

The Economics of Land Use



Final Report

Updated River District Finance Plan

Prepared for:

City of Sacramento

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1. INTRODUCTION AND EXECUTIVE SUMMARY

Introduction

The River District Public Facilities Finance Plan was adopted by the City of Sacramento (City) on February 15, 2011. Hereafter referred to as the 2011 Finance Plan, that document identified the proposed funding sources for all backbone infrastructure improvements, public facilities, and administrative costs¹ needed to serve the proposed land uses in the River District Specific Plan area (Plan Area or River District). The City engaged Economic & Planning Systems, Inc. (EPS) to prepare this update to the 2011 Finance Plan to incorporate updated infrastructure and facility cost estimates and to establish the River District Impact Fee. This 2016 Finance Plan will therefore provide the means by which facilities necessary to serve future development in the River District will be funded appropriately and delivered in time to meet Plan Area needs.

This 2016 Finance Plan includes improvements to roadways, sewer, water, drainage, parks, landscaping, schools, fire, police, library, and transit facilities (collectively, Public Improvements or Improvements) and describes the costs and financing mechanisms that will be used to construct these improvements in a timely manner.

Background

The River District is located in the City within the boundaries of the River District Redevelopment Project Area (RDRPA) and the Central City Community Plan Area. The Plan Area is located immediately north of the Railyards Specific Plan (Railyards), east of the Sacramento River, south of the American River, and west of the 16th Street Corridor.

The River District encompasses approximately 750 acres of primarily developed land. The River District is home to approximately 386 residential units, 5 million square feet of industrial uses, 250,000 square feet of retail/wholesalers, and 1.3 million square feet of office. Some of these existing land uses are anticipated to be demolished and replaced by new land uses. In addition, new land uses are envisioned on currently underdeveloped and undeveloped parcels.

The River District Specific Plan adopted by the City Council on February 15, 2011 (Specific Plan or River District Specific Plan) envisions an overall level of development within the Plan Area, consisting of about 8,100 residential units, 850,000 square feet of retail, 4.0 million square feet of office, 1.5 million square feet of light industrial, and 3,000 hotel rooms. A portion of new development in the River District includes the following previously approved projects:²

¹ See **Chapter 3** for a definition of backbone infrastructure, public facility, and other costs included in the Finance Plan.

² A previously approved planned-unit development in the River District, the Discovery Centre, was repealed as part of the River District approval process.

- **Township 9:** A planned-unit development (PUD) comprising 65 acres with 2,350 residential units, 150,000 square feet of retail, and more than 800,000 square feet of office.
- **Continental Plaza:** A PUD comprising 1.1 million square feet of office, of which 300,000 square feet have been constructed to date.

Factors Influencing the Financing Strategy

The 2016 Finance Plan provides feasible solutions to the problems of financing infrastructure in the River District. It addresses issues of development and infrastructure cost burdens to new development, and identifies avenues to mitigate financial constraints on new development. This 2016 Finance Plan represents only one scenario of how development would occur, infrastructure would be phased, and funding sources would be obtained. There is likely to be significant variations from this baseline program as the development actually occurs.

The financing structure is complex because of the uncertainty of realizing the development program and the numerous property owners and developers in the area. River District development and participation in the financing of infrastructure will require continuous monitoring and updating.

The financing strategy for the River District takes into account the following factors that will influence the buildout of development and the financial hurdles that must be resolved:

- As a former major infill redevelopment area, the River District proposes to create a new urban environment within the context of an already established city and region. Success or failure hinges on understanding the significant risks involved in developing a new area and creating the appropriate implementation framework.
- The River District is composed of a broad mix of land uses, including retail, office, hotel, housing, and public space. Market demand for each land use will vary because of the cyclical nature of demand, supply, and funding availability for each type of land use. Redevelopment will likely occur in an irregular pattern based on individual development project readiness and within site assembly and financing constraints.
- The project will require a long time frame to complete. Many market and financing factors influencing development will not be known for many years. Development in the River District will occur in response to changing market conditions. The financing strategy must be market driven and anticipate fluctuating demand cycles. Because the timing of construction of Public Improvements is tied to the level of development, if the development pace is slower or faster than anticipated, the timing of Public Improvements construction will need to be adjusted. Initial development in the River District can be initiated with only minor improvements to serve the developing parcels. The development of these parcels will generate development impact fees that will be available to fund Improvements.
- Financing the Improvements requires a combination of City, State, federal and private development funding sources. It is also anticipated that Regional, State, and federal funding will provide a significant portion of the overall Improvement costs. Most of the Regional, State, and federal funds are for major regional projects such as backbone infrastructure to serve local, as well as regional, needs including: roadways, freeway improvements, and transit facilities. If the required outside funding is not available, the development program

may be slowed until this funding becomes available or alternatives to the required Improvements are available.

- Many of the specific development projects (retail, office, residential, mixed-use) at the outset of the Plan face financial and market feasibility challenges because the projects are not feasible under current market conditions. Presently, nearly all types of development planned for the River District are unlikely to support the full Plan Area cost burden in the early phases of development. Therefore, the Plan Area cost burden (development impact fee burden) will likely need to be initially subsidized with public revenue or other private capital.

These factors will be reviewed over time along with the development program, capital improvement program (CIP), and funding programs. Ongoing review of these factors will determine if they remain pertinent to creating a feasible project.

Finance Plan Principles

To achieve the goal of ensuring the public infrastructure in the River District will be funded and delivered in time to meet Plan Area demands, the City has established the following 2016 Finance Plan principles:

1. The 2016 Finance Plan provides the framework to ensure that all essential infrastructure and public facilities necessary for public health, safety, and welfare are constructed in accordance with the City's development standards in a timely manner to support development in the Plan Area.
2. To help overcome financial and market feasibility challenges constraining individual development projects at the outset of River District development, the 2016 Finance Plan recommends implementing mechanisms to reduce the cost burden on early River District development. Plan Area-based funding obligations for early development may be reduced to facilitate economic feasibility. Note that while early development will have a reduced fee amount to facilitate economic development, later development will pay no more than their fair share.
3. The City will, in accordance with prudent fiscal judgment, provide tax-exempt municipal financing to keep financing costs for public facilities to a minimum. Any public debt issued by the City must meet all City debt policies and not adversely affect the City's credit rating.
4. Developers may be required to advance fund or construct significant portions of backbone infrastructure and public facilities. Such developers will seek private financing necessary to fund such improvements to the extent public financing is not available and to fund the developers' own share of such costs.
5. New development will fund the proportionate share of backbone infrastructure traditionally funded in new development projects.
6. The 2016 Finance Plan identifies the quantity and general location of all lands needed for right-of-way and public facilities. Most lands needed for right-of-way and public facilities will be dedicated at no cost to the City. However, the City will need to acquire some right-of-way in areas where there is no adjacent development project. If the City has to acquire right-of-way from a property owner and that property owner subsequently applies for a development

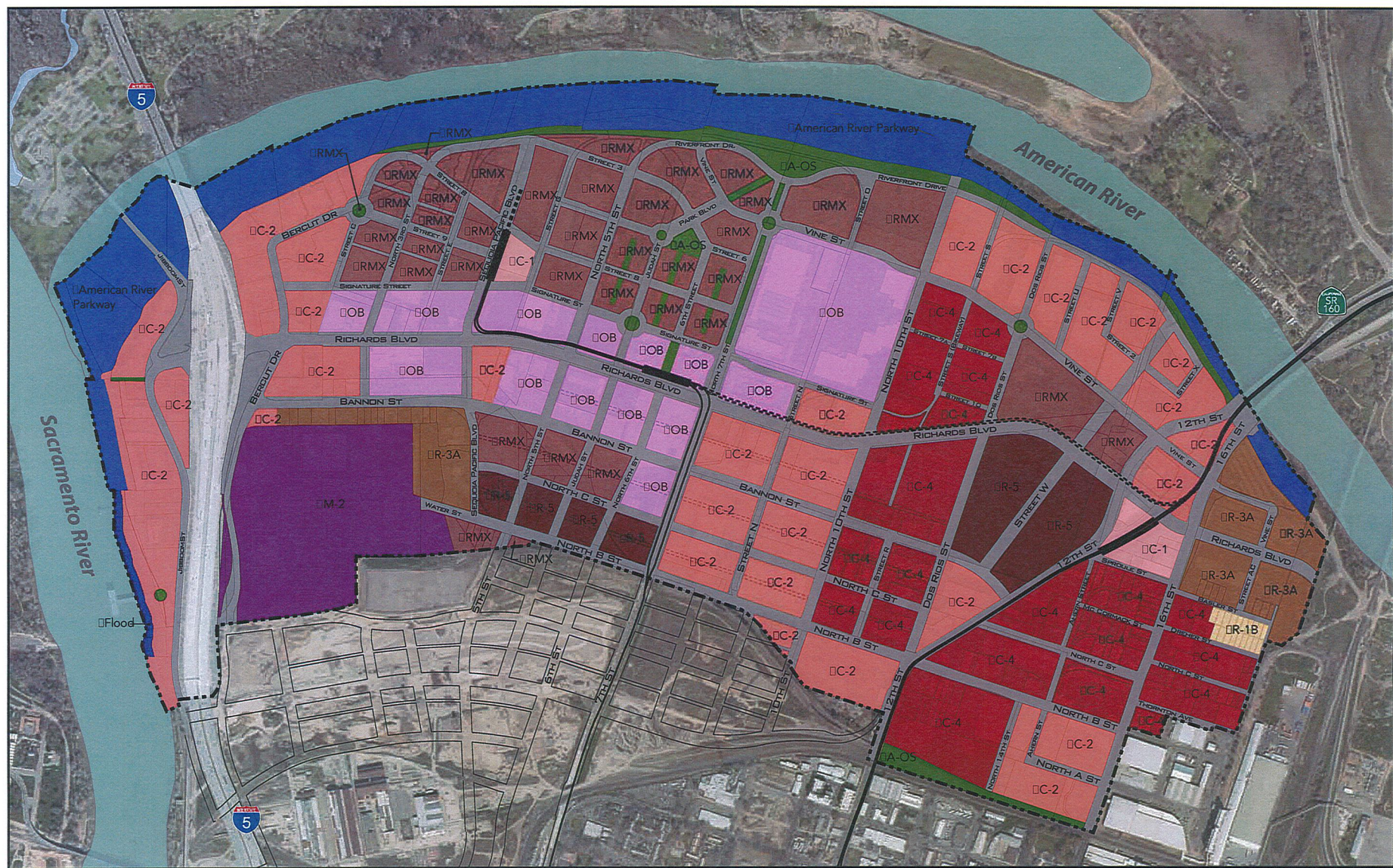
approval, the landowner will be required to reimburse the City for any prior land acquisition payment for land that would otherwise have required dedication associated with the development project.

7. The 2016 Finance Plan identifies the specific maintenance services unique to the River District and identifies appropriate funding sources.
8. Following approval of the 2016 Finance Plan by City Council, the City will promptly initiate proceedings and undertake actions to implement the various components of the 2016 Finance Plan.
9. Because it is impossible to predict the manner in which redevelopment of the River District will unfold, the absorption of the projected land uses, and therefore the timing of improvement requirements, the various components of the 2016 Finance Plan will require regular updates to reflect changes in land use and improvement assumptions. In addition, incorporation of economic development incentives will require regular review and updating to determine if such incentives remain appropriate and are accomplishing the desired economic development goals.
10. The actions contemplated herein by the City are subject to the legislative discretion of the City at the time of approval and must be in compliance with all applicable laws and regulations.

Land Use Plan and Phasing

Based on information presented in the River District Specific Plan, the Plan Area comprises about 750 acres in six subareas, which represent both historical patterns of development and anticipated future growth. **Map 1-1** shows the River District's zoning plan.

Including existing land uses likely to remain and new proposed development, at buildout, the Plan Area is anticipated to include more than 8,100 residential units, 850,000 square feet of commercial/retail, almost 4.0 million square feet of office, 1.5 million square feet of industrial, and approximately 3,000 hotel rooms. Excluding land uses likely to remain, new development is envisioned to comprise nearly 7,800 residential units, 470,000 square feet of commercial/retail,



Map 1-1: River District Specific Plan Zoning

- River District Specific Plan Boundary
- Existing Parcels
- LRT Line / Station Platform
- Future LRT Line - 35 ft ROW Dedication
see Street Sections & Design Guidelines

RESIDENTIAL Zones

- R-1B Single or Two Family
- R-3A Multi-Family
- R-5 Multi-Family
- RMX Residential Mixed Use

COMMERCIAL and OFFICE Zones

- C-1 Limited Commercial
- C-2 General Commercial
- C-4 Heavy Commercial
- OB Office Building

INDUSTRIAL Zones

- M-2 Heavy Industrial
- OTHER Zones**
- A-OS Agriculture - Open Space
 - American River Parkway
 - Flood

3.1 million square feet of office, and about 2,000 hotel rooms.⁵ **Table 1-1** summarizes the proposed land uses in the Plan Area, including existing land uses likely to remain and new development.

It is likely that the actual pace of development will vary significantly from any development assumptions that can be presented at this time. For this reason, this 2016 Finance Plan evaluates land use development and associated infrastructure and public facility improvements at buildout of the Plan Area.

Infrastructure and Facility Costs and Phasing

As described in the River District Specific Plan, development of the Plan Area requires significant investments in backbone infrastructure and public facilities.

Table 1-2 summarizes the major backbone infrastructure and public facilities costs at buildout. The costs shown are preliminary estimates only and do not include in-tract subdivision costs, which are the responsibility of individual developers. Infrastructure and public facilities will be constructed in a timely manner to assure that City public service standards are met. Other backbone infrastructure improvements are site specific and will be required based on the location of the development project.

Overview of the Financing Strategy

Plan Area funding for backbone infrastructure and public facilities will be obtained through a wide array of funding sources. As shown in **Table 1-2**, the 2016 Finance Plan currently includes \$318.0 million in backbone infrastructure and public facilities. All costs reported are stated in 2016 dollars. **Table 1-3** provides a list of categories of funding sources and indicates their availability during the development timeline.

Figure 1-1 provides a summary of the estimated funding sources for the infrastructure program at buildout. The complexity of the Plan Area requires many funding sources to construct the backbone infrastructure and public facilities required to serve the Plan Area. Because of the extent of infrastructure requirements and mix of funding sources, the City will need to closely coordinate the use of public and private funding.

As shown, the main funding categories (and associated percentages that result from the calculations in this document) consist of those listed here:

- **Plan Area-based funding**, which accounts for approximately 56 percent of all funding.
- **City Sources of funds**, which account for about 14 percent of all funding.
- **Outside Sources of funds** (regional, State, federal, and other), which account for approximately 30 percent of all funding.

⁵ Estimated new development in the Plan Area includes two approved but not yet fully constructed PUDs: Township 9 and Continental Plaza. The Discovery Centre PUD was repealed as part of the Specific Plan approval process.

Table 1-1
City of Sacramento
River District Finance Plan
Land Use Detail at Buildout

Land Use Category	Land Use Code	Acreage	Residential Units	Nonresidential			
				Commercial/ Retail	Office	Light Industrial	Hotel Rooms
			Units	Nonresidential Sq. Ft.			Rooms
Residential							
Residential/Commercial Mixed Use	RCMU	11.6	756	30,413	0	0	0
Residential/Mixed Use	RMU	55.1	3,768	156,008	0	0	0
Residential Only	R	32.0	2,174	0	0	0	0
Subtotal Residential		98.8	6,698	186,421	0	0	0
Commercial Uses							
Office/Mixed Use	OMU	77.5	0	97,650	3,633,428	0	0
Office/Residential Mixed Use	ORMU	35.6	970	51,020	319,674	0	0
Hotel Commercial	HC	29.4	1	80,086	0	0	3,044
Light Industrial Residential Mixed Use	LIRMU	61.6	391	45,156	0	864,113	0
Light Industrial Mixed Use	LIMU	65.7	84	173,661	2,898	599,207	0
Commercial	C	16.7	0	220,485	0	0	0
Subtotal Commercial		286.6	1,446	668,058	3,956,000	1,463,320	3,044
Subtotal Land Uses at Buildout		385.4	8,144	854,479	3,956,000	1,463,320	3,044
Less Existing Land Uses to Remain [1]			386	384,000	850,000	1,463,320	1,006
Total New Land Uses			7,758	470,479	3,106,000	0	2,038

"LU"

Source: City of Sacramento.

Note: Land Uses are preliminary and subject to change.

[1] Some existing land uses will be demolished and replaced by new land uses. This line item reflects existing land uses that are not expected to be demolished, and therefore varies from the existing land uses outlined in the River District Specific Plan document. Existing land uses to remain provided by the City of Sacramento Planning Department.

Table 1-2
City of Sacramento
River District Finance Plan
Preliminary Infrastructure Improvement Costs at Buildout (2016\$)

Item	Infrastructure & Public Facility Cost at Buildout
INFRASTRUCTURE IMPROVEMENTS	
Storm Drainage	\$23,400,000
Sanitary Sewer [1]	\$14,300,000
Water	\$564,000
Transportation	
Onsite Roadways [2]	\$42,200,000
Intersections	\$14,500,000
Subtotal Roadways and Intersections	\$56,700,000
Freeways [3]	\$82,000,000
10th Street Undercrossing	\$30,000,000
Bikeways [4]	\$949,000
Subtotal Transportation	\$169,649,000
Subtotal Infrastructure Improvements	\$207,913,000
Plus Transportation and Utility Contingency [5]	\$15,000,000
Total Infrastructure Improvements	\$222,913,000
PUBLIC FACILITY IMPROVEMENTS	
Parks [6]	
Neighborhood Parks	\$8,800,000
Community Parks	\$8,800,000
Park Land Acquisition	\$17,800,000
Subtotal Parks	\$35,400,000
Open Space [6]	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd) [7]	\$2,200,000
Light Rail Station (12th Street) [7]	\$2,200,000
Light Rail Station (Richards Blvd) [8]	\$5,500,000
Schools [9]	\$27,400,000
Library [10]	\$400,000
Police Station [11]	\$8,500,000
Fire Station [11]	\$8,500,000
Total Public Facility Improvements	\$95,100,000
Total Infra. and Public Facility Improvements	\$318,013,000

"cost_summ"

Source: Harris & Associates (cost estimates as of 01/01/2014); City of Sacramento; EPS.

- [1] Includes onsite sewer improvement costs estimated by Harris & Assoc. and onsite/offsite sewer improvements identified in the November 2007 Railyards Specific Plan Financing Plan.
- [2] Includes sewer, water, dry utilities, and right-of-way acquisition.
- [3] Reflects total estimated Interstate 5/Richards Blvd interchange costs.
- [4] Includes right-of-way acquisition.
- [5] Available to provide gap, matching or additional funding for storm drainage, sewer and water utilities, roadway and freeway improvements.
- [6] Parks and Open Space improvement costs provided by City of Sacramento, as of 12/16/10. Excludes Township 9 park development and acquisition costs.
- [7] Based on cost assumption used in North Natomas Final Nexus Study and Financing Plan 2008 Update.
- [8] Cost estimate provided by Township 9 and City of Sacramento. Includes land acquisition and station construction costs.
- [9] Total improvement costs are assumed to equal fee revenue generated by the Project.
- [10] Total improvement costs are based on library costs estimated for development in the Railyards.
- [11] Total improvement costs are based on the revenue generated by River District development assuming the costs per building square foot computed in the Railyards Public Facilities Financing Plan, plus a \$5 million contribution from Railyards development, as assumed in the Railyards Public Facilities Financing Plan.

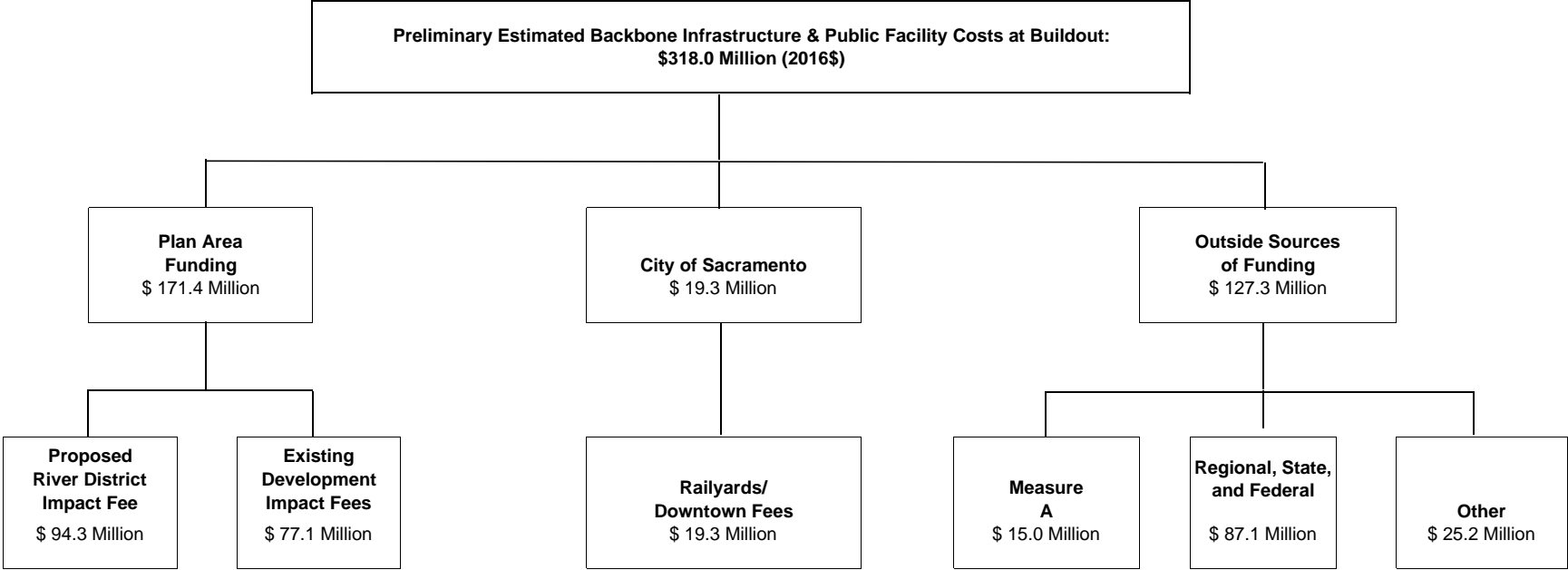
Table 1-3
City of Sacramento
River District Finance Plan
Timing of Availability by Category of Funding

Funding Source	Funding Available at Start of Development	Funding Available as Development Proceeds	Comments
Developer Private Capital	Yes	Yes	Limited. Project by project determination. River District consists of many small development projects and a few larger projects including Township 9. Developer must fund both public infrastructure and private development. Increases as property sales occur.
Land-Secured Debt - Mello-Roos CFD	Yes	Yes	Limited by value-to-lien ratio or projects willingness to participate in a CFD. Multiple small property owners make CFD financing difficult to implement. May be uses for specific projects or groups of projects of sufficient size to justify CFD funding.
Development Fees	No	Yes	Development fees paid prior to issuance of building permit. Available for reimbursement and infrastructure needed in later phases.
Measure A	Yes	No	Available from City Share of Measure A. City controls prioritization. Can be repaid from other sources.
State and Federal Transportation Funds	Limited	Yes	Must compete in Regional and State Transportation Programs.

Source: EPS.

"funding_availability"

Figure 1-1
City of Sacramento
River District Finance Plan
Estimated Sources of Funding at Buildout (2016\$)



Source: EPS.

"funding figure"

Table 1-4 provides a detailed listing of all backbone infrastructure and other public facility requirements and associated estimated funding sources for buildout of the Plan Area. The estimates of funding sources shown are preliminary and will be updated with future drafts and updates to the 2016 Finance Plan. It is expected that costs will change over time; therefore, each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction.

If developers are required to advance fund/construct public improvements, they will be reimbursed for this advance funding through a combination of development impact fee credits and reimbursements, Mello-Roos Community Facilities District (CFD) bond proceeds, and State or federal funding. The exact timing of reimbursements will depend on the pace of development.

Similarly, if the City decides to advance fund or construct infrastructure to facilitate development in the River District that ultimately is the responsibility of private development, then the City would be reimbursed through the same mechanisms mentioned above.

Plan Area-Based Funding Sources

The funding for Plan Area backbone infrastructure and public facilities will be obtained through a wide array of funding sources. This section specifically discusses Plan Area-based funding sources, which are identified by each funding source in **Table 1-4**.

Park Development Impact and Quimby Land Dedication/In-Lieu Fees

The Citywide Park Development Impact Fee is the primary source of funding for development of neighborhood and community park facilities in the Plan Area. This fee is assessed on all new construction or additions for residential, retail, office, industrial and hotel uses in the Plan Area. To the extent the developer constructs eligible park facilities, the developer will receive offsetting credits for this fee.

Park development in the River District is based on the City's park acreage service-level standard of 5 acres per 1,000 residents, which will be satisfied through a combination of land dedication and payment of a fee in-lieu of land dedication (Quimby Fee). To the extent that the Plan Area generates Quimby fee revenue in excess of that required to acquire park land, those revenues may be used to fund park development costs.

Combined Sewer System Fee

The City's Combined Sewer System (CSS) Development Fee will be collected separately and used for improvements to the combined stormwater/sanitary sewer system. The CSS Fee will be charged to all new River District development. CSS Fees are only used for common facilities including pipes 18-inches and larger and pumping stations. Certain River District sanitary sewer improvements, such as the large mains from the new pump station, will be eligible for CSS fee funding. Payment of the CSS fee by River District development will provide a funding source for the City to construct the improvements as new development and associated sewer flows trigger the need for the improvement.

Table 1-4
City of Sacramento
River District Finance Plan
Probable Sources and Uses of Funds at Buildout (2016\$)

City of Sacramento
River District Finance Plan
Probable Sources and Uses of Funds at Buildout (2016\$)

Buildout										
Item	Estimated Improvement Costs at Buildout (2016\$) [1]	Potential Funding Sources								
		River District Plan Area Funding			City/ Other Plan Area	Other Funding Sources				
		River District Impact Fee	Existing Development Impact Fees [2]	Subtotal Project-Based Funding	Downtown/ Railyards	Measure A	Regional, State, and Federal	Other	Subtotal Other Funding	Total Funding
INFRASTRUCTURE IMPROVEMENTS										
Storm Drainage	\$23,400,000	\$23,400,000	\$0	\$23,400,000	\$0	\$0	\$0	\$0	\$0	\$23,400,000
Sanitary Sewer	\$14,300,000	\$0	\$14,300,000	\$14,300,000	\$0	\$0	\$0	\$0	\$0	\$14,300,000
Water	\$564,000	\$564,000	\$0	\$564,000	\$0	\$0	\$0	\$0	\$0	\$564,000
Transportation										
Onsite Roadways [3]	\$42,200,000	\$41,100,000	\$0	\$41,100,000	\$1,100,000	\$0	\$0	\$0	\$0	\$42,200,000
Intersections and Roundabouts	\$14,500,000	\$14,500,000	\$0	\$14,500,000	\$0	\$0	\$0	\$0	\$0	\$14,500,000
Freeways	\$82,000,000	\$8,200,000	\$0	\$8,200,000	\$8,200,000	\$15,000,000	\$50,600,000	\$0	\$65,600,000	\$82,000,000
10th Street Undercrossing	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$0	\$30,000,000	\$30,000,000
Bikeways	\$949,000	\$949,000	\$0	\$949,000	\$0	\$0	\$0	\$0	\$0	\$949,000
Subtotal Transportation	\$169,649,000	\$64,749,000	\$0	\$64,749,000	\$9,300,000	\$15,000,000	\$80,600,000	\$0	\$95,600,000	\$169,649,000
Transportation and Utility Contingency	\$15,000,000	\$15,000,000	\$0	\$15,000,000	\$0	\$0	\$0		\$0	\$15,000,000
Subtotal Infrastructure Improvements	\$222,913,000	\$103,713,000	\$14,300,000	\$118,013,000	\$9,300,000	\$15,000,000	\$80,600,000	\$0	\$95,600,000	\$222,913,000
Other Funding Adjustment		(\$25,000,000)		(\$25,000,000)				\$25,000,000	\$25,000,000	
Total Infrastructure Improvements	\$222,913,000	\$78,713,000	\$14,300,000	\$93,013,000	\$9,300,000	\$15,000,000	\$80,600,000	\$25,000,000	\$120,600,000	\$222,913,000
PUBLIC FACILITY IMPROVEMENTS										
Parks [4]										
Neighborhood Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Community Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Park Land Acquisition [5]	\$17,800,000	\$0	\$17,800,000	\$17,800,000	\$0	\$0	\$0	\$0	\$0	\$17,800,000
Subtotal Parks	\$35,400,000	\$0	\$35,400,000	\$35,400,000	\$0	\$0	\$0	\$0	\$0	\$35,400,000
Open Space	\$5,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd)	\$2,200,000	\$2,200,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000
Light Rail Station (12th Street)	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$2,200,000
Light Rail Station (Richards Blvd) [6]	\$5,500,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$4,300,000	\$200,000	\$4,500,000	\$5,500,000
Schools	\$27,400,000	\$0	\$27,400,000	\$27,400,000	\$0	\$0	\$0	\$0	\$0	\$27,400,000
Library	\$400,000	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Police Station	\$8,500,000	\$3,500,000	\$0	\$3,500,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,500,000
Fire Station	\$8,500,000	\$3,500,000	\$0	\$3,500,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,500,000
Total Public Facility Improvements	\$95,100,000	\$15,600,000	\$62,800,000	\$78,400,000	\$10,000,000	\$0	\$6,500,000	\$200,000	\$6,700,000	\$95,100,000
Total Infra. and Public Facility Improvements	\$318,013,000	\$94,313,000	\$77,100,000	\$171,413,000	\$19,300,000	\$15,000,000	\$87,100,000	\$25,200,000	\$127,300,000	\$318,013,000

Source: Harris & Associates (cost estimates as of 01/01/2014); City of Sacramento; EPS.

[1] From Table 1-2.

[2] Development impact fee funding is programmed as follows:

Sanitary Sewer Improvements	Planned Citywide CSS Fee
Neighborhood and Community Park Improvements	Citywide Park Development Fee
Park Land Acquisition	Quimby Fee
School Facilities	School Impact Fee

[3] Downtown cost participation estimated based on New Downtown's share of River District facilities included in the 1997 Railyards/Richards/Downtown Nexus Study. See Table A-7 for detail. Downtown's contribution will be refined at a later date based on a detailed Nexus analysis.

[4] Excludes Township 9 park development costs and funding sources.

[5] Represents Quimby In-Lieu Fee for land acquisition.

[6] Cost estimate provided by Township 9 and City of Sacramento includes land acquisition and station construction costs. A portion of the land acquisition costs are assigned to the River District Plan Area Fee program based on proportion of these costs anticipated to serve entire River District Specific Plan. Station construction costs are offset by Proposition 1C and other potential City funding sources.

School Impact Fees

Two school districts serve the Plan Area. The majority of the Plan Area falls within the boundaries of the Twin Rivers Unified School District (TRUSD), which operates more than 58 schools serving preschool through adult education students. The southern portion of the site is in the Sacramento Unified School District (SUSD), which provides kindergarten through high school education. The various school districts have established fees, in accordance with State regulations, to be used to construct school facilities. It is expected that payment of mitigation fees will be sufficient to pay for the impact of new students generated by the residential projects constructed in the River District.

School facilities also may be funded through other funding sources, including the State School Building Program or local general obligation bonds (see "Regional, State, and Federal Funding Sources" section).

River District Impact Fee

In 1997, the City approved the Railyards Specific Plan, the Richards Boulevard Area Plan, and an Infrastructure and Public Facilities Financing Plan that detailed a strategy for funding the infrastructure and public facilities required for the two plans to develop. Following these approvals, the City implemented two new development fee programs, which funded improvements in the Railyards as well as the River District. These development fee programs, listed below, will be updated following approval of this 2016 Finance Plan:

- **Railyards/Richards/Downtown Transportation Impact Fee.** This fee currently covers rail/transit, arterial roadways, and freeway improvements.
- **Richards Boulevard Public Facilities Fee.** This fee currently covers storm drainage, sanitary sewer, and a fire station.

In 2007, the City approved an updated version of the Railyards Specific Plan and adopted the Railyards Specific Plan Financing Plan (Railyards Finance Plan). The City completed an update of the River District Specific Plan in 2011 to replace the 1997 Richards Boulevard Area Plan and adopted the 2011 Finance Plan.

These documents set out new funding strategies for each area that replace the Downtown/Railyards/Richards Fee and Richards Boulevard Public Facilities Fee. This 2016 Finance Plan incorporates preliminary assumptions regarding the contribution of new Downtown development based on the 1997 Richards Boulevard Area Plan, which are discussed in further detail in **Chapter 4**.

This 2016 Finance Plan proposes implementation of the River District Impact Fee levied on new River District development for purposes of funding River District improvements. **Chapter 10** establishes the appropriate proportional cost allocation and impact fees for facilities that can be charged to new development in the River District.

Private Funding Sources

From time to time, developers may need to provide up-front funding to construct backbone infrastructure and other public facilities not adequately funded by other means. The requirements will be set forth as tentative map conditions on specific projects. In addition, developers will need to fund frontage road projects and associated utilities. Up-front funding from developers may be provided through a combination of cash, equity, or private debt financing. If these requirements exceed the developer's fair share obligation, then the developer will be eligible for reimbursement from the various funding sources that were intended to pay for the project. To the extent improvements are part of the fee program, the developer will receive fee credits for the value of those improvements. Developer reimbursements will be provided for through the City's standard Reimbursement Agreements.

River District Special Financing District

Although the River District Impact Fee is proposed, certain 2016 Finance Plan improvements may be funded through a River District Special Financing District program. The Special Financing District could comprise one or more of the following mechanisms:

- Assessment District.
- Mello-Roos CFD.

Special financing district mechanisms will be difficult to implement because the River District is composed of multiple landowners and small-scale projects. Because development in the River District is expected to proceed irregularly, the use of special financing district mechanisms is somewhat limited by the total special tax revenue that could be generated to support issuance of land-secured municipal debt. If an individual developer or group of developers wishes to use these mechanisms, however, they are available as a potential public improvement funding source.

As such, a CFD or Assessment District may be a possible funding mechanism for a few major projects planned in the River District (e.g., Township 9). If a developer funds improvements through a Special Financing District, credits may be provided if this funding replaces Plan Area Development Impact Fee funding.

City Agency Funding Sources

This section discusses probable funding sources that are not Plan Area-based but rather are from the City. **Table 1-4** identifies each source and their probable use in the Plan Area.

Downtown/Railyards Funding

Several public facilities included in the Plan Area, including roadways, sewer, fire, and police, also will benefit residents and employees in the Railyards and/ or Downtown. The River District will participate with the Railyards and the Downtown in funding such facilities.

Major Street Construction Tax

The Major Street Construction Tax (MSCT) is a tax collected at the time of building permit issuance for new buildings throughout the City. MSCT funds may be used to fund the over-sizing of a portion of a local roadway.

Other City Funding

The City may provide other discretionary funding sources to assist in developing River District Public Improvements. Examples of the funding sources include sales tax revenues, parking revenues from the City Parking Fund, and gas tax revenues.

Other Funding Sources

Measure A

Measure A is a half-cent sales tax approved by the voters of Sacramento County (County) in the November 1988 general election to fund transportation projects in the County. The measure went into effect April 1, 1989, and was renewed in 2004 for an additional 30 years effective in 2009. The new Measure A includes the continuation of the half-cent sales tax through 2039 and a countywide development impact fee program. These revenues are allocated annually by percentage to specific programs outlined in the ordinance.

The City receives a portion of new Measure A revenue to fund new construction and maintain freeway and street projects, and another portion goes to Sacramento Regional Transit District (RT). The new Measure A Capital Improvement Program (CIP) provides funding for the Richards Boulevard/Interstate 5 (I-5) Interchange improvements.

Regional, State, and Federal Funding Sources

Financing may be available from regional, State, and federal sources. It is possible that these funding sources will cover some of the River District's transportation and school facilities improvements. Most of the federal, State, and RT money likely will be for major regional projects, such as light rail and freeway improvements.

School facilities may receive funding through California State grants in addition to River District-based development impact fees. Any shortfall from the actual amount required by the school district that is above and beyond the funding provided by development impact fees and State funding may be funded through school districtwide General Obligation bonds or by another viable financing mechanism.

Financial Feasibility

Plan Area related infrastructure and public facilities costs are significant but offset by the availability of local, State, and federal funding sources. As a result, the Plan Area should be able to feasibly fund the Plan Area's backbone infrastructure and public facilities. If certain sources of funding are not available to fund the Plan Area, however, development may need to be restricted until funds become available.

The initial infrastructure burdens resulting from the River District Impact Fees calculated in this 2016 Finance Plan exceed feasible levels, given current market conditions. To facilitate early phases of River District development, this 2016 Finance Plan proposes implementation of reduced fee levels for pioneering River District development. These fee levels would be set at a rate intended to facilitate the economic feasibility of development and would be re-evaluated periodically as market conditions change. Implementation of reduced fee rates would result in an approximately \$6.7 million shortfall in River District Impact Fee revenues that would be resolved through pursuit of outside funding sources for fee funded improvements.

Operations and Maintenance

The 2016 Finance Plan will describe how the operation and maintenance of public facilities will be funded. A CFD or Assessment District may be established to fund these annual operations and maintenance costs.

Commercial property owners also may decide to approve a Special Assessment to cover the costs required to operate and maintain facilities of special benefit to the commercial areas of the River District.

Alternatively, a BID could be formed by commercial property owners that is separate from or incorporated into the existing River District Property and Business Improvement District (River District PBID), which was formed in 1999 by public and private property owners and renewed in 2004 and 2014 for 10 year terms. The River District PBID currently funds safety and maintenance; economic development activities; and planning, advocacy, and physical improvements.

Organization of this Report

In addition to this introductory chapter, the 2016 Finance Plan contains the following chapters:

- **Chapter 2** describes the River District Land Use Plan and potential phasing of development.
- **Chapter 3** describes the backbone infrastructure and public facilities requirements of the River District.
- **Chapter 4** provides a summary of potentially available funding sources to pay for the backbone infrastructure and public facilities.
- **Chapter 5** provides a detailed discussion of the financing strategy used to fund construction of the required facilities.
- **Chapter 6** describes the proposed River District Impact Fee program, including changes to the existing Railyards/Richards (River District)/Downtown development impact fee programs resulting from adoption of the new River District Impact Fee.
- **Chapter 7** provides a comparison of infrastructure cost burdens in the River District and comparable project areas.
- **Chapter 8** identifies typical funding mechanisms for services and ongoing operations and maintenance of facilities in the River District.
- **Chapter 9** reviews the implementation procedures of the 2016 Finance Plan.
- **Chapter 10** provides the statutorily required nexus findings establishing the River District Impact Fee.

The 2016 Finance Plan also contains four appendices, which provide backup information used to develop the plan. The following appendices are provided:

- **Appendix A:** Infrastructure Cost Detail. This appendix provides detail regarding estimated infrastructure and public facility costs included in the 2016 Finance Plan.

- **Appendix B:** Existing Fee Revenue Estimates. This appendix provides estimated revenues generated by the existing City Park Fee, Combined Sewer System Fee, Major Street Construction Tax, and School District Fee program.
- **Appendix C:** Cost Allocation Model. This appendix provides the detailed cost allocation methodology used to apportion backbone infrastructure and public facility improvement costs for purposes of the proposed River District Impact Fee Program.
- **Appendix D:** Detailed Estimated Infrastructure Cost Burden Comparison. This appendix contains the assumptions and estimated development impact fees, plan area fees, and estimated bond debt of special taxes and assessments for the River District and comparable projects in the Sacramento Region (Region).
- **Appendix E:** General Plan Zoning Categories and Fee Program Land Use Categories. This appendix provides additional detail regarding how the City's General Plan zoning categories align with the River District land uses evaluated in this report.

2. LAND USE PROGRAM

The River District Specific Plan establishes the planning and development standards for redevelopment of approximately 750 acres of land due north of the recently approved Railyards and the Downtown City core, referred to in this document as the River District or Plan Area. The River District is located at the confluence of the American and Sacramento Rivers, bounded by the American River on the north, the Sacramento River to the west, the Railyards on the south, and the North 16th Street Corridor to the east. **Map 2-1** (also Specific Plan Figure 1.1) identifies the River District location in the existing City.

River District Specific Plan

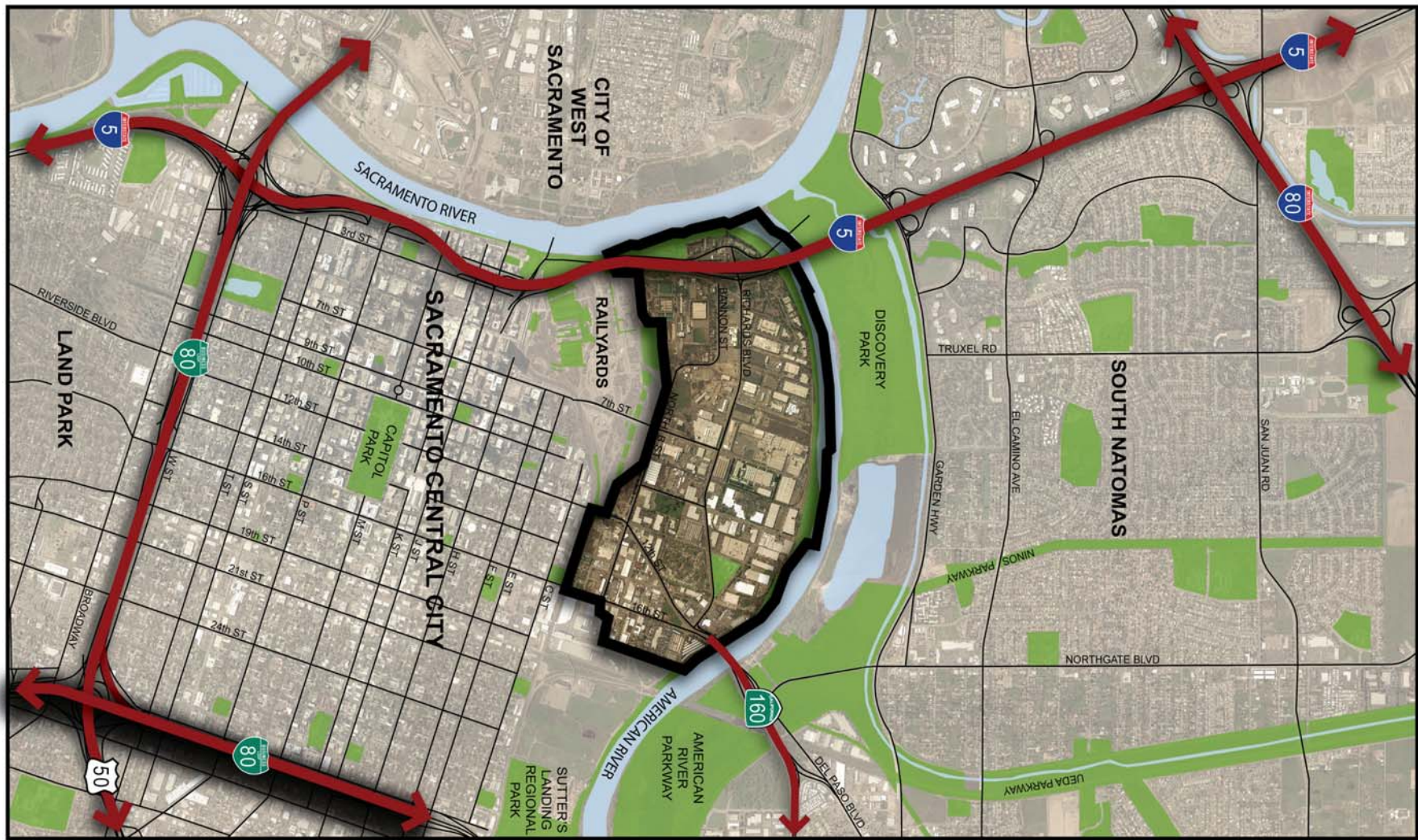
The implementation of the River District Specific Plan, if realized, would achieve several planning objectives:

- Transforming the River District from a low intensity warehousing, distribution, light industrial, and general commercial district into an economically vital, transit-oriented, urban neighborhood supporting a mix of uses.
- Integrating the River District into the fabric of surrounding plan areas and the existing Downtown.
- Expanding cultural amenities and encouraging the adaptive reuse of historic resources.
- Connecting the River District area with Sacramento's Downtown office, retail, and government centers, as well as Old Sacramento, the Railyards, and the Alkali Flat neighborhood.
- Providing a mix of uses and circulation network that prioritizes pedestrian-friendly development while balancing diverse land use needs and maintains the viability of industrial uses relying on large vehicles for their operations and preserving and supporting existing businesses in the Specific Plan that are compatible with the ultimate vision for the site.

Map 2-1 (also Specific Plan Figure 1-1) identifies the geographic area to which the River District Specific Plan applies.

Land Uses at Buildout

At buildout, the River District Specific Plan envisions a total of approximately 8,100 residential units, nearly 850,000 square feet of commercial/retail, approximately 4.0 million square feet of office, slightly more than 3,000 hotel units, and nearly 1.5 million square feet of industrial space. In addition, the plan calls for development of 55 acres of parks and open space. **Map 1-1** in **Chapter 1** provides an overview of the River District land use zoning designations.



Map 2-1

River District Specific Plan Area Location in Sacramento



Development existing in the River District comprises a portion of the total land uses anticipated at buildout of the plan. **Table 1-1** provides the detailed land use by land use category. New River District development is expected to comprise nearly 7,800 residential units, approximately 470,000 commercial/retail square feet, 3.1 million square feet of office and approximately 2,000 hotel rooms. No additional industrial development is anticipated under the current River District plan.

A portion of new development in the Plan Area includes the following previously approved projects:⁶

- **Township 9:** A PUD comprising 65 acres with 2,350 residential units, 150,000 square feet of retail, and more than 800,000 square feet of office.
- **Continental Plaza:** A PUD comprising 1.1 million square feet of office, of which 300,000 square feet have been constructed to date.

Table 2-1 summarizes the total land uses at buildout of the plan and the total new development anticipated in the River District after taking into account both existing levels of development and previously approved projects.

Land Use Phasing and Finance Plan Implications

Because precise phasing assumptions cannot be developed at this time, this 2016 Finance Plan evaluates land use development and associated infrastructure and public facility improvements needed to accommodate new residents and commercial users at buildout of the Plan Area. Redevelopment of the River District is expected to proceed irregularly and on a project-by-project basis as individual development projects move forward with redevelopment plans.

Given the fragmented ownership pattern in the River District, new development is likely to be limited by site, circulation, and land assembly constraints. The presence of a multitude of individual parcel owners and existing permitted, nonconforming uses may constrain redevelopment of the Plan Area. Assembly of appropriately sized and well-located parcels suitable for redevelopment may be challenging for the City and developers. Given these considerations, the Specific Plan sets forth the maximum planned capacity of River District development, but it is possible that this level of development may not actually be achieved.

As each individual project moves forward, the City will establish improvement requirements through tentative map conditions of approval. Additional detail regarding improvement phasing requirements is provided in **Chapter 5**.

⁶ A previously approved PUD in the River District, the Discovery Centre, will be repealed as part of the River District entitlement process.

Table 2-1
City of Sacramento
River District Finance Plan
Summary of New River District Land Uses

Land Use Category	Acreage	Residential Units	Nonresidential			
			Commercial/ Retail	Office	Light Industrial	Hotel Rooms
		<i>Units</i>	<i>Nonresidential Sq. Ft.</i>			<i>Rooms</i>
Residential	98.8	6,698	186,421	0	0	0
Commercial Uses	286.6	1,446	668,058	3,956,000	1,463,320	3,044
Subtotal Land Uses at Buildout	385.4	8,144	854,479	3,956,000	1,463,320	3,044
Less Existing Land Uses to Remain [1]		386	384,000	850,000	1,463,320	1,006
Total New Land Uses		7,758	470,479	3,106,000	0	2,038
Approved Projects						
Township 9 New Land Uses		2,350	147,000	839,628	0	0
Continental Plaza New Land Uses [2]		0	0	800,000	0	0
RDSP New Land Uses Excluding Approved Projects		5,408	323,479	1,466,372	0	2,038

Source: City of Sacramento.

Note: Land Uses are preliminary and subject to change.

[1] Some existing land uses will be demolished and replaced by new land uses. This line item reflects existing land uses that are not expected to be demolished, and therefore varies from the existing land uses outlined in the River District Specific Plan document. Existing land uses to remain provided by the City of Sacramento Planning Department.

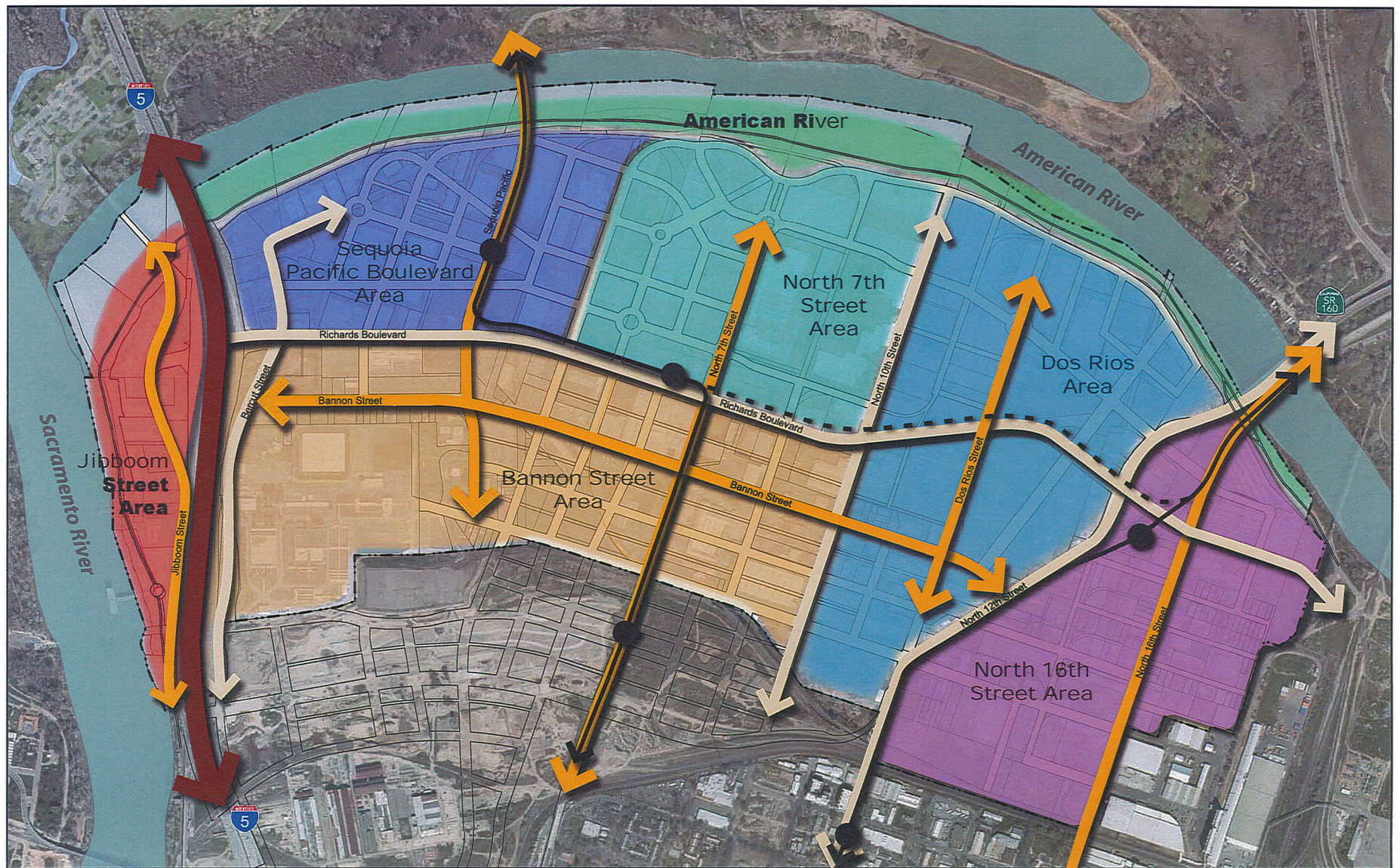
[2] Continental Plaza includes 1.1 million square feet of office development, of which 300,000 have been constructed to date.

Expected River District development and the associated infrastructure and public facility improvements will therefore be re-evaluated periodically and appropriate updates will be made to the 2016 Finance Plan land use and improvement cost assumptions.

River District Subareas

The River District is divided into six distinct subareas, each of which has different characteristics and expectations for future development. Development in each subarea is expected to represent the unique nature and atmosphere of the neighborhood. **Map 2-2** (Specific Plan Figure 3.5) illustrates the six River District subareas:

- Jibboom Street Area
- Sequoia Pacific Boulevard Area
- North 7th Street Area
- Dos Rios Area
- North 16th Street Area
- Bannon Street Area



Map 2-2: River District Specific Plan Subareas

--- River District Specific Plan Area

←●→ LRT Lines and Station Stops

----- Future LRT Connector



Area Identifying Streets



Main Circulation Route



Interstate 5

3. *BACKBONE INFRASTRUCTURE AND PUBLIC FACILITIES IMPROVEMENTS AND COSTS*

Redevelopment of the River District and the shift from primarily industrial land uses to higher density mixed use development will generate population increases and new commercial users, increasing demands on public infrastructure and facilities such as roads, water and storm drainage utilities, and police and fire facilities. This new level of demand will necessitate upgrades and improvements to the existing infrastructure and public facilities serving the Plan Area. This chapter discusses the backbone infrastructure and public facility improvements required to serve the new Plan Area residents and commercial users and summarizes the estimated costs associated with each improvement type.

The infrastructure and public facility requirements summarized in this chapter are based on the River District Specific Plan and the mitigation measures set forth in the River District Final Environmental Impact Report (FEIR) dated December 2010. All costs reported in this chapter are in 2016 dollars. The list of improvements and associated cost estimates will be adjusted for inflation or revised based on more detailed engineering information as the development process is implemented—see **Chapter 9** for a more detailed discussion of the 2016 Finance Plan update process.

Buildout of the River District will require upgrades and improvements to the following backbone infrastructure and public facilities:

- Transportation
- Storm Drain
- Sanitary Sewer
- Water
- Transportation and Utility Contingency
- Parks and Open Space
- Public Transit
- Schools
- Library
- Public Safety Facilities (Police and Fire)

Cost estimates for the required backbone infrastructure and public facilities were developed by Harris & Associates and the City. Please refer to **Appendix A**, which provides the summary level cost estimates developed by Harris & Associates for additional detail regarding the backbone infrastructure costs discussed herein. In certain cases, EPS adjusted the cost estimates to reflect updated information. EPS adjustments to the Harris & Associates cost estimates are summarized in **Tables A-1** and **A-2**.

The resulting backbone infrastructure and public facilities costs included in this 2016 Finance Plan are summarized in **Table 1-2** and discussed in detail below.

Definitions of Backbone Infrastructure and Public Facilities

The term “backbone infrastructure” is often used to describe all publicly owned facilities. This 2016 Finance Plan will use the following definitions to more precisely define these items.

Backbone Infrastructure

This term includes most of the essential public service-based infrastructure inclusive of roadways and improvements underneath roadways, including these:

- Storm Drainage (including detention basin facilities)
- Sanitary Sewer
- Water
- Major Roadways
- Dry Utilities

Backbone infrastructure is sized to serve numerous individual development projects in the Plan Area and in some cases serves adjacent development areas.

Public Facilities

This term includes these public facilities:

- Parks and Open Space
- Public Transit
- Schools
- Library
- Public Safety Facilities (Police and Fire)

This group of items provides amenities to the Plan Area (e.g., park facilities and libraries) or houses employees providing services to the area (e.g., fire station).

Public Improvements or Improvements

This term is used generically in the 2016 Finance Plan to include a combination of backbone infrastructure and public facilities when a precise breakdown is not required.

Backbone Infrastructure Phasing and Costs

Backbone infrastructure phasing for the River District will be linked to development phasing and associated increases in population and commercial uses and will be based on a market-driven approach. Development will respond to market demand and the installation of backbone infrastructure will be phased to correspond with the pace of individual development projects and the requirements of the City. The timing of backbone infrastructure facility installation will be based on the conditions of approval associated with individual projects in the River District. As individual projects proceed, the tentative maps for these projects will identify the specific infrastructure-development linkages whereby specific portions of the development cannot proceed until required backbone infrastructure facilities are constructed. These linkages will control phasing of the CIP.

Installation of the required backbone infrastructure facilities is estimated to cost a total of \$222.9 million at buildout of the River District. The sections below describe each backbone infrastructure facility component.

Transportation

Improvements to the existing River District transportation system are designed to promote a variety of travel modes and improve connectivity to the Central City by extending the Central City street grid network. River District transportation improvements include on-site roadway and intersection improvements, freeway improvements, installation of the new 10th Street undercrossing, and bikeway improvements. Total transportation improvement costs are estimated to be approximately \$169.7 million. Each component is discussed in additional detail below.

On-Site Roadway and Intersection Improvements

River District redevelopment will require improvements to the existing on-site roadway network to accommodate additional vehicular traffic generated by new River District development. Required roadway improvements include the addition of new travel lanes, intersection improvements (including signal timing modification, roundabouts, traffic signals, and turn lanes), the provision of on-street parking, and other miscellaneous street improvements for major backbone arterial and collector roadways. Interior/local street improvements as well as certain road frontage facilities are not included in the 2016 Finance Plan and will be the funding responsibility of adjacent development.

Roadway improvements funded by the River District Impact Fee Program include the cost of the full pavement section including the bicycle/parking lane, all travel lanes, and any median improvements (i.e., from the front of the curb on one side of the street to the front of the curb on the other side of the street). All sewer and water utilities located in the pavement section and Right-of-Way (ROW) acquisition costs are also included.

Roadway improvements that will be funded privately include interior and local street improvements as well as roadway frontage improvements on all River District roadways. Road frontage facilities to be privately funded include the costs of curb, gutters, sidewalks, and landscape corridors.

On-site major roadway and intersection improvements include the following facilities:

- Riverfront Drive (Street O to Street X)
- Vine Street (N. 7th Street to N. 16th Street)
- Richards Boulevard (Bercut Drive to Eastern Boundary)
- Bannon Street (Bercut Drive to N. 12th Street)
- North B Street (N. 5th Street to N. 16th Street)
- North 3rd Street (Bannon Street to Street 8)
- Sequoia Pacific (N. B Street to Street 8)
- North 5th Street (River District's Boundary to Street 3 (west side))
- North 6th Street (N. B Street to Richards Boulevard)
- North 7th Street (N. B Street to Richards Boulevard)
- North 10th Street (Plan Area Boundary to Riverfront Drive)
- Street W (Bannon Street to Riverfront Drive)
- North 12th Street (North B Street to N. C Street)
- North 16th Street (N. B Street to Riverfront Drive)

The total estimated costs of on-site roadway improvements are approximately \$42.2 million. Intersection improvements are estimated to cost approximately \$14.5 million, for a total on-site roadway and intersection cost of \$56.7 million. River District development is responsible for funding \$55.6 million, while funding the remaining \$1.1 million is the responsibility of other plan areas.

Freeway Improvements

Increased vehicular trips resulting from River District development will impact the Richards Boulevard/I-5 Interchange, requiring improvements to accommodate the additional trips. The total costs associated with improvements to the interchange are estimated to be approximately \$82 million, of which, River District development is responsible for funding \$8.2 million.

10th Street Undercrossing

Connection to the Central City street grid will require construction of a \$30.0 million undercrossing on 10th Street. The funding for this improvement is anticipated to come from regional, state, and federal sources.

Bikeways

Bikeway improvements in the River District will include the installation of additional Class I and Class II bicycle trails to strengthen the existing network and link to existing bikeway systems and the Central City. The total estimated cost of bikeway improvements serving River District development is approximately \$950,000. River District development is responsible for funding the bikeway improvements.

Storm Drainage

Improvements to the existing River District storm drainage system are designed to improve water quality, limit stormwater runoff, improve efficiency of the existing system, and reduce/prevent flooding in the River District. The existing drainage system is primarily a separated system whereby stormwater drainage flows are conveyed directly to the American River. Drainage improvements to facilitate River District development include modifications to the existing pump station (Sump 111) and construction of drainage mains to convey stormwater flows to two proposed detention basins. Storm drainage improvements required to serve new River District development are estimated to cost approximately \$23.4 million at buildout. This costs will be a River District funding responsibility.

Water Supply System

The requisite water supply infrastructure to serve the River District is already in place, and no new transmission lines are required to provide water service to the River District. However, new distribution lines will be required to link the existing water infrastructure system to new River District development. Water distribution improvements will include a refined grid network of 8- and 12-inch mains located in existing roadway right-of-ways. Water improvements associated with specific transportation improvements are included in the costs of that transportation improvement. Miscellaneous water improvements not accounted for in roadway costs total approximately \$560,000, which River District development is responsible for funding.

Sanitary Sewer System

The River District is served by the City's Combined Sewer System. New development in the River District will require improvements to the existing sanitary sewer system to accommodate increased sanitary sewer flows generated by new River District development. Improvements to the sanitary sewer system will include construction or reconstruction of both on- and off-site sewer facilities.

On-site improvements will include construction of both trunk and local conveyance mains within the River District boundary. The cost of sanitary sewer improvements located in existing street rights-of-way will be included in the cost of the associated roadway improvement.

Because River District sewer flows will be routed through the Railyards project to 3rd and I Streets, additional off-site improvements (outside the boundaries of the River District) serving both the River District and the Railyards project will be necessary to accommodate increased River District sewer flows. Off-site improvements include construction of a pump station, additional large trunk mains located in the Railyards project, and reconstruction and upsizing of the existing 3rd Street trunk main. These improvements will be constructed as Railyards development proceeds—if the Railyards project does not move forward, an alternate solution will need to be developed to convey the increased CSS flows generated by River District development.

The cost estimates for the 3rd Street trunk main were derived from the November 2007 Railyards Finance Plan. Harris & Associates developed the cost estimates for the remaining River District sanitary sewer improvements. Based on the cost estimates provided by Harris & Associates, as well as the River District's share of off-site improvements identified in the November 2007 Railyards Finance Plan, the total costs of off-site sanitary sewer system improvements serving the River District is estimated to total approximately \$14.3 million. The sanitary sewer improvements are expected to be funded by existing development impact fees.

Transportation and Utility Contingency

To facilitate the orderly construction of necessary River District roadways and utilities, the River District Impact Fee includes funding for additional roadway facilities and storm drainage, sewer, and water utility connections to link new improvements to the existing infrastructure grid. The transportation and utility connection contingency is included to provide matching, gap or additional funding for certain transportation and utility costs.

The transportation and utility contingency is included at an estimated cost of \$15.0 million, approximately 15 percent of the River District Impact Fee funded backbone infrastructure costs.

Transportation Improvements

To avoid the piecemeal, or "sawtooth," construction of major roadway facilities, the contingency provides funding for road frontage improvements on major arterials and specified connector road facilities as a temporary funding solution. The contingency may also provide additional funding for freeway and interchange improvements should such additional matching funds be required.

Privately funded road frontage improvements that may be eligible for funding via the contingency include the landscape corridor, sidewalk, curb and gutter of major River District

roadway facilities described above. The contingency may be used to fund frontage improvements in two situations:

- The contingency will provide funds for the City to construct the facility in the event road frontage improvements are required before adjacent development is prepared to proceed.
- Alternatively, the City may condition another developer to construct the facility, who would then be eligible for fee credits or reimbursements.

Utility Improvements

In addition, because River District development is anticipated to proceed irregularly, certain utility connections will be required before the adjacent parcel owner is prepared to proceed with development, or before sufficient fee revenues have been collected to fund the improvements. Using the contingency for utilities will facilitate the development of nearby and adjoining parcels using the same utility lines by providing a funding source for installation of those connections.

Public Facility Costs

Public facility improvements required for River District development total an estimated \$95.1 million. Similar to the phasing of backbone infrastructure, public facility improvements will be linked to development phasing and driven by market conditions. In most cases, the public facility improvements will be constructed by the City as development proceeds and sufficient revenues are collected to fund the public facility improvements on a prioritized basis. In certain cases, development of turnkey park improvements may be agreed to for individual development projects and would be set forth in the project development agreement or the project conditions of approval.

Parks

Based on the City standards in place when the City Council adopted the River District Specific Plan, the River District is required to provide nearly 70 acres of parkland based on the City's neighborhood and community parks service-level standard of 5 acres per 1,000 residents. The City recognizes that, as a redevelopment area, the River District contains smaller tracts of land, which may make it difficult to satisfy the full service-level standard on site.

The River District will provide approximately 46 acres of parkland on-site, with the remainder of the parkland dedication requirement (24 acres) to be met through improvements to off-site community park facilities. Sutter's Landing Regional Park and the Robert T. Matsui Waterfront Park have been identified as potential community park sites that may be used to fulfill the River District parkland requirement.

Acquisition and improvement of off-site facilities will be funded by fee payments made in-lieu of land dedication by River District development. The in-lieu fees may be pooled and used for acquisition of or improvements to facilities outside the River District. In-lieu fees also may be used to fund enhanced park facilities in the River District. Should applicable park development or land dedication requirements change, River District park requirements also may be adjusted.

Township 9

The fully entitled Township 9 project in the River District is required to provide 21.1 acres of parkland through land dedication or in-lieu fee payments. Township 9 will provide 12.6 acres of parks, including 3.8 acres of neighborhood parks and 8.8 acres of community parks. The remaining 8.5-acre obligation will be fulfilled through the payment of in-lieu fees or other conditions of the development agreement.

Remaining River District Development

Because the Township 9 project is fully entitled, and their park dedication obligations have been satisfied through their development agreement, this 2016 Finance Plan focuses on the obligation of the remaining River District development, excluding the Township 9 project.

Remaining River District development is required to provide 48.6 acres of parkland through land dedication or the payment of in-lieu fees. Remaining River District development will dedicate 26.6 acres of parks, including 16.6 acres of neighborhood and 10 acres of community parks. In addition, 7.7 acres of on-site parkland remains undesignated and will be required as part of the conditions of approval for specific development projects that have not met their park requirement. The remaining 14.3-acres will be added in the District as opportunities arise with individual development projects. As a last resort, the City will use Quimby fees to acquire additional land or make improvements outside but nearby the River District, such as Sutter's Landing Regional Park. Refer to **Table B-3** for a summary of required, planned and undesignated, and remaining park acres in the River District.

The City estimates total costs of park improvements for the remaining River District development will total approximately \$17.6 million. On- and off-site land acquisition is expected to cost an additional \$17.8 million, for a total park development and acquisition cost of \$35.4 million at buildout of the River District. **Table A-3** details the park development and acquisition costs.

Open Space

Remaining River District development will provide 5.7 acres of open space adjacent to the American River, also shown in **Table A-3**. Open space facilities will be provided in the form of parcels generally preserved in their natural state and featuring minimal landscaping improvements and no major park facilities. The total cost of open space, including land acquisition and open space development, is estimated to equal \$5 million at buildout.

Public Transit

The River District is envisioned to be a vibrant community, connected to surrounding neighborhoods by a circulation network that includes public transit.

The existing Sacramento Regional Transit (RT) Blue Line passes through the Plan Area along North 12th Street. Although the Blue Line passes through, there is no existing station in the River District. Based on a 2006 RT station study, the Specific Plan contains plans to construct a Blue Line station on North 12th Street.

In addition, planned public transit improvements include the addition of the Green Line, which will pass through the River District connecting Downtown with Sacramento International Airport. Two light rail stations along the future Green Line are planned in the River District. The first

station is located in Township 9 (Richards Boulevard) and opened in 2011. The other stations will be located along Sequoia Pacific Boulevard and 12th Street.

Light rail station costs are roughly estimated at \$9.9 million for construction of all light rail stations included in the 2016 Finance Plan, based on cost estimates used in the North Natomas Final Nexus Study and Financing Plan 2008 Update.

Schools

The River District is primarily located in the Twin Rivers Unified School District (TRUSD), although a small portion, approximately 59 acres in the southeastern part of the Plan Area, is located in the Sacramento Unified School District (SUSD). Because the portion of the Plan Area served by the SUSD is programmed for nonresidential development, no SUSD students are expected to be generated by River District development. The River District currently houses one school facility: the Smythe Academy, a charter school for 7th and 8th grade students.

New residential development in the River District will be required to contribute to providing new school facilities through the payment of fees. As shown in **Table B-2**, total fee revenue generated by the Plan Area is estimated to equal \$27.4 million at buildout.⁷ Funds from the Statewide School Building Program are expected to match the fee revenue generated by River District development to facilitate construction of requisite River District school facilities. The TRUSD will make under-enrolled facilities available to the River District for the interim housing of students. The City and school district will cooperate to develop a long-term K-12 student housing plan using existing TRUSD facilities and potential sites in the River District, compatible with River District land uses.

Library

Residents of the River District will participate in the City's library system. While no library facilities are planned on-site for the River District, development will contribute a proportional share of costs for the expansion of existing library facilities or construction of new facilities that will benefit the Plan Area.

Participation by the River District toward these library improvements will likely occur through the payment of fees, payable at building permit, which will accumulate revenues to the Sacramento Public Library Authority as development projects are constructed. Based on the facilities and allocated costs per land use derived in the November 2007 Railyards Finance Plan, development in the River District is estimated to contribute approximately \$400,000 towards citywide library facilities. See **Tables B-1** and **B-2** for the estimated library fees per land use type and total revenues generated by the River District at buildout, respectively.

⁷ For the purpose of this 2016 Finance Plan, only TRUSD school mitigation fee revenues are estimated. The small portion of the Plan Area located in the SUSD is programmed for nonresidential development.

Public Safety Facilities

Public safety services are provided to the River District by the City Fire and Police Departments. The Fire Department maintains one station (Fire Station #14) in the River District on North C Street. The Police Department has an office in the River District at 300 Richards Boulevard, which also serves as a substation for the area.

Fire Station #14 does not meet current seismic requirements, and it is not cost-effective for the building to be retrofitted. Further, development in the River District will require a larger facility. Therefore, the Fire Department is in the process of relocating the 4-person fire company and equipment to a larger and more modern facility. A precise location for a new facility has not been determined, but the Fire Department has identified an ideal 1- to 2-acre site located east of 12th Street with access to two-way streets and the highway.

In 2008, the Police Department moved a portion of its operations, including administrative staff, bicycle officers, detectives, forensic investigators, Special Weapons and Tactics (SWAT) teams, and patrol officers, to the River District. Further, the Police Department has indicated that a new police station with additional staffing and equipment capacity is necessary to serve the growth projected in the River District, Railyards, and Downtown. A precise location for a new facility has not been determined but would be suitable in the Railyards or River District.

Because a new site and facilities have not been determined for Fire and Police Facilities to serve the River District (and other areas), the 2016 Finance Plan includes a placeholder cost estimate of \$8.7 million per facility based on the improvement cost assumptions used in the November 2007 Railyards Finance Plan. This cost estimate assumes that the Railyards will contribute \$5 million to each public safety facility, as outlined in the November 2007 Railyards Finance Plan. The River District cost participation of \$3.7 million per facility is based on the allocated costs by land use in the Railyards Finance Plan and applied to the new River District land uses. In total, public safety facility costs are estimated to equal \$17.0 million at buildout. Because the facilities will serve both the River District and the Railyards, these costs will be shared by the two plan areas. These cost estimates will be updated as more precise information regarding these public safety facilities becomes available.

4. FUNDING SOURCES

A wide variety of financing techniques are available to fund public improvements for the River District. This chapter describes the funding sources identified to finance improvements required for the Plan Area. Funding sources generally fall into one of the following categories:

- **River District Development Funding.** Funding sources derived from fees, special taxes, and private capital derived from the private development projects.
- **City Agency Funding.** Funding sources that are under the control of the City.
- **Outside Sources of Funding (Regional, State, and Federal).** Funding sources, such as grants or loans, from State, federal, or other agencies or institutions, for which the City would have to apply.

The following sections describe the specific funding sources designated to fund 2016 Finance Plan improvements for each of the categories identified above.

River District Development Funding

These funding sources are generated by the development projects in the River District. These sources include existing citywide and other agency development impact fees, the proposed River District Impact Fee, private capital, and one or more special financing districts.

Existing Development Impact Fees

Specific building projects in the River District will be subject to all applicable City and other agency development impact fees in place at the time of building permit issuance. Revenues generated by certain specific fee programs will be available to directly fund backbone infrastructure and public facilities identified in the 2016 Finance Plan. Fee program revenues generated by the City's Park Development Impact Fee, Citywide Park Dedication/In-Lieu (Quimby) Fee, CSS Development Fee, and School Impact Fees will be used to fund River District improvements. **Appendix B** computes the fee revenues generated by River District development for each respective program, and the sections below offer additional detail regarding improvements partially or fully funded through existing development impact fee programs.

Appendix D identifies the estimated fee amounts for each City, County, and Public Agency fee program anticipated to apply to office and multifamily residential development in the Plan Area.

Citywide Park Impact Fee

The City levies a park impact fee on all new residential and nonresidential development for purposes of funding park improvements in the Community Plan Area in which a project is located. River District development is anticipated to generate approximately \$19.1 million in park development impact fee revenue, which will be sufficient to fund the \$17.6 million in River District park improvements included in the 2016 Finance Plan.

River District projects may qualify for a reduced park development impact fee if they meet certain criteria as follows:

- Residential projects of any size.
- Mixed use projects with no more than 20,000 square feet of commercial/office uses and at least two residential units.

This definition of a “specified infill” project for the purpose of reduced park fees is applied to the Central City (excluding the Railyards). Other criteria are applied in other parts of the City, where other types of development are encouraged.

Citywide Park Dedication/In-Lieu (Quimby) Fees

Specific development projects are required to dedicate land for park improvements or pay a fee for park land acquisition in lieu of land dedication (Quimby Fee). Developers may use a combination of land dedication and in-lieu fee payments to meet their park land dedication requirements. In-lieu fees collected are expended in the park service area of the subdivision creating the funds, as well as in the Council district where the subdivision occurs. The service area for a neighborhood park is one-half mile, and for a community park, it is 2 to 3 miles. If fees are collected in lieu of land dedication, they may be used for land acquisition and improvement of park facilities. The in-lieu fee payment is calculated based on the acreage dedication requirement and the appraised value of developable land.

Through land dedication and in-lieu fee payments, River District development (excluding the entitled Township 9 project) is expected to generate approximately \$19.1 million in park land acquisition funds. Total park land acquisition costs are estimated to be approximately \$17.8 million, generating a possible \$1.3 million surplus in park land acquisition fee revenues generated by River District development. Because on-site park acreage provided is less than the acreage dedication requirement, this surplus will be used to fund enhanced on-site River District park facilities. A portion of the surplus also may be used to fund off-site community park improvement costs. See **Table B-4** for additional detail.

Combined Sewer System Fee

The City’s CSS Development Fee will be collected and used for improvements to the combined stormwater/sanitary sewer system. The CSS fee will be charged to all new River District development. Similar to the application of the fee in the Railyards Finance Plan, the first 25 Equivalent Single-Family Dwelling Units (ESDs) to develop in the River District will be charged a reduced CSS fee rate of \$113.27 per ESD. All subsequent development in the River District will be charged the full CSS fee rate of \$2,826.56 per ESD. River District development is expected to generate approximately \$20.1 million in CSS fee revenue.

The City has identified the \$15.4 million cost of the River District share of the River District/Railyards Sanitary Sewer Pump Station and associated pipelines as facilities eligible for CSS fee funding. Payment of the CSS fee by River District development will provide a funding source for the City to construct the improvements as new development and associated sewer flows trigger the need for the improvement. The City will construct the improvements based on the availability of CSS fee revenues. Should River District development generate significantly less

CSS revenue than currently estimated, either through fee credits for preexisting uses or other changes in City policy, additional funding for River District sewer improvements will have to be identified.

School Impact Fees

Two school districts serve the Plan Area. The majority of the Plan Area falls within the boundaries of the TRUSD, which operates more than 58 schools serving preschool through adult education students. The southern portion of the site is in the SUSD, which provides kindergarten through high school education. No residential development is projected to occur in the portions of the River District served by the SUSD. The various school districts have established fees, in accordance with State regulations, to be used to construct school facilities. These fees, in combination with funding from the Statewide School Building Program, are assumed to provide adequate funding to construct all the schools required to serve new River District development.

Proposed River District Impact Fee Program

This 2016 Finance Plan proposes implementation of a plan area fee levied on River District development for purposes of funding River District improvements (River District Impact Fee). This Finance Plan establishes the appropriate proportional cost allocation and impact fees for facilities that can be charged to new development in the River District.

The River District is located in two existing plan area fee program districts—the Richards/Railyards/Downtown Transportation Fee and Richards/Railyards Public Facilities Fee. The proposed River District Impact Fee Program would replace these two existing plan area fee programs.

This 2016 Finance Plan estimates a total of \$95.3 million in public improvements would be funded via the River District Impact Fee Program. The proposed River District Impact Fee Program is described more fully in **Chapter 6**.

Private Capital

Private capital will be used for facilities that serve only specific development projects in the River District, such as on-site private roadways, landscaping and open space, local water distribution lines, sewer laterals, and local storm drains. Each individual project developer will be conditioned to construct facilities needed to serve development through the subdivision map process or other necessary entitlement processes.

To the extent that major facilities are required in the early stages of plan area redevelopment, private capital will initially be one of the primary sources of funding for these public improvements. If a project triggers the need for a major improvement before the City has collected sufficient fee revenues to fund completion of the improvement, the developer will be required to privately fund those improvements. The individual project developer then would be eligible to receive reimbursement when other funding becomes available. To the extent that fee revenues are available, the developers will receive fee credits or reimbursements for advance-funding eligible projects included in fee programs, based on the City, County, and Special District's reimbursement policies.

River District Special Financing District(s)

In addition to the proposed River District Impact Fee, certain 2016 Finance Plan improvements may be funded through a River District Special Financing District program. The special financing districts could be formed using the following mechanisms:

- Mello-Roos CFD.
- Assessment District.

Special financing district(s) could provide funding through land-secured municipal debt, and the debt will be repaid through special taxes or assessments. Because development in the River District is expected to proceed irregularly, the use of special financing district mechanisms is somewhat limited by the total special tax revenue that could be generated to support issuance of land-secured municipal debt. If an individual developer or group of developers wishes to use these mechanisms, however, they are available as a potential public improvement funding source.

If a developer funds improvements through a special financing district, credits should be provided if this funding replaces River District Impact Fee funding. Additional detail on potential types of special financing districts is provided below.

Mello-Roos CFD

The 1982 Mello-Roos Community Facilities District Act enables cities, counties, special districts, and school districts to establish CFDs and levy special taxes to fund a wide variety of facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding or to pay off bonds. A Mello-Roos special tax is not a special assessment; therefore, there is no requirement that the tax be apportioned on the basis of benefit. Mello-Roos special taxes, however, typically are structured on the general principle of benefit.

Assessment District

California statutes give local governments the authority to levy several special assessments for specific public improvements, such as streets, storm drains, sewers, streetlights, curbs, gutters, and sidewalks. The City creates a special assessment district that defines both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property in the district will be assessed a share of the cost of improvements proportional to the benefit it receives from those improvements.

There are a variety of assessment district acts available to finance public facilities. The most likely act to fund these improvements for the plan area would be the Improvement Bond Act of 1915 that provides a vehicle for issuing assessment bonds for assessments authorized under the 1911 and 1913 Benefit Assessment Acts.

City Agency Funding

City funding sources include Measure A, MSCT, and other City funding.

Railyards Development

Certain improvements in the River District also benefit development in the adjacent Railyards and vice versa. As set forth in the Railyards Finance Plan, the Railyards is anticipated to provide

funding for their fair share of specific improvements from which they also benefit. This 2016 Finance Plan is based on the assumption that the Railyards will provide \$8.2 million in Richards Boulevard/I-5 Interchange funding. Railyards development is expected to fund \$10.0 million in public safety facilities potentially located in the River District that will also serve new Railyards development.

Downtown Development

New development in Downtown will also benefit from certain River District roadway improvements. This 2016 Finance Plan preliminarily identifies that Downtown development will contribute approximately \$1.0 million towards the construction of River District roadway improvements, based on the funding levels assumed in the 1997 Railyards/River District/Downtown Nexus Study (see **Table A-12** in **Appendix A**). Downtown's contribution to River District roadway improvements will be finalized based on an updated nexus analysis of anticipated Downtown development and the impact on roadway facilities required in the River District and Railyards.

Major Street Construction Tax

The MSCT is a tax collected at the time of building permit issuance for new buildings throughout the City. MSCT funds may be used to fund the over-sizing of a portion of a local roadway. MSCT revenue is allocated at the City's discretion. At this time it is unknown if it will be available to fund any River District improvements.

Other City Funding

The City may provide other discretionary funding sources to assist in developing River District public improvements. Examples of the funding sources include sales tax revenues, parking revenues from the City Parking Fund, and gas tax revenues.

Outside Sources of Funding (Regional, State, and Federal Funding)

Future federal transportation funding sources will likely be available, although precise funding sources are uncertain. Numerous State funding sources are available including funding for transportation and infrastructure projects through the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP) process, and Propositions 1B, 1C, and 84 bond proceeds. Other sources of funding include the Sacramento Area Council of Governments (SACOG) Community Design Program.

The financing strategy in **Chapter 5** relies on the aggressive pursuit of regional, State, and federal funding. In particular, the 2016 Finance Plan is based on the assumption that \$50.6 million in other funding sources from the STIP and Measure A will be available to fund the Richards Boulevard/I-5 Interchange. An additional \$30.0 million in other regional, State, or federal funding will be identified to fully fund the 10th Street Undercrossing. An additional \$6.5 million in Regional Transit funding for the Blue Line Light Rail Station on 12th Street and the one on Richards Boulevard is assumed. If this funding is not available, other funding will need to be secured to fund these improvements.

There are a considerable number of other potential federal, State, regional, and private sources of grants or loans for which the project could qualify. The City should aggressively pursue available funding sources from federal, State, regional, and other funding sources; some of which are described in more detail below.

Measure A

Measure A is a half-cent sales tax approved by the County voters in the November 2006 general election to fund transportation projects in the County. The measure went into effect in 2008 following expiration of the original 1988 Measure A. The 2006 Measure A is effective for 30 years. The City receives a portion of Measure A revenue to fund new construction and maintain freeway and street projects and another portion goes to RT.

This 2016 Finance Plan assumes \$15 million in Measure A funding for the Richards Boulevard/I-5 Interchange based on the City's current CIP.

Federal Funding

There is the possibility of substantial federal funding for freeway and transit projects. These funding sources are competitive and go through the RTIP and STIP programming process.

Although there will be future federal transportation funds available, the exact sources of funding are uncertain. TEA 21, the "Transportation Equity Act for the 21st Century," expired on October 1, 2005. New authorizing legislation has not yet been passed. Federal transportation funds continue to flow, however, through a series of continuing resolutions. Over the long-term development of the Plan Area, there will be several cycles of federal legislation authorizing funding for transportation improvements that could be used to fund improvements serving the River District.

State Funding

State funding for transportation projects is funded through the STIP and RTIP process. The primary source of funding is the State Highway Account. The State transportation program was recently augmented by Propositions 1A and 1B passed by the voters in November 2006. These bond measures provided both more secure transportation funding (example: Proposition 1A) and a funding augmentation through general obligation bonds (example: Proposition 1B).

Other bond measures approved on the November 2006 ballot included Proposition 1C, the Housing Bond, which could provide funding for the River District through authorization to fund housing-related infrastructure for infill and transit-oriented development projects. The Township 9 project, a PUD in the River District, successfully secured \$30 million in Proposition 1C funds to fund improvements related to that project, including a light rail station, park improvements, and

major and local street improvements. This 2016 Finance Plan assumes approximately \$1.0 million in Proposition 1C funding for the Green Line Light Rail Station located at Township 9 (Richards Boulevard).

Over buildout of the River District, there could be additional statewide bond measures passed for which the City could compete to gain funding for improvements needed to serve the River District.

5. FINANCING STRATEGY

This chapter outlines an overall financing strategy by providing workable solutions to the complex problem of financing backbone infrastructure and public facilities necessary to support development proposed for the River District. The strategy provides a general framework of priorities for infrastructure construction and development. The precise sequence of public improvements and private development will depend on market conditions and available funding. For instance, if funding is not available for key infrastructure, it may limit the pace of allowable development.

The major funding sources used by the financing strategy are shown in summary form in **Figure 1-1** in **Chapter 1**. As shown in **Figure 1-1** and discussed in the prior chapter, projected funding sources for the public improvement costs required for River District development include the following primary funding categories:

- River District Development Funding.
- City Agency Funding.
- Outside Sources of Funding (Regional, State, and Federal).

The estimate of specific development infrastructure costs (i.e., in-tract infrastructure costs), which are normally funded by private development, and standard City impact fees are not included in the estimated \$319.0 million of improvement costs. Although not calculated in the 2016 Finance Plan, the development projects are obligated to pay these fees to the appropriate jurisdiction.

Chapter 1 sets forth the factors influencing the financing strategy, as well as the financing strategy principles. These factors and principles provide the basis for the financing strategy and funding summary outlined in the remainder of this chapter.

Finance Plan Strategy

The River District financing strategy relies on a combination of local, regional, State, and federal funding. For improvements benefitting development areas beyond the River District boundaries, River District costs are based on the proportional benefit River District development receives as compared to other development areas. After taking into consideration the projected availability of regional, State, federal, and other funding sources, the local improvements benefitting River District development are proposed to be funded via the River District Impact Fee Program.

The proposed River District Impact Fee Program allocates the remaining costs of improvements benefitting the River District between the various River District land uses on the basis of the proportional benefit each land use receives from the improvements.

Individual development projects may choose to participate in a Special Financing District (Mello-Roos CFD or Assessment District) to finance their share of River District improvement costs. Use of special financing district mechanisms will depend on assembly of sufficient special tax-generating property to support the issuance of land-secured municipal debt.

Economic Development Incentive

As noted earlier, many of the specific development projects (retail, office, residential, mixed use) at the outset of development face financial and market feasibility challenges because the projects are not feasible under current market conditions. To accommodate these challenges for early River District redevelopment, this 2016 Finance Plan includes an Economic Development Incentive, which reduces the River District Impact Fee in the first years of River District development. As the River District develops, the Economic Development Incentive will be reviewed to determine if it remains necessary or warrants adjustment. Incorporation of the Economic Development Incentive will create a funding shortfall in the River District Impact Fee program, which will be resolved by identifying alternative sources of funding (e.g., federal or State grants). This component of the Financing Strategy also is described more fully in **Chapter 6**.

Improvement Phasing

The implementation of the 2016 Finance Plan must be based on a market-driven approach coordinated with a phased infrastructure program. Development will respond to market demand and the installation of the infrastructure will be phased to correspond with the pace of development and the requirements of the City.

Construction of 2016 Finance Plan improvements will largely be based on the timing of individual River District development projects necessitating construction of the improvements. As part of the development entitlement process, individual projects will be conditioned to construct backbone infrastructure improvements required as a result of that specific development. If a developer is conditioned to construct improvements included in the proposed River District Impact Fee Program or other funding mechanism, they may be eligible for fee credits or reimbursement. Please refer to **Chapter 6** for a more complete discussion of the proposed River District Impact Fee Program and **Chapter 7** for additional detail regarding the structure of credit and reimbursement policies.

For certain improvements funded by the proposed River District Impact Fee Program or other existing development impact fee programs, the City will be responsible for collecting the fees from development and constructing the improvements. For these improvements, the City will develop a CIP and will establish priorities for improvement construction as development impact fee revenues are available. If development occurs at a slower or faster pace than expected, construction of these improvements will correspondingly be adjusted.

Because of the reliance on State, Federal, and Regional Transit funding for a significant portion of the transportation improvements (nearly 30 percent), the City will need to develop a phasing strategy which permits increments of development linked with improvements to the transportation system. The strategy should include subphases or “fallback” positions should the transportation and transit funding be delayed. The infrastructure phasing strategy will be adjusted to make sure that adequate traffic/transit, sewer, water, storm drainage, and community facility capacity is in place to serve each increment of development.

Funding Summary

Funding for facilities will be obtained through a wide array of sources as previously discussed in the Funding Sources chapter. **Table 1-2** (in **Chapter 1**) shows the facilities requiring funding

and the preliminary cost estimates. This section discusses the probable sources of funding for each of the improvements included in the 2016 Finance Plan.

As mentioned earlier in the 2016 Finance Plan, there is significant uncertainty concerning buildout of the development projects, including the ultimate amount of development that will occur, the sequencing of development and the ultimate improvements that will be constructed, and the availability of many of the funding sources. As a result, the capital facilities program and nexus studies will be updated on an as-needed basis based on updated infrastructure cost estimates, funding, and development information.

Detailed Sources and Uses of Funds

Table 5-1 shows the proposed funding sources by backbone infrastructure and public facility improvement. At buildout under the proposed funding strategy, approximately \$172.4 million is estimated to be funded with River District development-based funding, \$19.3 million funded through City/other plan areas funding sources, and \$127.3 million funded through outside sources of funding.

As the Plan Area progresses and additional or different sources or amounts of funding become available, there is a significant degree of flexibility in the allocation of funding sources to various backbone infrastructure items and some public facilities. Several key assumptions drive the proposed funding strategy and are detailed in the list below:

- **River District development-based funding is estimated at approximately \$172.4 million after accounting for other potential funding sources.** River District development-based funding includes a proposed River District Impact Fee and citywide/other agency Development Impact Fees (Park, CSS, and School development impact fees). Development-based funding was estimated after assumptions were developed for all other funding sources. Development-based funding may need to be increased if the other funding is not realized and alternative sources are not available.
- **Approximately \$19.3 million in 2016 Finance Plan costs are allocated to other plan areas.** Development in the Railyards is anticipated to benefit from and therefore fund a portion of the Richards Boulevard/I-5 Interchange, as well as contribute to construction of public safety facilities that will serve both development areas. Downtown development will contribute toward the construction of onsite River District roadway facilities that also benefit Downtown development. Construction of these improvements may therefore be contingent on development proceeding in these adjacent plan areas.
- **The funding strategy relies on the availability of significant levels of outside funding.** Regional, State, and federal funding sources are anticipated to fund approximately \$127.3 million in freeway, on-site roadways, and transit facilities improvement costs. The timing of improvement construction may depend on securing these outside sources of funding.

Table 5-1
City of Sacramento
River District Finance Plan
Probable Sources and Uses of Funds at Buildout (2016\$)

City of Sacramento
River District Finance Plan
Probable Sources and Uses of Funds at Buildout (2016\$)

Buildout

Item	Estimated Improvement Costs at Buildout (2016\$) [1]	Potential Funding Sources								
		River District Plan Area Funding			City/ Other Plan Area	Other Funding Sources				
		River District Impact Fee	Existing Development Impact Fees [2]	Subtotal Project-Based Funding	Downtown/ Railyards	Measure A	Regional, State, and Federal	Other	Subtotal Other Funding	Total Funding
INFRASTRUCTURE IMPROVEMENTS										
Storm Drainage	\$23,400,000	\$23,400,000	\$0	\$23,400,000	\$0	\$0	\$0	\$0	\$0	\$23,400,000
Sanitary Sewer	\$14,300,000	\$0	\$14,300,000	\$14,300,000	\$0	\$0	\$0	\$0	\$0	\$14,300,000
Water	\$564,000	\$564,000	\$0	\$564,000	\$0	\$0	\$0	\$0	\$0	\$564,000
Transportation										
Onsite Roadways [3]	\$42,200,000	\$41,100,000	\$0	\$41,100,000	\$1,100,000	\$0	\$0	\$0	\$0	\$42,200,000
Intersections and Roundabouts	\$14,500,000	\$14,500,000	\$0	\$14,500,000	\$0	\$0	\$0	\$0	\$0	\$14,500,000
Freeways	\$82,000,000	\$8,200,000	\$0	\$8,200,000	\$8,200,000	\$15,000,000	\$50,600,000	\$0	\$65,600,000	\$82,000,000
10th Street Undercrossing	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$0	\$30,000,000	\$30,000,000
Bikeways	\$949,000	\$949,000	\$0	\$949,000	\$0	\$0	\$0	\$0	\$0	\$949,000
Subtotal Transportation	\$169,649,000	\$64,749,000	\$0	\$64,749,000	\$9,300,000	\$15,000,000	\$80,600,000	\$0	\$95,600,000	\$169,649,000
Transportation and Utility Contingency	\$15,000,000	\$15,000,000	\$0	\$15,000,000	\$0	\$0	\$0		\$0	\$15,000,000
Subtotal Infrastructure Improvements	\$222,913,000	\$103,713,000	\$14,300,000	\$118,013,000	\$9,300,000	\$15,000,000	\$80,600,000	\$0	\$95,600,000	\$222,913,000
Other Funding Adjustment		(\$25,000,000)		(\$25,000,000)				\$25,000,000	\$25,000,000	
Total Infrastructure Improvements	\$222,913,000	\$78,713,000	\$14,300,000	\$93,013,000	\$9,300,000	\$15,000,000	\$80,600,000	\$25,000,000	\$120,600,000	\$222,913,000
PUBLIC FACILITY IMPROVEMENTS										
Parks [4]										
Neighborhood Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Community Parks	\$8,800,000	\$0	\$8,800,000	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$8,800,000
Park Land Acquisition [5]	\$17,800,000	\$0	\$17,800,000	\$17,800,000	\$0	\$0	\$0	\$0	\$0	\$17,800,000
Subtotal Parks	\$35,400,000	\$0	\$35,400,000	\$35,400,000	\$0	\$0	\$0	\$0	\$0	\$35,400,000
Open Space	\$5,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Light Rail Station (Sequoia Pacific Blvd)	\$2,200,000	\$2,200,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000
Light Rail Station (12th Street)	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$2,200,000
Light Rail Station (Richards Blvd) [6]	\$5,500,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$4,300,000	\$200,000	\$4,500,000	\$5,500,000
Schools	\$27,400,000	\$0	\$27,400,000	\$27,400,000	\$0	\$0	\$0	\$0	\$0	\$27,400,000
Library	\$400,000	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Police Station	\$8,500,000	\$3,500,000	\$0	\$3,500,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,500,000
Fire Station	\$8,500,000	\$3,500,000	\$0	\$3,500,000	\$5,000,000	\$0	\$0	\$0	\$0	\$8,500,000
Total Public Facility Improvements	\$95,100,000	\$15,600,000	\$62,800,000	\$78,400,000	\$10,000,000	\$0	\$6,500,000	\$200,000	\$6,700,000	\$95,100,000
Total Infra. and Public Facility Improvements	\$318,013,000	\$94,313,000	\$77,100,000	\$171,413,000	\$19,300,000	\$15,000,000	\$87,100,000	\$25,200,000	\$127,300,000	\$318,013,000

Source: Harris & Associates (cost estimates as of 01/01/2014); City of Sacramento; EPS.

[1] From Table 1-2.

[2] Development impact fee funding is programmed as follows:

Sanitary Sewer Improvements	Planned Citywide CSS Fee
Neighborhood and Community Park Improvements	Citywide Park Development Fee
Park Land Acquisition	Quimby Fee
School Facilities	School Impact Fee

[3] Downtown cost participation estimated based on New Downtown's share of River District facilities included in the 1997 Railyards/Richards/Downtown Nexus Study. See Table A-7 for detail. Downtown's contribution will be refined at a later date based on a detailed Nexus analysis.

[4] Excludes Township 9 park development costs and funding sources.

[5] Represents Quimby In-Lieu Fee for land acquisition.

[6] Cost estimate provided by Township 9 and City of Sacramento includes land acquisition and station construction costs. A portion of the land acquisition costs are assigned to the River District Plan Area Fee program based on proportion of these costs anticipated to serve entire River District Specific Plan. Station construction costs are offset by Proposition 1C and other potential City funding sources.

6. *PROPOSED RIVER DISTRICT IMPACT FEE PROGRAM*

The proposed River District Impact Fee Program described in this chapter will replace existing development impact fee programs funding River District backbone infrastructure and public facilities. The proposed River District Impact Fee program is designed to fund construction of backbone infrastructure and public facility improvements necessary to accommodate new residents and commercial uses generated by River District development after taking into consideration a variety of other funding sources for the improvements. Because current market conditions constrain the economic viability of the River District Impact Fee program, this chapter describes a proposed economic development incentive program to facilitate near-term River District redevelopment.

Existing Richards/Railyards/Downtown Development Impact Fee Programs

In addition to citywide and other agency fee programs, development in the River District is subject to the following existing special plan area development fee programs:

- Richards/Railyards/Downtown Transportation Impact Fee Program (TIF).
- Richards/Railyards Public Facilities Fee Program.

These fee programs were adopted to fund transportation and other public facility improvements benefitting development in the River District, Railyards, and Downtown. Each of the City fee programs were adopted in 1997 based on the 1997 Railyards/Richards Boulevard Area Facility Element and the anticipated project area land uses at that time. All three development project areas were included in the TIF program, and only the Railyards and River District were included in the Public Facilities Fee program.

In 2007, the City adopted the Railyards Finance Plan, which adopted plan area fees specific to Railyards development that replaced their funding obligations under the above fee programs. In addition, the City commissioned an infrastructure study to evaluate the infrastructure requirements in the Downtown Area. Upon completion of the infrastructure study, the City intends to update or replace the existing development impact fee programs for Downtown development.

This 2016 Finance Plan proposes implementation of a River District Impact Fee that would replace the River District's obligations under the existing programs.

The River District Impact Fee Program is premised on the assumption that the major off-site regional facilities will be funded on a proportional basis by the benefiting plan areas (Railyards, River District, and Downtown) but that all other facilities in the fee programs are assigned to the geographic area in which the improvements are planned.

River District Impact Fee

The proposed River District Impact Fee Program will be required to fund the cost of backbone infrastructure and public facilities that are needed in the River District to accommodate planned

development as set forth in the River District Specific Plan and **Chapter 2**, but that are not funded by existing fee programs or other sources of revenues. Backbone infrastructure and public facilities to be included in the proposed River District Impact Fee Program include the following improvements:

- Transportation (On-Site Roadways, Freeways, Intersections and Roundabouts, and Bikeways)
- Storm Drainage
- Water
- Transportation and Utility Contingency
- Open Space Facilities
- Light Rail Station Facilities
- Library Facilities
- Public Safety (Police and Fire) Facilities

To ensure developed land uses will fund their pro-rata share of backbone infrastructure and public facilities, the cost of such improvements is allocated across all land uses based on the relative benefit received from the improvements using dwelling unit equivalent (DUE) factors.

The purpose of allocating certain improvement costs among the various land uses is to provide an equitable method of funding required infrastructure. The key to apportioning the cost of improvements to different land uses is the assumption that the demands placed on infrastructure and public facility improvements are related to land use type and that such demands can be stated in relative terms for all particular land uses. It is by relating demand for facilities to land use types that a reasonable nexus, or relationship, can be established to apportion each land use's "fair share" costs.

A Dwelling Unit Equivalent (DUE) is a common use factor that enables the allocation of improvement costs among residential and nonresidential land uses. A DUE is defined as the amount of facility use for each land use type relative to a single-family unit.

As discussed previously, the land use information used for cost allocation purposes is based on the development program presented in the Specific Plan. In addition, the infrastructure cost allocations are based on the total acres that have development or redevelopment potential.

Table 6-1 shows the basis on which costs are allocated for each type of backbone infrastructure to be included into the proposed River District Impact Fee program. These cost allocation factors calculate the relative benefit by land use for each facility type based on a measurement of benefit received. For example transportation costs were allocated on a DUE basis based on PM peak trips per residential unit or 1,000 nonresidential square feet. In contrast, light rail station costs were allocated to the land uses based on the proportionate resident and employee populations generated by each land use. Drainage facility costs were allocated based on total building square footage generated by each land use.

Table 6-1
City of Sacramento
River District Finance Plan
Summary of Cost Allocation Factors

Improvement	Cost Allocation Basis	Cost Allocation Methodology
Infrastructure Improvements		
Storm Drainage	Residential & Nonresidential	Developable Acres
Water	Residential & Nonresidential	Dwelling Unit Equivalents
Transportation	Residential & Nonresidential	Dwelling Unit Equivalents
Transportation and Utility Contingency	Residential & Nonresidential	Building Square Feet
Public Facility Improvements		
Parks and Open Space	Residential	Persons per Household
Light Rail Stations	Residential & Nonresidential	Persons per Household/ Employees per Square Foot
Library	Residential	Persons per Household
Police Station	Residential & Nonresidential	Persons per Household/ Employees per Square Foot
Fire Station	Residential & Nonresidential	Persons per Household/ Employees per Square Foot
Plan Area Fee Formation and Updates	Residential & Nonresidential	Building Square Feet

"alloc_method"

Cost Allocation Methodology

The methodology for allocating costs to benefiting land uses is summarized below:

1. Determine the total cost of new backbone infrastructure and public facilities required to serve the new residents and commercial users in the River District.
2. Determine the net cost of infrastructure to be funded by the River District Impact Fee program after accounting for other financing sources, such as citywide sources, State and federal sources, development impact fees, and other plan areas.
3. Determine the amount of development in the River District that will benefit from new backbone infrastructure and public facilities.
4. For each infrastructure and public facility improvement benefitting River District development:
 - a. Determine the appropriate cost allocation factor by which to allocate to different land uses the cost of the infrastructure or public facility needed to serve new development.
 - b. Apply the appropriate cost allocation factor to each land use type to determine the allocation of costs to each land use category.
 - c. Divide the total cost allocated to each land use zoning category:
 - i. By the number of dwelling units for residential land uses to determine the cost per dwelling unit.
 - ii. By the amount of building square footage for nonresidential land uses to derive the cost per building square foot.
 - iii. By the number of hotel rooms for hotel uses to determine the cost per hotel room.
5. Add an administration component to fund the administration, oversight, implementation, and updates to the Fee Program.

Tables C-1 through Table C-10 in Appendix C show how the backbone infrastructure and public facility costs were allocated to each benefiting land use using DUE factors as described above.

Additional administrative costs associated with completing and periodically updating the proposed River District Impact Fee Program are shown in **Table 6-2**. **Table C-11 in Appendix C** presents the allocation of these administrative costs to benefiting land uses in the River District. Costs associated with Specific Plan formation and entitlement, as well as completion and updating of the Finance Plan, may be funded by this fee program component, including reimbursements to landowners for any funds advanced to the City for consultants.

Table 6-2 shows the preliminary cost allocations, on a per-unit or per-square-foot basis, for each infrastructure and public facility improvement. **Table 6-2** also accounts for an overall offset to the preliminary costs allocations for infrastructure facilities funded by other revenues. Because specific infrastructure facilities to be funded via these other revenues and financing mechanisms remain to be determined, this analysis is based on the assumption that these

Table 6-2
City of Sacramento
River District Finance Plan
Summary of River District Impact Fee (2016\$)

Item	Amount Funded by River District Impact Fee	Land Uses at Buildout				
		Multifamily Residential	Commercial/ Retail	Office	Light Industrial [1]	Hotel
		<i>Per Unit</i>		<i>Per Bldg. Sq. Ft.</i>		<i>Per Room</i>
Infrastructure Improvements						
Storm Drainage	\$23,400,000	\$1,698	\$5.10	\$1.96	\$1.03	\$861
Water	\$564,000	\$59	\$0.02	\$0.02	\$0.01	\$24
Roadways	\$64,749,000	\$3,538	\$9.44	\$8.91	\$6.11	\$2,541
Subtotal Infrastructure Improvements	\$88,713,000	\$5,296	\$14.55	\$10.88	\$7.14	\$3,426
Transportation and Utility Contingency	\$15,000,000	\$820	\$2.19	\$2.06	\$1.41	\$589
Subtotal Infrastructure Improvements	\$103,713,000	\$6,116	\$16.74	\$12.95	\$8.56	\$4,014
<i>Less Other Funding [2]</i>	<i>(\$25,000,000)</i>	<i>(\$1,474)</i>	<i>(\$4.04)</i>	<i>(\$3.12)</i>	<i>(\$2.06)</i>	<i>(\$968)</i>
Total Infrastructure Improvements	\$78,713,000	\$4,641	\$12.71	\$9.83	\$6.50	\$3,047
Public Facility Improvements						
Open Space	\$5,000,000	\$644	NA	NA	NA	NA
Light Rail Stations	\$3,200,000	\$175	\$0.47	\$0.44	\$0.30	\$126
Library	\$400,000	\$52	NA	NA	NA	NA
Police Station	\$3,500,000	\$315	\$0.28	\$0.28	\$0.19	\$28
Fire Station	\$3,500,000	\$284	\$0.26	\$0.26	\$0.26	\$181
Total Public Facility Improvements	\$15,600,000	\$1,470	\$1.01	\$0.98	\$0.75	\$335
Subtotal Infra. and Public Facility Improvements	\$94,313,000	\$6,112	\$13.71	\$10.80	\$7.24	\$3,381
Administration Costs						
Plus 3% Administration	\$2,829,390	\$183	\$0.41	\$0.32	\$0.22	\$101
Plus Plan Area Fee Formation and Updates	\$1,000,000	\$81	\$0.07	\$0.07	\$0.00	\$52
Subtotal Administration	\$3,829,390	\$265	\$0.49	\$0.40	\$0.22	\$153
Total River District Plan Area Fee Including Administration	\$98,142,390	\$6,376	\$14.20	\$11.20	\$7.46	\$3,534

"fee_sum"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] No additional industrial development is anticipated in the Project. The industrial fee rate is calculated to provide new development replacing the existing industrial development a basis to calculate the difference between the existing industrial land use and the additional impact of the new land use.

[2] Placeholder figure to be refined at a later date. Infrastructure facilities to be funded via alternative financing remain to be determined - this analysis therefore assumes that alternative revenue sources will provide an overall offset to the RDSP plan area fee burden. Offset amount for each land use determined based on the relationship of the total infrastructure improvement fee component for each land use to the total RDSP Impact Fee infrastructure costs.

revenues will provide an overall offset to the River District Impact Fee burden. The resulting net costs are shown per residential dwelling unit, per building square foot of nonresidential development, or per room for hotel uses.

Developer-Funded Frontage

Under the 2016 Finance Plan, each project will be responsible for the costs of certain roadway frontage facilities adjacent to their project. Privately funded roadway frontage improvements include landscape corridors, sidewalks, curb, and gutter.

In certain cases, the City may condition a developer to construct roadway frontage improvements in addition to that fronting the developer's project, should the City determine that such improvements are essential to safety and circulation. In these limited cases, the developer then would be eligible for River District Impact Fee credit or reimbursement via the transportation and utility contingency component of the fee for facilities constructed that benefit adjacent development.

Alternatively, if roadway frontage improvements are required before adjacent development is prepared to proceed, the City may construct the requisite roadway frontage improvements using funding from the transportation and utility connection contingency.

Economic Development Incentive

Current market conditions constrain the economic feasibility of Plan Area development. While the real estate market has entered a recovery phase following the Great Recession, achievable sales prices and lease rates for new Plan Area development remain largely insufficient to provide a reasonable return when taking into consideration all the costs of development.

Given the current market, calculation of the River District Impact Fee discussed above and summarized in **Table 6-2** will significantly exceed an economically feasible level during the initial years of development of the River District. To assist with resolution of issues regarding economic viability, the River District Impact Fee Program will include an Economic Development Incentive, which reduces the fee in the first years of River District development. As the River District develops, the Economic Development Incentive will be reviewed to determine if it is necessary or warrants adjustment.

As a result of early development projects paying a reduced fee (the "Incentive" fee), the Economic Development Incentive will create a shortfall in fee revenues to fund improvements included in the fee program. Periodically, the City will update the River District Impact Fee Program. In these updates, the City will re-evaluate the costs of fee-funded facilities, the availability of additional funding (federal or State Grants), and the trends in development occurring and projected to occur in the River District. The City will determine whether the funding shortfalls require finding additional outside funding or if certain fee-funded facility costs can be reduced or eliminated from the fee program. No projects that are required as environmental mitigation will be eliminated from the fee program unless alternative funding sources are provided. Under no circumstances will later development be required to fund any fee program shortfalls resulting from the Economic Development Incentive Program.

Specific Economic Development Incentive Elements

1. The Economic Development Incentive is proposed to be in effect for a 5-year period. Any project that receives a specific entitlement approval will have the economic incentive assigned to it and will be eligible for the incentive for 2 years. There also will be a limit to the number of residential units or nonresidential building space eligible for the incentive.
2. The Incentive fee level is planned to be set at a level 10-percent greater than the current Richards Boulevard Fee.
3. For the period of time in which the Economic Development Incentive is in place, the City will develop policies to ensure that funding is available to construct the most critical improvements. The City will prioritize the list of fee-funded improvements that may be eligible for fee credits while the Economic Development Incentive is in place. During this period, developers constructing or funding improvements that are not on the priority list will not receive fee credit or reimbursement until the City places the improvement on the eligibility list.
4. As part of the process to reconcile River District Impact Fee Program shortfalls generated by the Economic Development Incentive program, the City will update the costs of infrastructure identified in the River District Impact Fee Program every 3 years, River District land uses, the availability of alternative funding sources, and will update the justified fee accordingly. The City also will determine the continued eligibility of improvements for fee funding. While fees may be adjusted from time to time to account for changed circumstances, under no circumstance will fees levied on later development be increased to resolve shortfalls created by the Economic Development Incentive program.
5. The City will track the potential funding shortfall created by the Economic Development Incentive and aggressively seek outside funding to fill the revenue gap.
6. The River District Impact Fee Program will establish the maximum justified fee levels according to Government Code 66000 et. seq. nexus requirements. The Incentive fee levels under the Economic Development Incentive will be set at a rate lower than the maximum justified fee levels. Should the City wish to raise the River District Impact Fee, the fee program will have already established the necessary nexus findings, and an updated nexus study will not be required as long as the proposed fee levels do not exceed the established maximum justified fee.

Economic Development Incentive Eligibility

Development eligible for the Economic Development Incentive, will be limited to the following ceilings:

- **Multifamily Residential.** 1,000 residential dwelling units will be eligible for the Economic Development Incentive Fee Program. Any single development project may receive up to 200 dwelling units at the Incentive fee rate.
- **Office.** A total of 500,000 square feet of office development will be eligible for the program. Any single development project may receive up to 200,000 square feet of office development at the Incentive fee rate.

- **Commercial/Retail.** A total of 100,000 square feet of retail development (as defined in City Code Section 17.16), will be eligible. Any single development project may receive up to 25,000 square feet of retail development at the Incentive fee rate.

Table 6-3 compares the estimated River District Impact Fee Program base fee rate and economic incentive rate and the existing Richards Boulevard fee. As discussed earlier, resolution of the shortfall in River District Fee Program revenue during the economic incentive period will be addressed as part of regular updates to the fee program, through which the City will reevaluate the improvements included in the River District Impact Fee program and aggressively seek other sources of funding for Development Impact Fee Program improvements.

Table 6-3
City of Sacramento
River District Finance Plan
Comparison of Existing Richards Boulevard, Economic Incentive, and Base River District Impact Fee

Land Use	Existing Richards Blvd. Fee [1]	Proposed River District	
		Base Fee	Economic Incentive
	<i>Per Unit</i>	<i>Per Unit</i>	<i>Per Unit</i>
Multifamily Residential	\$4,988	\$6,376	\$3,188
Nonresidential	<i>Per Sq. Ft.</i>	<i>Per Sq. Ft.</i>	<i>Per Sq. Ft.</i>
Commercial/Retail	\$9.43	\$14.20	\$7.10
Office	\$8.65	\$11.20	\$5.60
	<i>Per Room</i>	<i>Per Room</i>	<i>Per Room</i>
Hotel	\$2,571	\$3,534	\$1,767
<i>"fee_rates"</i>			

[1] Reflects plan area fees applicable to current Richards Boulevard development.

[2] Reflects proposed updated River District Impact Fee Rates. Economic Incentive fee rates reflect fees that would be paid under the economic development incentive program. Economic incentive rate set at 50% of the maximum justified fee documented in this report.

7. FEASIBILITY ANALYSIS

This chapter provides a preliminary analysis of financial feasibility of the Plan Area. The feasibility analyses presented in this chapter evaluates feasibility of the Plan Area in light of current and proposed fees, estimated preliminary infrastructure burden, taxes and assessments, and a series of other assumptions. The actual costs, unit mix, Mello-Roos bond proceeds, fees, and other factors may vary according to the market conditions at the time of development. The actual sales prices of the units and major backbone infrastructure and public facilities costs at the time of development will significantly impact the actual feasibility of development.

Infrastructure Burden Comparison

One method of evaluating the financial feasibility of the River District is to compare backbone infrastructure and public facility costs to competitive projects in the Region. This analysis compares the standard development impact fees and the present value of special fees and special taxes per developable square foot for the following land uses:

- Office
- Multifamily development

The most likely competitive projects include development in the Railyards area, Downtown, North Natomas, and the Bridge District⁸ in West Sacramento. Development in these areas will be the major competitors for the River District. The existing Richards Boulevard fee burden is included for comparative purposes. The River District fee burden is evaluated based on both the base fee levels calculated in this 2016 Finance Plan, as well as the Incentive fee levels proposed as part of the economic development incentive described in **Chapter 6**.

Caution should be exercised in using these comparisons because the infrastructure items paid for by these fees and special taxes may be different for the various projects. Moreover, these costs represent estimates only meant to be used for general planning and comparison purposes. Actual fees and assessments are likely to be different for specific parcels.

In some projects, a portion of the infrastructure costs are privately funded, rather than being funded through fees and assessments. The amount of privately funded infrastructure or facilities is not included in any of these comparisons. Land prices will be affected not only by the amount of fees and assessments on a parcel but also the amount of privately funded infrastructure required. For example, the relative costs of parking in each project area are not included in the infrastructure cost burden, although structured parking requirements in the River District may

⁸ Bridge District infrastructure burdens identified for 2 tiers of development. Plan area fee levels for the initial phases of development (Tier 1) are set at a lower rate to encourage early development phases. Infrastructure improvement costs are shifted to later phases of development. Later phases (Tier 2) will pay a "plan area fee equivalent" in the form of a one-time special tax.

contribute to higher costs than other competitive projects. These cost comparisons are current as of May 2014. Fees are constantly being changed that will affect the comparison results over time.

Office

A comparison of infrastructure burden costs for office development is shown in **Figure 7-1**. The competitive developments' facility costs have been estimated by EPS.

The infrastructure burden for the River District is computed for the base fee level, as well as the Incentive fee levels. The Incentive fee levels are based on half of the proposed River District Impact Fee.

As shown in **Figure 7-1**, Downtown development has the lowest fee cost per square foot followed by the North Natomas area and Bridge District Tier 1. The existing Richards Boulevard and Railyards area fee burdens and the incentive fee burden represent midrange costs, while the River District base fee burden is surpassed only by Bridge District Tier 2 Fees.

It is important to note that while Downtown development has the lowest fee burden, it also has the highest land cost per square foot of any of these regions. In addition, the infrastructure burden for Downtown office development does not include any additional infrastructure or community facilities that might be required as mitigation for those projects. It is likely that additional infrastructure items will be required by future Downtown development as part of its environmental review. The total cost burden would probably be determined at the time of approval of the project.

Detailed infrastructure burden estimates are included in **Appendix D**.

Multifamily Residential

A comparison of the infrastructure burden costs for multifamily development is shown in **Figure 7-2**. The competitive developments' facility costs have been estimated by EPS. The only areas comparable to proposed development in the River District is the existing Richards area, Railyards, Downtown, and the Bridge District in West Sacramento; other areas in the Region are not competitors for high-density multifamily development.

As shown in **Figure 7-2**, Downtown development has the lowest fee cost per unit followed by River District multifamily development at the Incentive fee level. Richards Boulevard, the Bridge District Tier 1, River District base fee level represent the mid infrastructure cost burden range. The Bridge District Tier 2 and Railyards area represent the upper end of the multifamily development infrastructure cost burden range.

Again, note that despite lower fee burdens, Downtown development also has the highest land cost per square foot of any of these regions. Additional infrastructure and community facilities may be required by future Downtown development as part of its environmental review. The total cost burden would probably be determined at the time of approval of the project.

Figure 7-1
Infrastructure Burden Comparison for
Office Development (per Square Foot)

Office
Development

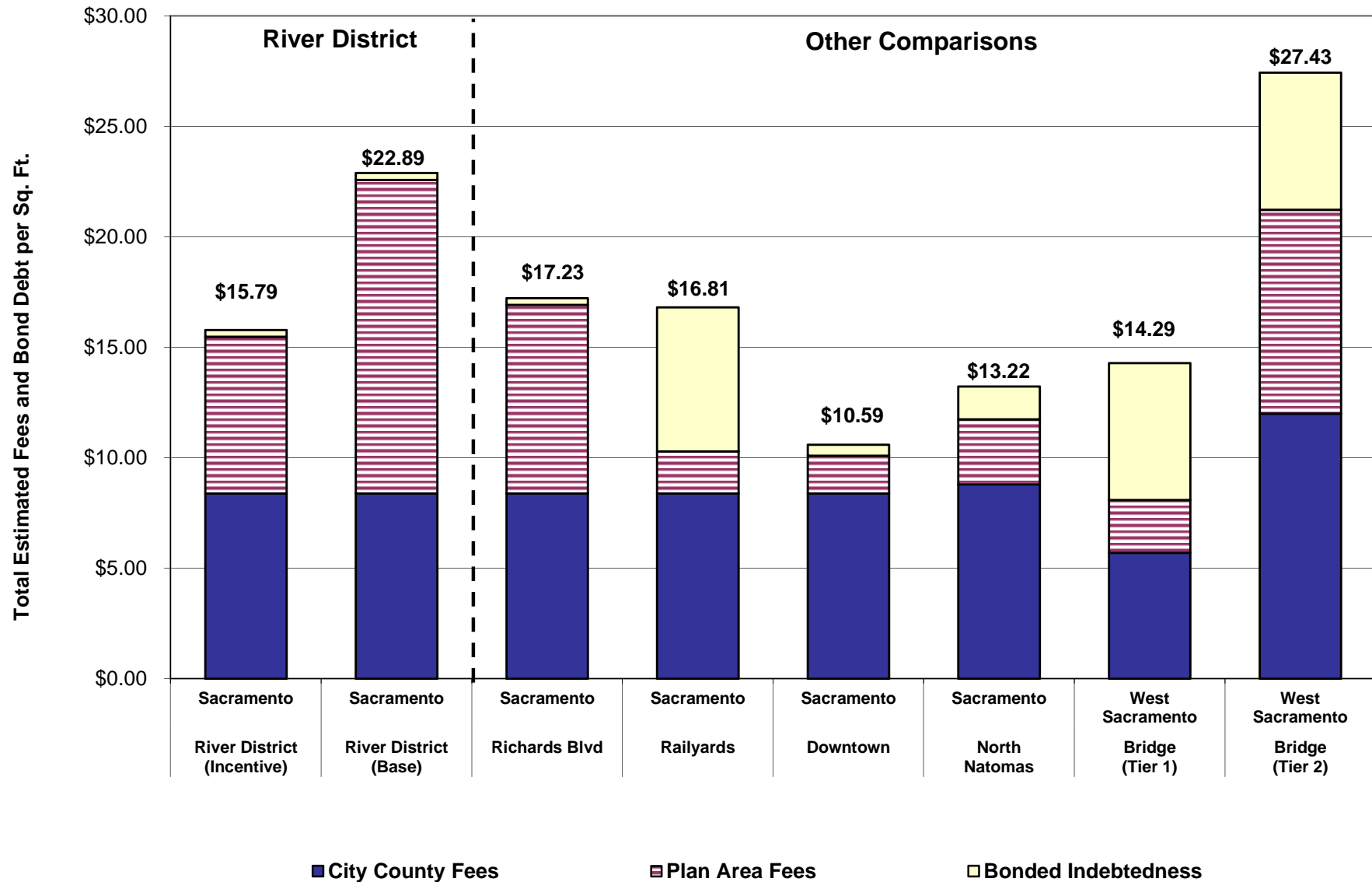
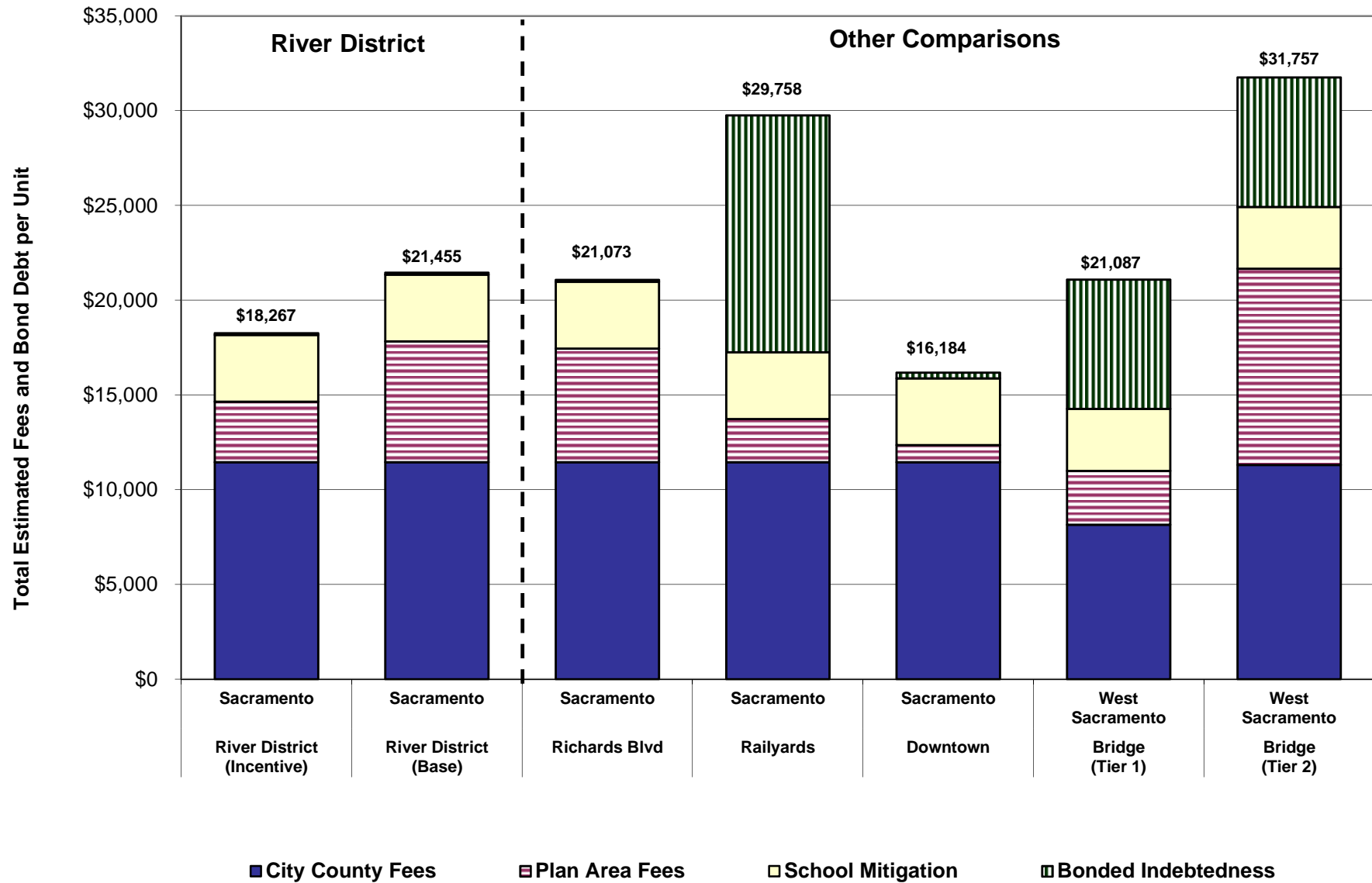


Figure 7-2
Infrastructure Burden Comparison for
Multifamily Development (per Unit)

**Multifamily
Development**



8. *FINANCING SOURCES FOR SERVICES AND ONGOING OPERATION AND MAINTENANCE*

This preliminary draft 2016 Finance Plan primarily addresses funding for construction of backbone infrastructure and public facilities. The River District will require a source of ongoing services and operations and maintenance funding.

“Services” costs refers to the cost of general government or other services, such as law enforcement protection, which will be provided by public agencies. “Operation and maintenance” costs refer to the costs to operate and maintain backbone infrastructure and other public facilities. After the facilities in the Plan Area 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 River District is likely to have annual costs higher than normal for parks in particular because of their enhanced facilities and the expected high level of demand for park services generated by the River District’s commercial and high-density residential land uses.

River District development projects may 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 8-1** lists each facility type and the corresponding potential service-provider responsibility. If a funding shortfall is deemed to exist, however, a Mello-Roos CFD, Community Services District, Lighting and Landscaping District, or some other funding mechanism will be established.

Commercial property owners also may decide to approve a special assessment to cover the costs required to operate and maintain facilities of special benefit to the commercial areas of the River District. Alternatively, a BID could be formed by commercial property owners that is separate from or incorporated into the existing River District Property and Business Improvement District (River District PBID), which was formed in 1999 by public and private property owners and renewed in 2004 and 2014 for 10 year terms. The River District PBID currently funds safety and maintenance; economic development activities; and planning, advocacy, and physical improvements.

**Table 8-1
City of Sacramento
River District Finance 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 Benefit Assessment District/Caltrans
Wastewater	SRCSD and City of Sacramento	User Charges
Water	City of Sacramento	User Charges
Storm Drainage	City of Sacramento	Benefit Assessment District, CFD
Schools	Twin Rivers Unified School District and Sacramento Unified School District	Property Tax
Parks	City of Sacramento	Benefit Assessment District, CFD
Landscape Corridors	City of Sacramento	Benefit 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 Benefit Assessment District, CFD

"muni_svc"

Source: EPS.

9. *FINANCE PLAN AND RIVER DISTRICT IMPACT FEE IMPLEMENTATION AND ADMINISTRATION*

As documented in previous chapters, this 2016 Finance Plan and the proposed River District Impact Fee Program presented in this report are based on the best facility improvement cost estimates, administrative cost estimates, and land use information available at this time. If costs change significantly, if the type or amount of new development changes, if other assumptions change significantly, or if other funding becomes available (as a result of legislative action on state and local government finance, for example), the Finance Plan and River District Impact Fee Program should be updated accordingly.

After the fees presented in this report are established, the City should conduct periodic reviews of facility improvement costs and other assumptions used as the basis of this Finance Plan. Based on these reviews, the City may make necessary adjustments to the fee program through subsequent fee program updates.

The cost estimates presented in this report are in constant 2016 dollars. The City automatically may adjust the costs and fees for inflation each year as outlined in this chapter.

The River District Impact Fee will be implemented in accordance with Government Code Section 66000 and City Code Chapter 18.56. City ordinances and resolutions required for implementation of this Finance Plan are an integral and controlling part of the policies and procedures authorized for this Finance Plan. If there are any inconsistencies or contradictions between the implementing ordinance and resolution(s) and the Finance Plan, the ordinance/resolution(s) shall prevail.

Administration Fee Component

An administrative fee will be collected to fund the administration, oversight, implementation, and updates of the Fee Program, including administration of any credit and reimbursement agreements. The administration fee will include adequate funding to cover all City costs.

Fee Formation and Updates

While the administration fee is required to cover actual costs of administering the program on an annual basis, the River District Impact Fee must also generate adequate funding to cover periodic updates to the program that are above and beyond annual monitoring and maintenance. To account for these circumstances, the River District Impact Fee includes a separate administrative subcomponent to cover these costs, against which a developer that has advanced funding for consultants or other Specific Plan entitlement or Financing Plan costs may receive credits or reimbursements, subject to a credit and reimbursement agreement with the City.

Fee Amount

This 2016 Finance Plan identifies fee rates for the major land use categories, which are detailed in **Table 6-2** in **Chapter 6**. **Table E-1** illustrates which land use category and associated fee would apply to City zoning categories regardless of whether a particular zoning is present in the

Plan Area. The fee rates have been calculated for multifamily residential units, several nonresidential land use categories, and hotel development.

The fee rates for a development project are those fees in effect as of the date of acceptance of a complete building permit application. Any adjustments to the fees that occur after that time (e.g., automatic inflation adjustment) would not apply.

The City Manager or designee shall determine and calculate the required fees for each development project in accordance with this 2016 Finance Plan. Fees shall be computed based on the primary use or uses of the development project, defined as the principal functions of a building or structure, based on the rates specified for that primary use by this 2016 Finance Plan. In some cases, a development project may include ancillary uses that are different from the primary use but which exist only to support the primary activities or operation of the primary use, such as office space for management or accounting functions in a retail enterprise. These ancillary uses would not exist absent the operations associated with the primary use. In these cases, the ancillary use would not be charged a different fee rate, and the area associated with ancillary uses would be included in the commercial building area of the primary use.

For projects with multiple primary uses that are operationally separate (i.e., mixed-use projects such as office over retail), fees shall be computed based on applying the applicable fee rate to the total residential units or total commercial building area for each primary use. Note that under Sacramento City Code Section 18.56.060.C, warehouses may include no more than 25 percent of the building area as an ancillary office use for the purposes of calculating the fee.

Examples

- *Project with Multiple Primary Uses*—100,000-square-foot mixed-use building comprising 60,000 square feet of office and 40,000 square feet of retail. Office and retail are separate enterprises, not a single tenant user:
 - i. 60,000 square feet of office charged the office rate.
 - ii. 40,000 square feet of retail charged the retail rate.
- *Warehouse with less than 25 percent office uses, all one enterprise*—100,000-square-foot warehouse with 85,000 square feet of warehouse uses and 15,000 square feet of office uses:
 - i. Entire 100,000 square feet charged the warehouse rate.
- *Warehouse with more than 25 percent office uses, all one enterprise*—100,000-square-foot warehouse with 74,000 square feet warehouse and 26,000 square feet office:
 - i. 74,000 square feet of warehouse charged the warehouse rate.
 - ii. 26,000 square feet of office charged the office rate.

Note that the City may use its discretion to determine the applicable fee rates and land use categories that apply to a specific project.

Fee Program Updates

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

Annual Inflation Adjustment

The River District Impact Fee may be escalated annually. The annual adjustments, effective July 1 of each year, take into account the potential for inflation of public facility design, construction, installation, and acquisition costs. The proposed adjustment procedure is described below.

The River District Impact Fee will be escalated annually using the percentage change in the Engineering News Record Construction Cost Index (ENR-CCI) for San Francisco as published by ENR/McGraw-Hill Construction Weekly. The percentage change in the ENR-CCI is the year-over-year change as of each March. The City shall carry out the percentage change calculation to 3 decimal places.

Periodic Fee Updates

The proposed River District Impact Fee Program is subject to periodic update based on changes in developable land, cost estimates, or outside funding sources. The City will review the costs and Development Impact Fee periodically to determine if any updates to the fee are warranted. During the periodic reviews, the City will analyze these items:

- Changes to the required facilities listed in this 2016 Finance Plan.
- Changes in the cost to update or administer the fee.
- Changes in costs greater than inflation.
- Changes in assumed land uses.
- Changes in other funding sources.
- Other issues as warranted.

Any changes to the fee based on the periodic update will be presented to the City Council for approval before an increase or decrease in the fee.

The City Council also may specify during a periodic update which improvements should receive funding from the Development Impact Fee Program before other improvements. Based on facility Level of Service (LOS) evaluations, the location of approved new development that will add significant housing or jobs, or other considerations, the City has the ability to spend the fee revenues on any of the projects identified in the Development Impact Fee Program, regardless of project location and the location of collected fees.

10. MITIGATION FEE ACT NEXUS FINDINGS

Authority

This 2016 Finance Plan establishes the River District Impact Fee in accordance with the procedural guidelines established in Assembly Bill (AB) 1600, which is codified in California Government Section 66000 et. seq. These code sections set forth the procedural requirements for establishing and collecting various development impact fees. These procedures require that “a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.” Specifically, each local agency imposing a fee must:

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

River District Impact Fee Program

The proposed River District Impact Fee Program will be required to fund the cost of backbone infrastructure and public facilities needed in the River District that are not funded by existing fee programs or other sources of revenue. Backbone infrastructure and public facilities to be included in the proposed River District Impact Fee Program include the following improvements:

- Transportation (On-Site Roadways, Freeways, Intersections and Roundabouts, and Bikeways)
- Storm Drainage
- Water
- Transportation and Utility Contingency
- Parks and Open Space Facilities
- Light Rail Station Facilities
- Library Facilities
- Public Safety (Police and Fire) Facilities

This report makes separate findings concerning the nexus between each component of the fee and new development in the River District Specific Plan on which the fee is imposed. The proposed River District Impact Fee program is designed to fund construction of backbone infrastructure and public facility improvements necessary for River District development, after taking into consideration a variety of other funding sources for the improvements. The River District Impact Fee is described in more detail in **Chapter 6**.

Transportation

Purpose of the Fee

The proposed River District Impact Fee transportation component will fund transportation backbone infrastructure and facilities needed to accommodate new development in the River District.

Use of Fees

The River District Impact Fee transportation component will fund improvements to the River District transportation system to provide additional travel capacity accommodating new development. River District transportation improvements funded by the transportation component include on-site roadway and intersection improvements, freeway improvements, and bikeway improvements.

Relationship between Use of Fees and Type of Development

New residential and nonresidential development in the River District will generate new residents, employees, and patrons that will in turn generate new vehicle, bicycle, and pedestrian trips and demand for expanded roadway capacity and improved connectivity to the Central City. Each residential and nonresidential development project will add to the incremental need for roadway capacity, and each new project will benefit from the new roadway capacity. The River District Impact Fee transportation component will be used to fund the transportation improvements identified in **Chapter 3**, providing this increased capacity to the benefit of both residential and nonresidential development.

Relationship between Need for Facility and Type of Project

New residents and commercial users in the River District will generate additional vehicle trips, requiring expanded roadway capacity to accommodate increased traffic, while maintaining desired service-level standards. As part of the Specific Plan formation and entitlement process, the City conducted detailed traffic analysis to identify the roadway improvements that would be needed to accommodate the anticipated growth in vehicle trips generated by new residents and commercial enterprises. Needed improvements identified by that traffic analysis are discussed in **Chapter 3**. Completion of these improvements will mitigate the impact of greater traffic on roadways caused by new development, minimizing adverse impacts to service levels or public safety.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The total costs of transportation improvements funded by the River District Impact Fee transportation component are allocated amongst the projected new River District residential and nonresidential land uses based on the proportional benefit each land use is anticipated to receive from the transportation improvements funded by the fee program. The cost allocation methodology applies a "dwelling unit equivalent" (DUE) factor to each land use category that is used to weight the level of demand for additional roadway capacity generated by each land use category relative to a single-family unit. DUE factors for the River District Impact Fee transportation component were derived using PM peak-trip demand by land use, adjusted for the percentage of trips using transit and other non-auto modes of travel. The trip-factor analysis therefore defines the relative benefit conferred to each land use category based on trip usage and apportions cost to each land use accordingly.

The cost allocation methodology is discussed in **Chapter 6**, and detailed calculations are presented in **Appendix C**.

Storm Drainage

Purpose of the Fee

The proposed River District Impact Fee storm drainage component will fund backbone storm drainage infrastructure and facilities serving new development in the River District.

Use of Fees

The River District Impact Fee storm drainage component will fund improvements to the existing River District storm drainage system that are designed to improve water quality, limit stormwater runoff, improve efficiency of the existing system, and reduce/prevent flooding in the River District. Drainage improvements to facilitate River District development include modifications to the existing pump station (Sump 111) and construction of drainage mains to convey increased stormwater flows generated by new River District development to two proposed detention basins.

Relationship between Use of Fees and Type of Development

Development of new River District residential and nonresidential projects will generate more stormwater runoff through the creation of additional impervious surface area, generating the need for additional storm drainage collection and conveyance capacity. The fees will be used to fund the storm drainage improvements identified in **Chapter 3**, which will be required to accommodate stormwater runoff generated by new development.

Relationship between Need for Facility and Type of Project

Each residential and nonresidential development project will increase impervious surface area and associated storm water runoff. The Specific Plan identifies the storm drainage improvements needed based on engineering estimates of increased stormwater flows resulting from the projected levels of new residential and nonresidential development and consistent with standards established in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions, May 2007. These needed improvements are identified in **Chapter 3**.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The total costs of drainage improvements funded by the River District Impact Fee drainage component are allocated amongst the projected new River District residential and nonresidential land uses based on the proportional benefit each land use is anticipated to receive. Based on the planned densities of residential and nonresidential River District development, the City anticipates that the impervious surface areas will be similar for all land use categories. Costs are therefore allocated equally across all residential and nonresidential acres.

The cost allocation methodology is discussed in **Chapter 6** and detailed calculations are presented in **Appendix C**.

Water

Purpose of the Fee

The proposed River District Impact Fee water component will fund water backbone infrastructure improvements for new development in the River District.

Use of Fees

The water component will fund new distribution lines that will be required to link the existing water infrastructure system to new River District development. Water distribution improvements will include a refined grid network of 8- and 12-inch mains located primarily in existing roadway right-of-ways.

Relationship between Use of Fees and Type of Development

New River District residents and commercial users will generate demand for water service, and new distribution lines will be required to provide the additional water capacity required by the new residents and commercial users. Completion of the necessary water improvements will ensure that the City can meet the additional water demand generated by new River District residential and nonresidential development.

Relationship between Need for Facility and Type of Project

The River District Specific Plan identifies the water distribution system needed to provide water to planned River District residential and nonresidential development. Each residential and nonresidential development project will require a connection to the existing water transmission system. Water improvements serving the River District were determined based on the estimated additional capacity and connections needed to serve new demand generated by new residents and commercial users.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The total costs of water improvements funded by the River District Impact Fee water component are allocated amongst the projected new River District residential and nonresidential land uses based on the proportional benefit each land use is anticipated to receive from the water improvements funded by the fee program. The cost allocation methodology applies a DUE factor to each land use category that is used to weight the level of demand for water distribution facilities generated by each land use category relative to a single-family unit. DUE factors for the River District Impact Fee water component were derived based on engineering estimates identifying water demand by land use category. The DUE analysis therefore defines the relative benefit conferred to each land use category based on water usage and apportions costs to each land use accordingly.

The cost allocation methodology is discussed in **Chapter 6**, and detailed calculations are presented in **Appendix C**.

Transportation and Utility Contingency

Purpose of the Fee

The proposed River District Impact Fee transportation and utility contingency component provides a funding source for additional transportation and utility improvements needed to serve new development in the River District.

Use of Fees

To facilitate the orderly construction of necessary River District roadways and utilities, the River District Impact Fee includes funding for additional roadway frontage facilities and storm drainage, sewer, and water utility connections to link new improvements to the existing infrastructure grid. The transportation and utility contingency component is included to provide

matching, gap, or additional funding for certain transportation and utility costs, where those improvements must be installed across property that is not yet developing or redeveloping.

Relationship between Use of Fees and Type of Development

New residential and nonresidential development in the River District will generate additional demands on the transportation system as well as storm drainage, sewer, and water utilities. As new development proceeds, a funding source is needed to ensure that all new transportation and utility improvements can be linked to the existing infrastructure grid to maintain adequate service levels and fully functioning transportation and utility systems.

Relationship between Need for Facility and Type of Project

The relationship between the need for transportation and utility improvements and residential and nonresidential development projects has been established in the findings for each individual component above. New residential and nonresidential projects will add to the incremental need for transportation and utility improvements by generating new transportation trips and utility users. The City established the amount of the transportation and utility contingency based on an estimate of funding needed (15 percent of the total plan area-funded backbone infrastructure costs), an evaluation of the likely development patterns in the River District that would necessitate use of the contingency, and the total cost of anticipated roadway frontage and utility connections.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The transportation and utility contingency funded by the River District Impact Fee transportation and utility contingency component is allocated amongst the projected new River District residential and nonresidential land uses based on the proportional benefit each land use is anticipated to receive. The cost allocation methodology applies a DUE factor to each land use category that is used to weight the level of demand for additional transportation and utilities improvements by each land use category relative to a single-family unit. Because transportation costs are approximately 80 percent of total backbone infrastructure costs, it is anticipated that the majority of additional transportation and utility costs will be roadway improvements (in many cases with utilities co-located within the roadway facility).

DUE factors for the River District Impact Fee transportation and utility contingency component were therefore derived using PM peak-trip factors by land use, adjusted for the percentage of trips using transit and other non-auto modes of travel.

The cost allocation methodology is discussed in **Chapter 6**, and detailed calculations are presented in **Appendix C**.

Open Space Facilities

Purpose of the Fee

The proposed River District Impact Fee open space component will provide a funding source for open space facilities located in and serving new River District residents.

Use of Fees

The River District Impact Fee open space component will fund minimal landscaping improvements for open space facilities in the River District, which will be provided in the form of parcels generally preserved in their natural state.

Relationship between Use of Fees and Type of Development

Open space facilities will provide a recreational amenity primarily used by River District residents. The River District Impact Fee open space component will therefore be charged to new residential development and will fund the improvement of the open space facilities serving the new residential population.

Relationship between Need for Facility and Type of Project

The River District Specific Plan designates the open space parcels based on policies and objectives set forth therein related to the siting and design of development relative to the open space parcels. Open space facilities are needed to provide an appropriate buffer between the American River and new uses, as well as to augment the parks and other recreational amenities for River District residents.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The costs of open space improvements included in this Finance Plan are allocated to planned River District development based on the anticipated number of persons per household. Total costs are divided by the anticipated residential population and multiplied by the anticipated number of persons per household to establish the River District Impact Fee open space component per unit, thereby ensuring that each unit contributes their proportionate share towards River District open space improvements.

The cost allocation methodology is discussed in **Chapter 6**, and detailed calculations are presented in **Appendix C**.

Public Transit

Purpose of the Fee

The proposed River District Impact Fee public transit component will provide a funding source for transit facilities serving new development in the River District.

Use of Fees

The transit fee component will be used to construct new development's share of two light rail stations located in the River District.

Relationship between Use of Fees and Type of Development

New residents and employees living and working in the River District will have access to public transit facilities in the River District. Both residential and nonresidential development will generate new transit users and will benefit from additional transit services and facilities. The River District Impact Fee public transit component will therefore be used to fund improvements benefitting both residential and nonresidential development.

Relationship between Need for Facility and Type of Project

Regional Transit plans call for 3 light rail stations in the River District, as discussed and specified in **Chapter 3**. Each residential project will generate new residents and each nonresidential development project will generate new employees and patrons that will have access to and will be served by public transit facilities in the River District. With consideration to other available funding sources, the City estimated the share of light rail station costs attributable to River District residential and nonresidential development and the associated increases in transit ridership for inclusion in the River District Impact Fee program.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The public transit costs funded by the River District Impact Fee public transit component are allocated amongst the projected new River District residential and nonresidential land uses based on the proportional benefit each land use is anticipated to receive. The cost allocation methodology applies a DUE factor to each land use category that is used to weight the level of demand for public transit facilities by each land use category relative to a single-family unit. DUE factors for public transit facilities were derived using PM peak-trip factors as a proxy for transit demand. The trip-factor analysis defines the relative benefit conferred to each land use category based on trip usage and apportions costs to each land use accordingly.

The cost allocation methodology is discussed in **Chapter 6**, and detailed calculations are presented in **Appendix C**.

Library Facilities

Purpose of the Fee

The proposed River District Impact Fee library component will contribute to library improvements that would serve new development in the River District.

Use of Fees

While no library facilities are planned on site for the River District, development will contribute to the expansion of existing library facilities or construction of new facilities that will serve residents of the River District.

Relationship between Use of Fees and Type of Development

Through the addition of new residents, new residential development will increase the service population, and therefore, the need for new library facilities. The fee will be used to expand library facilities or to construct new facilities to serve new users from residential development.

Relationship between Need for Facility and Type of Project

The City evaluated existing library levels of service, calculating the value of library facilities, collection materials, and related costs per resident to establish the desired facility-service standard in the City. As new residential development occurs, that new development will generate new residents demanding library services. To maintain existing levels of service in terms of library space and collection materials per resident, new or expanded facilities will be needed proportionate to the number of new residents generated. New River District development's library facility cost responsibility is established at a level below existing levels of service and reflects the River District's contribution to maintaining existing facility standards, but

additional funding sources will be needed to fully address the need for library facilities generated by River District residential development.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The costs of library improvements included in this Finance Plan are allocated to planned River District development based on the anticipated number of persons per household. Total costs are divided by the anticipated residential population and multiplied by the anticipated number of persons per household to establish the River District Impact Fee library component per unit, thereby ensuring that each unit contributes their proportionate share towards River District library improvements.

The cost allocation methodology is discussed in **Chapter 6**, and detailed calculations are presented in **Appendix C**.

Public Safety (Police and Fire) Facilities

Purpose of the Fee

The proposed River District Impact Fee public safety component will provide a funding source for public safety facilities serving new development in the River District.

Use of Fees

The proposed public safety component will fund the provision of public safety service to the River District. The fee will be used to fund a portion of the construction costs of new police and fire facilities serving the River District.

Relationship between Use of Fees and Type of Development

New residential and nonresidential development will generate the need for additional police and fire personnel, facilities, and vehicles. The fee will be used to develop and expand the user capacity for police and fire facilities to serve new users from the River District.

Relationship between Need for Facility and Type of Project

The City evaluated the need for new public safety facilities to serve the River District and adjacent plan areas, discussed in detail in **Chapter 3**. New residential and nonresidential development will add residents, employees, patrons, and property requiring public safety protection. Analysis conducted by the Police and Fire Department determined that expanded public safety capacity will be needed to maintain adequate fire and police services to the new River District residential and nonresidential uses. The River District's contribution to needed public safety facilities is established based on the River District's estimated proportion of the total service population that will be served by new public safety facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on Which Fee is Imposed

The cost of River District public safety facilities is allocated to residential and nonresidential land uses based on the estimated proportionate benefit each land use will receive from public safety facilities.

Police facility costs are allocated based on the resident and employee population. Total costs are distributed over the resident and employee population, and the fee per residential unit is determined based on the number of anticipated persons per household or area per employee.

Fire facility costs are allocated to new development based on total building square footage or property that will be protected by fire services. Total costs are divided over the total anticipated building square feet.

The cost allocation methodology is discussed in **Chapter 6**, and detailed calculations are presented in **Appendix C**.



APPENDICES:

- Appendix A: Infrastructure Cost Detail
- Appendix B: Existing Fee Revenue Estimates
- Appendix C: Cost Allocation Tables
- Appendix D: Infrastructure Cost Burden Analysis
- Appendix E: General Plan Zoning Categories and Fee Program Land Use Categories



APPENDIX A:

Infrastructure Cost Detail

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Table A-1
City of Sacramento
River District Roadway Costs
January 1, 2014

Table Number	Street Name	Location	Section	Costs						
				ROW Cost	Thoroughfare/ Median Cost	Frontage	Sewer	Water	Storm Drain	Total Cost
Table R-1	Street C	Street 9 to Street 8	52-2L-PP	\$ -	\$ 657,860	\$ 802,142	\$ -	\$ 139,841	\$ 209,250	\$ 1,809,093
Table R-2	Street 3	Street 8 to Sequoia Pacific	52-2L-PP	\$ -	\$ 661,098	\$ 866,248	\$ -	\$ 153,342	\$ -	\$ 1,680,688
Table R-3	Street 3	Sequoia Pacific to Street G	52-2L-PP	\$ -	\$ 297,007	\$ 391,548	\$ -	\$ 70,525	\$ -	\$ 759,080
Table R-4	Street 3	Street G to N. 5th St.	52-2L-PP	\$ -	\$ 378,301	\$ 497,231	\$ -	\$ 92,892	\$ -	\$ 968,423
Table R-5	Riverfront Dr.	Street O to N. 10th St	52-2L-PP	\$ -	\$ 670,919	\$ 887,036	\$ -	\$ 123,318	\$ -	\$ 1,681,273
Table R-6	Riverfront Dr.	N. 10th St. to Dos Rios St.	52-2L-PP	\$ -	\$ 758,619	\$ 862,704	\$ -	\$ 161,402	\$ -	\$ 1,782,725
Table R-7	Riverfront Dr.	Dos Rios St. to Street V	52-2L-PP	\$ -	\$ 542,168	\$ 706,853	\$ -	\$ 124,527	\$ -	\$ 1,373,549
Table R-8	Riverfront Dr.	Street V to Street X	52-2L-PP	\$ -	\$ 756,782	\$ 992,719	\$ -	\$ 167,447	\$ -	\$ 1,916,948
Table R-9	Street 2	Street V to Street W	68-2L-PP	\$ -	\$ 313,270	\$ 443,751	\$ 77,035	\$ 70,122	\$ -	\$ 904,178
Table R-10	Street 2	Street W to Street X	68-2L-PP	\$ -	\$ 312,466	\$ 443,751	\$ 77,035	\$ 66,294	\$ -	\$ 899,545
Table R-11	New Street B	Street G to N. 5th St.	68-2L-PP	\$ -	\$ 367,904	\$ 543,355	\$ -	\$ 85,374	\$ -	\$ 996,633
Table R-12	Vine St.	N. 7th St. to Street O	68-2L-PP	\$ -	\$ 525,355	\$ 679,194	\$ -	\$ -	\$ 418,500	\$ 1,623,048
Table R-13	Vine St.	Street O to N.10th St.	68-2L-PP	\$ -	\$ 504,582	\$ 744,724	\$ 130,200	\$ -	\$ -	\$ 1,379,505
Table R-14	Vine St.	N. 10th Street to Dos Rios St.	80-3L-PP	\$ -	\$ 1,038,953	\$ 926,328	\$ 86,800	\$ -	\$ 418,407	\$ 2,470,488
Table R-15	Vine St.	Dos Rios St. to Street W	80-3L-PP	\$ 162,000	\$ 1,704,047	\$ 1,012,432	\$ -	\$ -	\$ 455,235	\$ 3,333,714
Table R-16	Vine St.	Street W to N. 12th St.	80-3L-PP	\$ 23,752	\$ 555,168	\$ 492,191	\$ 32,550	\$ -	\$ 241,940	\$ 1,345,601
Table R-17	Street 8	N. 3rd St. to Street E	68-2L-PP	\$ -	\$ 301,859	\$ 449,610	\$ -	\$ 73,883	\$ -	\$ 825,353
Table R-18	Street 8	Street E to Sequoia Pacific	68-2L-PP	\$ -	\$ 308,032	\$ 437,892	\$ 67,270	\$ 73,883	\$ -	\$ 887,077
Table R-19	Street 8	N 4th St. to Street G	68-2L-PP	\$ -	\$ 287,691	\$ 401,657	\$ 65,100	\$ 73,883	\$ -	\$ 828,332
Table R-20	New Street D	Street G to N. 5th Street	68-2L-PP	\$ -	\$ 408,749	\$ 531,637	\$ 88,970	\$ -	\$ 228,780	\$ 1,258,136
Table R-21	Street 7a	N. 10th St to Street S	40-2L	\$ -	\$ 446,767	\$ 180,701	\$ -	\$ -	\$ -	\$ 627,467
Table R-22	Street 7b	Street S to Dos Rios St.	40-2L	\$ -	\$ 515,023	\$ 212,067	\$ -	\$ -	\$ -	\$ 727,089
Table R-23	Alley	north of Street 9, Street C to N. 3rd St.	ALLEY	\$ -	\$ 326,380	\$ 13,038	\$ -	\$ -	\$ -	\$ 339,417
Table R-24	Alley	north of Street 9, N. 3rd St. to Street E	ALLEY	\$ -	\$ 326,380	\$ 13,038	\$ -	\$ -	\$ -	\$ 339,417
Table R-25	Street 9	Street C to N. 3rd St.	80-2L	\$ -	\$ 438,471	\$ 514,240	\$ 67,270	\$ 64,480	\$ -	\$ 1,084,461
Table R-26	Street 9	N. 3rd St. to Street E	80-2L	\$ -	\$ 546,081	\$ 641,849	\$ 73,780	\$ 64,480	\$ -	\$ 1,326,189
Table R-27	Street 9	Street E to Sequoia Pacific	80-2L	\$ -	\$ 474,549	\$ 590,805	\$ -	\$ -	\$ -	\$ 1,065,354
Table R-28	Alley	north of Signature St., Street C to N. 3rd. St.	ALLEY	\$ -	\$ 352,701	\$ 14,089	\$ -	\$ -	\$ -	\$ 366,790
Table R-29	Alley	north of Signature St., N. 3rd St. to Street E	ALLEY	\$ -	\$ 363,229	\$ 14,510	\$ -	\$ -	\$ -	\$ 377,738
Table R-30	Signature St.	Bercut Dr. to Street C	68-2L-PP	\$ -	\$ 414,249	\$ 519,919	\$ 81,375	\$ 77,242	\$ 223,200	\$ 1,315,985
Table R-31	Signature St.	Street C to N. 3rd St.	68-2L-PP	\$ -	\$ 373,769	\$ 467,187	\$ 81,375	\$ 77,242	\$ 200,880	\$ 1,200,453
Table R-32	Signature St.	N. 3rd St. to Street E	68-2L-PP	\$ -	\$ 370,245	\$ 490,623	\$ -	\$ 77,242	\$ 189,720	\$ 1,127,830
Table R-33	Signature St.	Street E to Sequoia Pacific	68-2L-PP	\$ -	\$ 348,340	\$ 437,892	\$ 67,270	\$ 70,525	\$ 195,300	\$ 1,119,327
Table R-34	Signature St.	Sequoia Pacific To Street G	68-2L-PP	\$ -	\$ 337,338	\$ 437,892	\$ 65,100	\$ 70,525	\$ 145,080	\$ 1,055,935
Table R-35	Signature St.	Street G to N. 5th St.	68-2L-PP	\$ -	\$ 436,455	\$ 543,355	\$ 91,140	\$ 91,884	\$ 228,780	\$ 1,391,613
Table R-36	Signature Street	Street N to N. 10th St	A1	\$ -	\$ 588,815	\$ 691,159	\$ 130,200	\$ 122,109	\$ 279,000	\$ 1,811,283
Table R-38	Street 10	Street S to Dos Rios St.	40-2L	\$ -	\$ 510,327	\$ 208,336	\$ -	\$ -	\$ -	\$ 718,663
Table R-39	Richards Blvd.	Bercut Drive to N. 3rd St.	122-7L-B	\$ -	\$ 1,750,658	\$ 733,125	\$ -	\$ -	\$ 318,060	\$ 2,801,843
Table R-40	Richards Blvd.	N. 3rd St. to Sequoia Pacific	122-7L-B	\$ -	\$ 2,198,341	\$ 912,937	\$ -	\$ -	\$ 445,284	\$ 3,556,562
Table R-41	Richards Blvd.	Sequoia Pacific To N. 5th St.	118-4L-BB-PP-LRT	\$ 20,822	\$ 1,935,328	\$ 877,304	\$ -	\$ -	\$ 408,131	\$ 3,241,584
Table R-42	Richards Blvd.	N. 5th St. to Judah St.	119-5L-P-BB-LRT	\$ 17,592	\$ 1,030,478	\$ 446,016	\$ -	\$ -	\$ -	\$ 1,494,087
Table R-43	Richards Blvd.	Judah St. to N. 6th St.	119-5L-P-BB-LRT	\$ 16,224	\$ 1,016,920	\$ 440,696	\$ -	\$ -	\$ -	\$ 1,473,839
Table R-44	Richards Blvd.	N. 6th St. to N 7th St.	119-5L-P-BB-LRT	\$ 15,870	\$ 1,003,361	\$ 435,375	\$ -	\$ -	\$ -	\$ 1,454,605
Table R-45	Richards Blvd.	N. 7th St. to Street N	107-4L-BB-P-LRT	\$ 63,546	\$ 1,433,601	\$ 760,992	\$ -	\$ -	\$ -	\$ 2,258,139
Table R-46	Richards Blvd.	Street N to N. 10th St	107-4L-BB-P-LRT	\$ 63,494	\$ 1,410,291	\$ 749,746	\$ -	\$ -	\$ -	\$ 2,223,531
Table R-47	Richards Blvd.	N. 10th St. to Dos Rios St.	107-4L-BB-P-LRT	\$ 92,598	\$ 2,171,902	\$ 1,098,000	\$ -	\$ -	\$ 463,140	\$ 3,825,640
Table R-48	Richards Blvd.	Dos Rios St to Street W	107-4L-BB-P-LRT	\$ 422,192	\$ 1,899,001	\$ 926,685	\$ 186,000	\$ 141,050	\$ 390,600	\$ 3,965,527
Table R-49	Richards Blvd.	Street W to N. 12th St	107-4L-BB-P-LRT	\$ 175,512	\$ 1,076,244	\$ 554,623	\$ 43,400	\$ 86,444	\$ -	\$ 1,936,222
Table R-50	Richards Blvd.	N. 12th St to N. 16th St	100-5L-BB	\$ 356,912	\$ 1,007,926	\$ 803,314	\$ 43,400	\$ 139,438	\$ -	\$ 2,350,990
Table R-51	Richards Blvd.	N. 16th St to Eastern Boundary	100-2L-BB-PP	\$ -	\$ 1,603,794	\$ 978,223	\$ 160,146	\$ 137,268	\$ -	\$ 2,879,432
Table R-52	Bannon St.	Bercut Drive to N 3rd St.	90-3L-BB-Park	\$ -	\$ 1,105,603	\$ 936,430	\$ -	\$ -	\$ -	\$ 2,042,033
Table R-53	Bannon St.	N. 3rd St. to Sequoia Pacific	90-3L-BB-Park	\$ -	\$ 1,133,967	\$ 870,405	\$ -	\$ 43,726	\$ 444,463	\$ 2,492,559
Table R-54	Bannon St.	Sequoia Pacific to N. 5th St	90-3L-BB-PP	\$ 473,850	\$ 836,570	\$ 608,652	\$ -	\$ 122,109	\$ 312,480	\$ 2,353,661
Table R-55	Bannon St.	N. 5th St. to Judah St	90-3L-BB-PP	\$ 315,900	\$ 580,892	\$ 405,768	\$ 93,000	\$ 72,742	\$ 234,360	\$ 1,702,662
Table R-56	Bannon St.	Judah St to N. 6th St	90-3L-BB-PP	\$ 315,900	\$ 577,250	\$ 405,768	\$ 93,000	\$ 72,137	\$ 217,620	\$ 1,681,675
Table R-57	Bannon St.	N. 6th St. to N. 7th St	90-3L-BB-PP	\$ 315,900	\$ 575,316	\$ 405,768	\$ 93,000	\$ 68,510	\$ 212,040	\$ 1,670,534
Table R-58	Bannon St.	N. 7 St to Street N	90-3L-BB-PP	\$ 473,850	\$ 871,681	\$ 608,652	\$ 122,063	\$ 130,975	\$ 348,750	\$ 2,555,971
Table R-59	Bannon St.	Street N to N. 10th St	90-3L-BB-PP	\$ 473,850	\$ 859,084	\$ 608,652	\$ 122,063	\$ 112,840	\$ 306,900	\$ 2,483,389
Table R-60	Bannon St.	N. 10th St. to N. 11th St.	90-3L-BB-PP	\$ 118,080	\$ 563,852	\$ 425,153	\$ 197,625	\$ -	\$ -	\$ 1,304,711
Table R-61	Bannon St.	N. 11th St. to Dos Rios St.	90-3L-BB-PP	\$ 118,080	\$ 563,852	\$ 425,153	\$ 197,625	\$ -	\$ -	\$ 1,304,711

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Table A-1
City of Sacramento
River District Roadway Costs
January 1, 2014

Table Number	Street Name	Location	Section	Costs						
				ROW Cost	Thoroughfare/ Median Cost	Frontage	Sewer	Water	Storm Drain	Total Cost
Table R-62	Bannon St.	Dos Rios St to Street W	90-3L-BB-PP	\$ 256,102	\$ 445,358	\$ 311,596	\$ 88,350	\$ 65,891	\$ 146,475	\$ 1,313,771
Table R-63	Bannon St.	Street W to N. 12th St	90-3L-BB-PP	\$ 202,500	\$ 341,240	\$ 263,133	\$ 54,250	\$ 54,002	\$ -	\$ 915,124
Table R-64	North C Street	Sequoia Pacific to N. 5th St.	68-2L-PP	\$ -	\$ 348,032	\$ 514,060	\$ -	\$ 85,436	\$ -	\$ 947,528
Table R-65	North C Street	N. 5th St. to Judah St	68-2L-PP	\$ -	\$ 324,127	\$ 484,764	\$ -	\$ 66,294	\$ -	\$ 875,185
Table R-66	North C Street	Judah St to N. 6th St	68-2L-PP	\$ -	\$ 325,016	\$ 484,764	\$ -	\$ 70,525	\$ -	\$ 880,305
Table R-67	North C Street	N. 6th St. to N. 7th St	68-2L-PP	\$ -	\$ 327,936	\$ 484,764	\$ -	\$ 84,429	\$ -	\$ 897,129
Table R-68	North C Street	N. 7th St to Street N	68-2L-PP	\$ -	\$ 492,813	\$ 727,146	\$ -	\$ 130,975	\$ -	\$ 1,350,935
Table R-69	North C Street	Street N to N. 10th St	68-2L-PP	\$ -	\$ 504,955	\$ 727,146	\$ 75,950	\$ 112,840	\$ -	\$ 1,420,891
Table R-70	North C Street	N. 10th St. to N 11th St.	68-2L-PP	\$ -	\$ 347,989	\$ 490,623	\$ 75,950	\$ 85,033	\$ -	\$ 999,596
Table R-71	North C Street	N. 11th St. to Dos Rios St.	68-2L-PP	\$ -	\$ 370,751	\$ 525,778	\$ 75,950	\$ 79,794	\$ -	\$ 1,052,273
Table R-72	North C Street	N. 12 th St. to Ahern St	80-2L-PP	\$ -	\$ 637,343	\$ 676,446	\$ -	\$ -	\$ -	\$ 1,313,789
Table R-73	North C Street	Ahern St. to N. 16th St.	80-2L-PP	\$ -	\$ 664,722	\$ 587,564	\$ -	\$ -	\$ -	\$ 1,252,286
Table R-74	Water Street	Sequoia Pacific To N. 5th St.	85-4L-BB-PP	\$ -	\$ 378,350	\$ 296,854	\$ -	\$ 66,495	\$ -	\$ 741,699
Table R-75	N. B St.	N. 5th St. to N. 7th St.	85-4L-BB-PP	\$ -	\$ 1,517,130	\$ 1,190,515	\$ -	\$ 220,643	\$ -	\$ 2,928,288
Table R-76	N. B St.	N. 7th St. to N 10th St.	85-4L-BB-PP	\$ -	\$ 1,639,981	\$ 1,280,854	\$ -	\$ 237,770	\$ -	\$ 3,158,605
Table R-77	N. B St.	N 10th St. to N. 12th St.	80-4L-BB	\$ -	\$ 1,050,137	\$ 899,625	\$ -	\$ 167,850	\$ -	\$ 2,117,611
Table R-78	N. B St.	N. 12th St. to N. 14th St.	80-4L-BB	\$ -	\$ 1,070,142	\$ 914,434	\$ -	\$ 178,328	\$ -	\$ 2,162,903
Table R-79	N. B St	N 14th St. to N. 16th St.	80-4L-BB	\$ -	\$ 980,228	\$ 840,389	\$ -	\$ 174,096	\$ -	\$ 1,994,713
Table R-80	Bercut Drive	Richards Blvd. To Signature Blvd.	68-2L-PP	\$ -	\$ 364,563	\$ 496,482	\$ -	\$ -	\$ 220,968	\$ 1,082,013
Table R-81	Bercut Drive	Signature Blvd. To Street 9	68-2L-PP	\$ -	\$ 845,106	\$ 1,175,676	\$ -	\$ -	\$ 426,080	\$ 2,446,862
Table R-82	Street C	Signature Blvd. To Street 9	68-2L-PP	\$ -	\$ 508,920	\$ 649,898	\$ 112,840	\$ 112,840	\$ 209,250	\$ 1,593,748
Table R-83	N. 3rd Street	Bannon St to Richards Blvd	68-2L-PP	\$ 655,075	\$ 404,973	\$ 573,730	\$ 86,800	\$ 99,340	\$ -	\$ 1,819,918
Table R-84	N. 3rd Street	Richards Blvd. To Signature St.	68-2L-PP	\$ -	\$ 398,313	\$ 543,355	\$ -	\$ -	\$ 230,175	\$ 1,171,842
Table R-85	N. 3rd St.	Signature Blvd. To Street 9	68-2L-PP	\$ -	\$ 435,446	\$ 608,885	\$ -	\$ -	\$ 217,620	\$ 1,261,951
Table R-86	N. 3rd St.	Street 9 to Street 8	68-2L-PP	\$ -	\$ 457,093	\$ 597,167	\$ 119,350	\$ 84,227	\$ 155,000	\$ 1,412,837
Table R-87	Street E	Signature St. to Street 9	68-2L-PP	\$ -	\$ 362,474	\$ 461,328	\$ -	\$ 73,548	\$ 251,100	\$ 1,148,449
Table R-88	Street E	Street 9 to Street 8	68-2L-PP	\$ -	\$ 357,032	\$ 455,469	\$ -	\$ 73,548	\$ 244,125	\$ 1,130,173
Table R-89	Sequoia Pacific	N. B St. to N. C St	85-4L-BB-PP	\$ -	\$ 523,696	\$ 409,189	\$ 75,950	\$ 20,150	\$ -	\$ 1,028,986
Table R-90	Sequoia Pacific	N. C St. to Bannon St.	85-4L-BB-PP	\$ 53,083	\$ 679,049	\$ 279,862	\$ 75,950	\$ 67,503	\$ 93,000	\$ 1,248,447
Table R-91	Sequoia Pacific	Richards Blvd to Signature Street	125-3L-BB-LRT	\$ -	\$ 482,326	\$ 334,289	\$ -	\$ -	\$ 218,736	\$ 1,035,351
Table R-92	Sequoia Pacific	Signature St to Street 9	125-3L-BB-LRT	\$ -	\$ 312,545	\$ 223,895	\$ -	\$ -	\$ 111,600	\$ 648,041
Table R-93	Sequoia Pacific	Street 9 to Street 8	125-3L-BB-LRT	\$ -	\$ 313,873	\$ 226,877	\$ 60,450	\$ -	\$ 57,474	\$ 658,675
Table R-94	Street G	Signature Street to New Street D	68-2L-PP	\$ -	\$ 268,365	\$ 395,798	\$ -	\$ 65,891	\$ -	\$ 730,053
Table R-95	Street G	New Street D to New Street B	68-2L-PP	\$ -	\$ 386,829	\$ 484,764	\$ 86,800	\$ 71,610	\$ 206,460	\$ 1,236,463
Table R-96	Street G	New Street B to Street 3	68-2L-PP	\$ -	\$ 382,883	\$ 484,764	\$ 86,800	\$ 69,564	\$ 189,720	\$ 1,213,732
Table R-97	N. 5th St.	River District's Boundary to N. B St	5TH-RY	\$ 40,908	\$ 228,698	\$ 181,623	\$ -	\$ -	\$ -	\$ 451,230
Table R-98	N. 5th St.	N. B St to N. C St.	68-2L-PP	\$ 300,306	\$ 391,509	\$ 490,623	\$ 86,800	\$ 74,958	\$ 206,460	\$ 1,550,656
Table R-99	N. 5th St.	N. C St to Bannon St.	68-2L-PP	\$ 854,903	\$ 443,318	\$ 562,012	\$ 86,800	\$ 68,712	\$ 251,100	\$ 2,266,845
Table R-100	N. 5th St.	Bannon St to Richards Blvd.	68-2L-PP	\$ 283,824	\$ 400,629	\$ 620,603	\$ -	\$ -	\$ 13,950	\$ 1,319,006
Table R-101	N. 5th St.	Richards Blvd. To Signature Ave. (west side)	85-4L-BB-PP	\$ -	\$ 179,723	\$ 284,798	\$ -	\$ -	\$ -	\$ 464,521
Table R-102	N. 5th St.	Signature St. to New Street D (west side)	85-4L-BB-PP	\$ -	\$ 158,947	\$ 269,592	\$ -	\$ -	\$ -	\$ 428,539
Table R-103	N. 5th St.	New Street D to New Street B (west side)	85-4L-BB-PP	\$ -	\$ 177,376	\$ 299,240	\$ -	\$ -	\$ -	\$ 476,616
Table R-104	N. 5th. St.	New Street B to Street 3 (west side)	85-4L-BB-PP	\$ -	\$ 177,376	\$ 299,240	\$ -	\$ -	\$ -	\$ 476,616
Table R-105	Judah Street	N. B St to N. C St.	68-2L-PP	\$ -	\$ 294,339	\$ 437,892	\$ 75,950	\$ -	\$ -	\$ 808,181
Table R-106	Judah Street	N. C St to Bannon St.	68-2L-PP	\$ -	\$ 394,897	\$ 562,012	\$ 97,650	\$ 78,384	\$ -	\$ 1,132,943
Table R-107	Judah Street	Bannon St to Richards Blvd.	68-2L-PP	\$ 283,288	\$ 420,973	\$ 620,603	\$ -	\$ 110,825	\$ -	\$ 1,435,689
Table R-108	N. 6th Street	N. B St to N. C St.	68-2L-PP	\$ -	\$ 346,436	\$ 437,892	\$ 75,950	\$ 69,518	\$ 178,560	\$ 1,108,355
Table R-109	N. 6th Street	N. C St to Bannon St.	68-2L-PP	\$ -	\$ 450,124	\$ 562,012	\$ 97,650	\$ 90,272	\$ 251,100	\$ 1,451,159
Table R-110	N. 6th Street	Bannon St to Richards Blvd.	68-2L-PP	\$ -	\$ 421,142	\$ 620,603	\$ -	\$ 111,631	\$ -	\$ 1,153,376
Table R-111	N. 7th Street	N. B St to N. C St.	100-BT	\$ 69,617	\$ 299,535	\$ 413,960	\$ 98,735	\$ -	\$ 233,579	\$ 1,115,426
Table R-112	N. 7th Street	N. C St to Bannon St.	100-BT	\$ 80,026	\$ 396,033	\$ 527,278	\$ 126,945	\$ -	\$ 352,303	\$ 1,482,585
Table R-113	N. 7th Street	Bannon St to Richards Blvd.	100-BT	\$ 134,778	\$ 412,047	\$ 587,407	\$ -	\$ -	\$ 399,212	\$ 1,533,444
Table R-114	Street N	N. B Street to N. C Street	68-2L-PP	\$ 207,987	\$ 328,410	\$ 570,741	\$ 86,800	\$ 67,906	\$ 200,880	\$ 1,462,723
Table R-115	Street N	N. C Street to Bannon St.	68-2L-PP	\$ 233,664	\$ 371,225	\$ 647,213	\$ 86,800	\$ 89,869	\$ 245,520	\$ 1,674,291
Table R-116	Street N	Bannon St. to Richards Blvd.	68-2L-PP	\$ 256,774	\$ 400,528	\$ 699,638	\$ -	\$ 110,825	\$ 279,000	\$ 1,746,765
Table R-117	N. 10th St.	Project Boundary to N. B. Street	80-3L-PP	\$ 237,600	\$ 345,650	\$ 410,136	\$ -	\$ 64,279	\$ -	\$ 1,057,664
Table R-118	N. 10th St.	N. B St. to N. C St.	80-3L-PP	\$ -	\$ 760,110	\$ 449,970	\$ 75,950	\$ -	\$ 139,500	\$ 1,425,530
Table R-119	N. 10th St.	N. C St. to N. Bannon St.	80-3L-PP	\$ -	\$ 848,166	\$ 509,686	\$ -	\$ -	\$ 209,250	\$ 1,567,102
Table R-120	N. 10th St.	Bannon St. to Richards Blvd.	80-3L-PP	\$ -	\$ 1,206,574	\$ 717,176	\$ -	\$ -	\$ 298,995	\$ 2,222,745
Table R-121	N. 10th St.	Richards Blvd. To Signature St.	60-P	\$ -	\$ 316,139	\$ 122,733	\$ -	\$ -	\$ 178,932	\$ 617,804

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Table A-1
City of Sacramento
River District Roadway Costs
January 1, 2014

Table Number	Street Name	Location	Section	Costs						
				ROW Cost	Thoroughfare/ Median Cost	Frontage	Sewer	Water	Storm Drain	Total Cost
Table R-122	N. 10th St.	Signature St. to Vine St.	60-P	\$ -	\$ 1,063,605	\$ 451,583	\$ -	\$ -	\$ -	\$ 1,515,188
Table R-123	N. 10th St.	Vine St. to Riverfront Drive	60-P	\$ -	\$ 717,279	\$ 301,055	\$ -	\$ 39,091	\$ -	\$ 1,057,426
Table R-124	Street R	N. B St. to N. C St.	68-2L-PP	\$ -	\$ 337,455	\$ 502,341	\$ -	\$ 72,943	\$ -	\$ 912,739
Table R-125	Street R	N. C St. to Bannon St	68-2L-PP	\$ -	\$ 361,907	\$ 567,871	\$ -	\$ -	\$ -	\$ 929,778
Table R-128	Street S	Street 10 to Vine St.	50-B	\$ 238,278	\$ 1,032,624	\$ 492,938	\$ 130,200	\$ 123,923	\$ -	\$ 2,017,962
Table R-129	Street S	Vine St. to Riverfront Dr.	68-2L-PP	\$ -	\$ 586,283	\$ 833,690	\$ 130,200	\$ 123,923	\$ -	\$ 1,674,096
Table R-130	Dos Rios St.	N. C St. to Bannon St.	80-3L-PP	\$ -	\$ 567,423	\$ 509,686	\$ -	\$ -	\$ 279,000	\$ 1,356,108
Table R-131	Dos Rios St.	Bannon St. to Richards Blvd.	80-3L-PP	\$ -	\$ 1,198,460	\$ 1,096,875	\$ -	\$ -	\$ 430,172	\$ 2,725,507
Table R-132	Dos Rios St.	Richards Blvd. To Vine St.	80-3L-PP	\$ -	\$ 1,085,229	\$ 721,602	\$ 198,400	\$ -	\$ 446,400	\$ 2,451,631
Table R-133	Dos Rios St.	Vine St. to Riverfront Dr.	68-2L-PP	\$ -	\$ 616,534	\$ 874,703	\$ 130,200	\$ 135,408	\$ -	\$ 1,756,846
Table R-134	Street U	Vine St. to Riverfront Dr.	68-2L-PP	\$ -	\$ 667,716	\$ 939,153	\$ 151,900	\$ 149,110	\$ -	\$ 1,907,879
Table R-135	Street V	Street 2 to Riverfront Dr.	68-2L-PP	\$ -	\$ 403,902	\$ 573,730	\$ 94,395	\$ 86,645	\$ -	\$ 1,158,673
Table R-136	Street W	Bannon St. to Richards Blvd.	100-2L-BB-PP	\$ -	\$ 1,981,160	\$ 1,156,471	\$ 285,200	\$ 228,098	\$ 585,900	\$ 4,236,829
Table R-137	Street W	Richards Blvd to Vine St	100-2L-BB-PP	\$ -	\$ 755,176	\$ 457,359	\$ 111,600	\$ 96,922	\$ -	\$ 1,421,057
Table R-138	Street W	Vine St. to Street 2	100-2L-BB-PP	\$ -	\$ 616,058	\$ 375,280	\$ 75,950	\$ 72,339	\$ -	\$ 1,139,627
Table R-139	Street W	Street 2 to Riverfront Drive	100-2L-BB-PP	\$ -	\$ 599,940	\$ 375,280	\$ -	\$ 71,533	\$ -	\$ 1,046,752
Table R-140	Street X	Street 2 to Riverfront Dr.	68-2L-PP	\$ -	\$ 269,609	\$ 384,080	\$ 43,400	\$ 66,294	\$ -	\$ 763,383
Table R-141	N. 12th Street	N. B St. to Sproule Ave.	80-4L-LRT	\$ -	\$ -	\$ 641,095	\$ -	\$ -	\$ -	\$ 641,095
Table R-142	N. 12th Street	Sproule Ave. to Richards Blvd.	80-4L	\$ 259,650	\$ 362,933	\$ 937,682	\$ -	\$ -	\$ -	\$ 1,560,265
Table R-142b	N. 12th Street	Richards Ave. to Vine Ave.	80-4L	\$ 193,050	\$ 443,717	\$ 519,919	\$ -	\$ -	\$ -	\$ 1,156,686
Table R-143	N. 12th Street	N. B St. to N. C. St	80-4L	\$ 451,800	\$ 676,140	\$ 359,481	\$ -	\$ -	\$ -	\$ 1,487,421
Table R-144	Ahern St.	N. B St. to N. C. St	40-2L-P	\$ -	\$ 354,171	\$ 287,844	\$ -	\$ -	\$ -	\$ 642,016
Table R-145	N. 16th Street	N. B St to Sproule	80-4L-PP	\$ -	\$ 35,371	\$ 598,161	\$ -	\$ 168,434	\$ -	\$ 801,966
Table R-146	N. 16th Street	Sproule Ave. to Richards Blvd.	80-4L-PP	\$ 67,500	\$ 22,389	\$ 235,280	\$ -	\$ 106,614	\$ -	\$ 431,782
Table R-147	N. 16th Street	Richards Blvd. to Vine Ave.	80-4L-PP	\$ 55,350	\$ 148,069	\$ 107,099	\$ -	\$ -	\$ -	\$ 310,517
Table R-148	N. 16th Street	Vine Ave. to Riverfront Dr.	80-4L-PP	\$ -	\$ 617,903	\$ 453,848	\$ -	\$ -	\$ -	\$ 1,071,752
Table R-149	Vine St.	N.12th St. to N. 16th St.	80-4L	\$ 23,175	\$ 604,625	\$ 638,180	\$ 65,100	\$ -	\$ 223,200	\$ 1,554,280
Total:				\$ 9,475,161	\$ 91,271,183	\$ 81,919,994	\$ 6,121,756	\$ 8,416,764	\$ 15,916,693	\$ 213,121,550
Other:										
Table R-INTERCHANGE	Richards Blvd. I-5		0	\$ -	\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ 8,200,000
Table R-SDMISC	Storm Drain Misc		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,503,454	\$ 7,503,454
Table R-SMISC	Sewer Miscellaneous		0	\$ -	\$ -	\$ -	\$ 3,703,235	\$ -	\$ -	\$ 3,703,235
Table R-WMISC	Water Miscellaneous		0	\$ -	\$ -	\$ -	\$ -	\$ 564,340	\$ -	\$ 564,340
Table R-UNDER CROSSING	Undercrossing	10th St., south of N. B St.	0	\$ -	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000
Other Total:				\$ -	\$ 38,200,000	\$ -	\$ 3,703,235	\$ 564,340	\$ 7,503,454	\$ 49,971,028
Grand Total:				\$ 9,475,161	\$ 129,471,183	\$ 81,919,994	\$ 9,824,991	\$ 8,981,103	\$ 23,420,146	\$ 263,092,578

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Table A-1
City of Sacramento
River District Roadway Costs
 January 1, 2014

Table Number	Street Name	Location	Section	Fee Funded								Frontage		
				ROW Cost	Thoroughfare/ Median	Frontage	Sewer	Water	Storm Drain	Fee Funded Total		Frontage Portion	Frontage Program Eligible	Note
Table R-1	Street C	Street 9 to Street 8	52-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,250	\$ 209,250		\$ 802,142	\$ -	
Table R-2	Street 3	Street 8 to Sequoia Pacific	52-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 866,248	\$ -	
Table R-3	Street 3	Sequoia Pacific to Street G	52-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 391,548	\$ -	
Table R-4	Street 3	Street G to N. 5th St.	52-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 497,231	\$ -	
Table R-5	Riverfront Dr.	Street O to N. 10th St.	52-2L-PP	\$ -	\$ 670,919	\$ -	\$ -	\$ 123,318	\$ -	\$ 794,237		\$ 887,036	\$ 887,036	
Table R-6	Riverfront Dr.	N. 10th St. to Dos Rios St.	52-2L-PP	\$ -	\$ 758,619	\$ -	\$ -	\$ 161,402	\$ -	\$ 920,021		\$ 862,704	\$ 862,704	
Table R-7	Riverfront Dr.	Dos Rios St. to Street V	52-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 706,853	\$ -	
Table R-8	Riverfront Dr.	Street V to Street X	52-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 992,719	\$ -	
Table R-9	Street 2	Street V to Street W	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 443,751	\$ -	
Table R-10	Street 2	Street W to Street X	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 443,751	\$ -	
Table R-11	New Street B	Street G to N. 5th St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 543,355	\$ -	
Table R-12	Vine St.	N. 7th St. to Street O	68-2L-PP	\$ -	\$ 525,355	\$ -	\$ -	\$ -	\$ 418,500	\$ 943,855		\$ 679,194	\$ 679,194	
Table R-13	Vine St.	Street O to N.10th St.	68-2L-PP	\$ -	\$ 504,582	\$ -	\$ 130,200	\$ -	\$ -	\$ 634,782		\$ 744,724	\$ -	
Table R-14	Vine St.	N. 10th Street to Dos Rios St.	80-3L-PP	\$ -	\$ -	\$ -	\$ 86,800	\$ -	\$ 418,407	\$ 505,207		\$ 926,328	\$ -	
Table R-15	Vine St.	Dos Rios St. to Street W	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 455,235	\$ 455,235		\$ 1,012,432	\$ -	
Table R-16	Vine St.	Street W to N. 12th St.	80-3L-PP	\$ 23,752	\$ 555,168	\$ -	\$ 32,550	\$ -	\$ 241,940	\$ 1,095,349		\$ 492,191	\$ 492,191	
Table R-17	Street 8	N. 3rd St. to Street E	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 449,610	\$ -	
Table R-18	Street 8	Street E to Sequoia Pacific	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 437,892	\$ -	
Table R-19	Street 8	N.4th St. to Street G	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 401,657	\$ -	
Table R-20	New Street D	Street G to N. 5th Street	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,780	\$ 228,780		\$ 531,637	\$ -	
Table R-21	Street 7a	N. 10th St to Street S	40-2L	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 180,701	\$ -	
Table R-22	Street 7b	Street S to Dos Rios St.	40-2L	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 212,067	\$ -	
Table R-23	Alley	north of Street 9, Street C to N. 3rd St.	ALLEY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 13,038	\$ -	
Table R-24	Alley	north of Street 9, N. 3rd St. to Street E	ALLEY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 13,038	\$ -	
Table R-25	Street 9	Street C to N. 3rd St.	80-2L	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 514,240	\$ -	
Table R-26	Street 9	N. 3rd St. to Street E	80-2L	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 641,849	\$ -	
Table R-27	Street 9	Street E to Sequoia Pacific	80-2L	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 590,805	\$ -	
Table R-28	Alley	north of Signature St., Street C to N. 3rd. St.	ALLEY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 14,089	\$ -	
Table R-29	Alley	north of Signature St., N. 3rd St. to Street E	ALLEY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 14,510	\$ -	
Table R-30	Signature St.	Bercut Dr. to Street C	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,200	\$ 223,200		\$ 519,919	\$ -	
Table R-31	Signature St.	Street C to N. 3rd St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,880	\$ 200,880		\$ 467,187	\$ -	
Table R-32	Signature St.	N. 3rd St. to Street E	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,720	\$ 189,720		\$ 490,623	\$ -	
Table R-33	Signature St.	Street E to Sequoia Pacific	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,300	\$ 195,300		\$ 437,892	\$ -	
Table R-34	Signature St.	Sequoia Pacific To Street G	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,080	\$ 145,080		\$ 437,892	\$ -	
Table R-35	Signature St.	Street G to N. 5th St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,780	\$ 228,780		\$ 543,355	\$ -	
Table R-36	Signature Street	Street N to N. 10th St	A1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279,000	\$ 279,000		\$ 691,159	\$ -	
Table R-38	Street 10	Street S to Dos Rios St.	40-2L	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 208,336	\$ -	
Table R-39	Richards Blvd.	Bercut Drive to N. 3rd St.	122-7L-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,060	\$ 318,060		\$ 733,125	\$ -	
Table R-40	Richards Blvd.	N. 3rd St. to Sequoia Pacific	122-7L-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 445,284	\$ 445,284		\$ 912,937	\$ 456,469	North Side Eligible
Table R-41	Richards Blvd.	Sequoia Pacific To N. 5th St.	118-4L-BB-PP-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 408,131	\$ 408,131		\$ 877,304	\$ 657,978	South Side from Sequoia Pacific to St G not eligible
Table R-42	Richards Blvd.	N. 5th St. to Judah St.	119-5L-P-BB-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 446,016	\$ 446,016	
Table R-43	Richards Blvd.	Judah St. to N. 6th St.	119-5L-P-BB-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 440,696	\$ 220,348	South Side Eligible
Table R-44	Richards Blvd.	N. 6th St. to N. 7th St.	119-5L-P-BB-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 435,375	\$ 217,687	South Side Eligible
Table R-45	Richards Blvd.	N. 7th St. to Street N	107-4L-BB-P-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 760,992	\$ 760,992	
Table R-46	Richards Blvd.	Street N to N. 10th St.	107-4L-BB-P-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 749,746	\$ 749,746	
Table R-47	Richards Blvd.	N. 10th St. to Dos Rios St.	107-4L-BB-P-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 463,140	\$ 463,140		\$ 1,098,000	\$ 1,098,000	
Table R-48	Richards Blvd.	Dos Rios St. to Street W	107-4L-BB-P-LRT	\$ 422,192	\$ 1,899,001	\$ -	\$ 186,000	\$ 141,050	\$ 390,600	\$ 3,429,443		\$ 926,685	\$ 926,685	
Table R-49	Richards Blvd.	Street W to N. 12th St	107-4L-BB-P-LRT	\$ 175,512	\$ 1,076,244	\$ -	\$ 43,400	\$ 86,444	\$ -	\$ 1,381,599		\$ 554,623	\$ 554,623	
Table R-50	Richards Blvd.	N. 12th St to N. 16th St	100-5L-BB	\$ 356,912	\$ 1,007,926	\$ 803,314	\$ 43,400	\$ 139,438	\$ -	\$ 2,350,990		\$ 803,314	\$ -	Frontage in Fee Program
Table R-51	Richards Blvd.	N. 16th St to Eastern Boundary	100-2L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 978,223	\$ -	
Table R-52	Bannon St.	Bercut Drive to N. 3rd St.	90-3L-BP-Park	\$ -	\$ 1,105,603	\$ -	\$ -	\$ -	\$ -	\$ 1,105,603		\$ 936,430	\$ 468,215	South Side Eligible
Table R-53	Bannon St.	N. 3rd St. to Sequoia Pacific	90-3L-BP-Park	\$ -	\$ 1,133,967	\$ -	\$ -	\$ 43,726	\$ 444,463	\$ 2,066,617		\$ 870,405	\$ 435,202	South Side Eligible
Table R-54	Bannon St.	Sequoia Pacific to N. 5th St	90-3L-BB-PP	\$ 473,850	\$ 836,570	\$ -	\$ -	\$ 122,109	\$ 312,480	\$ 2,057,489		\$ 608,652	\$ 608,652	
Table R-55	Bannon St.	N. 5th St. to Judah St	90-3L-BB-PP	\$ 315,900	\$ 580,892	\$ -	\$ 93,000	\$ 72,742	\$ 234,360	\$ 1,531,253		\$ 405,768	\$ 405,768	
Table R-56	Bannon St.	Judah St to N. 6th St	90-3L-BB-PP	\$ 315,900	\$ 577,250	\$ -	\$ 93,000	\$ 72,137	\$ 217,620	\$ 1,493,527		\$ 405,768	\$ 405,768	
Table R-57	Bannon St.	N. 6th St. to N. 7th St	90-3L-BB-PP	\$ 315,900	\$ 575,316	\$ -	\$ 93,000	\$ 68,510	\$ 212,040	\$ 1,476,806		\$ 405,768	\$ 405,768	
Table R-58	Bannon St.	N. 7 St to Street N	90-3L-BB-PP	\$ 473,850	\$ 871,681	\$ -	\$ 122,063	\$ 130,975	\$ 348,750	\$ 2,296,069		\$ 608,652	\$ 608,652	
Table R-59	Bannon St.	Street N to N. 10th St	90-3L-BB-PP	\$ 473,850	\$ 859,084	\$ -	\$ 122,063	\$ 112,840	\$ 306,900	\$ 2,181,637		\$ 608,652	\$ 608,652	
Table R-60	Bannon St.	N. 10th St. to N. 11th St.	90-3L-BB-PP	\$ 118,080	\$ 563,852	\$ -	\$ 197,625	\$ -	\$ -	\$ 879,557		\$ 425,153	\$ 425,153	
Table R-61	Bannon St.	N. 11th St. to Dos Rios St.	90-3L-BB-PP	\$ 118,080	\$ 563,852	\$ -	\$ 197,625	\$ -	\$ -	\$ 879,557		\$ 425,153	\$ 425,153	

Table A-1
City of Sacramento
River District Roadway Costs
 January 1, 2014

Table Number	Street Name	Location	Section	Fee Funded								Frontage		
				ROW Cost	Thoroughfare/ Median	Frontage	Sewer	Water	Storm Drain	Fee Funded Total		Frontage Portion	Frontage Program Eligible	Note
Table R-62	Bannon St.	Dos Rios St to Street W	90-3L-BB-PP	\$ 256,102	\$ 445,358	\$ -	\$ 88,350	\$ 65,891	\$ 146,475	\$ 1,148,651		\$ 311,596	\$ 311,596	
Table R-63	Bannon St.	Street W to N. 12th St	90-3L-BB-PP	\$ 202,500	\$ 341,240	\$ -	\$ 54,250	\$ 54,002	\$ -	\$ 651,992		\$ 263,133	\$ 263,133	
Table R-64	North C Street	Sequoia Pacific to N. 5th St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 514,060	\$ -	
Table R-65	North C Street	N. 5th St. to Judah St	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 484,764	\$ -	
Table R-66	North C Street	Judah St to N. 6th St	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 484,764	\$ -	
Table R-67	North C Street	N. 6th St. to N. 7th St	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 484,764	\$ -	
Table R-68	North C Street	N. 7th St to Street N	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 727,146	\$ -	
Table R-69	North C Street	Street N to N. 10th St	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 727,146	\$ -	
Table R-70	North C Street	N. 10th St. to N. 11th St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 490,623	\$ -	
Table R-71	North C Street	N. 11th St. to Dos Rios St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 525,778	\$ -	
Table R-72	North C Street	N. 12 th St. to Ahern St	80-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 676,446	\$ -	
Table R-73	North C Street	Ahern St. to N. 16th St.	80-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 587,564	\$ -	
Table R-74	Water Street	Sequoia Pacific To N. 5th St.	85-4L-BB-PP	\$ -	\$ 378,350	\$ -	\$ -	\$ 66,495	\$ -	\$ 444,845		\$ 296,854	\$ 296,854	
Table R-75	N. B St.	N. 5th St. to N. 7th St.	85-4L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ 220,643	\$ -	\$ 220,643		\$ 1,190,515	\$ 1,190,515	
Table R-76	N. B St.	N. 7th St. to N. 10th St.	85-4L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ 237,770	\$ -	\$ 237,770		\$ 1,280,854	\$ 1,280,854	
Table R-77	N. B St.	N. 10th St. to N. 12th St.	80-4L-BB	\$ -	\$ -	\$ -	\$ -	\$ 167,850	\$ -	\$ 167,850		\$ 899,625	\$ 899,625	
Table R-78	N. B St.	N. 12th St. to N. 14th St.	80-4L-BB	\$ -	\$ -	\$ -	\$ -	\$ 178,328	\$ -	\$ 178,328		\$ 914,434	\$ 914,434	
Table R-79	N. B St	N. 14th St. to N. 16th St.	80-4L-BB	\$ -	\$ -	\$ -	\$ -	\$ 174,096	\$ -	\$ 174,096		\$ 840,389	\$ 840,389	
Table R-80	Bercut Drive	Richards Blvd. To Signature Blvd.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,968	\$ 220,968		\$ 496,482	\$ -	
Table R-81	Bercut Drive	Signature Blvd. To Street 9	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 426,080	\$ 426,080		\$ 1,175,676	\$ -	
Table R-82	Street C	Signature Blvd. To Street 9	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,250	\$ 209,250		\$ 649,898	\$ -	
Table R-83	N. 3rd Street	Bannon St to Richards Blvd	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 573,730	\$ -	
Table R-84	N. 3rd Street	Richards Blvd. To Signature St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,175	\$ 230,175		\$ 543,355	\$ -	
Table R-85	N. 3rd St.	Signature Blvd. To Street 9	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,620	\$ 217,620		\$ 608,885	\$ -	
Table R-86	N. 3rd St.	Street 9 to Street 8	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,000	\$ 155,000		\$ 597,167	\$ -	
Table R-87	Street E	Signature St. to Street 9	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251,100	\$ 251,100		\$ 461,328	\$ -	
Table R-88	Street E	Street 9 to Street 8	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 244,125	\$ 244,125		\$ 455,469	\$ -	
Table R-89	Sequoia Pacific	N. B St. to N. C St	85-4L-BB-PP	\$ -	\$ 523,696	\$ -	\$ 75,950	\$ 20,150	\$ -	\$ 619,796		\$ 409,189	\$ 409,189	
Table R-90	Sequoia Pacific	N. C St. to Bannon St.	85-4L-BB-PP	\$ 53,083	\$ 679,049	\$ -	\$ 75,950	\$ 67,503	\$ 93,000	\$ 1,061,585		\$ 279,862	\$ 279,862	
Table R-91	Sequoia Pacific	Richards Blvd to Signature Street	125-3L-BB-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 218,736	\$ 218,736		\$ 334,289	\$ 334,289	
Table R-92	Sequoia Pacific	Signature St to Street 9	125-3L-BB-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,600	\$ 111,600		\$ 223,895	\$ 223,895	
Table R-93	Sequoia Pacific	Street 9 to Street 8	125-3L-BB-LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,474	\$ 57,474		\$ 226,877	\$ 226,877	
Table R-94	Street G	Signature Street to New Street D	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 395,798	\$ -	
Table R-95	Street G	New Street D to New Street B	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,460	\$ 206,460		\$ 484,764	\$ -	
Table R-96	Street G	New Street B to Street 3	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,720	\$ 189,720		\$ 484,764	\$ -	
Table R-97	N. 5th St.	River District's Boundary to N. B St	5TH-RY	\$ 40,908	\$ 228,698	\$ -	\$ -	\$ -	\$ -	\$ 269,606		\$ 181,623	\$ -	
Table R-98	N. 5th St.	N. B St to N. C St.	68-2L-PP	\$ 300,306	\$ 391,509	\$ -	\$ 86,800	\$ 74,958	\$ 206,460	\$ 1,266,493		\$ 490,623	\$ -	
Table R-99	N. 5th St.	N. C St to Bannon St.	68-2L-PP	\$ 854,903	\$ 443,318	\$ -	\$ 86,800	\$ 68,712	\$ 251,100	\$ 1,955,933		\$ 562,012	\$ -	
Table R-100	N. 5th St.	Bannon St to Richards Blvd.	68-2L-PP	\$ 283,824	\$ 400,629	\$ -	\$ -	\$ -	\$ 13,950	\$ 712,353		\$ 620,603	\$ -	
Table R-101	N. 5th St.	Richards Blvd. To Signature Ave. (west side)	85-4L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 284,798	\$ -	
Table R-102	N. 5th St.	Signature St. to New Street D (west side)	85-4L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 269,592	\$ -	
Table R-103	N. 5th St.	New Street D to New Street B (west side)	85-4L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 299,240	\$ -	
Table R-104	N. 5th. St.	New Street B to Street 3 (west side)	85-4L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 299,240	\$ -	
Table R-105	Judah Street	N. B St to N. C St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 437,892	\$ -	
Table R-106	Judah Street	N. C St to Bannon St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 562,012	\$ -	
Table R-107	Judah Street	Bannon St to Richards Blvd.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 620,603	\$ -	
Table R-108	N. 6th Street	N. B St to N. C St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,560	\$ 178,560		\$ 437,892	\$ -	
Table R-109	N. 6th Street	N. C St to Bannon St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251,100	\$ 251,100		\$ 562,012	\$ -	
Table R-110	N. 6th Street	Bannon St to Richards Blvd.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 620,603	\$ -	
Table R-111	N. 7th Street	N. B St to N. C St.	100-BT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 233,579	\$ 233,579		\$ 413,960	\$ -	
Table R-112	N. 7th Street	N. C St to Bannon St.	100-BT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 352,303	\$ 352,303		\$ 527,278	\$ -	
Table R-113	N. 7th Street	Bannon St to Richards Blvd.	100-BT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 399,212	\$ 399,212		\$ 587,407	\$ -	
Table R-114	Street N	N. B Street to N. C Street	68-2L-PP	\$ 328,410	\$ -	\$ -	\$ -	\$ -	\$ 200,880	\$ 529,290		\$ 570,741	\$ -	
Table R-115	Street N	N. C Street to Bannon St.	68-2L-PP	\$ 371,225	\$ -	\$ -	\$ -	\$ -	\$ 245,520	\$ 616,745		\$ 647,213	\$ -	
Table R-116	Street N	Bannon St. to Richards Blvd.	68-2L-PP	\$ 400,528	\$ -	\$ -	\$ -	\$ -	\$ 279,000	\$ 679,528		\$ 699,638	\$ -	
Table R-117	N. 10th St.	Project Boundary to N. B. Street	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 410,136	\$ 410,136	
Table R-118	N. 10th St.	N. B St. to N. C St.	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 139,500	\$ 139,500		\$ 449,970	\$ 449,970	
Table R-119	N. 10th St.	N. C St. to N. Bannon St.	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,250	\$ 209,250		\$ 509,686	\$ 509,686	
Table R-120	N. 10th St.	Bannon St. to Richards Blvd.	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 298,995	\$ 298,995		\$ 717,176	\$ 717,176	
Table R-121	N. 10th St.	Richards Blvd. To Signature St.	60-P	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,932	\$ 178,932		\$ 122,733	\$ -	

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Table A-1
City of Sacramento
River District Roadway Costs
January 1, 2014

Table Number	Street Name	Location	Section	Fee Funded							Frontage		
				ROW Cost	Thoroughfare/ Median	Frontage	Sewer	Water	Storm Drain	Fee Funded Total	Frontage Portion	Frontage Program Eligible	Note
Table R-122	N. 10th St.	Signature St. to Vine St.	60-P	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 451,583	\$ -	
Table R-123	N. 10th St.	Vine St. to Riverfront Drive	60-P	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 301,055	\$ -	
Table R-124	Street R	N. B St. to N. C St.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 502,341	\$ -	
Table R-125	Street R	N. C St. to Bannan St	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 567,871	\$ -	
Table R-128	Street S	Street 10 to Vine St.	50-B	\$ 238,278	\$ 1,032,624	\$ -	\$ 130,200	\$ 123,923	\$ -	\$ 1,525,025	\$ 492,938	\$ 492,938	
Table R-129	Street S	Vine St. to Riverfront Dr.	68-2L-PP	\$ -	\$ 586,283	\$ -	\$ 130,200	\$ 123,923	\$ -	\$ 840,406	\$ 833,690	\$ 833,690	
Table R-130	Dos Rios St.	N. C St. to Bannan St.	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279,000	\$ 509,686	\$ -	
Table R-131	Dos Rios St.	Bannan St. to Richards Blvd.	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 430,172	\$ 430,172	\$ 1,096,875	\$ -	
Table R-132	Dos Rios St.	Richards Blvd. To Vine St.	80-3L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 446,400	\$ 446,400	\$ 721,602	\$ -	
Table R-133	Dos Rios St.	Vine St. to Riverfront Dr.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 874,703	\$ -	
Table R-134	Street U	Vine St. to Riverfront Dr.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 939,153	\$ -	
Table R-135	Street V	Street 2 to Riverfront Dr.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 573,730	\$ -	
Table R-136	Street W	Bannan St. to Richards Blvd.	100-2L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 585,900	\$ 585,900	\$ 1,156,471	\$ -	
Table R-137	Street W	Richards Blvd to Vine St	100-2L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 457,359	\$ -	
Table R-138	Street W	Vine St. to Street 2	100-2L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,280	\$ -	
Table R-139	Street W	Street 2 to Riverfront Drive	100-2L-BB-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,280	\$ -	
Table R-140	Street X	Street 2 to Riverfront Dr.	68-2L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 384,080	\$ -	
Table R-141	N. 12th Street	N. B St. to Sproule Ave.	80-4L-LRT	\$ -	\$ -	\$ 641,095	\$ -	\$ -	\$ -	\$ 641,095	\$ 641,095	\$ -	Frontage in Fee Program
Table R-142	N. 12th Street	Sproule Ave. to Richards Blvd.	80-4L	\$ 259,650	\$ 362,933	\$ 937,682	\$ -	\$ -	\$ -	\$ 1,560,265	\$ 937,682	\$ -	Frontage in Fee Program
Table R-142b	N. 12th Street	Richards Ave. to Vine Ave.	80-4L	\$ 193,050	\$ 443,717	\$ 519,919	\$ -	\$ -	\$ -	\$ 1,156,686	\$ 519,919	\$ -	Frontage in Fee Program
Table R-143	N. 12th Street	N. B St. to N. C. St	80-4L	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 359,481	\$ -	
Table R-144	Ahern St.	N. B St. to N. C. St	40-2L-P	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,844	\$ -	
Table R-145	N. 16th Street	N. B St to Sproule	80-4L-PP	\$ -	\$ -	\$ 598,161	\$ -	\$ -	\$ -	\$ 598,161	\$ 598,161	\$ -	Frontage in Fee Program
Table R-146	N. 16th Street	Sproule Ave. to Richards Blvd.	80-4L-PP	\$ -	\$ -	\$ 235,280	\$ -	\$ -	\$ -	\$ 235,280	\$ 235,280	\$ -	Frontage in Fee Program
Table R-147	N. 16th Street	Richards Blvd. to Vine Ave.	80-4L-PP	\$ -	\$ -	\$ 107,099	\$ -	\$ -	\$ -	\$ 107,099	\$ 107,099	\$ -	Frontage in Fee Program
Table R-148	N. 16th Street	Vine Ave. to Riverfront Dr.	80-4L-PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 453,848	\$ -	
Table R-149	Vine St.	N.12th St. to N. 16th St.	80-4L	\$ 23,175	\$ 604,625	\$ 638,180	\$ 65,100	\$ -	\$ 223,200	\$ 1,777,480	\$ 638,180	\$ -	Frontage in Fee Program
Total:				\$ 7,389,720	\$ 21,527,912	\$ 4,480,729	\$ 2,234,325	\$ 2,918,929	\$ 15,916,693	\$ 58,111,645	\$ 81,919,994	\$ 24,691,761	
Other:													
Table R-INTERCHANGE	Richards Blvd. I-5		0	\$ -	\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ 8,200,000	\$ -	\$ -	
Table R-SDMISC	Storm Drain Misc		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,503,454	\$ 7,503,454	\$ -	\$ -	
Table R-SMISC	Sewer Miscellaneous		0	\$ -	\$ -	\$ -	\$ 3,275,125	\$ -	\$ -	\$ 3,275,125	\$ -	\$ -	
Table R-WMISC	Water Miscellaneous		0	\$ -	\$ -	\$ -	\$ -	\$ 564,340	\$ -	\$ 564,340	\$ -	\$ -	
Table R-UNDER CROSSING	Undercrossing	10th St., south of N. B St.	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Total:				\$ -	\$ 8,200,000	\$ -	\$ 3,275,125	\$ 564,340	\$ 7,503,454	\$ 19,542,918	\$ -	\$ -	
Grand Total:				\$ 7,389,720	\$ 29,727,912	\$ 4,480,729	\$ 5,509,450	\$ 3,483,269	\$ 23,420,146	\$ 77,654,563	\$ 81,919,994	\$ 24,691,761	

harris_cost

Table A-2
City of Sacramento
River District Finance Plan
Adjusted Sewer Costs [1]

Item	Source	Quantity
Total Miscellaneous Funded Sewer Costs	Table A-1	\$3,275,125
Adjustments		
Remaining Sewer Improvements (CSS Fee Funded)		
Sanitary Sewer Trunk Line (Shared with Railyards)		\$3,275,125
Less 55% Markup on Sanitary Sewer Trunk Line		(\$1,162,141)
Plus Offsite Sewer Improvements		\$12,143,124
Subtotal Sewer Adjustments		\$10,980,983
Adjusted Sewer Total		\$14,256,108

"sewer"

[1] Sewer costs are adjusted to exclude certain privately funded sewer improvements, remove the duplicative markup on the sanitary sewer trunk line shared with the Railyards, and add additional offsite sewer improvements identified in the Railyards Financing Plan and not accounted for in the Harris cost estimates.

Table A-3
City of Sacramento
River District Finance Plan
Summary of Parks and Open Space Costs (2016\$)

Item	Acres	Sq. Ft.	Cost					Parks Master Planning	Development [4]	Subtotal Park Costs	Park Development Fee Funded Costs	Annual Maintenance Costs [5]
			Land [1]	Land / Sq. Ft.	Acquisition [2]	20% Markup [3]	Subtotal Land Acquisition					
Parks [6]												
Lot 103	3.36	146,194	\$2,192,916	\$15	\$66,675	\$451,918	\$2,711,509	\$50,000	\$1,174,657	\$3,936,166	\$1,224,657	\$49,107
Lot 103 [7]	2.03	88,439	\$1,326,585	\$15	\$66,675	\$278,652	\$1,671,912	-	\$710,598	\$2,382,510	\$710,598	\$29,707
Lot 104 [7]	0.33	14,199	\$212,985	\$15	\$66,675	\$55,932	\$335,592	-	\$114,087	\$449,679	\$114,087	\$4,770
Lot 200	1.99	86,492	\$605,441	\$7	\$88,900	\$138,868	\$833,209	\$50,000	\$694,950	\$1,578,159	\$744,950	\$29,053
Lot 121 [8]	9.99	435,322	\$3,239,289	\$7	\$422,275	\$732,313	\$4,393,877	\$50,000	\$3,497,770	\$7,941,646	\$3,547,770	\$103,224
Lot 121	1.68	73,252	\$512,761	\$7	\$177,800	\$138,112	\$828,673	\$50,000	\$588,568	\$1,467,241	\$638,568	\$24,606
Lot 501	3.68	160,224	\$2,002,800	\$13	\$88,900	\$418,340	\$2,510,040	\$50,000	\$1,287,383	\$3,847,423	\$1,337,383	\$53,820
Lot 518	3.51	153,101	\$1,071,707	\$7	\$22,225	\$218,786	\$1,312,718	\$50,000	\$1,230,150	\$2,592,869	\$1,280,150	\$51,427
Subtotal Parks	26.57	1,157,223	\$11,164,483	\$10	\$1,000,125	\$2,432,922	\$14,597,529	\$300,000	\$9,298,163	\$24,195,692	\$9,598,163	\$345,714
Undesignated Parks [9]	7.70	335,412	\$3,235,938	\$10	TBD	TBD	\$3,235,938	\$100,000	\$2,695,000	\$6,030,938	\$2,795,000	\$79,533
Community Parks Outside of RDSP [10]	14.30	622,908	\$0	\$0	TBD	TBD	\$0	\$200,000	\$5,005,000	\$5,205,000	\$5,205,000	\$147,704
Total Parks	34.27	2,115,543	\$14,400,421	\$7	\$1,000,125	\$2,432,922	\$17,833,468	\$600,000	\$16,998,163	\$35,431,631	\$17,598,163	\$572,952
Open Space												
Lot 100	0.17	7,573	\$136,319	\$18	\$88,900	\$45,044	\$270,263	\$20,000	\$43,465	\$333,728		\$2,544
Lot 409/410/411	1.82	79,251	\$554,757	\$7	\$44,450	\$119,841	\$719,048	\$20,000	\$454,838	\$1,193,887		\$26,621
Lot 500	0.73	31,881	\$398,513	\$13	\$22,225	\$84,148	\$504,885	\$20,000	\$182,972	\$707,857		\$10,709
Lot 515/516	2.96	128,748	\$1,609,350	\$13	\$44,450	\$330,760	\$1,984,560	\$20,000	\$738,912	\$2,743,472		\$43,247
Subtotal Open Space	5.68	247,453	\$2,698,939	\$11	\$200,025	\$579,793	\$3,478,757	\$80,000	\$1,420,187	\$4,978,943		\$83,121
Total Parks and Open Space	54.25	2,362,996	\$17,099,360	\$7	\$1,200,150	\$3,012,714	\$21,312,224	\$680,000	\$18,418,350	\$40,410,574		\$656,073

"parks_cost"

Source: City of Sacramento; EPS.

[1] Does not include the following: title policies, escrow costs, survey, plats and legal, environmental site assessments, litigation, damages to real property and economic losses, and other unknowns. It also assumes that no structures will need to be razed and there are no demolition costs.

[2] Includes preliminary reports of title, fee appraisals, appraisal review, appraisal contingency, and City real estate services staff costs.

[3] Mark-ups are included for offsite improvements only.

[4] Park development costs are assumed to be \$350,000 per acre for an average neighborhood park. Additional amenities or urban plaza type development will have higher costs. Open Space costs are assumed to be \$250,000 per acre.

[5] Annual maintenance costs vary by the size of the park. This analysis uses the following assumptions:
0-4 acres = \$14,632/acre; 4-7 acres = \$11,764/acre; 7-10 acres = \$10,329/acre; 10+ acres = \$8,894/acre

[6] Lot identification based on Specific Plan Figure 5.1: River District Specific Plan Block and Street Diagram current as of November 2010.

[7] Park master planning cost is included within previous Lot 103 costs.

[8] Lot 121 may include a 400' x 60' detention basis; this cost was not accounted for in the cost estimate.

[9] Undesignated RDSP park acres represent neighborhood acres that will be required within the RDSP as part of a condition of approval for specific development projects that have not met their park development requirements.

[10] Reflects gap between required and planned park acres.

Table A-4
City of Sacramento
River District Park Cost Summary

Lot (1)	APN	Size		Costs						
		Sq. Footage	Acres	Per Sq. Ft.	Land (2)	Acquisition (3)	Planning	Development (4)	Mark-up 20% (5)	Total Cost
Parks										
103	001-0181-016-0000	49658.4		\$15.00	\$744,876	\$22,225				
	001-0181-020-0000	47885		\$15.00	\$718,275	\$22,225				
	001-0181-021-0000	48651		\$15.00	\$729,765	\$22,225				
	Subtotal	146194.4	3.36		\$2,192,916	\$66,675	\$50,000	\$1,174,657	\$234,931	\$3,719,179
103	001-0181-022-0000	34506		\$15.00	\$517,590	\$22,225				
	001-0181-027-0000	2616		\$15.00	\$39,240	\$22,225				
	001-0181-028-0000	51317		\$15.00	\$769,755	\$22,225				
	Subtotal	88439	2.03		\$1,326,585	\$66,675	(incl. above)	\$710,598	\$142,120	\$2,245,978
104	001-0181-030-0000	2090		\$15.00	\$31,350	\$22,225				
	001-0181-031-0000	1194		\$15.00	\$17,910	\$22,225				
	001-0181-036-0000	10915		\$15.00	\$163,725	\$22,225				
	Subtotal	14199	0.33		\$212,985	\$66,675	(incl. above)	\$114,087	\$22,817	\$416,565
200	001-0200-010-0000	48201		\$7.00	\$337,407	\$22,225				
	001-0200-025-0000	15631.5		\$7.00	\$109,421	\$22,225				
	001-0200-034-0000	2177		\$7.00	\$15,239	\$22,225				
	001-0200-037-0000	20482		\$7.00	\$143,374	\$22,225				
	Subtotal	86491.5	1.99		\$605,441	\$88,900	\$50,000	\$694,950	\$138,990	\$1,578,281
121 (6)	001-0040-037-0000	24004		\$15.00	\$360,060	\$22,225				
	001-0040-020-0000	11379		\$7.00	\$79,653	\$22,225				
	001-0040-019-0000	8276		\$7.00	\$57,932	\$22,225				
	001-0040-039-0000	16436		\$7.00	\$115,052	\$22,225				
	001-0040-015-0000	6322		\$7.00	\$44,254	\$22,225				
	001-0040-014-0000	20800		\$7.00	\$145,600	\$22,225				
	001-0040-013-0000	6322		\$7.00	\$44,254	\$22,225				
	001-0040-012-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-001-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-002-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-003-0000	12643		\$7.00	\$88,501	\$22,225				
	001-0052-004-0000	12643		\$7.00	\$88,501	\$22,225				
	001-0052-007-0000	6534		\$7.00	\$45,738	\$22,225				
	001-0052-022-0000	11379		\$7.00	\$79,653	\$22,225				
	001-0052-024-0000	56628		\$7.00	\$396,396	\$22,225				
	001-0052-025-0000	6322		\$7.00	\$44,254	\$22,225				

Table A-4
City of Sacramento
River District Park Cost Summary

Lot (1)	APN	Size		Costs						
		Sq. Footage	Acres	Per Sq. Ft.	Land (2)	Acquisition (3)	Planning	Development (4)	Mark-up 20% (5)	Total Cost
	001-0061-025-0000	101930.4		\$7.00	\$713,513	\$22,225				
	001-0061-026-0000	87720		\$7.00	\$614,040	\$22,225				
	001-0210-024-0000	26382		\$7.00	\$184,674	\$22,225				
	Subtotal	435322.4	9.99		\$3,239,289	\$422,275	\$50,000	\$3,497,770	\$699,554	\$7,908,887
121	001-0064-004-0000	31500		\$7.00	\$220,500	\$22,225				
	001-0064-005-0000	5485		\$7.00	\$38,395	\$22,225				
	001-0064-006-0000	5663		\$7.00	\$39,641	\$22,225				
	001-0064-007-0000	7629		\$7.00	\$53,403	\$22,225				
	001-0064-008-0000	9148		\$7.00	\$64,036	\$22,225				
	001-0640-009-0000	7841		\$7.00	\$54,887	\$22,225				
	001-0640-010-0000	5227		\$7.00	\$36,589	\$22,225				
	001-0640-011-0000	758.5		\$7.00	\$5,310	\$22,225				
	Subtotal	73251.5	1.68		\$512,761	\$177,800	\$50,000	\$588,568	\$117,714	\$1,446,842
501	001-0104-014-0000	10769		\$12.50	\$134,613	\$22,225				
	001-0104-016-0000	22851		\$12.50	\$285,638	\$22,225				
	001-0104-017-0000	95832		\$12.50	\$1,197,900	\$22,225				
	001-0104-018-0000	30772		\$12.50	\$384,650	\$22,225				
	Subtotal	160224	3.68		\$2,002,800	\$88,900	\$50,000	\$1,287,383	\$257,477	\$3,686,560
518	001-0160-050-0000	153101		\$7.00	\$1,071,707	\$22,225				
	Subtotal	153101	3.51		\$1,071,707	\$22,225	\$50,000	\$1,230,150	\$246,030	\$2,620,112
TOTAL PARKS			26.57		\$11,164,483	\$1,000,125	\$300,000	\$9,298,163	\$1,859,633	\$23,622,403
Open Space										
100	001-0012-015-0000	716.5		\$18.00	\$12,897.00	\$22,225				
	001-0012-016-0000	2205		\$18.00	\$39,690.00	\$22,225				
	001-0012-022-0000	834.4		\$18.00	\$15,019.20	\$22,225				
	001-0012-025-0000	3817.4		\$18.00	\$68,713.20	\$22,225				
	Subtotal	7573.3	0.17		\$136,319	\$88,900	\$20,000	\$43,465	\$8,693	\$297,377
409/410/411	001-0081-010-0000	64469		\$7.00	\$451,283.00	\$22,225				
	001-0090-005-0000	14782		\$7.00	\$103,474.00	\$22,225				
	Subtotal	79251	1.82		\$554,757	\$44,450	\$20,000	\$454,838	\$90,968	\$1,165,013
500	001-0070-029-0000	31881		\$12.50	\$398,512.50	\$22,225				
	Subtotal	31881	0.73		\$398,513	\$22,225	\$20,000	\$182,972	\$36,594	\$660,304

Table A-4
City of Sacramento
River District Park Cost Summary

Lot (1)	APN	Size		Costs						
		Sq. Footage	Acres	Per Sq. Ft.	Land (2)	Acquisition (3)	Planning	Development (4)	Mark-up 20% (5)	Total Cost
515/516	002-0041-075-0000	117612		\$12.50	\$1,470,150.00	\$22,225				
	002-0055-014-0000	11136		\$12.50	\$139,200.00	\$22,225				
	Subtotal	128748	2.96		\$1,609,350	\$44,450	\$20,000	\$738,912	\$147,782	\$2,560,494
TOTAL OPEN SPACE			5.68		\$2,698,939	\$200,025	\$80,000	\$1,420,187	\$284,037	\$4,683,188
TOTAL PARKS AND OPEN SPACE										\$28,305,591

"park_detail"

Notes:

- 1) Lot designations remain preliminary and subject to change. Parks shown in this table exclude Township 9 parks.
- 2) Does not include title policies; escrow costs; survey, plats & legals; environmental site assessments; litigation; damages to real property and economic losses and other unknowns. It also makes the following assumptions for purposes of establishing a value per square foot: no condemnation; no relocation; no title issues to cure; no damages to remainder parcel; all property to be acquired in fee; all property is vacant and unimproved; therefore, no improvements, structures, etc. need to be taxed; no demolition costs.
- 3) Includes preliminary reports of title, fee appraisals, appraisal review, appraisal contingency (to cover costs of property owner's appraisals if condemnation is used, and City Real Estate Services staff costs.
- 4) Park development costs are assumed to be \$350,000/acre for an average neighborhood park. Additional amenities or urban plaza type development will have higher costs. Open space costs are assumed to be \$250,000/acre.
- 5) Mark-ups are included for off-site improvements. All on-site mark-ups are covered through either the park development costs or master planning costs.
- 6) Lot 121 may include a 400' x 60' detention basin; this was not accounted for in the cost estimate

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**Table A-5
City of Sacramento
River District Intersection Cost Summary**

Intersection	Control Type		Improvement Cost	Mark-up	Total Improvement Cost	River District % Share	River District Cost Share	Notes
	Existing	Future		(40% Design, CM, PM, Environ, 15% Cont)				
Signals:								
3. Bercut Drive / Richards Boulevard	Signal	Modified	\$ 450,000	\$ 247,500	\$ 697,500	100%	\$ 697,500	In Baseline - restripe and timing only. In Cumulative - the same as above.
4. 3rd Street / Richards Boulevard	Signal	Signal Timing	\$ 5,600	\$ -	\$ 5,600	100%	\$ 5,600	In Baseline - modify timing.
5. North 4th St / Richards Boulevard	Signal	Modified	\$ 130,300	\$ 71,665	\$ 201,965	100%	\$ 201,965	Modify Signal. Plus modify timing (Cumulative).
7. 7th Street / Richards Boulevard	Signal	Modified	\$ 130,300	\$ 71,665	\$ 201,965	100%	\$ 201,965	Plus modify timing (Cumulative).
9. Dos Rios Street / Richards Boulevard	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	No new lanes.
10. Street W / New Richards Boulevard		New Signal	\$ 240,300	\$ 132,165	\$ 372,465	100%	\$ 372,465	Then restriping and timing in Cumulative.
11. New 12th Street / New Richards Boulevard		New Signal	\$ 400,000	\$ 220,000	\$ 620,000	100%	\$ 620,000	
12. 16th Street / New Richards Boulevard		New Signal	\$ 410,000	\$ 225,500	\$ 635,500	100%	\$ 635,500	Restripe - cumulative.
13. Vine Street / New Richards Boulevard		AWSC	\$ 25,000	\$ 13,750	\$ 38,750	100%	\$ 38,750	
15. Vine Street / Richards Boulevard	SSSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
16. Vine Street / New 12th Street		New Signal	\$ 400,000	\$ 220,000	\$ 620,000	100%	\$ 620,000	
17. 12th Street / 16th Street / Richards Boulevard (future New Vine St / New St)	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	Timing - in Baseline. Restriping - in Cumulative.
18. 12th Street / Sunbeam Avenue / Sproule Avenue	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	
20. Bercut Drive / Bannon Street (Side street stop sign control)	SSSC	New Signal	\$ 180,000	\$ 99,000	\$ 279,000	100%	\$ 279,000	3-Way Signal
21. 3rd Street / Bannon Street		New Signal	\$ 180,000	\$ 99,000	\$ 279,000	100%	\$ 279,000	3-Way Signal
22. 5th Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
23. North 4th St / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
24. 7th Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
25. 10th Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
26. Dos Rios Street / Bannon Street		New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
27. 12th Street / Bannon Street		New Signal	\$ 400,000	\$ 220,000	\$ 620,000	100%	\$ 620,000	
30. 7th Street / North B Street	AWSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
32. 12th Street / North B Street	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	One Way Traffic on 12th St. 3 leg intersection.
33. 14th Street / North B Street	SSSC	New Signal	\$ 230,300	\$ 126,665	\$ 356,965	100%	\$ 356,965	Restripe - in Cumulative.
34. Ahern / North B Street	SSSC	New Signal	\$ 240,300	\$ 132,165	\$ 372,465	100%	\$ 372,465	Restripe and timing - in Cumulative.
35. North 16th St / North B Street	Signal	signal timing	\$ 5,300	\$ -	\$ 5,300	100%	\$ 5,300	
39. 10th Street / C Street		New Signal	\$ 355,300	\$ 195,415	\$ 550,715	100%	\$ 550,715	Add lanes plus timing - in Cumulative.
40. 12th St / C Street	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	
41. 14th Street / C Street	AWSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	Install signal - cumulative.
42. 16th Street / C Street	Signal	Modified	\$ 255,300	\$ 140,415	\$ 395,715	100%	\$ 395,715	Restripe plus timing - cumulative
43. 7th Street / F Street	SSSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
44. 10th Street / F Street	AWSC	New Signal	\$ 225,000	\$ 123,750	\$ 348,750	100%	\$ 348,750	
45. 14th Street/ F Street	Signal	modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	Modify timing - Baseline. Convert parking to a lane, restripe, modify timing - Cumulative.
46. 7th Street / G Street	Signal	Modified	\$ 15,300	\$ -	\$ 15,300	100%	\$ 15,300	Restripe, timing - Cumulative.
48. 5th Street / H Street	SSSC	New Signal	\$ 240,300	\$ 132,165	\$ 372,465	100%	\$ 372,465	Restripe, timing - Cumulative.
49. 6th Street/ H Street	Signal	Modified	\$ 15,300	\$ -	\$ 15,300	100%	\$ 15,300	Add signal phase, timing - cumulative.
50. 7th Street H Street	Signal	Modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	
51. 16th Street/H Street	Signal	signal timing	\$ 10,600	\$ -	\$ 10,600	100%	\$ 10,600	Timing - in Baseline. Timing - in Cumulative too.
53. 5th Street / I Street	Signal	Signal Timing	\$ 10,600	\$ -	\$ 10,600	100%	\$ 10,600	Timing - in Baseline. Timing - in Cumulative too.
54. 6th Street / I Street	Signal	modified	\$ 125,000	\$ 68,750	\$ 193,750	100%	\$ 193,750	Restriping and timing - in Baseline and in Cumulative too.

A-12

**Table A-5
City of Sacramento
River District Intersection Cost Summary**

Intersection	Control Type		Improvement Cost	Mark-up	Total Improvement Cost	River District % Share	River District Cost Share	Notes
	Existing	Future		(40% Design, CM, PM, Environ, 15% Cont)				
56. 3rd Street / J Street	Signal	Modified	\$ 10,000	\$ -	\$ 10,000	100%	\$ 10,000	Restripe lanes (Cumulative).
North B Street/Judah Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
North B Street/6th Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
North B Street/8th Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
North B Street / 9th Street	Signal	New Signal	\$ 300,000	\$ 165,000	\$ 465,000	50%	\$ 232,500	Part of Railyards Plan. River District contribution
Total Signals:			\$ 8,790,100	\$ 4,794,570	\$ 13,584,670		\$ 12,654,670	
Roundabouts:								
103. Bercut / St C			\$ 600,000	\$ 330,000	\$ 930,000	100%	\$ 930,000	
14. Vine/10th Street			\$ 600,000	\$ 330,000	\$ 930,000	100%	\$ 930,000	
Total Roundabouts:			\$ 1,200,000	\$ 660,000	\$ 1,860,000		\$ 1,860,000	
Total Intersections:			\$ 9,990,100	\$ 5,454,570	\$ 15,444,670		\$ 14,514,670	

"Int"

Notes:

1. Roundabout prices do not include any portion of the roads leading into or out of them other than the median separation.
2. Signals at freeway onramps, 12th and 16th Street are assumed to cost more due to coordination with other agencies.

SSSC = side street stop sign control

AWSC = all-way stop sign control

Table A-6
Bikeways
City of Sacramento
River District Roadway Cost Summary

Table Number	Description	Location	Qty	Unit	Unit Cost	Construction Cost	Mark Ups (55%)	ROW Cost \$	Total Cost \$
B-1	Connection	Jibboom St/American River Bike Trail	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-2	Connection	N. 4th St./American River	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-3	Connection	Street S/American River	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-4	Connection	Richards Blvd/American River Bike Trail	1	EA	\$ 100,000	\$ 100,000	\$ 55,000	\$ -	\$ 155,000
B-5	Path	connecting Signature St. to Street S	475	LF	\$ 90	\$ 42,750	\$ 23,513	\$ 68,400	\$ 134,663
B-6	Path	south of Richards Blvd.	510	LF	\$ 90	\$ 45,900	\$ 25,245	\$ 73,440	\$ 144,585
B-7	Path	Richards Blvd. to Street S	175	LF	\$ 90	\$ 15,750	\$ 8,663	\$ 25,200	\$ 49,613
TOTALS						\$ 504,400	\$ 277,420	\$ 167,040	\$ 948,860

"bikeways"

Notes:

1. Cost per linear foot of bikeways provided by the City based on a recently completed bike project.
2. Cost for each bikeway connection provided by the City based on their estimated costs for a ramp up to the bikepath on the top of the levee.

Table A-7
City of Sacramento
River District Finance Plan
Estimated Onsite Roadways Downtown Cost Participation

Arterial Roadway Facility	1997 Nexus Study - Downtown Contribution to River District Roadways	Est. % of Roadway Facility in River District	Total Downtown Share (1997\$)	Total Downtown Share (2014\$)
	[1]			[2]
7th Street Extension North B to Richards	\$139,000	100%	\$139,000	\$225,015
Richards-Bannon Couplet				
Richards - I-5 to 7th	\$9,000	100%	\$9,000	\$14,569
Richards - 7th to Gateway	\$16,000	100%	\$16,000	\$25,901
Richards - Gateway to 16th	\$42,000	100%	\$42,000	\$67,990
Subtotal Richards-Bannon Couplet	\$67,000		\$67,000	\$108,460
5th Street - G Street to Richards	\$382,000	33%	\$127,333	\$206,128
6th Street - F St. to Richards	\$241,000	33%	\$80,333	\$130,044
North B/B				
B Street	\$81,000	100%	\$81,000	\$131,124
North B - 5th to Gateway	\$7,000	100%	\$7,000	\$11,332
North B - Gateway to 16th	\$178,000	100%	\$178,000	\$288,148
Subtotal North B/B	\$266,000		\$266,000	\$430,603
Total All Arterial Roadway Facilities	\$1,095,000		\$679,667	\$1,100,251

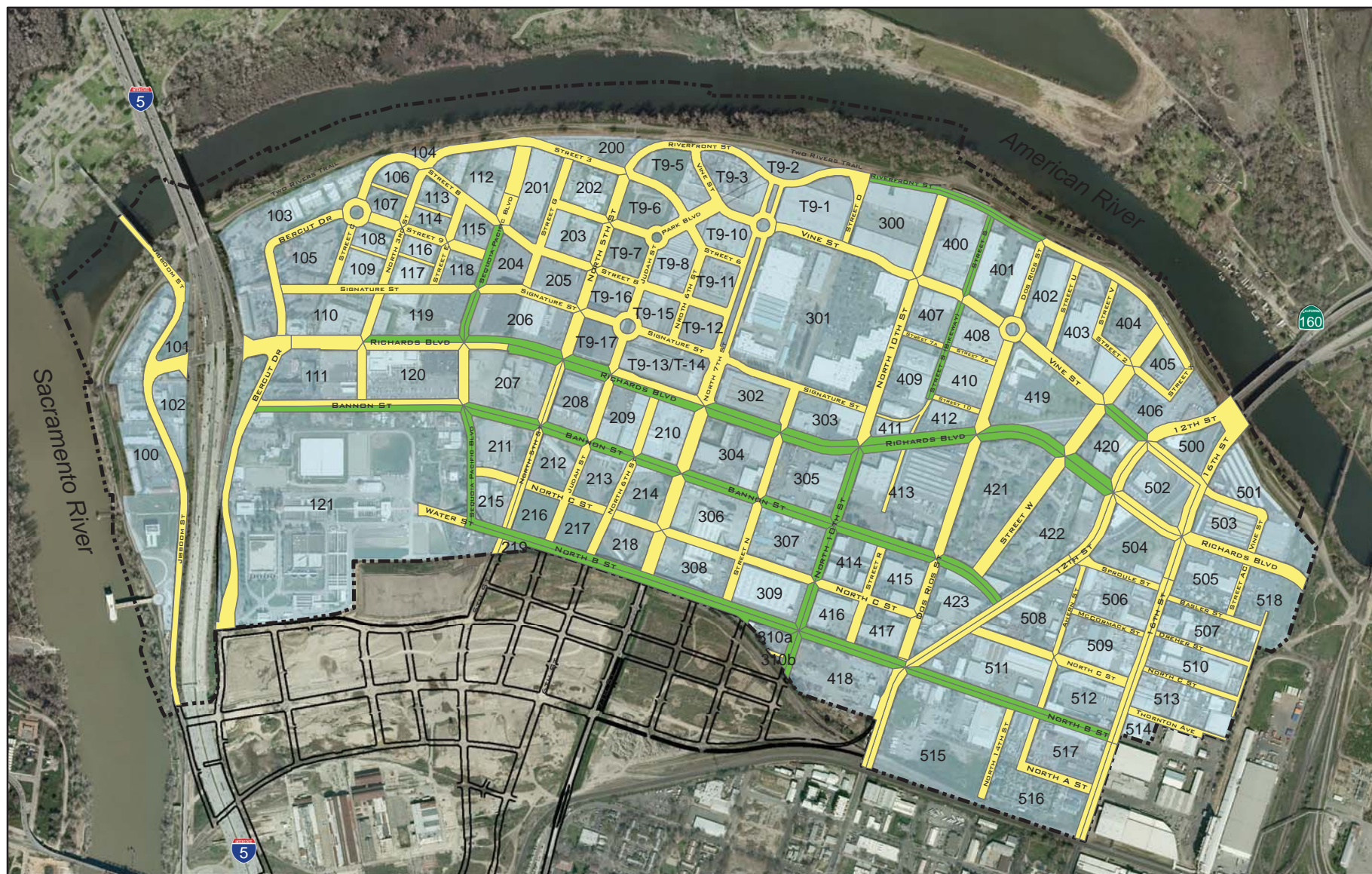
"dt_roads"

Source: Railyards/Richards/Downtown Nexus Study dated September 17, 1997, and Engineering News Record.

[1] Based on net cost allocated to Downtown development in the 1997 Railyards/Richards/Downtown Nexus Study.

[2] Costs escalated from 1997\$ to 2014\$ using the percent change in the ENR San Francisco Construction Cost Index from December 1997 to January 2014.

Roadway Frontage Eligible For Developer Funded Frontage Reimbursement



Map A-1

RDSP Boundary

Railyards Street Grid

101 Blocks-Numbered

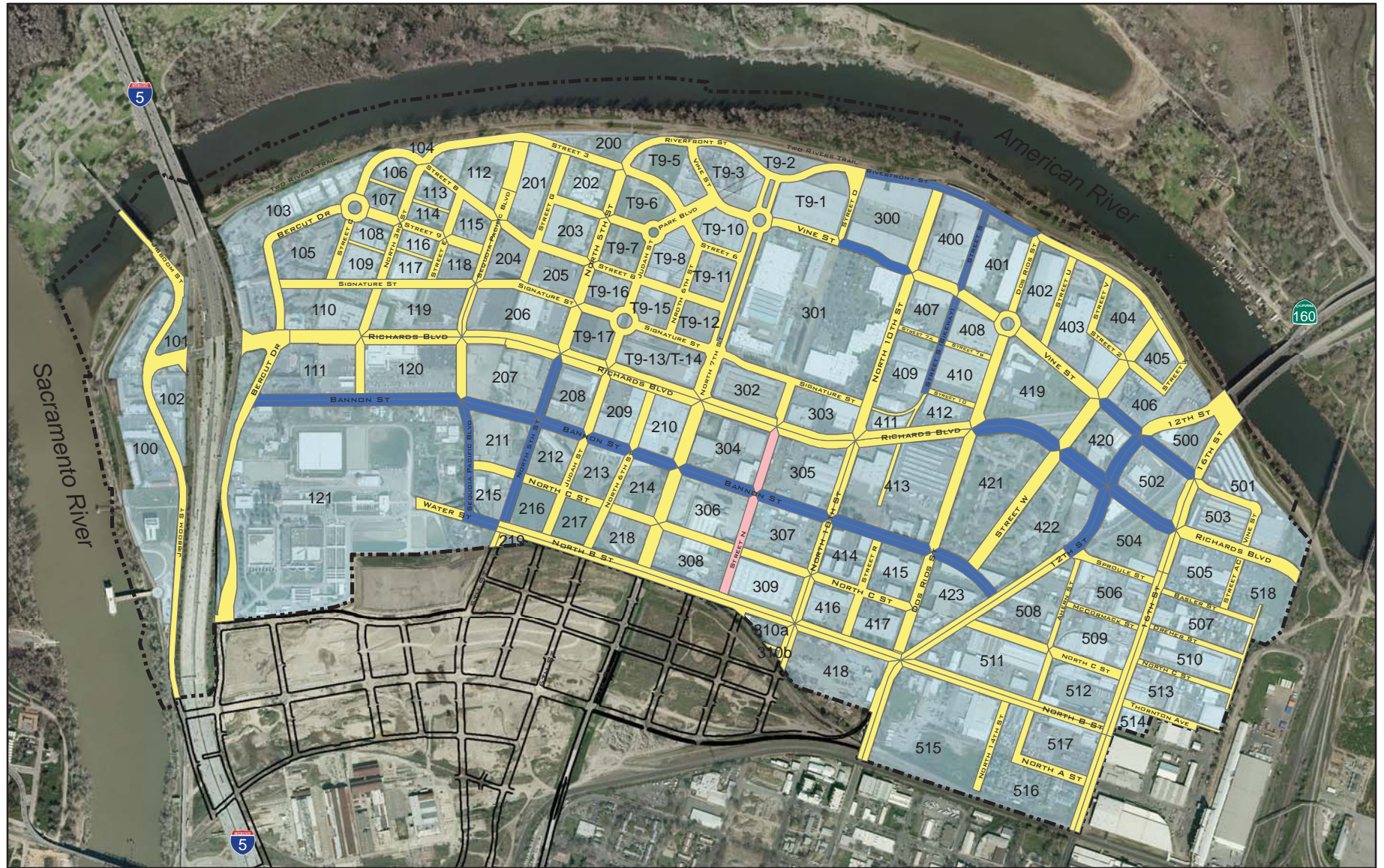
Public Rights-of-Way (ROW)

Frontage Improvements



0 500 1,000 2,000 Feet

Roadways in Base Fee Program



Map A-2

RDSP Boundary

Railyards Street Grid

101 Blocks-Numbered

Public Rights-of-Way (ROW)

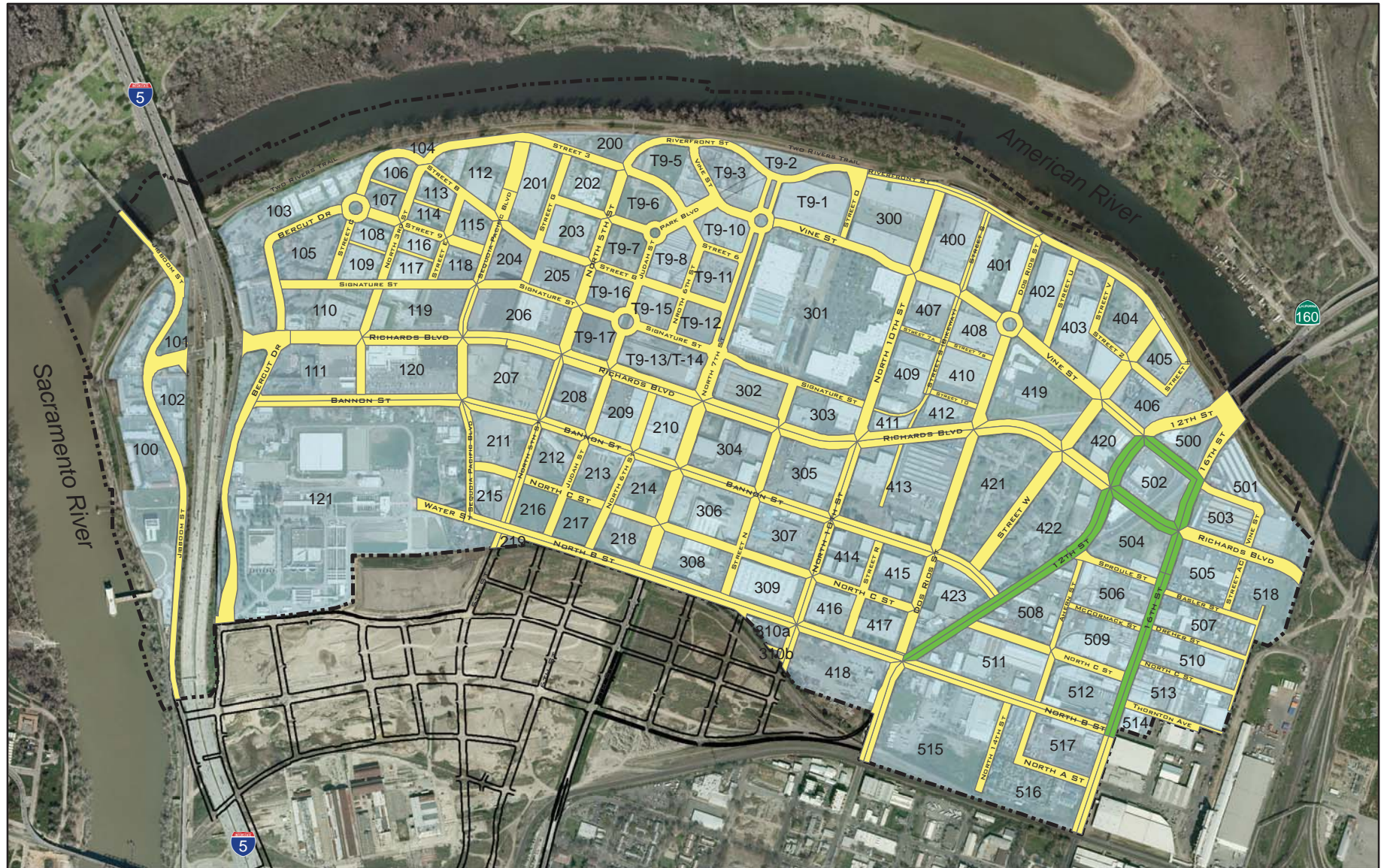
ROW Only

Road Bed; Travel Lanes and Utilities

0 500 1,000 2,000 Feet



Roadway Frontage In Base Fee Program



Map A-3

RDSP Boundary

Railyards Street Grid

101 Blocks-Numbered

Public Rights-of-Way (ROW)

Frontage Only



0 500 1,000 2,000 Feet



APPENDIX B:

Existing Fee Revenue Estimates

Table B-1	Fees per Unit, Sq. Ft., and Hotel Room	B-1
Table B-2	Fee Revenue at Buildout	B-2
Table B-3	Parks Dedication/In-Lieu Fee Revenue	B-3
Table B-4	Estimated Park Development and Acquisition Funding Summary	B-4

Table B-1
City of Sacramento
River District Finance Plan
Fees per Unit, Sq. Ft., and Hotel Room

Fees current as of:
1/1/2014

Fee Source	District/ Zone	Residential	Nonresidential			
			Commercial/ Retail	Office	Light Industrial	Hotel [1]
		Per Unit	Per Bldg. Sq. Ft.			Per Room
City/County Fees						
CSS Fee	City					
First 25 ESD's [2]		\$92	\$0.02	\$0.02	NA	\$37
Remaining Development		\$2,283	\$0.61	\$0.61	NA	\$913
Park Development Impact Fee [3]	City	\$3,261	\$0.39	\$0.53	NA	\$273
Major Street Construction Tax [4]	City	\$786	\$0.68	\$0.94	NA	\$698
Other Agency/Special District Fees						
TRUSD School Mitigation [5]	TRUSD	\$3,200	\$0.51	\$0.51	NA	\$357
Placeholder Fee Assumptions for Costs						
Library	Railyards [6]	\$28	\$0.03	\$0.03	NA	\$19
Police	Railyards [6]	\$277	\$0.28	\$0.28	NA	\$194
Fire	Railyards [6]	\$277	\$0.28	\$0.28	NA	\$194

"fees"

Reader's Note: The fees shown in this table do not include all current and proposed fees affecting development in the River District. Only fees that may be used for project-related infrastructure and public facilities are included.

Source: EPS.

- [1] Estimate of hotel size assumes 700 gross sq. ft. per guest room; gross square footage accounts for total building floor space.
- [2] The first 25 ESD's to develop in the River District will be charged a reduced CSS Fee rate of \$122.00 per ESD. Remaining development charged a rate of \$3,044.53 per ESD. Fees per unit/building square feet/hotel room are based on the following ESD assumptions:
 Residential Unit = 0.75 ESDs
 1,000 Building Square Feet Office = 0.2 ESDs
 1,000 Building Square Feet Commercial/Retail = 0.2 ESDs
 Hotel Room = 0.3 ESDs
- [3] Park Development Impact Fee rates based on non infill development. Certain projects may be eligible for lower rates applicable to infill development.
- [4] Based on the City of Sacramento's Type VA valuation for nonresidential (including multifamily) buildings.
- [5] For the purpose of this Financing Plan, costs are assumed to equal fee revenue generated through the TRUSD school mitigation fee only. There is a small portion of the project located in the SUSD.
- [6] Fee rate for library, fire, and police are based on the costs allocated to land uses in the Railyards, as shown in the Railyards Specific Plan Public Facilities Financing Plan Final Draft Report dated November 2007. Assumes 1,000 square feet per residential unit and 700 square feet per hotel guest room.

Table B-2
City of Sacramento
River District Finance Plan
Fee Revenue at Buildout (2016\$)

Buildout

Fee Source	District/ Zone	Total Revenue	Residential	Nonresidential			
				Commercial/ Retail	Office	Light Industrial	Hotel [1]
Assumptions							
Residential Units			7,758	-	-	-	-
Nonresidential Bldg. Sq. Ft.			-	470,479	3,106,000	-	-
Hotel Rooms			-	-	-	-	2,038
Park Development Fee Residential Units [2]			5,408	-	-	-	-
Park Development Fee Nonresidential Bldg. Sq. Ft. [2]			-	323,479	1,466,372	-	-
Park Development Fee Hotel Rooms [2]			-	-	-	-	2,038
City/County Fees			Units	Bldg. Sq. Ft.			Rooms
CSS Fee							
First 25 ESD's [3]	City	\$3,050	\$3,050	NA	NA	NA	NA
Remaining ESD's	City	\$21,677,650	\$17,638,485	\$286,477	\$1,891,262	\$0	\$1,861,426
Subtotal CSS Fee		\$21,680,700	\$17,641,535	\$286,477	\$1,891,262	\$0	\$1,861,426
Park Development Impact Fee [4]	City	\$19,095,196	\$17,635,488	\$126,157	\$777,177	\$0	\$556,374
Major Street Construction Tax	City	\$10,759,137	\$6,095,926	\$319,474	\$2,921,131	\$0	\$1,422,606
Other Agency/Special District Fees							
TRUSD School Mitigation [5]	TRUSD	\$27,377,170	\$24,825,600	\$239,944	\$1,584,060	\$0	\$727,566
Placeholder Fee Assumptions for Costs							
Library	Railyards [6]	\$352,937	\$214,566	\$13,012	\$85,904	\$0	\$39,456
Police	Railyards [6]	\$3,529,374	\$2,145,656	\$130,122	\$859,037	\$0	\$394,559
Fire	Railyards [6]	\$3,529,374	\$2,145,656	\$130,122	\$859,037	\$0	\$394,559

"fee_rev"

Reader's Note: The fees shown in this table do not include all current and proposed fees affecting development in the River District. Only fees that may be used for project-related infrastructure and public facilities are included.

Source: EPS.

- [1] Estimate of hotel size assumes 700 gross sq. ft. per guest room; gross square footage accounts for total building floor space.
- [2] Excludes Township 9 development because Township 9 park development costs are also excluded.
- [3] Applies the reduced fee rate of \$122.00 per ESD to the first 25 River District ESD's. Assumes the first 25 ESD's will be residential development. Note that some new River District development may be entitled to a credit against the CSS fee based on the sewer flows generated by a preexisting use. These credits will be calculated on a case by case basis.
- [4] Park Development Impact Fee rates based on non infill development. Certain projects may be eligible for lower rates applicable to infill development.
- [5] For the purpose of this Financing Plan, costs are assumed to equal fee revenue generated through the TRUSD school mitigation fee only. The residential land uses assume an 1,000 square foot unit. There is a small portion of the project located in the SUSD, which is nonresidential.
- [6] Fee rate for library, fire, and police are based on the costs allocated to land uses in the Railyards, as shown in the Railyards Specific Plan Public Facilities Financing Plan Final Draft Report dated November 2007. Assumes 1,000 square feet per residential unit and 700 square feet per hotel guest room.

Table B-3
City of Sacramento
River District Finance Plan
Parks Dedication/In-Lieu Fee Revenue

Item	Park Acreage			Park In-Lieu (Quimby) Fee [1]
	Neighborhood	Community	Total	
<i>Formula</i>	<i>a</i>	<i>b</i>	<i>c = a + b</i>	<i>d = c * \$458k</i>
<i>Assumption</i>				<i>\$458k/acre</i>
Township 9 (Entitled)				
Required Park Acres [2]			21.1	\$9,656,930
Existing Residential to Remain	NA	NA	NA	
Planned Park Acres	3.8	8.8	12.6	\$5,779,960
Gap in Township 9 Park Acres (Required less Planned)			8.5	\$3,876,970
Remaining RDSP Development				
Required Park Acres [2,3]	24.3	24.3	48.6	\$22,258,800
Planned RDSP Park Acres	16.6	10.0	26.6	\$12,182,800
Undesignated RDSP Park Acres [4]	7.7	0.0	7.7	\$3,526,600
Gap in Remaining Development Park Acres (Required less Planned and Undesignated)	0.0	14.3	14.3	\$6,549,400
Total RDSP Development				
Required Park Acres			69.7	\$31,915,730
Planned Park Acres			39.2	\$17,962,760
Undesignated Park Acres			7.7	\$3,526,600
Gap in Park Acres (Required less Planned and Undesignated)			22.8	\$10,426,370

"quimby"

Source: City of Sacramento; EPS.

- [1] Park In-Lieu Fee based on land value of \$457,898 per acre as estimated by the City (includes land value and acquisition costs). This value replaces the current Quimby land value for the Central City Planning Area (\$250,000 per acre).
- [2] Provided by City of Sacramento; represents park acres required to meet 5 acres/1,000 residents.
- [3] One acre is subtracted from total neighborhood park acres anticipated to be developed as part of Specific Plan because of restrictions on recreational use related to flood control.
- [4] Undesignated RDSP park acres represent neighborhood acres that will be required as part of a condition of approval for specific development projects that have not met their park development requirements.

Table B-4
City of Sacramento
River District Finance Plan
Estimated Park Development and Acquisition Funding Summary

RDSP Parks (Excluding Township 9)	Costs [1]			Revenues			Potential Surplus/ (Shortfall)
	Costs in RDSP	Costs Outside RDSP	Subtotal Cost	Quimby In-Lieu Fee	Park Development Fee	Subtotal Revenues	
Land Acquisition	\$17,800,000	\$0	\$17,800,000	\$22,300,000	\$0	\$22,300,000	\$4,500,000
Park Development Costs							
Neighborhood Parks	\$8,800,000		\$8,800,000				
Community Parks in RDSP	\$3,550,000		\$3,550,000				
Community Parks Outside RDSP		\$5,210,000	\$5,210,000				
Subtotal Park Development Costs (Rounded)	\$12,400,000	\$5,200,000	\$17,600,000	\$0	\$19,100,000	\$19,100,000	\$1,500,000
Total	\$30,150,000	\$5,210,000	\$35,400,000	\$22,300,000	\$19,100,000	\$41,400,000	\$6,000,000

"park_sum"

[1] See Table A-3 for additional detail.



APPENDIX C:

Cost Allocation Tables

Table C-1	Cost Allocation: Storm Drainage	C-1
Table C-2	Cost Allocation: Water	C-2
Table C-3	Cost Allocation: Roadways.....	C-3
Table C-4	Estimated PM Peak Auto Trips by RDSP Land Use— Adjusted TDIF.....	C-4
Table C-5	Adjusted Trip Rate Factors—TDIF Adjusted for Transit-Oriented Development	C-5
Table C-6	Cost Allocation: Transportation and Utility Contingency	C-6
Table C-7	Cost Allocation: Open Space	C-7
Table C-8	Cost Allocation: LRT Stations	C-8
Table C-9	Cost Allocation: Library	C-9
Table C-10	Cost Allocation: Police.....	C-10
Table C-11	Cost Allocation: Fire	C-11
Table C-12	Cost Allocation: Plan Area Fee Formation and Updates	C-12

Table C-1
City of Sacramento
River District Finance Plan
Cost Allocation: Storm Drainage

Storm Drainage

Land Use Category	Acres [1]	Units/ Sq. Ft./ Rooms	% Distribution	Distribution of Total Costs	Cost per Unit
Residential	142.49	<u>Units</u> 7,758	56.3%	\$13,174,935	<u>Per Unit</u> \$1,698
Nonresidential		<u>Sq. Ft.</u>			<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	25.93	470,479	10.2%	\$2,397,617	\$5.10
Office	65.68	3,106,000	26.0%	\$6,072,724	\$1.96
Subtotal Nonresidential	91.61	3,576,479	36.2%	\$8,470,341	
Hotel	18.98	<u>Rooms</u> 2,038	7.5%	\$1,754,725	<u>Per Room</u> \$861
Total All Land Uses	253.08		100.0%	\$23,400,000	

"drainage"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] See Table E-1 & Table E-2 for derivation of acreage by land use category.

Table C-2
City of Sacramento
River District Finance Plan
Cost Allocation: Water

Water

Land Use Category	Units/ Sq. Ft./ Rooms	EDU Factor [1]	Total EDU's	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 0.75	5,818.5	81.4%	\$459,278	<u>Per Unit</u> \$59
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	0.20	94.1	1.3%	\$7,427	\$0.016
Office	3,106,000	0.20	621.2	8.7%	\$49,034	\$0.016
Subtotal Nonresidential	3,576,479		715.3	10.0%	\$56,461	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.30	611.4	8.6%	\$48,260	<u>Per Room</u> \$24
Total All Land Uses			7,145.2	100.0%	\$564,000	

"water"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] DUEs based on the sewer flow calculation analysis provided by Nolte as of 8/22/06 for the Railyards Specific Plan.

Table C-3
City of Sacramento
River District Finance Plan
Cost Allocation: Roadways

Roadways

Land Use Category	Units/ Sq. Ft./ Rooms	EDU Factor [1]	Total EDU's	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 0.50	3,895.3	42.4%	\$27,451,433	<u>Per Unit</u> \$3,538
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	1.34	630.4	6.9%	\$4,442,517	\$9.44
Office	3,106,000	1.26	3,927.3	42.7%	\$27,676,732	\$8.91
Subtotal Nonresidential	3,576,479		4,557.7	49.6%	\$32,119,249	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.36	734.8	8.0%	\$5,178,319	<u>Per Room</u> \$2,541
Total All Land Uses			9,187.8	100.0%	\$64,749,000	

transport4

[1] EDU factors derived using Wildan's 3/24/2010 Draft Sacramento Transportation Development Impact Fee (TDIF). The PM peak trips used in this analysis were adjusted downward by the percent of trips utilizing transit and other non-automobile modes of travel identified in the trip generation analysis conducted by Dowling Associates for purposes of the River District Specific Plan Draft EIR. See Table C-4 & Table C-5.

Table C-4
City of Sacramento
River District Finance Plan
Estimated PM Peak Auto Trips by RDSP Land Use - Adjusted TDIF

**Original TDIF Factors
Adjusted for TOD [1]**

Land Use Category	PM Peak Trips	Transit Adjustment (Trips)	Other Non-Auto Adj (Trips)	Total PM Peak Auto Trips
	[2]	[3]	[3]	
	----- <i>Per Unit</i> -----			
Condominium/ Townhouse	0.58	(0.02)	(0.05)	0.51
	----- <i>per KSF</i> -----			
Retail	6.36	(0.14)	(0.74)	5.48
Office	1.49	(0.17)	(0.04)	1.28
	----- <i>per room</i> -----			
Hotel	0.64	(0.02)	(0.06)	0.57

"pm3"

[1] Per California Government Code Section 66005.1.

[2] From Wildan's 4/6/2010 Draft Sacramento Transportation Development Impact Fee (TDIF) for the River District/Railyards/Downtown Subarea.

[3] Derived from River District Specific Plan Draft EIR traffic model.

Table C-5
City of Sacramento
River District Finance Plan
Adjusted Trip Rate Factors - TDIF Adjusted for Transit-Oriented Development [1]

TDIF Adjusted
for TOD

Land Use Category	PM Peak Auto Trips	% Primary Trips (Excl. Passby)	Trip Length	Adjustment Factor	Trip Demand Factor
		[2]	[2]	[2]	
	----- <i>per unit</i> -----				
Condominium/ Townhouse	0.51	86%	1.14	0.98	0.50
	----- <i>per KSF</i> -----				
Retail	5.48	47%	0.52	0.24	1.34
Office	1.28	77%	1.28	0.99	1.26
	----- <i>per room</i> -----				
Hotel	0.57	58%	1.10	0.64	0.36

"trip_demand3"

Source: Wildan Financial Services.

[1] Per California Government Code Section 66005.1.

[2] From Wildan's 3/24/2010 Draft Sacramento Transportation Development Impact Fee (TDIF).

Table C-6
City of Sacramento
River District Finance Plan
Cost Allocation: Transportation and Utility Contingency

Transportation and Utility
Contingency

Land Use Category	Units/ Sq. Ft./ Rooms	EDU Factor [1]	Total EDU's	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 0.50	3,895.3	42.4%	\$6,359,503	<u>Per Unit</u> \$820
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	1.34	630.4	6.9%	\$1,029,170	\$2.19
Office	3,106,000	1.26	3,927.3	42.7%	\$6,411,697	\$2.06
Subtotal Nonresidential	3,576,479		4,557.7	49.6%	\$7,440,867	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.36	734.8	8.0%	\$1,199,629	<u>Per Room</u> \$589
Total All Land Uses			9,187.8	100.0%	\$15,000,000	

"utility"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] From Willdan's 4/6/2010 Draft Sacramento Transportation Development Impact Fee (TDIF) for the River District/Railyards/Downtown Subarea.

Table C-7
City of Sacramento
River District Finance Plan
Cost Allocation: Open Space

Open Space

Land Use Category	Units/ Sq. Ft./ Rooms	Persons per Household [1]	Resident Population	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 2.25	17,456	100.0%	\$5,000,000	<u>Cost per Unit</u> \$644
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	NA	NA	NA	NA	NA
Office	3,106,000	NA	NA	NA	NA	NA
Subtotal Nonresidential	3,576,479	NA	NA	NA	NA	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> NA	NA	NA	NA	<u>Per Room</u> NA
Total All Land Uses			17,456	100.0%	\$5,000,000	

"parks"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Placeholder persons per household assumption.

Table C-8
City of Sacramento
River District Finance Plan
Cost Allocation: LRT Stations

LRT Stations

Land Use Category	Units/ Sq. Ft./ Rooms	EDU Factor [1]	Total EDUs	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 0.50	3,895	42.4%	\$1,356,694	<u>Per Unit</u> \$175
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	1.34	630	6.9%	\$219,556	\$0.47
Office	3,106,000	1.26	3,927	42.7%	\$1,367,829	\$0.44
Subtotal Nonresidential	3,576,479		4,558	49.6%	\$1,587,385	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.36	735	8.0%	\$255,921	<u>Per Room</u> \$126
Total All Land Uses			9,188	100.0%	\$3,200,000	

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] EDU factors derived using Wildan's 3/24/2010 Draft Sacramento Transportation Development Impact Fee (TDIF). The PM peak trips used in this analysis were adjusted downward by the percent of trips utilizing transit and other non-automobile modes of travel identified in the trip generation analysis conducted by Dowling Associates for purposes of the River District Specific Plan Draft EIR.

Table C-9
City of Sacramento
River District Finance Plan
Cost Allocation: Library

Library

Land Use Category	Units/ Sq. Ft./ Rooms	Persons per Household [1]	Resident Population	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 2.25	17,456	100.0%	\$400,000	<u>Per Unit</u> \$52
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	NA	NA	NA	NA	NA
Office	3,106,000	NA	NA	NA	NA	NA
Subtotal Nonresidential	3,576,479	NA	NA	NA	NA	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> NA	NA	NA	NA	<u>Per Room</u> NA
Total All Land Uses			17,456	100.0%	\$400,000	

"library"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Placeholder persons per household assumption.

Table C-10
City of Sacramento
River District Finance Plan
Cost Allocation: Police

Police

Land Use Category	Units/ Sq. Ft./ Rooms	Persons per Household/ Emp. per Sq. Ft. [1]	Resident/ Employee Population	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	<u>Per Unit</u> 2.25	17,456	69.8%	\$2,442,201	<u>Per Unit</u> \$315
Nonresidential	<u>Sq. Ft.</u>	<u>Per 1,000 Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	2.00	941	3.8%	\$131,650	\$0.28
Office	3,106,000	2.00	6,212	24.8%	\$869,122	\$0.28
Subtotal Nonresidential	3,576,479		7,153	28.6%	\$1,000,771	
Hotel	<u>Rooms</u> 2,038	<u>Per Room</u> 0.20	408	1.6%	\$57,027	<u>Per Room</u> \$28
Total All Land Uses			25,016	100.0%	\$3,500,000	

"police"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Placeholder persons per household and employees per sq. ft. assumptions.

Table C-11
City of Sacramento
River District Finance Plan
Cost Allocation: Fire

Fire

Land Use Category	Units/ Sq. Ft./ Rooms	Total Bldg. Sq. Ft. [1]	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	8,533,800	63.0%	\$2,206,439	<u>Per Unit</u> \$284
Nonresidential	<u>Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	470,479	3.5%	\$121,644	\$0.26
Office	3,106,000	3,106,000	22.9%	\$803,065	\$0.26
Subtotal Nonresidential	3,576,479	3,576,479	26.4%	\$924,709	
Hotel	<u>Rooms</u> 2,038	1,426,600	10.5%	\$368,852	<u>Per Room</u> \$181
Total All Land Uses		13,536,879	100.0%	\$3,500,000	

"fire"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Estimated building square feet based on the following assumptions:

Multifamily Residential = 1,100 building sq. ft. per unit

Hotel = 700 building sq. ft. per room

Table C-12
City of Sacramento
River District Finance Plan
Administrative Cost Allocation: Plan Area Fee Formation and Updates

Administrative Cost
Allocation: Plan Area Fee
Formation and Updates

Land Use Category	Units/ Sq. Ft./ Rooms	Total Bldg. Sq. Ft. [1]	% Distribution	Distribution of Total Costs	Cost per Unit
Multifamily Residential	<u>Units</u> 7,758	8,533,800	63.0%	\$630,411	<u>Per Unit</u> \$81
Nonresidential	<u>Sq. Ft.</u>				<u>Per Bldg. Sq. Ft.</u>
Commercial/Retail	470,479	470,479	3.5%	\$34,755	\$0.074
Office	3,106,000	3,106,000	22.9%	\$229,447	\$0.074
Subtotal Nonresidential	3,576,479	3,576,479	26.4%	\$264,203	
Hotel	<u>Rooms</u> 2,038	1,426,600	10.5%	\$105,386	<u>Per Room</u> \$52
Total All Land Uses		13,536,879	100.0%	\$1,000,000	

"sfd"

Source: 01/01/2014 Harris & Associates Cost Estimates; City of Sacramento; EPS.

[1] Estimated building square feet based on the following assumptions:

Multifamily Residential = 1,100 building sq. ft. per unit

Hotel = 700 building sq. ft. per room



APPENDIX D:

Infrastructure Cost Burden Analysis

Table D-1	Office—Summary of Infrastructure Cost per Sq. Ft.	D-1
Table D-2	Office—City/County Fees per Square Foot	D-2
Table D-3	Office—Plan Area Fees per Sq. Ft.	D-3
Table D-4	Office—Special Taxes and Assessments per Built Sq. Ft.	D-4
Table D-5	Multifamily—Summary of Infrastructure Costs per Unit	D-5
Table D-6	Multifamily—City/County Development Impact Fees per Unit	D-6
Table D-7	Multifamily—Plan Area Fees per Unit.....	D-7
Table D-8	Multifamily—Estimated School Mitigation per Unit.....	D-8
Table D-9	Multifamily—Special Taxes and Assessments per Unit	D-9

Table D-1
OFFICE BUILDING
Summary of Infrastructure Cost per Sq. Ft.
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500

Office

Summary of Infrastructure Costs per Sq. Ft.	Sacramento County						Yolo County	
	River District		City of Sacramento				City of West Sacramento	
	Incentive	Base Fee	Richards Boulevard	Railyards Area Specific Plan	Downtown	North Natomas Quad 1, Basin 6	Bridge District Tier 1	Bridge District Tier 2
Current as of	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
Total City/County Development Impact Fees - Table D-2								
Per Square Foot of Building	\$8.38	\$8.38	\$8.38	\$8.38	\$8.38	\$8.80	\$5.70	\$12.00
Per Gross Square Foot of Land	\$14.70	\$14.70	\$14.70	\$14.70	\$14.70	\$15.44	\$9.95	\$20.95
Per Acre	\$640,417	\$640,417	\$640,417	\$640,417	\$640,417	\$672,637	\$433,620	\$912,420
Plan Area Fees - Table D-3								
Per Square Foot of Building	\$7.10	\$14.20	\$8.54	\$1.91	\$1.72	\$2.94	\$2.38	\$9.22
Per Gross Square Foot of Land	\$12.38	\$24.77	\$14.90	\$3.34	\$3.00	\$5.14	\$4.16	\$16.09
Per Acre	\$539,469	\$1,078,938	\$649,040	\$145,308	\$130,720	\$223,712	\$181,040	\$700,880
Estimated Bond Debt of Special Taxes and Assessments - Table D-4								
Per Square Foot of Building	\$0.31	\$0.31	\$0.31	\$6.52	\$0.49	\$1.48	\$6.20	\$6.20
Per Gross Square Foot of Land	\$0.55	\$0.55	\$0.55	\$11.37	\$0.86	\$2.58	\$10.83	\$10.83
Per Acre	\$23,780	\$23,780	\$23,780	\$495,323	\$37,249	\$112,276	\$471,544	\$471,544
Total Infrastructure Cost								
Per Square Foot of Building	\$15.79	\$22.89	\$17.23	\$16.81	\$10.59	\$13.22	\$14.29	\$27.43
Per Acre	\$1,203,665	\$1,743,134	\$1,313,236	\$1,281,047	\$808,386	\$1,008,625	\$1,086,204	\$2,084,844
Per Gross Square Foot of Land	\$27.63	\$40.02	\$30.15	\$29.41	\$18.56	\$23.15	\$24.94	\$47.86
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20

"summary_s"

Source: Various cities and plan area fee programs; and EPS.

Table D-2
OFFICE BUILDING
City/County Fees per Square Foot
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500

Office

City/County Development Impact Fees per Sq. Ft. These are fees charged by the City or County and do not include fees for a special plan area.	Sacramento County						Yolo County	
	City of Sacramento						City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	North Natomas Quad 1, Basin 6	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee						
<i>Current as of</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
CITY/COUNTY FEES PER SQ. FT.								
Processing Fees [1]								
Building Permit	\$0.41	\$0.41	\$0.41	\$0.41	\$0.41	\$0.41	\$0.35	\$0.35
Plan Check	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.33	\$0.28	\$0.28
Energy	-	-	-	-	-	-	\$0.00	\$0.00
Technology Surcharge	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.05	\$0.05
Seismic/Strong Motion	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02
Fire Review Fee	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.03	\$0.03
Other Processing Fees	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.00	\$0.00
Total Processing Fees	\$0.96	\$0.96	\$0.96	\$0.96	\$0.96	\$0.96	\$0.72	\$0.72
Development Impact Fees								
Sewer [2]	\$0.61	\$0.61	\$0.61	\$0.61	\$0.61	\$0.61	Note [7]	Note [7]
SRCS D Sewer [3]	\$0.51	\$0.51	\$0.51	\$0.51	\$0.51	\$0.86	\$0.51	\$0.51
Water [4]	\$0.14	\$0.14	\$0.14	\$0.14	\$0.14	\$0.14	Note [7]	Note [7]
Traffic	\$0.59	\$0.59	\$0.59	\$0.59	\$0.59	\$0.59	Note [7]	Note [7]
Sacramento Transportation Authority (STA)	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	-	-
Sacramento TDIF (proposed)	-	-	-	-	-	-	-	-
Drainage	-	-	-	-	-	-	-	-
School	\$0.51	\$0.51	\$0.51	\$0.51	\$0.51	\$0.47	\$0.47	\$0.47
Parks/Open Space [5]	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53	\$0.53	Note [7]	Note [7]
Fire/Police	-	-	-	-	-	-	Note [7]	Note [7]
Habitat / Greenbelt Preservation	-	-	-	-	-	\$0.50	-	-
Affordable Housing	\$2.25	\$2.25	\$2.25	\$2.25	\$2.25	\$1.86	-	-
SAFCA DIF [6]	\$0.91	\$0.91	\$0.91	\$0.91	\$0.91	\$0.91	-	-
In-Lieu Flood Protection	-	-	-	-	-	-	\$0.37	\$0.37
Other General Fees	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	Note [7]	Note [7]
Regional One-Time Special Tax	-	-	-	-	-	-	\$2.91	\$9.21
Countywide Fee	-	-	-	-	-	-	\$0.72	\$0.72
Total Development Impact Fees	\$7.42	\$7.42	\$7.42	\$7.42	\$7.42	\$7.85	\$4.98	\$11.28
TOTAL CITY/COUNTY FEES PER SQ. FT.	\$8.38	\$8.38	\$8.38	\$8.38	\$8.38	\$8.80	\$5.70	\$12.00
Fees per Gross Square Foot of Land	\$14.70	\$14.70	\$14.70	\$14.70	\$14.70	\$15.44	\$9.95	\$20.95
Fees per Acre	\$640,417	\$640,417	\$640,417	\$640,417	\$640,417	\$672,637	\$433,620	\$912,420
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20

"city county_s"

Source: Various cities and plan area fee programs; and EPS.

- [1] Processing fees exclude mechanical, electrical, plumbing, and other similar review fees. The valuation shown in this analysis is based on construction type and assumed \$73.55 per sq. ft. incl. A/C and Sprinklers for a total of \$14.0 million.
- [2] Sacramento (excl. North Natomas) - This analysis includes the combined sewer (CSS) fee and excludes a potential EDU reduction to the CSS Fee for existing structures. West Sacramento City Sewer fee included in Regional One-Time Special Tax (See footnote [7])
- [3] Assumes 0.2 EDU's per 1,000 square feet.
- [4] Assumes two 2-inch water meters.
- [5] This analysis assumes the standard nonresidential park development fee of \$0.53 per square foot for comparative purposes. Select projects may qualify for a lower rate.
- [6] The SAFCA Development Impact Fee applies to the ground floor only. This analysis assumes a footprint of approximately 63,333 square feet.
- [7] The Regional One-Time Special Tax replaces the Bridge District's citywide fee obligation.

Table D-3
OFFICE BUILDING
Plan Area Fees per Sq. Ft.
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500

Office

	Sacramento County						Yolo County	
	River District		City of Sacramento				City of West Sacramento	
	Incentive	Base Fee	Richards Boulevard	Railyards Area Specific Plan	Downtown	North Natomas Quad 1, Basin 6	Bridge District Tier 1	Bridge District Tier 2
Current as of	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
PLAN AREA FEES PER SQ. FT.								
Preliminary Estimated River District Fee	\$7	\$14.20	-	-	-	-	-	-
Existing Richards Public Facilities Fee	\$0.00	-	\$0.21	-	-	-	-	-
Existing Transportation Impact Fee	\$0.00	-	\$8.33	-	\$1.72	-	-	-
Preliminary Estimated Railyards Plan Area Fee [1]	-	-	-	\$1.91	-	-	-	-
North Natomas Fees [2]	-	-	-	-	-	\$2.94	-	-
Triangle Specific Plan Fee	-	-	-	-	-	-	\$0.66	\$0.66
Triangle Specific Plan Administrative Fee	-	-	-	-	-	-	\$0.01	\$0.01
Bridge One-Time Special Tax [3]	-	-	-	-	-	-	\$1.72	\$8.56
TOTAL PLAN AREA FEES PER SQ. FT.	\$7.10	\$14.20	\$8.54	\$1.91	\$1.72	\$2.94	\$2.38	\$9.22
Fees per Gross Square Foot of Land	\$12.38	\$24.77	\$14.90	\$3.34	\$3.00	\$5.14	\$4.16	\$16.09
Fees per Acre	\$539,469	\$1,078,938	\$649,040	\$145,308	\$130,720	\$223,712	\$181,040	\$700,880
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20

"plan area_s"

Source: Various cities and plan area fee programs; and EPS.

- [1] Preliminary Railyards Plan Area Fee is assumed to fund freeways, transit facilities, community center, parks and open space, library, and police and fire station facilities. This analysis assumes that the infrastructure burden will be funded partially by plan area fees and partially by bond debt. The Financing Plan anticipates flexibility in the types of facilities funded by the CFD and Plan Area Fee. Placeholder fee amount calculated in Table VI-1 and Table VI-2 of "Railyards Specific Plan Public Facilities Financing Plan" prepared by EPS (11/2007).
- [2] Assumes EC-80 land designation.
- [3] From Draft Report "City of West Sacramento Bridge District CFD Hearing Report" prepared by EPS (2/3/10).

Table D-4
OFFICE BUILDING
Special Taxes and Assessments per Built Sq. Ft.
Based on a 190,000-Sq.-Ft., 3-Story Building on a 2.5-Acre Site
Building Value: \$13,974,500

Office

Special Taxes and Assessments for Infrastructure	Sacramento County						Yolo County	
	River District		City of Sacramento				City of West Sacramento	
	Incentive	Base Fee	Richards Boulevard	Railyards Area Specific Plan [1]	Downtown	North Natomas Quad 1, Basin 6	Bridge District Tier 1	Bridge District Tier 2
<i>Current as of</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
Special Taxes and Assessments per Sq. Ft.								
Infrastructure CFD	-	-	-	\$0.50	-	\$0.07	\$0.50	\$0.50
Infrastructure Assessment District	-	-	-	-	-	\$0.04	-	-
SAFCA A.D. Local Project	\$0.03	\$0.03	\$0.03	\$0.03	\$0.04	\$0.02	-	-
Total Annual Special Taxes and Assessments	\$0.03	\$0.03	\$0.03	\$0.53	\$0.04	\$0.13	\$0.50	\$0.50
Annual Special Taxes and Assessments								
Per Gross Square Foot of Land	\$0.05	\$0.05	\$0.05	\$0.92	\$0.08	\$0.23	\$0.87	\$0.87
Per Acre	\$2,175	\$2,175	\$2,175	\$40,175	\$3,406	\$10,018	\$38,000	\$38,000
Floor Area Ratio	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
Estimated Bond Debt of Special Taxes and Assessments per Sq. Ft.								
Infrastructure CFD	-	-	-	\$6.20	-	\$0.81	\$6.20	\$6.20
Infrastructure Assessment District	-	-	-	-	-	\$0.44	-	-
SAFCA A.D. Local Project	\$0.31	\$0.31	\$0.31	\$0.31	\$0.49	\$0.23	-	-
Total Estimated Bond Debt	\$0.31	\$0.31	\$0.31	\$6.52	\$0.49	\$1.48	\$6.20	\$6.20
Fees per Gross Square Foot of Land	\$0.55	\$0.55	\$0.55	\$11.37	\$0.86	\$2.58	\$10.83	\$10.83
Per Acre	\$23,780	\$23,780	\$23,780	\$495,323	\$37,249	\$112,276	\$471,544	\$471,544

"bond debt_s"

Source: Various cities and plan area fee programs; and EPS.

[1] This analysis assumes debt will be issued to partially fund Railyards infrastructure costs of storm drainage, on-site sanitary sewer, water, on-site roadway, and dry utilities. The Financing Plan anticipates flexibility in the types of facilities funded by the infrastructure CFD and Plan Area Fee.

Table D-5
MULTIFAMILY DEVELOPMENT
Summary of Infrastructure Costs per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit

Multifamily

Summary of Infrastructure Costs per Unit	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
<i>Current as of</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
Total Citywide/Countywide Development Impact Fees (from Table D-6)	\$11,457	\$11,457	\$11,457	\$11,457	\$11,457	\$8,157	\$11,303
Plan Area Fees (from Table D-7)	\$3,188	\$6,376	\$5,994	\$2,270	\$904	\$2,837	\$10,361
Total School Mitigation (from Table D-8)	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,267	\$3,267
Estimated Bond Debt of Special Taxes and Assessments (from Table D-9)	\$102	\$102	\$102	\$12,511	\$302	\$6,825	\$6,825
Total Infrastructure Cost per Unit	\$18,267	\$21,455	\$21,073	\$29,758	\$16,184	\$21,087	\$31,757
Total Fees (City, County, Schools and Plan Area)	\$18,166	\$21,354	\$20,971	\$17,247	\$15,882	\$14,262	\$24,932
Total Annual Taxes	\$0	\$0	\$0	\$1,000	\$0	\$550	\$550

"MF summary"

Source: Various cities and plan area fee programs; and EPS.

Table D-6
MULTIFAMILY DEVELOPMENT
City/County Development Impact Fees per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit

Multifamily

City/County Development Impact Fees per Unit: These are fees charged by the City or County and do not include fees for a special plan area.	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
Current as of	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
CITY/COUNTY FEES PER UNIT							
Processing Fees per Unit [1]							
Building Permit	\$496	\$496	\$496	\$496	\$496	\$426	\$426
Plan Check	\$406	\$406	\$406	\$406	\$406	\$348	\$348
Energy Fee	-	-	-	-	-	\$80	\$80
Technology Surcharge	\$36	\$36	\$36	\$36	\$36	\$62	\$62
Seismic/Strong Motion	\$9	\$9	\$9	\$9	\$9	\$9	\$9
CBSC Fee (Greenbuilding)	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Fire Review Fee	\$42	\$42	\$42	\$42	\$42	\$616	\$616
Other Processing Fees	\$100	\$100	\$100	\$100	\$100	-	-
Total Processing Fees per Unit	\$1,092	\$1,092	\$1,092	\$1,092	\$1,092	\$1,545	\$1,545
Development Impact Fees per Unit							
Sewer [2]	\$2,283	\$2,283	\$2,283	\$2,283	\$2,283	-	-
SRCS D Sewer	\$1,907	\$1,907	\$1,907	\$1,907	\$1,907	\$2,100	\$2,100
Water [3]	\$754	\$754	\$754	\$754	\$754	Note [7]	Note [7]
Traffic	\$731	\$731	\$731	\$731	\$731	Note [7]	Note [7]
Sacramento Transportation Authority (STA)	\$785	\$785	\$785	\$785	\$785	-	-
Sacramento TDIF (proposed)	-	-	-	-	-	-	-
Drainage	-	-	-	-	-	-	-
Parks/Open Space [4][5]	\$3,261	\$3,261	\$3,261	\$3,261	\$3,261	Note [7]	Note [7]
Fire/Police	-	-	-	-	-	Note [7]	Note [7]
Habitat/Greenbelt Preservation	-	-	-	-	-	-	-
SAFCA DIF [6]	\$618	\$618	\$618	\$618	\$618	-	-
In-Lieu Flood Protection	-	-	-	-	-	\$131	\$131
Other General Fees/One-Time Taxes	\$25	\$25	\$25	\$25	\$25	Note [7]	Note [7]
Regional One-Time Special Tax [7]	-	-	-	-	-	\$1,457	\$4,603
Countywide Fees	-	-	-	-	-	\$2,925	\$2,925
Total Development Impact Fees per Unit	\$10,365	\$10,365	\$10,365	\$10,365	\$10,365	\$6,613	\$9,759
TOTAL CITY/COUNTY FEES PER UNIT	\$11,457	\$11,457	\$11,457	\$11,457	\$11,457	\$8,157	\$11,303

"mf city county"

Source: Various cities and plan area fee programs; and EPS.

- [1] Processing fees exclude mechanical, electrical, plumbing, and other similar review fees. The valuation shown in this analysis is based on construction type and assumed \$80.61 per sq. ft. incl. A/C and Sprinklers for a total of \$91,410 per unit.
- [2] Sacramento - This analysis includes the combined sewer (CSS) fee and excludes a potential EDU reduction to the CSS Fee for existing structures. West Sacramento City Sewer fee included in Regional One-Time Special Tax (See footnote [7])
- [3] City of Sacramento assumes one 4-inch water meter for domestic use and one for irrigation use plus an 8-inch tap for fire.
- [4] Larger development projects are subject to the Residential Target Infill Rate of \$3,058. Railyards has a separate development agreement; this analysis assumes the standard multifamily rate of \$3,058 for comparative purposes. Select projects may qualify for a lower rate.
- [5] This analysis does not include the costs associated with Quimby in-lieu fee payments. Quimby in-lieu fees are excluded for all jurisdictions because park land dedication requirements are typically accounted for in the initial land transaction.
- [6] Assumes a four-story building.
- [7] The Regional One-Time Special Tax replaces the Bridge District's citywide fee obligation.

Table D-7

MULTIFAMILY DEVELOPMENT**Plan Area Fees per Unit****Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit****Multifamily**

Plan Area Fees: These fees are charged only within a certain area of a County or City to fund facilities to serve a specific development project.	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
Current as of	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
PLAN AREA FEES PER UNIT							
Preliminary Estimated River District Fee	\$3,188	\$6,376	-	-	-	-	-
Existing Richards Public Facilities Fee	-	-	\$1,616	-	-	-	-
Existing Transportation Impact Fee	-	-	\$4,378	-	\$904	-	-
Preliminary Estimated Railyards Plan Area Fee [1]	-	-	-	\$2,270	-	-	-
Triangle Specific Plan Fee	-	-	-	-	-	\$936	\$936
Triangle Specific Plan Administrative Fee	-	-	-	-	-	\$9	\$9
Bridge One-Time Special Tax	-	-	-	-	-	\$1,892	\$9,416
TOTAL PLAN AREA FEES PER UNIT	\$3,188	\$6,376	\$5,994	\$2,270	\$904	\$2,837	\$10,361

"mf plan area"

Source: Various cities and plan area fee programs; and EPS.

[1] Preliminary Railyards Plan Area Fee is assumed to fund freeways, transit facilities, community center, parks and open space, library, and police and fire station facilities. This analysis assumes that the infrastructure burden will be funded partially by plan area fees and partially by bond debt. The Financing Plan anticipates flexibility in the types of facilities funded by the CFD and Plan Area Fee. Placeholder fee amount calculated in Table VI-1 and Table VI-2 of "Railyards: Specific Plan Public Facilities Financing Plan" prepared by EPS (11/2007).

Table D-8
MULTIFAMILY DEVELOPMENT
Estimated School Mitigation per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit

Multifamily

Estimated School Mitigation per Unit	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
Current as of	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
<i>School District</i>	<i>Twin Rivers Unified</i>	<i>Twin Rivers Unified</i>	<i>Twin Rivers Unified</i>	<i>Sacramento City USD</i>	<i>Sacramento City USD</i>	<i>Washington USD</i>	<i>Washington USD</i>
A. Annual School Mello-Roos CFD Taxes	-	-	-	-	-		
B. Present Value of School Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C. School Fee per Sq. Ft.:							
Stirling Fee	\$3.20	\$3.20	\$3.20	\$3.20	\$3.20	\$2.97	\$2.97
Level 2 (or 3) SB50 Fee	-	-	-	-	-	-	-
Mitigation Agreement	-	-	-	-	-	-	-
D. Total School Fee:							
Stirling Fee	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,267	\$3,267
Level 2 (or 3) SB50 Fee	-	-	-	-	-	-	-
Mitigation Agreement	-	-	-	-	-	-	-
Total School Mitigation (B + D)	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,267	\$3,267

"mf school"

Source: Various cities and plan area fee programs; and EPS.

Table D-9
MULTIFAMILY DEVELOPMENT
Special Taxes and Assessments per Unit
Assumes 200-Unit Complex, 5 Acres; and 1,100 Sq. Ft. per Unit

Multifamily

Special Taxes and Assessments per Unit for Infrastructure [1]	Sacramento County					Yolo County	
	City of Sacramento					City of West Sacramento	
	River District		Richards Boulevard	Railyards Area Specific Plan [2]	Downtown	Bridge District Tier 1	Bridge District Tier 2
	Incentive	Base Fee					
<i>Current as of</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>	<i>May-14</i>
Annual Special Taxes and Assessments per Unit							
Infrastructure CFD	-	-	-	\$1,000	-	\$550	\$550
Infrastructure Assessment District	-	-	-	-	-	-	-
SAFCA A.D. Local Project	\$10	\$10	\$10	\$10	\$28	-	-
Total Annual Taxes and Assessments	\$0	\$0	\$0	\$1,000	\$0	\$550	\$550
Estimated Bond Debt of Special Taxes and Assessments							
Infrastructure CFD	-	-	-	\$12,409	-	\$6,825	\$6,825
Infrastructure Assessment District	-	-	-	-	-	-	-
SAFCA A.D. Local Project	\$102	\$102	\$102	\$102	\$302	-	-
Total Estimated Bond Debt	\$102	\$102	\$102	\$12,511	\$302	\$6,825	\$6,825

"mf taxes"

Source: Various cities and plan area fee programs; and EPS.

[1] Taxes and assessments for schools can be found in Table D-8.

[2] This analysis assumes debt will be issued to partially fund Railyards infrastructure costs of storm drainage, on-site sanitary sewer, water, on-site roadway, and dry utilities. The Financing Plan anticipates flexibility in the types of facilities funded by the infrastructure CFD and Plan Area Fee



APPENDIX E:

General Plan Zoning Categories and Fee Program Land Use Categories

Table E-1	Zoning Designations by River District Land Use Categories (4 pages)	E-1
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X= Fee Applies	RESIDENTIAL		NONRESIDENTIAL				Other	
	Single-Family	Multifamily	Retail	Office	Industrial	Hotel	Other	Exempt
1. Dormitory		X						
2. Dormitory (inside central city)		X						
3. Dormitory (outside central city)								
4. Dwelling, duplex	X							
5. Dwelling, multi-unit		X						
6. Dwelling, single-unit	X							
7. Farm worker housing		X						
8. Fraternity house; sorority house		X						
9. Mobilehome park		X						
10. Model home temporary sales office								X
11. Residential care facility			X					
12. Residential hotel		X						
13. Temporary residential shelter		X						

Commercial and Institutional Uses							
1. Adult entertainment business			X				
2. Adult-related establishment			X				
3. Alcoholic beverage sales, off-premises consumption			X				
4. Amusement center, indoor			X				
5. Amusement center, outdoor			X				
6. Assembly – cultural, religious, social							
6.a Ballroom							
6.b Banquet/Conference Room							
6.c Bowling Alley							
6.d Community Center			X				
6.e Hall and Lodges							
6.f Pool Hall							
6.g Comfort Station: Public							
6.h Church:Fixed Seat							
6.i Church:School (per occupant)							
7. Athletic club; fitness studio (Gym/Hlth Studio- Util)			X				
8. Auto – sales, storage, rental			X				
9. Auto service, repair			X				
10. Bar; nightclub							
10.a Dance Club/Discotheque			X				
11. Bed and breakfast inn					X		
12. Cemetery							X
13. Check-cashing center			X				
14. Childcare center				X			
15. Cinema			X				
16. Cinema (inside arts and entertainment district)			X				
17. Cinema (outside arts and entertainment district)			X				
18. Cleaning plant, commercial (Laundromat Industrial-Util)					X		
19. College campus				X			
20. College extension				X			

**TABLE E-1
RIVER DISTRICT FINANCE PLAN
ZONING DESIGNATIONS BY RIVER DISTRICT LAND USE CATEGORIES [1]**

X= Fee Applies	RESIDENTIAL		NONRESIDENTIAL				Other	
	Single-Family	Multifamily	Retail	Office	Industrial	Hotel	Other	Exempt
21. Commercial service								
21.a General Commercial								
21. b Barbershop								
21.c Bank/Financial Institution								
21.d Car Wash: In Bay			X					
21.e Car Wash: Coin Operated								
21.f Dry Cleaner								
21.g Massage Parlor								
21.h Studio: Picture, Recording, etc								
21.i Mini-Mall								
22. Community market								
22.a Market: w Garbage Disposal			X					
22.b Market: w/out Garbage Disposal								
23. Correctional facility (Jail Util)				X				
24. Drive-in theater (Aud/Theater-Util)			X					
25. Equipment rental, sales yard			X					
26. Gas station								
21.e Gas Station: Self Service			X					
21.f Gas Station: 4 Bays Max								
27. Golf course; driving range			X					
28. Gun range; rifle range			X					
29. Hotel; motel						X		
30. Kennel			X					
31. Laundromat, self-service			X					
32. Library; archive								
32.a Library: Public Area			X					
32.b Library: Stacks/Storage								
33. Major medical facility								
33.a Clinic: Medical/Dental				X				
33.c Hospital: Convalescent & Nonprofit								
33.d Hospital: Surgical								
34. Medical marijuana dispensary			X					
35. Mini storage; locker building					X			
36. Mobilehome sales, storage			X					
37. Mortuary; crematory								
37.a Mortuary Chapel							X	
37.b Mortuary Living								
38. Museum								
38.a Museum: Sales			X					
38.b Museum: Exhibit Area								
39. Non-profit organization, food preparation for off-site consumption							X	
40. Non-profit organization, food storage and distribution							X	
41. Non-profit organization, meal service facility							X	
42. Non-residential care facility				X				
43. Office				X				
44. Outdoor market			X					
45. Parking lot; garage								X
46. Plant nursery			X					
47. Restaurant								
47.a Bar: Fixed Seat								
47.b Bar: Juice (No food)								
47.c Bar: Public Areas (Tables)								
47.d Cafeteria: Fixed Seats			X					
47.e Rest. Dine-In								
47.f Rest. Drive-Up								
47.g Rest. Drive-Thru								
47.h Rest. Take-Out								
48. Retail store								
48.a General Retail			X					
48. b Bakery								
48.c Donut Shop								
49. School – dance, music, art, martial arts			X					
50. School, K-12								
50.a Elementary & Junior High School (per student)				X				
50.b High School (per student)								

X= Fee Applies	RESIDENTIAL		NONRESIDENTIAL				Other	
	Single-Family	Multifamily	Retail	Office	Industrial	Hotel	Other	Exempt
51. School, vocational			X					
52. Sports complex			X					
53. Stand-alone parking facility							X	
54. Superstore			X					
57. Temporary Commercial Building								X
58. Theater (Aud/Theater-Util)			X					
59. Tobacco retailer			X					
60. Towing service; vehicle storage yard					X			
61. Transit vehicle – service, repair, storage					X			
62. Veterinary clinic; veterinary hospital				X				
63. Wholesale store								
63.a Cold Storage: No Sales			X		X			
63.b Cold Storage: Retail Sales								
63.c Storage Bldg								
Similar to temporary commercial building?								
Similar to temporary commercial building?								

Industrial & Agricultural Uses

1. Agriculture, general use									X
2. Airport									X
3. Animal slaughter						X			
4. Antenna; telecommunications facility						X			
5. Auto dismantler						X			
6. Boat dock, marina (per comfort station)						X			
7. Community garden (not exceeding 21,780 gross square feet)									X
8. Community garden (exceeding 21,780 gross square feet)									X
9. Contractor storage yard						X			
10. Fuel storage yard						X			
11. Hazardous waste facility						X			
12. Heliport; helistop						X			
13. High voltage transmission facility						X			
14. Junk yard		X							
15. Laboratory, research				X					
15.a Lab: commercial									
16. Livestock yard						X			
17. Lumber yard, retail						X			
18. Manufacturing, service, and repair						X			
19. Passenger terminal						X			
20. Produce stand		X							
21. Produce stand (not exceeding 120 square feet)		X							
22. Produce stand (exceeding 120 square feet)		X							
23. Public utility yard						X			
24. Railroad ROW									X
25. Railroad yard, shop						X			
26. Recycling facility						X			
27. Riding stables						X			
28. Solar energy system, commercial (city property)						X			
29. Solar energy system, commercial (non-city property)						X			
30. Solid waste landfill						X			
31. Solid waste transfer station						X			
32. Surface mining operation						X			
33. Terminal yard, trucking						X			
34. Tractor or heavy truck sales, storage, rental		X							
35. Tractor or heavy truck service, repair		X							
36. Warehouse, distribution center						X			
37. Well – gas, oil						X			

TABLE E-1 RIVER DISTRICT FINANCE PLAN ZONING DESIGNATIONS BY RIVER DISTRICT LAND USE CATEGORIES [1]									
X= Fee Applies	RESIDENTIAL		NONRESIDENTIAL				Other		
	Single-Family	Multifamily	Retail	Office	Industrial	Hotel	Other	Exempt	
Might be exempt from most fees (except water taps)									
These might be exempt from most fees (except water taps)									

<u>Accessory Uses</u>								
1. Accessory antenna								X
2. Accessory drive-through facility								X
3. Childcare, in-home (family day care home)	X							
4. Common area								X
5. Dwelling unit, secondary	X							
6. Family care facility				X				
7. Family day care facility				X				
8. Home occupation								X
9. Personal auto storage								X
10. Recycling, convenience								X
11. Tasting Room, on-site			X					
12. Watchperson's quarters								X
PARKS***								X
Areas that are outdoor open space would pay no fee for building square footage, but would pay the drainage fee by acre. Club houses would pay the commercial fee. This seems reasonable to me.								

[1] This table may be updated to remain consistent with the Zoning Code, should any such changes be adopted.