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Reclamation District 1000: **Development Impact Fee**

*REVISED PUBLIC REVIEW DRAFT NEXUS
STUDY*

Prepared for Reclamation District 1000
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INTRODUCTION

Background

In June 2014, Reclamation District No. 1000 (RD 1000) adopted its 20-Year Capital Improvement Needs Analysis (CINA). RD 1000 developed the CINA to provide guidance to District management and its Board of Trustees on future funding needs to meet its mission of flood protection and drainage services. The purpose of the CINA is to provide information to: 1) prioritize replacement of aging infrastructure; 2) improve the level of flood protection consistent with the urbanization of the Natomas Basin by improving system reliability, adding appropriate redundancy and making O&M more efficient; 3) improve emergency preparedness/response and 4) create a fiscally sound infrastructure replacement fund. The CINA identifies the improvements needed to meet these goals and includes improvements needed to directly control the interior drainage of floodwaters originating from specific developments and/or mitigate the impacts of a specific development on the flood control system as a whole. These types of improvements are typically funded through drainage improvement agreements entered into between property owners and RD 1000. The CINA also identifies improvements that are needed to enhance the reliability and functionality of the flood control system within the Natomas Basin as a whole. These types of improvements are not typically funded through drainage improvement agreements.

As new development occurs within the Natomas Basin, it is required to mitigate all impacts to the RD 1000 drainage and flood control system. Upon review of the improvement plans by RD 1000, through coordination with each of the land use jurisdictions in the Natomas Basin, development is conditioned to enter into drainage improvement agreements that define the facilities necessary to limit peak discharge into the RD 1000 drainage system, maintain current canal stages for the 100-year and 200-year events in the interior drainage system per Urban Levee Design Criteria (ULDC) standards and to meet other site specific requirements.

Over time, RD 1000 has identified additional impacts from development that occur that have not historically been mitigated through site specific improvements. As a result, improvements mitigating these impacts have not historically been included in drainage improvement agreements. RD 1000 proposes to mitigate these additional impacts by generating funds through a Development Impact Fee Program (DIF) as described by this Nexus Study. RD 1000 would implement these projects and construct the facilities described herein as part of the implementation of its CINA. This DIF is not intended to, nor should be construed to, relieve new development of the requirement of mitigating any site specific impacts that would be typically included within a drainage improvement agreement. By way of example, in the case of the Sutter Pointe project, RD 1000 has entered into a Drainage Improvement Agreement with Sutter County that specifies the requirements of the Sutter Pointe project to mitigate its direct impacts of drainage to the RD 1000 system. Section 2 of that agreement states;

“2. Sutter County agrees to prepare or have prepared, in consultation with RD 1000, a Drainage Plan for Sutter Pointe which would provide...for the orderly completion and installation of

necessary drainage improvements, in phase with development in Sutter Pointe...which may provide for: (i) on or offsite detention of storm water runoff and delivery of such storm water runoff to RD 1000's drainage system at rates not in excess of .16 cfs per acre; (ii) no increase in the extent of and no change in the location of the one in 100 year internal flood plain within the boundaries of RD 1000, except within Sutter Pointe or as may be contained within on or offsite detention basins...; (iii) no increase in the one in 100 year stage within RD 1000's drainage system; (iv) reasonably necessary improvements to RD 1000's system of drainage ditches, canals and pumping plants to accommodate RD 1000's disposal of such additional storm water runoff; and (v) ownership, operation and maintenance of any on or offsite detention basins and any storm water collection systems within Sutter Pointe by Sutter County or any municipality which may be formed within Sutter Pointe."

The obligation of this DIF is above and beyond the funding obligation of this Drainage Improvement Agreement as described within this example. It is RD 1000's intention to maintain this policy with respect to the requirements of new development to mitigate the direct drainage impacts of a project to specified standards such as the Urban Level of Flood Protection (ULOP) and ULDC standards as well as fund the obligation of this DIF.

Purpose of this Study

With anticipated growth to occur in the Natomas Basin over the next several decades, improvements to certain flood control facilities will be required to meet demands of future development and to provide an appropriate level of service for an urban area given the flood risk and potential damages. Those CINA facilities are needed to maintain the existing level of service for the basin-wide interior drainage and flood control system commensurate with the flood risk in an urbanizing area. As described above, RD 1000 proposes to fund certain CINA facilities through this DIF program in combination with other funds of this district.

The RD 1000 CINA identifies the improvements that are needed to meet the demands of new development expected to occur over the next 30-Years. However, RD 1000 plans to construct these improvements over the next 20-Years, hence the designation as a "20-Year" needs analysis. RD 1000 and its engineer, Domenichelli & Associates (D&A), expect that those improvements construction over a 20-Year period will be sufficient to meet the demands of the next 30-Years of development. As further described within this report, should there be material changes to the CINA or projected development over time, RD 1000 would address these changes and update this fee accordingly.

As further described within this study, given the type of improvement and the relation to existing and proposed development in the district, certain projects in the CINA have costs that are allocable to both existing and planned development; others have costs that are allocable to only planned development. D&A prepared a Technical Memorandum, "Reclamation District 1000 – Capital Improvement Needs Analysis funded by Development Impact Fee" dated April 27, 2016 (the D&A Memorandum) that describes the need for fee funded facilities and their costs. The D&A Memorandum is incorporated into this study as **Appendix A**. The matrix below summarizes the types of improvements described in the D&A Memorandum to be funded by the fee and whether the facilities are allocable to all development (existing and planned

development) or to planned development only. Improvements listed as solely related to planned new development are needed to mitigate new development's impact on the system as a whole. Improvements listed as allocable to all development are needed to meet new standards and the operational requirements of RD 1000 into the future. However, the size and scope of these facilities are needed to meet the requirements of the planned new development over the next 30-years (the time horizon of this fee program). This Nexus Study Describes the methodology for allocating the portion of the costs to new development. Only that portion allocable to new development is proposed to be funded by this DIF.

The types of improvements and projects to be funded by this DIF and their associated allocation base include:

No.	Type of Facility or Improvement	Allocation Base
1	Development Impact Assessment and Information Tools	Planned Development
2	Flood Emergency Plan Update	Planned Development
3	Flood Fight Material Storage Area Acquisition and Development	Planned Development
4	Security System Improvements	All Development
5	Portable Emergency Generators	Planned Development
6	Pumping Plant 8 Natural Gas Generator	All Development
7	Supervisory Control and Data Acquisition (SCADA) Improvements	All Development

Authority

Larsen Wurzel & Associates, Inc. (LWA), has prepared this DIF Nexus Study (Study) for RD 1000's Development Impact Fee program. The DIF program complies with provisions established in the Mitigation Fee Act (AB 1600) and ensures a rational nexus exists between future development and the use and need of the proposed facilities and cost imposed in the way of fees to proposed land uses. This Study demonstrates that a reasonable relationship exists between the development impact fee to be levied on each land use category and the cost of facility improvements.

Nexus Study Requirements include:

1. Identify the purpose of the fee.
2. Identify how the fee is to be used.
3. Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed.
4. Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
5. Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility attributable to the development on which the fee is imposed.

RD 1000 intends to adopt this study by a resolution of its Board of Trustees pursuant to the Mitigation Fee Act (Government Code §66000 et. seq.)

Purpose of the Development Impact Fee Program

RD 1000 operates and maintains flood control and drainage facilities in the Natomas Basin area which is located within Sacramento and Sutter Counties and includes a portion of the City of Sacramento (See **Figure 1**).

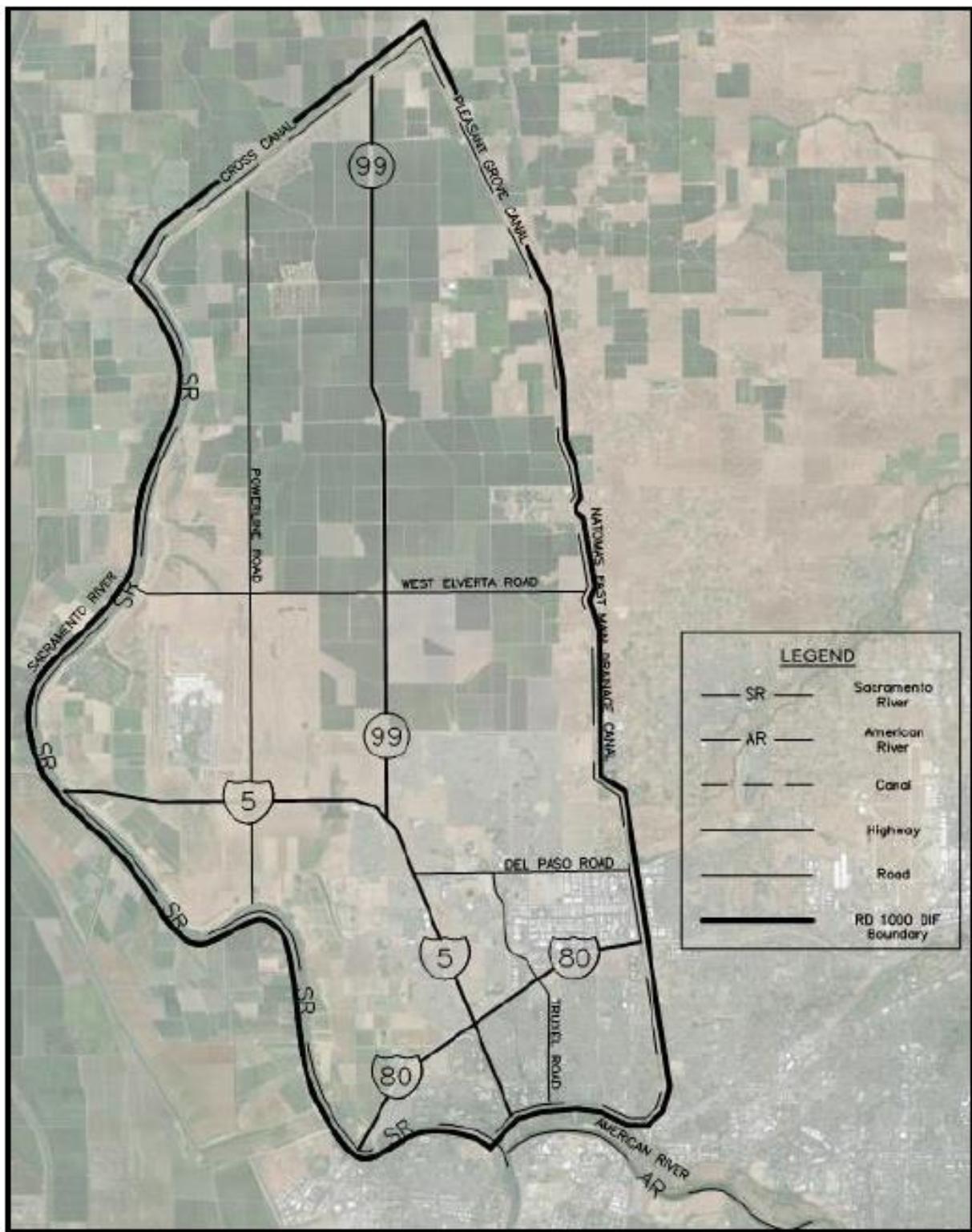
The majority of the current land use within the District is agricultural or open space habitat. However, the Natomas Basin has been converting from an agricultural to an urban setting and additional development is planned in both Sacramento and Sutter Counties following the completion of the Natomas Levee Improvement Project (NLIP). In addition, the Natomas Basin includes the Sacramento International Airport.

Flood risk has two aspects: the probability of flooding and the consequences that would follow. An area could have a high probability of flooding but minimal consequences because it is vacant and contains no infrastructure or people, so flood risk would be considered low. Conversely, a highly urbanized community that has a moderate or low probability of flooding would be considered high risk because the consequences of a flood in that location (i.e., loss of life, livelihood, property, health, and human suffering) would be considered high.¹ Risk can be expressed and quantified in terms of Expected Annual Damages (EAD). EAD is the product of the probability of flooding (% chance in any given year) and consequences (\$'s of damages as result of a flood). Without mitigation, additional development increases the level of EAD by increasing storm runoff and increasing developed property at risk. To protect life and property, it is important for RD 1000 to maintain a high level of service (in terms of maintaining low risk) within the Basin as development increases. In order to maintain and/or improve this level of service RD 1000 must continue to improve flood protection facilities, improve its ability to monitor and respond in an emergency, and address impacts of development on the operations and maintenance of its facilities.

RD 1000 has the authority to review and comment on land use changes throughout the Basin as an affected public agency under the provisions of the Subdivision Map Act. By working with the land use agencies in the basin, Sacramento and Sutter Counties and the City of Sacramento, RD 1000 typically has its comments on new development proposals considered and the costs associated with providing required increased drainage and flood control services are funded as part of a development's conditional approvals by the land use agency. RD 1000 would incorporate this fee as a condition of its approval of any new development where review by RD 1000 pursuant to the Subdivision Map Act takes place. RD 1000 expects that its condition of approval can be satisfied either through direct payment of the fee to RD 1000 or entry into a Drainage Improvement Agreement (DIA) with the proposed new development subject to the fee. The specific terms under which the fee will be collected will be specified within the DIA.

¹ Sacramento Area Flood Control District (SAFCA) Development Impact Fee Study (May 5, 2008)

Figure 1 – RD 1000 DIF Program Boundary Map



Through this DIF, the level of flood protection can be improved so that there is no net increase in EAD (the level of service, i.e. flood risk remains the same and is not impacted) as a result of additional development. The fee program recognizes that projects funded through the NLIP will provide the area with sufficient flood protection to meet the minimum standards thus allowing new development in accordance with adopted local land-use plans. At the same time planned development should not be allowed to compromise the benefits of these flood control projects by contributing to an increase in flood risk and associated governmental liability (as measured by EAD) over time. Planned new development should be flood risk (or EAD) neutral. Projects identified in this report will reduce risk as new development takes place to mitigate their impacts on flood risk.

Capital Improvements to Mitigate Risk Impacts

As part of RD 1000's long term strategic planning, RD 1000 staff developed the CINA to provide guidance to the Board of Trustees on future funding needs to meet its mission of flood protection and address the increased risk (i.e., increased EAD) with new development. The CINA identifies projects and facilities necessary for evaluating and implementing enhanced flood protection including; models and tools for analyzing drainage impacts, enhanced emergency preparedness/response plans, systems for remote monitoring and control of drainage facilities, flood fight storage areas and backup power generators, all of which are the responsibility of the District and necessary to maintain the current level of service and flood protection as development occurs. The CINA provides overall descriptions and estimated costs for capital projects that will be required over the next 20 to 30-years within the District taking into consideration the improvement required to mitigate the impacts of new development. Many of the projects identified in the CINA are necessary to increase the level of protection and maintain the current level of service (flood risk reduction) as of result of new development within the District.

This report identifies those capital improvements that are necessary to mitigate the impact of future planned development and determines the portion of the improvements that are allocable to planned development. This nexus study also provides the statutorily required findings needed to impose a development impact fee pursuant to AB 1600, the Mitigation Fee Act (Government Code §66000 et. seq.) Pursuant to the requirements of AB 1600, the fee is to be calculated by spreading the costs among the anticipated future development in proportion to its impact. The fee is proposed to be imposed and collected by RD 1000 as a condition of new developments approval by the District.

In order to determine costs associated with the CINA and the planned development upon which to allocate the costs, a planning horizon of 30-years has been assumed.

Development Impact Determination

The main impact of development within the basin, in addition to increasing the flood damage risk, is increasing the water runoff. Converting the current land use from agricultural to single/multi-family residential, commercial or industrial uses increases the amount of impervious area which creates added

runoff. Both the runoff flow rate (expressed in terms of cubic feet per second ‘CFS’) and the volume of runoff increases with development.

The District currently requires that all new development mitigate the increase in runoff flow rate through the use of detention basins, canal improvements, increased pumping capacity or other approved measures. These improvements are typically provisioned to be constructed by the new development through Drainage Improvement Agreements. However, other impacts associated with **new** development, not historically funded through Drainage Improvement Agreements, include;

- The need for enhanced security measures to protect district facilities,
- The need for updated emergency preparedness plans,
- Required updates to of district standards **and its hydraulic model** to meet urban flood protection standards,
- The need for enhanced remote monitoring of RD 1000 facilities and back up emergency generators.

These are needed to address the increased risk, new standards for building in historic floodplains and to analyze impacts of new development on the District’s drainage system.

Implementation

The DIF will be charged on a per acre basis, as further defined in the “Fee Program Implementation” section, for all types of development. Those development projects within the Natomas Basin that already have maps approved by RD 1000, agreements with RD 1000 (such as the Metro Airpark project) that would preclude the collection of a new fee, or are included within Community Facilities District No. 97-01 (CFD 97-01)² have been excluded from the planned development projections within this study as these project are assumed to be existing development. The calculation and collection of the fee is assumed to occur prior to RD 1000’s conditional approval of a proposed development and tentative map as further described within the “Administration” section of this Study. However, entry into a new Drainage Improvement Agreement or similar agreement with RD 1000 that provides for future payment of the fee is expected to satisfy this requirement. Subsequent to the adoption of the DIF and this Study by the RD 1000 Board of Trustees, District Staff will further define the administrative procedures for the administration and collection of the Fee.

Table S-1 on the following page provides a summary of the initial per acre fee rates for Fiscal Year 2016/17.

Components of the Study

This study includes the following components:

² CFD 97-01 is a City of Sacramento Community Facilities District formed to fund comprehensive drainage facilities within North Natomas

- 1) a determination of the amount of planned and existing development upon which the costs of the fee funded facilities will be allocated;
- 2) the identification of costs associated with each improvement, facility or program funded by the fee;
- 3) the development of a standard metric by which to proportionately allocate the costs of the facilities between land use categories;
- 4) a determination of the fee cost per acre for each land use category; and,
- 5) a discussion of how the program would be administered by the **District and/or** land use agencies.

Table S-1
Summary of Initial DIF Rates
by Land Use Category

RD 1000
Development Impact Fee

Land Use	Initial Fee Rate [1]
Single Family Residential	\$1,001 Per Acre
Multi-Family Residential	\$1,401 Per Acre
Commercial	\$1,801 Per Acre
Industrial	\$1,701 Per Acre

<i>Estimated per Sq. Ft. Fees</i>	<i>Provided for Demonstrative Purposes Only</i>	
Land Use	Estimated Fee	Assumption
Single Family Residential	\$200	/Unit @ 5 Units / Acre
Multi-Family Residential	\$1,401	/Acre
Commercial	\$0.12	/SF @ FAR of 0.35 (15,246 SF / Acre)
Industrial	\$0.16	/SF @ FAR of 0.25 (10,890 SF / Acre)

[1] Effective from the date of adoption through Fiscal Year 2016/17. The rate will be updated annually commencing July 1, 2017 subject to the Annual Inflation Adjustment.

LAND USE: PLANNED AND EXISTING DEVELOPMENT

Land Use Categories

The Mitigation Fee Act sets forth standards by which monetary exactions on development projects are measured. The need for a public facility must be reasonably related to the level of service demanded, which varies in proportion by the particular land use type.

The following is a list of the land use categories utilized for the purpose of the DIF:

- **Single Family Residential**: includes structures that are single family dwellings and duplexes. Condominiums, half-plexes, and rural homes are included in this category.
- **Multi-Family Residential**: includes structures that are occupied by three or more families living independently of each other, but under one roof. This category includes triplexes, four-plexes, low and high rise apartment complexes.
- **Commercial**: includes offices, retail facilities, hotels, motels, restaurants, service stations and car washes, medical and dental offices, and banks.
- **Industrial**: includes zones occupied by manufacturing, warehouses, food processing plants, heavy and light industry, lumber yards, storage, bulk plants and truck terminals.
- **Agricultural/Vacant Land**: any vacant land regardless of intended use, land with orchard, vineyard, row and field crops, and pastures.

Of the five land use categories listed above, only the first four are reported here as subject to the fee. Agricultural and Vacant Land are not allocated costs due to the fact that only new development necessitates the need for the facilities funded by the fee. Further details with respect to the specifics of each land use category is discussed within the “Fee Program Implementation” and “Fee Program Administration” sections.

RD 1000 Land Uses

A central principal to determining a developmental impact fee is to consider both current development and anticipated future growth. In certain cases, the scope and size of facilities within RD 1000’s capital improvements are needed to service both existing and planned development. In these cases, the fee program will only fund the proportionate share of the facility sized to meet the demand of planned development. The cost of the facility allocable to existing development will be excluded from the fee rate calculation.

This fee only applies to all planned development in the basin that creates an impact on drainage facilities. This assumes that partially constructed projects or projects that have approved final maps are exempt from the fee because they have passed the trigger point for the fee. For the purposes of determining the allocation base for the fee, planned development is all development that is expected to obtain a subdivision

or parcel map or a zoning change or variance to change land use from a less intensive use to a more intensive use which would increase the rate or quantity of storm water run-off into RD 1000 facilities. Given this determination, all development projects that are currently underway and/or have been previously reviewed by RD 1000 and already included in a DIA and/or a funding district are included within the Existing Development Land Uses.

Existing Development

The RD 1000 territory includes a portion of the City of Sacramento (the North and South Natomas Community Plan Areas), unincorporated Sacramento County (Northwest Planning Area), and unincorporated Sutter County (as shown in **Figure 1**).

In order to quantify the amount of existing development within the basin, LWA utilized Sacramento and Sutter County Assessor parcel data. Individual parcels are assigned land use codes by the Assessor which, after determining the list of existing parcels within RD 1000, were subsequently categorized into the five broad land use categories listed in this report. In addition, assessor data includes land acreage for each individual parcel. Separately for each of the two counties, land acreage for all listed parcels was aggregated by land use category. **Table 1** shows the amount of existing development within the basin that will be allocated a proportionate share of those costs of the facilities included within the RD 1000 CINA to be funded by this DIF.

Planned Development

Planned development within the Natomas basin was estimated based on extensive research and coordination with Sutter and Sacramento Counties and the City of Sacramento. The approach and details of the planned development estimate over the 30-Year time horizon of the fee program is documented in **Appendix B**. The estimate of planned development subject to the fee is also shown in **Table 1**.

Table 1
Planned and Existing Development
by Land Use Category

Land Use Category	County		Total Acres
	Sacramento [1]	Sutter	
	A	B	C=A+B
Planned Development [2]			
Single Family	910	2,462	3,372
Multi Family	138	188	326
Commercial	182	378	560
Industrial	23	1,566	1,589
	Subtotal	1,253	4,594
			5,847
Existing Development			
Single Family	4,150	171	4,322
Multi Family	1,017	0	1,018
Commercial	1,266	25	1,291
Industrial	845	208	1,054
Agricultural [3]	10,583	10,664	21,248
Vacant	6,839	5	6,844
	Subtotal	24,701	11,075
			35,775
All (Planned + Existing) Development			
Single Family	5,060	2633	7,694
Multi Family	1,156	188	1,344
Commercial	1,448	404	1,851
Industrial	868	1774	2,642
Agricultural [3]	10,583	10,664	21,248
Vacant	6,839	5	6,844
	Subtotal	25,953	15,669
			41,622
Other Land Excluded from Fee Program			
Government/Utilities	5,733	156	5,889
Airport	2,066	0	2,066
Uncategorized [4]	4,198	1,226	5,424
	Subtotal	11,997	1,381
			13,378
	Total All Categories	37,950	17,050
			55,000

[1] Sacramento County includes existing and planned development in both the City and Unincorporated County within the Natomas Basin.

[2] Excludes development not yet constructed and currently within CFD 97-01.

[3] Planned Development total acreage deducted from actual existing agricultural acreage as the assumption is that Agricultural Acreage will be converted to the listed planned development.

[4] Includes all acreage not recorded in source data. Assumed to consist primarily of acreage without parcel designation, such as roads, etc.

Sources: Sacramento and Sutter County Assessor Data, City of Sacramento Data, county and city planning departments.

CAPITAL FACILITIES AND PROJECTS

Capital Costs Allocable to Planned Development vs. All Development

As previously discussed, certain types of CINA projects are necessitated directly as a result of existing development, and other projects included with the CINA are being sized and scoped to accommodate the anticipated development within the Natomas Basin over the next 30-Years. Those facilities solely needed to mitigate the impacts of planned developments are grouped together and allocated proportionately solely to Planned Development. Projects within the CINA that are sized to accommodate both planned and existing development are grouped together and allocated to All Development within the basin.

The fee will only be levied on Planned Development. This means that the portion of the costs allocated to existing development, as described above, will not be raised through this fee program. RD 1000 will use other sources of funds to fund the balance of the costs not raised through this fee program. As described in the CINA, RD 1000 is considering various funding sources to fund the entire CINA including this DIF. Other funding options identified within the CINA include;

- Construction and/or funding as part of NLIP or subsequent anticipated Natomas Federal Project;
- Funding from the District's current Operations and Maintenance Assessment or through an increase of the District's benefit assessment rate on current and future rate payers;³
- Existing reserve funds built up from the collection of assessments from existing development;
- Adoption of a new District Capital Assessment;³
- Funding from the approved SAFCA Development Impact Fee (to the extent District constructed facilities align with those authorized by SAFCA's Development Impact Fee.)
- Funding from SAFCA's current O&M Assessment and/or other Capital Assessment Districts (including any future adjustments) which include a component for NLIP improvements;³
- Other City or County Drainage Assessment or Special Taxing District;³ and,
- Grant funding opportunities.

The D&A Memorandum (**Appendix A**) identifies and describes in detail each capital facility/project, its need, the proposed cost to be included and addressed by this Nexus Study, and the allocation base for the facility.

³ This would require property owner approval through a Proposition 218 balloting proceeding for either an assessment district or special taxing district.

Those facilities are briefly summarized here;

No.	Type of Facility or Improvement	Allocation Base	Fee Funded Cost
1	Development Impact Assessment and Information Tools	Planned Development	\$400,000
	Description: Updates to the District's Hydrologic and Hydraulic Model. The development of a GIS Database of District Facilities. Update to the District's Improvement Standards. The fee funded costs are those cost allocable to planned development as determined by the District.		
2	Flood Emergency Response Plan Update	Planned Development	\$50,000
	Description: The preparation of a Flood Emergency Response Plan Update. The fee funded costs are those cost allocable to planned development as determined by the District.		
3	Flood Fight Material Storage Areas Acquisition and Development	Planned Development	\$1,900,200
	Description: The acquisition and improvement of two identified sites to store flood flight materials required to meet the demands of new development.		
4	Security System Improvements	All Development	\$1,674,000
	Description: The installation of Security System equipment at all District Facilities. The total costs are included within the fee program. Only those costs allocable to new development as determined by this Study are included within fee rate.		
5	Portable Emergency Generators	Planned Development	\$2,850,400
	Description: The acquisition of portable emergency generators and the improvements to District Facilities to allow for the use of the generators. Costs are funded by planned development as determined by the District.		
6	Pumping Plant 8 Natural Gas Generator	All Development	\$1,751,500
	Description: The installation of a natural gas generator at Pumping Plant 8 to provide greater system reliability. Only those costs allocable to new development as determined by this Study are included within fee rate.		
7	Supervisory Control and Data Acquisition (SCADA) Improvements	All Development	\$1,440,300
	Description: The installation of SCADA System equipment at all District Facilities. The total costs are included within the fee program. Only those costs allocable to new development as determined by this Study are included within fee rate.		

[1] As described and calculated in [Appendix A](#).

Summary of Capital Improvements for Development Impact Fee

A total of seven capital facilities or improvement projects are incorporated into this nexus study. The estimated costs for these improvements are grouped by their allocation base in **Table 2**. The total cost of capital improvements allocated to Planned Development is approximately \$5.2 million, while the total estimated cost allocable to All Development for improvements is approximately \$4.9 million, for a total estimated cost for all improvements of \$10.1 million. These costs are used as a basis for calculating the DIF.

Table 2
Capital Program Improvement
Estimated Costs by Allocation Base Grouping

Capital Improvement	RD 1000 Development Impact Fee
<i>Planned Development Only</i>	
1 Development Impact Assessment and Information Tools	\$400,000
2 Flood Emergency Response Plan Update	\$50,000
3 Flood Fight Material Storage Areas Acquisition and Development	\$1,900,200
5 Portable Emergency Generators	\$2,850,400
Total Cost Allocable to Planned Development	\$5,200,600
<i>All Development</i>	
4 Security System Improvements	\$1,674,000
6 Pumping Plant 8 Natural Gas Generator	\$1,751,500
7 Supervisory Control and Data Acquisition (SCADA) Improvements	\$1,440,300
Total Costs Allocable to All Development	\$4,865,800
Total Cost for All Improvements	\$10,066,400

Source: Appendix A

FEE METHODOLOGY

In accordance with AB 1600, a calculation of impact fees must be accompanied by an analysis with enough detail to justify that a thorough consideration was applied in the process of determining how the fees relate to the impacts from new development. Findings must ensure that a reasonable relationship exists between the proposed fees and the development on which they will be levied. This section describes the methodology utilized in this report in accordance with the provisions set forth by Mitigation Fee Act (Government Code §66000 et. seq.)

The fee methodology utilized here includes the following steps:

1. Qualitatively determine and describe utilized land use categories.
2. Quantify the existing and projected growth of the benefiting area in each of the land use categories.
3. Describe and estimate the Capital Improvement costs and their applicability to planned development or all development.
4. Using Effective % Impervious Area, calculate an equivalency factor by which to equivocate land use categories along a standard.
5. Utilizing the standard, quantitatively apply the equivalency factors to calculate the total adjusted acreage for each of the land use categories for planned and existing development.
6. Allocate the costs of the facilities (by group) to each planned development and all development land use's adjusted acreage.
7. Determine the cost per acre for each land use category by dividing the allocated costs by the acreage of each land use type.
8. Add to each cost per acre the costs of administration of the fee program to determine fee amount.

Cost Allocation and Calculation

The purpose of allocating improvement costs among the various land uses is to provide an equitable method of funding the required improvements. The key to the cost apportionment of public improvements to different land uses is the assumption that the benefits derived from public facilities are related to land use type and that such benefits can be stated in relative terms. Only by relating the benefit received from facilities and services to land use types can a reasonable nexus, or relationship, be established for the apportionment of costs to that land use.

Since the nature of the improvements in this nexus study relate to drainage, flood risk reduction, or are driven by an increase in runoff volume due to development, the equivalency factor mentioned in Step 4 above and utilized here is the Effective % Impervious Area. The Effective % Impervious Area is a value that relates the amount of water runoff to the amount of precipitation received based upon the type of development. The higher the percentage is towards 100%, the lower level of water infiltration and the

higher the volume of runoff which would occur; while a lower percentage would indicate more permeability and less runoff volume into the drainage and flood control system operated by RD 1000. Given these facts, utilizing the Effective % Impervious Area as described above is a reasonable method to allocate cost and in proportion to the type of development and relative benefits received.

The following describes the series of tables that calculate the DIF.

Using Effective % Impervious Area, **Table 3** determines an equivalency factor for each of the four land use categories by which a fee would be imposed on vacant lands proposed for development. The equivalency factor relates the Single Family Residential category as the basis of proportionality to each of the other land uses.

After calculating the equivalency factor for each land use category, the value is then multiplied by the total acreage for each land use category separately for the planned development and for the all development categories, as shown in **Table 4**. The product is the adjusted acreage for each land use category.

By utilizing an adjusted acreage derived from a standardized factor, a cost per acre can be determined. **Table 5** applies the estimated cost for each grouping of capital improvements by dividing it by the total adjusted acreage for planned development and existing and planned development according to applicable grouping. The cost per adjusted acre on planned development is \$312 and for capital improvements to all development, the cost is \$194 per adjusted acre.

With the adjusted acreage for each land use category from **Table 4** and the per adjusted acreage cost for each capital cost grouping determined in **Table 5**, the total cost allocable to each land use category can be determined as shown in **Table 6**.

Using the total allocated cost per land use category for each capital cost grouping, along with the applicable acres for each land use category, the total allocated cost per acre by land use category is calculated in **Table 7**. **Table 7** also shows the total cost of all improvements allocable to planned development on per acre basis. This represents the total cost per acre of the improvements to be charged to planned development.

Table 8 shows the allocated costs per acre of the fee and the additional administrative charge of 5% to determine the total fee amount on a per acre basis for each land use type.

Table 3
Equivalency Factors

RD1000
Development Impact Fee

Land Use Category	Effective % Impervious Area	Relative Equivalency Factor
		A
Single Family Residential	50%	1.00
Multi-Family Residential	70%	1.40
Commercial	90%	1.80
Industrial	85%	1.70
Vacant & Agricultural	2%	0.04

Source: Domenichelli & Associates (Taken from Table 5-3 of the City and County of Sacramento Drainage Manual, Volume 2: Hydrology Standards, December 1996)

Table 4
Adjusted Acreage Calculation

RD 1000
Development Impact Fee

Land Use Category	Total Actual Acreage	Equivalency Factor	Adjusted Acreage
	<i>A</i> <i>Table 1</i>	<i>B</i> <i>Table 3</i>	<i>C=A*B</i>
Planned Development			
Single Family	3,372	1.00	3,372
Multi Family	326	1.40	457
Commercial	560	1.80	1,008
Industrial	1,589	1.70	2,701
Total	5,847		7,537
All Development			
Single Family	7,694	1.00	7,694
Multi Family	1,344	1.40	1,882
Commercial	1,851	1.80	3,332
Industrial	2,642	1.70	4,492
Agricultural	21,248	0.04	850
Vacant	6,844	0.04	274
Total	41,622		18,522

Table 5
Capital Improvement Cost Allocation

**RD 1000
Development Impact Fee**

Capital Improvement Grouping	Estimated Cost <i>A Table 2</i>	Applicable Adjusted Acres	Per Adjusted Acre Cost
		<i>B Table 4</i>	<i>C=A/B</i>
Planned Development Only Capital Cost Grouping			
1 Development Impact Assessment and Information Tools	\$400,000	7,537	\$53
2 Flood Emergency Response Plan Update	\$50,000	7,537	\$7
3 Flood Fight Material Storage Areas Acquisition and Development	\$1,900,200	7,537	\$252
5 Portable Emergency Generators	\$2,850,400	7,537	\$378
	Total	\$5,200,600	7,537
			\$690
Existing & Planned Development Capital Cost Grouping			
4 Security System Improvements	\$1,674,000	18,522	\$90
6 Pumping Plant 8 Natural Gas Generator	\$1,751,500	18,522	\$95
7 Supervisory Control and Data Acquisition (SCADA) Improvements	\$1,440,300	18,522	\$78
	Total	\$4,865,800	18,522
			\$263

Source: Domenichelli & Associates, Sacramento County, Sutter County, NEA

Table 6
Capital Improvement Allocated
Costs by Land Use Category

RD 1000
Development Impact Fee

Land Use Category	Cost/Adj. Acre <i>A</i> <i>Table 5</i>	Adjusted	Total Allocated	
		Acreage <i>B</i> <i>Table 4</i>	Cost <i>C=A*B</i>	
Planned Development Only				
Capital Cost Grouping				
Single Family	\$690	3,372	\$2,326,339	
Multi Family		457	\$315,280	
Commercial		1,008	\$695,628	
Industrial		2,701	\$1,863,353	
Total		7,537	\$5,200,600	
All Development				
Capital Cost Grouping				
Single Family	\$263	7,694	\$2,021,077	
Multi Family		1,882	\$494,335	
Commercial		3,332	\$875,282	
Industrial		4,492	\$1,179,926	
Agricultural		850	\$223,268	
Vacant		274	\$71,913	
Total		18,522	\$4,865,800	

Table 7**Capital Cost Per Acre Cost Calculation**

**RD 1000
Development Impact Fee**

Land Use Category	Total Allocated		Cost Per Acre <i>C=A/B</i>
	Cost <i>A</i>	Acres <i>B</i>	
	<i>Table 6</i>	<i>Table 1</i>	
Planned Development			
Only Capital Cost Grouping			
Single Family	\$2,326,339	3,372	\$690
Multi Family	\$315,280	326	\$966
Commercial	\$695,628	560	\$1,242
Industrial	\$1,863,353	1,589	\$1,173
Total	\$5,200,600	5,847	
 All Development			
Capital Cost Grouping			
Single Family	\$2,021,077	7,694	\$263
Multi Family	\$494,335	1,344	\$368
Commercial	\$875,282	1,851	\$473
Industrial	\$1,179,926	2,642	\$447
Agricultural	\$223,268	21,248	\$11
Vacant	\$71,913	6,844	\$11
Total	\$4,865,800	41,622	

Per Acre Combined Capital Cost Grouping**to Planned Development Land Uses [1]**

Single Family	\$953
Multi Family	\$1,334
Commercial	\$1,715
Industrial	\$1,620

[1] Agricultural & Vacant Uses are not calculated a per Acre Cost because Agricultural & Vacant uses do not generate an impact and drive the need for new facilities. Further it is not expected that new Agricultural or Vacant land uses would be "developed."

Table 8
Total Fee Amount per Acre by
Land Use Category

RD 1000
Development Impact Fee

Land Use Category	Cost Per Acre <i>A</i> <i>Table 7</i>	Administrative	
		Cost <i>B=A x 5%</i> <i>(rounded)</i>	Fee Amount <i>C=A+B</i>
Planned Development [2]			
Single Family	\$953	\$48	\$1,001
Multi Family	\$1,334	\$67	\$1,401
Commercial	\$1,715	\$86	\$1,801
Industrial	\$1,620	\$81	\$1,701

FEE PROGRAM IMPLEMENTATION

The DIF calculations presented in this Study are based on the best improvement cost estimates, administrative cost estimates and land use information available at this time. If costs change significantly, if the type or amount of new projected development changes, or if other assumptions significantly change such as federal or state standards, the DIF Program will be updated accordingly.

The cost estimates presented in this report are in constant 2016 dollars. Each year, RD 1000 will automatically adjust the costs and fees for inflation as further described in this section.

Collection

The DIF will be collected directly by RD 1000 unless agreements are subsequently entered into with the respective land use agencies to collect the fees on RD 1000's behalf. It is expected that subsequent to the adoption of this Study by the RD 1000 Board of Trustees that District Staff will work to develop formal procedures needed for the efficient administration of the fee. These administrative procedures are expected to clarify the specific conditions that would trigger the collection of the fee as well as clarify the specific conditions that would exempt a property from the fee as further described in under "Exemptions from the Fee," below. The procedures will also specify how RD 1000 will ensure the appropriate imposition of the fee through a development condition, calculate and collect the fee. The procedures will allow for variations in the method of DIF payment as described in this section.

Fee Triggers/Applicability

The Fee would apply to all "new development" in the basin that creates an impact on drainage facilities. This assumes that partially constructed projects or projects that have approved final maps are exempt from the fee, subject to the exception to the exemption set forth below, because they have passed the trigger point for the fee. "New development" would be defined as all development that is required to obtain a subdivision or parcel map or a zoning change or variance to change land use from a less intensive use to a more intensive use which would increase the rate or quantity of storm water run-off into RD 1000 facilities. The fee collection would take place prior to RD 1000's approval of the project or per the terms of an agreement to delay such collection. A drainage improvement agreement could be used to incorporate such terms.

DIF Boundary

The DIF applies to all parcels located within the Natomas Basin and within RD 1000 service area. **Figure 1** illustrates the DIF Program Boundary.

Exemptions from the Fee

The following land uses and/or projects are exempt from the DIF:

1. Previously approved development projects that have been reviewed by RD 1000 and have a DIA or other funding agreement in place. These exempt projects include lands currently within the County of Sacramento Metro Air Park CFD No. 2000-1. This exemption is to be further clarified by the administrative procedures to be developed by RD 1000 subsequent to the approval of the DIF by the Board.
2. Projects on land currently within City of Sacramento Community Facilities District No. 97-01 (the "CFD"). This exemption applies to a project only if the project is consistent with the following, as applicable: the land-use designation for the project site in the City's 2035 General Plan and in any specific plan as of the effective date of the DIF; any Special Planning District or Planned Unit Development that covers the project site as of the effective date of the DIF; and the zoning classification for the project site as of the effective date of the DIF (collectively, the "Approved Land Use"). The DIF will apply to any project within the CFD that is not consistent with the Approved Land Use, subject to the following: the amount of the DIF for the project will be equal to the amount of the DIF then applicable minus the amount of the DIF that would apply to the project if it were consistent with the Approved Land Use.
3. Any development approval which does not increase the rate or quantity of storm water run-off into RD1000 facilities.
4. Vacant residential, industrial, or commercial land until developed.
5. Agricultural land including Rural Residential Parcels greater than 5 Acres in size.
6. Open space.
7. Public Agency Owned Land (including federal, state, and local agencies).⁴
8. "Other" land as defined below.

Exceptions to the Exemptions

For projects that fall under Exemption No. 1 above, this exemption will no longer apply once the original project, as entitled is built and complete or there is a further subdivision or parcelization of land not provided for and taken into account in calculation of the fee at the time of the original final map approval or a zoning change or variance to change land use from a less intensive use to a more intensive use which would increase the rate or quantity of storm water run-off into RD 1000 facilities. For example, if a project seeks a new entitlement to change the approved land-use from a residential development to commercial

⁴ As it relates to the Public Property associated with the Sacramento International Airport, the Airport is considered to be exempt from the DIF because RD 1000 assumes that the Airport will fully mitigate the impacts of development identified within this study through onsite improvements or by entering into a separate agreement to fund facilities and or improvements that will mitigate impacts including those proposed by this DIF as appropriate.

development, or to intensify the development of an approved entitlement, the project will be no longer exempt from the fee. In the case of such a zoning change or variance, credit in the amount of any DIF previously paid to RD 1000 or the amount that would have been paid to RD 1000 had development not been exempt will be applied as a credit to the new DIF.

Agricultural land slated to become new development will no longer be exempt once an application for development is accepted. “Other” land consists of public use land uses, such as drainage canals, detention ponds, open space, Natomas Basin Conservancy land, well sites, railroad right of way, and schools.

With written approval from the RD 1000, any or all portions of the proposed fees may be waived if it can be determined that a proposed project will not derive permanent benefit from the improvements for which the fees are collected (i.e., it can be shown that the property does not benefit from the drainage or flood protection). Written fee waivers may be available on a case-by-case basis for certain temporary structures, such as a mobile temporary structure used for construction management purposes.

Coverage Period

The DIF is to be collected beginning upon the effective date of a resolution approving the fee as adopted by RD 1000 Board of Trustees and for 30-Years thereafter unless further amended or repealed. It is expected that RD 1000 will update its CINA within this time horizon and update the DIF accordingly.

Administration Costs

Costs of administration for the DIF fee have been included in the fee rates program shown on **Table 8**. The proposed administrative fee is 5% of the cost of the fee. These administrative costs will cover the following:

- The development of the DIF Program and a portion of the CINA;
- Accounting costs associated with the DIF;
- Annual review of the Fee Program costs, fees, and policies;
- Annual reporting requirements associated with the fee program; and
- Any other ongoing and recurring administrative procedures associated with the program.

RD 1000’s review of the drainage impacts of a project, the cost calculating the fee and negotiating the terms of its collection with respect to an individual project will be covered directly by each proposed development’s applicant. This includes legal, staff and consultant time.

Fee Deferral

Payment of the fee may be deferred in certain instances at the discretion of RD 1000. The deferral of the fees collection will be incorporated into RD 1000’s conditions of approval of the proposed development and/or into a drainage improvement agreement for the project.

Variations in Method

RD 1000 will allow for variations in the method of fee payment, including these:

- Use of any lawfully created Assessment District or Community Facilities District (CFD) to finance development fee payment;
- Voluntary accelerated payment of the DIF at the time of filing of any application for a tentative subdivision map, parcel map or an earlier land use application, at the then-applicable rate; and,
- The collection of fees or other payments to fund improvements by the land use jurisdictions that are remitted by agreement to RD 1000 to directly fund or reimburse the cost of the facilities funded by the DIF.

The use of these alternative payment mechanisms and the collection of the DIF may vary among the jurisdictions, as described below.

Community Facilities Districts

The City of Sacramento has a Development Fee Financing (DFF) Program that allows a landowner to pay development fees over time. The DFF Program uses a Mello-Roos CFD to finance fees, which total more than \$50,000, through the issuance of tax exempt municipal bonds. To participate in the program, the development property must be formally annexed to the CFD. At the time of building permit issuance, the landowner may prepay the fees or provide a letter of credit to the City as security. The City then issues Mello-Roos bonds. The bond proceeds are used to pay the fees or to reimburse landowners who have prepaid. The bond debt is repaid by the landowner over a period of time not to exceed 10 years from the date of bond issuance. If, in the future, the City allows for the financing of the DIF through this program, the developer may finance the DIF fees.

By way of example, the Greenbriar development located within the City of Sacramento has an obligation to pay to the City of Sacramento a certain amount of money toward facilities that were to be funded by the City of Sacramento's CFD 97-01. This Greenbriar development contribution will be used to fund certain drainage facilities that include those funded by this DIF. The City will enter into an agreement with RD 1000 to either directly fund or reimburse RD 1000 for the construction of a portion of the DIF funded facilities utilizing funds contribution by Greenbriar. This arrangement will satisfy Greenbriar development's DIF obligation. The other land use agencies in the Natomas Basin may provide similar mechanisms in the future for developments subject to the DIF.

Fee Credit / Reimbursement for the Construction of Facilities

Developers may construct a portion of the CINA facilities included within the DIF in exchange for credits against the fee obligation. In the event that a developer agrees to construct and/or deliver facilities, RD

1000 will enter into a separate agreement with the developer specifying the level of fee credit, the process for receiving the credit and the terms for utilizing the credit, in exchange for the construction and delivery of the facilities. In the event the value of the fee credit exceeds the DIF obligation and a reimbursement might be due, the agreement would also specify the specific terms upon which a reimbursement would be provided. No credit for the DIF or reimbursement will be provided to a developer before entering into a credit and/or reimbursement agreement with the District.

Annual Inflation Adjustment

The DIF fee rates will be adjusted by RD 1000 annually to account for the inflation of construction and labor costs.

The DIF fee rates shall be adjusted each succeeding July 1st, commencing July 1, 2017, to reflect inflationary costs. The development fee shall be increased based on the annual change in the Consumer Price Index April to April CPI-W for San Francisco-Oakland-San Jose, All Items with Base Year 1982–84 = 100, published by the U.S. Department of Labor, Bureau of Labor Statistics, subject to a minimum of 0 percent in any given year.⁵

Refunds and Appeals Process

An applicant who has paid the DIF may request that such fee be refunded at any time prior to commencement of the development on the ground, although to do so would terminate any approved application or permit. Refunds will be made according to the policies and procedures of RD 1000, as they are developed, and may reflect deductions to compensate for handling and administrative costs incurred by RD 1000 in processing the fee calculation, collection, and refund request.

Appeals regarding the determination of the applicability and amount of the development fee are to be made in writing to the General Manager of RD 1000. The General Manager shall respond to the appeal request in writing within 30 days. The General Manager's determination may be appealed to the RD 1000 Board.

⁵ CPI-W is reflective of the rising cost of labor by urban wage earners versus CPI-U which is reflective of the rising costs of a standardized basket of goods purchased by urban consumers.

FEE PROGRAM ADMINISTRATION

The following described the general procedures for the administration of the DIF. RD 1000 staff plans to develop more detailed administrative procedures after the adoption of the program.

Fee Calculation

To calculate the DIF the following information is required:

- Land use category of new development;
- Project Acreage as defined below; and,
- The current fee rate.

The following provides detailed information on each requirement.

Land Use Categorization

RD 1000 will determine the correct DIF rate by classifying the proposed development into the correct DIF land use category using the following information:

- The land use code (for each respective County and the City) that would apply to the parcel after the development of the proposed structure triggering collection of the DIF; and
- The descriptions of the four land use categories in this report.

Tables C-1, 2 & 3 in Appendix C contain matrices with detailed information for classifying development subject to the DIF based on assessor's land use codes and property descriptions into one of the following four DIF rate categories:

- Single-Family Residential;
- Multifamily Residential;
- Commercial; and
- Industrial.

Project Acreage

The Project Acreage for purposes of the fee calculation will be determined as follows.

For New Development of Vacant or Agricultural Land

In the case where a new structure is being constructed on vacant land or land that has not previously been developed:

Residential Land Uses

- For Single Family residential projects that have impacts to RD 1000 facilities and the project consists of residential uses that require a Tentative and Final map (i.e. more than 4 units), the Project Acreage is the gross acreage of the large lot parcel or resulting parcels excluding major dedicated public land uses, such as major arterials, major collectors, drainage, utilities corridors, parks, schools, and other public facilities.
- For all other Single Family residential projects that have impacts to RD 1000 facilities the Project Acreage is determined as follows:
 - For parcels up to .15 acres, the Project Acreage is the actual acreage of the parcel.
 - For parcels greater than .15 of acre but less than 5 acres, the acreage is based on an assumed coverage ratio of a typical single-family home on a standard residential lot. The Project Acreage will be calculated by multiplying the square footage⁶ of the residential structure by 3 and expressing this square footage in terms of acres. (Dividing by 43,560 square feet per acre.) However, in no case will this resulting amount exceed the actual acreage of the parcel.
- For all multifamily residential projects, Project Acreage is determined to be equivalent to the entire gross acreage of the parcel being developed.

Nonresidential Land Uses (Commercial and Industrial)

- For Retail/Office/Industrial Commercial projects, Project Acreage is determined by the actual acreage of the parcel where a structure being constructed less major dedicated public land uses, such as major arterials, major collectors, drainage, utilities corridors, parks, schools, and other public facilities.

CALCULATION STEPS

The following steps are required to calculate the development fee.

Step 1: Determine the land use category using the Tables in **Appendix C** based on the descriptions of new the project and the land use categories.

Step 2: Determine the Project Acreage using the definition of the Project Acreage above.

⁶ **Square Footage** can be generally classified as all square footage of the structure excluding the square footage of garages, porches, decks, external entryways, awnings, carports, driveways, breezeways, out-buildings, carriage houses, sheds, and other similar non-habitable portion of the structure.

Step 3: Determine the product of the fee rate from Step 1 and the acreage from Step 2. This is the fee applicable to the Project.

Fee Revenue Accounting

The revenues raised by payment of the DIF shall be placed in a separate fund established by RD 1000 (DIF Fund). Separate and special accounts may be established in the DIF Fund and used to account for collected revenues, along with any interest earnings. Except for temporary borrowing from one RD 1000 fund to another, the revenue (and interest) shall be used only for the purposes for which the DIF was collected.

Periodic Review and Cost Adjustment

RD 1000 will periodically review actual project costs and DIF collections to determine if any updates to the program are warranted. The periodic review will occur no less than every 5 years. During these reviews, the following aspects will be analyzed:

- Changes to the Improvements to be funded by the Fee Program;
- Changes in the cost to update or administer the Fee Program;
- Changes in annual financing costs;
- Changes in assumed land uses; and
- Changes in other funding sources.

Any changes to the DIF based on the periodic update will be presented to the RD 1000 Board for approval before an increase of the fee will take effect.

The fifth fiscal year following the first deposit into the fee account or fund, and annually thereafter, RD 1000 is required to make all the following findings about that portion of the account or fund remaining unexpended:

- Identify the purpose for which the fee is to be used.
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
- Identify all sources and amounts of funding anticipated to complete financing in incomplete plan area improvements.
- Designate the approximate dates that the funding referred to in the above paragraph is expected to be deposited in the appropriate account or fund.

RD 1000 must refund the unexpended or uncommitted revenue portion for which a need could not be demonstrated in the above findings unless the administrative costs exceed the amount of the refund.

According to Government Code §66006, RD 1000 is required to deposit, invest, account for, and expend the fees in the prescribed manner.

NEXUS FINDINGS

Authority

This report has been prepared in support of the RD 1000 DIF in accordance with the procedural guidelines established in AB 1600, which is codified in California Government §66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. The procedures require that a “reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.”

Specifically, each local agency imposing a fee must:

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

Summary of Nexus Findings

The development impact fee to be collected for each land use is calculated based on applicability of existing and planned development to the capital improvement project and standardized acreage proportion of the land use category to the total cost of the improvement. With this approach, the following findings are made regarding the DIF.

Purpose of Fee

The capital improvements funded by the DIF are necessary to serve new residential and nonresidential development based on RD 1000 design standards for such facilities.

Use of Fees

The DIF will be used to design and develop required improvements or expansions of internal drainage and flood control facilities to accommodate demands from new development in the basin.

Relationship Between Use of Fees and Type of Development

Development of residential, commercial and industrial land uses in the Natomas Basin will require flood control and drainage services, which will be provided through the improved RD 1000 flood protection system and funded through this fee program and other public and private funding sources.

Relationship Between Need for Facility and Type of Project

Each residential, commercial and industrial development project will add to the incremental need for flood protection and drainage because of the increase in damage that would occur as a result of a flood, and the increase burden that the additional runoff will place on RD 1000 facilities. Each new project will benefit from the proposed CINA projects. For the new development described in this Nexus Study to occur in the Natomas Basin, the drainage and flood control facilities are required to be expanded or improved to provide adequate service to the basin.

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

The appropriate common use factor for allocating costs to each land use is the Effective % Impervious Area Percentage determined for each land use. **Table 3** shows the respective equivalency factor for each land use.

RD 1000 has estimated the total cost of the required facilities. The allocation of the costs based on the acres adjusted by the equivalency factor has been presented in **Tables 4 through 8**. The result is a cost of the improvements attributed to each acre of residential, commercial and industrial development land use. This allocation demonstrates the relationship between the amount of fee and the cost of the portion of the facility attributed to the specific type of development upon which the fee is imposed.

**APPENDIX A - "RD 1000 – CAPITAL IMPROVEMEN NEEDS ANALYSIS
FUNDED BY DEVELOPMENT IMPACT FEE" MEMORANDUM PREPARED BY
DOMENICHELLI & ASSOCIATES DATED APRIL 27, 2016**

Reclamation District 1000

Capital Improvement Needs Analysis funded by Development Impact Fee

April 27, 2016

Prepared by: Domenichelli and Associates, Inc.

This memorandum has been prepared for Reclamation District No. 1000 (District) by Domenichelli & Associates in support of the District's proposed Development Impact Fee (DIF). In June 2014, the District conducted a capital improvement needs assessment analysis to provide guidance to District management and the Board of Trustees on future facility and funding needs to meet its mission of flood protection and drainage services, herein after referred to as the CINA. The CINA identified a number of potential funding sources to meet the District's future capital needs including a potential development impact fee for those capital needs attributable to new development. This memorandum describes the portion of the facilities identified in the CINA that are to be funded by the DIF as a result of the impact new development has on the District's flood control system facilities and operations.

For all the capital projects and investments described below, there is a direct nexus between the impacts of new development and the need for the capital project. If there were no additional development in the District, the projects identified within this memorandum would not be necessary or would be substantially reduced in scope and cost. Where portions of the capital projects and /or investments are related to impacts of existing development, their costs are fairly apportioned accordingly within the accompanying nexus study prepared by Larsen Wurzel & Associates, Inc. (LWA) for the District.

The impacts of new development and proposed capital projects to mitigate those impacts are divided into three broad categories. Capital projects/investments/data needed to analyze impacts of new development on the District's flood control system; capital projects to mitigate impacts of the increased flood risk due to new development (increased expected annual damages); and finally, capital projects necessary to mitigate the impact of new development on the District's system operations which also ties back to the increased flood risk.

A. Development Impact Assessment and Information Tools

As development increases within the Basin and land use changes, technical standards, impact analysis tools and operational plans used by the District must be updated as a result of the new development. These tools are necessary for assessing the impacts due to new development by providing information on pre- and post-development conditions to accurately determine the impacts on the District's system and the need for facilities to mitigate the impacts identified. The costs associated with these tools and updates are estimated below along with a brief description of the need for each.

1. Modeling and Standards Update / GIS Database

The District has a current hydrologic and hydraulic model of the Natomas Basin which was developed previously by the District's consulting engineer, Ensign and Buckley. Funding for developing the initial model was allocated to previous new development projects. Since the initial model was developed, technology has changed and been improved. The model must be updated to be compatible with current computer hardware/software and hydraulic modeling practices to be a useful tool. The need for this work is driven by proposed new development. Secondly, as land use changes occur and the District's drainage system is modified, the model will also need to be updated and modified to reflect the physical changes in the District due to new development. As noted above, the primary purpose of the model is to guide the District on impacts to its drainage system caused by proposed development and to assess the effectiveness of mitigation measures. Additionally, as part of the modeling update the District is planning to develop a Geographic Information Systems (GIS) database of all its major facilities. The GIS database is needed to provide supplemental information used in the hydrologic and hydraulic model updates.

In addition to using the GIS database to support modifications to the Natomas hydraulic model, the database will also document existing District rights-of-way, easements, permits, and historical operational issues. As a primarily rural district, staff could rely on paper records and documentation. However, with the continued urbanization of the District, an electronic database is necessary to have the information available for District field crews to use during an emergency, and to monitor and document activities to meet the public's needs in a timely manner.

The District estimates that the model would require only minor modifications if urban development remained at current levels and would not require development of an extensive GIS database. However due to the proposed new development the level of detail and information provided by the GIS database is necessary for the model. This modeling project negates the need for each development to create their own basin-wide model. For these reasons creating and maintaining a District model is a more cost effective means to analyze the impacts of development on the drainage system.

The cost to have a consultant update the District's hydrologic and hydraulic model to current industry standards, provide additional detail for new development and develop the GIS database is estimated to be \$350,000.

2. District Standards

In addition to the Natomas hydraulic model, the District has developed a set of improvement standards (standard plans and specifications) used for projects which impact the interior drainage and levee systems. The initial set of standards was developed over the past few years and is used for public works, utilities and private development projects which encroach or otherwise impact District facilities. The standards are necessary to ensure work done on or adjacent to facilities is

consistent throughout the District, meets technical standards, does not reduce the level of flood protection, and ensures that any encroachment or modification to the system does not adversely affect the District's ability to operate and maintain its facilities in an efficient manner. Most of the standards address technical issues and provide an encroachment applicant or developer a set of details for modifications to the District's system and costs to be used in determining the viability of their project.

Based on past experience in both urban and non-urban areas, the District's improvement standards are in need of updating and being expanded. The District has observed unanticipated impacts to its facilities and their operation as a result of these encroachments. Likewise, the District has noted issues and features currently not covered by its standards which need to now be included. Since the standards and their updates are addressing impacts in already urbanized areas as well as in areas proposed for new development, the costs are proposed to be shared between existing and proposed development. However, it is clear that the need for the standards update is primarily due to new development to address technical issues where urban improvements and proposed drainage mitigation features impact existing District facilities such as road crossings, culverts, utilities and recreational amenities.

Updates to the District's improvement standards, as a result of new development only, are estimated to be \$50,000.

Table 1. Summary of Development Impact Assessment and Information Tool Costs

Assessment and Information Tool Type	Estimated Cost
Hydrologic and Hydraulic Model/GIS Database	\$ 350,000
Improvement Standards Update	\$ 50,000
TOTAL COST =	\$ 400,000

B. Increased Flood Risk Due to New Development

As the flood risk increases due to new development (increased Expected Annual Damage or EAD), the District proposes capital projects to improve its emergency response capability to mitigate this increased risk by reducing the probability of a flood occurring. In addition, the District proposes projects that will improve its operational efficiency, system reliability and mitigate for the loss of operational flexibility to further mitigate for the increased risk due to new development.

1. Projects to Improve District Emergency Response and Preparedness

a. Flood Emergency Response Plan Update

The District's emergency action plan must be updated in order to assess the needs for evacuation and other emergency response measures in light of new development within the basin. The District's current plan is adequate for the existing development with minor updates. In addition, the plan must be reviewed and updated as new development occurs in the basin to address issues

such as frequency and location of levee patrols in newly developed areas, access to the District's facilities through the developed areas and any other access restrictions. The cost to have a consultant develop an existing emergency response plan will be paid for by existing development. The costs to have that plan updated periodically to accommodate new development as it occurs is estimated at \$50,000. This cost will be allocated to new development to mitigate the impact of the increased flood risk.

b. Flood Fight Material Storage Areas Acquisition and Development

The District has evaluated the need for adding flood fight material storage areas that are outside of the existing floodplain or elevated above the anticipated flood levels to improve emergency response and ensure it is accessible during a flood event. These areas would be used to store flood fighting materials and would include all weather access during flood events. These capital improvements are necessary to mitigate the increased flood risk of new development. The entire Natomas Basin is at risk if a levee fails at any location; therefore the flood threat is not driven by geographic proximity to any new development. Three areas have been identified by the District as potential future locations.

1. Near the intersection of the Sacramento River and the Cross Canal (North-west area of the District).
2. Southeast end of the Pleasant Grove Creek Canal
3. Area near Rosin Court just south of I-80 (currently owned by the District)

Each storage area, except the last, would require property acquisition of approximately 5 acres which should provide sufficient area to store materials necessary for flood fighting. The areas would be enclosed with fencing for security, and have an all-weather surface and paved access. It is assumed that only minor site work would be necessary. The estimated costs also include the initial purchase and delivery of flood fight materials. Basic flood fight materials at each location includes: 1) 500 tons of large $\frac{1}{2}$ ton rock, 2) 1,500 tons of medium sized rip-rap, and 3) 3,000 tons of aggregate base (AB). The costs provided in the table below are per site location.

The District has determined that based on their existing system needs (with no future development) they would require additional flood fight materials in the urbanized area only at the Rosin Court site. The remaining areas of the District, which are primarily agricultural, could be served by the existing stockpile at the District's Corporation Yard on W. Elkhorn Blvd and the temporary stockpile near the Natomas Cross Canal. The two sites are required for the proposed development and have been included as part of the DIF. Costs are summarized below.

Table 2. Per Site Storage Area Acquisition and Development Cost estimate

Element Description	Units	Flood Fight Material Storage Areas Acquisition		
		Estimated Quantity	Unit Price	Estimated Amount
Property Acquisition	AC	5	\$ 40,000	\$ 200,000
Provide AB (aggregate base) for 3 acres of site	SF	130,680	\$ 2.00	\$ 261,360
Misc. Site Improvements	LS	1	\$ 100,000	\$ 100,000
Grading (including any fill necessary)	LS	1	\$ 75,000	\$ 75,000
Fencing	LS	1	\$ 60,000	\$ 60,000
Flood Fight Materials	LS	1	\$ 63,720	\$ 63,720
Sub-total				\$ 760,080
Construction Contingency	LS	1	25%	\$ 190,020
TOTAL COST =				\$ 950,100

Table 3. Summary of Total Site Storage Area Acquisition and Development Costs (Two Sites)

Property Location	Estimated Cost
1 - Sacramento River and Cross Canal	\$ 950,100
2 - Southeast end of PGCC	\$ 950,100
TOTAL COST =	\$ 1,900,200

C. Projects to Improve District Operations and System Reliability

The increase in volume of runoff from the added impervious area plus the quicker runoff time both adversely impact the drainage system and make it essential that any issues affecting facility operations be quickly identified and mitigated before flooding occurs. The current agricultural land use allows for temporary flooding to occur with minimal impacts to life and property.

During large storm events, the District currently may work with local agricultural land owners to temporarily detain storm water on their properties to maintain water levels within the canals and reduce peak pumping. Development in the basin will reduce the agricultural, open space or habitat areas where temporary flooding may be allowed in an emergency thus increasing pressure on pumps and canals to be closely monitored and fully operational throughout a storm event to prevent flooding in the basin. The following capital projects will mitigate the lost system flexibility and improve its reliability and allow District staff to closely monitor and improve system operations to reduce the flood risk due to new development.

1. Security System Improvements

As urbanization occurs the need for added security at key District facilities to prevent vandalism increases to improve system reliability and reduce the flood risk. The need for these security improvements would be reduced if urban development remained at existing levels. The existing agricultural properties would serve as a buffer allowing for operational flexibility with the temporary storage of floodwaters on these properties should the District lose pumping capacity due to vandalism or other similar issues. Because of new development, these former agricultural fields will no longer available as temporary detention.

The primary objective in this capital project is to increase security at the District's pump stations so that outages due to vandalism or other criminal activity are reduced. The added security would consist of cameras capable of recording and transmitting to a remote manned location as well as intrusion prevention using high security perimeter fencing and other measures. District personnel, security patrols and law enforcement would be notified when an intruder is detected inside a pump station site.

The District's current CINA included security improvements to be made at all existing pump stations. However, as noted above, the District anticipates a portion of these security improvements would be implemented even with no future development. Therefore, the costs are proposed to be funded by both existing and planned development. The costs shown below are for the proposed security measures at all the District's pumping plants to be allocated to both existing and planned development.

Table 4. Security System Improvements Cost Estimate

Element Description	Units	Security Improvements		
		Estimated Quantity	Unit Price	Estimated Amount
Master Station	LS	1	\$ 100,000	\$ 100,000
Remote Stations (each pump station)	LS	8	\$ 50,000	\$ 400,000
Intrusion alert (each station)	LS	8	\$ 10,000	\$ 80,000
Additional recommended security measures	LS	1	\$ 500,000	\$ 500,000
Sub-total				\$ 1,080,000
Construction Contingency	LS	1	25%	\$ 270,000
Engineering/Environmental	LS	1	15%	\$ 162,000
Construction Management/Bid Services	LS	1	15%	\$ 162,000
TOTAL COST =				\$ 1,674,000

2. Portable Emergency Generators

Similar to protecting against vandalism by adding security improvements, it is necessary for the District to improve its ability to pump storm water drainage during a power outage through alternative power sources to mitigate the increase flood risk as a result of new development. Anticipated power outages may last from several hours to a few days depending on location. The pump stations are distributed among several different energy grids which reduces the probability of multiple pump station outages; however, in 2007 the District did experience power loss at all of its pump stations for a short period of time. Pumping Plant No. 1B on the District's Main Drain at the southern end of the District already has a permanently housed 2.0 MW generator. Rather than have a permanent generator at each additional pump station it is currently recommended the District provide a connection for a temporary portable generator at each of its pumping facilities and purchase two portable diesel generators. Costs for providing these capital improvements including hook up hardware and purchasing two portable generators (one 1.0 MW and one 0.5 MW) are provided below. The portable generators will be stored at the District's corporation yard and transported to individual sites as needed. Specially equipped trailers would need to be purchased to hold the generators and support equipment.

Costs are included for modifying each pump station to allow for a generator hook up. A cost of approximately \$105,000 is estimated for each of the pump stations that require modification.

Table 5. Cost estimate for Portable Emergency Generators

Element Description	Units	Portable Generators		
		Estimated Quantity	Unit Price	Estimated Amount
1MW generator with trailer	LS	1	\$ 738,000	\$ 738,000
0.5MW generator with trailer	LS	1	\$ 518,000	\$ 518,000
Additional fuel storage	EA	2	\$ 75,000	\$ 150,000
Pump Station modifications	EA	6	\$ 105,000	\$ 630,000
Sub-total				\$ 2,036,000
Construction Contingency	LS	1	25%	\$ 509,000
Engineering/Environmental/Construction Assistance	LS	1	15%	\$ 305,400
TOTAL COST =				\$ 2,850,400

As previously noted, the existing land uses in the District (agricultural or open space properties) allow for the temporary storage of excess floodwaters during an emergency power outage. However, as new development occurs the District will lose these temporary storage areas and must ensure that essential pump stations are kept on line during emergency outages.

It should be noted the emergency generator described previously located at Pumping Plant 1B was funded by the North Natomas CFD (City of Sacramento CFD NO 97-01) as part of their obligations for the proposed development. Therefore, any future development project that is obligated to annex to CFD 97-01 and is obligated to pay the DIF may receive a credit against the DIF toward the Emergency Generator. Similarly, for any project that has a Drainage Improvement Agreement that includes the requirement to fund a new generator or other alternative temporary power source, a credit toward the DIF obligation may be applied.

3. Plant 8 Natural Gas Generator

In addition to the portable generators the District has proposed improvements at Pumping Plant No. 8 to provide an alternative to electric power for some of the pumps. This pumping plant is one of the key District facilities and is essential to provide service during an emergency. The District's CINA proposes to install a permanent natural gas generator at the site. The natural gas alternative was considered superior over the use of diesel due to air quality permitting concerns. As air quality regulations have changed the use of diesel fuel is becoming more restricted with the goal of eventually phasing out its use. PG&E was contacted to determine the availability of natural gas in the area. There is an existing 6-inch high pressure gas line along Northgate Blvd that could be utilized. The costs for connection to PG&E's system are included in the cost estimate below. While these costs for a permanent natural gas generator are somewhat higher than other alternatives explored, the system would be more flexible as the generator could be used to power any of the pumps on site while replacing the motors limits the pumps that could be used in an emergency. Additionally, access to the site for a temporary generator would be difficult during an emergency. For these reasons the District has elected to use this alternative in its cost estimating.

Table 6. Pumping Plant No. 8 Natural Gas Generator Cost Estimate

Element Description	Units	Plant No. 8 Natural Gas Alternative		
		Estimated Quantity	Unit Price	Estimated Amount
Connect to PG&E Gas Line	LS	1	\$ 75,000	\$ 75,000
Natural Gas Emergency Generator	EA	1	\$ 900,000	\$ 900,000
Emergency Generator Hook-up Modifications	EA	1	\$ 105,000	\$ 105,000
Site Improvements for Generator	LS	1	\$ 50,000	\$ 50,000
Sub-total				\$ 1,130,000
Construction Contingency	LS	1	25%	\$ 282,500
Engineering/Environmental	LS	1	15%	\$ 169,500
Construction Management/Bid Services	LS	1	15%	\$ 169,500
TOTAL COST =				\$ 1,751,500

While the improvements at Plant 8 are required to mitigate for the loss of temporary storage areas as described above, the District recognizes this capital project also addresses issues associated with existing development. Therefore, since this improvement will benefit new and existing development the cost will be allocated to both.

4. SCADA Improvements

To further address the loss of agricultural property that may currently be used for temporary storage of storm waters, the District has made providing a Supervisory Control and Data Acquisition (SCADA) system at all its pump stations a system operations priority. A SCADA system is essential to monitoring the system on a real-time basis to be aware of problems early and reduce the response time during an emergency. The increase in volume of runoff from the added impervious area plus the quicker runoff time both adversely impact the drainage system and make it essential that any problems with facility operations be quickly identified and mitigated before flooding occurs. As previously described, the current agricultural land use allows for temporary flooding to occur with minimal impacts to life and property, and this safeguard is greatly reduced by new development on such lands.

The purpose of this system would be to allow remote monitoring of canal levels and pump operations; increase security; and provide the potential for future remote operations of the plants. Costs include setup of a master SCADA system. Costs were provided by WAVE Electrical Engineers, former consultants to the District, who are familiar with each of the pump stations. (Note that the costs for increased security have been accounted for above and are summarized in Table 3.) The costs included were compared to other similar systems and determined to be reasonable. The District has existing Remote Terminal Units (RTU's) at Plants 2, 3 and 8. It is anticipated that some additional communication towers may be necessary based on the location of the pump stations. However, a radio survey has not been conducted so the exact number and location is unknown at this time. It is assumed that up to 5 remote stations will be necessary to transmit the real time data for the pump station and security systems back to the District's main office.

Table 7. SCADA Improvements Cost Estimate

Element Description	Units	Estimated Quantity	SCADA Improvements		
			Material Cost	Labor Cost	Total
SCADA software (1000 points)	LS	1	\$ 50,760	\$ 71,720	\$ 122,480
Master SCADA Hardware	LS	1	\$ 57,456	\$ 27,280	\$ 84,736
Pumping Plant 1B (Field wiring to TB existing)	LS	1	\$ 36,558	\$ 32,120	\$ 68,678
Pumping Plant 2 (RTU partial existing)	LS	1	\$ 22,410	\$ 22,880	\$ 45,290
Pumping Plant 3 (Field wiring to TB existing)	LS	1	\$ 36,558	\$ 32,120	\$ 68,678
Pumping Plant 4 (No SCADA feature existing)	LS	1	\$ 37,638	\$ 40,920	\$ 78,558
Pumping Plant 5 (No SCADA feature existing)	LS	1	\$ 37,638	\$ 40,920	\$ 78,558
Pumping Plant 6 (No SCADA feature existing)	LS	1	\$ 37,638	\$ 40,920	\$ 78,558
Pumping Plant 8 (Field wiring to TB existing)	LS	1	\$ 36,558	\$ 32,120	\$ 68,678
each for material costs and \$20,000 each for labor)	EA	5	\$ 135,000	\$ 100,000	\$ 235,000
Sub-total			\$ 488,214	\$ 441,000	\$ 929,214
Construction Contingency	LS	1	25%		\$ 232,304
Engineering/Environmental	LS	1	15%		\$ 139,382
Construction Management/Bid Services	LS	1	15%		\$ 139,382
TOTAL COST =					\$ 1,440,300

The scope of the proposed SCADA improvements described above address the need based upon the existing and planned development in the Natomas Basin. As result, the costs of the improvements are proposed to be allocated to both existing and new development.

D. Summary of Capital Improvements for Development Impact Fee

The following table summarizes the capital improvement projects for the District that are related to development in the Natomas Basin. The table provides costs based on the estimates presented above. These costs would be used as a basis for the DIF. Some of these cost will be fully funded by new planned development over the next 30-years. A portion of some of these costs will be allocated to existing development as noted below. The Nexus Study prepared by LWA addresses this allocation.

Table 8. Summary of Costs to be used as Basis for DIF

DIF Funding Component	Cost	Allocation
Development Impact Assessment and Information Tools	\$ 400,000	New Development Only
Flood Emergency Response Plan Update	\$ 50,000	New Development Only
Flood Fight Material Storage Areas Acquisition	\$ 1,900,200	New Development Only
Security System Improvements	\$ 1,674,000	Existing and New Development
Portable Emergency Generators	\$ 2,850,400	New Development Only
Plant No. 8 Natural Gas Generator	\$ 1,751,500	Existing and New Development
SCADA Improvements	\$ 1,440,300	Existing and New Development
TOTAL COST =	\$ 10,066,400	

APPENDIX B - PLANNED DEVELOPMENT DETAILS

Summary

1. The RD 1000 territory includes a portion of the City of Sacramento (the North and South Natomas Community Plan Areas), unincorporated Sacramento County (Northwest Planning Area), and unincorporated Sutter County (as shown in **Figure 1**). As a whole, the area subject to the RD 1000 fee is expected to grow by 3,400 single-family acres, 325 multifamily acres, 560 commercial acres, and 1,600 industrial acres by 2045 (**Table B-1**).
2. Growth in North Natomas and South Natomas subject to the RD 1000 fee is expected to amount to 794 single-family acres, 124 multifamily acres, 153 commercial acres, and 23 industrial acres. As South Natomas is nearly built out, the majority of this development will occur in North Natomas.
3. Growth in the Northwest Planning Area is less certain. While Metro Airpark is expected to add approximately 1,500 acres of commercial and industrial development, this project has already been through review by RD 1000 to determine the impacts to RD 1000 facilities and would, therefore, not be subject to the DIF. Further, Metro Airpark is included within a Mello-Roos CFD that is funding RD 1000 drainage facilities as part of its Drainage Improvement Agreement with RD 1000. The growth projections in the Northwest Planning Area also include the area more recently referred to as the North Precinct (or the Natomas Joint Vision Area). The figures reflect an assumed Phase 1, which comprises 5% of total planned development. This is an estimated amount subject to review and update over time.
4. Development in South Sutter County focuses on the Sutter Pointe Specific Plan, a large-scale project expected to absorb roughly 2,500 acres of single-family, 190 acres of multifamily, 380 acres of commercial, and 1,570 acres of industrial development through 2045.

City of Sacramento Growth Projections

The North Natomas and South Natomas Community Plan Areas have accommodated large-scale growth over the past two decades. At this time, South Natomas is nearly built out, with only select vacant parcels left for new development. Active projects on these vacant parcels identified by City staff include Parkebridge, Camino Station, Park El Camino, River Oaks, and Capitol 80 (**Table B-2**).

When the moratorium was placed on the Natomas Basin in December of 2008, many development projects were only partially complete and others had gained project approval but had not yet begun construction. Interim City Ordinance 2009-07, adopted January 27, 2009, extended project approvals, in effect at that time, within the Natomas Basin, which includes North Natomas and South Natomas. Approval categories included design review, certificates of appropriateness, special permits, variances, plan reviews, and most active building permits and building permit applications. When the interim ordinance was adopted, the City anticipated the moratorium to be lifted within 3-5 years. On June 10, 2014 the President signed the Water Resources Development Act of 2014 authorizing the American River

Watershed Common Features Project, Natomas Basin paving the way for the moratorium to be lifted. The moratorium was lifted in July 2015.

An intensive City staff research effort undertaken in late 2012 and early 2013 produced an estimate of remaining development capacity within North Natomas. Subsequent interviews with City staff during the 2035 General Plan Update and for purposes of this fee program further refined these estimates. Because the RD 1000 fee will only affect those projects that are expected to have an impact on RD 1000 facilities that has not already been determined through a review and approval by RD 1000, the development summarized in **Table B-2** only reflects those projects reported by the City that RD 1000 expects to review in the future.

All projects that have already been reviewed by RD 1000 for drainage impacts and have a final map in effect at the time the Interim Ordinance was adopted are assumed to be exempt from the DIF. The scale of this exempted growth is shown in **Table B-2**.

Residential Development

Excel spreadsheets provided by the City staff analyze developed and undeveloped acreage in North Natomas on a project-by-project basis. Residential development data was provided to in two key files—Single-Family and Multifamily—which identified projects at various stages of the entitlement process. LWA and New Economics & Advisory, LLC (New Economics) coordinated closely with City staff to match these categories up with Final Map status. For residential projects, it was assumed that projects labeled as “Final Review—Partially Constructed,” or “Approved but Not Yet Built” would have already passed the final map stage and thus would not be subject to the RD 1000 fee as the impacts to RD 1000 facilities have already been determined and mitigated. As confirmed by City staff, Projects labeled “Schematic Approval Only” are likely not past the final map stage (unless otherwise noted) and thus could be subject to the fee. However, in certain cases, projects typically expected to have a Final Map actually did not, and vice-versa; New Economics made these adjustments to the extent that staff had noted these instances. Also, in cases where total project acreage data was not available, New Economics typically applied the average density of the projects with complete information to derive an estimate of remaining gross developable acres. In certain cases, New Economics applied the maximum allowable density based on zoning category. LWA reviewed the detailed projections that could be subject to the fee as described above and, through coordination with RD 1000 and the City staff, excluded any development that was included in CFD 97-01 or was known to have been previously reviewed and approved by RD 1000.

Non-Residential Development

Excel spreadsheets provided by the City staff analyze developed and undeveloped acreage in North Natomas on a project-by-project basis. According to City staff, these spreadsheets generally report gross developable acres, although there may be some instances where net acreage is used instead. However,

since these instances are likely uncommon, and because the difference between net and gross acreage for non-residential categories is typically negligible, City staff indicated that these amounts are suitable to quantify gross developable acreage.

The non-residential development was provided to New Economics in two key categories: Retail and “EC” (Employment Center). The retail category is relatively straightforward and quantifies retail/commercial projects in North Natomas. The EC category on the other hand is more difficult to categorize, since projects zoned EC can ultimately develop as any one of variety of potential uses including retail, office, industrial, or even multi-family or other uses. As such, New Economics made assumptions with input from the City in order to quantify the likely amount of development. It was determined that any project with a zoning designation greater than EC-30 would most likely develop as an office use, and that projects with a zoning of EC-30 or below may develop as industrial and thus a 50% - 50% split among office and industrial is appropriate. Upon inspection of the detailed data, all remaining projects have zoning designations above EC-30, except one project with an M-1 zoning that was moved to the industrial category.

The information provided by the City of Sacramento identified projects at various stages of the entitlement process. For non-residential projects, it was assumed that projects labeled as “Developed,” or “Approved but Not Yet Constructed” would have already passed the final map stage and thus would not be subject to the RD 1000 fee as the impact to RD 1000 facilities had already been identified and mitigated. As confirmed by city staff, Projects labeled “Schematic Approval Only” are likely not past the final map stage (unless otherwise noted) and thus could be subject to the fee. LWA reviewed the detailed projections that could be subject to the fee as described above and, through coordination with RD 1000 and the City staff, excluded any development that was included in CFD 97-01 or was known to have been previously reviewed and approved by RD 1000.

Sacramento County: NW Planning Area

Sacramento County’s Northwest Planning Area (formerly known as the Natomas Vision Area) includes the area north and west of the North Natomas Community Plan Area in the City of Sacramento. This area includes some major known projects and facilities, including the Sacramento International Airport, the approved Metro Airpark, and habitat mitigation land associated with the Natomas Basin Habitat Conservation Plan. This analysis assumes the following important parameters for future growth in the Northwest Planning Area as it pertains to the new RD 1000 fee:

1. Growth within the Sacramento International Airport is excluded because RD 1000 assumes that the Airport will fully mitigate any drainage impacts onsite or would enter into a separate agreement to mitigate impacts including the facilities proposed by the new RD 1000 Development Impact Fee as appropriate.

2. Metro Airpark is an approved project with a final map and drainage impacts identified and mitigated through a drainage improvement agreement. As such, it is not included in the growth projections subject to the RD 1000 fee.
3. An application for development for the NW Planning Area has been received by the County. The Plan envisions development of more 21,000 residential units. A portion of this development is expected to take place within the time horizon of this fee. LWA has assumed that 5% of first phase of the project is absorbed and subject to this fee. Future updates to the RD 1000 fee study should monitor growth plans for this portion of the district as well as the potential for additional required facilities and make adjustments accordingly.

Sutter County

Sutter County's main growth area within the RD 1000 boundary is the Sutter Pointe Specific Plan, an approved project. However, to date, no maps have been issued for development within this project and the plans for the project have not been reviewed by RD 1000. As such, it is included within the growth projections for the DIF. Sutter Pointe is an unusually large development project; absorption studies conducted during the entitlement project were reviewed to help estimate the portion of the project that could reasonably be expected to absorb within the timeframe of this fee program. Based on these absorption studies, New Economics extrapolated that 100% of residential development and a portion of commercial and industrial would occur by 2045, assuming that development begins in 2019. Future updates to the RD 1000 fee program will need to monitor actual development patterns and make adjustments as needed.

Table B-1
RD-1000 Growth Projection Summary

**RD 1000
Development Impact**

Area	Projected Growth -- 2015 - 2045 (Gross Developable Acres)				
	Single-Family	MultiFamily	Commercial	Industrial	Total
RD-1000 Jurisdictional Areas					
City of Sacramento	794.4	124.2	152.8	22.6	1,094.1
Sacramento County	115.2	14.2	29.2	0.0	158.6
Sutter County	2,462.0	188.0	378.1	1,566.0	4,594.1
Total RD-1000 Boundary	3,371.6	326.4	560.1	1,588.6	5,846.7
<i>Percent of Total</i>	58%	6%	10%	27%	100%

Table B-2
RD-1000 Growth Projections: 2015-2045

Area	Projected Growth -- 2015 - 2045				RD 1000 Development Impact Fee
	Single-Family Gross Developable Acres	Multifamily Gross Developable Acres	Commercial Gross Developable Acres [1]	Industrial Gross Developable Acres [1]	
Projects with Final Map (Excluded from New RD-1000 Fee)					
City of Sacramento					
North Natomas					
Partially Constructed Projects	236.8	40.8	0.0	0.0	
Approved but not yet Built Projects	18.2	69.7	141.8	0.0	
Schematics with Final Maps	16.6	0.0	0.0	0.0	
Subtotal North Natomas	271.6	110.5	141.8	0.0	
South Natomas					
Parkebridge [2]	62.5	14.7	0.0	0.0	
Subtotal South Natomas	62.5	14.7	0.0	0.0	
Subtotal City of Sacramento	334.1	125.2	141.8	0.0	
Sutter County	0.0	0.0	0.0	0.0	
Sacramento County					
Sacramento International Airport			<i>Exempt from this fee program [3]</i>		
Metro Airpark	0.0	0.0	552.8	551.4	
Subtotal Sacramento County	0.0	0.0	552.8	551.4	
TOTAL GROWTH NOT SUBJECT TO RD-1000 FEE	334.1	125.2	141.8	0.0	
ANTICIPATED GROWTH SUBJECT TO NEW RD-1000 FEE					
City of Sacramento					
North Natomas					
Partially Constructed or Approved	50.6	0.0	0.0	0.0	
Approved Schematics, SP/ MP					
Greenbriar [4]	341.8	21.3	37.1	0.0	
Other	37.3	0.0	9.4	12.6	
Subtotal Approved Schematics: SP/MP	379.1	21.3	46.5	12.6	
Other Planned Projects: Panhandle [5]	284.4	75.9	18.5	0.0	
Subtotal North Natomas	714.1	97.2	65.0	12.6	
South Natomas					
Approved SP/MP Not Yet Built: River Oaks [6]	80.3	27.0	0.0	0.0	
Camino Station (Schematic Approval only)	0.0	0.0	17.8	0.0	
Park El Camino	0.0	0.0	20.0	0.0	
Other Planned Projects: Capitol 80 [7]	0.0	0.0	50.0	10.0	
Subtotal South Natomas	80.3	27.0	87.8	10.0	
Subtotal City of Sacramento	794.4	124.2	152.8	22.6	
Sacramento County					
Northwest Planning Area Phase 1 [8]	115.2	14.2	29.2	0.0	
Natomas Vision Area	115.2	14.2	29.2	0.0	

Table B-2
RD-1000 Growth Projections: 2015-2045

Area	Projected Growth -- 2015 - 2045				RD 1000 Development Impact Fee
	Single-Family Gross Developable Acres	Multifamily Gross Developable Acres	Commercial Gross Developable Acres [1]	Industrial Gross Developable Acres [1]	
Sutter County					
Sutter Pointe [9]	2,462.0	188.0	378.1	1,566.0	
Subtotal Sutter County	2,462.0	188.0	378.1	1,566.0	
TOTAL GROWTH SUBJECT TO RD-1000 FEE	3,371.6	326.4	560.1	1,588.6	

Prepared by New Economics & Advisory and Larsen Wurzel & Associates, August 2015.

- [1] As confirmed by City of Sacramento staff, non-residential projects labeled "Schematic Approval Only" have likely not gained final map approval, and will thus be subject to the RD 1000 fee with the exception of those Project within CFD 97-01 (and unless otherwise noted).
- [2] As of January 2015, the Parkebridge project did not yet have Final Subdivision Map (Final Small Lot Map); however, this analysis assumes that it will gain that approval prior to adoption of the new RD-1000 fee and therefore be exempt. The project already has a Final Master Parcel Map (Final Large Lot Map), which would allow MF to avoid paying the new RD-1000 fee.
- [3] RD-1000 expects the Sacramento International Airport to fully mitigate on site or enter into separate agreements to deal with any drainage impact from the airport. It is not expected that the Airport will impact the facilities identified for this fee program.
- [4] Greenbriar Public Facilities Financing Plan, Table 3, prepared in 2007. Average unit size reflects weighted average of home sizes estimated in Table 10 of the Fin Plan. SF versus MF estimates differ from Sacramento Pipeline Projects Database owing to definitional differences for SF versus MF for purposes of the DIF fee program.
- [5] Projected land uses from Sacramento 2030 General Plan growth projections and Panhandle Financing Plan (2007) Table 4. Assumes that villas within MDR category are detached units and therefore SF, while other MDR, HDR, Mixed Use, and Live-Work units are MF.
- [6] The River Oaks project is expected to undergo changes to existing approved entitlements, but as of January 2015 has a Final Master Parcel Map (Final Large Lot Map) only. Assumes that changes will trigger need for new Final Master parcel map and review by RD 1000.
- [7] No active proposal at this time. The General Plan designation appears to be a combination of EC Low Rise and Regional Commercial (based on a review of the City's 2030 General Plan Land Use and Urban Form Diagram). Assumes 60 gross acres total (from page 8 of 1980's planning proposal). Applies 1/3 EC Low Rise containing 50% industrial and 50% office/retail, as well as 2/3 Regional Commercial containing 100% office/retail
- [8] Contains the area more recently referred to as the North Precinct. Figures reflect an assumed Phase 1, which comprises 5% of total planned development. Phase 1 estimated by New Economics and LWA.
- [9] Based on updated input from Sutter County staff, this analysis assumes annual absorption rates of Urban Services Plan but beginning in 2019/20.

APPENDIX C - LAND USE CATEGORIZATION DETAILS

Table C-1
County of Sacramento Land Use Category Descriptions and Assessor Codes

RD 1000
Development Impact Fee

DIF Land Use Category	Detailed Description [1]	Applicable Sacramento County Assessor's Codes [2]
Single-Family One-Story Residential	Includes structures that are Single Family Dwellings and duplexes which are designed exclusively for occupancy by one family. The structure should include no more than one story of habitable square footage.	A1, A2
Multifamily One-Story Residential	Includes structures that are occupied by three or more families living independently of each other, but under one roof. Ownership of the building(s) could be a single ownership of units and land (e.g., apartments) or individual ownership of each unit and joint ownership of common area (e.g., condos). The structure should include no more than one story of habitable square footage.	A3, A4, AD, AE, AF, AG, AL
Commercial	Includes, but is not limited to, offices, retail facilities, hotels and motels, and public buildings.	BA, BB, BC, BD, BE, BF, BG, BH, BI, CA, CB, CC, CD, CE, CG, CH, CJ, CF
Industrial	Includes structures that are occupied by manufacturing outlets, miscellaneous industrial, heavy and light industrial, warehousing, distribution, storage, lumber yards, truck terminals, and bulk plants.	GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GL, GM
Agricultural/Vacant	Includes agriculture related lands (orchards, pastures, row and field crops), as well as all vacant land regardless of intended zoning.	HA, HB, HC, HD, HE, HF, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, IA, IB, IC, ID, IF, IG, IH

[1] Adapted from the City of Sacramento City Code §17.16.010 (Zoning Code)

[2] Represents only the first two characters of the Assessor's Use Codes. Adapted from the Operations Manual of the County of Sacramento Office of the Assessor Section 13-14.

Table C-2
County Sutter County Land Use Category Descriptions and County Use Codes

RD 1000
Development Impact Fee

DIF Land Use Category	Detailed Description [1]	Applicable Sutter County Property Use Codes [2]
Single-Family One-Story Residential	Includes structures that are Single Family Dwellings which are designed exclusively for occupancy by one family. The structure should include no more than one story of habitable square footage.	Single-Family, Duplex, Halfplex
Multifamily One-Story Residential	Includes structures that are occupied by three or more families living independently of each other, but under one roof. Ownership of the building(s) could be a single ownership of units and land (e.g., apartments) or individual ownership of each unit and joint ownership of common area (e.g., condos). The structure should include no more than one story of habitable square footage.	Multifamily, Triplex, and Fourplex
Commercial	Includes, but is not limited to, offices, retail facilities, hotels and motels, and public buildings.	Store type, Service type, Shopping Center, Office Building, Service Station, Motels, Mobile Home Parks, Rest Homes/Skilled Nursing, Marinas, Hospitals and Horse Stables
Industrial	Includes, but is not limited to, structures that are occupied by manufacturing outlets, miscellaneous industrial, heavy and light industrial, warehousing, distribution, storage, lumber yards, truck terminals, and bulk plants.	Industrial, Airport, Crop Dusting, Mines and Quarries, Recreational, and Water Companies
Agricultural/Vacant	Includes agriculture related lands , as well as all vacant land regardless of intended zoning.	Orchards, Pastures, Row and Field Crops, Vacant Land

[1] Adapted from the City of Sacramento City Code §17.16.010 (Zoning Code).

[2] Represents the property use codes as provided by Sutter County Assessor's Office.

Table C-3
Sacramento Area Flood Control Agency - Development Fee
City of Sacramento Land Use Category Descriptions

RD 1000
Development Impact Fee

DIF Land Use Category	Detailed Description [1]	Building Application Type [2]
Single-Family Residential	Includes structures that are Single Family Dwellings which are designed exclusively for occupancy by one family. The structure should include no more than one story of habitable square footage.	Single-Family, Duplex, and Halfplex
Multifamily Residential	Includes structures that are occupied by three or more families living independently of each other, but under one roof. Ownership of the building(s) could be a single ownership of units and land (e.g., apartments) or individual ownership of each unit and joint ownership of common area (e.g., condos). The structure should include no more than one story of habitable square footage.	Apartments, Multit-unit Condominiums, Fourplex, Quadplex, and Triplex
Commercial	Includes, but is not limited to, offices, retail facilities, hotels and motels, and public buildings.	Office, Retail, Service Stations, Churches, Hotel, Motel, Amusement, Other Non-Housekeeping Shelter, Mixed Use - (Ground-Floor Use Governs Classification)
Industrial	Includes, but is not limited to, structures that are occupied by manufacturing outlets, miscellaneous industrial, heavy and light industrial, warehousing, distribution, storage, lumber yards, truck terminals, and bulk plants.	Manufacturing outlets, industrial, warehousing, distribution, storage, lumber yards, truck terminals, and bulk plants.

[1] Adapted from the City of Sacramento City Code §17.16.010 (Zoning Code)

[2] Represents the City of Sacramento's new building categories.

APPENDIX D – PROJECTED DEVELOPMENT IMPACT FEE REVENUES

Appendix D1

Land Use	Jurisdiction/ Development Area	Project Status / Project	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	SubTotal (ac)	Total Developable Acres Remaining
Single Family Gross Developable Acres	City of Sacramento	Partially Constructed or Approved	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	50.6	0.0
	North Natomas	Greenbriar	-	-	-	-	-	-	34.2	34.2	34.2	34.2	136.7	205.1
	Other	-	-	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	29.8	7.5
	Panhandle	-	-	-	-	-	-	-	-	-	-	-	0.0	284.4
	South Natomas	Approved SP/MP Not yet Built	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	80.3	0.0
		Camino Station	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Park El Camino	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Other Planned Projects	-	-	-	-	-	-	-	-	-	-	0.0	0.0
	Sacramento County	Northwest Planning Area	-	-	-	-	-	-	-	-	-	-	0.0	115.2
	Sutter County	Sutter Point	-	-	-	-	-	-	-	-	-	-	744.0	1718.0
Multi-Family Family Gross Developable Acres		SubTotal (ac)	13.1	13.1	16.8	16.8	140.8	140.8	175.0	175.0	175.0	175.0	1041.5	2330.2
		Fee Rate (\$1,001/ac)	\$13,108	\$13,108	\$16,838	\$16,838	\$140,962	\$140,962	\$175,176	\$175,176	\$175,176	\$175,176	\$1,042,523	\$2,332,489
	City of Sacramento	Partially Constructed or Approved	-	-	-	-	-	-	-	-	-	-	0.0	0.0
	North Natomas	Greenbriar	-	-	-	-	-	-	2.1	2.1	2.1	2.1	8.5	12.8
	Other	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Panhandle	-	-	-	-	-	-	-	-	-	-	-	0.0	75.9
	South Natomas	Approved SP/MP Not yet Built	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	27.0	0.0
		Camino Station	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Park El Camino	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Other Planned Projects	-	-	-	-	-	-	-	-	-	-	0.0	0.0
Commercial Gross Developable Acres	Sacramento County	Northwest Planning Area	-	-	-	-	-	-	-	-	-	-	0.0	14.2
	Sutter County	Sutter Point	-	-	-	-	10.0	10.0	10.0	10.0	10.0	10.0	60.0	128.0
		SubTotal (ac)	2.7	2.7	2.7	2.7	12.7	12.7	14.8	14.8	14.8	14.8	95.6	230.8
		Fee Rate (\$1,401/ac)	\$3,787	\$3,787	\$3,787	\$3,787	\$17,797	\$17,797	\$20,781	\$20,781	\$20,781	\$20,781	\$133,866	\$323,407
	City of Sacramento	Partially Constructed or Approved	-	-	-	-	-	-	-	-	-	-	0.0	0.0
	North Natomas	Greenbriar	-	-	-	-	-	-	3.7	3.7	3.7	3.7	14.8	22.3
	Other	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	9.4	0.0
	Panhandle	-	-	-	-	-	-	-	-	-	-	-	0.0	18.5
	South Natomas	Approved SP/MP Not yet Built	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Camino Station	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	17.8	0.0
Industrial Gross Developable Acres		Park El Camino	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	20.0	0.0
		Other Planned Projects	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	50.0	0.0
	Sacramento County	Northwest Planning Area	-	-	-	-	-	-	-	-	-	-	0.0	29.2
	Sutter County	Sutter Point	-	-	-	-	10.3	10.3	10.3	10.3	10.3	10.3	61.8	316.3
		SubTotal (ac)	9.7	9.7	9.7	9.7	20.0	20.0	23.7	23.7	23.7	23.7	173.8	386.3
		Fee Rate (\$1,801/ac)	\$17,507	\$17,507	\$17,507	\$17,507	\$36,058	\$36,058	\$42,739	\$42,739	\$42,739	\$42,739	\$313,103	\$695,654
	City of Sacramento	Partially Constructed or Approved	-	-	-	-	-	-	-	-	-	-	0.0	0.0
	North Natomas	Greenbriar	-	-	-	-	-	-	-	-	-	-	0.0	0.0
	Other	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	12.6	0.0
	Panhandle	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0
D-2	South Natomas	Approved SP/MP Not yet Built	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Camino Station	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Park El Camino	-	-	-	-	-	-	-	-	-	-	0.0	0.0
		Other Planned Projects	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0	0.0
	Sacramento County	Northwest Planning Area	-	-	-	-	-	-	-	-	-	-	0.0	0.0
	Sutter County	Sutter Point	-	-	-	-	58.0	58.0	58.0	58.0	58.0	58.0	348.0	1218.0
		SubTotal (ac)	2.3	2.3	2.3	2.3	60.3	60.3	60.3	60.3	60.3	60.3	370.6	1218.0
		Fee Rate (\$1,701/ac)	\$3,844	\$3,844	\$3,844	\$3,844	\$102,502	\$102,502	\$102,502	\$102,502	\$102,502	\$102,502	\$630,391	\$2,071,818
		Subtotal (ac)	27.8	27.8	31.5	31.5	233.8	233.8	273.8	273.8	273.8	273.8	1681.5	4165.3
		Total Fee Revenue	\$38,246	\$38,246	\$41,977	\$41,977	\$297,319	\$297,319	\$341,199	\$341,199	\$341,199	\$341,199	\$2,119,881	\$5,423,368