Economic & Planning Systems

Public Finance
Real Estate Economics
Regional Economics
Land Use Policy

PANHANDLE PLANNED UNIT DEVELOPMENT PUBLIC FACILITIES FINANCING PLAN

Prepared for:

City of Sacramento

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EPS #15521

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I. INTRODUCTION AND SUMMARY

INTRODUCTION

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

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

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

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

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

The Panhandle PFFP is designed to achieve the following goals:

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

SUMMARY

OVERVIEW OF FINANCING STRATEGY

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

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

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

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

Facility	Reference	Total Estimated Panhandle Cost [1] (2006 $)
Roadway		
National Drive	Appendix A	$12,212,475
Del Paso Road	Appendix A	$951,640
Elkhorn Blvd.	Appendix A	$2,007,280
Club Center Drive	Appendix A	$542,580
Contingency	Appendix A	$4,557,053
Offsite Mitigation	Table 6	$1,024,371
Total Roadway		**$21,295,399**
Sewer		
National Drive	Appendix A	$316,000
Offsite Sewer	Appendix A	$484,350
Contingency	Appendix A	$232,102
Total Sewer		**$1,032,452**
Water		
National Drive	Appendix A	$3,195,050
Del Paso Road	Appendix A	$390,000
Club Center Drive	Appendix A	$258,725
Contingency	Appendix A	$1,114,695
Total Water		**$4,958,470**
Storm Drainage		
National Drive	Appendix A	$1,429,750
Del Paso Road	Appendix A	$0
Elkhorn Boulevard	Appendix A	$209,055
Club Center Drive	Appendix A	$194,850
Offsite Storm Drainage Facilities	Appendix A	$6,087,855
Contingency	Appendix A	$2,297,238
Total Storm Drainage		**$10,218,748**
Landscaping		
National Drive	Appendix A	$2,081,500
Del Paso Road	Appendix A	$24,450
Elkhorn Boulevard	Appendix A	$535,900
Club Center Drive	Appendix A	$128,700
Offsite Landscaping	Appendix A	$0
Contingency	Appendix A	$802,590
Total Landscaping		**$3,573,140**
Parks		
Neighborhood Parks	Table B-1	$10,361,782
Community Parks	Table B-1	$7,574,082
Open Space/Parkway	Table B-1	$5,189,088
Regional Parks Contribution	Table B-2	$3,628,409
Total Parks		**$26,753,360**
Schools	Table B-3	**$73,284,000**
Library [2]	Table B-4	**$1,794,000**
Transit [2]	Table B-5	**$1,470,000**
Fire Facilities [2]	Table B-6	**$1,517,000**
Police Facilities [2]	Table B-7	**$897,000**
Community Center [2]	Table B-8	**$798,000**
Bikeways & Shuttles [2]	Table B-9	**$439,000**
Public Land Acquisition	Table B-10	**$2,717,697**
Total		**$150,748,267**

"cost_sum"

Source: MacKay & Somps and EPS.

[1] Cost includes a 20% contingency.
[2] Calculated based on North Natomas PFFP fees.

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

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

"sources_uses"

Source: MacKay and Somps and EPS

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

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

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

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

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

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

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

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

DEFINITIONS OF INFRASTRUCTURE IN THE FINANCING PLAN

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

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

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

FINANCING STRATEGY AND IMPLEMENTATION

Financing Strategy

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

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

Panhandle PFFP Implementation

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

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

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

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

ORGANIZATION OF THE REPORT

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

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

II. LAND USE

LAND USE ASSUMPTIONS

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

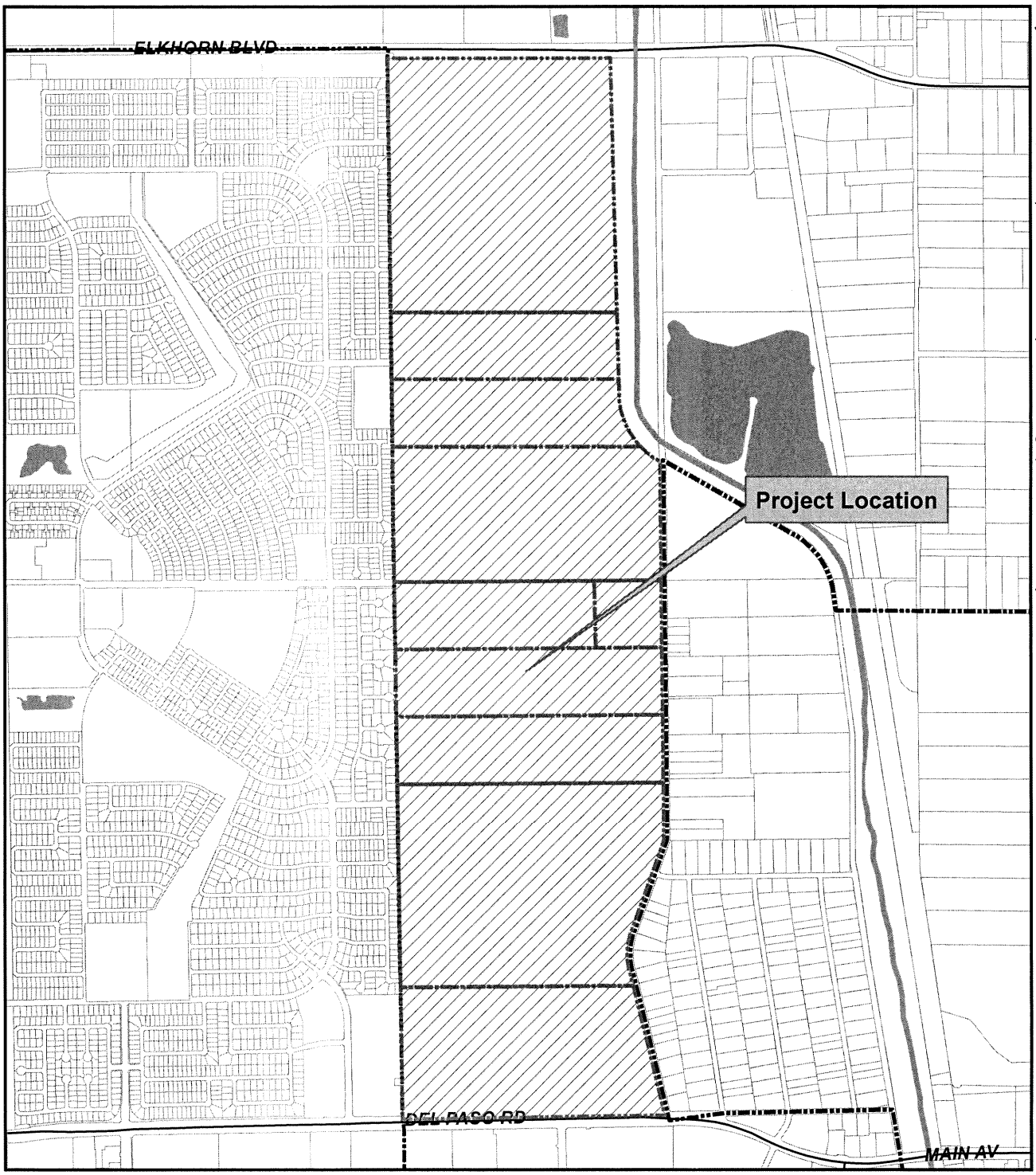
The Panhandle PFFP will only address the infrastructure items necessary to serve the "Northern Portion" of the Panhandle Annexation Project Area (1,430 acres) as described here and does not include the "Southern Portion" of the Panhandle Annexation Project Area south of Del Paso Boulevard or east of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

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

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

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

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



Miles
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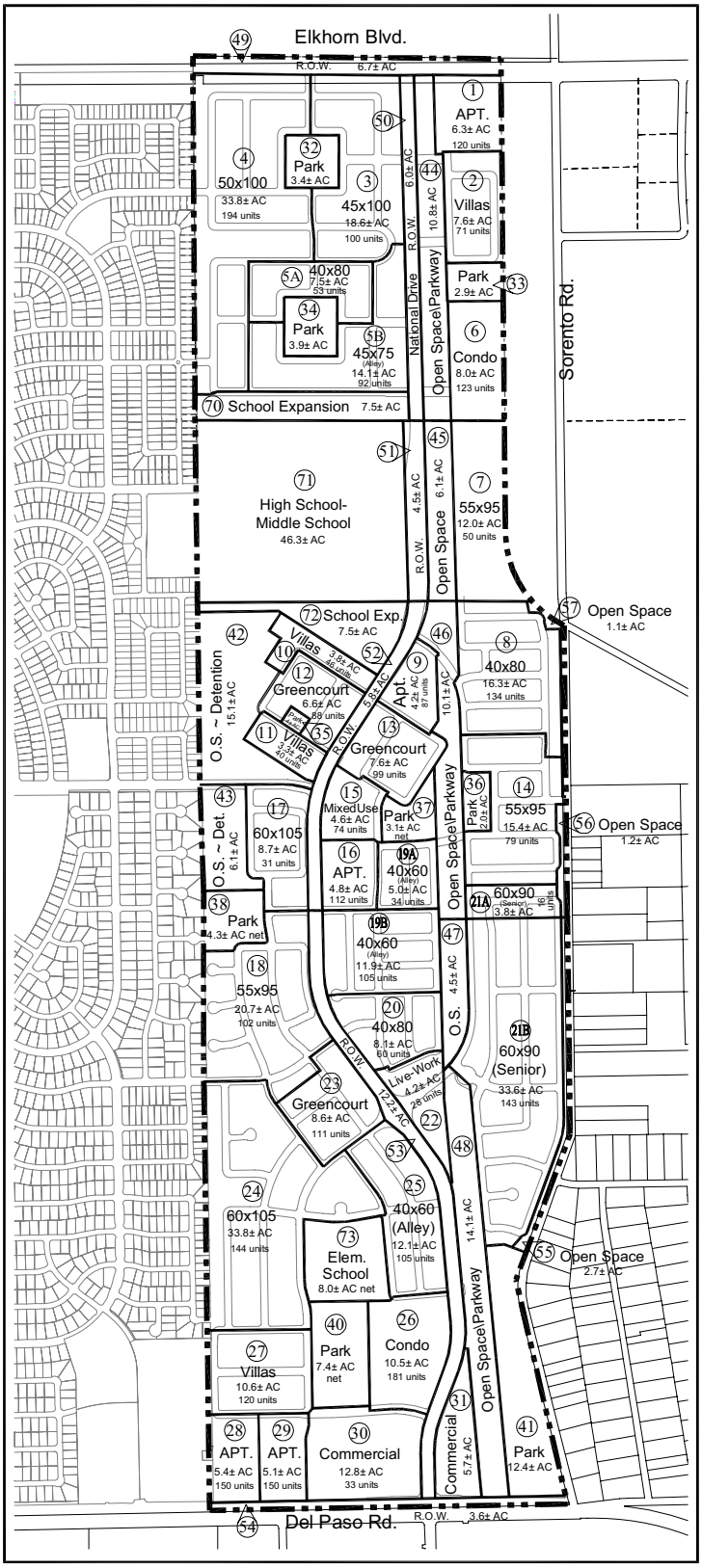
P05-077
Vicinity Map
Panhandle

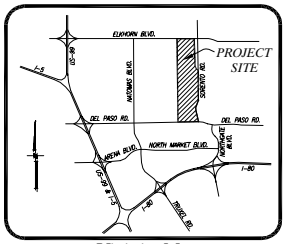
Map 1

N

A.Wacht | December 27, 2006



Map 2



Vicinity Map

PUD Schematic Plan

Panhandle PUD

City of Sacramento, California

Scale: N.T.S. August 22, 2007

0 200 400 feet

MacKAY & SOMPS
CIVIL ENGINEERS, INC.
SACRAMENTO, CALIFORNIA (916) 929-6092

7790-00

Table 3
Panhandle Public Facilities Financing Plan
Land Use Summary

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

"land_use_summary"

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

[1] High-Density Residential includes 619 Apartments, 28 Live/Work Units, 74 Mixed-Use Commercial units and 33 units on the Village Commercial parcel. See **Table 4** for a detailed breakdown.
[2] Commercial square footage assumes a 0.25 floor-area-ratio.

Table 4
Panhandle Public Facilities Financing Plan
Residential Land Use Detail

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

"land_use"

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

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

III. INFRASTRUCTURE FACILITY COSTS AND PHASING

Buildout of the Project will require construction of roadway, sewer, water, drainage, and a variety of other public facilities. This chapter discusses all of the required public facilities and provides the estimated costs (in 2006 $) associated with each. In addition, this chapter also discusses the phasing of required backbone infrastructure and other public infrastructure facilities.

Table 1 summarizes the costs (in 2006 $) of backbone infrastructure and other public facilities required for the Project. At buildout, backbone infrastructure and other public facility costs will total approximately $150.7 million (in 2006 $). As discussed earlier in this report, a variety of financing sources will be used to fund required backbone infrastructure and other public facilities. Detailed cost estimates for each infrastructure type are contained in **Appendix A** of this report.

PHASING OF DEVELOPMENT

Most backbone infrastructure and public facilities will be installed at the outset of development of the Project, before any homes are constructed. Any remaining infrastructure items are to be built before certain timing triggers, which will be determined by the City and identified in the D.A.

INFRASTRUCTURE FACILITIES, FACILITY COSTS, AND PHASING

ROADWAYS

Project development will generate vehicular trips in and outside of the Project, which result in the need for additional roadway capacity to maintain adequate levels of service. The proposed roadway system comprises, major arterials, collectors, and residential streets that work together to provide convenient and safe access to all areas in the Project and adequate off-site access to proposed development in the Project. In addition, several offsite mitigation measures have been identified. See **Appendix A** for the detailed description and cost estimates of mitigation projects.

Cost Estimates

MacKay & Somps has provided roadway improvement cost estimates for major roadways required to serve development at the Project. The total estimated onsite roadway costs are approximately $20.3 million, which include improvements to

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

On-Site Roadways

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

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

Off-Site Roadways

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

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

Phasing

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

WASTEWATER

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

Cost Estimates

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

- Sanitary sewer mains; and
- Sanitary sewer manholes.

Phasing

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

WATER

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

Cost Estimates

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

On-Site Water

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

Off-Site Water

The Project does not include offsite water facilities.

DRAINAGE

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

Cost Estimates

Drainage improvement costs total approximately $10.2 million, according to MacKay & Somps. These drainage improvement costs are included in the Panhandle PFFP.

On-Site Drainage

- On-site detention basins and pump station;
- On-site storm drainage pipe, manholes, inlet/outlet structures;
- On-site stormwater basin(s) in southern portion of Ninos Parkway; and
- Off-site storm drainage pipe, manholes, inlet/outlet structures on National Drive to Lot H.

Phasing

Drainage improvements will be constructed in phases to serve the project and as approved by the City.

LANDSCAPE CORRIDORS

The Project contains landscape corridors which are located along the medians and frontage of certain segments of major Project roadways. These facilities will be dedicated to the City.

Cost Estimates

As estimated by MacKay & Somps, the total cost of these landscape corridors are estimated at $3.6 million, as shown in **Appendix A**.

Phasing

The landscape corridors and open space facilities will be constructed as the project develops.

PARKS AND OPEN SPACE

The Project contains approximately 39.8 acres of park land and one 45.6 acre open space parkway known as Ninos Parkway. Ninos Parkway is envisioned as an integrated system of open spaces, recreational facilities, community gardens, and parks connected by a pedestrian and bicycle corridor which traverses the length of the Project. Park development will take the form of several smaller 1- to 8-acre neighborhood parks, and two community parks. An open space corridor is planned along the east side of the Project, adjacent to Sorento Road.

Cost Estimates

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

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

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

Phasing

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

LEVEES

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

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

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

SCHOOLS

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

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

LIBRARY FACILITIES

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

Cost Estimates

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

TRANSIT FACILITIES

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

Cost Estimates

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

FIRE FACILITIES

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

Cost Estimates

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

POLICE FACILITIES

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

Cost Estimates

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

COMMUNITY CENTER FACILITIES

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

Cost Estimates

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

BIKEWAYS AND SHUTTLES

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

Cost Estimates

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

PUBLIC FACILITIES LAND ACQUISITION PROGRAM

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

Public Land Not Acquired through the PFLAF

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

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

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

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

Cost Estimates

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

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

IV. INFRASTRUCTURE FINANCING STRATEGY AND FUNDING SOURCES

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

BUILDOUT FINANCING STRATEGY

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

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

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

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

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

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

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

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

PHASING AND THE FINANCING STRATEGY

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

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

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

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

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

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

SOURCES OF FUNDING

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

PANHANDLE PFF

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

Backbone Infrastructure

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

Public Facilities

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

Parks

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

Integration with North Natomas PFFP

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

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

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

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

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

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

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

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

- police;
- fire;
- library;
- community parks; and
- "Gateway Projects."[2]

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

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

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

[2] Credits can be taken for construction of "Gateway Facilities."

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

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

"credits"

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

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

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

Roadway & Landscaping Cost per LDR Unit (Creditable Facilities)

Roadway Cost	$3,776
Landscaping Cost	$1,441
Total	**$5,217**

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

OTHER DEVELOPMENT PROJECTS

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

DEVELOPER PRIVATE FUNDING/CFD

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

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

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

Table 6
Panhandle Public Facilities Financing Plan
Offsite Mitigation Measures - 2006 $

Item	Description	Construction Cost	29% Contingency and Soft Costs	Total	Fair Share Allocation [1] Panhandle	Fair Share Allocation [1] Other	Total Panhandle Cost	Total Other Projects Cost	NNFP Amount [2]	Remaining Cost
4.4.2a	Traffic Signal - N.B. SR 99 @ Elkhorn BLVD	$700,000	$ 203,000	$903,000	7.67%	92.33%	$69,260	$833,740	$217,042	$616,698
4.4.2b	Traffic Signal Timing - Natomas BLVD @ Elkhorn BLVD	$10,000	$ 2,900	$12,900	11.47%	88.53%	$1,480	$11,420	$0	$11,420
4.4.2d	Traffic Signal - S.B. I-5 @ Del Paso Road	$700,000	$ 203,000	$903,000	4.16%	95.84%	$37,565	$865,435	$217,042	$648,393
4.4.2e	Traffic Signal - N.B. I-5 @ Del Paso Road	$700,000	$ 203,000	$903,000	6.40%	93.60%	$57,792	$845,208	$217,042	$628,166
4.4.2f	E.B. & W.B. 2nd Left Turn Del Paso Road @ Natomas/Truxel	$176,000	$ 51,040	$227,040	10.30%	89.70%	$23,385	$203,655	$0	$203,655
4.4.2h	Traffic Signal - Del Paso BLVD @ Kenmar	$290,000	$ 84,100	$374,100	27.30%	72.70%	$102,129	$271,971	$0	$271,971
4.4.7a	Traffic Signal - E. Levee Road @ Elkhorn BLVD	$225,000	$ 65,250	$290,250	57.17%	42.83%	$165,936	$124,314	$0	$124,314
4.4.7b	Traffic Signal Timing - Del Paso Road @ Natomas/Truxel	$10,000	$ 2,900	$12,900	12.73%	87.27%	$1,642	$11,258	$0	$11,258
4.4.7c & 4.4.11a (east)	Del Paso Road through Sorrento & Kenmar intersections	$298,000	$ 86,420	$384,420	[3]		$384,420	$0	$0	$0
4.4.11a (west)	Del Paso Rd. from Blackrock Road to W. Boundary of Panhandle	$237,000	$ 68,730	$305,730	[3]		$180,762	$0	$124,968	$0
Total		**$3,346,000**	**$ 970,340**	**$4,316,340**			**$1,024,371**	**$3,167,001**	**$776,094**	**$2,390,907**

"cost_share"

Sources: MacKay and Somps, City of Sacramento, and EPS.

[1] Fair share allocations based on City of Sacramento calculations provided by City Traffic Engineering.
[2] From the North Natomas Financing Plan dated August, 2005.
[3] Items 4.4.7c and 4.4.11.a (east and west) are required mitigation measures for Panhandle, and are in the NNFP. Panhandle is shown to pay the difference between the MacKay and Somps cost estimate and the amount identified in the North Natomas Financing Plan.

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

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

"max_tax"

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

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

Total Bonds	Assumptions	Estimated CFD Bonds and Construction Proceeds: Low-Density Res.	Medium-Density Res.	High-Density Res. [1]	Nonresidential [2]	Total Special Tax Revenue
Assumptions						
Interest Rate	7%					
Bond Term	30 years					
Average Maximum Annual Special Tax Requirement						
		Units	*Units*	*Units*	*Acres*	
Development Units/Acres		1,442	879	754	23.1	
Estimated Annual CFD Costs (Base Year) [2]						
Total Annual Maximum Special Tax Revenue		**$2,884,000**	**$1,406,400**	**$1,093,300**	**$115,500**	**$5,499,200**
Estimated Annual Administrative Costs	3%	$86,520	$42,192	$32,799	$3,465	$164,976
Delinquency Coverage	10%	$288,400	$140,640	$109,330	$11,550	$549,920
Estimated Net Revenue Available for Debt Service		$2,509,080	$1,223,568	$951,171	$100,485	$4,784,304
Estimated Bond Size *(Rounded)*	PV of Debt Service	**$31,140,000**	**$15,180,000**	**$11,800,000**	**$1,250,000**	**$59,370,000**
Increase for Annual Escalation [3]		$6,228,000	$3,036,000	$2,360,000	$250,000	$11,874,000
Total Bond Size with Escalation		**$37,368,000**	**$18,216,000**	**$14,160,000**	**$1,500,000**	**$71,244,000**
Capitalized Interest	12 months	$2,180,000	$1,060,000	$830,000	$90,000	$4,160,000
Bond Reserve Fund	1 year debt service	$2,510,000	$2,380,000	$160,000	$170,000	$2,830,000
Formation and Issuance Costs	5%	$1,557,000	$1,479,500	$101,000	$108,500	$1,754,000
Estimated Total Construction Proceeds		**$31,121,000**	**$13,296,500**	**$13,069,000**	**$1,131,500**	**$62,500,000**
Average Bonds per Unit/Acre		$21,595	$17,270	$15,650	$54,113	
Average Construction Proceeds per Unit/Acre		$21,582	$15,127	$17,333	$48,983	

"bond_proceeds"

[1] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.
[2] Base year is first year special taxes are levied. After the base year, the maximum special tax is increased by 2% per year.
[3] Assumes special taxes are escalated 2.0% annually for 30 years, which increases total bond size by an estimated 20%.
[4] Nonresidential acreage includes 18.5-acre village commercial site and 4.6-acre mixed use commercial site.

CITY/COUNTY IMPACT FEES

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

SCHOOL DISTRICT IMPACT FEES

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

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

STATE SCHOOL FUNDING

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

OTHER SCHOOL FUNDING

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

V. FEASIBILITY OF THE PANHANDLE PFFP

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

COMPARISON ANALYSIS WITH NNFP

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

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

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

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

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

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

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

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

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

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

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

TOTAL INFRASTRUCTURE COST BURDEN

The infrastructure cost burden of development to a property owner can be used to assess the financial feasibility of a development project. The total infrastructure cost burden consists of all costs (e.g., developer funding and the bond debt associated with special taxes and assessments) plus applicable fees (e.g., county development impact fees, school mitigation fees). A measure of financial feasibility is this: if the total cost burden is less than 15 to 20 percent of the finished home price, then a project is considered to be financially feasible. Typically, residential units with a cost burden percentage below 15 percent are clearly financially feasible, while units with a cost burden percentage above 20 percent are likely to be financially infeasible. This

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

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

"fee_comparison"

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

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

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

"tax_comparison"

Sources: MuniFinancial, City of Sacramento, and EPS.

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

feasibility benchmark is based on EPS's experience in conducting financial feasibility analyses for numerous projects throughout the Sacramento region and Central Valley over the last two decades.

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

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

TAXES AND ASSESSMENTS FEASIBILITY ANALYSIS

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

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

Under the "2-percent test," a total taxes and assessments percent of sales price that is less than two percent indicates financial feasibility. The taxes and assessments for the homes range from 1.8 percent, indicating annual tax-burden feasibility for each example unit type.

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

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

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

"fee_percent"

[1] Cost burden as a percent of home price, based on numerous feasibility analyses conducted by EPS is described as follows:

Below 15%: Feasible
15% - 20%: May be feasible
Above 20%: Questionable feasibility

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

Item	Low-Density Residential	Medium-Density Residential	High-Density Residential	Notes
Assumptions				
Unit Size (sq. ft.)	2,500	1,800	1,000	
Lot Square Feet	5,000	3,000	n/a	
Density	5.6	13.2	25.1	
Building Valuation	$150,850	$108,612	$65,100	
City Fees				
Building Permit	$1,423	$1,136	$841	Based on valuation shown above
Plan Check	$472	$376	$276	Based on valuation shown above
Technology Surcharge	$76	$60	$45	4% of building permit and plan check fees
Business Operation's Tax	$60	$43	$26	0.04% of building valuation, $5,000 maximum annual fee
Strong Motion Instrumentation Fee	$50	$50	$50	0.01% of building valuation, $50 minimum
Major Street Construction Tax [1]	$1,207	$869	$521	0.8% of building valuation
Residential Development Tax	$385	$385	$385	$385 per unit with 3 or more bedrooms
Housing Trust Fund	$0	$0	$0	Does not apply to residential development
Water Service Fees [2]	$4,999	$4,999	$1,000	Based on 1" pipe with meter [1] [2]
Less Water Service Fee Credits	($2,006)	($2,006)	($401)	Fee credits based on cost of water facilities constructed
Citywide Park Fee [3]	$4,843	$4,843	$2,853	$4,843 per single-family unit/$2,853 per multi family unit
Fire Review Fee	$0	$0	$38	Applicable only to units > 3,600 sq. ft./.038 per sq. ft. multifamily
Habitat Mitigation [4]	$3,267	$1,398	$734	$18,445 per disturbed acre. Does not include the cost to acquire mitigation land.
Subtotal City Fees (rounded)	**$14,800**	**$12,200**	**$6,400**	
Other Agency Fees				
SAFCA CIE Fee	$222	$222	$109	$222 for building sq. ft. > 1,000, lot acreage < 0.25
SAFCA Assessment District Bond Debt	$2,224	$2,224	$1,090	Present value with 21 periods left in life of bond at 8% interest
Supplemental Levee Fee (Preliminary Estimate)	$5,000	$5,000	$3,750	Ballpark estimate used as a placeholder.
CSD-1 Sewer Fee [2]	$1,276	$766	$500	$11,118 per acre for new residential development [5]
Less Sewer Fee Credits	($456)	($274)	($179)	Fee credits based on cost of wastewater facilities constructed
SRCSD Sewer Fee	$7,100	$7,100	$7,100	Rate of $7,100 per ESD, 1 ESD per SF unit [6], .75 ESD per MF unit
Subtotal Other Agency Fees (rounded)	**$15,400**	**$15,000**	**$12,400**	
Infrastructure Construction				
Roadway	$6,960	$5,800	$4,567	Based on construction cost estimate provided by MacKay and Somps
Less Roadway Credits for MSC Tax [1]	($1,207)	($869)	($521)	See above [1]
Landscaping (Includes Roadway Landscaping)	$1,687	$722	$379	Landscaping cost includes roadway and open space landscaping
Sewer	$351	$351	$240	Based on construction cost estimate provided by MacKay and Somps
Water	$1,718	$1,718	$1,048	Based on construction cost estimate provided by MacKay and Somps
Storm Drainage	$4,825	$2,064	$1,084	Based on construction cost estimate provided by MacKay and Somps
Subtotal Infrastructure Construction (rounded)	**$14,300**	**$9,800**	**$6,800**	
Public Facilities [5]				
Schools [6]	$12,350	$8,892	$4,940	Includes mandatory fees and pending mitigation agreement
Parks [7]	$9,626	$9,626	$5,685	Based on construction cost estimate provided by LAI
Less Credits for Citywide Park Fee Paid [3]	($4,843)	($4,843)	($2,853)	See above [3]
Library	$695	$520	$420	Based on levels consistent with development in the NNFP
Transit	$377	$314	$248	Based on levels consistent with development in the NNFP
Fire Facilities	$573	$412	$304	Based on levels consistent with development in the NNFP
Police Facilities	$274	$268	$268	Based on levels consistent with development in the NNFP
Community Center	$282	$211	$171	Based on levels consistent with development in the NNFP
Bikeways & Transit	$113	$94	$74	Based on levels consistent with development in the NNFP
Public Facilities Land Acquisition [8]	$1,283	$549	$288	See Table B-10
Subtotal Public Facilities (rounded)	**$20,700**	**$16,000**	**$9,500**	
TOTAL COST BURDEN (rounded)	**$65,000**	**$53,000**	**$35,000**	

"cost_burden"

Source: MacKay and Somps; City of Sacramento; and EPS.

[1] Assumes Major Street Construction Tax is fully reimbursable because of the construction of roadway facilities. Credit deducted from roadway facilities.
[2] Multifamily water fee and CSD-1 sewer fee shown is a placeholder estimate. Further analysis required.
[3] Assumes Park fees are fully creditable because of the construction of parks facilities.
[4] Mitigation land must also be dedicated, the cost of which is not included in this analysis.
[5] Public facilities are assumed to pay the same rate as development in the North Natomas Financing Plan, unless otherwise noted.
[6] Based on $4.94 per square foot in Rio Linda JESD. Robla ESD will be lower.
[7] Parks cost includes the cost of land acquisition for a regional park.
[8] Public Facilities amount shown is an average of all areas within the Panhandle. The actual amount will depend on each owner's amount of eligible public land dedicated. See **Table B-10**.

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

Item	Assumption	Low-Density Res.	Medium-Density Res.	High-Density Res.
Home Price Estimate [1]		$400,000	$320,000	$279,000
Homeowner's Exemption [2]		($7,000)	($7,000)	($7,000)
Assessed Value [3]		$393,000	$313,000	$272,000
Property Tax	1.00%	$3,930	$3,130	$2,720
Other *Ad Valorem* Taxes [4]	0.15%	$590	$470	$408
Total Ad Valorem Taxes		**$4,520**	**$3,600**	**$3,128**
Special Taxes and Assessments				
CFD No. 99-01 TMA		$21	$21	$21
Supplemental TMA Amount [5]		$24	$24	$17
CFD No. 97-01		$108	$108	$72
City of Sacramento CFD #3		$64	$64	$39
CFD No. 2002 - 02		$52	$52	$52
CFD No. 99-02		$41	$41	$41
Citywide L&LD		$67	$67	$47
City Library Services AD No. 96-02		$27	$27	$20
Reclamation District No. 1000 M & O		$30	$13	$7
SAFCA Capital Assessment No. 2		$66	$33	$17
SAFCA O & M Assessment No. 1		$29	$29	$29
Total Special Taxes and Assessments		**$528**	**$479**	**$362**
Proposed Infrastructure CFD (Placeholder estimate)		$2,000	$1,600	$1,450
Parks Maintenance Cost		$84	$84	$63
Total Tax Burden		**$7,132**	**$5,762**	**$5,003**
Tax Burden as % of Home Price		**1.8%**	**1.8%**	**1.8%**

"two_percent"

Source: Gregory Group, MacKay and Somps, and EPS.

[1] Home prices based on input from project applicant and generally consistent with current home pricing data.
[2] An owner-occupied single-family residence is allowed a $7,000 reduction of the assessed value of the property for the purposes of calculating the annual property tax.
[3] The adjusted assessed value is the value upon which the 1% property tax rate, as allowed under Proposition 13, is calculated.
[4] Other Ad Valorem taxes include regional sanitation bonds and school general obligation bonds.
[5] The Panhandle will contribute an additional annual assessment to the North Natomas TMA to fund transit operations and maintenance.

VI. FINANCING SOURCES FOR SERVICES AND ONGOING OPERATION AND MAINTENANCE

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

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

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

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

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

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

"muni_svc"

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

Item	Acres	Cost per Acre	Total Cost	Funding Sources: General Fund [1]	Citywide LLD [1]	CFD 3	CFD 99-02	CFD 2002-2	New Panhandle Parks CFD [2]	Existing NN TMA CFD	Supplemental Panhandle TMA CFD [3]	Total Funding
FUNDING												
Tax Rate per SF Unit						$63.57	$19.76	$51.94	$84.28	$21.32	$23.68	**$264.56**
Tax Rate per MF Unit						$39.12	$14.82	$30.30	$63.21	$16.58	$18.42	**$182.46**
SF Funding				n/a	n/a	$147,482	$45,854	$120,501	$195,540	$49,462	$54,938	**$613,777**
MF Funding				n/a	n/a	$29,536	$11,192	$22,875	$47,726	$12,518	$13,907	**$137,754**
TOTAL FUNDING				**n/a**	**n/a**	**$177,018**	**$57,046**	**$143,376**	**$243,267**	**$61,980**	**$68,845**	**$751,531**
COSTS												
Parks												
Outside Ninos Parkway												
Neighborhood Parks - Quimby Req.	10.10	$12,317	**$124,402**		$19,000			$143,376	($37,974)			**$124,402**
Neighborhood Parks - Above Quimby	9.30	$9,902	**$92,089**						$92,089			**$92,089**
Community Parks - Quimby Req.	19.18	$7,487	**$143,601**		$19,000				$124,601			**$143,601**
Community Parks - Above Quimby	0.72	$7,487	**$5,391**						$5,391			**$5,391**
Ninos Parkway												
Basin Landscaping	2.43	$4,450	**$10,814**			$10,814						**$10,814**
Neighborhood (Maple)	2.00	$9,902	**$19,804**						$19,804			**$19,804**
Community Park (Camellia)	4.00	$7,487	**$29,948**						$29,948			**$29,948**
Parkway	19.27	$7,487	**$144,274**	$144,274								**$144,274**
Natural [4]	14.00	$4,450	**$62,300**			$62,300						**$62,300**
Landscaping [5]												
Roadway Landscaping	6.06	$9,409	**$57,046**				$57,046					**$57,046**
Median Landscaping	3.35	$9,409	**$31,514**		$31,514							**$31,514**
Other Landscaping [6]	1.00	$9,409	**$9,409**						$9,409			**$9,409**
Drainage Basin Landscaping	6.60	$4,450	**$29,370**			$29,370						**$29,370**
Valley View Buffer	2.40	$9,409	**$22,582**			$22,582						**$22,582**
Transit [7]										$61,980	$68,845	**$130,825**
TOTAL COSTS			**$759,961**	**$144,274**	**$69,514**	**$125,065**	**$57,046**	**$143,376**	**$243,267**	**$61,980**	**$68,845**	**$913,367**

"funding"

[1] Because of the difficulty in isolating General Fund and Lighting and Landscaping District funds, the amounts generated by these funding sources are not shown.
[2] The new Panhandle parks CFD amount shown is a preliminary estimate. The CFD includes all neighborhood and community parks maintenance above the Quimby requirement, which has been requested by the parks department. The funding arrangement has not yet been finalized, and all parties have agreed to negotiate in good faith.
[3] The Panhandle will contribute an additional annual assessment to the North Natomas TMA to fund transit operations and maintenance.
[4] If undeveloped open space is included as part of the Land Acquisition Program, it will likely be funded from CFD 3.
[5] Landscaping costs based on $0.18 per square foot of landscaping, plus 20% contingency.
[6] According to MacKay and Somps, approximately 1 acre of landscaping exists between National Drive and Ninos Parkway which will need to be maintained by some entity.
[7] Transit costs assumed to be the same as transit funding.

VII. IMPLEMENTATION

Implementation of the Panhandle PFFP ensures that new development will construct facilities to meet the service level specification set out in the Project and will pay its fair share of the cost of backbone infrastructure and other public facilities required to serve the project area. The City will administer the requirements of the Panhandle PFFP, which may include the following points:

- Update relevant existing fee programs to include Project land uses and facilities when appropriate;
- Implementation Panhandle PFF;
- Reimbursements will be controlled by reimbursement agreements between the City and developers. The time frame for reimbursements will be limited through the terms of the reimbursement agreement;
- Possible formation of the CFD for the construction of infrastructure and public facilities. Administration of subsequent bond sales and tax collection;
- Formation of a services CFD to fund park maintenance, landscaping of corridors, drainage maintenance and open space maintenance;
- Annexation into an existing TMA, or creation of a new TMA for the Project;
- Accounting for fee payments, fee credits or reimbursements;
- Annual inflation updates and periodic updating and adjusting the fee program as new infrastructure cost, land use, and revenue information become available;
- Close coordination with all appropriate City departments and other service providers to implement the Panhandle PFFP; and
- Working with property owners and the development community during the Project's buildout to resolve specific infrastructure construction responsibility and financing issues that arise as part of the individual land development application process.

In addition, implementation will require the following conditions of approval for tentative maps submitted to the City:

- The issuance of building permits for residential units shall be tied to construction schedules for required infrastructure improvements related to the applicable projects as such schedules are approved by the City.

UPDATES

Individual subdivisions in the Project are expected to develop at differing times. Some may not develop for many years. In addition, it is anticipated that as the Panhandle PFFP is implemented, the infrastructure costs and available funding sources will change as development occurs. Therefore, the Panhandle PFFP will need to be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Changes in the Panhandle PFFP should be re-evaluated within the context of the overall financing strategy to ensure required funding is available when needed. The costs and funding sources will also need to be adjusted periodically to reflect inflation costs as information contained in the Panhandle PFFP is shown in year 2006 dollars.

Possible changes in the Panhandle PFFP and CIP include those listed below:

- New or revised infrastructure projects;
- New cost information based on actual construction costs, updated engineering estimates, or changes in the land use plan;
- New funding source data; and
- Inflationary adjustment to cost and funding data.

APPENDICES

APPENDIX A

MACKAY & SOMPS COST ESTIMATES

SUMMARY SHEET FOR PANHANDLE
COST ESTIMATE

STREET	ROADWAY	SS	WATER	SD	LANDSCAPING	SUBTOTAL	29% CONTINGENCY	TOTAL
NATIONAL DRIVE	$12,212,475	$316,000	$3,195,050	$1,429,750	$2,081,500	$19,234,775	$5,578,085	$24,812,860
DEL PASO	$951,640	$0	$390,000	$0	$21,450	$1,363,090	$395,296	$1,758,386
ELKHORN BLVD	$2,007,280	$0	$0	$209,055	$535,900	$2,752,235	$798,148	$3,550,383
CLUB CENTER DRIVE	$542,580	$0	$258,725	$194,850	$128,700	$1,124,855	$326,208	$1,451,063
OFFSITE	$0	$484,350	$0	$6,087,855	$0	$6,572,205	$1,905,939	$8,478,144
SUBTOTAL	$15,713,975	$800,350	$3,843,775	$7,921,510	$2,767,550			
29% CONTINGENCY	$4,557,053	$232,102	$1,114,695	$2,297,238	$802,590			
TOTAL	$20,271,028	$1,032,452	$4,958,470	$10,218,748	$3,570,140			$40,050,836

A-1

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

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

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

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

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

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

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

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

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

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

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

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

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

Facility	Quantity	Unit	Unit Price	Total Cost
A. National Drive				
1. 12" Storm Drain RCP Class III	3,125	LF	$45.00	$140,625
2. 18" Storm Drain RCP Class III	3,149	LF	$55.00	$173,195
3. 24" Storm Drain RCP Class III	2,105	LF	$60.00	$126,300
4. 30" Storm Drain RCP Class III	2,490	LF	$75.00	$186,750
5. 36" Storm Drain RCP Class III	605	LF	$80.00	$48,400
6. 42" Storm Drain RCP Class III	619	LF	$95.00	$58,805
7. 48" Storm Drain RCP Class III	895	LF	$110.00	$98,450
8. 54" Storm Drain RCP Class III	115	LF	$120.00	$13,800
9. Standard 48" Storm Drain Manhole w/ 1' Sump	38	EA	$3,750.00	$142,500
10. Standard 60" Storm Drain Manhole	5	EA	$5,725.00	$28,625
11. Standard 72" Storm Drain Manhole	5	EA	$6,000.00	$30,000
12. Standard 84" Storm Drain Manhole	3	EA	$8,900.00	$26,700
13. Standard 96" Storm Drain Manhole	2	EA	$9,800.00	$19,600
14. Type "B" Catch Inlet	80	EA	$4,200.00	$336,000
Subtotal National Drive				**$1,429,750**
B. Del Paso Road				
None				
C. Elkhorn Boulevard				
1. 12" Storm Drain RCP Class III	1,335	LF	$45.00	$60,075
2. 24" Storm Drain RCP Class III	1,338	LF	$60.00	$80,280
3. Standard 48" Storm Drain Manhole w/ 1' Sump	6	EA	$3,750.00	$22,500
4. Type "B" Catch Inlet	11	EA	$4,200.00	$46,200
Subtotal Elkhorn Boulevard				**$209,055**

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

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

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

Facility	Quantity	Unit	Unit Price	Total Cost
A. National Drive				
1. Median Landscape Planting w/ irrigation	168,500	SF	$5.00	$842,500
2. Sideline Landscape Planting w/ irrigation	138,000	SF	$5.00	$690,000
3. Finish Grading (Landscape Sideline)	138,000	SF	$0.50	$69,000
4. CMU Wall	3,200	LF	$150.00	$480,000
Subtotal National Drive				**$2,081,500**
B. Del Paso Road				
1. Median Hardscape	4,290	SF	$25.00	$107,250
Subtotal Del Paso Boulevard				**$107,250**
C. Elkhorn Boulevard				
1. Median Landscape Planting w/ irrigation	39,800	SF	$5.00	$199,000
2. Sideline Landscape Planting w/ irrigation	10,800	SF	$5.00	$54,000
3. Finish Grading (Landscape Sideline)	10,800	SF	$0.50	$5,400
4. CMU Wall	1,850	LF	$150.00	$277,500
Subtotal Elkhorn Boulevard				**$535,900**
D. Club Center Drive				
1. Median Landscape Planting w/ irrigation	6,500	SF	$5.00	$32,500
2. Sideline Landscape Planting w/ irrigation	7,400	SF	$5.00	$37,000
3. Finish Grading (Landscape Sideline)	7,400	SF	$0.50	$3,700
4. CMU Wall	370	LF	$150.00	$55,500
Subtotal Club Center Drive				**$128,700**
E. Offsite Landscaping				
None				
Subtotal Landscape / Irrigation Construction Cost				**$2,853,350**
29% Contingency & Soft Cost				**$827,472**
Total Landscape / Irrigation Cost				**$3,680,822**

Panhandle
City of Sacramento
Engineer's Preliminary Cost Estimate

NOTES:

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

2. This estimate does not consider the following:

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

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

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

PANHANDLE - MM 4.4.2a (OFF-SITE)

INSTALL TRAFFIC SIGNAL
NORTHBOUND SR 99 @ ELKHORN BLVD

PRELIMINARY ESTIMATE

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

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

PANHANDLE - MM 4.4.2b (OFF-SITE)

MODIFY TRAFFIC SIGNAL TIMING
NATOMAS @ ELKHORN BLVD

PRELIMINARY ESTIMATE

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

NOTE:
1. INCLUDES MODIFICATION TO DETECTOR LOOPS.

PANHANDLE - MM 4.4.2d (OFF-SITE)

INSTALL TRAFFIC SIGNAL
SOUTHBOUND INTERSTATE 5 @ DEL PASO ROAD

PRELIMINARY ESTIMATE

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

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

PANHANDLE - MM 4.4.2e (OFF-SITE)

INSTALL TRAFFIC SIGNAL
NORTHBOUND INTERSTATE 5 @ DEL PASO ROAD

PRELIMINARY ESTIMATE

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

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

PANHANDLE - MM 4.4.2f (OFF-SITE)

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

PRELIMINARY ESTIMATE

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

NOTE:
4 & 5. INCLUDES MODIFICATION TO DETECTOR LOOPS.
6. INCLUDES 12" AB AND COMPACTED SUBGRADE.

PANHANDLE - MM 4.4.2h (OFF-SITE)

INSTALL TRAFFIC SIGNAL
DEL PASO ROAD @ KENMAR

PRELIMINARY ESTIMATE

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

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

PANHANDLE - MM 4.4.7a (OFF-SITE)

INSTALL TRAFFIC SIGNAL
EAST LEVEE ROAD @ ELKHORN BLVD

PRELIMINARY ESTIMATE

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

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

PANHANDLE - MM 4.4.7b (OFF-SITE)

MODIFY TRAFFIC SIGNAL TIMING
DEL PASO ROAD @ NATOMAS/TRUXEL

PRELIMINARY ESTIMATE

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

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

NOTE:

1. INCLUDES MODIFICATION TO DETECTOR LOOPS.

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

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

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

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

PRELIMINARY ESTIMATE

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

SUBTOTAL $297,650.00

29% CONTINGENCY AND SOFT COST $86,318.50

GRAND TOTAL $383,968.50

NOTES:

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

PANHANDLE
MM 4.4.11a (OFF-SITE WEST OF PANHANDLE)

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

PRELIMINARY ESTIMATE

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

NOTES:
4. INCLUDES 12" AB AND COMPACTED SUBGRADE.

* PORTION OF MM 4.4.11a - BLACKROCK TO WEST BOUNDARY OF PANHANDLE
** FOR IMPROVEMENTS EAST OF PANHANDLE (SORRENTO TO KENMAR) SEE MM 4.4.2h & 4.4.7c
*** FOR IMPROVEMENTS ALONG PANHANDLE FRONTAGE SEE MM 4.4.2g

APPENDIX B

PUBLIC FACILITIES COST ESTIMATES

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

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

"parks_cost"

Source: Land Architecture, Incorporated.

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

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

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

"regional_park"

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

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

sum

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

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

Item	Fee per Unit/Acre *(2005 $)*	Inflated Fee per Unit/Acre *(2006 $)*	Residential Units	Net Nonres. Acres	Total Amount
		[1] [2]			
Low-Density Residential	$679	$695	1,442		$1,001,758
Medium-Density Residential	$508	$520	879		$456,857
High-Density Residential [3]	$410	$419	754		$316,288
Village Commercial	$799	$817		18.5	$15,123
Mixed-Use Commercial	$799	$817		4.6	$3,760
Total					**$1,793,786**

"library"

Sources: City of Sacramento and EPS.

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

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

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

"transit"

Sources: City of Sacramento, Parsons Brinckerhoff, and EPS

[1] Inflated to 2005 dollars based on the Construction Cost Index for San Francisco from December 2003 to December 2005 as reported by the *Engineering News Record*.
[2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.
[3] Includes 28 live/work units, 33 units within Village Commercial, and 74 units within mixed-use commercial site.

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

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

"fire"

Sources: City of Sacramento and EPS.

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

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

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

"police"

Sources: City of Sacramento and EPS.

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

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

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

"community_center"

Sources: City of Sacramento and EPS.

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

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

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

"bikeways_shuttles"

Sources: City of Sacramento and EPS.

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

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

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

"pflaf"

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

[1] Net acreage by landowner estimated.
[2] Eligible PFLAP acreage includes over-width roadway right-of-way, portions of Ninos Parkway, and portions of the NEMDEC setback. See **Appendix F**.

Economic & Planning Systems

Public Finance
Real Estate Economics
Regional Economics
Land Use Policy

APPENDIX C

COST ALLOCATION

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

Roadways

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

"road_alloc"

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

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

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

"comm_alloc"

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

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

Wastewater

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

"wastewater_alloc"

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

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

Water

Land Use	Developable Acres [1]	Use Factor	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	3,432.80	1,442	876,736	49.97%	$2,477,592	$9,701	$1,718
Medium-Density Residential	66.6	8,024.50	879	534,432	30.46%	$1,510,266	$22,677	$1,718
High-Density Residential	30.0	9,324.47	754	279,734	15.94%	$790,508	$26,350	$1,048
Village Commercial & Mixed Use	23.1	2,759.00	0	63,733	3.63%	$180,105	$7,797	
Total	**375.1**			**1,754,635**	**100.00%**	**$4,958,470**	$13,219	

"water_alloc"

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

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

Drainage

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

"drainage_alloc"

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads.
[2] See **Table D-3**

Table C-5
Panhandle Public Facilities Financing Plan
Landscaping Facilities Cost Allocation - 2006 $

Roadway & Open Space Landscaping

Land Use	Net Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	1.00	1,442	255	68.09%	$2,432,898	$9,526	$1,687
Medium-Density Residential	66.6	1.00	879	67	17.76%	$634,420	$9,526	$722
High-Density Residential	30.0	1.00	754	30	8.00%	$285,775	$9,526	$379
Village Commercial & Mixed Use	23.1	1.00		23	6.16%	$220,047	$9,526	
Total	**375.1**		**3,075**	**375**	**100.00%**	**$3,573,140**		

"landscaping_alloc"

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

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

Parks

Land Use	Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	1.00	1,442	1,442	51.88%	$13,880,865	$54,350	$9,626
Medium-Density Residential	66.6	1.00	879	879	31.63%	$8,461,359	$127,047	$9,626
High-Density Residential	30.0	0.59	754	445	16.02%	$4,286,660	$142,889	$5,685
Village Commercial & Mixed Use	23.1	0.56		13	0.47%	$124,476	$5,389	
Total	**375.1**		**3,075**	**2,779**	**100.00%**	**$26,753,360**		

"parks_alloc"

[1] Developable acres equals land planned for development excluding parks, schools, open space, agricultural and freeway buffers, and roads.
[2] See **Table D-5**

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

Public Facilities Land Acquisition

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

"pflaf_alloc"

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

APPENDIX D

DUE FACTORS

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

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

"road_adj"

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

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

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

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

"daily_road_use"

Source: Kittelson & Associates.

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

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

"drainage_edu"

Source: North Natomas Community Plan & EPS.

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

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

"landscaping_EDU"

Source: North Natomas Community Plan & EPS.

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

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

"parks_EDU"

[1] Factors derived from City Code 16.64.030.
[2] Source: EPS
[3] See City of Sacramento Parks Fee Nexus Study.
[4] Park users per DUE/single-family park users per DUE.

APPENDIX E

NORTH NATOMAS PUBLIC FACILITIES FEE COMPARISON CALCULATIONS

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

Roadways - PFF Eligible

Land Use	Net Developable Acres [1]	Common Use Factor	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	255.4	54.20	1,442	13,843	39.48%	$5,449,371	$21,337	$3,779
Medium-Density Residential	66.6	105.59	879	7,032	20.06%	$2,768,145	$41,564	$3,149
High-Density Residential	34.6	137.29	754	4,750	13.55%	$1,869,915	$54,044	$2,480
Village Commercial & Mixed Use	18.5	510.00		9,435	26.91%	$3,714,085	$200,761	
Total [2]	**375.1**		**3,075**	**35,060**	**100.00%**	**$13,801,516**		

"pff_road_alloc"

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.
[2] Total roadway cost based on MacKay and Somps cost estimates:

$1,393,015	Del Paso Road - North Side
$1,419,875	Elkhorn Blvd. - Eastern Property Line to Levee Road
$10,988,626	National Drive - Elkhorn Blvd. to Del Paso Road

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

Roadway & Open Space Landscaping - PFF Eligible

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

"pff_landscaping_alloc"

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.
[2] Total landscaping based on MacKay and Somps cost estimates:

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

Del Paso Road ~ North Side

Property line on East to Sorrento Rd
Typical Street and Utility Cost Per Centerline Foot

Natomas Panhandle

Segment 1

Roadway Section: 6-Lane Roadway
Length: 2632 feet
Width: 81 feet
Roadway Excavation Depth: 2 feet
Landscape Quality Level:

Constructed by: Developer

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL ITEM COST	29% CONTINGENCY	TOTAL COST PER CL FOOT
SURFACE COSTS:							
1	Mobilization, Clearing & Grubbing	81.00	SF	$0.46	$37.26	$10.81	$48.07
2	Earthwork (t=26")	6.50	CY	$5.00	$32.50	$9.43	$41.93
3	Pavement (5" AC/21" AB)	39.00	SF	$7.00	$273.00	$79.17	$352.17
4	Curb & Gutter # 4 (W / 12" AB)	1.00	LF	$21.50	$21.50	$6.24	$27.74
5	Median Curb #14 (W / 12" AB)	2.00	LF	$30.50	$61.00	$17.69	$78.69
6	PCC Sidewalk (W / 12" AB)	6.00	SF	$8.50	$51.00	$14.79	$65.79
7	Street Lighting	0.005	EA	$3,000.00	$15.00	$4.35	$19.35
						Subtotal Surface Costs	**$633.74**
UNDERGROUND COSTS:							
8	Storm Drain System - 18"	1.00	LF	$100.00	$100.00	$29.00	$129.00
9	Sanitary Sewer System - 10"	0.00	LF	$90.00	$0.00	$0.00	$0.00
10	Water System - 12"	0.00	LF	$80.00	$0.00	$0.00	$0.00
						Subtotal Underground Costs	**$129.00**
						Total Roadway Construction Costs:	**$762.74**
HABITAT CONSERVATION COSTS:							
11	Habitat Conservation Plan (1)	0.00186	AC	$6,500.00	$12.09	$3.51	$15.60
						TOTAL ESTIMATED ROADWAY & HCP COST PER CENTERLINE FOOT:	**$778.34**
LANDSCAPING COSTS:							
12	Landscaping (26' + 7.33')	33.33	SF	$5.00	$166.65	$48.33	$214.98

TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT: **$2,048,590.88**
OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS): **$655,549.08**
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT): **$1,393,041.80**

TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT: **$565,827.36**

TOTAL NET ESTIMATED ROADWAY, HCP, & LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM: **$1,958,869.16**

Notes:
1. Based on road width (see above).
2. Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

Elkhorn Blvd

Property line on East to Levee Rd
Typical Street and Utility Cost Per Centerline Foot

Natomas Panhandle

Segment 2

Roadway Section: 6-Lane Roadway
Length: 2241 feet
Width: 126 feet
Roadway Excavation Depth: 2 feet
Landscape Quality Level:

Constructed by: Developer

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL ITEM COST	29% CONTINGENCY	TOTAL COST PER CL FOOT
SURFACE COSTS:							
1	Mobilization, Clearing & Grubbing	72.00	SF	$0.46	$33.12	$9.60	$42.73
2	Earthwork (t=26")	9.33	CY	$5.00	$46.65	$13.53	$60.18
3	Pavement (5" AC/21" AB)	52.00	SF	$7.00	$364.00	$105.56	$469.56
4	26" AB Shoulder	2.00	SF	$5.60	$11.20	$3.25	$14.45
5	Curb & Gutter # 4 (W / 12" AB)	1.00	LF	$21.50	$21.50	$6.24	$27.74
6	Median Curb #14 (W / 12" AB)	2.00	LF	$30.50	$61.00	$17.69	$78.69
7	PCC Sidewalk (W / 12" AB)	6.00	SF	$8.50	$51.00	$14.79	$65.79
8	Street Lighting	0.005	EA	$3,000.00	$15.00	$4.35	$19.35
						Subtotal Surface Costs	**$778.49**
UNDERGROUND COSTS:							
9	Storm Drain System - 18"	1.00	LF	$100.00	$100.00	$29.00	$129.00
10	Sanitary Sewer System - 10"	0.00	LF	$90.00	$0.00	$0.00	$0.00
11	Water System - 12"	0.00	LF	$80.00	$0.00	$0.00	$0.00
						Subtotal Underground Costs	**$129.00**
						Total Roadway Construction Costs:	**$907.49**
HABITAT CONSERVATION COSTS:							
12	Habitat Conservation Plan (1)	0.00289	AC	$6,500.00	$18.80	$5.45	$24.26
						TOTAL ESTIMATED ROADWAY & HCP COST PER CENTERLINE FOOT:	**$931.75**
LANDSCAPING COSTS:							
13	Landscaping (26' + 7.33'	33.33	SF	$5.00	$166.65	$48.33	$214.98

TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT: **$2,088,051.75**
OVERWIDTH REIMBURSEMENT (32% OF SURFACE COSTS): **$668,176.56**
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT): **$1,419,875.19**

TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT: **$481,770.18**

TOTAL NET ESTIMATED ROADWAY, HCP, & LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM: **$1,901,645.37**

Notes:
1. Based on road width (see above).
2. Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

National Drive

Between Elkhorn Blvd & Del Paso Rd.
Typical Street and Utility Cost Per Centerline Foot

Natomas Panhandle

Segment 3

Roadway Section: 4-Lane Roadway
Length: 11,011 feet
Width: 100 feet
Roadway Excavation Depth: 2 feet
Landscape Quality Level:

Constructed by: Developer

ITEM #	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL ITEM COST	29% CONTINGENCY	TOTAL COST PER CL FOOT
SURFACE COSTS:							
1	Mobilization, Clearing & Grubbing	100.00	SF	$0.46	$46.00	$13.34	$59.34
2	Earthwork (t=26")	8.02	CY	$5.00	$40.10	$11.63	$51.73
3	Pavement (5" AC/21" AB)	56.00	SF	$7.00	$392.00	$113.68	$505.68
4	Curb & Gutter # 4 (W / 12" AB)	2.00	LF	$21.50	$43.00	$12.47	$55.47
5	Median Curb #14 (W / 12" AB)	2.00	LF	$30.50	$61.00	$17.69	$78.69
6	PCC Sidewalk (W / 12" AB)	10.00	SF	$8.50	$85.00	$24.65	$109.65
7	Street Lighting	0.005	EA	$3,000.00	$15.00	$4.35	$19.35
						Subtotal Surface Costs	**$879.91**
UNDERGROUND COSTS:							
8	Storm Drain System - 18"	1.00	LF	$100.00	$100.00	$29.00	$129.00
9	Sanitary Sewer System - 10"	1.00	LF	$90.00	$90.00	$26.10	$116.10
10	Water System - 12"	1.00	LF	$80.00	$80.00	$23.20	$103.20
						Subtotal Underground Costs	**$348.30**
						Total Roadway Construction Costs:	**$1,228.21**
HABITAT CONSERVATION COSTS:							
11	Habitat Conservation Plan (1)	0.00230	AC	$6,500.00	$14.92	$4.33	$19.25
						TOTAL ESTIMATED ROADWAY & HCP COST PER CENTERLINE FOOT:	**$1,247.46**
LANDSCAPING COSTS:							
12	Landscaping (14' + 2 x 7.33')	28.67	SF	$5.00	$143.35	$41.57	$184.93

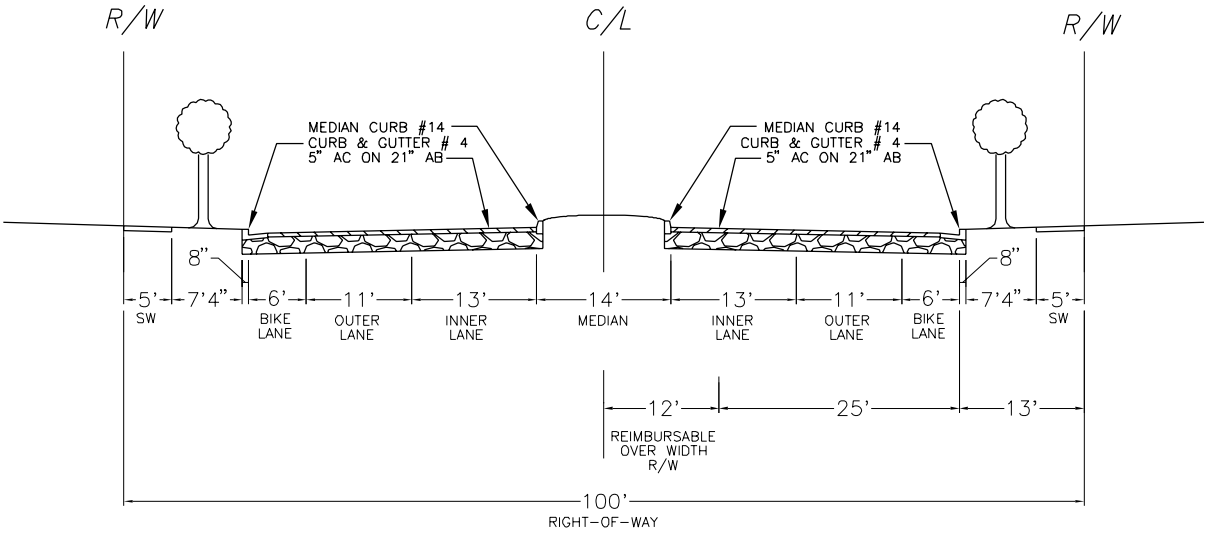
TOTAL ESTIMATED ROADWAY & HCP COST OF THIS SEGMENT: **$13,735,782.06**
OVERWIDTH REIMBURSEMENT (20% OF SURFACE COSTS): **$2,747,156.41**
NET ROADWAY & HCP COST (ESTIMATED COST MINUS OVERWIDTH REIMBURSEMENT): **$10,988,625.65**

TOTAL ESTIMATED LANDSCAPING COST OF THIS SEGMENT: **$2,036,264.23**

TOTAL NET ESTIMATED ROADWAY, HCP, & LANDSCAPING COST INCLUDED IN THE PUBLIC FACILITIES FEE (PFF) PROGRAM: **$13,024,889.88**

Notes:
1. Based on road width (see above).
2. Estimated costs include appurtenances and other items that are a part of the ultimate road segment. Estimated costs do not include interim items, private utility or joint trench costs, or items included in other fee programs.

NORTH NATOMAS ROAD SEGMENT
FOUR-LANE ROADWAY



TOTAL RIGHT-OF-WAY WIDTH = 100'

TOTAL PAVEMENT WIDTH = 56'

TOTAL LANDSCAPED WIDTH = 28.67'

REIMBURSABLE OVER WIDTH RIGHT-OF-WAY = 24'

OVER WIDTH REIMBURSEMENT SHARE = 20% OF SURFACE COSTS

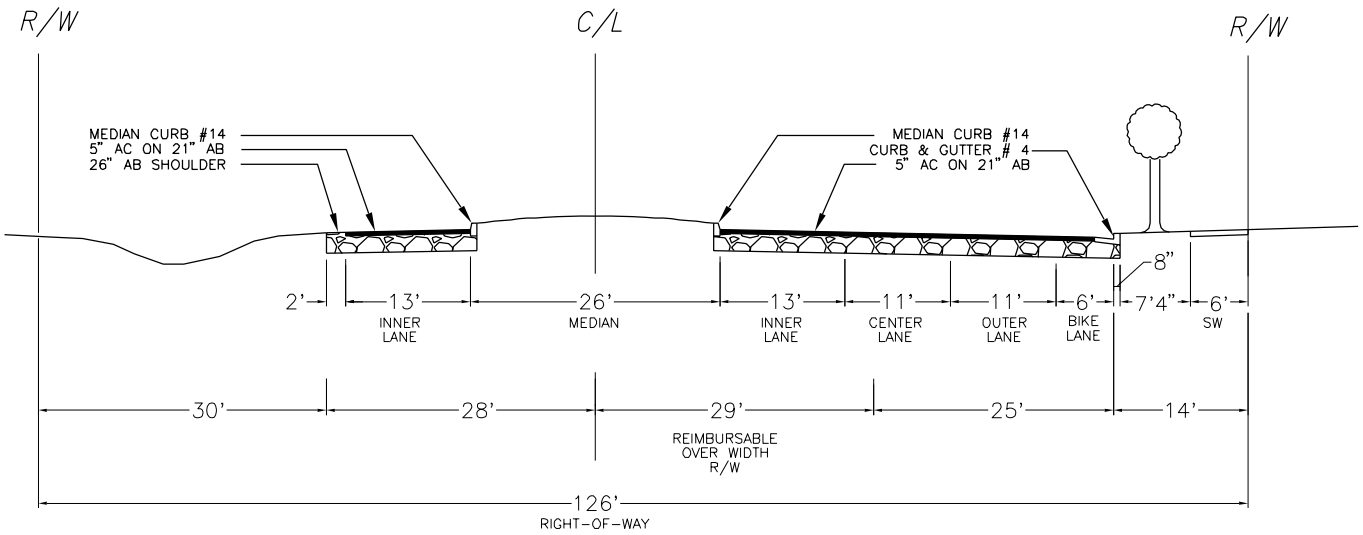
JOINT TRENCH COSTS ARE NOT INCLUDED
IN THE PUBLIC FACILITIES FINANCE PROGRAM

NATIONAL DRIVE
TYPICAL ROADWAY CROSS SECTION
NATOMAS PANHANDLE
SACRAMENTO, CA

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
ROSEVILLE, CALIFORNIA

ZAYM	1"=20'	12/04/06	7790-00
DRAWN BY	SCALE	DATE	JOB NO.

NORTH NATOMAS ROAD SEGMENT
SIX-LANE ROADWAY



TOTAL RIGHT-OF-WAY WIDTH = 126'

TOTAL PAVEMENT WIDTH = 54'

TOTAL LANDSCAPED WIDTH = 33.33'

REIMBURSABLE OVER WIDTH RIGHT-OF-WAY = 58'

OVER WIDTH REIMBURSEMENT SHARE = 32% OF SURFACE COSTS

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

ELKHORN BLVD
TYPICAL ROADWAY CROSS SECTION
NATOMAS PANHANDLE
SACRAMENTO, CA

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
ROSEVILLE, CALIFORNIA

ZAYM	1"=20'	12/04/06	7790-00
DRAWN BY	SCALE	DATE	JOB NO.

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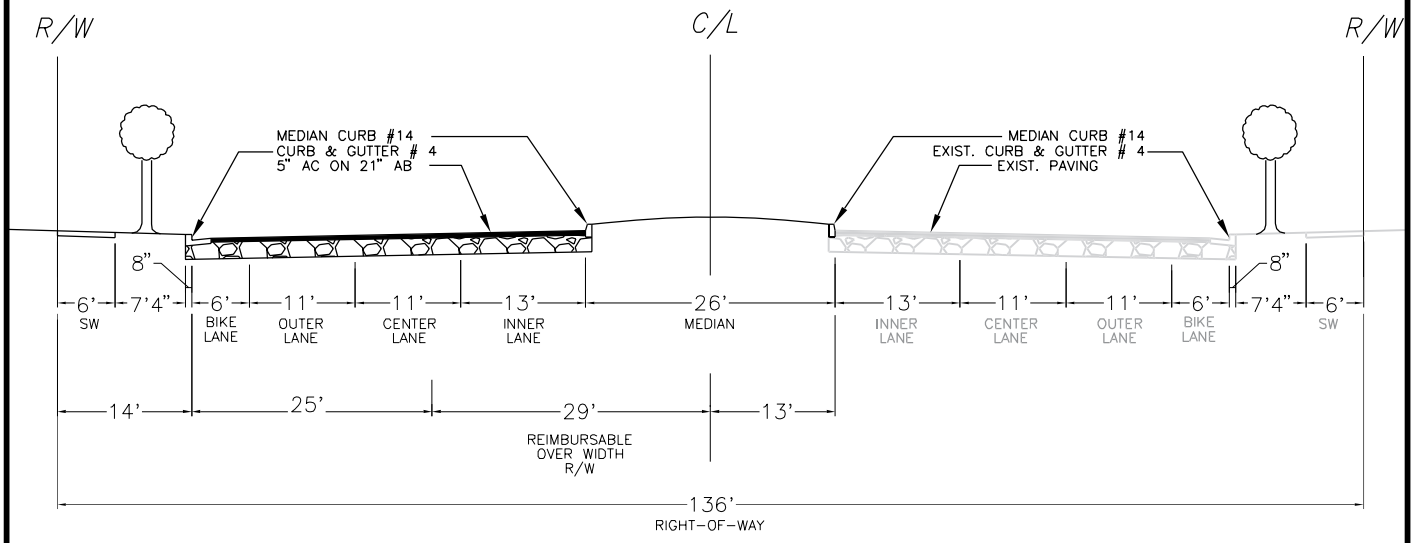
There are no xreferences in this drawing.

NORTH NATOMAS ROAD SEGMENT
SIX-LANE ROADWAY



TOTAL RIGHT-OF-WAY WIDTH = 136'

TOTAL NEW PAVEMENT WIDTH = 39'

TOTAL LANDSCAPED WIDTH = 33.33'

REIMBURSABLE OVER WIDTH RIGHT-OF-WAY = 58'

OVER WIDTH REIMBURSEMENT SHARE = 32% OF SURFACE COSTS

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

DEL PASO
TYPICAL ROADWAY CROSS SECTION
NATOMAS PANHANDLE
SACRAMENTO, CA

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
ROSEVILLE, CALIFORNIA

ZAYM	1"=30'	12/04/06	7790-00
DRAWN BY	SCALE	DATE	JOB NO.

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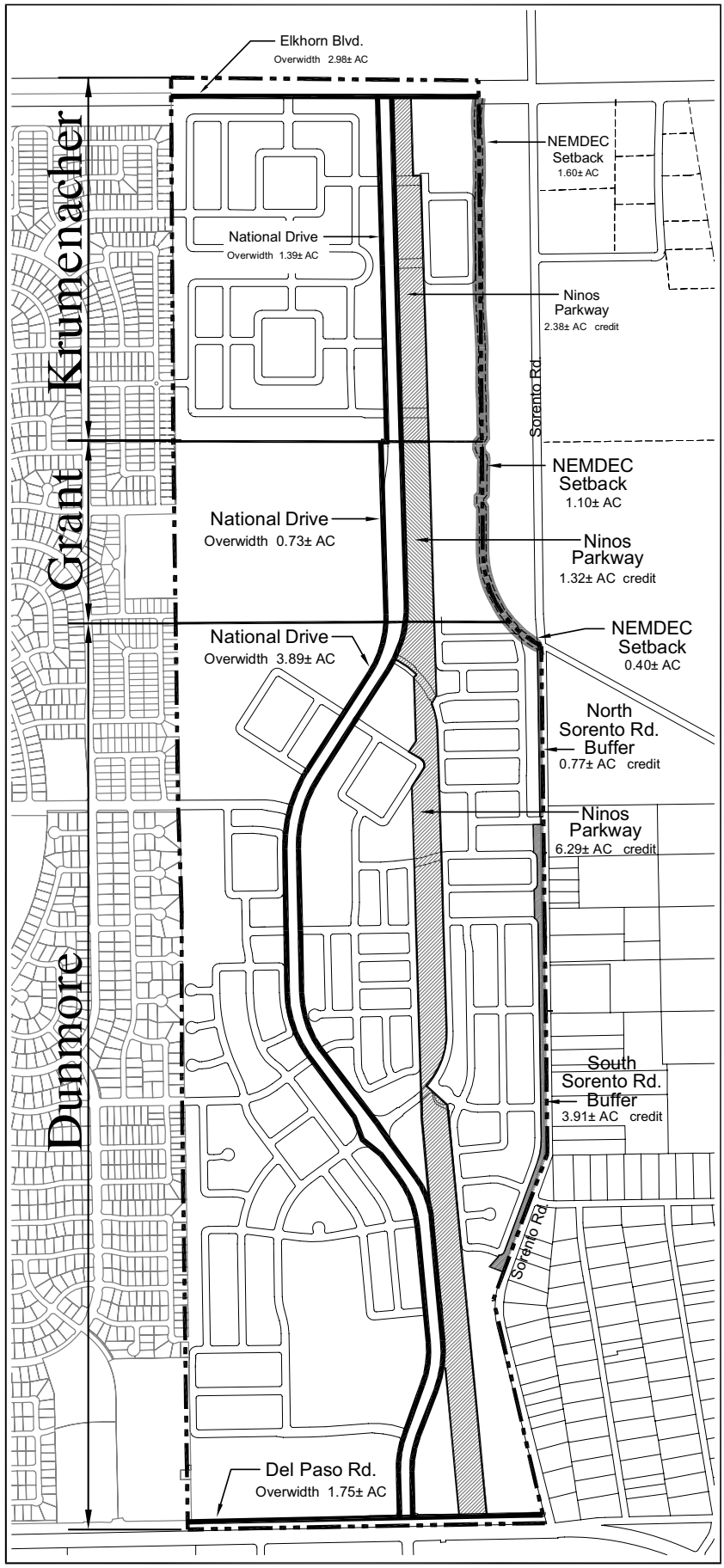
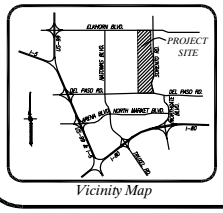
There are no xreferences in this drawing.

APPENDIX F

PUBLIC FACILITIES LAND ACQUISITION PROGRAM — ELIGIBLE ACREAGE





Vicinity Map

0 400 800 feet

Land Acquisition Exhibit

Panhandle

City of Sacramento, California

Scale: N.T.S. September 6, 2007

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
SACRAMENTO, CALIFORNIA (916) 925-6042

7790-00

PUBLIC FACILITIES LAND ACQUISITION PROGRAM
Summary

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

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

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

PUBLIC FACILITIES LAND ACQUISITION PROGRAM
NEMDEC Setback

Ownership	Acreage
Krumenacher	1.6
Grant	1.1
Dunmore	0.4
TOTAL	3.1

PUBLIC FACILITIES LAND ACQUISITION PROGRAM
Ninos Parkway

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

PUBLIC FACILITIES LAND ACQUISITION PROGRAM
Sorento Road Setback

Ownership	Acreage	LAP Credit
Dunmore	4.7	4.7
TOTAL	4.7	4.7