8,930	\$24,040	\$17,998	\$16,894
<i>Fee per Net Acre</i>								
<b>NON-RESIDENTIAL</b>								
Convenience Commercial	\$21,310	\$24,791	\$36,200	\$25,951	\$9,525	\$25,643	\$19,198	\$18,020
Community Commercial	\$21,310	\$0	\$0	\$0	\$0	\$0	\$0	\$18,020
Village Commercial	\$0	\$24,791	\$36,200	\$0	\$9,525	\$0	\$19,198	\$0
Transit Commercial	\$21,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Commercial =< 10 acres	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Commercial > 10 acres	\$0	\$0	\$0	\$0	\$10,120	\$0	\$0	\$19,147
EC 30/Office	\$19,978	\$23,241	\$0	\$0	\$0	\$24,040	\$0	\$0
EC 40	\$19,978	\$0	\$0	\$0	\$8,930	\$24,040	\$17,998	\$16,894
EC 45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EC 50/Hospital	\$19,978	\$0	\$0	\$0	\$8,930	\$0	\$17,998	\$16,894
EC 65	\$19,978	\$0	\$0	\$0	\$8,930	\$24,040	\$0	\$16,894
EC 80	\$19,978	\$0	\$0	\$0	\$8,930	\$0	\$0	\$0
Light Industrial	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Golf Course (1)	\$0	\$0	\$2,202	\$1,584	\$0	\$0	\$0	\$15,768
Arena	\$0	\$0	\$0	\$0	\$10,120	\$0	\$0	\$0
Stadium	\$0	\$0	\$0	\$0	\$10,120	\$0	\$0	\$0

\*res\_acf\_drainage\*

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



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

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

1. Existing Reimbursements -

Eligible reimbursements are presentable identified for the following items:

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

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

2. Future Reimbursements -

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

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

3. Reimbursement Account

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

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

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

4. **Public Facilities Fees -**

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

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

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

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

The PFF components are allocated as follows:

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

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

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

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

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

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

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

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

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

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

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

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

7. Transfer of Reimbursements

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

8. Inflation Adjustment on Reimbursement Accounts

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

9. Annual Review

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

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Exhibit B-2 to Resolution 95 .0

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

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

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

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

A.D.

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hibit B-3 to Resolution 95-620

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

	Percent Share	Total Cost	Less MSCT Reimb.	Net Cost	Share of all Facilities		Share of all Facilities		
		1989\$ a	1989\$ b	1989\$ c = a - b	Quad 1 Share d	Other Quad Share e = f - d	Quad 1 Cost 1989\$ f = c * d	Other Quad's Cost 1989\$ g = c * e	
<b>Road Contract</b>									
1 E. Commerce	29.9%	\$25,676	\$2,965	\$22,712	37.1%	62.9%	\$8,423	\$14,288	
Stadium	22.3%	\$19,197	\$2,216	\$16,981	37.1%	62.9%	\$6,298	\$10,683	
Truxel	47.8%	\$41,120	\$4,748	\$36,372	37.1%	62.9%	\$13,490	\$22,883	
<b>Total</b>	<b>100.0%</b>	<b>\$85,994</b>	<b>\$9,929</b>	<b>\$76,065</b>			<b>\$28,211</b>	<b>\$47,854</b>	
2 E. Commerce	29.9%	\$301,346	\$34,793	\$266,553	37.1%	62.9%	\$98,858	\$167,695	
Stadium	22.3%	\$225,305	\$26,014	\$199,292	37.1%	62.9%	\$73,912	\$125,379	
Truxel	47.8%	\$482,600	\$55,721	\$426,879	37.1%	62.9%	\$158,319	\$268,560	
<b>Total</b>	<b>100.0%</b>	<b>\$1,009,251</b>	<b>\$116,527</b>	<b>\$892,724</b>			<b>\$331,089</b>	<b>\$561,635</b>	
7 E. Commerce	29.9%	\$369,265	\$42,635	\$326,630	37.1%	62.9%	\$121,139	\$205,491	
Stadium	22.3%	\$276,086	\$31,877	\$244,209	37.1%	62.9%	\$90,571	\$153,638	
Truxel	47.8%	\$591,371	\$68,279	\$523,092	37.1%	62.9%	\$194,002	\$329,090	
<b>Total</b>	<b>100.0%</b>	<b>\$1,236,723</b>	<b>\$142,791</b>	<b>\$1,093,932</b>			<b>\$405,712</b>	<b>\$688,220</b>	
8 E. Commerce	29.9%	\$2,380,997	\$274,908	\$2,106,088	37.1%	62.9%	\$781,098	\$1,324,992	
Stadium	22.3%	\$1,780,184	\$205,539	\$1,574,645	37.1%	62.9%	\$583,997	\$990,648	
Truxel	47.8%	\$3,813,121	\$440,260	\$3,372,861	37.1%	62.9%	\$1,250,911	\$2,121,950	
<b>Total</b>	<b>100.0%</b>	<b>\$7,974,302</b>	<b>\$920,708</b>	<b>\$7,053,596</b>			<b>\$2,616,004</b>	<b>\$4,437,591</b>	
11 E. Commerce	29.9%	\$78,020	\$9,008	\$69,012	37.1%	62.9%	\$25,595	\$43,417	
Stadium	22.3%	\$58,333	\$6,735	\$51,598	37.1%	62.9%	\$19,136	\$32,461	
Truxel	47.8%	\$124,947	\$14,426	\$110,521	37.1%	62.9%	\$40,990	\$69,532	
<b>Total</b>	<b>100.0%</b>	<b>\$261,300</b>	<b>\$30,170</b>	<b>\$231,130</b>			<b>\$85,721</b>	<b>\$145,410</b>	
12 E. Commerce	29.9%	\$131,201	\$15,148	\$116,052	37.1%	62.9%	\$43,041	\$73,011	
Stadium	22.3%	\$98,094	\$11,326	\$86,768	37.1%	62.9%	\$32,180	\$54,588	
Truxel	47.8%	\$210,115	\$24,260	\$185,856	37.1%	62.9%	\$68,929	\$116,926	
<b>Total</b>	<b>100.0%</b>	<b>\$439,410</b>	<b>\$50,734</b>	<b>\$388,676</b>			<b>\$144,150</b>	<b>\$244,526</b>	
3 Stadium	50.0%	\$445,000	\$0	\$445,000	37.1%	62.9%	\$165,039	\$279,961	
Truxel	50.0%	\$445,000	\$0	\$445,000	37.1%	62.9%	\$165,039	\$279,961	
<b>Total</b>		<b>\$890,000</b>	<b>\$0</b>	<b>\$890,000</b>	<b>37.1%</b>		<b>\$330,079</b>	<b>\$559,921</b>	
<b>Contracts 4, 5, 9, 15 &amp; 16</b>									
Del Paso Road		\$3,041,256	\$351,141	\$2,690,115	37.1%	62.9%	\$997,697	\$1,692,418	
<b>City Inspection &amp; Engineering</b>									
E. Commerce	21.8%	\$281,301	\$0	\$281,301	37.1%	62.9%	\$104,328	\$176,974	
Stadium	19.6%	\$299,319	\$0	\$299,319	37.1%	62.9%	\$111,010	\$188,309	
Truxel	38.2%	\$539,499	\$0	\$539,499	37.1%	62.9%	\$200,087	\$339,412	
Del Paso	20.4%	\$292,722	\$0	\$292,722	37.1%	62.9%	\$108,563	\$184,159	
<b>Total</b>		<b>\$1,412,841</b>	<b>\$0</b>	<b>\$1,412,841</b>			<b>\$523,988</b>	<b>\$888,853</b>	
<b>Total Roads</b>		<b>\$16,351,077</b>	<b>\$1,622,000</b>	<b>\$14,729,077</b>			<b>\$5,462,650</b>	<b>\$9,266,427</b>	
6 Del Paso & I-5		\$537,641	\$0	\$537,641	37.1%	62.9%	\$199,398	\$338,243	
17 I-5 & I-80 Landscaping		\$1,091,848	\$0	\$1,091,848	29.3%	70.7%	\$319,494	\$772,354	
Planning / Studies		\$3,999,229	\$0	\$3,999,229	29.3%	70.7%	\$1,170,244	\$2,828,985	
Land Acquisition		\$3,177,711	\$0	\$3,177,711	29.3%	70.7%	\$929,854	\$2,247,857	
Drainage		\$870,856	\$0	\$870,856	36.7%	63.3%	\$319,630	\$551,226	
<b>Subtotal</b>		<b>\$9,677,285</b>	<b>\$0</b>	<b>\$9,677,285</b>		(Q 2 only)	<b>\$2,938,620</b>	<b>\$6,738,665</b>	
<b>TOTAL COSTS</b>		<b>\$26,028,362</b>	<b>\$1,622,000</b>	<b>\$24,406,362</b>			<b>\$8,401,270</b>	<b>\$16,005,092</b>	
<b>Per Acre</b>									

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

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

	Share of Quad 1. Facilities		Share of A.D. Facilities			A.D. Reimbursements			Total Reimb.
	Fong Cost (1)	A.D. Cost	Fong Cost	Other Quad's Cost	A.D. Participants	PFF Reimb.	CFD Reimb.	NNLAP Reimb.	
	1993\$ h	1993\$ i = l · h	1993\$ j = h * (1.03^M)	1993\$ k = p * (1.03^M)	1993\$ l = i * (1.03^M)	1993\$ m = j + k + l	1993\$ n	1993\$ o	
<b>Road Contract</b>									
1 E. Commerce Stadium	\$407	\$8,016	\$459	\$16,132	\$9,051	\$25,642	\$0	\$0	\$25,642
Truxel	\$304	\$5,994	\$343	\$12,061	\$6,767	\$19,171	\$0	\$0	\$19,171
Total	\$651	\$12,838	\$736	\$25,835	\$14,494	\$41,065	\$0	\$0	\$41,065
2 E. Commerce Stadium	\$4,774	\$94,084	\$5,390	\$189,329	\$106,221	\$300,941	\$0	\$0	\$300,941
Truxel	\$3,569	\$70,343	\$4,030	\$141,555	\$79,418	\$225,002	\$0	\$0	\$225,002
Total	\$7,646	\$150,673	\$8,632	\$303,207	\$170,112	\$481,951	\$0	\$0	\$481,951
7 E. Commerce Stadium	\$5,850	\$115,289	\$6,605	\$232,001	\$130,162	\$368,769	\$0	\$0	\$368,769
Truxel	\$4,374	\$86,197	\$4,938	\$173,459	\$97,318	\$275,715	\$0	\$0	\$275,715
Total	\$9,369	\$184,633	\$10,578	\$371,546	\$208,452	\$590,576	\$0	\$0	\$590,576
8 E. Commerce Stadium	\$37,722	\$743,374	\$42,588	\$1,495,929	\$839,277	\$2,377,794	\$0	\$0	\$2,377,794
Truxel	\$28,203	\$555,794	\$31,842	\$1,118,452	\$627,497	\$1,777,790	\$0	\$0	\$1,777,790
Total	\$60,411	\$1,190,500	\$68,204	\$2,395,702	\$1,344,086	\$3,807,892	\$0	\$0	\$3,807,892
11 E. Commerce Stadium	\$1,236	\$24,359	\$1,396	\$49,018	\$27,501	\$77,915	\$0	\$0	\$77,915
Truxel	\$924	\$18,212	\$1,043	\$36,649	\$20,562	\$58,254	\$0	\$0	\$58,254
Total	\$1,980	\$39,010	\$2,235	\$78,502	\$44,043	\$124,779	\$0	\$0	\$124,779
12 E. Commerce Stadium	\$2,079	\$40,962	\$2,347	\$82,431	\$46,247	\$131,024	\$0	\$0	\$131,024
Truxel	\$1,554	\$30,626	\$1,755	\$61,630	\$34,577	\$97,962	\$0	\$0	\$97,962
Total	\$3,329	\$65,600	\$3,758	\$132,011	\$74,063	\$209,833	\$0	\$0	\$209,833
3 Stadium	\$7,970	\$157,069	\$8,999	\$316,078	\$177,333	\$502,409	\$0	\$0	\$502,409
Truxel	\$7,970	\$157,069	\$8,999	\$316,078	\$177,333	\$502,409	\$0	\$0	\$502,409
Contracts 4, 5, 9, 15 / Del Paso Road	\$15,941	\$314,138	\$17,997	\$632,156	\$354,665	\$1,004,819	\$0	\$0	\$1,004,819
City Inspection & Enj									
E. Commerce Stadium	\$9,680	\$94,648	\$10,929	\$381,805	\$214,250	\$607,001	\$0	\$0	\$607,001
Truxel	\$10,300	\$100,710	\$11,628	\$400,203	\$227,244	\$637,934	\$0	\$0	\$637,934
Del Paso	\$18,564	\$181,522	\$20,959	\$703,200	\$404,940	\$1,109,099	\$0	\$0	\$1,109,099
Total	\$48,617	\$475,371	\$54,889	\$1,003,524	\$536,698	\$1,595,111	\$0	\$0	\$1,595,111
<b>Total Roads</b>	<b>\$287,121</b>	<b>\$5,175,529</b>	<b>\$324,162</b>	<b>\$10,461,885</b>	<b>\$5,843,222</b>	<b>\$16,629,269</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,629,269</b>
6 Del Paso & I-5	\$9,630	\$189,768	\$10,872	\$381,880	\$214,250	\$607,001	\$0	\$0	\$607,001
17 I-5 & I-80 Landsct Planning / Studies	\$29,643	\$289,851	\$33,468	\$1,113,995	\$627,244	\$1,741,247	\$0	\$0	\$1,741,247
Land Acquisition	\$108,578	\$1,061,667	\$122,585	\$4,039,951	\$2,318,632	\$6,358,168	\$0	\$0	\$6,358,168
Drainage	\$86,274	\$843,580	\$86,274	\$2,847,857	\$1,643,580	\$4,491,437	\$0	\$3,177,711	\$7,669,148
Subtotal	\$0	\$319,630	\$0	\$622,339	\$360,866	\$983,205	\$0	\$0	\$983,205
<b>Subtotal</b>	<b>\$234,124</b>	<b>\$2,704,496</b>	<b>\$253,198</b>	<b>\$7,318,022</b>	<b>\$2,944,572</b>	<b>\$6,354,876</b>	<b>\$983,205</b>	<b>\$3,177,711</b>	<b>\$10,515,792</b>
<b>TOTAL COSTS</b>	<b>\$521,245</b>	<b>\$7,880,024</b>	<b>\$577,361</b>	<b>\$17,779,907</b>	<b>\$8,787,793</b>	<b>\$22,984,146</b>	<b>\$983,205</b>	<b>\$3,177,711</b>	<b>\$27,145,062</b>
Per Acre						\$20,833	\$691	\$2,880	\$24,604

RESOLUTION \_\_\_\_\_





Economic &  
Planning Systems

*Public Finance*  
*Real Estate Economics*  
*Regional Economics*  
*Land Use Policy*

## APPENDIX B

### FACILITY COST ESTIMATES AND MAPS

Appendix B shows the detailed infrastructure and public facilities cost estimates associated with buildout of the project.

The cost estimates for public facility improvements were prepared by the City of Sacramento and Harris & Associates.

Some of the cost estimates shown in this appendix are based on previous studies conducted in or before 1999. These costs have been updated to 2005 estimated costs using the *Engineering News Record* (ENR) San Francisco Construction Cost Index, as detailed below:

ENR San Francisco Construction Cost Index  
March 1999 to March 2005

Year	Construction Cost Index (March)	Increase from 1999	Increase from 2002
1999	6822.8	NA	
2000	7155.6	4.88%	
2001	7452.8	9.23%	
2002	7683.7	12.62%	
2005	8227.1	20.58%	7.07%

An allowance has been included in each cost estimate to account for engineering, supervision, and administration. An additional factor is added as a contingency allowance.

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