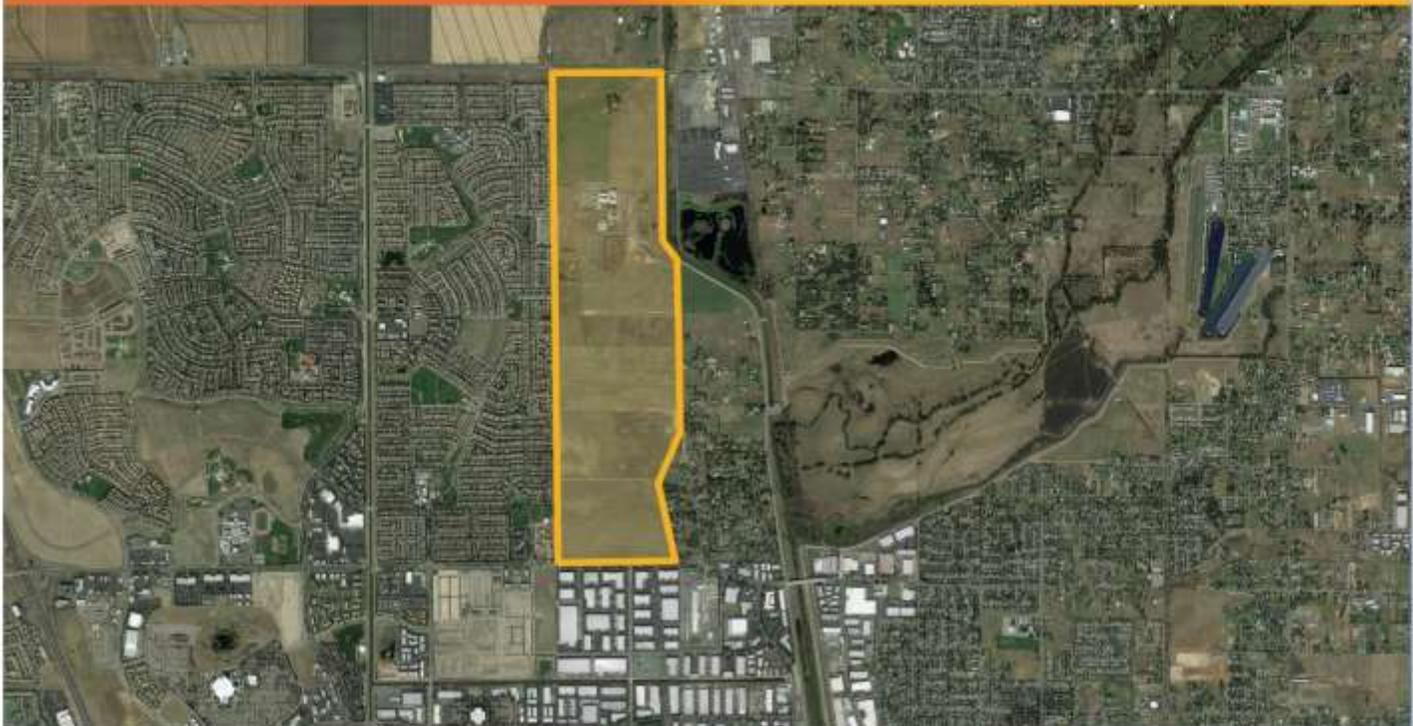


Panhandle Annexation and Planned Unit Development Project

Draft Plan for Services

P16-013



PREPARED FOR:

Sacramento Local Agency
Formation Commission

PREPARED BY:

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

**Plan for Services
For the
Panhandle Annexation and Planned Unit Development Project**

PREPARED FOR

Sacramento Local Agency Formation Commission
1215 K Street, Suite 1650
Sacramento, CA 95814
Contact: Don Lockhart, Executive Officer

PREPARED BY

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814
Contact: Patrick Angell, Project Manager

June 2018

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ACRONYMS AND ABBREVIATIONS

ADWF	average dry weather flow
BMPs	best management practices
CDP	Comprehensive Drainage Plan
CFD	Community Facilities District
CHP	California Highway Patrol
CPA	Community Planning Area
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FWTP	Fairbairn Water Treatment Plant
GIS	geographic information system
HCM	Highway Capacity Manual
I-5	Interstate 5
I-80	Interstate 80
LAFCo	Local Agency Formation Commission
LID	Low Impact Development
LOS	Level of Service
mgd	million gallons per day
NEMDC.	Natomas East Main Drainage Canal
NFPD	Natomas Fire Protection District
NLIP	Natomas Levee Improvement Program
NNCP	North Natomas Community Plan
NPDES	National Pollutant Discharge Elimination System
PD	Planned Development
PFFP	Public Facilities Financing Plan
PFFPD	Pacific Fruitridge Fire Protection District
PFS	Plan for Services
PIF	Park Development Impact Fee
PUD	Planned Unit Development
RLERPD	Rio Linda Elverta Recreation and Parks District
RTPD	Regional Transit Police Department
SAFCA	Sacramento Area Flood Control Agency
SAFCA Act	Sacramento Area Flood Control Agency Act of 1990
SFD	Sacramento Fire Department
SPD	Sacramento Police Department
SPL	Sacramento Public Library
SPRD	Sacramento Parks and Recreation Department
SR 99/70	State Route 99/State Route 70
SRCSD	Sacramento Regional County Sanitation District

SRWTP	Sacramento River Water Treatment Plant
SRWWTP	Sacramento Regional Wastewater Treatment Plant
TRPD	Twin Rivers Unified School District Police Department
TRUSD	Twin Rivers Unified School District
USBR	US Bureau of Reclamation

PANHANDLE PLAN FOR SERVICES

1. EXECUTIVE SUMMARY

1.1 PURPOSE STATEMENT

The Panhandle Reorganization and Planned Unit Development (PUD) (referred to as Panhandle Annexation and PUD project) is located within the North Natomas Community Plan (NNCP) planning area, which encompasses approximately 7,438 acres in the City and 1,600 acres in unincorporated Sacramento County (see Exhibit 1). The NNCP is bounded by the Steelhead Creek (Natomas East Main Drainage Canal [NEMDC]) to the east, Interstate 80 (I-80) to the south, the West Drainage Canal, Fisherman's Lake, and State Route 99/State Route 70 (SR 99/70) to the west, and West Elkhorn Boulevard ¹to the north (see Exhibit 1). Regional access to and from the area is provided by Interstate 5 (I-5), I-80 and SR 99/70, along with numerous existing local roads.

The Panhandle PUD project area (referred to as "project area") comprises 589.4 acres in the City's Sphere of Influence (SOI) between West Elkhorn Boulevard on the north and Del Paso Road to the south. The project area is within the City of Sacramento 2035 General Plan Update Policy Area. The proposed annexation is shown in Exhibit 2. The southern area of the SOI (835.3 acres) would remain as unincorporated land under the jurisdiction of Sacramento County.

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CHK Act) requires that a Plan for Services (PFS) be prepared prior to "changes of organization or reorganization." The PFS is a tool for the Sacramento Local Agency Formation Commission (LAFCo) to consider an update to the physical boundaries and service area of a local agency. The PFS describes the services to be extended, the level and range of services, timing for the services, improvements and facility upgrades associated with the services, and how the services would be financed.

The purpose of this PFS is to provide an analysis of public services and background information for the proposed reorganization of the project to the City of Sacramento and the proposed detachment from the following service districts:

- ▲ detachment from Rio Linda Elverta Recreation and Parks District (RLERPD) (parks and recreation services);
- ▲ detachment from Natomas Fire Protection District (fire protection and emergency services);
- ▲ detachment from Sacramento County Water Agency Zone 13 (water supply and drainage planning services);
- ▲ detachment from County Service Area No. 1 (street and highway lighting); and
- ▲ detachment from County Service Area No. 10 (enhanced transportation services).

This PFS incorporates the best available information regarding the extension of services provided by the City to the affected territory. Information contained herein has been obtained from various documents, City and affected agency comments, and information made available the project application materials. Relevant City of Sacramento 2035 General Plan policies that guide the extension of services have been included.

¹ West Elkhorn Boulevard is also referred to as "Elkhorn Boulevard" in some instances in this document.

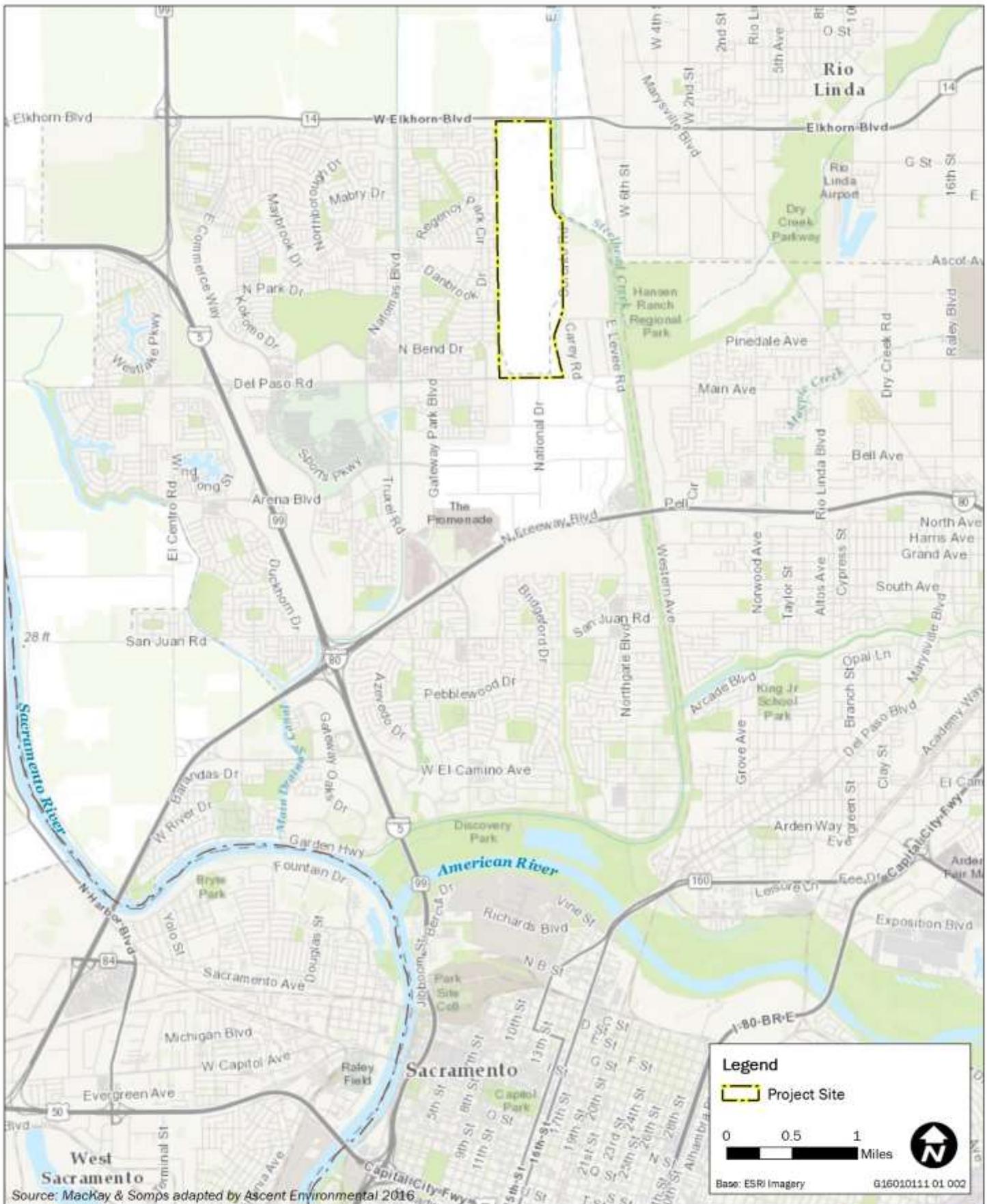
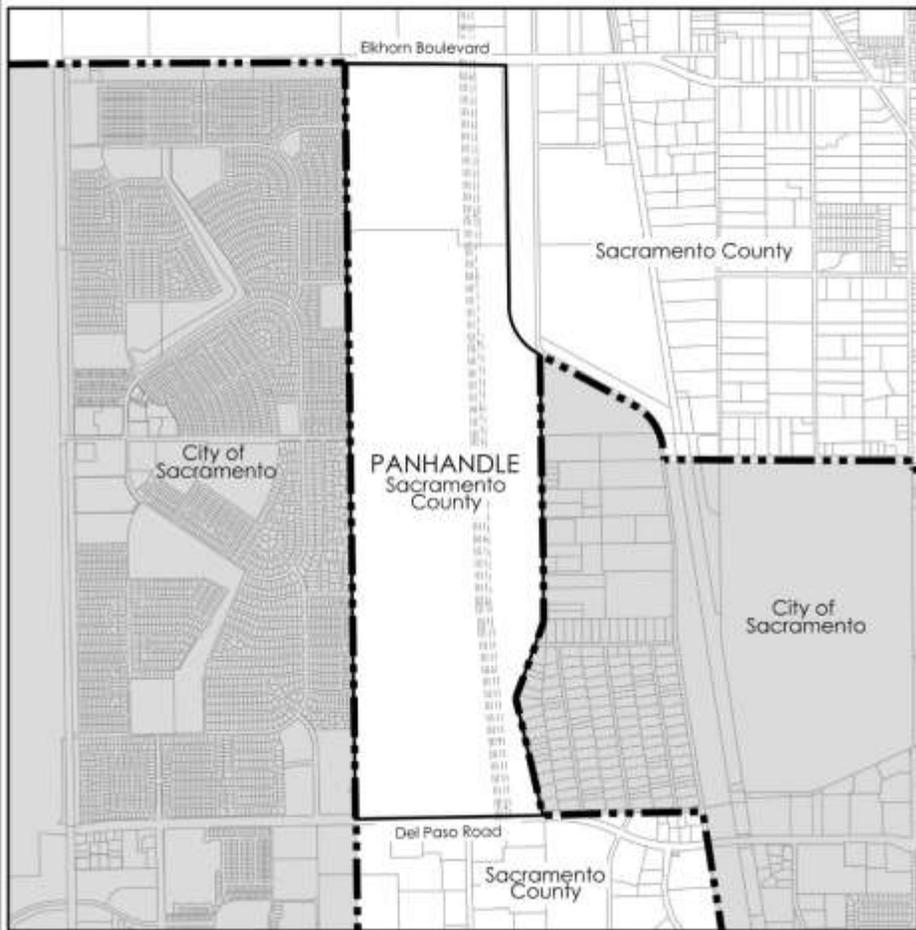


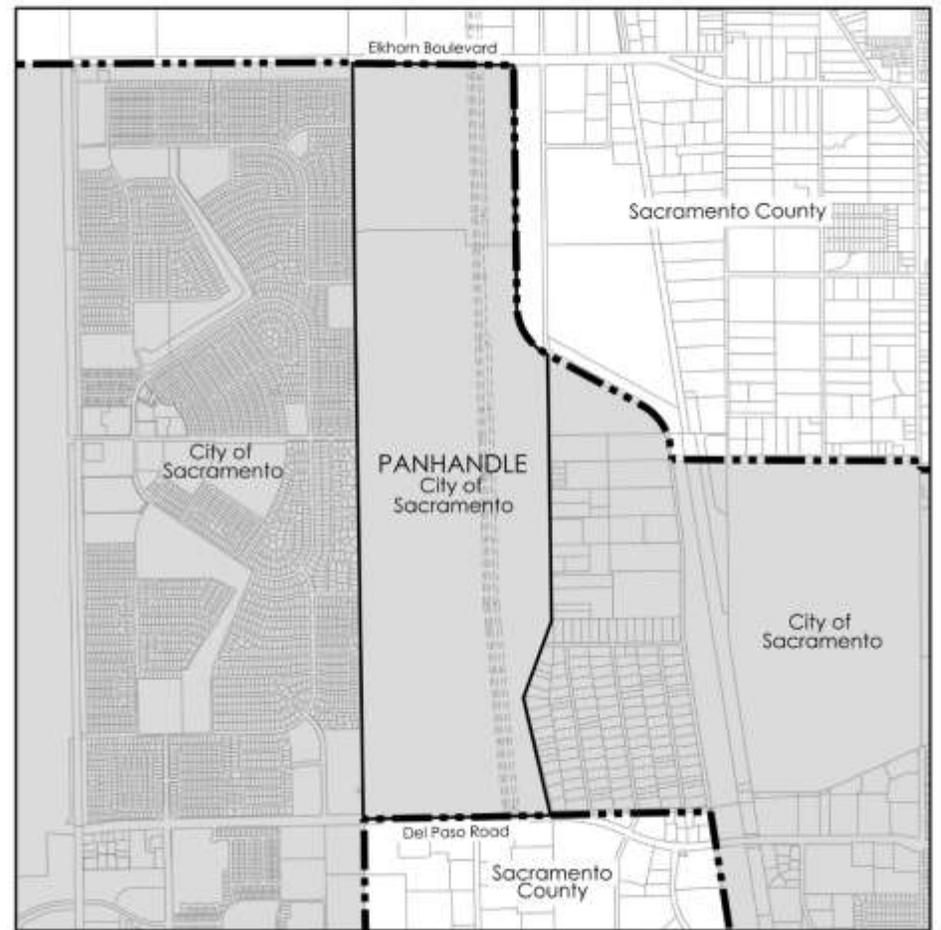
Exhibit 1

Project Location





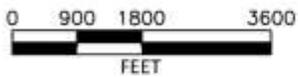
Existing City Limits, City of Sacramento



Proposed City Limits, City of Sacramento



NORTH



Source: MacKay & Soms 2016

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1.2 Plan for Services Requirements

The PFS requirements are based on the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act), Section 56653. Section 56653(b) of the CKH Act stipulates that PFS include the following:

- (b) The plan for providing services shall include all of the following information and any additional information required by the commission or the executive officer:
 - (1) An enumeration and description of the services to be extended to the affected territory.
 - (2) The level and range of those services.
 - (3) An indication of when those services can feasibly be extended to the affected territory.
 - (4) An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
 - (5) Information with respect to how those services will be financed.

1.3 Project Description

The project consists of the annexation of 589.4 acres into the City, amendment to the City of Sacramento 2035 General Plan, pre-zoning of the project area, establishment of the Panhandle PUD Master Parcel Map, Tax Exchange Agreement, Development Agreement, Mixed Income Housing Strategy, and site plan and design review of the master parcel map. The approval of the project would result in the development of the private development consisting of residential, elementary school, roadways, and park uses north of Del Paso Road. The remaining 119 acres between the proposed PUD project area and extending north to West Elkhorn Boulevard (referred to herein as “Krumenacher Ranch”) would be designated as Planned Development (PD) and zoned Agriculture (A). No land use entitlements are being sought for this area. Exhibit 3 shows the project land use plan and roadway system. Table 1 provides an overview of the proposed land uses.

Table 1 Land Use Summary

Land Use Type	Net Acreage	Units	Proposed General Plan Designation	Proposed Pre-Zoning
Single-Family Residential				
Estate	75.7	340	Suburban Neighborhood Low Density (SNLD)	Single Unit Dwelling (R-1-PUD)
Traditional	147.7	869	Suburban Neighborhood Low Density (SNLD)	Single Unit or Duplex Dwelling (R-1A-PUD)
Village	60.5	453	Suburban Neighborhood Low Density (SNLD)	Single Unit or Duplex Dwelling (R-1A-PUD)
Subtotal	283.9	1,662		
Public/Quasi-Public				
Elementary School	10.0		Suburban Neighborhood Low Density (SNLD)	Single Unit or Duplex Dwelling (R-1A-PUD)
Park/Ninos Parkway	23.5		Parks and Recreation (PR)	Agriculture-Open Space (A-OS-PUD)
Ninos Parkway	24.6		Parks and Recreation (PR)	Agriculture-Open Space (A-OS-PUD)
Detention Basin	13.4		Open Space (OS)	Agriculture-Open Space (A-OS-PUD)
Subtotal	71.5			
Planned Development				
Planned Development	119.0		Planned Development (PD)	Agriculture (A)
High School/Middle School	60.4		Suburban Neighborhood Low Density (SNLD)	Single Unit or Duplex Dwelling (R-1A-PUD)
Subtotal	179.4			
Roadways				
Major Collector and Residential Streets	54.6			-
TOTAL	589.4	1,662		

1.4 Areas of Study

In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act, the PFS has studied the following categories of infrastructure and public services:

- ▲ Water
- ▲ Wastewater
- ▲ Circulation and Roadways
- ▲ Animal Care
- ▲ Code Enforcement
- ▲ Law Enforcement
- ▲ Fire Protection
- ▲ Solid Waste
- ▲ Storm Drainage and Flood Control
- ▲ Parks and Recreation
- ▲ Libraries

This report incorporates information contained within the Environmental Impact Report (EIR), infrastructure plans for the project, and the Public Facilities Financing Plan (PFFP) prepared for the project.

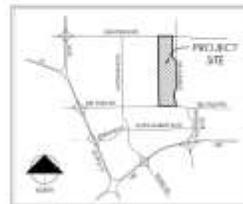
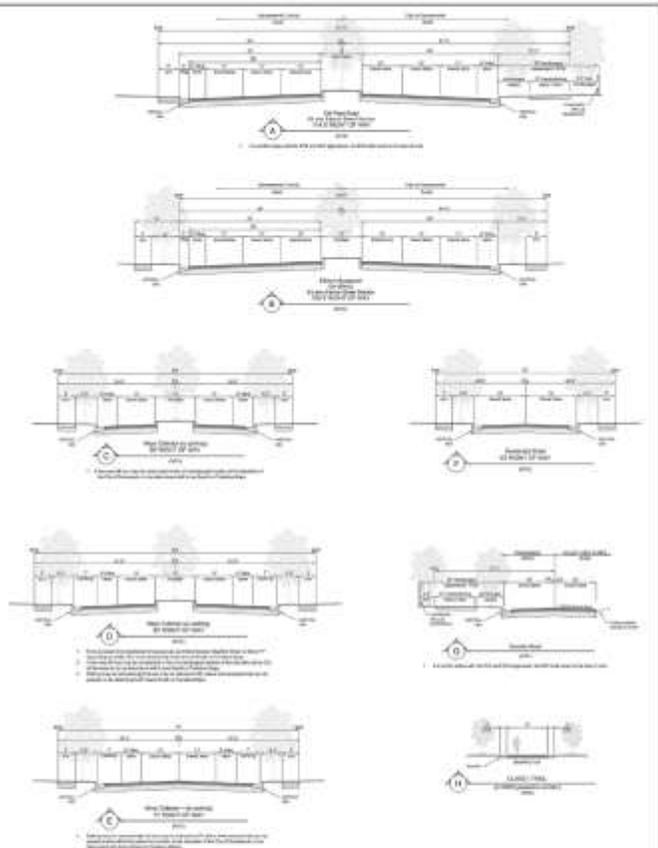
1.5 Summary

Responses have been provided for each of the infrastructure and public service areas addressing the extension of service to the affected territory. To date, a significant amount of research and information has been prepared addressing the public services to be provided. This report provides for LAFCo, a compilation of research and information that can be used for consideration of the proposed reorganization.

Based on the information contained herein, services associated with all the areas of study identified above can be extended to serve the Panhandle Annexation and PUD project. Service can be provided without interruption of existing service delivery levels and/or adverse impacts to the existing infrastructure system in the area including the remaining sphere of influence area south of the project. Adequate service can be provided by the City to the future residents, tenants, and visitors in the project.

The extension of service to this project area by the City of Sacramento would provide a well-planned and logical expansion of public services that are currently provided to the existing residents and rate payers within the City. Similarly, by providing service to this project area, the service levels to the existing City would not be negatively affected, and in some cases, would be improved through funding and construction of various proposed infrastructure improvements. The project would also participate in funding fair share fees, user fees, and assessments to support the annexation area and benefit existing programs and facilities within the City.

The City has made an effort to proactively plan to provide for future growth. The findings in this PFS quantify the ability of the City to plan and provide services to meet the needs of the Panhandle Annexation and PUD project.



LAND USE SUMMARY

PUD Land Use*	General Plan	zoning	Acres (±)	Acres (±)	Units
PD1	PD1 (100-100)	PD1	100	100	100
PD2	PD2 (100-200)	PD2	200	200	200
PD3	PD3 (100-300)	PD3	300	300	300
PD4	PD4 (100-400)	PD4	400	400	400
PD5	PD5 (100-500)	PD5	500	500	500
PD6	PD6 (100-600)	PD6	600	600	600
PD7	PD7 (100-700)	PD7	700	700	700
PD8	PD8 (100-800)	PD8	800	800	800
PD9	PD9 (100-900)	PD9	900	900	900
PD10	PD10 (100-1000)	PD10	1000	1000	1000
PD11	PD11 (100-1100)	PD11	1100	1100	1100
PD12	PD12 (100-1200)	PD12	1200	1200	1200
PD13	PD13 (100-1300)	PD13	1300	1300	1300
PD14	PD14 (100-1400)	PD14	1400	1400	1400
PD15	PD15 (100-1500)	PD15	1500	1500	1500
PD16	PD16 (100-1600)	PD16	1600	1600	1600
PD17	PD17 (100-1700)	PD17	1700	1700	1700
PD18	PD18 (100-1800)	PD18	1800	1800	1800
PD19	PD19 (100-1900)	PD19	1900	1900	1900
PD20	PD20 (100-2000)	PD20	2000	2000	2000
TOTALS			399.45	399.45	1,429 DU

*PD1 - Planned Development 1 (100-100) (100-100)
 *PD2 - Planned Development 2 (100-200) (100-200)
 *PD3 - Planned Development 3 (100-300) (100-300)
 *PD4 - Planned Development 4 (100-400) (100-400)
 *PD5 - Planned Development 5 (100-500) (100-500)
 *PD6 - Planned Development 6 (100-600) (100-600)
 *PD7 - Planned Development 7 (100-700) (100-700)
 *PD8 - Planned Development 8 (100-800) (100-800)
 *PD9 - Planned Development 9 (100-900) (100-900)
 *PD10 - Planned Development 10 (100-1000) (100-1000)
 *PD11 - Planned Development 11 (100-1100) (100-1100)
 *PD12 - Planned Development 12 (100-1200) (100-1200)
 *PD13 - Planned Development 13 (100-1300) (100-1300)
 *PD14 - Planned Development 14 (100-1400) (100-1400)
 *PD15 - Planned Development 15 (100-1500) (100-1500)
 *PD16 - Planned Development 16 (100-1600) (100-1600)
 *PD17 - Planned Development 17 (100-1700) (100-1700)
 *PD18 - Planned Development 18 (100-1800) (100-1800)
 *PD19 - Planned Development 19 (100-1900) (100-1900)
 *PD20 - Planned Development 20 (100-2000) (100-2000)

BIKE LANE CLASSIFICATION

CLASS I BIKE TRAIL
 CLASS II BIKE LANE (one-way)
 CLASS III BIKE ROUTE (one-way)
 CLASS IV BIKE ROUTE (two-way)

*Class I & II bike facilities to utilize pre-approved and subject to change.
 *Conceptual plans to be used for informational purposes only and subject to change.
 *Final design to be submitted to the City of San Diego for review and approval.



Source: Prepared by MacKay & Somp in 2017

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2. INTRODUCTION

2.1 Purpose

This PFS has been prepared for Sacramento LAFCo to comply with statutory requirements, and provide information for use in considering the reorganization of the project area into the City of Sacramento (City). The PFS evaluates a description of services, level and range of the services, extent of capital improvements and upgrades, local agency conditions, and financing. Specifics for extension of service to the affected territory by the City are presented herein. It is the intent of this document to provide additional information in accordance with the CKH Act, Section 56653.

Section 56653(b) of the CKH Act identifies that PFS are:

- (b) The plan for providing services shall include all of the following information and any additional information required by the commission or the executive officer:
 - (1) An enumeration and description of the services to be extended to the affected territory.
 - (2) The level and range of those services.
 - (3) An indication of when those services can feasibly be extended to the affected territory.
 - (4) An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
 - (5) Information with respect to how those services will be financed.

This report incorporates information contained within the EIR, infrastructure plans for the project, and the PFFP prepared for the project.

2.2 Local Agency Formation Commission Requirements

The operations of Sacramento LAFCo are guided by the CKH Act. The CKH Act specifies the authority, responsibility, process, and other operating principals and requirements of LAFCo. Emphasis is placed on the role of LAFCo to encourage orderly growth and development, discourage urban sprawl, promote logical boundaries, and support the provision of efficient government services.

The CKH Act requires that a PFS be prepared prior to, or concurrent with, a reorganization. The intent of the PFS is to assist with the reorganization consideration and approval process. The PFS is a resource that can be used by LAFCo to base a recommendation on a reorganization action.

This PFS has been prepared for Sacramento LAFCo in accordance with the requirements of the CKH Act as a means of identifying and evaluating public services extended to the affected territory by the City of Sacramento.² Topics addressed in Sacramento LAFCo's *Policies, Standards, and Procedures Manual* include guidelines for the following actions: sphere of influence (SOI) amendment, annexation, incorporation and dis-incorporations, district formations and dissolutions, consolidations and mergers, and reorganizations. Key LAFCo policies include:

² Project site is within the Sacramento Area Sewer District for wastewater treatment and conveyance services.

- ▲ Encourage communications on actions among cities, counties, special districts, and community members.
- ▲ Assess environmental consequences of actions.
- ▲ Assure costs for services and infrastructure benefits to other service areas are not shifted.
- ▲ Assure community favorably balances between jobs and housing.
- ▲ Community needs are met most efficiently and effectively by public service agencies.

2.3 Services and Issues Review

In accordance with the CKH Act, the PFS provides an analysis of the following categories of infrastructure and public services:

- ▲ Water
- ▲ Wastewater
- ▲ Circulation and Roadways
- ▲ Animal Care
- ▲ Code Enforcement
- ▲ Law Enforcement
- ▲ Fire Protection
- ▲ Solid Waste
- ▲ Storm Drainage and Flood Control
- ▲ Parks and Recreation
- ▲ Libraries

Each of the above areas of service is presented separately and the following subsections are analyzed:

- ▲ Description of services to be extended to the affected territory.
- ▲ An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.
- ▲ An indication of when the services can feasibly be extended to the affected territory.
- ▲ Information with respect to how the services will be financed

3. AREAS OF SERVICE

3.1 Water

This section identifies the details regarding a description of water services. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

The following City of Sacramento 2035 General Plan policies are applicable to water services:

- ▲ Policy U 1.1.1 Provision of Adequate Utilities. The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city currently receiving these services from the City, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of necessary infrastructure.
- ▲ Policy U 1.1.4 Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development they are intended to serve.
- ▲ Policy U 1.1.5 Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.
- ▲ Policy U 2.1.9 New Development. The City shall ensure that water supply capacity is in place prior to granting building permits for new development.

1. Description, Level, and Range of Services to be extended to the affected territory.

The City would provide water service to the project upon connection to City water distribution facilities at Club Center Drive and Del Paso Boulevard. All regulations and standards pertaining to water service are set by the City's municipal codes. The state also sets regulations and standards. The City of Sacramento Department of Utilities is responsible for enforcing the various City municipal codes and state regulations relating to water service.

The City operates 17 storage facilities, each with a capacity of three million gallons except for the Florin Reservoir, which has a capacity of 15 million gallons. The City operates pumping facilities throughout the City. There are 18 high lift service pumps at the Sacramento River Water Treatment Plant (SRWTP) and the Fairbairn Water Treatment Plant (FWTP). The City also maintains pumping facilities at 10 of the City's storage reservoirs. These pump stations are of varying sizes and capacities. Water mains are separated by the City into two distinct categories. Water distribution mains are typically two inches to 12 inches in diameter and utilized for water services, fire services and fire hydrants. Transmission mains are 18 inches and larger and are used to convey large volumes of water from the treatment plants to selected points throughout the distribution system. They are also utilized to transfer water to and from the storage reservoirs to meet fluctuating daily and seasonal demands. The City determines placement of new water distribution facilities as development plans are formulated. Water distribution facilities in the project area are located along Faletto Avenue, Club Center Drive, Aimwell Avenue, Mayfield Street, and Del Paso Road.

Groundwater is extracted from 22 municipal wells, most of which are located north of the American River. Total capacity for the City's municipal groundwater wells is approximately 20.6 million gallons per day (mgd).

The City of Sacramento 2015 Urban Water Management Plan projects and evaluates water demands for the City and its SOI (which includes the project). Table 2 identifies water supply demand of project.

Table 2 Estimated Project Water Demand at Build-Out

Land Use	Water Demand (acre-feet per year)
Suburban Neighborhood Low Density (2,699 dwelling units)	1,646.39
Elementary School and Middle/High School (East Natomas Education Complex) ¹	226.40
Parks	67.50
Total	1,940.29

¹ Water demand was estimated based on the Panhandle 2006 Water Supply Assessment.

NOTE: These water demands include estimates on the future development of the Krumenacher Ranch site.

Source: Panhandle Annexation and PUD Water Supply Assessment Checklist

The City’s 2020 retail water demands are anticipated to be 122,229 acre-feet, while 2020 City water supplies are 275,917 acre-feet in all water year (i.e., normal, dry year, and multiple dry year) conditions. Wholesale water demands are anticipated to be 40,588 acre-feet in 2020. Assuming that the project would reach full build-out by 2020, it would increase 2020 retail water demands of the City to 124,169.29 acre-feet and would be within 2020 City water supplies for normal, dry year, and multiple-dry year conditions based on the City of Sacramento 2015 Urban Water Management Plan and Panhandle Annexation and PUD Water Supply Assessment Checklist.

The City of Sacramento 2015 Urban Water Management Plan identifies that cumulative retail water demands for the City are projected to be 162,029 acre-feet by the year 2040. Wholesale water demands are expected to 58,586 acre-feet by year 2040. As identified in Table 1, project water demands at build-out are anticipated to be 1,940.29 acre-feet per year. Thus, the total water demand for the City with the project would be approximately as much as 222,556 acre-feet by the year 2040.

The City’s projected available water supplies would be 294,419 acre-feet by the year 2030 and through 2040 for normal, dry, and multiple-dry water year conditions. The City of Sacramento 2015 Urban Water Management Plan identifies that the City’s contract with US Bureau of Reclamation (USBR), in conjunction with the City’s water rights, provides the City with a reliable and secure surface water supply source. Thus, adequate water would be available to serve cumulative retail and wholesale water demands based on the City of Sacramento 2015 Urban Water Management Plan and Panhandle Annexation and PUD Water Supply Assessment Checklist.

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

The Revised Preliminary Water Study Evaluation for the Panhandle Development (see Appendix B) evaluated the water distribution system design using the WaterCAD Version 8i computer program and confirmed that the development of the project can be adequately served through connections with existing water distribution facilities in the project area which are located along Faletto Avenue, Club Center Drive, Aimwell Avenue, Mayfield Street, and Del Paso Road. Adequate distribution capacity exists and no off-site water distribution or treatment improvements would be required to serve build-out of the project area.

The southern area of the SOI outside of the project is served by the Sacramento County Water Agency (SWCA). This area is known as the Northgate Service Area (Zone 41). Zone 41 operates and maintains the public water system in this area in addition to several other service areas in the County. Zone 41 is supplied with groundwater from well facilities. The annexation and development of the project site would not use these facilities and would not alter existing water facilities or services for the remaining SOI area.

3. An indication of when the services can feasibly be extended to the affected territory

Water service would be extended into the annexation area with the development of the Panhandle Annexation and PUD project area. Water service would be immediately available to the project assuming compliance with all applicable standards of the City's Department of Utilities.

4. Information with respect to how the services will be financed.

The provision of water services to the Panhandle Annexation and PUD project area would require the construction of on-site water transmission and distribution facilities. Water distribution facilities would be privately funded by the project developer. Appendix A includes the Panhandle PUD Public Facilities Financing Plan (PFFP) that identifies the project's funding of public facility and backbone infrastructure improvements, including water transmission facilities. The PFFP indicates a total cost of \$2.7 million associated with the design and construction of backbone water transmission facilities, which would be funded by the existing Citywide Water System Development Fee.

The cost of constructing the water facility improvements would be borne initially by the project developer. These costs would be reimbursable or creditable against the Citywide Water System Development Fee for only transmission facilities. On-going water service would be funded through City service fees. The rate structure through the year 2019 is available at:

<http://www.cityofsacramento.org/Utilities/Services/Water-Service>

3.2 Wastewater

This section identifies the details regarding a description of wastewater services. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

All regulations and standards for sewer service are set by the Sacramento Area Sewer District and Sacramento Regional County Sewer District. The state also sets sewer service regulations and standards.

The following City of Sacramento 2035 General Plan policies are applicable to wastewater services.

- ▲ Policy U 1.1.4 Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development they are intended to serve.
- ▲ Policy U 1.1.5 Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

1. Description, Level, and Range of Services to be extended to the affected territory.

The Sacramento Regional County Sanitation District (SRCSD) provides wastewater treatment and large pipeline conveyance from three active contributing agencies including, Sacramento Area Sewer District (which the project is located in), and the cities of Folsom and Sacramento. The largest contributing agency is Sacramento Area Sewer District, which includes most unincorporated areas of the County, Citrus Heights, Elk Grove, Rancho Cordova, and portions of the City. As such, SRCSD and Sacramento Area Sewer District would serve the project area. The SRCSD also maintains regional interceptors that convey sewage and wastewater to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by the SRCSD. The plant is located just south of the City near the unincorporated community of Freeport. Wastewater is routed to the plant by collection systems owned by Sacramento Area Sewer District and the cities of Sacramento and Folsom. SRWWTP is permitted to treat an average dry weather flow (ADWF) of 181 mgd. The facility's 2014 ADWF was approximately 106 mgd (City of Sacramento, 2016). The treated wastewater is discharged into the Sacramento River. The SRCSD is in the process of upgrading the WWTP that would include new treatment technologies and facilities that would increase the quality of effluent discharged.

The Sacramento Area Sewer District is divided into trunk sheds. Each trunk shed generally consists of a number of hydraulically independent systems that each discharge into the SRCSD interceptor system. The project area is located within the NN Natomas Trunk Shed area. There are eight gravity wastewater (sewer) pipelines stub-outs adjacent to the project area to the west (MacKay & Somps 2016b):

- ▲ Sandmark Drive (10-inch diameter),
- ▲ Domino Avenue (10-inch diameter),
- ▲ Amazon Avenue (8-inch diameter),
- ▲ Faletto Avenue (8-inch diameter),
- ▲ Club Center Drive (10-inch diameter),
- ▲ Aimwell Avenue (21-inch diameter),
- ▲ Mayfield Street (8-inch diameter), and
- ▲ Del Paso Road (15-inch diameter).

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

The project would generate an average dry weather flow of 0.891 mgd. The Sanitary Sewer Study Level Three for the Natomas Panhandle (see Appendix C) identified that project can be served with the existing gravity sewer connections (Sandmark Drive, Domino Avenue, Amazon Avenue, Faletto Avenue, Club Center Drive, Aimwell Avenue, Mayfield Street, and Del Paso Road). The Sanitary Sewer Study identifies that there is adequate wastewater capacity in existing collector and trunk pipelines stubbed at the project and no downstream improvements are required as there is adequate capacity (including the Upper Northwest Interceptor [see Appendix C]).

The SRWWTP is permitted to treat an ADWF of 181 mgd, while the facility's 2014 ADWF was approximately 106 mgd. Future growth in the SRCSD service area will increase demands for wastewater service and will utilize the remaining capacity of the SRWWTP. The 181 mgd permitted capacity has been in effect since 1990. While the approved EchoWater project will result in improved effluent water quality, this project does not increase treatment capacity of SRWWTP. In the 1990s and early 2000s, the Sacramento Regional County Sanitation District considered capacity expansion from 181 to 218 mgd ADWF and had flows as high as 155 mgd ADWF, with expectations that treatment needs would increase. Since then, water conservation and a reduction in water use has reversed the growth in wastewater capacity use. The District expects per capita consumption to fall 25 percent over the next 20 years through the ongoing installation and use of water meters as well as compliance with water conservation measures. As such, substantial additional water conservation is expected throughout the District's service area, putting off the expectation that the existing 181 mgd ADWF capacity will be exhausted at least year 2050. (Sacramento Regional Sanitation District 2014:6-2.)

The southern area of the SOI outside of the project is also served by the District through existing wastewater infrastructure. The annexation and development of the project site would not change the existing wastewater service provider or alter existing wastewater facilities for the remaining SOI area.

3. An indication of when the services can feasibly be extended to the affected territory

Wastewater service would be extended into the annexation area with the development of the Panhandle Annexation and PUD project area. Wastewater service would be immediately available to the project assuming compliance with all applicable standards.

4. Information with respect to how the services will be financed.

The provision of wastewater services to the Panhandle Annexation and PUD project area would require the construction of on-site wastewater conveyance facilities that would be funded by a combination of SASD fee revenues and private funding from the project developer. Appendix A includes the Panhandle PUD PFFP that

identifies the project's funding of public facility and backbone infrastructure improvements. The PFFP indicates a total cost of \$1.0 million associated with the design and construction of backbone wastewater facilities.

The cost of constructing the wastewater conveyance facilities would be borne initially by the project developer. A portion of these costs would be reimbursable or creditable against the SASD Fee. The remainder of the costs may be reimbursable via a special financing district (SFD) formed for the PUD, which may include the following funding mechanisms: Mello-Roos Community Facilities District (CFD), Assessment District, or a SFD fee program. On-going sewer service would be funded through SASD service fees. The rate structure through the year 2019 is available at:

<http://www.sacsewer.com/monthly-sewer-rates>

3.3 Circulation and Roadways

The City would maintain project roadways. This section identifies the details regarding a description of transportation services and level of service. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

The following City of Sacramento 2035 General Plan policies are applicable to circulation and roadways.

- ▲ Policy M 1.1.1 Right-of-Ways. The City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M4.4.1: Roadway Network Development, Street Typology System.
- ▲ Policy M 1.1.2 Transportation System. The City shall manage the travel system to ensure safe operating conditions.
- ▲ Policy M 1.1.4 Facilities and Infrastructure. The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.
- ▲ Policy M 1.2.1 Multimodal Choices. The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.
- ▲ Policy M 1.2.2 Level of Service (LOS) Standard. The City shall implement a flexible context sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below and mapped on Figure M-1: (Note: A, C, and D are not relevant to the project and are omitted)
 - B. Priority Investment Areas – LOS F allowed
 - E. If maintaining the above LOS standards would, in the City's judgment be infeasible and/or conflict with the achievement of other goals, LOS E or F conditions may be accepted provided that provisions are made to improve the overall system, promote non-vehicular transportation, and/or implement

vehicle trip reduction measures as part of a development project or a city-initiated project. Additionally, the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).

- ▲ Policy M 1.2.3 Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.
- ▲ Policy M 1.3.1 Grid Network. To promote efficient travel for all modes, the City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that is well-connected, both internally and to off-site networks preferably with a grid or modified gridform.

The City shall require private developments to provide internal complete streets (see Goal M.4.2) that connect to the existing roadway system.

- ▲ Policy M 1.3.2 Eliminate Gaps. The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. To this end:
 - C. The City shall construct new bikeways and pedestrian paths in existing neighborhoods to improve connectivity.
- ▲ Policy M 1.3.3 Improve Transit Access. The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by working with RT to appropriately locate passenger facilities and stations, pedestrian walkways and bicycle access to transit stations and stops, and public rights of way as necessary for transit- only lanes, transit stops, and transit vehicle stations and layover.
- ▲ Policy M 1.3.4 Barrier Removal for Accessibility. The City shall remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the city.
- ▲ Policy M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.
- ▲ Policy M 2.1.2 Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate all users including persons with disabilities and complement the form and function of both the current and planned land use context of each street segment (i.e. necessary buffers, amenities, outdoor seating space).
- ▲ Policy M 2.1.3 Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.
- ▲ Policy M 2.1.4 Cohesive and Continuous Network. The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian-oriented areas such as the Central City and include wayfinding where appropriate.
- ▲ Policy M 2.1.7 Safe Pedestrian Crossings. The City shall improve pedestrian safety at appropriate intersections and mid-block locations by providing safe pedestrian crossings.

- ▲ Policy M 2.1.9 Safe Sidewalks. The City shall require pedestrian facilities to be constructed in compliance with adopted design standards.
- ▲ Policy M 4.2.2 Pedestrian and Bicycle-Friendly Streets. In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II and Class III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways).
- ▲ Policy M 5.1.1 Bicycle Master Plan. The City shall maintain and implement a Bicycle Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Bicycle Master Plan.
- ▲ Policy M 5.1.2 Appropriate Bikeway Facilities. The City shall provide bikeway facilities that are appropriate to the street classifications and type, number of lanes, traffic volume, and speed on all rights-of-way.
- ▲ Policy M 5.1.3 Continuous Bikeway Network. The City shall provide a continuous bikeway network consisting of bike-friendly facilities connecting residential neighborhoods with key destinations and activity centers (e.g., transit facilities, shopping areas, education institutions, employment centers).
- ▲ Policy M 5.1.6 Connections between New Development and Bicycle Facilities. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities.
- ▲ Policy M 5.1.7 Bikeway Requirements. The City shall provide bike lanes on all repaved and/or reconstructed arterial and collector streets to the maximum extent feasible. The appropriate facility type for each roadway segment shall be consistent with the Roadway Network and Street Typologies defined in this General Plan.
- ▲ Policy M 5.1.8 Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects construct bikeway facilities identified in the Bicycle Master Plan that have a direct nexus with the project.

1. Description, Level, and Range of Services to be extended to the affected territory.

The City of Sacramento’s Department of Public Works is responsible for maintaining the City’s transportation infrastructure, which includes engineering, construction, on-street parking, and street maintenance services. The Street Services Division maintains and repairs thousands of miles of City roads, curbs, gutters, sidewalks, streetlights, signalized intersections, traffic signs, landscaped medians and rights-of-way throughout the City.

Operational levels of service of City roadways is established under General Plan Policy M 1.2.2 (level of service “D”, with exceptions set forth in the policy). The following is a description of level of service (LOS) criteria for intersections and roadway segments:

Table 3 Intersection Level of Service Definitions

Level of Service	Description	Signalized Intersection Average Delay per Vehicle (seconds)	Unsignalized Intersection Average Delay per Vehicle (seconds)
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 10.0	< 10.0

Table 3 Intersection Level of Service Definitions

Level of Service	Description	Signalized Intersection Average Delay per Vehicle (seconds)	Unsignalized Intersection Average Delay per Vehicle (seconds)
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	10.1 to 20.0	> 10.0 to 15.0
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	20.1 to 35.0	> 15.0 to 25.0
D	Represents high-density, but stable flow.	35.1 to 55.0	> 25.0 to 35.0
E	Represents operating conditions at or near the capacity level.	55.1 to 80.0	> 35.0 to 50.0
F	Represents forced or breakdown flow.	> 80.0	> 50.0

Source: Transportation Analysis Section 4.10, Panhandle Annexation prepared by DKS Associates (March 9, 2017)

Table 4 Level of Service Threshold for Roadway Segments

Operational Class	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Arterial - Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial - Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial - High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000
Collector Street - Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street - Major	2	8,400	9,800	11,200	12,600	14,000
	4	16,800	19,600	22,400	25,200	28,000
Local Street	2	3,000	3,500	4,000	4,500	5,000
Facility Type	Stops / Mile		Driveways		Speed	
Arterial - Low Access Control	4 +		Frequent		25 - 35 mph	
Arterial - Moderate Access Control	2 - 4		Limited		35 - 45 mph	
Arterial - High Access Control	1 - 2		None		45 - 55 mph	

Source: Transportation Analysis Section 4.10, Panhandle Annexation prepared by DKS Associates (March 9, 2017)

Other alternative modes of transportation including transit, bicycle and pedestrian are also the focus of the City. The City encourages these alternative modes and has in place goals, policies, and standards to govern the planning, design and construction of these facilities.

Regional Transit (RT) is a regional provider of transit (including light rail) to the City and Greater Sacramento Area, including Sacramento County. Due to RT continuing to provide service to the City and the project whether annexed or not, transit is not be described herein, except as to the City project requirements to facilitate the continued use of transit as an alternative mode of transportation. Implementation of Mitigation Measure 5.11-7 will require the project join the North Natomas Transportation Management Association and will coordinate on feasible measures to provide transit information and services to project residents that is phased with development and transit demand. The City would maintain the transportation infrastructure within the Panhandle Annexation and PUD project area.

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

Project developers would construct all the streets, bikeways, and trails shown in Exhibit 1 and would be responsible for their fair share funding of a number of improvements in the North Natomas Community Plan area as identified in the Panhandle PUD PFFP. The Panhandle Annexation and PUD EIR also identified the following roadway improvements required for the project (see Appendix D for Mitigation Monitoring and Reporting Program):

- ▲ Installation of a traffic signal at the intersection of Sorento Road / Del Paso Road (Mitigation Measure 5.11-2)
- ▲ Elkhorn Boulevard – SR 99 to Marysville Boulevard – Widen to four lanes (Mitigation Measure 5.11-3a)
- ▲ Implementation of neighborhood traffic management plans (Mitigation Measure 5.11-3b)
- ▲ Elkhorn Boulevard – Sageview Drive to East Levee Road – Widen to six lanes under cumulative conditions (Mitigation Measure 5.11-10)

3. An indication of when the services can feasibly be extended to the affected territory

Roadway connections and improvements for the Panhandle Annexation and PUD project area would be phased with actual development phasing in compliance with all applicable standards.

4. Information with respect to how the services will be financed.

Appendix A includes the Panhandle PUD PFFP that identifies the project's funding of backbone roadway, bikeway, and trail improvements. The PFFP indicates a total cost of \$12.5 million associated with the design and construction of on-site and off-site transportation facilities.

3.4 Animal Care

The City would provide animal care services for the project. A summary regarding the implementation measures and funding necessary to serve the project is identified herein. All Animal Care regulations and standards are set within the City's Municipal Code Section 9.44. All matters are generally handled by Animal Care within the Community Development Department, although the department also collaborates with police on matters of public safety regarding stray or dangerous animals.

1. Description, Level, and Range of Services to be extended to the affected territory.

Animal Care Services for the City of Sacramento consists of one office located at 2127 Front Street with a full staff including veterinarians, service administrators, field operators, as well as others who assist with the

detention, shelter and care, including the placement of both stray and licensed pets. Animal Care services for the City of Sacramento serves territory within the City limits.

Maintenance services provided by Animal Care include: collecting and monitoring, licensing, adoption, redemption, spay/neuter, and related animal care service and regulatory fees; providing assistance to the general public (phone calls and on-site response) with animal care, welfare, licensing and adoption guidance, and responding to inquiries to lost and found animals. Animal Care also handles prioritizing and dispatching officer assistance from the public and safety and law enforcement agencies, providing field services in response to animal-related emergencies; impounding dogs at large and rescuing animals in distress; enforcing all animal control laws; providing 24-hour service for picking up seriously sick or injured strays and conveying them to veterinarians for emergency treatment; responding to other City agency requests for animal care and control services (i.e. fire, police, California Highway Patrol); and providing accountability to customers and governing bodies.

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

Currently, the City's animal control services spans 100 square miles. There are seven Animal Control Officers serving the city 24 hours a day, 7 days a week, 365 days a year. Sacramento's Animal Control Officers provide rabies control, protect the public from dangerous animals and protect the city's animals from abuse and neglect. The City also has the Animal Care Services' Citizens Advisory Committee that is intended to provide recommendations to the Mayor and the City Council on strategies, policies, and programs designed to ensure quality care for the animals housed at the Sacramento Animal Care Services Center. The project would not increase the City population to an extent that it might require new or upgraded existing facilities for Animal Care services.

3. An indication of when the services can feasibly be extended to the affected territory

Animal Care services would be extended to the area upon annexation.

4. Information with respect to how the services will be financed.

Animal Care is partly paid for by the City's General Fund, as well as donations and fundraising from other outside sources and animal rights groups. All fees are based upon a case-by-case assessment of owner infractions. The Panhandle Annexation and PUD project area would contribute to development fees and property taxes to the City's General Fund, which funds Animal Care.

3.5 Code Enforcement

The City would provide code enforcement services for the project. A summary regarding the implementation measures and funding necessary to serve the project would be identified herein. All matters are generally handled by Code Enforcement within the Community Development Department.

1. Description, Level, and Range of Services to be extended to the affected territory.

Code enforcement for the City is handled by the Code Enforcement Division of the Community Development Department. The main goal is to enhance public health, safety and welfare by eliminating blighted areas of development within the City limits. There would be minimal need for code enforcement within Panhandle Annexation and PUD project area because it consists of new homes and buildings that have not succumbed to blight or structural damage.

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

Code Enforcement services would not need to be expanded due to the inclusion of the project area. Immediate needs are met with existing personnel and infrastructure. The Panhandle Annexation and PUD project area would not necessitate the construction of additional facilities.

3. An indication of when the services can feasibly be extended to the affected territory

Code Enforcement services to the project would be provided consistent with the absorption of dwelling units and other structures as they are occupied.

Because the Panhandle Annexation and PUD project area would be a new community, there would be little need for code enforcement. The Code Enforcement Division focuses mainly on illegal garage conversions, additions, patio covers, and structural damage that potentially pose a threat to public safety, as well as areas of blight. Because the project would consist of a new development that meets current building standards, code enforcement can be feasibly extended to the project area.

4. Information with respect to how the services will be financed.

Code Enforcement is paid for out of the City's General Fund. All other fees are based upon a case-by-case assessment of owner infractions. The Panhandle Annexation and PUD project area would contribute to development fees and property taxes to the City's General Fund, of which a portion would be allocated to fund Code Enforcement.

3.6 Law Enforcement

The City would provide law enforcement services for the project. This section identifies the details regarding a description of services. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

The following City of Sacramento 2035 General Plan policies are applicable to law enforcement:

- ▲ Policy PHS 1.1.2: Response Time Standards. The City shall strive to achieve and maintain optimal response times for all call priority levels to provide adequate police services for the safety of all city residents and visitors.
- ▲ Policy PHS 1.1.3: Staffing Standards. The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.
- ▲ Policy PHS 1.1.4: Timing of Services. The City shall ensure that development of police facilities and delivery of services keeps pace with development and growth in the city.
- ▲ Policy PHS 1.1.7: Development Review. The City shall continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.
- ▲ Policy PHS 1.1.8: Development Fees for Facilities and Services. The City shall require development projects to contribute fees for police facilities.

The North Natomas Community Plan (NNCP) was updated as part of the 2035 General Plan on March 3, 2015 and provides the City's vision statement as well as supplemental policies for the community related to land use and urban design, housing, circulation, community services and facilities, public health and safety, and environmental resources. The following policies are applicable to the project.

- ▲ Policy LU 1.4: Financing Plan. The City shall ensure that the Financing Plan will provide assurance that all essential infrastructure and public facilities (necessary for public health, safety, welfare, and education) are in place and operational to serve each phase of development.
- ▲ Policy PHS 1.2: Police Protection Service. The City shall locate a five acre police substation in the Town Center. Locating the police station near the regional park enhances the sense of safety in the park. Prior to development, the City Police Department must verify adequate police protection facilities and services, including equipment and personnel, exists to serve the project, or will be provided, to maintain a police protection service standard of 1.60 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.60 police officers added either through a funded program or as a condition of approval for the project. The Police Department requires a police substation to be provided prior to 60 percent of the land being developed within the North and South Natomas areas. The station provides service to the subregion of North and South Natomas and is able and projected to accommodate 220 officers and non-sworn personnel. (Note: This police substation facility has been subsequently removed from law enforcement planning and the General Plan)

1. Description, Level, and Range of Services to be extended to the affected territory.

Police protection services in the City of Sacramento are provided by the City of Sacramento Police Department (SPD). Additionally, the CHP responds to all incidents on the state highways, state-owned buildings, and state property within the City. The TRPD is responsible for providing police services to the students, staff and facilities within the Twin Rivers Unified School District (TRUSD). Regional Transit contracts with both the SPD and the Sacramento Sheriff's Department to provide police services. The RTPD is responsible for monitoring light rail stations, light rail trains, bus stops, buses, bus routes, regional transit riders, and other associated transit needs with regard to safety.

The SPD is managed by the Chief of Police and three deputy chiefs who oversee the Office of Operations, Office of Investigations, Office of Specialized Services, and Office of the Chief, respectively. In 2016, the SPD was staffed with 697 sworn officers and 269 civilian employees. The SPD's 2016/2017 budget provides funding for 757 sworn officers and 282 civilian employees (SPD 2016).

The SPD uses a variety of data including geographic information system (GIS) based data, call and crime frequency data, and available personnel to rebalance officer deployment on an annual basis to meet the changing needs of the City. Along with this, the SPD changes the size of its patrol districts within its four established geographic police commands approximately every two years to reflect population growth, crime, and other factors which require boundary adjustments. Upon annexation, the project area would be located within the North Command, District 1A (North Natomas) (SPD 2015).

The fiscal year 2016/2017 operating budget for SPD totaled \$132.2 million. Funding is received through a variety of sources with the primary source being the City's general fund and Measure U. With regard to serving new development, the SPD realizes minimal revenue generation through licensing and fee recovery programs.

The main headquarters for the SPD is located at the Public Safety Center, Chief Deise/Kearns Administrative Facility, 5770 Freeport Boulevard. The Patrol Division in the SPD's Office of Operations is directly responsible for managing and responding to emergency and non-emergency calls for service. The department has three substations from which the patrol divisions operate. The facility that serves District 1 is the William J. Kinney Police Facility located at 3550 Marysville Boulevard. This station is approximately five miles southeast of the project area south of Interstate 80 (I-80).

Currently, there is no secondary station in this area. The other substations are the Joseph E. Rooney Police Facility located at 5303 Franklin Boulevard (South Command) and the Richards Police Facility located at 300 Richards Boulevard (Central and East Commands).

Average SPD response times and workload are measured by the number of calls for service. Calls are categorized based on urgency of the situation from Priority 2 (P2) being the highest priority to Priority 6 (P6) being the lowest priority. Priority 1 (P1) calls are officer-initiated emergency requests for help which are responded to in real time. The SPD does not have an adopted response time standard. In 2016, the SPD received a total of 351,472 calls for service including 246,292 citizen calls for service and 105,180 officer-initiated calls for service. In the same year, the median response time for calls was 9 minutes (SPD 2016).

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

The project would result in the development of up to 2,699 new residential units and the addition of approximately 7,287 residents. Based on the City's standard of 1.6 sworn officers per 1,000 residents and 1.0 civilian support staff for every 1.6 sworn officers (North Natomas Policy PHS 1.2), the residential portion of the project would result in the demand for as many as 12 additional sworn officers and 7 civilian support staff at build-out. The elementary school, middle school, and high school would be policed by the school districts.

This is consistent with the analysis provided in the City of Sacramento General Plan Master EIR for the 2035 General Plan which found that buildout of the General Plan, including the project area, would require the addition of 330 to 413 additional sworn officers and 165 to 207 civilian support staff. The 2035 General Plan identifies several new police stations and associated facilities as subsequent projects. These facilities would accommodate up to 600 new sworn officers and support staff. Potential impacts associated with construction of these facilities were programmatically evaluated in the City of Sacramento 2035 General Plan Master EIR.

The Panhandle Annexation and PUD EIR also identified the following mitigation measures for the project (see Appendix D for Mitigation Monitoring and Reporting Program):

- ▲ Payment of fees (Mitigation Measure 5.10-1a)
- ▲ The Panhandle PUD PFFP shall ensure that public facilities and equipment required to service the project are in place concurrent with site development (Mitigation Measure 5.10-1b)

Other conditions the City would impose or require providing police services would be detailed in the future Conditions of Approval and Improvement Standards for the City of Sacramento.

The Sacramento County Sheriff's Department (SCSD) would continue to provide specialized law enforcement services to the southern area of the SOI. Specialized law enforcement includes providing court security services, operating a system of jails for pretrial and sentenced inmates, and operating a training complex. Local police protection includes response to calls and trouble spots, investigations, surveillance, and routine patrolling. There are seven patrol districts in the unincorporated area of the county covering approximately 880 square miles. The nearest sheriff's station is McClellan Station located at 6028 Price Avenue, McClellan, approximately 6 miles east of the SOI. The annexation and development of the project site would not use these existing law enforcement services for the SOIA area.

3. An indication of when the services can feasibly be extended to the affected territory

Upon annexation, the Sacramento Police Department would provide law enforcement services to the project. The elementary school, middle school, and high school would be policed by the school districts.

4. Information with respect to how the services will be financed.

Additional police services required for the proposed project would be funded by City general fund revenue including tax revenues generated by the residential uses proposed by the project, such as property tax and sales tax.

3.7 Fire Protection Services

The City would provide fire protection services for the project. This section identifies the details regarding a description of services and level of service. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

The following City of Sacramento 2035 General Plan policies are applicable to fire protection services:

- ▲ Policy PHS 2.1.2: Response Time Standards. The City shall strive to maintain emergency response times that provide optimal fire protection and emergency medical services to the community.
- ▲ Policy PHS 2.1.3: Staffing Standards. The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.
- ▲ Policy PHS 2.1.4: Response Units and Facilities. The City shall provide additional response units, staffing, and related capital improvements, including constructing new fire stations, as necessary, in areas where a fire company experiences call volumes exceeding 3,500 in a year to prevent compromising emergency response and ensure optimum service to the community.
- ▲ Policy PHS 2.1.5: Timing of Services. The City shall ensure that the development of fire facilities and delivery of services keeps pace with development and growth of the city.
- ▲ Policy PHS 2.1.11: Development Fees for Facilities and Services. The City shall require development projects to contribute fees for fire protection services and facilities.
- ▲ PHS 2.2.2: Development Review. The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.
- ▲ PHS 2.2.4: Water Supply for Fire Suppression. The City shall ensure that adequate water supplies are available for fire-suppression throughout the city, and shall require development to construct all necessary fire suppression infrastructure and equipment.

The North Natomas Community Plan (NNCP) was updated as part of the 2035 General Plan on March 3, 2015 and provides the City's vision statement as well as supplemental policies for the community related to land use and urban design, housing, circulation, community services and facilities, public health and safety, and environmental resources. The following policy is applicable to the project.

- ▲ Policy LU 1.4: Financing Plan. The City shall ensure that the Financing Plan will provide assurance that all essential infrastructure and public facilities (necessary for public health, safety, welfare, and education) are in place and operational to serve each phase of development.

1. Description, Level, and Range of Services to be extended to the affected territory.

The City of Sacramento Fire Department (SFD) provides fire protection services to a 146.3-square-mile service area including the entire City of Sacramento (City) as well as some unincorporated areas of Sacramento County (County) and holds jurisdiction over fire code compliance, monitoring and enforcement. These services include fire suppression, emergency medical services, fire prevention and investigation, hazardous materials response, search and rescue, and extrication within the city. Contracted areas within the SFD's jurisdiction include the Natomas Fire Protection District (NFPD) and the Pacific Fruitridge Fire Protection District (PFFPD), both of which provide service outside of the City.

The project area is currently located within the boundaries of the NFPD. Since 1984, NFPD, a County agency, has contracted with the City to provide emergency, medical, rescue and fire protection services to the North

Natomas community. Under this contract, most of the property tax collected for fire service is paid to the City. The NFPD, in conjunction with the SFD, provide service to the unincorporated areas of North Natomas which includes the project area. Upon annexation, the project area would be served by the SFD.

The SFD has 24 active stations within its service area. The project area is currently served and, with project implementation, would continue to be served by NFPD Fire Stations 18 and 30. Fire Station 18 is located south of Del Paso Road, approximately 1.2 vehicle miles from the project area, at 746 North Market Boulevard. The station is equipped with a Type I Engine which is staffed with four personnel each day including a company officer (captain), engineer, and two firefighters.

Fire Station 30 is located immediately west of the project area, at 1901 Club Center Drive in the North Natomas community. The station is equipped with a Type I engine, a truck, and an ambulance which are staffed each day with 10 personnel. Station 30 was constructed in 2005 with the intention of serving the growing population of the North Natomas area.

The SFD has 589 full-time equivalent employees (SFD 2016). In 2016, the SFD responded to approximately 88,242 calls with the majority of calls for emergency medical service (50,755 calls or 57.5 percent of total) (SFD 2016). SFD has a goal to have its first responding company, which provides for fire suppression and paramedic services, arrive within four minutes (City of Sacramento 2014).

The SFD maintains automatic aid agreements with all its neighboring agencies including the Sacramento Metropolitan Fire District and Cosumnes Fire. Under these automatic aid agreements, all related emergency calls are routed through a central dispatch center and the nearest apparatus are dispatched to emergency incidents, regardless of political jurisdiction. 2016, SFD provided mutual aid response for 8,235 incidents (SFD 2016).

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

As required for mandatory compliance with the UFC/City Code Chapter 15.36, project design would comply with regulations relating to construction, maintenance, and use of buildings. The UFC contains specialized technical regulations related to fire and life safety. Such mandatory fire prevention and deterrence measures would include, but not be limited to, fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and other fire-safety requirements for new and existing buildings and the surrounding premises. As described above in "Water," there is adequate water supply and distribution facilities to provide sufficient fire flow to the project area.

Development would also be required to comply with state and local fire regulations, as outlined in the California Health and Safety Code and the City Code. Compliance with these mandatory regulations would ensure that fire and other emergency service providers would have adequate access to all properties within the project area in the event of a fire emergency. Compliance would also support fire suppression and decrease the likelihood of fire spreading through preventative measures such as fire sprinklers and appropriate fire-safe vegetation choices and clearing requirements, and through the use of fire-safe building materials, building plans, emergency access details and site plans.

The project area would be served by Station 30, which was recently constructed to serve anticipated growth in the North Natomas area, development of the project area would not result in the need for the construction of new fire protection facilities. The project would contribute to the need for facility improvements and equipment needs that would be addressed through its payment of impact fees and funding through the Panhandle PUD PFFP.

New fire personnel need would be addressed through the project property taxes and funding allocations through the City's budget and general fund.

The Panhandle Annexation and PUD EIR also identified the following mitigation measures for the project (see Appendix D for Mitigation Monitoring and Reporting Program):

- ▲ Payment of fees (Mitigation Measure 5.10-1a)
- ▲ The Panhandle PUD PFFP shall ensure that public facilities and equipment required to service the project are in place concurrent with site development (Mitigation Measure 5.10-1b)

Other conditions the City would impose or require providing fire protection services would be detailed in the future Conditions of Approval and Improvement Standards for the City of Sacramento.

As noted above, the southern portion of the SOI outside of the project is within the contracted area within the SFD's jurisdiction include the NFPD, which provides service outside of the City. Since 1984, NFPD, a County agency, has contracted with the City to provide emergency, medical, rescue and fire protection services to the North Natomas community. Fire protection services for the southern SOI area would continue under this contract and would not be altered by the annexation.

3. An indication of when the services can feasibly be extended to the affected territory

Upon annexation, the Sacramento Fire Department would provide fire protection and emergency services to the project.

4. Information with respect to how the services will be financed.

The Panhandle PUD would contribute to the funding needed to construct new fire facilities to provide fire protection services to the Panhandle. The Panhandle PUD PFFP identifies the project's fair share contribution to future fire facilities (approximately \$902,000), which would be funded by the Panhandle PUD SFD or participation in other existing impact fee programs.

Additional fire services required for the proposed project would be funded by City general fund revenue including tax revenues generated by the residential uses proposed by the project, such as property tax and sales tax.

3.8 Solid Waste Services

The City would provide solid waste services for the project. This section identifies the details regarding a description of services and level of service. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

The following City of Sacramento 2035 General Plan policies are applicable to solid waste services:

- ▲ Policy U 1.1.1 Provision of Adequate Utilities. The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services utility services to areas in the city currently receiving these services from the City, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of necessary infrastructure.
- ▲ Policy U 1.1.4 Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development they are intended to serve.
- ▲ Policy U 1.1.5 Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

- ▲ Policy U 2.1.9 New Development. The City shall ensure that water supply capacity is in place prior to granting building permits for new development.
- ▲ Policy U 5.1.5 Residential and Commercial Waste Disposal. The City shall continue to provide curbside trash and recycling collection service to single-family residential dwellings and offer collection service to commercial and multifamily residential development.

1. Description, Level, and Range of Services to be extended to the affected territory.

Within the City, residential solid waste is collected by the City’s Recycling and Solid Waste Division. Residential solid waste is taken to the Sacramento Recycling and Transfer Station and the North Area Recovery Station where it is sorted for transportation to the following landfills (based on 2015 data):

- ▲ Kiefer Landfill (Sloughouse, California): the landfill has a permitted capacity of 10,815 tons per day. The landfill has approximately 113 million cubic yards of available capacity that is anticipated to have sufficient capacity through the year 2035.
- ▲ Forward Landfill (Stockton, California): the landfill has a maximum daily throughput capacity of 8,668 tons per day and approximately 24 million cubic yards of remaining capacity. It is anticipated to have sufficient capacity through the year 2021.
- ▲ L and D Landfill (Sacramento, California): the landfill has a maximum daily capacity of 2,540 tons and a total remaining permitted capacity of 6,031,055 cubic yards. It is anticipated to have a sufficient capacity through the year 2023.
- ▲ Yolo County Central Landfill (Yolo County, California): the landfill has a maximum daily throughput capacity of 1,800 tons and a total permitted capacity of 49 million cubic yards. It is anticipated to have sufficient capacity through the year 2081. (City of Sacramento 2016b)

CalRecycle identifies that the City disposed of 508,213.83 tons of solid waste in 2015 (approximately 1,392.37 tons per day). The City was below its disposal rate targets for population (5.8 pounds per day [target was 6.9 pounds per day]) and employment (9.3 pounds per day [target was 10.8 pounds per day]). (CalRecycle. 2017a)

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

Table 5 provides an estimate of solid waste disposal for project operations at build-out based on 2015 disposal rates for the City identified by CalRecycle (CalRecycle 2017a). This assumes current City waste diversion and recycling programs would continue to be implemented (e.g., City Planning and Development Code Section 17.616.030 that specifies recycling volume requirements for new development).

As shown in Table 5, the project would generate approximately 22.78 tons per day of solid waste for disposal. This would increase the City’s 2015 solid waste disposal rate of 1,392.37 tons per day to 1,415.15 tons per day. There is adequate capacity to accommodate the project’s solid waste generation as this would be 0.1% of the total combined daily permitted capacity of approximately 23,823 tons per day of the Kiefer, Forward, L and D, and Yolo County Central landfills. In addition, these landfills have 143.03 million cubic yards of remaining capacity to accommodate solid waste.

Table 5 Estimated Project Solid Waste Disposal at Build-Out

Land Use	Tons Per Day	Tons Per Year
Suburban Neighborhood Low Density (2,699 dwelling units/7,287 residents) ¹	21.13	7,712.45
Elementary School and Middle/High School (East Natomas Education Complex) (3,300 students) ³	1.65	602.25

Total	22.78	8,314.70
¹ City of Sacramento 2015 solid waste disposal factor of 5.8 pounds per day per person. ² City of Sacramento 2015 solid waste disposal factor of 9.3 pounds per day per person. ³ CalRecycle Estimate Solid Generation Rate: schools factor of 1 pound per day per student. Source: CalRecycle 2017a and b		

In addition to the solid waste generation from project operations, construction activities would generate solid waste from excess/unused building materials, construction waste, packing materials, and other related sources. City Code Section 17.616.020 requires that a demolition and construction plan be developed for the project to address the recycling of construction waste to reduce construction solid waste disposal at landfills. Construction solid waste generation would be temporary and would not exceed daily permitted capacities of the regions landfills.

Solid waste services for the southern portion of the SOI outside of the project is provided by the Sacramento County Waste Management and Recycling. This includes garbage and recycling collection services, garbage disposal and recycling facilities, and recycling programs. Solid waste would continue to be same facilities as the project. The annexation would not alter current solid waste services to the southern portion of the SOI.

3. An indication of when the services can feasibly be extended to the affected territory

Solid waste service to the Panhandle Annexation and PUD project area would be provided consistent with the absorption of dwelling units as they are occupied.

4. Information with respect to how the services will be financed.

Solid waste services are funded through user fees. The rate schedule for solid waste services can be viewed at:

<http://www.cityofsacramento.org/public-works/RSW/About-RSW/2015-Rate-Adjustments/rate-adjustment-matrix>

Rates are updated annually.

3.9 Drainage and Flood Control

The City would provide drainage services for the project in continued coordination with Reclamation District 1000 (RD100). This section identifies the details regarding a description of services and level of service. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

The following City of Sacramento 2035 General Plan policies are applicable to drainage services:

- ▲ Policy U 4.1.1: Adequate Drainage Facilities. The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.
- ▲ Policy U 4.1.4: Watershed Drainage Plans. The City shall require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit.
- ▲ Policy U 4.1.6: New Development. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures,

including “green infrastructure” and Low Impact Development (LID) techniques, to prevent on- or off-site flooding.

- ▲ Policy ER 1.1.4: New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city’s NPDES Permit.
- ▲ Policy ER 1.1.5: Limit Stormwater Peak Flows. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.
- ▲ Policy ER 1.1.6: Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.
- ▲ Policy EC 2.1.11: New Development. The City shall require evaluation of potential flood hazards prior to approval of development projects and shall regulate development in urban and urbanizing areas per state law addressing 200-year level of flood protection.
- ▲ Policy EC 2.1.24: Flood Risk Notification. The City shall annually notify owners of residential development protected from flooding by a levee and/or subject to inundation in the event of levee failure of the risk.
- ▲ Policy EC 2.1.25: Deed Notification. The City shall require, for areas protected by levees, all new developments to include a notice within the deed that the property is protected by flooding from a levee and that the property can be subject to flooding if the levee fails or is overwhelmed.

1. Description, Level, and Range of Services to be extended to the affected territory.

Upon completion and acceptance of the infrastructure necessary to provide drainage to the project, the City would own and operate the system and would provide maintenance and repair of the system. The project area is in the North Natomas Comprehensive Drainage Plan (CDP) Service Area and Northgate Business Park Drainage Assessment District. RD1000 is the principal agency responsible for conveying and pumping storm runoff from the Natomas Basin. Runoff from the urbanized areas of the basin is collected, conveyed, and pumped to RD1000 facilities (i.e., canals). The storm runoff is then conveyed in the RD1000 channel system to the RD1000 pumping facility located on the Garden Highway. At this point, the storm runoff is pumped into the Sacramento River.

In general, drainage in the project area trends east to west, in conformance with local topographic conditions, with the exception of lateral storm drains, interceptor canals, and outfalls. Drainage facilities on the project area include drainage canals, culverts, and two 60-inch drainage pipelines that discharge off-site. In addition to these facilities, a portion of the eastern boundary includes the North Natomas Levee associated with the Natomas East Main Drainage Canal (NEMDC).

In December of 2008, the Flood Insurance Rate Maps (FIRMs) for the Natomas Basin were remapped by Federal Emergency Management Agency (FEMA). The area, which was previously understood to offer between 100-year and 500-year protection (Shaded X Zone) was reclassified as within the 100-year flood hazard zone (AE Zone) after the Corps decertified the levee system protecting the basin. The remap required mandatory flood insurance for property owners and meant all new construction or substantial improvements to structures had to meet a 33-foot base flood elevation requirement. Prior to the Corps decertification, the Sacramento Area Flood Control Agency (SAFCA) implemented the Natomas Levee Improvement Program (NLIP) to upgrade the levee system protecting the Natomas Basin. Construction on the NLIP began in 2007.

Following 18 miles of levee improvements efforts by SAFCA and the California Department of Water Resources that began in 2007 and the congressional authorization in June 2014, the Natomas Basin, as of June 2015, is now mapped as Zone A99 (areas subject to inundation by the 1-percent-annual-chance flood event, but which would ultimately be protected upon completion of an under-construction federal flood protection system) In June 2015, the City began processing applications and issuing building permits for projects in the Natomas Basin. Flood insurance is still mandatory.

The principal objective of the NLIP is providing 200-year flood protection to the Natomas Basin. The remaining 24 miles of improvements to the Natomas Basin will be constructed by the USACE under the June 2014 congressional authorization.

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

The primary drainage improvement for the project would consist of an on-site stormwater detention basin on the west side of the project area north of Club Center Drive. The detention basin would provide storage to allow outflows to be metered at a reduced rate to discharge to existing twin 60-inch pipelines that drain runoff from the site to the canal that runs parallel to Truxel Road, with no offsite improvements required. The detention basin would be sized to contain the 100-year, 10-day runoff volume assuming a maximum pumping rate of 0.10 cubic feet/acre for the project area as well as for the on-site East Natomas Education Complex. Water quality control features would also be incorporated in the basin design.

The detention basin would serve both to control the release of storm water flows into the existing surface water drainage facilities and to facilitate storm water treatment. In addition, as required by the City's Stormwater Management Plan, and the City's NPDES storm water permit, the project would incorporate BMPs to reduce runoff containing urban pollutants. The modeling and analysis in the Drainage System Modeling Report for the Natomas Panhandle (Panhandle Owner's Group 2016) indicate that the proposed storm water system would comply with applicable City of Sacramento standards with respect to the water surface elevations generated during 10-year flows. The analysis also determined that the proposed detention basin would have the capacity to detain both the 100-year, 24-hour event and the 100-year 10-day event. Thus, implementation of these improvements would accommodate increased drainage flows from Panhandle PUD buildout. However, phased development of the site could potentially result in temporary drainage impacts if the necessary drainage facilities are not in place at the time of site development. Development could also worsen existing drainage and local flooding issues at the intersection of Del Paso Road and Sorento Road.

The Panhandle Annexation and PUD EIR also identified the following mitigation measures for the project (see Appendix D for Mitigation Monitoring and Reporting Program):

- ▲ As part of approval of each small lot final map and/or each subsequent project, the project applicant shall demonstrate that drainage facilities are consistent with the Drainage System Modeling Report for the Natomas Panhandle (Mitigation Measure 5.8-1)

The southern area of the SOI outside of the project is also served by the RD1000 through existing drainage infrastructure. The annexation and development of the project site would not change the existing drainage facilities for the remaining SOI area.

3. An indication of when the services can feasibly be extended to the affected territory

Drainage facilities that would serve the project area already exist in the area. Improvements to the North Natomas Levee that is associated with the NEMDC. This levee is planned for improvement associated with the Sacramento Area Flood Control Agency (SAFCA) implemented the Natomas Levee Improvement Program (NLIP), Phase 4b Landside Improvements Project (Phase 4b Project),

4. Information with respect to how the services will be financed.

The PUD project area would require the construction of backbone drainage facilities, including the storm drainage system and detention basin. The drainage facilities would be funded by the Panhandle PUD SFD, with initial funding provided by project developer capital. The PFFP indicates a total cost of \$11.8 million associated with the design and construction of backbone drainage facilities,

SAFCA has two (2) annual tax assessments that apply in North Natomas that the project would be subject to:

- ▲ **Operation and Maintenance Assessment District:** Section 103 of the Sacramento Area Flood Control Act provides the SAFCA the authority to levy annual assessments for the operation and maintenance of projects, for the satisfaction of liabilities arising from projects, for the administrative costs of SAFCA, and to accumulate a fund which may be used to advance the costs of SAFCA projects, provided that the advances be repaid, with interest as determined by the Board of Directors, from assessments, reassessments or special taxes, charged by SAFCA pursuant to the Sacramento Area Flood Control Act. The assessment will be used to fund the operation and maintenance of SAFCA to continue coordinated efforts to bring flood protection to the greater Sacramento Area. Operation and maintenance assessments are levied on lands influenced by flows on the Sacramento and American Rivers and contributing tributary creeks and drainage channels within SAFCA's jurisdictional boundary.
- ▲ **North Area Local Project Assessment District No. 2 (NALP AD No. 2):** The Sacramento Area Flood Control Agency Act of 1990 ("SAFCA Act") provides the authority for SAFCA to levy assessments within the entire SAFCA jurisdictional area or within any project area determined to particularly benefit from the North Area Local Project. The purpose of the assessment is to fund engineering design, construction, right of way acquisition and utility relocation of the North Area Local Project. NALP AD No.2 improvements include primarily levee strengthening projects along the Sacramento and American Rivers. The North Area Project also consists of a series of levee and other flood control improvements designed to provide increased flood protection to the Natomas Basin and portions of Rio Linda, and North Sacramento along the lower Arcade and Dry watersheds.

The City of Sacramento North Natomas Mello-Roos CFD No. 97-01 was formed in 1997 to fund area wide drainage facilities and habitat land acquisition. Authorized improvements include local levee construction, pumping plants, channel improvements, land acquisition, design, engineering, and administration. The drainage facilities are operated by RD1000. In accordance with the Panhandle PUD PFFP, the project would annex into CFD 97-01 to fund their fair share of improvements to the RD1000 system.

City drainage maintenance services are funded through user fees. The current rate schedule for drainage services can be viewed at:

http://www.cityofsacramento.org/online-services/FeeChargeSearch?cu_fee_id=3278

3.10 Parks and Recreation

The City would provide park and recreation services for the project. This section identifies the details regarding a description of services and level of service. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

The following City of Sacramento 2035 General Plan policies are applicable to parks and recreation:

- ▲ **Policy ERC 2.2.2: Timing of Services.** The City shall ensure that the development of parks and community and recreation facilities and services keeps pace with development and growth within the city.
- ▲ **Policy ERC 2.2.3: Service Level Radius.** The City shall strive to provide accessible public park or recreational open space within one-half mile of all residences.

- ▲ Policy ERC 2.2.4: Park Acreage Service Level Goal. The City shall strive to develop and maintain 3.5 acres of neighborhood and community parks and other recreational facilities/sites per 1,000 population.
- ▲ Policy ERC 2.2.5: Meeting Service Level Goal. The City shall require new residential development to meet its fair share of the park acreage service level goal by either dedicating land for new parks, paying a fair share of the costs for new parks and recreation facilities or renovation of existing parks and recreation facilities. For new development in urban areas where land dedication or acquisition is constrained by a lack of available suitable properties (e.g., the Central City), new development shall either construct improvements or pay fees for existing park and recreation enhancements to address increased use. Additionally, the City shall identify and pursue the best possible options for park development, such as joint use, regional park partnerships, private open space, acquisition of parkland, and use of grant funding.
- ▲ Policy ERC 2.2.12: Compatibility with Adjoining Uses. The City shall ensure that the location and design of all parks, recreation, and community centers are compatible with existing adjoining uses.
- ▲ Policy ERC 2.2.17: Joint-Use Facilities Co-located. The City shall support the development of parks and recreation facilities co-located with public and private facilities (e.g., schools, libraries, and detention basins).
- ▲ Policy ERC 2.4.1: Service Levels. The City shall provide 0.5 linear mile of parks/parkways and trails/bikeways per 1,000 population.
- ▲ Policy ERC 2.4.3: Connections to Other Trails. The City shall maintain existing and pursue new connections to local, regional, and state trails.
- ▲ Policy ERC 2.5.4: Capital Funding. The City shall fund the costs of acquisition and development of City neighborhood and community parks, and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.

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- ▲ Policy ERC 1.3: Park Phasing. The City shall require that neighborhood and community parks be provided when a minimum of 50 percent of the residential land development in the park service area is completed.
- ▲ Policy ERC 1.8: Park Location Criteria. The City shall require that parks with active recreational uses which may negatively impact residential areas due to traffic, noise, and lighting should be sited so as to have minimal impact on surrounding residences. The City shall discourage or minimize residential back-on lots or side lots adjacent to parks. Neighborhood parks should be located along small residential streets or other connections within neighborhoods where they are easily accessed on foot. Community parks should be located along drainage canals or basins and/or along major streets where the park is easily visible and accessible by foot, bike, transit, or car.
- ▲ Policy ERC 1.9: NN.ERC 1.9 Park Dedication Standard. The City Parks & Recreation Department must verify that the park standard has been met with dedicated park lands or in-lieu fee credit. With a projected population of 66,910, the number of required neighborhood park acres is 167, and the number of the required community park acres is 167. The number of acres of community and neighborhood parks shown on the map includes 247.8 plus 20 acres of the regional park, or 267.8 acres. This number of acres does not include any joint-use school/park acres.

1. Description, Level, and Range of Services to be extended to the affected territory.

The City of Sacramento Parks and Recreation Department (SPRD) oversees and manages park and recreation resources within the city limits. The City currently owns and operates 226 parks and parkways totaling nearly 3,200 acres of land including developed and passive parks, golf courses, bikeways and trails, lakes/ponds and beaches, dog parks, community gardens, skate parks and other recreational facilities. The

City also operates other types of recreational facilities including a senior center, numerous community centers, and several clubhouses (i.e., activity buildings available for rental by the public for small parties, gatherings, and meetings) (SPRD 2016).

Table 6 presents the park service level goals for each category of park.

Park Type	Acres/1,000 Residents	Size Guidelines	Service Area Guidelines
Neighborhood Serving			
Urban Plaza / Pocket Parks	1.75	Less than 5 acres	½ mile
Neighborhood Parks		5-10 acres	½ mile
Community Serving			
Community Parks	1.75	10 – 60 acres	Drivable from several neighborhoods, 3 miles
Citywide / Regionally Serving			
Regional Parks, Open Space, Parkways	8.0	Varies; may be larger than community parks and/or have destination attractions.	Citywide and beyond
Linear Parks/Parkways and Trails/Bikeways (off and on street)		<ul style="list-style-type: none"> ▲ Along all major public waterways in City limits, contributing to interconnected regional system of open space/trails/bikeways ▲ 0.5 linear miles / 1,000 population of trails/bikeways implemented per adopted City Bikeways, Pedestrian, and Trail Master Plans ▲ Locate next to compatible uses (greenbelts, multi-use trail corridors, schools, waterways, and parks) 	
Open Space		Implementation dependent on numerous factors, including but not limited to: current and future mitigation requirements, land set aside for community separators, protection of sensitive habitat/wetlands, etc. Locate near existing open space, parks, urban forest, wildlife preserve, nature area or parkway, drainage area, wetland, environmentally sensitive area. Locate near existing or proposed trail system. Locate to take advantage of scenic vista, existing cultural or historical significance, and passive recreation and education potential. Provide adequate access for Fire, Emergency, and Maintenance.	

The SPRD's recreational grounds are divided into ten community planning areas. Upon annexation, the project area would be located in Community Planning Area (CPA) 10 – North Natomas. Table 7 summarizes the existing neighborhood and community serving parks for each of the planning areas. The table also illustrates existing school sites and state and county facilities serving the City.

Community Planning Area	City Owned/Controlled Acres*		School Acres**		State/County Acres	
	Neighbor-hood Parks	Community Parks	Neighbor-hood Parks	Community Parks	Neighbor-hood Parks	Community Parks
1) Central City	48.7	56.4	11.5	0.0	5.0	0.0
2) Land Park	33.4	57.7	37.5	26.5	0.0	0.0
3) Pocket	66.3	95.7	35.8	21.8	0.0	0.0
4) South Area	137.7	133.8	86.1	83.0	0.0	0.0
5) Fruitridge/Broadway	63.3	89.6	62.5	29.4	0.0	0.0
6) East Sacramento	31.6	19.9	32.5	0.0	5.0	0.0
7) Arden-Arcade	8.4	10.0	7.1	0.0	0.0	0.0

Table 7 Acreage of Existing Neighborhood and Community Serving Parks by Community Planning Area

Community Planning Area	City Owned/Controlled Acres*		School Acres**		State/County Acres	
	Neighbor-hood Parks	Community Parks	Neighbor-hood Parks	Community Parks	Neighbor-hood Parks	Community Parks
8) North Sacramento	70.0	71.4	78.1	64.4	5.0	0.0
9) South Natomas	72.3	56.2	41.5	42.5	5.0	0.0
10) North Natomas	185.5	233.1	16.1	21.0	3.0	0.0
Totals	717.3	823.9	408.7	288.6	23.0	0.0

Source: SPRD 2009

Notes:

*Neighborhood needs are served by community serving acres (not double counted); neighborhood and community needs are served by some regionally serving acres (not double counted). Includes some portions of City Regional Parks and City public Golf Courses in City limits.

**Forty percent assumption on portions of school sites (based on typical site design) and all sites are usable and accessible for public use after school hours

Table 8 summarizes the existing citywide/regionally serving parks in the city.

Table 8 Acreage of Existing Parks Serving the City of Sacramento

Park Type	Existing Acreage
Regional Acres	1,965.8
Parkway Acres	409.9
Neighborhood/Community Serving Acres ¹	142.0
Total Acres	4,779.2

Source: City of Sacramento 2009

Notes:

¹ While Regional Park and Parkway Acres have a service area of citywide and beyond, portions of most regional park sites also meet neighborhood/community acreage requirements of adjacent neighborhoods.

According to SRPD's 2009 Parks Master Plan, the past several years has seen extensive growth in park and recreation facilities in the North Natomas area with the addition of 293 acres of developed parkland including five community parks, numerous neighborhood parks, parkways, and trail corridors. As of 2009, CPA 10 was served by a total of 478.7 acres of parkland including 418.6 acres of City-owned/controlled parkland, 37.1 acres of parkland located on school sites, and 23.0 acres of state/county parkland. The North Natomas area is further served by 1.49 acres of trails and 20.8 miles of multi-use, off-street trails.

Of the total park acreage, 309.4 acres are developed parkland, 267.3 are undeveloped parkland, and 46.6 acres are open space. The 2009 Parks Master Plan shows a total of 14 future parks in the North Natomas area.

The Natomas East Main Drainage Canal (NEMDC) extends up the east side of CPA 10 and includes the northern section of the Ueda Parkway. The parkway, located to the east of the project area, is a paved bicycle and pedestrian trail that connects communities in the north Sacramento area including North Natomas community to the American River Parkway. The parkway follows the NEMDC. In 1992, Congress authorized the U.S. Corp of Engineers to proceed with construction of needed levees and related improvements in and around the north Sacramento and Natomas areas. Included with authorization was \$8.8 million in recreational trail improvements to be constructed with the flood control project. Portions of the parkway have been paved and completed, while other sections would be finished in later phases when

funding becomes available. The section of the trail adjacent to the project area has been developed in conjunction with the existing levee maintenance road as a joint-use facility.

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

Based on City and NNCP requirements (North Natomas Community Plan and City Code Title 17, Chapter 17.512), the Panhandle PUD's parkland dedication requirement would be 15.4 acres using the City's acreage factor of 0.0095 for single-family dwelling units. This is a conservative estimate as it assumes all residential units in the project area would be single-family units. The number of two-family and multiple-family dwelling units that would be constructed in the project area has not yet been determined. As individual development projects are proposed within the Panhandle PUD, the precise parkland requirements would be calculated. Based on the City's goal for the provision of trails and parkways (0.5 miles of trail per 1,000 residents), the project would also be required to provide approximately 3.1 miles of linear trail.

The Panhandle PUD proposes 61.5 net acres of parks and open space uses consisting of park facilities (23.5 net acres), open space parkway (24.6 net acres) and detention areas (13.4 net acres). The Ninos Parkway would be situated in the eastern part of the Panhandle PUD and would provide active and passive recreation opportunities and a trail system. Future development of the Krumenacher Ranch site would be required to demonstrate compliance with City park dedication requirements and would complete the northern extent of the Ninos Parkway.

Detachment of the project area would result in a reduction in the Rio Linda Elverta Recreation and Park District's (District) service area by only 2.5 percent. Further, there are no on-site park facilities maintained by the District and because there are no residents or businesses within the site generating tax revenues for the District, a significant economic loss would not occur. The Panhandle Tax Exchange Agreement would provide the District funding commensurate with undeveloped land as part of the detachment. The detachment of the project area from the District would not alter park demands for park facilities or result in the loss of park facilities to the District.

3. An indication of when the services can feasibly be extended to the affected territory

Park land within the project would be dedicated consistent with both the Quimby and City of Sacramento Standards. Park development can then occur either as a turnkey facility by the developer (where credits are received against Park Fees) or improved by the City. For purposes of this report, it is assumed that the land would be dedicated by the developer including public services extended to the parks. The parks would then be improved and maintained by the City of Sacramento. Timing for on-site park development would then be subject to priorities set by the SRPD staff.

4. Information with respect to how the services will be financed.

Land and service extensions to the park sites are provided by the developer, subject to the provisions of City Code Chapter 17.512 (Quimby Ordinance). Preliminary cost estimates for the on-site development of parks are based on the citywide Park Improvement Fee (PIF) revenue generated by the project. The Panhandle PUD PFFP estimates the cost for development of parks within the project would total approximately \$5.6 million, which would be funded through the citywide PIF that would be collected at building permit issuance.

The fee may be adjusted each July 1 for inflation purposes.

Consistent with all new development with park amenities, ongoing Park operation and maintenance will be funded entirely by a combination of the City's Citywide Landscape and Lighting Assessment District, and a maintenance Mello-Roos district specifically created for Park maintenance in the Panhandle and supported by the residents and businesses. The Ninos Parkway will be maintained through a Homeowner's Association (HOA) and backed by the Mello-Roos district. As standard City practice at other park locations, the City will consider the HOA's proposed level of maintenance for the Ninos Parkway based on their residents'

preference, as long as maintenance is at or above minimum standards. Other sources of parks funding include user fees where appropriate.

3.11 Libraries

The City would provide library services for the project. This section identifies the details regarding a description of services and level of service. A summary regarding the implementation measures and funding necessary to serve the project is identified herein.

1. Description, Level, and Range of Services to be extended to the affected territory.

The Sacramento Public Library (SPL) is a joint power authority of the County and the City. The SPL provides a variety of library services to residents of the city and county. The SPL operates 28 branches as well as bookmobiles that visit numerous community sites throughout the county. The library system currently maintains approximately 0.35 square feet of library space per capita and 1.54 volumes per capita. The library does not currently have per capita standards to define adequate service levels for space and holdings.

The North Natomas area is served by the North Natomas Library constructed in 2009 and located at 4660 Via Ingoglia, Sacramento and is the closest library to the project. The library consists of 22,645 square feet and a collection 82,000 volumes (SPL 2016) and is the second largest library in the SPL system second only to the Central Library. The North Natomas area is secondarily served by the 13,615-square-foot South Natomas Library constructed in 2001 and located at 2901 Truxel Road, Sacramento.

The Sacramento Public Library Authority Facility Master Plan 2007-2025 was prepared by the SPL in March 2007. The Master Plan describes existing facilities and identifies needs for new and expanded facilities. According to the Master Plan, given the recently constructed North Natomas Library, no new or expanded facilities are proposed in the North Natomas area. However, the South Natomas Library is planned for an expansion to 20,000-square feet by 2025 (SPL 2007).

2. An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed.

The project area would be served primarily by the North Natomas Library and secondarily by the South Natomas library. Together, these libraries can accommodate the population in the project area. Thus, development of the project area as proposed would not, in and of itself, trigger the need for new or expanded library facilities in addition to the existing North and South Natomas libraries.

In June 2016, City of Sacramento voters approved to extend Measure X, an initiative to continue a parcel tax providing the library with approximately \$5 million annually, for an additional ten years. Measure X levies a flat tax of \$31.53 per household annually. The residential units in the Panhandle PUD would be subject to, and comply with, Measure X. In addition, the project would be required to pay development fees through the Panhandle PUD PFFP that would support the funding of public services needed to serve all development within the project area. The fee program would be structured to ensure that basic facilities are in place when needed for development, including library services. The need for expansion of library services and facilities is discussed in the Sacramento Public Library's Facilities Master Plan and is based on SACOG population projections.

3. An indication of when the services can feasibly be extended to the affected territory

Upon annexation, library services would be available to the project.

4. Information with respect to how the services will be financed.

The project would provide funding under Measure X through property taxes. Measure X levies a flat tax of \$31.53 per household annually. In addition, the project would contribute to the construction of new library facilities needed to serve development within the project area as identified in the Panhandle PUD PFFP. The Panhandle PUD SFD would be structured to ensure that the Panhandle PUD contributes its fair share towards new library facilities needed to provide services to the project.

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