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*Regional Economics*

*Land Use Policy*

# NORTHWEST ROCKLIN ANNEXATION AREA PUBLIC FACILITIES FINANCING PLAN 2008 UPDATE

Prepared for:

City of Rocklin

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EPS #16445

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# I. EXECUTIVE SUMMARY

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## OVERVIEW

This Northwest Rocklin Annexation Area (NWRAA) Financing Plan Update (Financing Plan Update) provides an update to the original 2004 NWRAA Public Facilities Financing Plan. This Financing Plan Update includes updates of the NWRAA land uses, the backbone infrastructure and public facilities costs, phasing of the remaining facilities costs, cost allocations to the various properties and land uses, and the financing strategy and implementation. In 2006, Terrence E. Lowell & Associates, Inc., (TLA) prepared Amendment No. 1 to the NWRAA Public Facilities Financing and Phasing Plan (TLA Amendment No. 1), which serves as the basis for the costs and cost allocations presented in this report. The updated financing strategy and implementation will provide guidance to the City of Rocklin (City) and the development community in determining and administering the financing of all of the NWRAA costs included in the Financing Plan Update.

## LAND USES

The NWRAA is located on approximately 1,700 acres in northwest Rocklin. It is composed of two major development areas: Whitney Ranch, which is largely residential, and the State Route 65 Corridor (Highway 65 Corridor), which is primarily commercial. In total, Whitney Ranch may develop an estimated 4,279 dwelling units and contains 43 acres for commercial land uses, while the Highway 65 Corridor area contains approximately 323 acres for commercial uses.

## COSTS

This Financing Plan Update contains updated backbone infrastructure and other cost estimates. These costs are quantified as constructed and remaining costs based on the costs presented in the TLA Amendment No. 1. Constructed infrastructure is infrastructure that had been completed or was under construction as of April 2006, while remaining infrastructure is infrastructure for which construction had not begun as of April 2006. These classifications are further detailed in **Chapter III**. There are an estimated \$31.0 million of constructed infrastructure and \$50.3 million of remaining infrastructure. Note that these costs are net of Placer County Water Agency (PCWA) credits and reimbursements (discussed in a later section).

In addition, the City has created two specific development impact fees for the NWRAA: the Northwest Rocklin Community Park Fee and the Whitney Interchange Fee. The

costs to be funded by these fees have been updated in this Financing Plan Update and are detailed in **Appendices B** and **C**.

## **COST ALLOCATION**

This report contains updated cost allocations to the various properties for the backbone infrastructure and related items for which the City will track and collect reimbursement payments. These updated allocations reflect land use, ownership, cost, and water facilities cost allocation methodology changes since the 2004 Financing Plan was adopted. **Table 1** summarizes the cost allocations by facility and property owner. As outlined in **Chapter VI**, each property owner will be subject to the General Reimbursement Procedures of this Financing Plan Update. Among other things, the General Reimbursement Procedures require that, before any further subdivision of property, a property owner submit a NWRAA Reimbursement Obligation Reallocation Plan (Reallocation Plan) to the City. All future cost allocations to a property owner's property will be subject to the City-approved Reallocation Plan as more fully described beginning on page 50 of this Financing Plan Update.

## **FINANCING STRATEGY AND IMPLEMENTATION**

The financing strategy for NWRAA facilities consists of several components as summarized below.

### **NWRAA REIMBURSEMENT ACCOUNT**

Each NWRAA property is assigned its fair share of the backbone infrastructure and related items costs for which the City will track and collect reimbursement payments. The calculation of these fair share amounts is detailed in **Chapter V**. Developers who provide advance funding for oversized backbone infrastructure in an amount greater than their fair share of costs will have a reimbursement agreement with the City. They will receive reimbursements for the cost of the backbone infrastructure when other projects benefiting from the oversizing develop. The City will collect reimbursement payments from future developers and reimburse those who provided the advance funding for the infrastructure. **Chapter VI** provides extensive detail on the NWRAA reimbursement agreements, procedures, and administration.

**Table 1**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Summary of Costs by Owner (2006 \$)**

Cost Item	Costs by Owner					Total
	SRI LLC	WJU	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/ Taylor LLC. (SWP)	
<b>Backbone Infrastructure-Developer Responsibility</b>						
Roads	\$ 23,370,264	\$ 5,041,060	\$ 8,641,262	\$ 9,365,746	\$ 2,365,375	<b>\$ 48,783,707</b>
Water [1]	\$ 9,539,083	\$ 0	\$ 1,375,284	\$ 1,243,984	\$ 164,218	<b>\$ 12,322,570</b>
Sewer	\$ 15,408,781	\$ 0	\$ 1,021,472	\$ 972,805	\$ 207,389	<b>\$ 17,610,448</b>
Planning and City Administration	\$ 1,607,926	\$ 41,125	\$ 147,008	\$ 209,803	\$ 30,018	<b>\$ 2,035,880</b>
Survey & Other	\$ 1,302,734	\$ 141,013	\$ 123,797	\$ 176,677	\$ 25,825	<b>\$ 1,770,046</b>
<b>TOTAL</b>	<b>\$ 51,228,787</b>	<b>\$ 5,223,199</b>	<b>\$ 11,308,823</b>	<b>\$ 11,969,015</b>	<b>\$ 2,792,826</b>	<b>\$ 82,522,650</b>
<b>Percentage of Total</b>	<b>62.1%</b>	<b>6.3%</b>	<b>13.7%</b>	<b>14.5%</b>	<b>3.4%</b>	<b>100.0%</b>

"costs by owner"

Sources: TLA Amendment No. 1 and EPS

[1] Water costs are net of PCWA credits.



## CITY DEVELOPMENT IMPACT FEE CREDITS/REIMBURSEMENTS

As a result of funding NWRAA Backbone Infrastructure through the NWRAA Reimbursement Account, NWRAA developers will be entitled to fee credits/reimbursements from the City's traffic impact-fee program.

## CITY OF ROCKLIN COMMUNITY FACILITIES DISTRICT NO. 10

In 2005, the City formed the City of Rocklin Community Facilities District No. 10 (CFD No. 10). Sunset Ranchos Investors (SRI) LLC (including commercial parcels 1 and 3) and Shehadeh/Taylor LLC are the property owners who elected to participate in CFD No. 10. By participating in CFD No. 10, SRI LLC (including commercial parcels 1 and 3) and Shehadeh/Taylor LLC have elected to subject their land to a special tax lien in exchange for the use of tax-exempt municipal bond proceeds (subject to an acquisition agreement with the City) to help fund their fair share of NWRAA Backbone Infrastructure. Participation in CFD No. 10 by SRI LLC (including commercial parcels 1 and 3) and Shehadeh/Taylor LLC has no affect on the NWRAA Backbone Infrastructure cost allocations or obligations owed into the NWRAA Reimbursement Account by any other NWRAA property owners.

## NWRAA COMMUNITY PARK FEE

The City established an NWRAA Community Park Fee to fund construction of the NWRAA community park. All residential and commercial NWRAA development will pay this fee. The NWRAA Community Park fee levels are updated in this report to reflect updated land uses and costs, as described in **Chapter VIII** and **Appendix B**.

## HIGHWAY 65 INTERCHANGE FUNDING

NWRAA properties must provide funding for the Sunset Interchange and the Whitney Interchange. NWRAA residential and commercial development will pay regional Highway 65 Joint Power Authority (JPA) fees to contribute to the funding of the Sunset Interchange. Construction of the Whitney Interchange will be funded by NWRAA development through the NWRAA Whitney Interchange Fee. The Whitney Interchange fee levels are updated in this report to reflect updated land uses and costs, as described in **Chapter VIII** and **Appendix C**.

## SERVICES FINANCING

NWRRA development must fund a variety of services, including park maintenance, fire protection and emergency medical services, open space maintenance, street landscape maintenance, street lighting, detention and retention basin maintenance. Funding for these services will come from fees, special taxes, assessments, or other revenue derived from parcels in the NWRRA. **Chapter IX** provides more detail on Services Financing.

## ORGANIZATION OF THE REPORT

The report is divided into nine chapters, including this Executive Summary.

- **Chapter II** summarizes the proposed land uses in the NWRRA.
- **Chapter III** describes the constructed infrastructure.
- **Chapter IV** describes the remaining infrastructure and anticipated phasing of this infrastructure.
- **Chapter V** details the cost allocation for the infrastructure for which the City will track and collect reimbursement payments.
- **Chapter VI** describes the reimbursement procedures for the infrastructure for which the City will track and collect reimbursement payments.
- **Chapter VII** describes the Highway 65 Interchange funding
- **Chapter VIII** summarizes City, other agency, and NWRRA development impact fees that NWRRA developers must pay.
- **Chapter IX** summarizes services financing required from NWRRA development.

There are five appendices to the report.

- **Appendix A** details each parcel's fair share obligation versus advance funding provided.
- **Appendix B** details the calculation of the Community Park Fee.
- **Appendix C** details the calculation of the Whitney Interchange Fee.
- **Appendix D** contains a standard form of the reimbursement agreement that will be used for each NWRRA developer that requests a reimbursement agreement with the City.
- **Appendix E** details the planning and City administration cost allocation.
- **Appendix F** details the reimbursement obligations for commercial parcels 1 and 3, which are included as SRI LLC property throughout this report.

## II. LAND USE

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The five properties included in the Financing Plan Update are shown in **Map 1**. Four of these properties have changed owners or names. The names on the map reflect the original names at the time the 2004 Financing Plan was adopted. The current properties (with their previous names indicated in parentheses) are listed below:

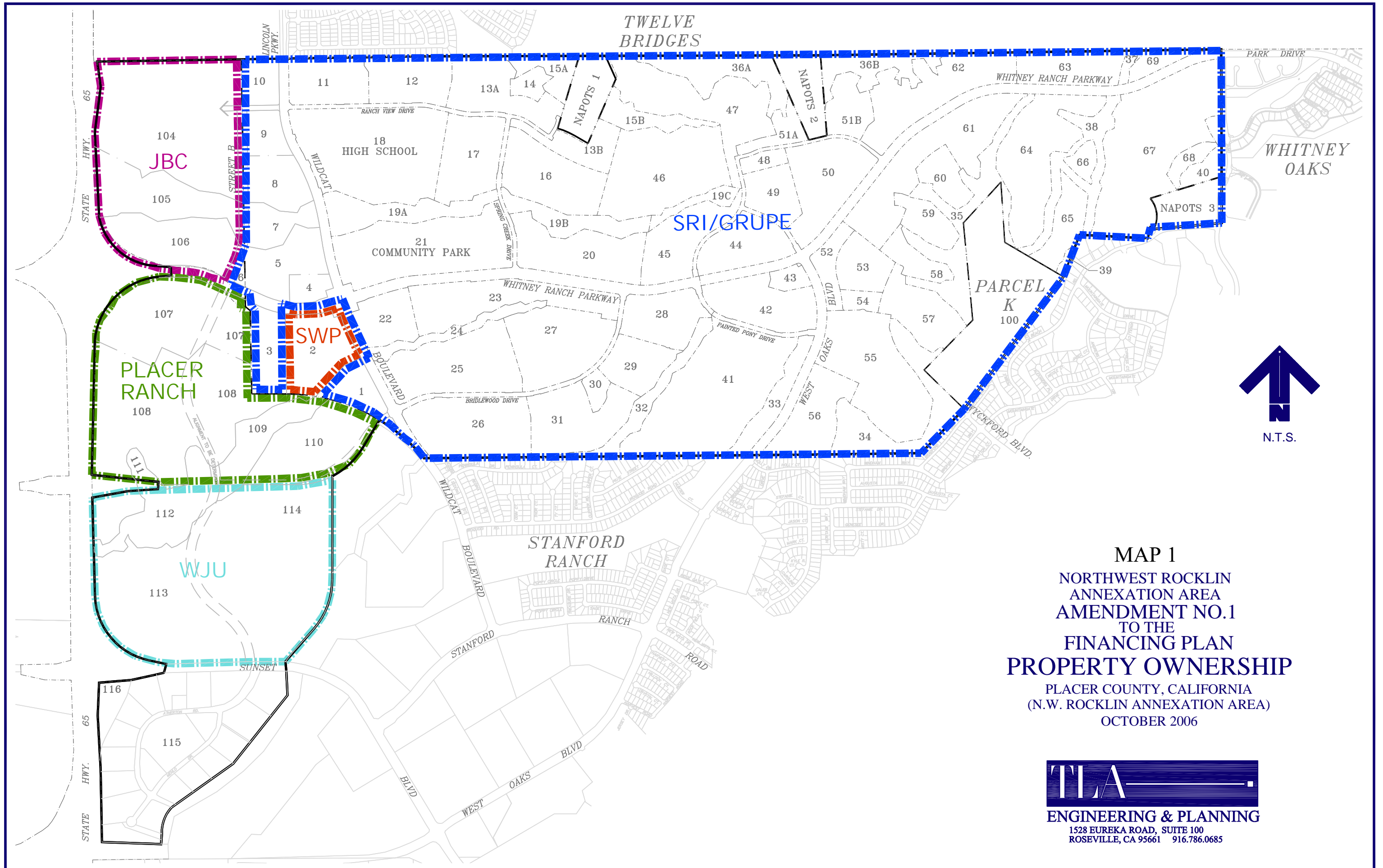
- SRI LLC (previously SRI/Grupe)
- Shehadeh/Taylor LLC (previously SWP)
- Orchard Creek (previously JBC)
- Evergreen (previously Placer Ranch)
- William Jessup University (WJU)

SRI LLC and Shehadeh/Taylor LLC together make up the Whitney Ranch area, while Orchard Creek, Evergreen, and WJU make up the Highway 65 Corridor area. Whitney Ranch is largely residential, whereas the Highway 65 Corridor is primarily commercial. **Table 2** shows the land uses by property. The land uses are based on the current General Development Plan (GDP) land uses adopted in 2002 and most recently amended in October 2004.

Based on the density standards presented in the GDP, Whitney Ranch may develop an estimated 4,279 dwelling units, of which 3,129 would be single-family units, and 1,150 would be multifamily units. The Whitney Ranch area also includes approximately 451.8 total acres of nonresidential uses, which include 43.0 acres for commercial and business professional uses and 408.8 acres of open space, roads, recreational uses, and school facilities.

The Highway 65 Corridor area includes approximately 403.0 acres of nonresidential land uses, open space, and roads concentrated along the Highway 65 Corridor north of Sunset Boulevard.

Note that the existing buildings on the WJU property (located in the Highway 65 area) have been excluded because this portion of the WJU property will not be allocated infrastructure costs. Parcel K, which consists of approximately 47 acres and 131 single-family homes, has been excluded from the land use tables and Financing Plan because this area has made separate financing arrangements with the City. The Atherton Business Park is developed already and is not included in the Financing Plan.



**MAP 1**  
**NORTHWEST ROCKLIN**  
**ANNEXATION AREA**  
**AMENDMENT NO.1**  
**TO THE**  
**FINANCING PLAN**  
**PROPERTY OWNERSHIP**

PLACER COUNTY, CALIFORNIA  
 (N.W. ROCKLIN ANNEXATION AREA)  
 OCTOBER 2006

**TLA**  
**ENGINEERING & PLANNING**  
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**Table 2**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Land Use Summary**

<b>Zoning</b>	<b>GDP Development</b>		
	<b>Acres</b>	<b>Dwelling Units</b>	
<b>WHITNEY RANCH</b>			
<b>SRI LLC -- Residential [1]</b>			
PD-2	Low-Density Single-Family	86.1	171
PD-3A	Low-Density Single-Family	39.2	116
PD-3.3	Low-Density Single-Family	260.2	853
PD-4	Low-Density Single-Family	104.9	417
PD-5	Med.-Density Single-Family	240.1	1,199
PD-6.6	Med.-Density Single-Family	56.8	373
PD-20	Multifamily	57.5	1,150
<b>Subtotal</b>		<b>844.8</b>	<b>4,279</b>
<b>SRI LLC -- Nonresidential</b>			
PD-BP	Business Park	9.2	0
PD-C	Commercial	12.0	0
PD-NC	Neighborhood Commercial	3.3	0
Parks	Park Facilities	57.5	0
OS	Open Space	195.1	0
ES	Elementary School	32.8	0
HS	High School	50.0	0
Roads	Roads	73.4	0
<b>Subtotal</b>		<b>433.3</b>	<b>0</b>
<b>Shehadeh/Taylor LLC. (SWP) -- Commercial</b>		<b>18.5</b>	<b>0</b>
<b>TOTAL WHITNEY RANCH</b>		<b>1,296.6</b>	<b>4,279</b>
<b>HWY 65 CORRIDOR [2]</b>			
<b>Orchard Creek (JBC)</b>			
C	Commercial	24.3	0
BP/C	Office and Commercial	66.3	0
Open Space		23.6	0
<b>Subtotal</b>		<b>114.2</b>	<b>0</b>
<b>Evergreen (Placer Ranch)</b>			
BP	Office	22.9	0
C	Commercial	38.4	0
BP/C	Office and Commercial	68.0	0
Open Space		18.0	0
<b>Subtotal</b>		<b>147.3</b>	<b>0</b>
<b>WJU</b>			
C	Commercial	30.1	0
LI	Light Industrial	73.1	0
OS	Open Space	19.6	0
<b>Subtotal</b>		<b>122.8</b>	<b>0</b>
Roads [3]	Roads	18.7	0
<b>TOTAL HWY 65 CORRIDOR</b>		<b>403.0</b>	<b>0</b>
<b>TOTAL PROJECT</b>		<b>1,699.6</b>	<b>4,279</b>

*development*

Source: City of Rocklin

[1] Parcel K excluded.

[2] Atherton Tech and 33 acres of already developed WJU light industrial are excluded.

[3] Atherton Tech Roads (5 acres) are excluded.

### III. CONSTRUCTED OR FUNDED INFRASTRUCTURE

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#### BACKGROUND

The Financing Plan improvements consist of both public facilities and backbone infrastructure. This chapter summarizes the improvements either completed or under construction as of April 2006. This date was chosen to be consistent with TLA Amendment No. 1, prepared in November 2006.

In the TLA Amendment No. 1, the improvements are divided into categories labeled Phase 1 and Phase 2, based on infrastructure completed or under construction as of April 2006. In this Financing Plan 2008 Update the Phase 1 and Phase 2 classifications are labeled “Constructed or Funded Infrastructure” and “Remaining Infrastructure” as shown below.

- Constructed Infrastructure = Phase 1 Infrastructure (TLA Amendment No. 1)
- Remaining Infrastructure = Phase 2 Infrastructure (TLA Amendment No. 1)

Following the brief discussion below, all NWRAA Backbone Infrastructure will be described in this Financing Plan 2008 Update as Constructed or Remaining infrastructure. Although the TLA Amendment No. 1 and Financing Plan 2008 Update descriptions are generally equivalent to one another, there are a few exceptions. Essentially, a few facilities now labeled Remaining Infrastructure have been completed. Despite the exceptions, there is no material effect on the allocations of NWRAA Backbone Infrastructure costs.

The main reason that a few Remaining Infrastructure facilities have already been completed but were not quantified and categorized with the Completed Facilities costs was because such facilities were not a part of the CFD No. 10 Reimbursement Agreement. Because certain facilities, mainly sewer infrastructure items, were not a part of the CFD Reimbursement Agreement, the TLA Amendment No. 1 treated them as Phase 2 facilities. Consequently, more NWRAA Backbone Infrastructure facilities have been completed than indicated in the Financing Plan 2008 Update.

As discussed elsewhere in this document, CFD No. 10 includes only the SRI LLC property as well as the Shehadeh/Taylor LLC property. Aside from the Shehadeh/Taylor LLC property, the existence of CFD No. 10 has no impact on this Financing Plan Update or on the allocated shares of NWRAA Backbone Infrastructure facilities.

Nonetheless, regardless of what is and what is not yet completed, the NWRAA Backbone Infrastructure cost allocations to each NWRAA developer are unaffected by

this labeling issue. This statement is true because NWRAA Backbone Infrastructure cost allocations are based on total NWRAA Backbone Infrastructure costs rather than phased costs.

## **PUBLIC FACILITIES**

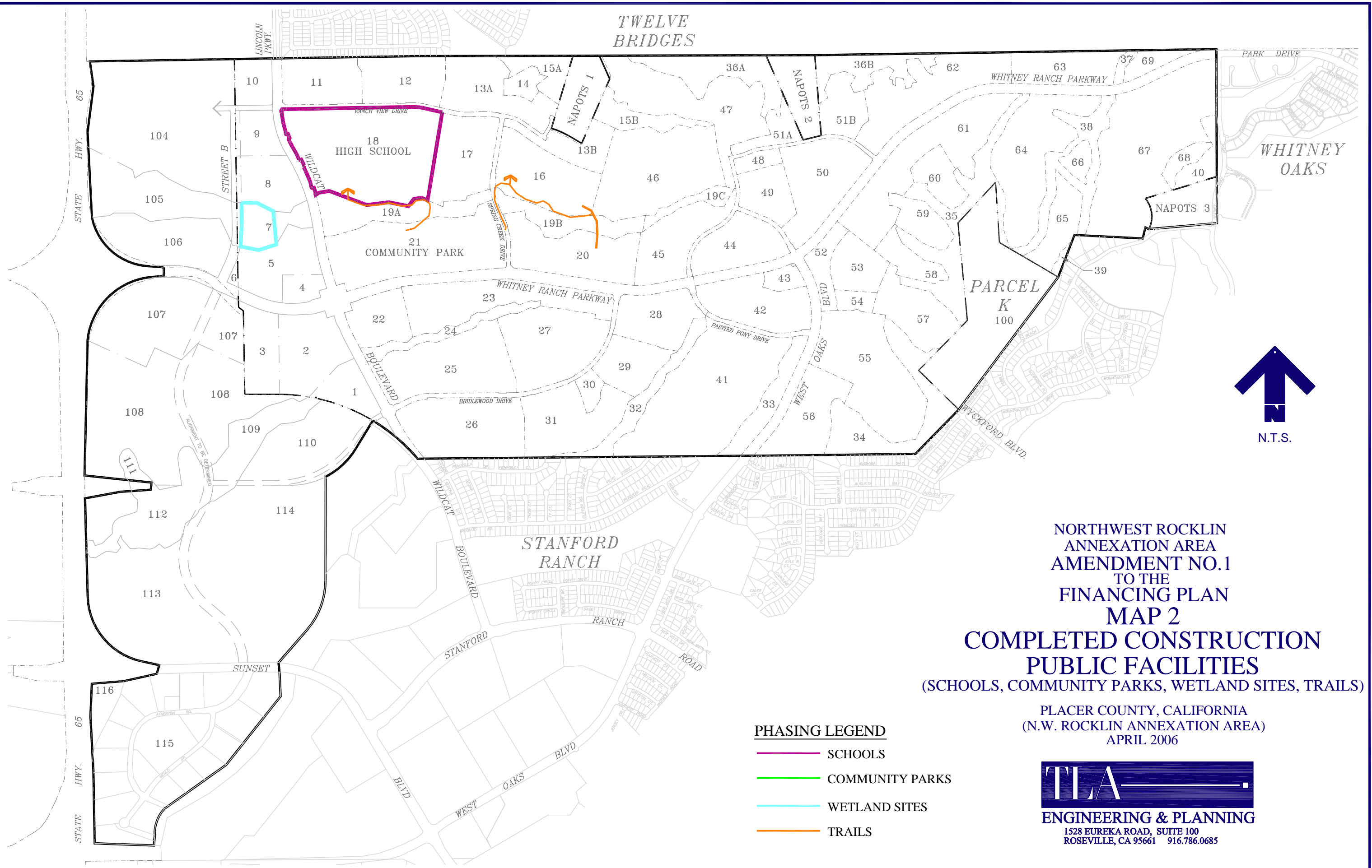
The NWRAA public facilities include schools, a community park, neighborhood parks, wetlands, and trails. **Map 2** shows the completed public facilities. None of these facilities is included in the cost allocation tables in **Chapter V** since the City will not collect reimbursement payments for them. Schools are financed through a combination of Rocklin Unified School District (RUSD) development impact fees, a RUSD General Obligation bonds, an RUSD CFD, and State funding. The community park is financed through the NWRAA Community Park Fee. Neighborhood parks and trails are constructed and financed by SRI LLC and thus will not require the City to track or collect reimbursement payments from different properties. Likewise, since 98 percent of the wetlands costs are allocated to SRI LLC, with the remaining 2 percent allocated to Shehadeh/Taylor LLC., the City will not track or collect reimbursement payments for wetlands.

## **SCHOOLS**

Whitney Ranch contains three elementary school sites (for two planned elementary schools), one middle school site, and one high school site. The high school, Whitney High School, has been completed and opened for enrollment in the fall of 2005. This school was financed through a combination of RUSD General Obligation bonds, RUSD school development fees, and State funding. The elementary schools remain to be constructed.

## **COMMUNITY PARK**

Whitney Ranch includes one approximately 40-acre community park. Development of the Community Park is partially complete. The initial phase of the Community Park is under construction. The Phase 1 improvements include sports fields, a playground, a maintenance building, a snack shack, lighting, landscaping, park furnishings, fencing, shade structures, restrooms, and parking lots. Construction of Phase 2 facilities has not yet begun.



**NORTHWEST ROCKLIN  
 ANNEXATION AREA  
 AMENDMENT NO.1  
 TO THE  
 FINANCING PLAN  
 MAP 2  
 COMPLETED CONSTRUCTION  
 PUBLIC FACILITIES  
 (SCHOOLS, COMMUNITY PARKS, WETLAND SITES, TRAILS)**

PLACER COUNTY, CALIFORNIA  
 (N.W. ROCKLIN ANNEXATION AREA)  
 APRIL 2006

**PHASING LEGEND**

- SCHOOLS
- COMMUNITY PARKS
- WETLAND SITES
- TRAILS

  
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## NEIGHBORHOOD PARKS

There are five neighborhood parks for a total of 15.6 developable park acres planned in Whitney Ranch. SRI LLC develops turnkey parks that, once constructed and accepted, are dedicated to the City. As of April 2006, no neighborhood parks had been constructed.

## TRAILS

There are approximately 9,600 lineal feet of bike and open space trails and 1,400 lineal feet of emergency access planned in the NWRAA. SRI LLC will develop and finance all trails. Through April 2006, SRI LLC had constructed two trail segments just north and east of the Community Park.

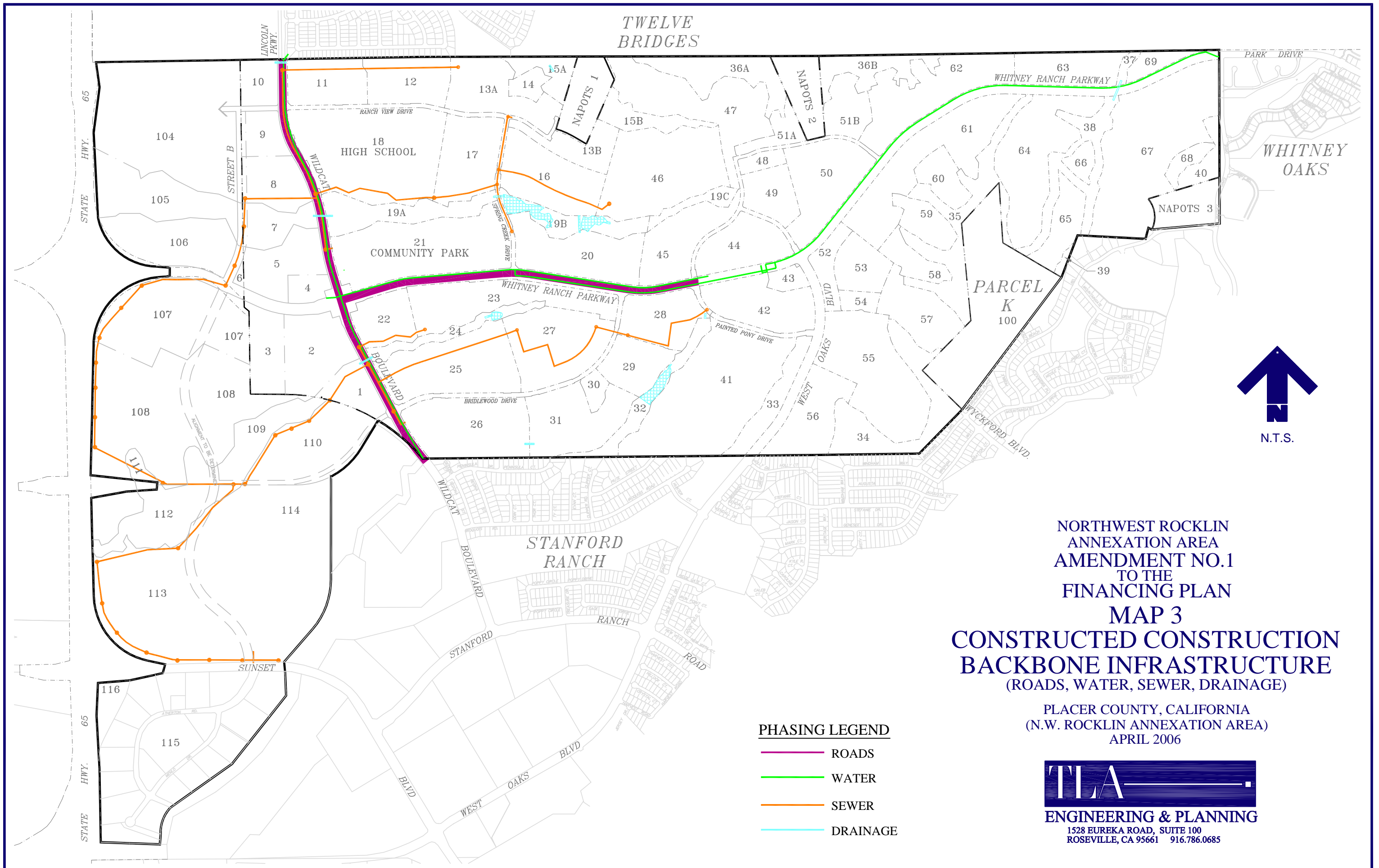
## BACKBONE INFRASTRUCTURE AND RELATED COSTS

The NWRAA Backbone Infrastructure includes road, sewer, water, and drainage facilities, and the Highway 65/Whitney Interchange. In addition, there are associated survey and miscellaneous costs and planning costs. **Map 3** shows the completed NWRAA Backbone Infrastructure as of April 2006.

The City will track reimbursement obligations and collect reimbursement payments for the following items:

- Roads;
- Water facilities;
- Sewer facilities;
- Planning and Administration Costs; and
- Survey and Miscellaneous Costs.

**Table 3** shows the estimated costs for these items through December 2006. These costs are based on actual costs from constructed improvements or improvements under construction. **Table 3** also shows the City road fee credits/reimbursements that will offset these costs. The City will provide credits/reimbursements from the City's Traffic Impact Fee Fund for roadway improvements oversized for the benefit of the City generally.



NORTHWEST ROCKLIN  
 ANNEXATION AREA  
 AMENDMENT NO.1  
 TO THE  
 FINANCING PLAN  
**MAP 3**  
**CONSTRUCTED CONSTRUCTION**  
**BACKBONE INFRASTRUCTURE**  
 (ROADS, WATER, SEWER, DRAINAGE)

PLACER COUNTY, CALIFORNIA  
 (N.W. ROCKLIN ANNEXATION AREA)  
 APRIL 2006

- PHASING LEGEND**
- ROADS
  - WATER
  - SEWER
  - DRAINAGE

  
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**Table 3**  
**Cost of Constructed NWRAA Backbone Infrastructure**  
**(as of April 2006)**

Item	Total Cost	Credits/ Reimbursements	Net Cost
Roads	\$ 15,561,007	(\$ 377,658)	\$ 15,183,350
Water	\$ 5,742,585	\$ 0	\$ 5,742,585
Sewer	\$ 7,884,452	\$ 0	\$ 7,884,452
Planning & Administration	\$ 1,535,880	\$ 0	\$ 1,535,880
Survey & Other	\$ 685,858	\$ 0	\$ 685,858
<b>TOTAL</b>	<b>\$ 31,409,783</b>	<b>(\$ 377,658)</b>	<b>\$ 31,032,125</b>

*"constructed costs"*

Source: TLA Amendment No. 1 (dated November 15,2006)

The City will not collect reimbursement payments for drainage facilities and the Highway 65/Whitney Interchange. Consequently, these facilities are not included in **Table 3** or the cost allocation tables presented in **Chapter V**. Rather, for drainage facilities, the specific improvements required for each property are constructed on the particular property and paid for by the respective owner. Construction of the Highway 65/Whitney Interchange is being financed through a Whitney Interchange Fee and other funding sources.

## ROADS

As detailed in the TLA Amendment Number 1, the following road improvements had been completed or were under construction as of April 2006.

- Construction of Wildcat Boulevard from the south property line of Whitney Ranch to the City of Lincoln;
- Construction of Whitney Ranch Parkway from the Wildcat Boulevard to Painted Pony Drive;
- Rough grading for the Whitney Ranch Parkway from Street B to Wildcat Boulevard and from Painted Pony Drive to the east limits of Whitney Ranch;
- 3.5 traffic signals on Wildcat Boulevard; and
- 2.5 traffic signals on Whitney Ranch Parkway.

## WATER FACILITIES

As detailed in the TLA Amendment Number 1, the following water transmission mains had been constructed or were under construction as of April 2006.

- Water transmission lines in Wildcat Boulevard from the south property line of Whitney Ranch to the City of Lincoln; and
- Water transmission lines in Wildcat Ranch Parkway from just west of Wildcat Boulevard to the east limits of Whitney Ranch.

## SANITARY SEWER FACILITIES

As detailed in the TLA Amendment Number 1 and depicted in **Map 3**, the following sanitary sewer improvements had been constructed or were under construction as of April 2006.

- Sanitary sewer lines in Wildcat Boulevard;
- Sanitary sewer lines east of State Highway 65, west of Wildcat Boulevard, and north of Sunset Boulevard; and
- Sanitary sewer lines extending east from Wildcat Boulevard to near the center of Whitney Ranch.

## DRAINAGE FACILITIES

The specific drainage facilities required for each property are constructed on the particular property and paid for the respective owner. Currently, SRI LLC has completed many of the drainage culverts in accordance with conditions of approval for its residential development. All other drainage facilities will be privately constructed as development occurs.

## PLANNING AND ADMINISTRATION COSTS

Approximately \$1.5 million in eligible planning, engineering, and financing studies costs were expended during the process of gaining approval for the GDP and its amendments. Planning and engineering studies are being updated, which will result in further planning and administration costs.

## SURVEY AND MISCELLANEOUS COSTS

In addition to specific backbone infrastructure and other public facilities costs, there are survey and other miscellaneous costs that are incidental to the construction of the backbone infrastructure. Approximately \$686,000 was spent on survey and miscellaneous costs through April 2006.

## IV. BACKBONE INFRASTRUCTURE TO BE CONSTRUCTED AND ANTICIPATED PHASING

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As described in the previous chapter, the City will track and collect reimbursement payments for the following backbone infrastructure and related items:

- Roads;
- Water facilities;
- Sewer facilities;
- Planning and Administration Costs; and
- Survey and Miscellaneous Costs.

This chapter summarizes the remaining backbone infrastructure and related items as of April 2006. **Table 4** shows the estimated costs for these remaining items. **Table 4** also shows the City road fee credits/reimbursements that will offset these costs.

*Please note that a portion of the sewer costs shown in **Table 4** are for facilities already constructed but not included in the CFD No. 10 Reimbursement Agreement. See **Chapter III** for a detailed explanation.*

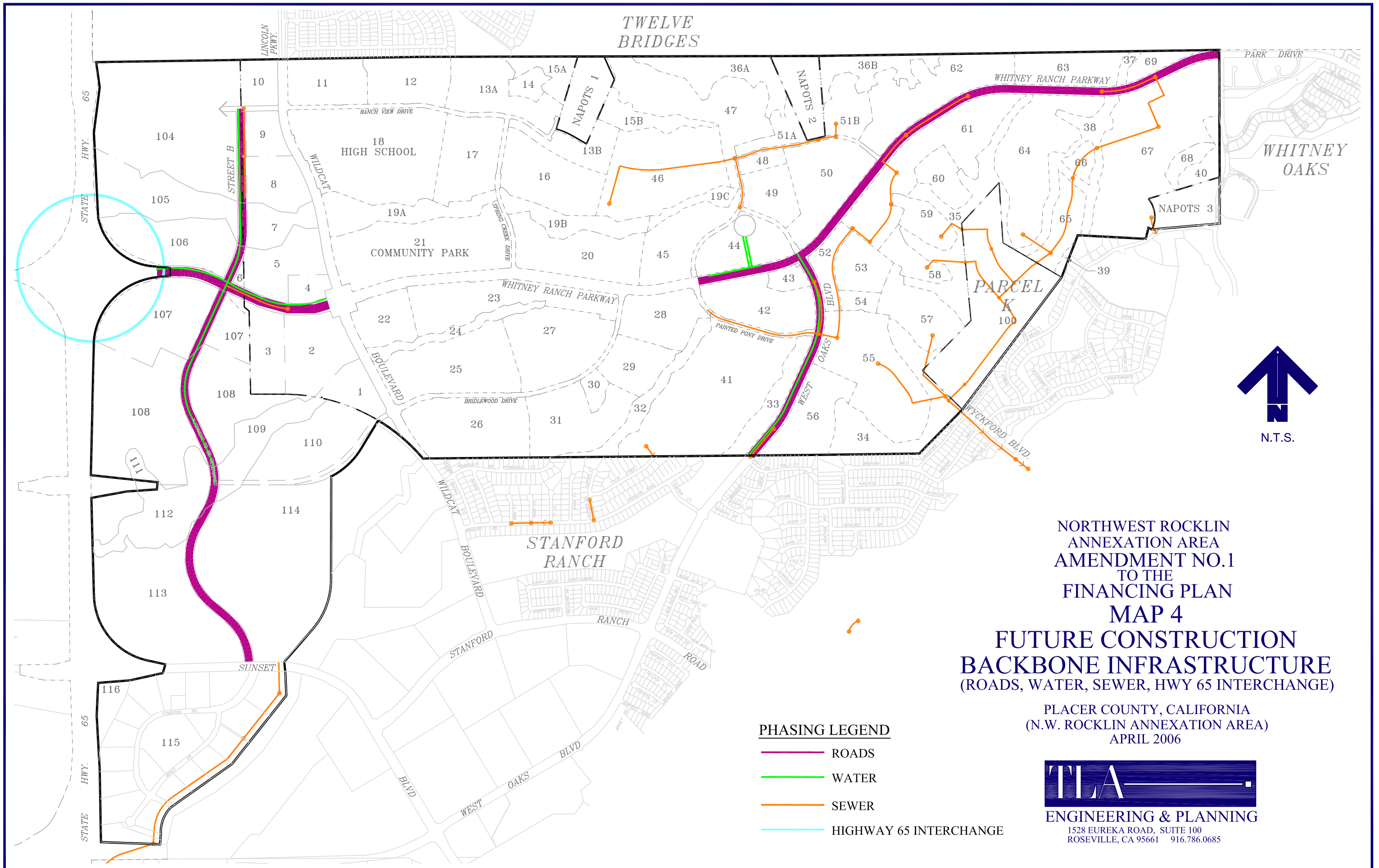
**Table 4**  
**Cost of Remaining NWRAA Backbone Infrastructure**  
**(as of April 2006)**

Item	Total Cost	Credits/ Reimbursements	Net Cost
Roads	\$ 33,222,700	(\$ 769,714)	\$ 32,452,986
Water	\$ 6,579,985	\$ 0	\$ 6,579,985
Sewer	\$ 9,725,995	\$ 0	\$ 9,725,995
Planning & Administration	\$ 500,000	\$ 0	\$ 500,000
Survey & Other	\$ 1,084,188	\$ 0	\$ 1,084,188
<b>TOTAL</b>	<b>\$ 51,112,868</b>	<b>(\$ 769,714)</b>	<b>\$ 50,343,153</b>

*"remaining costs"*

Source: TLA Amendment No. 1 (dated November 15,2006)

**Map 4** shows the remaining roads, water, and sewer improvements as of April 2006. Note that **Map 4** includes the Highway 65/Whitney Ranch Interchange for information purposes, even though this interchange will be funded separately through the Whitney Interchange fee.



**NORTHWEST ROCKLIN  
ANNEXATION AREA  
AMENDMENT NO.1  
TO THE  
FINANCING PLAN  
MAP 4  
FUTURE CONSTRUCTION  
BACKBONE INFRASTRUCTURE  
(ROADS, WATER, SEWER, HWY 65 INTERCHANGE)**

PLACER COUNTY, CALIFORNIA  
(N.W. ROCKLIN ANNEXATION AREA)  
APRIL 2006

**PHASING LEGEND**

- ROADS
- WATER
- SEWER
- HIGHWAY 65 INTERCHANGE

**TLA**  
ENGINEERING & PLANNING  
1528 EUREKA ROAD, SUITE 100  
ROSEVILLE, CA 95661 916.786.0685

Various public facilities (parks, schools, wetlands, and trails) also remain to be constructed. These remaining public facilities are not discussed in this chapter since the City will not collect reimbursement payments for them; however, **Map 5** is provided to show the remaining public facilities for informational purposes.

## ROADS

As detailed in the TLA Amendment No. 1, the following road improvements were still remaining to be constructed as of April 2006.

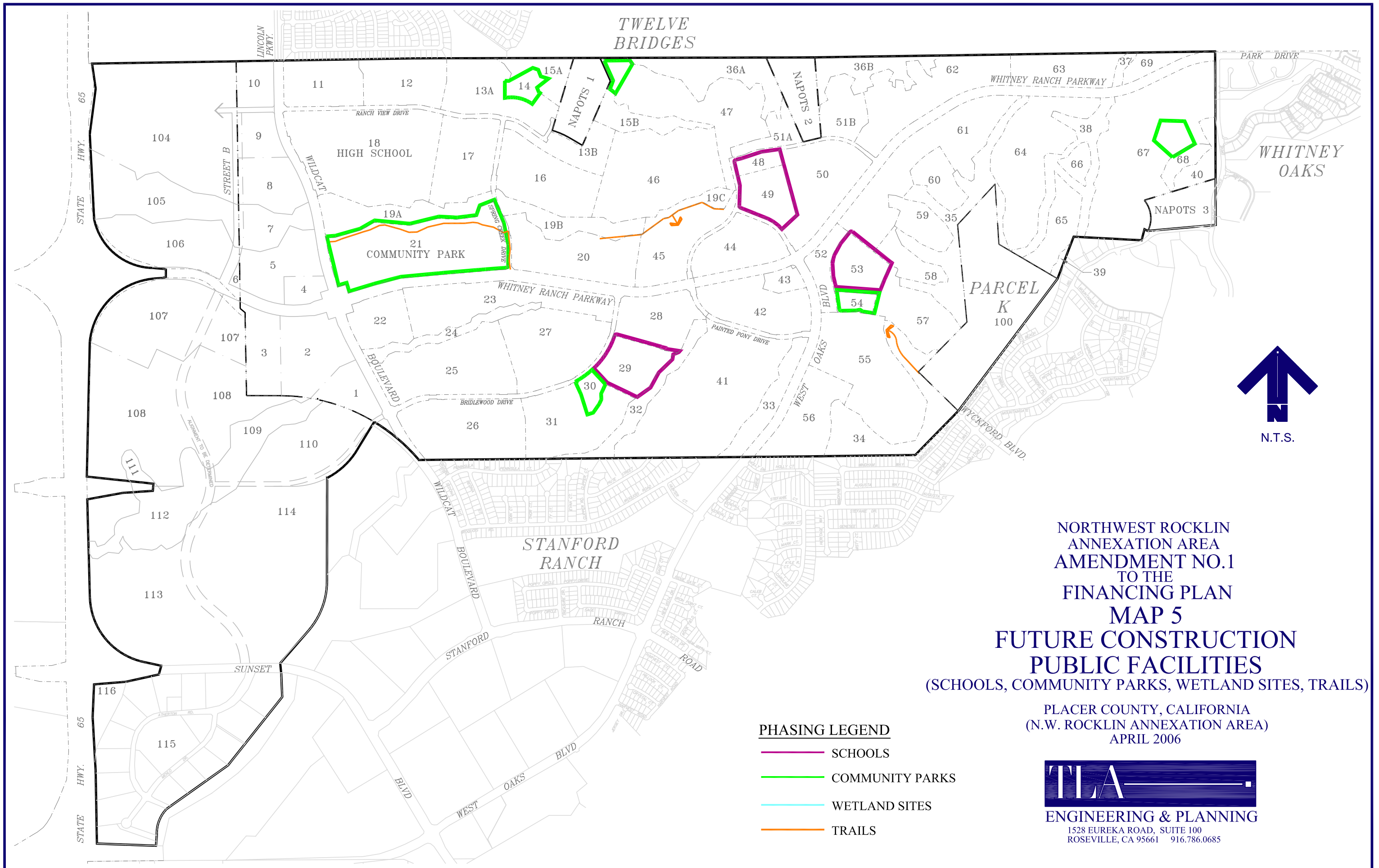
- Construction of Whitney Ranch Parkway from Painted Pony Drive to Park Drive, from Wildcat Boulevard to Street B, and from Street B to the Highway 65 Interchange;
- Construction of West Oaks Boulevard from Whitney Ranch Parkway to the south limits of Whitney Ranch;
- Construction of Street B from Ranch View Drive to Sunset Boulevard;
- 2.5 traffic signals on Street B;
- 1.5 traffic signals on West Oaks Boulevard; and
- 3 traffic signals on Whitney Ranch Parkway

## WATER FACILITIES

As detailed in the TLA Amendment No. 1, the following water transmission mains were still remaining to be constructed as of April 2006.

- Water transmission line in West Oaks Boulevard from the Whitney Ranch Parkway to the south property line of Whitney Ranch;
- Water transmission line in Whitney Ranch Parkway from Wildcat Boulevard to State Highway 65;
- Water transmission line in Whitney Ranch Parkway between Painted Pony Drive and West Oaks Boulevard; and
- Water transmission line in Street B from Ranch View Drive to the south boundary of Evergreen (Placer Ranch).





**NORTHWEST ROCKLIN  
 ANNEXATION AREA  
 AMENDMENT NO.1  
 TO THE  
 FINANCING PLAN  
 MAP 5  
 FUTURE CONSTRUCTION  
 PUBLIC FACILITIES  
 (SCHOOLS, COMMUNITY PARKS, WETLAND SITES, TRAILS)**

PLACER COUNTY, CALIFORNIA  
 (N.W. ROCKLIN ANNEXATION AREA)  
 APRIL 2006

**PHASING LEGEND**

- SCHOOLS
- COMMUNITY PARKS
- WETLAND SITES
- TRAILS

**TLA**  
**ENGINEERING & PLANNING**  
 1528 EUREKA ROAD, SUITE 100  
 ROSEVILLE, CA 95661 916.786.0685

## **SANITARY SEWER FACILITIES**

As detailed in the TLA Amendment No. 1, the following sanitary sewer improvements were still remaining to be constructed as of April 2006.

- Sanitary sewer lines in Street B from Ranch View Drive to the north boundary of the open space in the Orchard Creek (JBC) property;
- Sanitary sewer lines in Whitney Ranch Parkway from Wildcat Boulevard to Street B;
- Sanitary sewer lines from near the middle of Whitney Ranch east to the east border of Whitney Ranch;
- Offsite sanitary sewer lines in Stanford Ranch; and
- Upsizing of offsite sanitary sewer lines south of Sunset Boulevard to provide additional capacity.

## **DEVELOPMENT AND INFRASTRUCTURE PHASING**

The phasing information is based on the most current information available; however, it is preliminary and subject to change as the project develops over time in response to market conditions. The phasing information is included in the Financing Plan to describe and demonstrate how the funding mechanisms will work with the phasing scenario. Adjustments to both the phasing program and the amount financed by each funding source are expected as the area develops.

It is important to note that development may occur differently than indicated in the Financing Plan as long as the City has approved the development project, conditioned it to install or connect to all required infrastructure improvements, and participate in the appropriate financing mechanisms.

The initial phase of development has occurred primarily in the Whitney Ranch area and was funded by SRI, LLC. There has been limited development in the Highway 65 Corridor because of slower market demand for commercial development and lack of access to Highway 65. In addition to the Whitney Ranch residential development, the second Rocklin high school and the Whitney Ranch Community Park have also been constructed.

This initial development phase is responsible for installing the initial major road system, sewer trunk lines and collectors, and water transmission mains and drainage facilities necessary to serve development. In addition, initial development is responsible for

public facility costs such as trails, \$0.8 million toward a fire facility, neighborhood and community parks, and planning, survey, and other costs. In many cases, the facilities constructed with Whitney Ranch development have been and will be oversized to serve future phases of development.

In addition to providing the initial NWRAA Backbone Infrastructure, the City may require SRI LLC to prepay remaining outstanding Highway 65 JPA fees (if necessary) to help cash flow the Sunset Boulevard/Highway 65 interchange construction.

The phasing plan and this text discussion provide the general guidelines for development and backbone infrastructure phasing in the NWRAA. Because development will occur in accordance with market demand, it is not possible to specify in this report precisely where or when development will occur and thus what improvements will be required.

Each tentative subdivision map, use permit, or design review application will identify, with technical studies and other documentation, the required on and off-site water, sewer, drainage and roadway improvements necessary for that phase. The City shall review the proposed list of improvements and condition the developer to construct all improvements determined to be necessary as part of the development project approval. The following infrastructure triggers text and phasing schedule for backbone infrastructure will assist the City as it conditions development projects.

## ROADWAY INFRASTRUCTURE TRIGGERS

The NWRAA environmental impact report (EIR) identified on-site and off-site roadway improvements required for buildout of the project to maintain the City's level of service standards, assuming completion of all infrastructure including the Whitney Boulevard and Twelve Bridges interchanges with Highway 65, construction of University Avenue, and the connection of Wildcat Boulevard to Lincoln Parkway. Since many of the required roadway improvements are yet to be constructed, additional traffic studies must be performed for each incremental project which will use roadway capacity. Therefore, to identify which components of buildout roadway improvements are needed for each remaining project within the NWRAA, each and every project entitlement or building permit application, including but not limited to tentative subdivision maps, parcel maps, conditional use permits, or design review applications, complete or shell building permits, and each subphase of Whitney Ranch Phase II, shall prepare and submit to the City an appropriate traffic impact study to identify on and off-site roadway improvements that are necessary to maintain the City's level of service standards.

The City may waive this requirement if the City determines that previous traffic studies have already addressed the traffic impacts from a proposed development. The Traffic Study will be prepared under the direction of the City. Funding for the traffic study will be paid for by the applicant.

The City may condition the tentative subdivision map, use permit, or design review approval to construct roadway improvements identified by the traffic study. If an improvement were included in the City's CIP, the project applicant would be entitled to traffic impact-fee reimbursements or other reimbursement from the City for the cost of constructing the improvement. The NWRAA Reimbursement Obligation does include some roadway improvements that are eligible for reimbursement from the City's traffic impact fee program. For such items, traffic impact fee reimbursements are (in the form of fee credits) limited to the amounts shown in this Financing Plan Update or the amounts contained in the CIP.

## INTERCHANGES

### **Sunset Interchange**

Based on a traffic study prepared by Fehr & Peers, Inc., dated January 2004, the signalized intersection at Highway 65 and Sunset Boulevard currently operates at Level of Service F during the p.m. peak hour. A new interchange is needed at this location to alleviate the existing level of service deficiencies as well as accommodate new developments. The County of Placer (County) is acting as the lead agency in preparing the final engineering and environmental documents for constructing the interchange. Funding for the interchange will be from the Highway 65 JPA fee program. The Sunset Boulevard/Highway 65 Interchange budget at this time is \$32 million.

### **Whitney Interchange**

Construction of the Highway 65/Whitney Boulevard interchange will be triggered when one or more facilities worsen to unacceptable levels and no other feasible mitigations are available to restore operations to acceptable levels. The planning, engineering, and design of the interchange will take several years. The following schedule is recommended so that interchange construction can begin soon after being triggered:

- Completion of interchange Project Study Report/Project Report studies by 2009–2010.
- Completion of interchange design (Plans, Specifications, and Estimates) by 2010–2011.

The City will serve as the sponsoring agency and coordinate with California Department of Transportation (CalTrans) to complete the necessary interchange studies and design

through Phase 1 of the project; however, the westerly connection is anticipated to be the Placer Parkway, and that design is not yet completed.

The preliminary design for the Whitney Interchange has been established as shown in **Figure C-1 of Appendix C**. The preliminary design presented will allow full on-and-off ramp movements for each direction along Highway 65. However, the proposed design is somewhat unconventional and will require the approval from CalTrans before plan preparation can begin. Also, the proposed design makes the assumption that a future elevated direct ramp from eastbound Placer Parkway to northbound Highway 65 will be constructed as part of the Placer Parkway project. The first phase of that design would serve Rocklin by connecting Whitney Boulevard and Highway 65. The Phase 1 project would be constructed as a portion of the full interchange providing a stub connection to the west.

Following are the estimated costs to construct Phase 1 of the proposed design:

Construction Costs	\$15,820,000
Plans, Specifications, and Estimates (11%)	\$1,740,000
Construction Management (9%)	\$1,430,000
City of Rocklin Overhead (15%)	\$2,370,000
Engineering Administration (4%)	\$640,000
Whitney Interchange Fee Program Administration	<u>\$720,000</u>
<b>Total Estimated Phase 1 Project Cost</b>	<b>\$22,720,000</b>

A funding plan for the unincorporated County area is in the initial stages of discussion and development. Because the Roseville/Placer County developments will connect much later than Rocklin development, the City must rely on our current funding sources to finance the interchange. Though the City will continue to seek some type of reimbursement from the properties to the West and pursue a regional funding source such as the Placer County Transportation Planning Agency Tier 2 fee, neither of those funding sources are certain at this time. Funding the Whitney Interchange in a timely manner will be challenging and may require additional contributions, advances, or other types of financial participation from all affected property owners.

## V. BACKBONE INFRASTRUCTURE COST ALLOCATION

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### SUMMARY

As discussed previously, the City will track and collect reimbursement payments for the following backbone infrastructure and related items:

- Roads;
- Water facilities;
- Sewer facilities;
- Planning and Administration Costs; and
- Survey and Miscellaneous Costs.

For each of these items, this chapter describes the cost allocation methodology used to allocate the costs equitably to each of the following five properties:

- SRI LLC
- Shehadeh/Taylor LLC (SWP)
- Orchard Creek (JBC)
- Evergreen (Placer Ranch)
- WJU

**Table 5** summarizes the total NWRAA Backbone Infrastructure cost allocation by property. As described in this chapter, the cost allocations for each backbone infrastructure facility are based on the relative benefit received by each property. For each NWRAA Backbone Infrastructure item, this chapter identifies the current allocated costs by property and compares the current cost to the costs by property in **Chapter V** (Backbone Infrastructure Cost Allocation and Private Developer Funding) of the original 2004 Financing Plan.

The total cost allocation and cost allocation changes from 2004 for each facility type and related item listed above are summarized in the remainder of this chapter. The allocations and allocation methodology and factors are detailed in the TLA Amendment No. 1. For each item, a table is presented that compares the original and updated estimates of both the total cost and percentage of total costs for each property. The percentage cost allocations by property owner have changed for the following four reasons:

**Table 5**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Summary of Costs by Owner (2006 \$)**

Cost Item	Costs by Owner					Total
	SRI LLC	WJU	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/ Taylor LLC. (SWP)	
<b>Backbone Infrastructure-Developer Responsibility</b>						
Roads	\$ 23,370,264	\$ 5,041,060	\$ 8,641,262	\$ 9,365,746	\$ 2,365,375	<b>\$ 48,783,707</b>
Water [1]	\$ 9,539,083	\$ 0	\$ 1,375,284	\$ 1,243,984	\$ 164,218	<b>\$ 12,322,570</b>
Sewer	\$ 15,408,781	\$ 0	\$ 1,021,472	\$ 972,805	\$ 207,389	<b>\$ 17,610,448</b>
Planning and City Administration	\$ 1,607,926	\$ 41,125	\$ 147,008	\$ 209,803	\$ 30,018	<b>\$ 2,035,880</b>
Survey & Other	\$ 1,302,734	\$ 141,013	\$ 123,797	\$ 176,677	\$ 25,825	<b>\$ 1,770,046</b>
<b>TOTAL</b>	<b>\$ 51,228,787</b>	<b>\$ 5,223,199</b>	<b>\$ 11,308,823</b>	<b>\$ 11,969,015</b>	<b>\$ 2,792,826</b>	<b>\$ 82,522,650</b>
<b>Percentage of Total</b>	<b>62.1%</b>	<b>6.3%</b>	<b>13.7%</b>	<b>14.5%</b>	<b>3.4%</b>	<b>100.0%</b>

"costs by owner"

Sources: TLA Amendment No. 1 and EPS

[1] Water costs are net of PCWA credits.

### 1. **Magnitude of Cost Changes by Facility Type**

Roads, water, and sewer cost allocations for the different properties are all based on the amount of benefit each property will receive from each item of a particular facility type. Thus, differences in the magnitude of cost changes for items of one facility type can cause changes in the percentage of costs allocated to each property for that facility type. An example in the following section discussing the roads cost allocation helps illustrate this concept.

### 2. **Ownership Change**

Following adoption of the 2004 Financing Plan, the Original SWP Parcels (Parcels 1–3) became subject to the following ownership interests:

- Original SWP Parcels 1 and 3 are owned by SRI LLC.
- Original SWP Parcel 2 is owned under Shehadeh/Taylor LLC.

As a result of the ownership arrangements, the costs originally allocated to the SWP Parcels 1-3 have been divided between the two ownership interests. Cost allocations for Original SWP Parcels 1 and 3 were transferred to SRI LLC, generally resulting in greater costs for SRI LLC and cost allocations for Original SWP Parcel 2 were transferred to Shehadeh/Taylor LLC.

### 3. **Land Use Change**

Following adoption of the 2004 Financing Plan, the GDP was amended and the land use acres on which some of the cost allocations are based were adjusted very slightly.

### 4. **Cost Allocation Methodology Change**

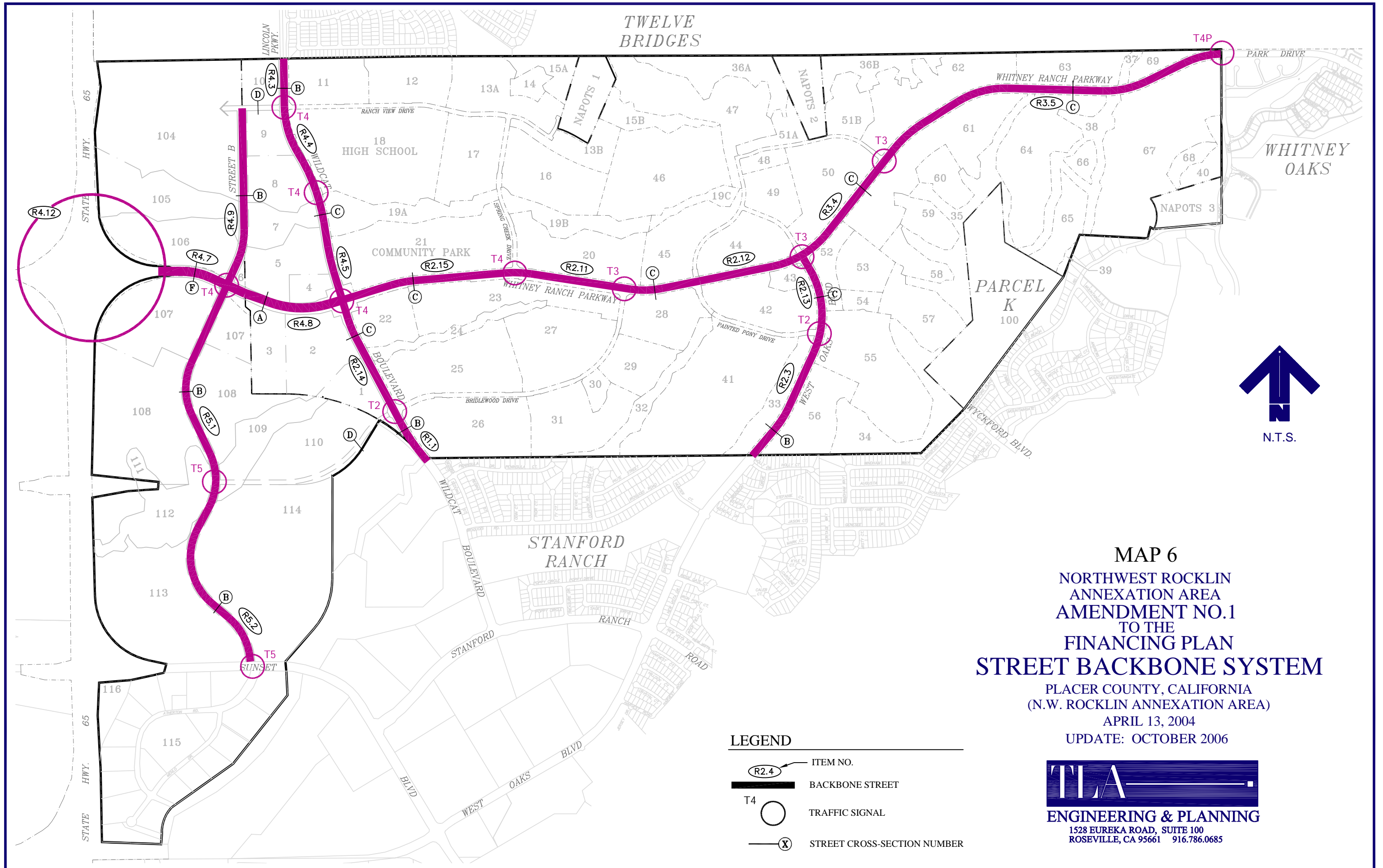
Note that only the water facilities cost allocation methodology has changed since adoption of the 2004 Financing Plan. This change results in changes to the assessment of relative benefit received by each property.

## **ROADS**

### **METHODOLOGY**





**Map 6** shows the proposed road facilities at buildout of the NWRAA. The full cost of the Road Backbone System is apportioned on the basis of the Select Link Analysis performed by Fehr and Peers. The Select Link Analysis estimates the amount of traffic that the five properties contribute to each of the major segments of the backbone road system. After a property's total proportionate share of the backbone system was determined, the total costs were then apportioned to the parcels in the property on the basis of a parcel's average daily traffic (ADT) as a percentage of the total ADT for the property.





**MAP 6**  
**NORTHWEST ROCKLIN**  
**ANNEXATION AREA**  
**AMENDMENT NO. 1**  
**TO THE**  
**FINANCING PLAN**  
**STREET BACKBONE SYSTEM**

PLACER COUNTY, CALIFORNIA  
 (N.W. ROCKLIN ANNEXATION AREA)  
 APRIL 13, 2004  
 UPDATE: OCTOBER 2006

- LEGEND**
-  ITEM NO.
  -  BACKBONE STREET
  -  TRAFFIC SIGNAL
  -  STREET CROSS-SECTION NUMBER

**TLA**  
**ENGINEERING & PLANNING**  
 1528 EUREKA ROAD, SUITE 100  
 ROSEVILLE, CA 95661 916.786.0685

## COST SUMMARY

**Table 6** summarizes the road costs by property owner and compares them to the road costs by property owner from the 2004 Financing Plan. As shown in **Table 6**, SRI LLC's percentage of road costs has increased, partly because the cost allocation for two of the Original SWP parcels is now included under SRI LLC. Shehadeh/Taylor LLC has a lower percentage of the cost allocation in 2006 versus 2004 because the cost allocation is now only for one parcel (Parcel 2) as compared to three Original SWP parcels in 2004. In combination, the sum total percentage of roadway costs for SRI LLC and Shehadeh/Taylor LLC decreased slightly while the percentage of costs for each of the Highway 65 Corridor properties (Orchard Creek, Evergreen, and WJU) increased slightly. These changes occurred primarily because of different cost change magnitudes for different road items for which a property received different levels of benefit (see discussion in previous section).

This concept is illustrated in the simple example shown in the table below. In this example, one property is allocated 80 percent of the costs of one road segment but only 30 percent of the costs of a second road segment. If the cost of the first road segment doubles while the cost of the second road segment does not change at all, then the percentage of total road costs allocated to the property increases from 61 percent to 68 percent.

Item	Road Segment 1	Road Segment 2	Total	Percent of Total Cost
<b>Percent Allocation of Costs</b>				
Property A	80%	30%		
Property B	20%	70%		
<b>Total</b>	<b>100%</b>	<b>100%</b>		
<hr/>				
<b>Original Cost</b>	<b>\$ 50,000</b>	<b>\$ 30,000</b>	<b>\$ 80,000</b>	
<b>Cost Allocation</b>				
Property A	\$ 40,000	\$ 9,000	\$ 49,000	61%
Property B	\$ 10,000	\$ 21,000	\$ 31,000	39%
<b>Total</b>	<b>\$ 50,000</b>	<b>\$ 30,000</b>	<b>\$ 80,000</b>	<b>100%</b>
<hr/>				
<b>Increased Cost</b>	<b>\$ 100,000</b>	<b>\$ 30,000</b>	<b>\$ 130,000</b>	
<b>Cost Allocation</b>				
Property A	\$ 80,000	\$ 9,000	\$ 89,000	68%
Property B	\$ 20,000	\$ 21,000	\$ 41,000	32%
<b>Total</b>	<b>\$ 100,000</b>	<b>\$ 30,000</b>	<b>\$ 130,000</b>	<b>100%</b>

**Table 6**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Roads Cost Allocation by Owner**

Owner/Property	Total Costs			Percentage of Total Costs		
	2006	2004	Difference	2006	2004	Difference
<b>SRI LLC</b>	\$ 23,370,264	\$ 14,017,550	\$ 9,352,714	47.9%	44.2%	3.7%
<b>Shenadeh/Taylor LLC. (SWP)</b>	\$ 2,365,375	\$ 3,258,130	(\$ 892,755)	4.8%	10.3%	(5.4%)
<b>Orchard Creek (JBC)</b>	\$ 8,641,262	\$ 5,488,102	\$ 3,153,160	17.7%	17.3%	0.4%
<b>Evergreen (Placer Ranch)</b>	\$ 9,365,746	\$ 5,902,776	\$ 3,462,970	19.2%	18.6%	0.6%
<b>WJU Properties</b>	\$ 5,041,060	\$ 3,077,310	\$ 1,963,750	10.3%	9.7%	0.6%
<b>TOTAL</b>	<b>\$ 48,783,707</b>	<b>\$ 31,743,868</b>	<b>\$ 17,039,839</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

*roads comp*

Source: TLA Amendment No. 1

In the NWRAA, different magnitude of cost changes for different road items led to a change in the percentage of road costs allocated to the Whitney Ranch property owners versus the Highway 65 Corridor area owners. The percentage of road costs allocated to Whitney Ranch increased by approximately 1.6 percent from 52.7 percent to 54.5 percent while the percentage allocated to the Highway 65 Corridor area decreased by 1.6 percent from 47.2 percent to 45.6 percent.

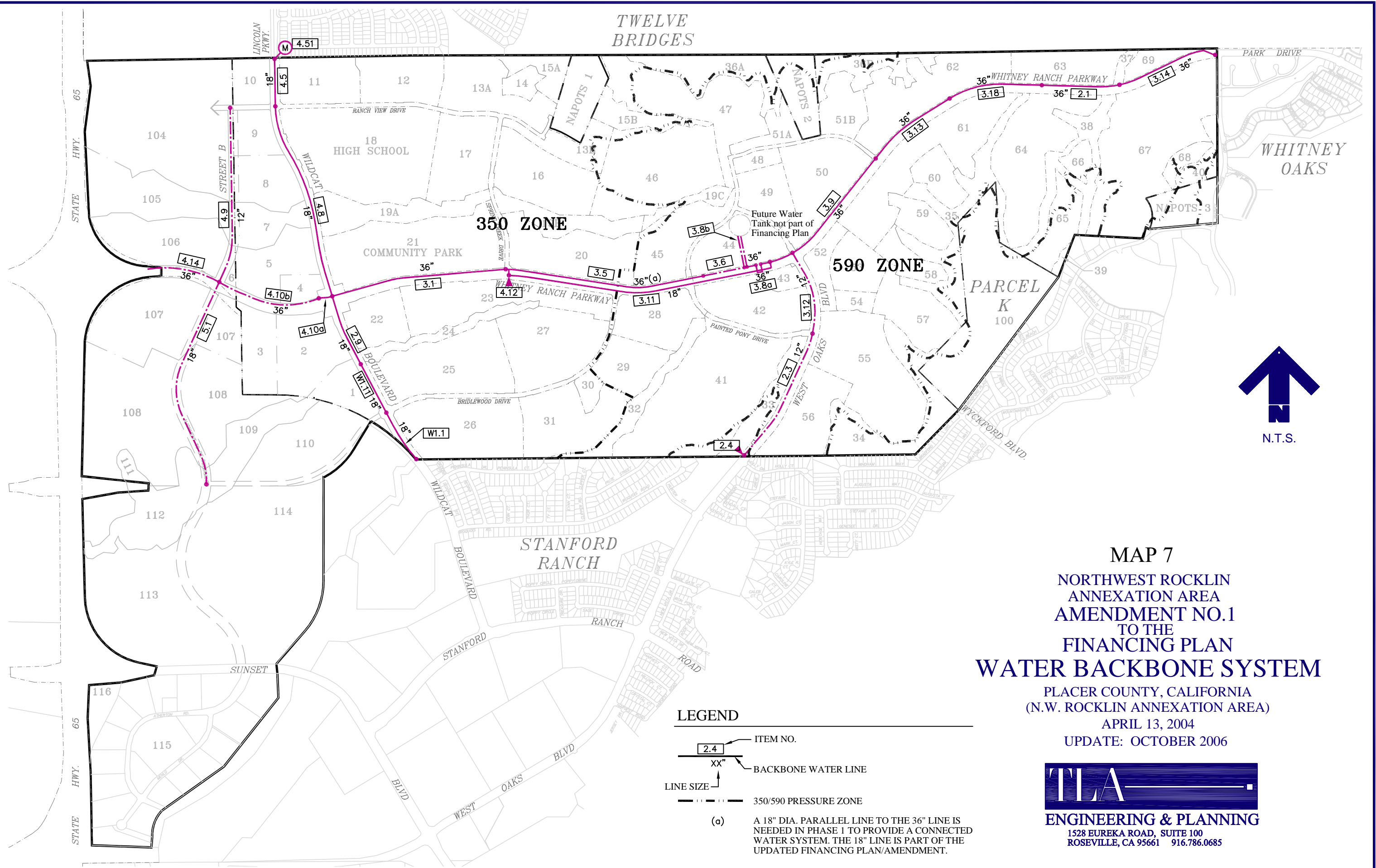
## **WATER**

### **METHODOLOGY**

**Map 7** shows the proposed water facilities at buildout of the NWRAA. The water cost allocations reflect a new methodology from that used in the 2004 Financing Plan. The water cost allocation methodology was changed to be consistent with the methodology used by the PCWA to determine credits/reimbursements earned by owners for oversizing certain water facilities.

In the 2004 Financing Plan, the water system was divided into a high pressure–zone system and a low pressure–zone system. Because all development benefits from the high pressure–zone system, the total high-pressure zone system–facility costs were allocated to all development, based on the maximum day water demand by land use type. In addition, a portion of the properties are located in the low-pressure zone and thus also were allocated low pressure–zone system costs based on the maximum day water demand by land use type.


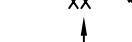

The current water allocation methodology that is consistent with the PCWA methodology allocates costs, based on the maximum day water demand by land use type for the properties that will benefit from the various facilities. Thus, each property is allocated only costs of the water transmission lines that will serve that property, as detailed in the table on page 33.



**MAP 7**  
**NORTHWEST ROCKLIN**  
**ANNEXATION AREA**  
**AMENDMENT NO.1**  
**TO THE**  
**FINANCING PLAN**  
**WATER BACKBONE SYSTEM**

PLACER COUNTY, CALIFORNIA  
 (N.W. ROCKLIN ANNEXATION AREA)  
 APRIL 13, 2004  
 UPDATE: OCTOBER 2006

**TLA**  
**ENGINEERING & PLANNING**  
 1528 EUREKA ROAD, SUITE 100  
 ROSEVILLE, CA 95661 916.786.0685

- LEGEND**
-  ITEM NO.
  -  BACKBONE WATER LINE
  -  350/590 PRESSURE ZONE
  - (a) A 18" DIA. PARALLEL LINE TO THE 36" LINE IS NEEDED IN PHASE 1 TO PROVIDE A CONNECTED WATER SYSTEM. THE 18" LINE IS PART OF THE UPDATED FINANCING PLAN/AMENDMENT.

Water Transmission Line Description	Properties Allocated Costs
1. All Phase 1 Water Transmission Lines	SRI LLC Taylor Properties (SWP)
2. Water line within Whitney Ranch Parkway, east of Street B and west of Wildcat Blvd	SRI LLC Taylor Properties (SWP)
3. Water line within West Oaks Blvd	SRI LLC
4. Water line within Street B, north of Whitney Ranch Parkway	SRI LLC Orchard Creek (JBC)
5. Water line within Street B, south of Whitney Ranch Parkway	Orchard Creek (JBC) Evergreen (Placer Ranch)
6. Water lines within Whitney Ranch Parkway between the Highway 65 interchange and Street B	Orchard Creek (JBC) Evergreen (Placer Ranch)

The maximum day water-demand land-use factors are shown below. Fire flow is not included in the apportionment of cost.

Land Use	Gallons per Day
Single-Family Residential	1,150 per unit
Multifamily Residential	650 per unit
Commercial	6,250 per acre
Business Professional	6,250 per acre
Light Industrial	6,250 per acre

## COST SUMMARY

**Table 7** summarizes the water costs by property and compares them to the water costs by property from the 2004 Financing Plan. In addition to the change in methodology, the shift of cost allocation responsibility between SRI LLC and Shehadeh/Taylor LLC is reflected in **Table 7**. Also in combination, the percentage of costs for SRI LLC and Shehadeh/Taylor LLC increased, while the percentage of costs for each of the Highway 65 Corridor properties (Orchard Creek, Evergreen, and WJU) decreased. These changes between the Whitney Ranch area and the Highway 65 area occurred primarily because of a revised methodology for allocation of water costs.

**Table 7**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Water Cost Allocation by Owner**

Owner/Property	Total Costs [1]			Percentage of Total Costs		
	2006	2004	Difference	2006	2004	Difference
<b>SRI LLC</b>	\$ 9,539,083	\$ 3,359,628	\$ 6,179,455	77.4%	62.1%	15.3%
<b>Shehadeh/Taylor LLC. (SWP)</b>	\$ 164,218	\$ 301,735	(\$ 137,517)	1.3%	5.6%	(4.2%)
<b>Orchard Creek (JBC)</b>	\$ 1,375,284	\$ 793,816	\$ 581,468	11.2%	14.7%	(3.5%)
<b>Evergreen (Placer Ranch)</b>	\$ 1,243,984	\$ 956,235	\$ 287,749	10.1%	17.7%	(7.6%)
<b>WJU Properties</b>	\$ 0	\$ 0	\$ 0	0.0%	0.0%	0.0%
<b>TOTAL</b>	<b>\$ 12,322,570</b>	<b>\$ 5,411,414</b>	<b>\$ 6,911,156</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

"water comp"

Source: TLA Amendment No. 1

[1] Total 2004 and 2006 costs are net of PCWA credits.

## SEWER

### METHODOLOGY

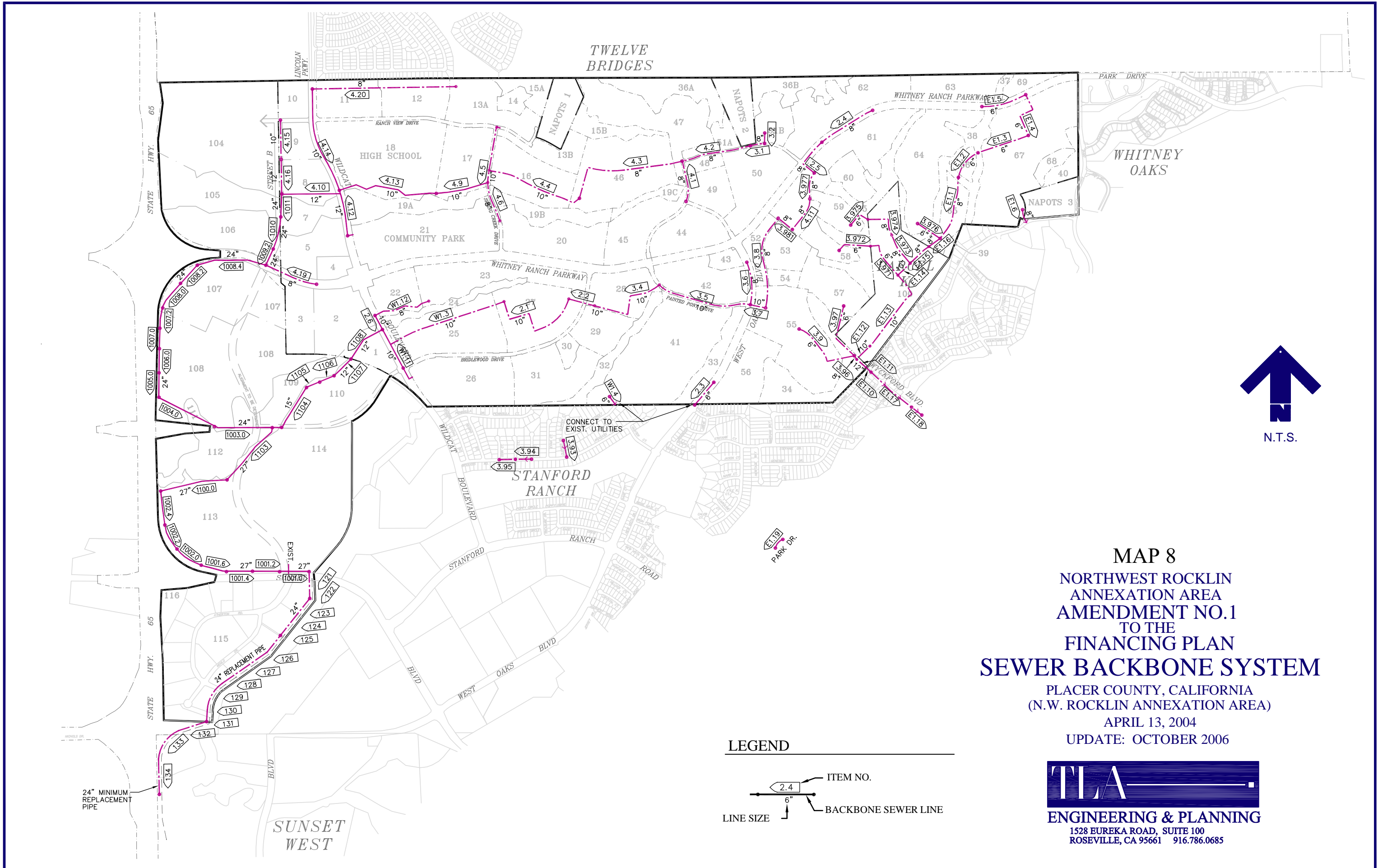
**Map 8** shows the proposed sewer facilities at buildout of the NWRAA. The Sewer Backbone System consists of sewer mains to serve individual sewage sheds. Each village or parcel only benefits from the sewer mains downstream of it. The amount of benefit a village or parcel receives is based on an estimate of the amount of average day dry weather sewage flow from a village or parcel compared to the total of average day dry weather sewage flow in a section of sewer main. The resultant percentage for a section of sewer main determines that village or parcel's share of the cost of that portion of sewer main. Sewer backbone-system costs were allocated using the following sewer usage factors:

Land Use	Gallons per Day
Single-Family Residential	400 per unit
Multifamily Residential	250 per unit
Commercial	1,750 per acre
Business Professional	1,750 per acre
Light Industrial	1,750 per acre

### COST SUMMARY

**Table 8** summarizes the sewer costs by property and compares them to the sewer costs by property from the 2004 Financing Plan. **Table 8** reflects the shift of cost allocation responsibility between SRI LLC and Shehadeh/Taylor LLC as a result of the current parcel ownership interests. In addition, GDP land use changes caused small changes in the percentage cost allocation among the different properties. In combination, the percentage of costs for SRI LLC and Shehadeh/Taylor LLC increased slightly, while the percentage of costs for Orchard Creek decreased slightly, and the percentage of costs for Evergreen stayed the same. Note that WJU does not share in the payment of sewer costs.





**MAP 8**  
**NORTHWEST ROCKLIN**  
**ANNEXATION AREA**  
**AMENDMENT NO.1**  
**TO THE**  
**FINANCING PLAN**  
**SEWER BACKBONE SYSTEM**

PLACER COUNTY, CALIFORNIA  
 (N.W. ROCKLIN ANNEXATION AREA)  
 APRIL 13, 2004  
 UPDATE: OCTOBER 2006

**TLA**  
**ENGINEERING & PLANNING**  
 1528 EUREKA ROAD, SUITE 100  
 ROSEVILLE, CA 95661 916.786.0685

**LEGEND**

ITEM NO.  
 BACKBONE SEWER LINE  
 LINE SIZE

**Table 8**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Sanitary Sewer Cost Allocation by Owner**

Owner/Property	Total Costs			Percentage of Total Costs		
	2006	2004	Difference	2006	2004	Difference
SRI LLC	\$ 15,408,781	\$ 8,503,349	\$ 6,905,432	87.5%	85.9%	1.6%
Shehadeh/Taylor LLC. (SWP)	\$ 207,389	\$ 237,643	(\$ 30,253)	1.2%	2.4%	(1.2%)
Orchard Creek (JBC)	\$ 1,021,472	\$ 611,475	\$ 409,998	5.8%	6.2%	(0.4%)
Evergreen (Placer Ranch)	\$ 972,805	\$ 542,309	\$ 430,497	5.5%	5.5%	0.0%
WJU Properties	\$ 0	\$ 0	\$ 0	0.0%	0.0%	0.0%
<b>TOTAL</b>	<b>\$ 17,610,448</b>	<b>\$ 9,894,775</b>	<b>\$ 7,715,673</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

*sewer comp*

Source: TLA Amendment No. 1

## PLANNING STUDIES AND ADMINISTRATION COSTS

The total planning studies and City administration cost estimate remained unchanged from the 2004 Financing Plan. Although the total amount remains unchanged, the City will be using a portion of these costs for the ongoing administration of the NWRAA Reimbursement Account.

Planning studies and administration costs were allocated to all land uses on a pro-rata basis using developable acreage from the GDP. The exception was that WJU had to pay only its portion of future planning studies costs but not any planning studies costs that had already been incurred at the time of the 2004 Financing Plan. These costs were allocated instead to SRI LLC. **Table 9** summarizes the planning studies and administration costs by property and compares them to the planning costs by property from the 2004 Financing Plan. The only change of any significance to the percentage cost allocation is that in Whitney Ranch, SRC LLC has a higher percentage of planning studies costs and Shehadeh/Taylor LLC has a lower percentage because of the current ownership interests of the parcels. **Appendix E** provides the detail for allocating the planning studies and administration costs to the different properties.

**Table 10** estimates the portion of the planning studies and administration costs that will be used for the City administration of the NWRAA Reimbursement Account. The City estimates that approximately \$245,000 will be needed for ongoing administration through buildout of the NWRAA. This amount is based on the total estimated City staff and City staff hours needed for administration of the NWRAA Reimbursement Account. **Table 10** also shows the City administration costs as a percent of the estimated total reimbursement payments to pass through the NWRAA Reimbursement account. This percent is used in **Table 11** to show the portion of the estimated reimbursement payments for each owner that will be used by the City to cover administration costs.

## SURVEY AND MISCELLANEOUS

Survey and miscellaneous costs were allocated to all land uses on a pro-rata basis using developable acreage from the GDP. **Table 12** summarizes the survey and miscellaneous costs by property and compares them to the survey and miscellaneous costs by property from the 2004 Financing Plan. The only change of any significance to the cost allocation percentage is that in Whitney Ranch, SRC LLC has a higher percentage and Shehadeh/Taylor LLC has a lower percentage of survey and miscellaneous costs because of the current ownership interests of the parcels.

**Table 9**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Planning and City Administration Cost Allocation by Owner**

Owner/Property	Total Costs			Percentage of Total Costs		
	2006	2004	Difference	2006	2004	Difference
SRI LLC	\$ 1,607,926	\$ 1,571,753	\$ 36,173	79.0%	77.2%	1.8%
Shehadeh/Taylor LLC. (SWP)	\$ 30,018	\$ 66,201	(\$ 36,182)	1.5%	3.3%	(1.8%)
Orchard Creek (JBC)	\$ 147,008	\$ 147,004	\$ 4	7.2%	7.2%	0.0%
Evergreen (Placer Ranch)	\$ 209,803	\$ 209,798	\$ 5	10.3%	10.3%	0.0%
WJU Properties	\$ 41,125	\$ 41,125	\$ 1	2.0%	2.0%	0.0%
<b>TOTAL</b>	<b>\$ 2,035,880</b>	<b>\$ 2,035,880</b>	<b>\$ 0</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

*planning comp*

Source: City of Rocklin and EPS

**Table 10**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**City Administration Costs (2006 \$)**

<b>Item</b>	<b>Amount</b>
<b>First Year Costs [1]</b>	\$ 17,854
<b>Year 2-18 Costs [1]</b>	\$ 225,937
<b>Total Costs</b>	<b>\$ 243,791</b>
<b>Total Costs Rounded [1]</b>	<b>\$ 245,000</b>
<b>Total Reimbursement Amount to Pass Through Account [2]</b>	\$ 16,792,524
<b>City Administration Costs as Percent of Reimbursement Amount</b>	<b>1.46%</b>

*"admin"*

[1] Provided by City of Rocklin.

[2] See **Table A-1**.

**Table 11**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**City Administration Costs by Owner (2006 \$)**

Owner/Property	Reimbursement Payment [1]	City Administration Amount
	<i>a</i>	<i>b = a * 1.46%</i>
SRI LLC [2]	\$ 0	\$ 0
Shehadeh/Taylor LLC. (SWP)	\$ 1,659,705	\$ 24,215
Orchard Creek (JBC)	\$ 9,292,095	\$ 135,570
Evergreen (Placer Ranch)	\$ 4,834,030	\$ 70,528
WJU Properties	\$ 1,006,695	\$ 14,687
<b>TOTAL</b>	<b>\$ 16,792,524</b>	<b>\$ 245,000</b>

*"admin by owner"*

[1] See **Table A-1**.

[2] SRI LLC is not allocated any city administration costs because it is anticipated that they will not owe any reimbursement payments, but rather that they will receive reimbursement payments from the other property owners. This methodology does not affect SRI LLC's fair share of planning and administration costs.

**Table 12**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Survey and Miscellaneous Cost Allocation by Owner**

Owner/Property	Total Costs			Percentage of Total Costs		
	2006	2004	Difference	2006	2004	Difference
<b>SRI LLC</b>	\$ 1,302,734	\$ 1,146,528	\$ 156,206	73.6%	71.9%	1.7%
<b>Shehadeh/Taylor LLC. (SWP)</b>	\$ 25,825	\$ 50,217	(\$ 24,392)	1.5%	3.1%	(1.7%)
<b>Orchard Creek (JBC)</b>	\$ 123,797	\$ 111,511	\$ 12,286	7.0%	7.0%	0.0%
<b>Evergreen (Placer Ranch)</b>	\$ 176,677	\$ 159,143	\$ 17,534	10.0%	10.0%	0.0%
<b>WJU Properties</b>	\$ 141,013	\$ 127,019	\$ 13,995	8.0%	8.0%	0.0%
<b>TOTAL</b>	<b>\$ 1,770,046</b>	<b>\$ 1,594,416</b>	<b>\$ 175,630</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

*survey comp*

Source: TLA Amendment No. 1

## VI. DEVELOPER FUNDING AND REIMBURSEMENT PROCEDURES

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This chapter identifies the developer funding responsibilities, reviews the general reimbursement procedures, and summarizes the administration of the NWRAA Backbone Infrastructure Reimbursement Obligation (NWRAA Reimbursement Obligation) fund.

### DEVELOPER FAIR SHARE FUNDING

As indicated in the Financing Plan and in this Financing Plan 2008 Update, private developer funding is needed for new NWRAA development to pay for the cost of major improvements not funded by other revenue sources. Through this Financing Plan 2008 Update, NWRAA developers are assigned a total fair share obligation for NWRAA Backbone Infrastructure identified herein as the NWRAA Reimbursement Obligation.

**Table 13** shows the NWRAA Reimbursement Obligation by NWRAA development area.

The NWRAA Reimbursement Obligation may be satisfied through the following means:

1. Direct construction of eligible backbone infrastructure facilities;
2. Through payment to the City of the identified NWRAA Reimbursement Obligation; or
3. Combination of both methods identified above.

Initial NWRAA developers (e.g., SRI LLC) will satisfy their NWRAA Reimbursement Obligation through direct construction of eligible facilities. Subsequent NWRAA developers (e.g., Highway 65 properties) will primarily satisfy their NWRAA Reimbursement Obligation through payment of the NWRAA Reimbursement Obligation to the City.

The end of this chapter describes how the Shehadeh/Taylor LLC participation in CFD No. 10 affects their NWRAA Reimbursement Obligation. Other than the Shehadeh/Taylor LLC property (Parcel 2), CFD No. 10 has no affect on any other NWRAA property owner's NWRAA Reimbursement Obligation.

As a result of satisfying the developer fair share-funding requirement for NWRAA Backbone Infrastructure, NWRAA developers also will be eligible to receive credits/reimbursements through the City for oversized roadway infrastructure



**Table 13**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Summary of Costs by Owner (2006 \$)**

Cost Item	Costs by Owner					Total
	SRI LLC	WJU	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/ Taylor LLC. (SWP)	
<b>Backbone Infrastructure-Developer Responsibility</b>						
Roads	\$ 23,370,264	\$ 5,041,060	\$ 8,641,262	\$ 9,365,746	\$ 2,365,375	<b>\$ 48,783,707</b>
Water [1]	\$ 9,539,083	\$ 0	\$ 1,375,284	\$ 1,243,984	\$ 164,218	<b>\$ 12,322,570</b>
Sewer	\$ 15,408,781	\$ 0	\$ 1,021,472	\$ 972,805	\$ 207,389	<b>\$ 17,610,448</b>
Planning and City Administration	\$ 1,607,926	\$ 41,125	\$ 147,008	\$ 209,803	\$ 30,018	<b>\$ 2,035,880</b>
Survey & Other	\$ 1,302,734	\$ 141,013	\$ 123,797	\$ 176,677	\$ 25,825	<b>\$ 1,770,046</b>
<b>TOTAL</b>	<b>\$ 51,228,787</b>	<b>\$ 5,223,199</b>	<b>\$ 11,308,823</b>	<b>\$ 11,969,015</b>	<b>\$ 2,792,826</b>	<b>\$ 82,522,650</b>
<b>Percentage of Total</b>	<b>62.1%</b>	<b>6.3%</b>	<b>13.7%</b>	<b>14.5%</b>	<b>3.4%</b>	<b>100.0%</b>

"costs by owner"

Sources: TLA Amendment No. 1 and EPS

[1] Water costs are net of PCWA credits.

constructed. The City will provide reimbursements (via fee credits) from the City's Traffic Impact Fee Fund for roadway improvements oversized for the benefit of the City generally.

The following sections summarize how the NWRAA developer funding and reimbursement procedures will be implemented by the City. The first section describes the general reimbursement procedures followed by a more detailed description of the NWRAA Reimbursement Obligation fund and administration. Finally, the end of this chapter discusses how the City fee credits/reimbursements will be implemented.

## GENERAL REIMBURSEMENT PROCEDURES

### INTRODUCTION AND DEFINITIONS

The City has required that the first NWRAA developers advance fund or construct certain NWRAA Backbone Infrastructure contained in the Financing Plan. Such developers shall be defined as "**Initial Developers.**" The City and Initial Developers will execute reimbursement agreements enabling the Initial Developers to recover the cost of infrastructure funded above their fair-share obligation. The procedures described below are designed to balance the interests of the Initial Developers in timely reimbursement of costs, the interests of subsequent developers in controlling the front-end costs of development, and the interests of the City in administering a reimbursement program, which is streamlined, efficient, and not unduly burdensome on City resources.

Fair-share cost allocations of each NWRAA Backbone Infrastructure facility have been made to each parcel (or village) as shown on **Table 14** of this Financing Plan 2008 Update, subject to periodic updates. The sum of allocated NWRAA Backbone Infrastructure costs is the "**NWRAA Reimbursement Obligation.**"

It is likely that each owner of property along the Highway 65 Corridor and the Whitney Ranch Commercial Center will subdivide their property into smaller parcels for development. Any legal large lot parcel that existed at the time of the Financing Plan adoption shall be considered an "**Original Large Lot Parcel**" for the purpose of the NWRAA Reimbursement Obligation.

**Table 14**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Total Reimbursable Costs and Credits by Owner (2006 \$)**

Owner/ Village	Zoning	Description	Gross Acres (GDP)	Cost by Facility					Total Cost	Road Credits/ Reimbursements
				Roads	Water [1]	Sewer	Planning and City Administration	Survey and Other		
<b>SRI LLC [2]</b>			<b>1,278.1</b>	<b>\$ 23,370,264</b>	<b>\$ 9,539,083</b>	<b>\$ 15,408,781</b>	<b>\$ 1,607,926</b>	<b>\$ 1,302,734</b>	<b>\$ 51,228,787</b>	<b>\$ 562,613</b>
<b>Shehadeh/Taylor LLC. (SWP)</b>										
2	PD-C	Commercial	18.5	\$ 2,365,375	\$ 164,218	\$ 207,389	\$ 30,018	\$ 25,825	\$ 2,792,826	\$ 55,609
<b>Shehadeh/Taylor LLC. (SWP) Subtotal</b>			<b>18.5</b>	<b>\$ 2,365,375</b>	<b>\$ 164,218</b>	<b>\$ 207,389</b>	<b>\$ 30,018</b>	<b>\$ 25,825</b>	<b>\$ 2,792,826</b>	<b>\$ 55,609</b>
<b>Orchard Creek (JBC)</b>										
104.1	PD-BP/COMM	Office and Commercial	15.0	\$ 1,430,673	\$ 227,696	\$ 178,851	\$ 24,339	\$ 20,496	\$ 1,882,055	\$ 32,910
104.2	PD-BP/COMM	Office and Commercial	51.3	\$ 4,892,900	\$ 778,721	\$ 611,671	\$ 83,240	\$ 70,097	\$ 6,436,629	\$ 112,552
104	ROAD.	Roads R/W	2.4	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
105	OS.	Open Space	23.6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
106	PD-COMM	Commercial	24.3	\$ 2,317,689	\$ 368,868	\$ 230,949	\$ 39,429	\$ 33,204	\$ 2,990,140	\$ 53,314
106	ROAD.	Roads R/W	2.4	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Orchard Creek (JBC) Subtotal</b>			<b>119.0</b>	<b>\$ 8,641,262</b>	<b>\$ 1,375,284</b>	<b>\$ 1,021,472</b>	<b>\$ 147,008</b>	<b>\$ 123,797</b>	<b>\$ 11,308,823</b>	<b>\$ 198,777</b>
<b>Evergreen (Placer Ranch)</b>										
107	PD-COMM	Commercial	38.4	\$ 2,841,135	\$ 369,443	\$ 329,242	\$ 62,308	\$ 52,470	\$ 3,654,599	\$ 66,652
107	ROAD.	Roads R/W	8.2	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
108	PD-BP/COMM	Office and Commercial	68.0	\$ 5,031,177	\$ 654,222	\$ 496,600	\$ 110,337	\$ 92,916	\$ 6,385,251	\$ 118,029
109	OS.	Open Space	15.7	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
110	PD-BP.	Office	22.9	\$ 1,493,434	\$ 220,319	\$ 146,963	\$ 37,158	\$ 31,291	\$ 1,929,165	\$ 35,035
110	ROAD.	Roads R/W	2.8	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
111	OS.	Open Space	2.3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Evergreen (Placer Ranch) Subtotal</b>			<b>158.3</b>	<b>\$ 9,365,746</b>	<b>\$ 1,243,984</b>	<b>\$ 972,805</b>	<b>\$ 209,803</b>	<b>\$ 176,677</b>	<b>\$ 11,969,015</b>	<b>\$ 219,716</b>
<b>WJU Properties</b>										
112	OS.	Open Space	19.6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
113	PD-LI	Light Industrial	73.1	\$ 2,886,052	\$ 0	\$ 0	\$ 29,130	\$ 99,884	\$ 3,015,067	\$ 63,353
114	PD-COMM	Commercial	30.1	\$ 2,155,008	\$ 0	\$ 0	\$ 11,995	\$ 41,129	\$ 2,208,132	\$ 47,305
114	ROAD.	Roads R/W	2.9	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>WJU Properties Subtotal</b>			<b>125.7</b>	<b>\$ 5,041,060</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 41,125</b>	<b>\$ 141,013</b>	<b>\$ 5,223,199</b>	<b>\$ 110,658</b>
<b>TOTAL</b>			<b>1,699.6</b>	<b>\$ 48,783,707</b>	<b>\$ 12,322,570</b>	<b>\$ 17,610,448</b>	<b>\$ 2,035,880</b>	<b>\$ 1,770,046</b>	<b>\$ 82,522,650</b>	<b>\$ 1,147,372</b>

"parcel costs"

[1] Water costs are net of PCWA credits.

[2] Please refer to **Table A-1** and **Appendix F** for additional detail on the reimbursement obligation for commercial parcels 1 and 3.

To facilitate orderly development of the Original Large Lot Parcels and to provide accelerated cost recovery to the Initial Developers who have constructed the oversized NWRAA Backbone Infrastructure, the NWRAA Reimbursement Obligation on each acre of land of the Original Large Lot Parcels will be paid either before final map recordation or with issuance of a building permit. Payments triggered by specific types of development actions will be made to the City and passed through to the Initial Developer (in accordance with the specific terms of the reimbursement agreements). The development actions that will trigger payments of NWRAA Reimbursement Obligation amounts are the filing of parcel or subdivision maps and the issuance of building permits.

The NWRAA Reimbursement Obligation amount shall be divided into two equal shares, one share to be designated the "**Subdivider Reimbursement**," and the other share to be designated the "**Builder Reimbursement**." The landowner of an Original Large Lot Parcel and their successors in interest are for the purposes of this Section to be the "**Subdivider**" and shall be responsible for paying the applicable Subdivider Reimbursement amount. An applicant for a building permit for a project in an Original Large Lot Parcel is for the purposes of this Section the "**Builder**" and shall be responsible for the applicable Builder Reimbursement amount. There may be circumstances in which the Subdivider and the Builder are the same entity. This would occur if the owner of an Original Large Lot Parcel were to bring forward a project on the parcel. In that particular case, the same entity would owe for both the Subdivider Reimbursement amount and the Builder Reimbursement amount. Similarly, there may also be a case or cases where the Builder may be responsible for the entire amount of NWRAA Reimbursement Obligation for a given property.

## GENERAL REIMBURSEMENT PRINCIPLES

It is the intent of this subsection to present the basic principles, rules, interpretations, and strategies for implementation of the reimbursement process. Before the obligation for reimbursement becomes effective, Property Owners will be able to create Large Lot Parcels for development. The following subdividing of property will be permitted without triggering payment of the Subdivider Reimbursement.

- Any mapping of an Original Large Lot Parcel done merely to reestablish legal lot lines or to provide dedications of land for public purposes and is not mapped to create buildable lots or to specifically organize the parcel for development purposes, will not be a development event that triggers payment of the Subdivider Reimbursement.
- The first mapping of the Original Large Lot Parcels for development purposes will not trigger payment of the Subdivider Reimbursement. This mapping may

create "Buildable Parcels" as described below, but such "Buildable Parcels" will be not be required to pay the Subdivider Reimbursement until a subsequent development event (e.g., further subdivision or issuance of a building permit).

For the purposes of this Section, a parcel which is substantially served by all improvements and utilities, or is less than 20 acres in size, shall be designated a "**Buildable Parcel.**" Any portion of an Original Large Lot Parcel 20 acres or larger, which is not served by improvements, or is minimally served by improvements, so that before actual buildout a subsequent map and improvement plans will be processed and approved, shall be designated a "**Large Lot Remainder Parcel.**" "**Sub-parcel**" means a parcel that results from the further subdivision of any larger parcel. A Sub-parcel may be a Buildable Parcel or a Large Lot Remainder Parcel depending on its size and characteristics.

Each subsequent mapping of the Original Large Lot Parcel, or a portion thereof, shall be required to update and reallocate the NWRAA Reimbursement Obligation attributable to the land before recordation of the final map.

There may be occasions where a Subdivider or Builder owing a NWRAA Reimbursement Obligation will construct a backbone infrastructure or other public facility, which is included in his or her reimbursement obligation. On such occasions and subject to City approval, the Subdivider or Builder shall have his or her NWRAA Reimbursement Obligation reduced by the cost of backbone infrastructure or other public facility constructed by that Subdivider or Builder. See the section entitled "NWRAA Reimbursement Obligation Fund Administration" below for more detail on offsets to the NWRAA Reimbursement Obligation.

The Builder Reimbursement will be paid on a proportionate share of the land being developed in the Buildable Parcel up to 60 percent of lot coverage. If the project, or a subsequent project, exceeds 60 percent lot coverage, then the full balance remaining of the Builders Reimbursement applicable to that Buildable Parcel shall be due at issuance of building permit. Lot coverage will be determined by the following factors, not limited to building footprint size:

- a. Boundaries of the area subject to a conditional use permit or design review entitlement.
- b. Boundaries of the area encompassed in the improvement plans submitted for the project.
- c. Scope of improvements proposed for the subject property.
- d. The exemption from payment is intended for unimproved remainders only. Parking lots and landscape areas are considered improved areas.

## REIMBURSEMENT PROCEDURES

The City will follow the reimbursement procedures described below to determine the assignment of reimbursement timing or payment. At each subdivision of an Original Large Lot Parcel and its successor parcels, the NWRAA Reimbursement Obligation initially assigned to the Original Large Lot Parcel will be reallocated to the newly created Sub-parcels, excepting those parcels to be set aside for non-development purposes such as open space and public rights of way.

### 1. **Exemption for Mapping of Original Large Lot Parcel for Land Dedications**

Property Owners/developers in the NWRAA who create large lot parcels solely for the purpose of dedicating major public lands will be exempt from the reimbursement requirements. A large lot map filed for this limited public or open space dedication purpose will be exempt from any reimbursement payments, no matter the size of the parcels created, nor will this map count against the total number of maps limitations described in **Section 4**. These public dedications include arterial roadways, drainage channels, open space areas, parks, and other public acreage.

These types of large lot subdivisions are exempt because the subdivision is not creating parcels for private development. If the large lot subdivision also includes improvement plans so that some or all of the parcels are Buildable Parcels as defined above or subdivides the land into multiple parcels beyond the number strictly needed to accomplish the dedications, however, the exemption from reimbursement requirements will not be applicable and the property owner/developer would be subject to the reimbursement provisions below.

### 2. **Exemption for the First Mapping of an Original Large Lot Parcel for Development Purposes**

In addition to any mapping for land dedications described in **Section 1** above, each Subdivider is entitled to file one Subdivision or Parcel Map to create parcels that organize the property for development on all or a portion of the Original Large Lot Parcel, without triggering the Subdivider Reimbursement described in **Section 6** below.

Further subdivision of the property would be subject to the reimbursement provisions outlined below.

### 3. **Subdivider and Builder Reimbursements**

As development proceeds in the area of an Original Large Lot Parcel, there will be two reimbursement classifications:

- **Subdivider Reimbursement:** The Subdivider Reimbursement amount will be equal to 50 percent of the NWRAA Reimbursement Obligation for the Sub-parcel (as defined below). The reimbursement payment will be

due on recordation of the subdivision or parcel map that creates the Sub-parcel according to the rules set forth in **Section 6** below.

- **Builder Reimbursement:** Builders will be required to pay the remaining NWRAA Reimbursement Obligation after adjusting for the Subdivider Reimbursement (50 percent) paid at the creation of the Sub-parcel. The Builder Reimbursement shall be calculated at the time of building permit application and shall be paid at the issuance of a building permit. The portion of the total Builder Reimbursement due will be based on the proportionate acreage of the parcel developed compared to the total acreage of the Sub-parcel; however, should the project exceed 60 percent of the total acreage, or the project plus prior projects cumulatively exceed 60 percent of the total Sub-parcel acreage, the remaining balance of the applicable Builder Reimbursement shall be due.

The acreage associated with the building permit will include the building area, landscaped areas, parking, private roads, easements, and any other developable area created by the construction of the building. The City will review the remainder of the Sub-parcel to determine if there is ability for additional buildings to be constructed in determining the payment due for the building project. If the remainder of the Sub-parcel is not developable, the entire reimbursement for the Sub-parcel will be due.

#### 4. **Further Subdivision of Parcels**

Before the City will allow any further subdivision of any parcel subject to these reimbursement procedures, the City will require the Subdivider to present the Reallocation Plan to allocate the NWRAA Reimbursement Obligation of the entire parcel to the proposed subdivided parcels Sub-parcels. This Reallocation Plan will reallocate the NWRAA Reimbursement Obligation to correspond with the Subdivider's tentative map, and must be submitted and approved by the City before recordation of the final map.

If any Original Large Lot Parcel, Large Lot Remainder Parcel, or Buildable Parcel will be developed without being further subdivided, then at the time the first building permit is issued the full Subdivider Reimbursement for that Original Large Lot Parcel, Large Lot Remainder Parcel, or Buildable Parcel will be due along with all or a portion of the Builder Reimbursement (dependent on the size of the construction project).

To avoid and discourage piecemeal development, the following conditions will apply to each further subdivision of an Original Large Lot Parcel beyond the initial subdivisions exempted in **Section 1**.

- Each Original Large Lot Parcel **greater than 25** acres shall be permitted no more than **four (4)** subdivisions before the entire remaining "Subdivider

Reimbursement” must be paid. A map filed solely to dedicate land for public purposes would be exempt as discussed above. In other words, on the fourth mapping (either a subdivision map or parcel map) of an Original Large Lot Parcel the Subdivider must submit payment for the remaining balance of the Subdivider Reimbursement allocated to that entire Original Large Lot Parcel.

- Each Original Large Lot Parcel **less than or equal to 25 acres** shall be permitted no more than **three (3)** subdivisions before the entire remaining “Subdivider Reimbursement” must be paid. A map filed solely to dedicate land for public purposes would be exempt as discussed above. In other words, on the third mapping (either a subdivision map or parcel map) of an Original Large Lot Parcel under 25 acres the Subdivider must submit payment for the remaining balance of the Subdivider Reimbursement allocated to that entire Original Large Lot Parcel.

**5. Assignment of Allocated Cost Burden to Successor Parcels**

When an Original Large Lot Parcel is subdivided, the NWRRA Reimbursement Obligation for the Original Large Lot Parcel will be reallocated to the “Sub-parcel” (either a Large Lot Remainder Parcel or a Buildable Parcel) on an acreage basis for all private developable parcels resulting from the subdivision. Public parcels and open space parcels will not receive any cost allocation. The allocation to each “Sub-parcel” will be based on each Sub-parcel’s acreage as compared to the total acreage of all private developable Sub-parcels unless the Subdivider can demonstrate why a different allocation would be rational and the City and Initial Developer agrees.

**6. Rules for Subdivider Reimbursements**

For any parcel created under the exemption described in **Section 2**, the first building permit for or on any such parcel will trigger payment of the Subdivider Reimbursement for that parcel.

Following the exempted land subdivisions described in **Sections 1 and 2**, for any parcel created that is less than or equal to 20 acres, the Developer will be required to pay the Subdivider Reimbursement for the parcel at or before the recordation of the Subdivision or Parcel Map creating the parcel.

For any parcel created that is greater than 20 acres and considered a Large Lot Remainder Parcel as defined above, no payment of the allocated cost burden to that Large Lot Remainder Parcel will be required until further subdivision. The land-owner/developer may further subdivide remaining Large Lot Remainder Parcels using the procedure stated above; however, on approval of the third or fourth tentative map (depending on the size of the Original Large Lot Parcel as



discussed above) the remaining Subdivider Reimbursement is due before recordation of that third or fourth subdivision or parcel map.

### **Examples**

The following examples show how the NWRAA Reimbursement Obligation for a sample Original Large Lot Parcel would be reallocated to Sub-parcels and when the Subdivider Reimbursement and Builder Reimbursement would be payable.

**Table 15** shows an example where an Original Large Lot Parcel is subdivided three times into multiple Sub-parcels.

**Table 16** shows an example where an Original Large Lot Parcel is subdivided once into two Sub-parcels, which are less than 20 acres each.

## **7. Dispute Resolution**

In the event that a developer or landowner, or a developer's or landowner's transferee, claims that reimbursement obligations specified in this plan impose an undue financial burden on developer, landowner, or transferee property that is subject to this plan, the claim shall be presented in writing to the City Manager, together with all back-up information necessary to allow the City Manager to make an informed decision on the claim. On receipt of a claim, the City Manager or designee shall determine within fourteen (14) days whether the claim is complete in form and content, or whether further information is required. The City Manager or designee shall render a decision on a complete claim within thirty (30) days of receipt of the complete claim. In the event that the developer or landowner, or the transferee, does not concur with the decision of the City Manager or designee, which shall be deemed a final decision, the developer or landowner, or the transferee, shall have the right to appeal the decision to the City Council. The procedures, including time limits, for filing the appeal shall be those applicable for appeals of Planning Commission decisions to the City Council. The appeal shall be heard by the City Council in accordance with those procedures, except that the appeal shall not be heard as a public hearing. The decision on the appeal shall be deemed to have been made by the City Council acting in its quasi-legislative capacity and not in its quasi-judicial capacity. The decision of the City Council shall be final and binding and findings are not required, and there shall be no right to commence judicial proceedings to set aside or otherwise invalidate the City Council's decision, or to claim monetary or equitable relief.

## **8. City Manager Interpretation**

The City Manager shall be responsible for the proper interpretation and implementation of these reimbursement procedures, and shall have full discretion in arriving at interpretations and in determining the proper

Table 15  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Cost Burden Allocation Example

EXAMPLE 1

Parcel Subdivision	Parcels	Acreage	Classification	Reimbursement Cost Allocation	Required Reimbursements and Timing			Total
					Subdivider Reimbursement	Builder Reimbursement		
				[1]	Reimbursement Amount 50%	Payable Upon	50%	
<b>EXAMPLE ORIGINAL LARGE LOT PARCEL</b>				<b>\$5,000,000</b>				
					<i>Required for any Buildable Parcel. For Parcels that do not subdivide, Subdivider Reimbursement will be due at the first building permit.</i>		<i>For each Buildable Parcel or Parcels that do not subdivide, the share of Builder Reimb. will be due with each building permit.</i>	
1	<b>First Parcel Subdivision/Dev. [5]</b>	<b>Large Lot</b>	<b>25.0 Original Large Lot</b>	<b>\$5,000,000</b>				
		Sub-parcel 1	2.0 Buildable Parcel	\$400,000	\$200,000	Building Permit	\$200,000	\$400,000
		Sub-parcel 2	23.0 L.L. Remainder Parcel	\$4,600,000	see note [4]	see note [4]	see note [4]	\$0
2	<b>Second Parcel Subdivision/Dev.</b>	<b>Sub-parcel 2</b>	<b>23.0</b>	<b>\$4,600,000</b>				
		Sub-parcel 3	2.0 Buildable Parcel	\$400,000	\$200,000	Map Recordation	\$200,000	\$400,000
		Sub-parcel 4	21.0 L.L. Remainder Parcel	\$4,200,000	see note [4]	see note [4]	see note [4]	\$0
3	<b>Third Parcel Subdivision/Dev.</b>	<b>Sub-parcel 4</b>	<b>21.0</b>	<b>\$4,200,000</b>				
		Sub-parcel 5	10.0 Buildable Parcel	\$2,000,000	\$1,000,000	Map Recordation	\$1,000,000	\$2,000,000
		Sub-parcel 6	11.0 Buildable Parcel	\$2,200,000	\$1,100,000	Map Recordation	\$1,100,000	\$2,200,000
<b>Total</b>					<b>\$2,500,000</b>		<b>\$2,500,000</b>	<b>\$5,000,000</b>

"ex1\_cost\_burden"

- [1] Reimbursement Cost Allocation is assigned to each Sub-parcel based on pro-rata share of Original Large Lot Parcel acreage.
- [2] Creation of a Buildable Parcel would trigger payment of the Subdivider Reimbursement upon map recordation subject to the exemption outlined in Section 2.
- [3] Each building permit would trigger payment of *that building's pro-rata share (based on acreage) of the Builder Reimbursement payable at building permit*
- [4] Subdivider reimbursement not payable for Large Lot Remainder Parcels until further parcel subdivision (into Buildable Parcels) or the first building permit is issued on such a Large Lot Remainder Parcel. The Subdivider Reimbursement for the entire Large Lot Remainder Parcel would be payable at the first building permit along with that first building's pro-rata share of the Builder Reimbursement.
- [5] Subdivider reimbursement would not be due upon recordation of the first subdivision map assuming the subdivider's first map is exempt from payment of subdivider reimbursement per the terms of the reimbursement procedures.

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**Table 16**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Cost Burden Allocation Example**

**EXAMPLE 2**

Parcel Subdivision	Parcels	Acreage	Classification	Reimbursement Cost Allocation	Required Reimbursements and Timing			Total
					Subdivider Reimbursement Amount 50%	Payable Upon	Builder Reimbursement 50%	
				[1]	[2], [4]		[3]	
					<i>Required for any Buildable Parcel. For Parcels that do not subdivide, Subdivider Reimbursement will be due at the first building permit.</i>		<i>For each Buildable Parcel or Parcels that do not subdivide, the share of Builder Reimb. will be due with each building permit.</i>	
<b>EXAMPLE ORIGINAL LARGE LOT PARCEL</b>		<b>25.0</b>	<b>Original Large Lot</b>	<b>\$5,000,000</b>				
1 <b>First Parcel Subdivision/Dev. [5]</b>	<b>Total</b>	<b>25.0</b>		<b>\$5,000,000</b>				
	Sub-Parcel 1	10.0	Buildable Parcel	\$2,000,000	\$1,000,000	Building Permit	\$1,000,000	\$2,000,000
	Sub-Parcel 2	15.0	Buildable Parcel	\$3,000,000	\$1,500,000	Building Permit	\$1,500,000	\$3,000,000
<b>Total</b>					<b>\$2,500,000</b>		<b>\$2,500,000</b>	<b>\$5,000,000</b>

"ex2\_cost\_burden"

- [1] Reimbursement Cost Allocation is assigned to each Sub-parcel based on pro-rata share of Original Large Lot Parcel acreage.
- [2] Creation of a Buildable Parcel would trigger payment of the Subdivider Reimbursement upon map recordation subject to the exemption outlined in Section 2.
- [3] Each building permit would trigger payment of *that building's pro-rata share (based on acreage) of the Builder Reimbursement payable at building permit*
- [4] Subdivider reimbursement not payable for Large Lot Remainder Parcels until further parcel subdivision (into Buildable Parcels) or the first building permit is issued on such a Large Lot Remainder Parcel. The Subdivider Reimbursement for the entire Large Lot Remainder Parcel would be payable at the first building permit along with that first building's pro-rata share of the Builder Reimbursement.
- [5] Subdivider reimbursement would not be due upon recordation of the first subdivision map assuming the subdivider's first map is exempt from payment of subdivider reimbursement per the terms of the reimbursement procedures.

implementation procedures. In exercising that authority, the City Manager shall have the discretion to promulgate regulations and guidelines for interpretation of these reimbursement procedures, and for their proper implementation.

Actions taken by the City Manager pursuant to this section shall be subject to the appeal procedures specified in item 7 above.

## EXCEPTIONS TO REIMBURSEMENT PROCEDURES

The above reimbursement procedures will apply to all landowners subject to the specific exemption identified below.

### **William Jessup University**

The majority of infrastructure and public facility costs allocated to WJU are road costs. Road costs account for approximately \$5.0 million of WJU's \$5.2 million total cost obligation, but WJU will not receive any benefit from the road construction until the north/south roads connect to the WJU property. Consequently, the reimbursement payment procedures will be modified for WJU as follows.

1. Any development that occurs before the north/south roads connect to WJU will be required to pay only its pro-rated fair-share of the NWRAA Reimbursement Obligation (per acre or square foot of development).

As an example, assume 10.0 acres of the 30.1 acres of Parcel 114 were being developed before the north/south road was connected. The 10.0-acre piece's pro-rated share (on an acreage basis) of the total \$2.2 million allocated to Parcel 114 would be \$734,000. The \$734,000 amount would be the reimbursement obligation of the 10.0-acre piece.

Continuing on with this example, if the next development application were also for 10.0 acres, the second 10.0-acre piece's pro-rata share of the total \$2.2 million would again be \$734,000 for a cumulative total of \$1,468,000. Under normal circumstances (i.e., absent this exception), when the second 10.0 acre project moved forward, the entire remaining portion of the original \$2.2 million (approximately \$1.5 million) would have been triggered as payable in full.

2. Any development that occurs after the roads are connected to WJU will be subject to the **Reimbursement Procedures** outlined above. Cumulative parcel development (both before and after the north/south road connection) will be considered in determining when the 60-percent threshold is reached on a particular Sub-parcel.
3. If any of the currently proposed commercial or industrial land uses for any portion of the WJU property are changed to less intensive land uses (e.g., land

uses needed to serve the university), then WJU's total cost burden will be reallocated among WJU land uses such that the less intensive uses will receive less of the cost burden and the remaining commercial and industrial land uses would receive more of the cost burden. The net effect of such a shift would not reduce the overall total cost burden assigned to the WJU property before the shift.

## NWRRA REIMBURSEMENT ACCOUNT ADMINISTRATION

This section of the document specifically describes how the City will administer the NWRRA Reimbursement Obligation Fund.

### REIMBURSEMENT AGREEMENTS

As described above, any NWRRA developer who has advance funded or has constructed backbone infrastructure that is to be funded through the NWRRA Reimbursement Account will execute a reimbursement agreement with the City.

**Appendix D** represents a standard form of the reimbursement agreement that will be used for each NWRRA developer that requests a reimbursement agreement with the City. Each reimbursement agreement will be a master agreement between the City and the developer. The master reimbursement agreement would be applicable to all NWRRA Backbone Infrastructure facilities that may be constructed by the signing developer. For example, each time a new NWRRA Backbone Infrastructure facility is completed by a developer with a master agreement, that facility becomes reimbursable through the master reimbursement agreement.

As described later in this chapter, the City will track reimbursements for NWRRA Backbone Infrastructure based on improvement plan sets that are submitted to the City. Each improvement plan set may contain several individual reimbursable NWRRA Backbone Infrastructure facilities.

Reimbursement agreements should be in place before the first NWRRA Reimbursement Obligation payment would be payable. This timing would ensure that any NWRRA Reimbursement Obligation credits would be allocated proportionally across all parcels that are subject to the NWRRA Backbone Infrastructure Obligation.

## NWRAA REIMBURSEMENT OBLIGATION PAYMENTS

All NWRAA Reimbursement Obligation payments will be payable to the City subject to the general reimbursement procedures set forth earlier in this chapter. Before acceptance of any NWRAA Reimbursement Obligation payment, City staff will ensure that the NWRAA developer wishing to submit payment has submitted and received appropriate City approval for the Reallocation Plan. Each NWRAA project's Reallocation Plan will identify the following items:

1. Reallocation of NWRAA Reimbursement Obligation to sub-parcels in the development project (as identified in the general reimbursement procedures). Each Reallocation Plan will be used by City staff to determine the following items:
  - a. Amount of NWRAA Reimbursement Obligation owed by a developer;
  - b. Subdivider payment of NWRAA Reimbursement Obligation for each sub-parcel; and
  - c. Builder payment of NWRAA Reimbursement Obligation for each sub-parcel.
2. Identification and allocation of any credits (reductions) to the NWRAA Reimbursement Obligation (if applicable). As described below, the Reallocation Plan must allocate NWRAA Reimbursement Obligation credits to each sub-parcel in the same way that the NWRAA Reimbursement Obligation was reallocated to each sub-parcel.

NWRAA Reimbursement Obligation payments will be based on each NWRAA developer's Reallocation Plan. If a NWRAA developer wishes to accelerate NWRAA Reimbursement Obligation payments, or otherwise modify the schedule of NWRAA Reimbursement Obligation payments, the City would require that a revised Reallocation Plan be submitted for consideration. Once the City has accepted and approved a Reallocation Plan for a project, the City, at its discretion, may consider a revised Reallocation Plan but the City is not required to approve a revised Reallocation Plan.

### **Credits to the NWRAA Reimbursement Obligation**

This section of the document presents the method for determining the total credits to be issued to a NWRAA developer who advances funds or constructs eligible NWRAA Backbone Infrastructure facilities and for identifying the timing and allocation of the credits.

As outlined in the general reimbursement procedures, the NWRAA Reimbursement Obligation is met through payment to the City of both a Subdivider Reimbursement and

a Builder Reimbursement. The NWRAA Reimbursement Obligation amounts identified in **Table 13** equal a landowner's fair share of costs assuming buildout of the program and do not take into account who constructs which facilities, and correspondingly, who should receive reimbursement(s) for such construction.

#### Infrastructure Construction Responsibility

As identified in the NWRAA Financing Plan, there likely will be instances when a party who owes a NWRAA Reimbursement Obligation also will have constructed an item of NWRAA Backbone Infrastructure for which the NWRAA Reimbursement Obligation is being collected.

To date, the majority of NWRAA Backbone Infrastructure facilities (subject to reimbursement) have been constructed by SRI LLC, and it is anticipated that SRI LLC will construct the majority of the remaining facilities. **Table 17** shows the estimated infrastructure costs paid or estimated to be paid by each owner and compares these costs to each owner's fair share Reimbursement Obligation. As explained in **Chapter III**, these costs were current as of April 2006. The costs shown for Constructed Infrastructure are actual costs for facilities that were constructed by April 2006, whereas the costs for Remaining Infrastructure are estimated costs for facilities still remaining to be constructed as of April 2006.

**Table 17** uses the detailed data in appendix **Table A-1** that compares each owner's estimated construction payment and fair share obligation for each facility. EPS and TLA developed **Table A-1** to aid the City in estimating the reimbursements owed to or from each owner. EPS used information from the TLA Amendment No. 1 and the 2004 Financing Plan to identify the owner likely to be the constructing entity for each facility. For Constructed Infrastructure, **Table A-1** summarizes each owner's NWRAA Reimbursement Obligation, construction amount paid, and difference between these amounts by facility type. For Remaining Infrastructure, **Table A-1** details each owner's estimated NWRAA Reimbursement Obligation, estimated future construction amount to be paid, and difference between these amounts for each individual facility. The differences are summed by NWRAA developer to estimate the total reimbursements that will be owed to or from each owner. As detailed in **Table A-1** and summarized in **Table 17**, SRI LLC is projected to construct approximately \$18 million more than its fair share of infrastructure, while the other NWRAA developers are each projected to construct less than their fair share obligation. As such, payments received by the City from other NWRAA developers would go to reimburse SRI LLC for the other NWRAA developer's share of constructed facilities.

**Table 17**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Project Costs Paid and Fair Share Summary**

<b>Project</b>	<b>Infrastructure and Other Costs Paid [1]</b>	<b>Adjustment for CFD 10 Bond Proceeds [2]</b>	<b>Adjusted Infrastructure and Other Costs Paid</b>	<b>Fair Share</b>	<b>Difference</b>
<b>Constructed Infrastructure and Costs</b>					
SRI LLC	\$ 31,409,783	(\$ 1,133,121)	\$ 30,276,662	\$ 22,927,293	\$ 7,349,369
Orchard Creek (JBC)	\$ 0	\$ 0	\$ 0	\$ 3,310,340	(\$ 3,310,340)
Evergreen (Placer Ranch)	\$ 0	\$ 0	\$ 0	\$ 3,083,969	(\$ 3,083,969)
Shehadeh/Taylor LLC. (SWP)	\$ 0	\$ 1,133,121	\$ 1,133,121	\$ 1,331,074	(\$ 197,954)
WJU	\$ 0	\$ 0	\$ 0	\$ 757,106	(\$ 757,106)
City	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Total</b>	<b>\$ 31,409,783</b>	<b>\$ 0</b>	<b>\$ 31,409,783</b>	<b>\$ 31,409,783</b>	<b>\$ 0</b>
<b>Remaining Infrastructure and Costs</b>					
SRI LLC	\$ 37,499,650	\$ 0	\$ 37,499,650	\$ 28,301,495	\$ 9,198,155
Orchard Creek (JBC)	\$ 2,016,729	\$ 0	\$ 2,016,729	\$ 7,998,483	(\$ 5,981,755)
Evergreen (Placer Ranch)	\$ 7,134,985	\$ 0	\$ 7,134,985	\$ 8,885,046	(\$ 1,750,061)
Shehadeh/Taylor LLC. (SWP)	\$ 0	\$ 0	\$ 0	\$ 1,461,751	(\$ 1,461,751)
WJU	\$ 4,216,504	\$ 0	\$ 4,216,504	\$ 4,466,092	(\$ 249,588)
City	\$ 245,000	\$ 0	\$ 245,000	\$ 0	\$ 245,000
<b>Total</b>	<b>\$ 51,112,868</b>	<b>\$ 0</b>	<b>\$ 51,112,868</b>	<b>\$ 51,112,868</b>	<b>\$ 0</b>
<b>TOTAL</b>					
SRI LLC [2]	\$ 68,909,432	(\$ 1,133,121)	\$ 67,776,312	\$ 51,228,787	\$ 16,547,524
Orchard Creek (JBC)	\$ 2,016,729	\$ 0	\$ 2,016,729	\$ 11,308,823	(\$ 9,292,095)
Evergreen (Placer Ranch)	\$ 7,134,985	\$ 0	\$ 7,134,985	\$ 11,969,015	(\$ 4,834,030)
Shehadeh/Taylor LLC. (SWP) [3]	\$ 0	\$ 1,133,121	\$ 1,133,121	\$ 2,792,826	(\$ 1,659,705)
WJU	\$ 4,216,504	\$ 0	\$ 4,216,504	\$ 5,223,199	(\$ 1,006,695)
City	\$ 245,000	\$ 0	\$ 245,000	\$ 0	\$ 245,000
<b>Total</b>	<b>\$ 82,522,650</b>	<b>\$ 0</b>	<b>\$ 82,522,650</b>	<b>\$ 82,522,650</b>	<b>\$ 0</b>

"fair summary"

[1] See **Table A-1**.

[2] Please refer to **Table A-1** and **Appendix F** for additional detail on the reimbursement obligation for commercial parcels 1 and 3.

[3] Adjustment is for the Shehadeh/Taylor LLC Parcel 2 inclusion into CFD No. 10 and the corresponding CFD No. 10 bond proceeds that SRI LLC will use to fund NWRAA Backbone Infrastructure.



### Credits for Constructed Facilities

The issue of credits for constructed facilities arises when a party who owes a Reimbursement Obligation, Evergreen Companies (formerly Placer Ranch) in the example in this report, constructs a facility for which it too is owed a reimbursement. The proposed methodology for determining total credits for constructed facilities is based on the assumption that the constructing entity of a remaining facility would be eligible for credits (reductions) to its NWRAA Reimbursement Obligation. These credits would be granted to simplify the City's collection and payment of NWRAA Reimbursement Obligations. The credit for constructed NWRAA Backbone Infrastructure facilities is based on the assumption that a party who constructs eligible NWRAA Backbone Infrastructure would be eligible for a credit against his or her NWRAA Reimbursement Obligation in an amount equal to the lesser of the following two items:

- Actual cost of the constructed infrastructure facility; and
- Scheduled cost of the constructed infrastructure facility shown in **Table A-1**.

If the actual cost of the constructed infrastructure facility exceeds the scheduled cost of the facility, the City may choose to update the project costs to reflect the actual costs and to reallocate these costs among the different properties, resulting in a new schedule of Reimbursement Obligations. At that time, the constructing entity could receive additional credits to cover the amount that the actual costs exceeded the scheduled cost.

### Credit Example

This section presents an example of the calculation and timing of credits to be issued to a NWRAA developer who advance funds or constructs eligible NWRAA Backbone Infrastructure facilities. This example for Evergreen Companies applies the reimbursement principles presented earlier in this chapter and the credit principles described in the previous section.

**Table 18** shows Evergreen Companies' total fair share NWRAA Reimbursement Obligation, the estimated credits for facilities that it is projected to construct, and the NWRAA Reimbursement Obligation after deducting the credits. Evergreen Companies is expected to construct one roadway and two water facilities, totaling \$7.1 million. Thus, Evergreen Companies will be granted an estimated \$7.1 million in credits to be used against its total NWRAA Reimbursement Obligation of \$12.0 million, leaving a net Reimbursement Obligation of \$4.8 million owed to the City.

**Table 18**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Reimbursements Fair Share Obligation Net of Credits -- Evergreen (Placer Ranch)**

Item	Amount
<b>Evergreen (Placer Ranch) Total Fair Share Obligation [1]</b>	<b>\$ 11,969,015</b>
<b>Less Credit for Constructed Facilities [2]</b>	
<b><u>Roadways</u></b>	
R5.1 -- 4-lane Arterial, core	(\$ 5,019,346)
<b><u>Water Facilities</u></b>	
4.14--36" low pressure zone water line	(\$ 652,537)
5.1--18" Water	(\$ 1,463,102)
<b>Total Credits</b>	<b>(\$ 7,134,985)</b>
<b>Net Fair Share Obligation Owed to City</b>	<b>\$ 4,834,030</b>

*"reimb3b"*

[1] See **Table 14**.

[2] See **Table A-1**. Note that these credits are for advance funding of constructed facilities, not credits received through PCWA or the City Transportation Impact Fee program.

Through the Reallocation Plan, all credits for constructed NWRAA Backbone Infrastructure will be allocated proportionately across all sub-parcels. **Table 19** shows an example of the timing and allocation of Evergreen Companies' \$7.1 million of credits and the resulting net Reimbursement Obligation.

In **Table 19** it is assumed that development for the three Evergreen Companies developable parcels would occur as follows:

- All three parcels subdivided in Period 1;
- Parcel 107 building permits issued in Period 2;
- Parcel 108.1 building permits issued in Period 3; and
- Parcel 110.1 building permits issued in Period 4.

The Reimbursement Obligation for each parcel is divided equally between the Subdivider Reimbursement, which is due when the subdivision map is filed, and the Builder Reimbursement, which is due when building permits are issued.

The \$7.1 million in credits are allocated to Evergreen Companies' three developable parcels based on each parcel's percentage of the Evergreen Companies' total NWRAA Reimbursement Obligation. Each parcel's credit then is split evenly between the Subdivider and the Builder. Using this methodology, **Table 20** details the calculation of credits available to the Subdivider and Builder of each of Evergreen Companies' three parcels. These credits are shown in **Table 19** to offset the Subdivider and Builder Reimbursement Obligations for each parcel. Because the credits are spread proportionately to each parcel, subdivider, and builder, they are spread out over all time periods and are available to offset both the Subdivider and Builder Reimbursements. **Table 21** summarizes the Reimbursement Obligation and credits used by the Subdivider and Builder of each parcel.

## ADMINISTRATION OF NWRAA REIMBURSEMENTS

As described in this chapter, cash reimbursements will be payable to NWRAA developers who have advance funded eligible NWRAA Backbone Infrastructure in excess of their fair share of the cost for those facilities. As discussed, NWRAA developers first would obtain credits at least up to their fair share requirement, then would await cash reimbursement from NWRAA Reimbursement Obligation payments from other NWRAA developers.

**Table 19**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Credit Cash Flow Example [1]**

**Credits Allocated**  
**Across Plan Area**

Parcel	Period [2]				Total
	1	2	3	4	
<b>Credits Beginning Balance [3]</b>	<b>\$ 7,134,985</b>	<b>\$ 3,567,493</b>	<b>\$ 2,478,200</b>	<b>\$ 575,008</b>	<b>\$ 7,134,985</b>
<b>107 -- Commercial</b>					
Subdivision Map Reimbursement	\$ 1,827,299	-	-	-	\$ 1,827,299
Building Permit Reimbursement	-	\$ 1,827,299	-	-	\$ 1,827,299
<b>Subtotal [4]</b>	<b>\$ 1,827,299</b>	<b>\$ 1,827,299</b>	<b>-</b>	<b>-</b>	<b>\$ 3,654,599</b>
(Less Credit Used) [5]	(\$ 1,089,292)	(\$ 1,089,292)	-	-	(\$ 2,178,584)
<b>Amount Paid Net of Credits</b>	<b>\$ 738,007</b>	<b>\$ 738,007</b>	<b>-</b>	<b>-</b>	<b>\$ 1,476,014</b>
<b>108.1 -- Office and Commercial</b>					
Subdivision Map Reimbursement	\$ 3,192,626	-	-	-	\$ 3,192,626
Building Permit Reimbursement	-	-	\$ 3,192,626	-	\$ 3,192,626
<b>Subtotal [4]</b>	<b>\$ 3,192,626</b>	<b>-</b>	<b>\$ 3,192,626</b>	<b>-</b>	<b>\$ 6,385,251</b>
(Less Credit Used) [5]	(\$ 1,903,192)	-	(\$ 1,903,192)	-	(\$ 3,806,385)
<b>Amount Paid Net of Credits</b>	<b>\$ 1,289,433</b>	<b>-</b>	<b>\$ 1,289,433</b>	<b>-</b>	<b>\$ 2,578,867</b>
<b>110.1 -- Office</b>					
Subdivision Map Reimbursement	\$ 964,582	-	-	-	\$ 964,582
Building Permit Reimbursement	-	-	-	\$ 964,582	\$ 964,582
<b>Subtotal [4]</b>	<b>\$ 964,582</b>	<b>-</b>	<b>-</b>	<b>\$ 964,582</b>	<b>\$ 1,929,165</b>
(Less Credit Used) [5]	(\$ 575,008)	-	-	(\$ 575,008)	(\$ 1,150,016)
<b>Amount Paid Net of Credits</b>	<b>\$ 389,574</b>	<b>-</b>	<b>-</b>	<b>\$ 389,574</b>	<b>\$ 779,149</b>
<b>Total Credits Used</b>	<b>(\$ 3,567,493)</b>	<b>(\$ 1,089,292)</b>	<b>(\$ 1,903,192)</b>	<b>(\$ 575,008)</b>	<b>(\$ 7,134,985)</b>
<b>Credits - Ending Balance</b>	<b>\$ 3,567,493</b>	<b>\$ 2,478,200</b>	<b>\$ 575,008</b>	<b>-</b>	<b>-</b>
<b>Total Credits Used</b>	<b>\$ 3,567,493</b>	<b>\$ 1,089,292</b>	<b>\$ 1,903,192</b>	<b>\$ 575,008</b>	<b>\$ 7,134,985</b>
<b>Total Amount Paid by Developer</b>	<b>\$ 2,417,015</b>	<b>\$ 738,007</b>	<b>\$ 1,289,433</b>	<b>\$ 389,574</b>	<b>\$ 4,834,030</b>
<b>Total</b>	<b>\$ 5,984,508</b>	<b>\$ 1,827,299</b>	<b>\$ 3,192,626</b>	<b>\$ 964,582</b>	<b>\$ 11,969,015</b>

"method\_2"

[1] This method allows developers to use the share of credits available to them in a proportional amount to the amount of the reimbursement triggered by a reimbursement-triggering event.

[2] Assumes that a property owner has already used their "free" map that does not trigger payment of the NWRRA Reimbursement obligation.

[3] See **Table 18**.

[4] See **Table 14**. Fair share reimbursement obligation is split evenly between subdivider and builder

[5] See **Table 20**.

**Table 20**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Credit Allocation -- Evergreen (Placer Ranch)**

<b>Parcel</b>	<b>Reimbursement Fair Share Obligation</b>		<b>Allocated Credits [2]</b>		
	<b>Cost</b>	<b>Percent</b>	<b>Total</b>	<b>Subdivider</b>	<b>Builder</b>
				50%	50%
<b>Evergreen (Placer Ranch)</b>					
107 -- Commercial	\$ 3,654,599	31%	<b>\$ 2,178,584</b>	\$ 1,089,292	\$ 1,089,292
108.1 -- Office and Commercial	\$ 6,385,251	53%	<b>\$ 3,806,385</b>	\$ 1,903,192	\$ 1,903,192
110.1 -- Office	\$ 1,929,165	16%	<b>\$ 1,150,016</b>	\$ 575,008	\$ 575,008
<b>Total [1]</b>	<b>\$ 11,969,015</b>	<b>100%</b>	<b>\$ 7,134,985</b>	<b>\$ 3,567,493</b>	<b>\$ 3,567,493</b>

*"credit allocation"*

[1] See **Table 18** for total credits allocated to Evergreen (Placer Ranch)

[2] Example is for illustrative purposes only. Parcel allocated credits = Evergreen (Placer Ranch) total allocated credits \* parcel percent of reimbursement fair share obligation. Parcel credits are split evenly between subdivider and builder.

**Table 21**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Reimbursement Payment to City by Parcel -- Evergreen (Placer Ranch)**

	<b>Reimbursement Payment By Parcel</b>			
	<b>107</b>	<b>108.1</b>	<b>110.1</b>	<b>Total</b>
<b>Subdivider</b>				
Total Fair Share Obligation	\$ 1,827,299	\$ 3,192,626	\$ 964,582	<b>\$ 5,984,508</b>
Less Credits Used	(\$ 1,089,292)	(\$ 1,903,192)	(575,008)	<b>(\$ 3,567,493)</b>
<b>Amount Paid</b>	<b>\$ 738,007</b>	<b>\$ 1,289,433</b>	<b>\$ 389,574</b>	<b>\$ 2,417,015</b>
<b>Builder</b>				
Total Fair Share Obligation	\$ 1,827,299	\$ 3,192,626	\$ 964,582	<b>\$ 5,984,508</b>
Less Credits Used	(\$ 1,089,292)	(\$ 1,903,192)	(\$ 575,008)	<b>(\$ 3,567,493)</b>
<b>Amount Paid</b>	<b>\$ 738,007</b>	<b>\$ 1,289,433</b>	<b>\$ 389,574</b>	<b>\$ 2,417,015</b>
<b>Total</b>				
Total Fair Share Obligation	\$ 3,654,599	\$ 6,385,251	\$ 1,929,165	<b>\$ 11,969,015</b>
Less Credits Used	(\$ 2,178,584)	(\$ 3,806,385)	(\$ 1,150,016)	<b>(\$ 7,134,985)</b>
<b>Amount Paid</b>	<b>\$ 1,476,014</b>	<b>\$ 2,578,867</b>	<b>\$ 779,149</b>	<b>\$ 4,834,030</b>

*"method summary2"*

To obtain reimbursements, developers must enter into a reimbursement agreement with the City. Annually, after the City retains funding adequate to cover costs of administering the NWRAA Reimbursement Account, the City will zero out the NWRAA Reimbursement Obligation Fund. As described earlier in **Chapter V**, the City retains a fixed percent of the reimbursement payments from each property owner to cover the administration costs. This percent is equal to the estimated total administration costs as a percent of the estimated total reimbursement payments and will be recalculated as necessary as part of any Financing Plan update process.

Cash reimbursement payments will be payable by June 1 of the current calendar year based on the amount of cash available in the fund as of April 30 of the current calendar year. To be eligible for reimbursement, NWRAA Backbone Infrastructure facilities must have a notice of completion filed before April 30. If a notice of completion is filed after April 30, the NWRAA Backbone Infrastructure for which the notice was filed will be eligible for reimbursement in the following calendar year. It is important to note that cash reimbursements are an obligation of the NWRAA Reimbursement Obligation Fund and not an obligation of the City General Fund or other operating funds.

Cash reimbursements from the City to an eligible NWRAA developer will be payable on a first in—first out basis based on the filed notices of completion for NWRAA Backbone Infrastructure facilities identified in City-approved improvement plan sets. To be eligible for reimbursement, a NWRAA developer must have an executed reimbursement agreement with the City. As an example, SRI LLC will be the first party to be reimbursed from the NWRAA Reimbursement Obligation Fund because they were the first to complete eligible NWRAA Backbone Infrastructure.

Cash reimbursement amounts will be based on the lesser of actual costs or the estimated costs included in this Financing Plan Update 2006. If actual costs exceed the estimated costs used to determine the NWRAA Reimbursement Obligation, the City may consider requests to include the additional cost for reimbursement only if the NWRAA Reimbursement Obligations are updated with such higher actual costs.

In July of each calendar year, outstanding cash reimbursements owed to NWRAA developers will be automatically adjusted based on the CalTrans Price Index for Selected California Construction Items.

## **CITY DEVELOPMENT IMPACT FEE CREDITS/REIMBURSEMENTS**

As a result of funding NWRAA Backbone Infrastructure through the NWRAA Reimbursement Obligation, NWRAA developers will be entitled to fee

credits/reimbursements from the City. **Table 22** shows these fee credits/reimbursements by owner. The City will provide reimbursements (via fee credits) from the City's Traffic Impact Fee Fund for roadway improvements oversized for the benefit of the City generally.

## **CFD NO. 10 FOR SHEHADEH/TAYLOR LLC.**

As shown in **Table 23**, the Shehadeh/Taylor LLC Parcel 2 represents approximately 2.5 percent of the estimated total buildout maximum special tax for CFD No. 10. Applying this percentage to the estimated CFD No. 10 bond proceeds (at buildout) equates to approximately \$1.2 million. This estimate is based on several assumptions regarding the number of remaining bond sales as well as the interest rates of future CFD bond sales.

Another way to look at the Shehadeh/Taylor LLC portion of CFD No. 10 is to look at the Series 2005 bond sale. For the Series 2005 bond sale, the Shehadeh/Taylor LLC Parcel 2 represents approximately 5.2 percent of the estimated total Zone 1 maximum special tax for CFD No. 10. The Zone 1 special tax revenue provides adequate coverage for the Series 2005 bond sale. Applying this 5.2-percent amount to the Series 2005 CFD bonds and bond proceeds results in an estimated \$1.13 million amount for the Shehadeh/Taylor LLC Parcel 2.

Based on agreement between SRI LLC and Shehadeh/Taylor LLC, SRI LLC will seek reimbursement from CFD No. 10 bond proceeds for \$1.13 million in CFD-eligible NWRAA Backbone Infrastructure. Use of this \$1.13 million in CFD No. 10 bond proceeds will offset a portion of the NWRAA Reimbursement Obligation owed by Shehadeh/Taylor LLC. Consequently, Shehadeh/Taylor LLC ultimately owes \$1.13 million less into the NWRAA Reimbursement Account as shown in **Table 24**.

Commercial parcels 1 and 3, which are included throughout this report as SRI LLC properties, are participants in CFD No. 10. Please refer to **Table F-2** in **Appendix F** for the estimated CFD construction proceeds for commercial parcels 1 and 3.



**Table 22**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Road Credits/Reimbursements By Owner**

Owner/Property	Road Reimbursements
SRI LLC	\$ 562,613
Shehadeh/Taylor LLC. (SWP)	\$ 55,609
Orchard Creek (JBC)	\$ 198,777
Evergreen (Placer Ranch)	\$ 219,716
WJU Properties	\$ 110,658
<b>TOTAL</b>	<b>\$ 1,147,372</b>

*credits*

**Table 23**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Estimate of Shehadeh/Taylor LLC Property's Share of CFD No. 10 Bonds and Construction Proceeds**

Item		Amount	
		Est. Total Bonds [1], [2]	Series 2005 Bonds
<b>Estimated Maximum Special Tax Revenue</b>			
Parcel 2 (Shehadeh Property) Maximum Special Tax Revenue	<i>A</i>	\$84,100	\$84,100
Total Zone 1 Maximum Special Tax Revenue	<i>B</i>	\$3,357,609	\$1,611,819
<b>Shehadeh Percent of Total Maximum Special Tax Revenue</b>	<i>C = A/B</i>	<b>2.5%</b>	<b>5.2%</b>
<hr/>			
Total CFD Bonds	<i>D</i>	\$56,125,000	\$25,000,000
<b>Shehadeh's Share of CFD Bonds</b>	<i>E = C*D</i>	<b>\$1,405,796</b>	<b>\$1,304,427</b>
<hr/>			
Construction Proceeds from CFD Bond Sale	<i>F</i>	\$48,754,286	\$21,716,831
<b>Shehadeh's Share of Construction Proceeds</b>	<i>G = C*F</i>	<b>\$1,221,177</b>	<b>\$1,133,121</b>

*"shehadeh\_share"*

[1] Estimated total par amount of bonds based on Jan. 28, 2005, memorandum from Northcross, Hill, & Ach.

[2] Final total CFD bonds will depend on several factors including appraised value of property, time of final bond sale, CFD bond interest rates, and potential land use changes.

**Table 24**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Estimate of NWRRA Reimbursement Obligation From Shehadeh/Taylor LLC. after CFD No. 10**

Item		Amount
<b>Reimbursement Using Construction Proceeds</b>		
Total Backbone Infrastructure and Related Costs	A	\$2,792,826
Less: Estimated Construction Proceeds	B	\$1,133,121
<b>Net Reimbursement Due [1]</b>	<b>C = A-B</b>	<b>\$1,659,705</b>
		<i>"net_reimbursement"</i>

[1] Total does not reflect possible \$55,609 in roadway credits that may be available.

## VII. HIGHWAY 65 INTERCHANGE FUNDING

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The Development Agreement (DA) contains, in addition to requirements concerning the inclusion of typical backbone infrastructure and public facilities items, a requirement for a plan to finance the Highway 65—Sunset and Whitney Interchanges. This chapter will describe the main “deal points” regarding sources of funding, and timing requirements regarding construction of the Interchanges.

Because each of the proposed interchanges has yet to begin construction, the financing strategy for each may be subject to change depending on the availability and timing of planned funding sources. The Highway 65 Interchange funding strategy was created to be flexible to account for changing circumstances.

### INTERCHANGE FUNDING REQUIREMENT AND STATUS OF FUNDING SOURCES

The DA requires as a condition of approval of any development in the NWRAA that a financing plan be in place to finance both the Highway 65—Sunset and Whitney Interchanges (Implementation Section D.1.c). Further, the DA states that anticipated financing for the Interchanges will be a combination of Highway 65 JPA fees, the NWRAA Infrastructure CFD, and developer contributions.

### COSTS AND TIMING OF INTERCHANGE CONSTRUCTION

#### COSTS

Preliminary cost estimates of the interchanges are as follows:

- **Sunset Interchange**—\$32.0 million (2007 \$); and
- **Whitney Interchange**—\$22.7 million (2008 \$), which assumes \$4.0 million will come from the City’s citywide traffic impact fee program and \$18.7 million will come from NWRAA development.

Actual costs for the interchange improvements could be higher at time of construction.

#### TIMING

Discussions among the City, CalTrans, and SRI LLC have yielded agreement on the following timing requirements as stated in a September 30, 2002, letter from CalTrans to the City:

- Sunset Interchange must be constructed in advance of Whitney Interchange. On completion of Sunset Interchange, interim signalization at Highway 65 and Whitney Boulevard will be permitted. The Financing Plan originally assumed that the Sunset Interchange and Whitney signalization would start construction in 2005 and be completed by 2007; and
- Assuming the interim signal at Highway 65 and Whitney Boulevard is installed, the Whitney Interchange would have had to be under construction by July 1, 2009. Based on this requirement, the Financing Plan assumed that the Whitney Interchange would have to be under construction by July 1, 2009 and be completed by 2011.

Adherence to these timelines would ensure that the surface transportation impacts created by both existing development and proposed development in the NWRRAA would be adequately addressed. The City is beginning discussions with developers to plan construction of the Whitney Interchange and is not likely to pursue a request for a traffic signal at that location.

If Highway 65 Corridor commercial development is not ready to proceed when the Sunset Interchange is constructed, it is possible that the timing of the Whitney Interchange may be delayed. This decision will be made at the time the signalized intersection or other potential interim or other improvements at Whitney and Highway 65 are being considered. It is unlikely that the commercial properties will fund the signalized intersection or other interim improvements and subsequently will risk having the improvements removed or otherwise under-serving their property at a later date because the ultimate Whitney Interchange project cannot be funded. In its current work with the development community, the City will require completion of a technical study demonstrating that the Whitney Interchange could be financed in the required time frame.

## SUNSET INTERCHANGE

The Sunset Interchange will ultimately be fully funded through collection of Highway 65 JPA fees. The cash flow analysis in the Financing Plan demonstrated that if the proposed construction began in 2005, the project would require funding advances from several sources including the City and the Whitney Ranch development. All funding advances would be repaid when additional JPA fees were available.

The City and the County would be reimbursed for their funding advances. Whitney Ranch will be advancing Hwy 65 JPA fees that would otherwise be payable at building permit. The amount of the advance will be equal to all remaining Highway 65 JPA fees

for the Whitney Ranch residential development. Following the JPA fee advance, subsequent residential building permits will receive fee credits in lieu of the fee.

## WHITNEY INTERCHANGE

The financing plan for the Whitney Interchange is less certain at this time and is complicated by the following factors:

- The west connection to the Whitney Interchange is planned to be the connection of the Placer Parkway, though that design is not yet completed.
- The Whitney Interchange is not included in the Hwy 65 JPA fee program.
- Other than the NWRAA Financing Plan Whitney Interchange cost allocations/fee and \$4 million from the citywide traffic fee, there are no other identified funding sources at this time.
- Of the \$22.7 million Whitney Interchange Phase 1 cost, \$4 million will be funded from the City's traffic impact fee, with the remaining \$18.7 million shared assuming 30 percent (presently \$5.6 million) will be funded by the Whitney Ranch area and 70 percent (presently \$13.1 million) will be funded by the Highway 65 area. The percentage cost share for remaining costs between the respective areas is based on the Select-Link Analysis for the Whitney Interchange, which is the traffic analysis completed by Fehr & Peers for the NWRAA development project.
- As a policy decision for economic development reasons, the City may advance fund up to 15 percent of the Whitney Interchange cost.

The Whitney Interchange cash flow assumes the City would advance up to 15 percent of the interchange cost to help fund the Whitney Interchange. This advance would be repaid from future developments that have not advanced their obligation to fund the interchange at the time of interchange construction. Repayment could be delayed or waived based on the City's economic development considerations outlined above in the sole and exclusive discretion of the City. Any such decision must be made by the Rocklin City Council.

- Fee revenues from commercial development in the Highway 65 area may not be available at the time of construction given the anticipated slow absorption of commercial property. The Hwy 65 commercial area will need to advance a significant portion of their Whitney Interchange fees through either private capital or a Mello-Roos CFD, if permitted by the City.
- The timing and amount of participation from other interests including the County and the State of California will depend on other considerations such as

the availability of funding and ultimate construction of the proposed Placer Parkway project.

The Whitney Interchange Fee funding arrangements cannot be considered fully resolved at this time because of the factors identified above and the extended timelines associated with the construction of interchange projects. The City and other agencies will need to continue working together to finalize the timeline and funding responsibilities for the Whitney Interchange. However, the Financing Plan sets out the following requirements of the development projects in the NWRAA to assist in funding the Whitney Interchange.

- All development projects will be required to pay their Whitney Interchange fee obligation at building permit, unless the fee had been previously advanced.
- The Whitney Ranch project, under the terms of the DA, will provide on request by the City the entire Whitney Interchange fee obligation less an adjustment for fees previously paid or advanced.
- The Highway 65 development projects will be required to advance the remaining costs of the Whitney Interchange. If they are unable to provide the required advance funding, and no other funding sources are available, construction of the interchange would be delayed, and development may be restricted until the interchange is completed.
- The City may adjust the timing of required reimbursements for backbone infrastructure from the Highway 65 development projects to the Whitney Ranch project developers to facilitate funding of the Whitney Interchange.

## FUNDING SOURCES FOR INTERCHANGE CONSTRUCTION

The following funding sources are proposed for the Sunset and Whitney Interchanges:

1. **Highway 65 JPA Fees**—Fees on a per-EDU basis are collected from development occurring in the JPA's Benefit Districts, including the NWRAA. JPA-wide fee revenue will contribute to construction of the Sunset Interchange. The available Highway 65 JPA revenue fund balance at time of construction will be used to fund the interchange. The Financing Plan 2008 Update assumes there will be no funding for the Whitney Interchange from Highway 65 JPA fees;
2. **City of Rocklin Funding Advances**—The City has agreed to advance \$2.0 million for construction of the Sunset Interchange. The City will be reimbursed for its advances out of JPA fee revenue after completion of the Sunset Interchange. Once that \$2.0 million has been repaid, the City will consider, in its sole discretion, advancing additional funds for construction of the Whitney

Interchange. The City will fund \$4 million of the Whitney Interchange cost through its Traffic Impact Fee Program;

3. **County Funding Advance**—Estimated reimbursable advance from the County in the amount of \$2.0 million for the Sunset Interchange, which has not been committed to at this time. the County will be reimbursed for their advances out of JPA fee revenue after completion of the Sunset Interchange; and
4. **NWRAA Infrastructure CFD/Other Advances**—Additional NWRAA sources may include the following financing mechanisms:
  - a. **Cash advances of JPA or Whitney Interchange Fees**—Private developers may be required to provide cash advances to fund adequately the interchanges construction. Any cash advances would be treated as cash advances of Highway 65 JPA or Whitney Interchange Fees and would correspondingly be credited against the appropriate fee program.
  - b. **CFD Bond Proceeds** - A portion of construction proceeds from a NWRAA Infrastructure CFD could be used to fund shortfalls in funding after Highway 65 JPA fees and contributions from Rocklin and the County and the proposed Whitney Interchange Fee Program have been applied. At SRI LLC's discretion, bond proceeds from CFD No. 10 may also be used to advance fund any other shortfalls in addition to the shortfalls identified in the original Financing Plan cash flow.

The Financing Plan included a cash flow analysis that assumed a portion of CFD construction proceeds would be used to fund shortfalls in the interchange funding cash flows. Although modeled this way, the City may not allow CFD proceeds be used to prepay fees to fund the Sunset and Whitney interchanges. If CFD proceeds are insufficient or not permitted to fund the required advances, the City will require private funding advances to make up any difference between the required amount and amount available from CFD proceeds.

If the City permits CFD advances, such advances made from infrastructure CFD construction proceeds will be treated as advances of Highway 65 JPA or Whitney Interchange Fee Program fees and credited against the appropriate fee program.

- c. **Loan from the Whitney Interchange Fee Program**—The original Financing Plan cash flows anticipated that funding of the Sunset Interchange would require a loan from the Whitney Interchange Fee Program. At present, the Whitney Interchange is now envisioned to be constructed sooner than originally anticipated; consequently, it is unlikely that the City will be able to lend money to help fund the Sunset Interchange.



## VIII. DEVELOPMENT IMPACT FEES

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This chapter identifies development impact fees that are applicable to NWRAA development. As shown in **Table 25**, development impact fees applicable to NWRAA development can be organized into the following categories:

- City fees;
- The County and Other Agency fees; and
- NWRAA Plan Area fees (administered by the City).

### CITY FEES

As shown in **Table 23**, the City has several building permit, plan check, and other development impact fees that are applicable to all types of NWRAA development. In most cases, the amount of the fees is collected on a per-dwelling-unit or per-building-square-foot basis and varies by the type of land use.

### COUNTY AND OTHER AGENCY FEES

In addition to City fees, the County and other agencies also have development impact fees that are applicable to NWRAA development. School mitigation fees are collected by the RUSD. South Placer Municipal Utility District (SPMUD) fees are collected for sewer facilities and the PCWA fee is for water facilities. The Highway 65 Interchange Fee goes to the Highway 65 JPA to fund interchanges along Highway 65.

### NWRAA PLAN AREA FEES

The City has created two specific development impact fees for the NWRAA area—the Northwest Rocklin Community Park Fee and the Whitney Interchange Fee. These fees were established via Ordinance 884 in April of 2004. Since that time, the City updated the fees in 2005. With this Financing Plan 2008 Update, the City is once again updating the fees.

The Northwest Rocklin Community Park and Whitney Interchange fees have been determined by allocating the cost of these improvements to the land uses that receive benefit from such facilities. Although the factors used to allocate the costs differ between the two facilities, the concept is the same. The public facility's costs are allocated to the new development that will benefit from the facilities.

**Table 25**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**List of all Development Impact Fees for Northwest Rocklin Annexation Area [1]**

Fee	Single- Family	Multi- Family	Commercial
<b>City of Rocklin</b>			
Building Permit	X	X	X
Plan Check	X	X	X
Strong Motion Instrumentation Fee	X	X	X
Disabled Access Plan Check Fee	X	X	X
Construction Tax	X	X	X
Public Facilities Impact Fee	X	X	X
Traffic Fee	X	X	X
Highway 65 Interchange Improvement Fee	X	X	X
South Placer Regional Traffic Fee	X	X	X
DC Watershed Drainage Fee	X	X	X
Placer County Capital Facilities Fee	X	X	X
<b>Placer County and Other Agencies</b>			
School Mitigation Fee	X	X	X
SPMUD Sewer Fee	X	X	X
PCWA Water Fee	X	X	X
<b>Northwest Rocklin Annexation Area Plan Area Fees</b>			
Northwest Rocklin Community Park Fee	X	X	X
Whitney Interchange Fee	X	X	X

*"fees"*

[1] Note this may not include all fees and permits that may be collected by the public agencies for development of property in the NWRAA.

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

Public facility costs are allocated to benefiting land uses using common use factors. Common use factors measure the relative benefit received by one land use for a given facility to that received by another land use. The utilization of common use factors is summarized below.

## METHODOLOGY

The cost allocation methodology is designed to ensure each type of new development pays for its fair share of community park and Whitney Interchange costs. This section describes how costs have been allocated and fees have been determined for the community park and Whitney Interchange facilities.

A dwelling unit equivalent (DUE) is a common use factor that allows improvement costs to be allocated to each benefiting land use (e.g., developable residential and nonresidential land uses). A DUE is defined as the amount of facility use for each land use type relative to a single-family unit, so the DUE for a single-family unit is 1.0.

The methodology for calculating the community park and Whitney Interchange fees includes the following steps:

1. Determine amount of new development occurring in the NWRAA.
2. Determine the new community park and Whitney Interchange facilities needed to serve the new development and the cost of such facilities. Include the appropriate administrative cost to the estimated facilities costs.
3. Determine the appropriate common use factors by which to allocate the total facility cost to each land use type.
4. Multiply the common use factors by the number of projected residential units or nonresidential square footage to determine how much of each land use category will benefit from the new facilities, and determine the percentage spread of total use across the land use categories.

5. Allocate the total facility costs across land uses using the percentage spread of total use determined in previous step.
6. Divide the total cost of new facilities in each land use category by the total projected residential units and nonresidential square feet to determine the per unit fees for residential uses, and the per square foot fee for nonresidential development.

The above process was followed to determine a separate community park fee and a separate Whitney Interchange fee.

### **Northwest Rocklin Community Park Fee**

The community park fee update accounts for the following changes:

- Updated land use estimates;
- Updated park cost estimates; and
- Revised allocation assumptions.

**Table 26** summarizes the community park fee by land use category. The fee is based on the park construction cost per unit and an additional administration cost calculated as 4 percent of the construction cost. **Appendix B Tables B-1** through **B-4** detail the updated community park fee and are summarized below.

**Table B-1** summarizes the estimated park construction costs by phase. **Table B-2** provides the detail for these costs. This cost detail was obtained from SRI LLC. The costs shown in **Tables B-1** and **B-2** exclude administration costs, which are included in the fee calculations in **Table 26**.

**Table B-3** estimates the park construction cost per unit and per acre for the various land uses. To arrive at the per-unit and per-acre costs, the total park construction costs first are allocated among the land uses based on the relative amount of park usage that will be generated by each land use, and then the costs per unit or acre are estimated, as detailed below:

1. The overall costs are allocated to each land use based on the GDP development and park usage assumptions for each land use; and
2. For each land use, the cost per unit or acre is calculated as the total cost allocated to the land use divided by the GDP units or acres for the land use.

**Table 26  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Community Park Fee Summary**

Land Use	Basis	Cost per Unit/Acre		Fee per Unit/Acre
		Construction Cost	Administration Cost	
			4%	
<b>Whitney Ranch</b>				
Single-Family	per unit	\$ 3,676	\$ 147	\$ 3,823
PD-20	per unit	\$ 2,124	\$ 85	\$ 2,209
PD-BP	per acre	\$ 11,593	\$ 464	\$ 12,057
PD-C	per acre	\$ 6,763	\$ 271	\$ 7,033
<b>Highway 65 Corridor</b>				
BP	per acre	\$ 11,593	\$ 464	\$ 12,057
C	per acre	\$ 6,763	\$ 271	\$ 7,033
BP/C	per acre	\$ 6,763	\$ 271	\$ 7,033

*"cp fee summary"*

Note that the costs per unit or per acre are shown by land use, whereas these costs were shown for each owner in a land use in the 2004 Financing Plan. This change was made to be consistent with the City's Northwest Rocklin Community Park Fee Schedule.

**Table B-4** estimates the population per dwelling unit in the City. These population factors are used in **Table B-3** to estimate demand for park usage and to allocate the community park costs to the different land uses.

#### SRI LLC Community Park Fee Credits

Because SRI LLC has advance funded Community Park costs, SRI LLC is entitled to fee credits against the NWRAA Community Park fee. **Table 27** shows the total current NWRAA Community Park reimbursement owed to SRI LLC. **Table 27** also shows that SRI LLC or its merchant builders or other affiliates have already reduced the total reimbursement balance (through fee credits at building permit) by approximately \$2.0 million. Given the remaining reimbursement amount of \$8.8 million and the current NWRAA Community Park fee amount of \$3,676 per single-family unit (excluding the administrative portion of the fee), it would take another approximately 2,384 single-family units before the SRI LLC NWRAA Community Park reimbursement balance is drawn down to zero.

#### **Whitney Interchange Fee**

The Whitney Interchange costs were allocated to each land use using a slightly different methodology. Although the concept is the same, the factors used are based on a traffic analysis model entitled the Select-Link Analysis. The Select-Link Analysis, which was performed by Fehr & Peers traffic engineers, first allocated the Whitney Interchange costs to each NWRAA property ownership group. As shown in **Table C-1**, the total projected cost of the interchange in 2008 dollars is \$22.7 million. Of that amount, \$18.7 million was allocated to the NWRAA. **Table C-2** shows the allocation of the NWRAA portion to Whitney Ranch and the Highway 65 Corridor. Approximately, \$5.6 million (30 percent) was allocated to Whitney Ranch and \$13.1 million was allocated to the Highway 65 area. The remaining \$4.0 million has been allocated to traffic generated from outside the NWRAA as a regional impact. This latter amount will be funded through the City's traffic impact fee.

Once the total cost allocation for a given ownership group (group of parcels) was determined by Select-Link, the costs were further allocated by land use in a given ownership group to derive the fee by land use in each ownership group (see **Table C-3**). For example, the \$6.4 million allocated to Orchard Creek (JBC) was allocated to the specific Orchard Creek (JBC) land uses using the common use factor of average daily trips per land use.

**Table 27**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Estimated NWRRA Community Park Reimbursement to SRI LLC.**

Item		Amount
Reimbursable Phase 1 Community Park Costs	A	\$10,764,249
Less Reimbursement received by SRI LLC. Through NWRRA Community Park Fee Credits [1]	B	(\$2,000,481)
Remaining Reimbursement owed to SRI LLC.	C = A - B	\$8,763,768
Remaining Reimbursement owed to SRI LLC.		\$8,763,768
Rate per single-family building permit [2]		\$3,676
Remaining single-family building permits that could receive 100% fee credit [3]		2,384

*"sri\_park\_reimb"*

[1] Based on credits received through December 2007.

[2] Excluding administration portion of the fee.

[3] Does not take into consideration fee credits that could be issued for remaining multifamily development.

DUE factors based on average daily trips per land use were calculated by TLA and included in Table III of the 2004 TLA Technical Supplement. These DUE factors were used for the more detailed Whitney Interchange cost allocations in an ownership group as described above. **Table C-3** shows the DUE factors used to allocate Whitney Interchange costs to each land use in a given ownership group.

**Table C-4** provides the backup for reassigning SWP costs to SRI LLC based on ownership changes of two parcels. The resulting allocation of costs to SRI LLC and SWP is shown in the bottom portion of the table and in **Table C-2**.



## IX. SERVICES FINANCING

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NWRAA development is subject to City funding mechanisms that have been established to fund a portion of the ongoing operations and maintenance costs for the NWRAA. This chapter briefly describes these services and the means by which they are to be financed.

### SERVICES TO BE FUNDED

The DA requires funding for the following services:

- Neighborhood and community park maintenance; and
- Fire protection and emergency medical services.

In addition to the above, the NWRAA developers intend to fund the following services:

- Open space maintenance;
- Street landscape maintenance;
- Street lighting; and
- Detention and retention basin maintenance.

Funding for these services in the NWRAA will come from fees, special taxes, assessments, or other revenue derived from parcels in the NWRAA. Other services provided to the NWRAA will be funded through the City's General Fund or other appropriate funds.

### SOURCES OF FUNDING FOR IDENTIFIED SERVICES

Park, open space, and other maintenance as well as fire protection and emergency medical services are funded through the following CFDs:

- Rocklin CFD No. 1 (funds fire protection and emergency medical services);
- Rocklin CFD No. 5 (funds neighborhood parks, lighting and landscaping, detention/retention basins, and open space maintenance; and
- Landscaping and Lighting District 2 (L&L2) (funds maintenance of street lights, safety lighting, and roadway landscaping).

The City will require NWRAA developments annex into these CFDs and L&L2. In cases where the special taxes are not already identified, special tax rates will need to be developed to generate revenue needed to provide identified services. The following

table shows the most recent (2007–08) maximum special tax and assessment rates for NWRAA developments (Whitney Ranch) that have been annexed into the city CFDs and L&L2. The maximum special tax rates for fire and emergency medical services (CFD 1) are subject to an annual 3-percent escalation. The maximum special tax rates for CFD No. 5 were established when the Whitney Ranch project annexed into CFD No. 5 and are subject to a 4-percent escalation factor. The maximum base assessments for L&L2 were established when Whitney Ranch Phase I annexed into the district and are subject to a 4-percent escalation factor.

The annual special tax and assessments are levied on each applicable parcel in a manner consistent with each district’s rate and method of apportionment of special tax or assessment to ensure that sufficient operating revenue is available to fund all facilities and services. Except as otherwise identified, the City provides administration for the proposed services–funding mechanisms.

Land Use	Maximum Special Tax per Unit or per Acre		
	Fire Protection and Emergency Medical Services (Annex. to CFD #1)	Neighborhood and Community Park and Other Maintenance Services (Annex. to CFD #5)	Lighting and Landscaping Maintenance (Annex. to CFD #2)
<b>Residential (per unit)</b>			
Single-Family Detached	\$229.47	\$359.15	\$134.08
Condominiums	\$229.47	\$359.15	\$134.08
Multifamily (up to 4 units)	\$344.21	\$226.26	\$84.46
Multifamily (5 units or more)	\$721.20	\$226.26	\$84.46
<b>Nonresidential (per acre)</b>			
All Comm. (except Light Ind.)	\$300.50	\$1,077.45	\$710.55
Light Industrial	\$360.60	\$1,077.45	\$920.74

## APPENDICES

- APPENDIX A: REIMBURSEMENTS FAIR SHARE VERSUS  
CONSTRUCTION AMOUNT PAID
- APPENDIX B: COMMUNITY PARK FEE
- APPENDIX C: WHITNEY INTERCHANGE FEE
- APPENDIX D: NWRAA BACKBONE INFRASTRUCTURE  
REIMBURSEMENT AGREEMENT
- APPENDIX E: PLANNING AND CITY ADMINISTRATION  
COST ALLOCATION
- APPENDIX F: NWRAA REIMBURSEMENT  
OBLIGATION FOR PARCELS 1 AND 3

## APPENDIX A

### REIMBURSEMENTS FAIR SHARE VERSUS CONSTRUCTION AMOUNT PAID

Table A-1      Reimbursements Fair Share vs. Construction Amount Paid (3 pages)... A-1

Table A-1  
NWRAA Public Facilities Financing Plan 2008 Update  
Reimbursements Fair Share vs. Construction Amount Paid

Item	Description	Total Cost	Constructed by	Constructing Entity Construction Amount Paid [1]					Fair Share Obligation					Difference				
				SRI LLC [3]	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/Taylor LLC. (SWP)	WJU	SRI LLC	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/Taylor LLC. (SWP)	WJU	SRI LLC	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/Taylor LLC. (SWP)	WJU
<b>Constructed Infrastructure and Expended Costs</b>																		
Roads		\$ 15,561,007	SRI LLC	\$ 15,561,007	-	-	-	-	\$ 9,076,929	\$ 2,457,539	\$ 2,204,040	\$ 1,120,032	\$ 702,467	\$ 6,484,078	(\$ 2,457,539)	(\$ 2,204,040)	(\$ 1,120,032)	(\$ 702,467)
Water (net of PCWA credits)		\$ 5,742,585	SRI LLC	\$ 5,742,585	-	-	-	-	\$ 5,693,187	-	-	\$ 49,398	-	\$ 49,398	-	-	(\$ 49,398)	-
Sewer		\$ 7,884,452	SRI LLC	\$ 7,884,452	-	-	-	-	\$ 6,408,339	\$ 693,928	\$ 653,194	\$ 128,991	-	\$ 1,476,114	(\$ 693,928)	(\$ 653,194)	(\$ 128,991)	-
Planning and City Administration		\$ 1,535,880	SRI LLC	\$ 1,535,880	-	-	-	-	\$ 1,244,054	\$ 110,904	\$ 158,276	\$ 22,646	-	\$ 291,826	(\$ 110,904)	(\$ 158,276)	(\$ 22,646)	-
Survey and Other		\$ 685,858	SRI LLC	\$ 685,858	-	-	-	-	\$ 504,784	\$ 47,969	\$ 68,459	\$ 10,007	\$ 54,640	\$ 181,074	(\$ 47,969)	(\$ 68,459)	(\$ 10,007)	(\$ 54,640)
<b>Subtotal Phase 1</b>		<b>\$ 31,409,783</b>		<b>\$ 31,409,783</b>	-	-	-	-	<b>\$ 22,927,293</b>	<b>\$ 3,310,340</b>	<b>\$ 3,083,969</b>	<b>\$ 1,331,074</b>	<b>\$ 757,106</b>	<b>\$ 8,482,490</b>	<b>(\$ 3,310,340)</b>	<b>(\$ 3,083,969)</b>	<b>(\$ 1,331,074)</b>	<b>(\$ 757,106)</b>
<b>Remaining Roads</b>																		
			<i>Example</i>															
R2.3	4-lane Arterial, core	\$ 2,737,346	SRI LLC	\$ 2,737,346	-	-	-	-	\$ 2,464,927	\$ 82,120	\$ 109,494	\$ 26,057	\$ 54,747	\$ 272,418	(\$ 82,120)	(\$ 109,494)	(\$ 26,057)	(\$ 54,747)
R2.12	4-lane, Community Corridor, core	\$ 1,858,534	SRI LLC	\$ 1,858,534	-	-	-	-	\$ 1,202,775	\$ 223,024	\$ 278,780	\$ 79,613	\$ 74,341	\$ 655,758	(\$ 223,024)	(\$ 278,780)	(\$ 79,613)	(\$ 74,341)
R2.13	4-lane, Community Corridor, core	\$ 1,071,764	SRI LLC	\$ 1,071,764	-	-	-	-	\$ 965,103	\$ 32,153	\$ 42,871	\$ 10,202	\$ 21,435	\$ 106,661	(\$ 32,153)	(\$ 42,871)	(\$ 10,202)	(\$ 21,435)
T2	TRAFFIC SIGNAL, core	\$ 215,665	SRI LLC	\$ 215,665	-	-	-	-	\$ 139,778	\$ 19,410	\$ 25,880	\$ 13,344	\$ 17,253	\$ 75,887	(\$ 19,410)	(\$ 25,880)	(\$ 13,344)	(\$ 17,253)
R3.4	4-lane, Community Corridor, core	\$ 2,772,463	SRI LLC	\$ 2,772,463	-	-	-	-	\$ 1,918,331	\$ 304,971	\$ 360,420	\$ 105,567	\$ 83,174	\$ 854,132	(\$ 304,971)	(\$ 360,420)	(\$ 105,567)	(\$ 83,174)
R3.5	4-lane, Community Corridor, core	\$ 5,739,140	SRI LLC	\$ 5,739,140	-	-	-	-	\$ 3,971,044	\$ 631,305	\$ 746,088	\$ 218,528	\$ 172,174	\$ 1,768,096	(\$ 631,305)	(\$ 746,088)	(\$ 218,528)	(\$ 172,174)
T3	TRAFFIC SIGNAL, core	\$ 729,268	SRI LLC	\$ 729,268	-	-	-	-	\$ 479,248	\$ 80,219	\$ 102,098	\$ 31,239	\$ 36,463	\$ 250,020	(\$ 80,219)	(\$ 102,098)	(\$ 31,239)	(\$ 36,463)
R4.7	6-lane Arterial, core	\$ 1,724,036	SRI LLC	\$ 1,724,036	-	-	-	-	\$ 402,331	\$ 586,172	\$ 379,288	\$ 114,880	\$ 241,365	\$ 1,321,706	(\$ 586,172)	(\$ 379,288)	(\$ 114,880)	(\$ 241,365)
R4.8	6-lane Arterial, core	\$ 2,478,709	SRI LLC	\$ 2,478,709	-	-	-	-	\$ 1,181,678	\$ 396,593	\$ 446,168	\$ 330,335	\$ 123,935	\$ 1,297,031	(\$ 396,593)	(\$ 446,168)	(\$ 330,335)	(\$ 123,935)
R4.9	4-lane Arterial, core	\$ 3,574,103	SRI LLC/ Orchard	\$ 1,787,052	\$ 1,787,052	-	-	-	\$ 449,340	\$ 2,752,059	\$ 250,187	\$ 51,034	\$ 71,482	\$ 1,337,711	(\$ 965,008)	(\$ 250,187)	(\$ 51,034)	(\$ 71,482)
T4	TRAFFIC SIGNAL, core	\$ 260,865	SRI LLC	\$ 260,865	-	-	-	-	\$ 136,402	\$ 46,956	\$ 41,738	\$ 14,899	\$ 20,869	\$ 124,463	(\$ 46,956)	(\$ 41,738)	(\$ 14,899)	(\$ 20,869)
T4p	Pedestrian signal, core	\$ 212,333	SRI LLC	\$ 212,333	-	-	-	-	\$ 141,661	\$ 23,357	\$ 27,603	\$ 9,096	\$ 10,617	\$ 70,672	(\$ 23,357)	(\$ 27,603)	(\$ 9,096)	(\$ 10,617)
			Evergreen															
R5.1	4-lane Arterial, core	\$ 5,019,346	(Placer Ranch)	-	-	\$ 5,019,346	-	-	\$ 482,871	\$ 501,935	\$ 3,162,188	\$ 119,450	\$ 752,902	(\$ 482,871)	(\$ 501,935)	\$ 1,857,158	(\$ 119,450)	(\$ 752,902)
R5.2	4-lane Arterial, core	\$ 4,216,504	WJU	-	-	-	-	\$ 4,216,504	\$ 214,880	\$ 295,155	\$ 1,054,126	\$ 80,276	\$ 2,572,068	(\$ 214,880)	(\$ 295,155)	(\$ 1,054,126)	(\$ 80,276)	\$ 1,644,437
T5	TRAFFIC SIGNAL, core	\$ 612,625	SRI LLC	\$ 612,625	-	-	-	-	\$ 142,965	\$ 208,292	\$ 134,777	\$ 40,822	\$ 85,767	\$ 469,659	(\$ 208,292)	(\$ 134,777)	(\$ 40,822)	(\$ 85,767)
<b>Subtotal Remaining Roads</b>		<b>\$ 33,222,700</b>		<b>\$ 22,199,798</b>	<b>\$ 1,787,052</b>	<b>\$ 5,019,346</b>	-	<b>\$ 4,216,504</b>	<b>\$ 14,293,335</b>	<b>\$ 6,183,723</b>	<b>\$ 7,161,706</b>	<b>\$ 1,245,343</b>	<b>\$ 4,338,594</b>	<b>\$ 7,906,463</b>	<b>(\$ 4,396,671)</b>	<b>(\$ 2,142,360)</b>	<b>(\$ 1,245,343)</b>	<b>(\$ 122,089)</b>
<b>Remaining Water (net of PCWA credits)</b>																		
2.3	12" Water	\$ 723,548	SRI LLC	\$ 723,548	-	-	-	-	\$ 723,548	-	-	-	-	-	-	-	-	-
2.4	12" PRESSURE REDUCING STATION	\$ 216,680	SRI LLC	\$ 216,680	-	-	-	-	\$ 216,680	-	-	-	-	-	-	-	-	-
3.6	36" Water	\$ 654,353	SRI LLC	\$ 654,353	-	-	-	-	\$ 654,353	-	-	-	-	-	-	-	-	-
3.8b	36" Water - laterals to tank	\$ 572,425	SRI LLC	\$ 572,425	-	-	-	-	\$ 572,425	-	-	-	-	-	-	-	-	-
3.1	12" Water	\$ 434,129	SRI LLC	\$ 434,129	-	-	-	-	\$ 434,129	-	-	-	-	-	-	-	-	-
4.9	12" Water	\$ 902,531	SRI LLC	\$ 902,531	-	-	-	-	\$ 398,901	\$ 503,630	-	-	-	\$ 503,630	(\$ 503,630)	-	-	-
4.10b	36" Water	\$ 960,680	SRI LLC	\$ 960,680	-	-	-	-	\$ 845,859	-	-	\$ 114,820	-	\$ 114,820	-	-	(\$ 114,820)	-
			Evergreen															
4.14	36" low pressure zone water line	\$ 652,537	(Placer Ranch)	-	-	\$ 652,537	-	-	-	\$ 268,849	\$ 383,688	-	-	-	(\$ 268,849)	\$ 268,849	-	-
			Evergreen															
5.10	18" Water	\$ 1,463,102	(Placer Ranch)	-	-	\$ 1,463,102	-	-	-	\$ 602,806	\$ 860,296	-	-	-	(\$ 602,806)	\$ 602,806	-	-
<b>Subtotal Remaining Water (net of PCWA credits)</b>		<b>\$ 6,579,985</b>		<b>\$ 4,464,346</b>	-	<b>\$ 2,115,639</b>	-	-	<b>\$ 3,845,896</b>	<b>\$ 1,375,284</b>	<b>\$ 1,243,984</b>	<b>\$ 114,820</b>	-	<b>\$ 618,450</b>	<b>(\$ 1,375,284)</b>	<b>\$ 871,655</b>	<b>(\$ 114,820)</b>	-

**Table A-1**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Reimbursements Fair Share vs. Construction Amount Paid**

Item	Description	Total Cost	Constructed by	Constructing Entity					Fair Share Obligation					Difference				
				Construction Amount Paid [1]														
				SRI LLC [3]	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/ Taylor LLC. (SWP)	WJU	SRI LLC	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/ Taylor LLC. (SWP)	WJU	SRI LLC	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/ Taylor LLC. (SWP)	WJU
<b>Remaining Offsite Sewer</b>																		
W1.3	10" Sanitary Sewer	\$ 296,519	SRI LLC	\$ 296,519	-	-	-	-	-	\$ 296,519	-	-	-	-	-	-	-	
W1.4	6" Sanitary Sewer	\$ 22,362	SRI LLC	\$ 22,362	-	-	-	-	-	\$ 22,362	-	-	-	-	-	-	-	
E1.1	8" Sanitary Sewer	\$ 123,956	SRI LLC	\$ 123,956	-	-	-	-	-	\$ 123,956	-	-	-	-	-	-	-	
E1.2	6" Sanitary Sewer	\$ 83,059	SRI LLC	\$ 83,059	-	-	-	-	-	\$ 83,059	-	-	-	-	-	-	-	
E1.3	6" Sanitary Sewer	\$ 127,783	SRI LLC	\$ 127,783	-	-	-	-	-	\$ 127,783	-	-	-	-	-	-	-	
E1.4	6" Sanitary Sewer	\$ 143,756	SRI LLC	\$ 143,756	-	-	-	-	-	\$ 143,756	-	-	-	-	-	-	-	
E1.5	6" Sanitary Sewer	\$ 43,127	SRI LLC	\$ 43,127	-	-	-	-	-	\$ 43,127	-	-	-	-	-	-	-	
E1.6	8" Sanitary Sewer	\$ 24,791	SRI LLC	\$ 24,791	-	-	-	-	-	\$ 24,791	-	-	-	-	-	-	-	
E1.11	12" Sanitary Sewer	\$ 26,100	SRI LLC	\$ 26,100	-	-	-	-	-	\$ 26,100	-	-	-	-	-	-	-	
E1.12	10" Sanitary Sewer	\$ 28,700	SRI LLC	\$ 28,700	-	-	-	-	-	\$ 28,700	-	-	-	-	-	-	-	
E1.13	10" Sanitary Sewer	\$ 237,800	SRI LLC	\$ 237,800	-	-	-	-	-	\$ 237,800	-	-	-	-	-	-	-	
E1.14	10" Sanitary Sewer	\$ 41,000	SRI LLC	\$ 41,000	-	-	-	-	-	\$ 41,000	-	-	-	-	-	-	-	
E1.15	8" Sanitary Sewer	\$ 62,580	SRI LLC	\$ 62,580	-	-	-	-	-	\$ 62,580	-	-	-	-	-	-	-	
E1.16	8" Sanitary Sewer	\$ 94,207	SRI LLC	\$ 94,207	-	-	-	-	-	\$ 94,207	-	-	-	-	-	-	-	
W1.12	8" Sanitary Sewer	\$ 145,420	SRI LLC	\$ 145,420	-	-	-	-	-	\$ 145,420	-	-	-	-	-	-	-	
2.1	10" Sanitary Sewer	\$ 282,408	SRI LLC	\$ 282,408	-	-	-	-	-	\$ 282,408	-	-	-	-	-	-	-	
2.2	10" Sanitary Sewer	\$ 78,405	SRI LLC	\$ 78,405	-	-	-	-	-	\$ 78,405	-	-	-	-	-	-	-	
2.3	6" Sanitary Sewer	\$ 55,905	SRI LLC	\$ 55,905	-	-	-	-	-	\$ 55,905	-	-	-	-	-	-	-	
2.4	8" Sanitary Sewer	\$ 140,484	SRI LLC	\$ 140,484	-	-	-	-	-	\$ 140,484	-	-	-	-	-	-	-	
2.5	8" Sanitary Sewer	\$ 41,319	SRI LLC	\$ 41,319	-	-	-	-	-	\$ 41,319	-	-	-	-	-	-	-	
3.1	8" Sanitary Sewer	\$ 26,444	SRI LLC	\$ 26,444	-	-	-	-	-	\$ 26,444	-	-	-	-	-	-	-	
3.2	8" Sanitary Sewer	\$ 44,624	SRI LLC	\$ 44,624	-	-	-	-	-	\$ 44,624	-	-	-	-	-	-	-	
3.4	10" Sanitary Sewer	\$ 187,371	SRI LLC	\$ 187,371	-	-	-	-	-	\$ 187,371	-	-	-	-	-	-	-	
3.5	10" Sanitary Sewer	\$ 318,349	SRI LLC	\$ 318,349	-	-	-	-	-	\$ 318,349	-	-	-	-	-	-	-	
3.6	8" Sanitary Sewer	\$ 118,998	SRI LLC	\$ 118,998	-	-	-	-	-	\$ 118,998	-	-	-	-	-	-	-	
3.7	8" Sanitary Sewer	\$ 46,277	SRI LLC	\$ 46,277	-	-	-	-	-	\$ 46,277	-	-	-	-	-	-	-	
3.8	8" Sanitary Sewer	\$ 251,218	SRI LLC	\$ 251,218	-	-	-	-	-	\$ 251,218	-	-	-	-	-	-	-	
3.9	6" Sanitary Sewer	\$ 178,897	SRI LLC	\$ 178,897	-	-	-	-	-	\$ 178,897	-	-	-	-	-	-	-	
4.0	8" Sanitary Sewer	\$ 33,055	SRI LLC	\$ 33,055	-	-	-	-	-	\$ 33,055	-	-	-	-	-	-	-	
4.0	6" Sanitary Sewer	\$ 146,951	SRI LLC	\$ 146,951	-	-	-	-	-	\$ 146,951	-	-	-	-	-	-	-	
4.0	6" Sanitary Sewer	\$ 74,880	SRI LLC	\$ 74,880	-	-	-	-	-	\$ 74,880	-	-	-	-	-	-	-	
4.0	6" Sanitary Sewer	\$ 95,837	SRI LLC	\$ 95,837	-	-	-	-	-	\$ 95,837	-	-	-	-	-	-	-	
4.0	8" Sanitary Sewer	\$ 81,950	SRI LLC	\$ 81,950	-	-	-	-	-	\$ 81,950	-	-	-	-	-	-	-	
4.0	8" Sanitary Sewer	\$ 77,480	SRI LLC	\$ 77,480	-	-	-	-	-	\$ 77,480	-	-	-	-	-	-	-	
4.0	6" Sanitary Sewer	\$ 111,810	SRI LLC	\$ 111,810	-	-	-	-	-	\$ 111,810	-	-	-	-	-	-	-	
4.0	6" Sanitary Sewer	\$ 86,254	SRI LLC	\$ 86,254	-	-	-	-	-	\$ 86,254	-	-	-	-	-	-	-	
4.0	8" Sanitary Sewer	\$ 181,803	SRI LLC	\$ 181,803	-	-	-	-	-	\$ 181,803	-	-	-	-	-	-	-	
4.0	8" Sanitary Sewer	\$ 66,110	SRI LLC	\$ 66,110	-	-	-	-	-	\$ 66,110	-	-	-	-	-	-	-	
4.1	8" Sanitary Sewer	\$ 99,165	SRI LLC	\$ 99,165	-	-	-	-	-	\$ 99,165	-	-	-	-	-	-	-	
4.2	6" Sanitary Sewer	\$ 175,702	SRI LLC	\$ 175,702	-	-	-	-	-	\$ 175,702	-	-	-	-	-	-	-	
4.3	8" Sanitary Sewer	\$ 335,509	SRI LLC	\$ 335,509	-	-	-	-	-	\$ 335,509	-	-	-	-	-	-	-	
4.4	10" Sanitary Sewer	\$ 327,445	SRI LLC	\$ 327,445	-	-	-	-	-	\$ 327,445	-	-	-	-	-	-	-	
4.5	10" Sanitary Sewer	\$ 145,531	SRI LLC	\$ 145,531	-	-	-	-	-	\$ 145,531	-	-	-	-	-	-	-	
4.6	8" Sanitary Sewer	\$ 79,332	SRI LLC	\$ 79,332	-	-	-	-	-	\$ 79,332	-	-	-	-	-	-	-	
4.1	8" Sanitary Sewer	\$ 69,416	SRI LLC	\$ 69,416	-	-	-	-	-	\$ 69,416	-	-	-	-	-	-	-	
4.2	12" Sanitary Sewer	\$ 75,272	Orchard (JBC)	-	\$ 75,272	-	-	-	-	\$ 49,787	\$ 25,485	-	-	(\$ 49,787)	\$ 49,787	-	-	
4.2	12" Sanitary Sewer	\$ 154,405	Orchard (JBC)	-	\$ 154,405	-	-	-	-	\$ 76,296	\$ 78,108	-	-	(\$ 76,296)	\$ 76,296	-	-	
4.2	8" Sanitary Sewer	\$ 148,748	SRI LLC	\$ 148,748	-	-	-	-	-	\$ 117,068	-	\$ 31,680	-	\$ 31,680	-	(\$ 31,680)	-	
4.2	8" Sanitary Sewer	\$ 429,716	SRI LLC	\$ 429,716	-	-	-	-	-	\$ 429,716	-	-	-	-	-	-	-	
<b>Subtotal Remaining Offsite Sewer</b>		<b>\$ 6,268,229</b>		<b>\$ 6,038,552</b>	<b>\$ 229,677</b>	-	-	-	-	<b>\$ 6,132,957</b>	<b>\$ 103,593</b>	-	<b>\$ 31,680</b>	-	<b>(\$ 94,404)</b>	<b>\$ 126,084</b>	-	<b>(\$ 31,680)</b>

**Table A-1**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Reimbursements Fair Share vs. Construction Amount Paid**

Item	Description	Total Cost	Constructed by	Constructing Entity Construction Amount Paid [1]					Fair Share Obligation					Difference				
				SRI LLC [3]	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/Taylor LLC. (SWP)	WJU	SRI LLC	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/Taylor LLC. (SWP)	WJU	SRI LLC	Orchard (JBC)	Evergreen (Placer Ranch)	Shehadeh/Taylor LLC. (SWP)	WJU
<b>Remaining Onsite Sewer</b>																		
W1.5	0NOT USED	-	SRI LLC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E1.10	12" Sewer // Existing 10"	\$ 50,035	SRI LLC	\$ 50,035	-	-	-	-	\$ 50,035	-	-	-	-	-	-	-	-	-
E1.17	12" Sewer // Existing 10"	\$ 252,017	SRI LLC	\$ 252,017	-	-	-	-	\$ 252,017	-	-	-	-	-	-	-	-	-
E1.18	12" Sewer // Existing 10"	\$ 48,806	SRI LLC	\$ 48,806	-	-	-	-	\$ 48,806	-	-	-	-	-	-	-	-	-
E1.19	12" Sewer // Existing 18"	\$ 191,009	SRI LLC	\$ 191,009	-	-	-	-	\$ 191,009	-	-	-	-	-	-	-	-	-
3.9	0NOT USED	-	SRI LLC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.9	0NOT USED	-	SRI LLC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.9	8" Sewer // Existing 6"	\$ 115,138	SRI LLC	\$ 115,138	-	-	-	-	\$ 115,138	-	-	-	-	-	-	-	-	-
3.9	8" Sewer // Existing 8"	\$ 89,848	SRI LLC	\$ 89,848	-	-	-	-	\$ 89,848	-	-	-	-	-	-	-	-	-
4.0	8" Sewer // Existing 8"	\$ 88,184	SRI LLC	\$ 88,184	-	-	-	-	\$ 88,184	-	-	-	-	-	-	-	-	-
121.0	24" Sewer // Existing 18" by boring	\$ 76,870	SRI LLC	\$ 76,870	-	-	-	-	\$ 59,569	\$ 6,564	\$ 9,368	\$ 1,369	-	\$ 17,301	(\$ 6,564)	(\$ 9,368)	(\$ 1,369)	-
122.0	24" Replacement upsized sewer	\$ 169,579	SRI LLC	\$ 169,579	-	-	-	-	\$ 131,413	\$ 14,480	\$ 20,665	\$ 3,021	-	\$ 38,166	(\$ 14,480)	(\$ 20,665)	(\$ 3,021)	-
123.0	24" Replacement upsized sewer	\$ 217,409	SRI LLC	\$ 217,409	-	-	-	-	\$ 168,478	\$ 18,564	\$ 26,494	\$ 3,873	-	\$ 48,931	(\$ 18,564)	(\$ 26,494)	(\$ 3,873)	-
124.0	24" Replacement upsized sewer	\$ 222,301	SRI LLC	\$ 222,301	-	-	-	-	\$ 172,269	\$ 18,982	\$ 27,090	\$ 3,960	-	\$ 50,032	(\$ 18,982)	(\$ 27,090)	(\$ 3,960)	-
125.0	24" Replacement upsized sewer	\$ 175,014	SRI LLC	\$ 175,014	-	-	-	-	\$ 135,625	\$ 14,944	\$ 21,328	\$ 3,117	-	\$ 39,389	(\$ 14,944)	(\$ 21,328)	(\$ 3,117)	-
126.0	24" Replacement upsized sewer	\$ 197,842	SRI LLC	\$ 197,842	-	-	-	-	\$ 153,315	\$ 16,893	\$ 24,109	\$ 3,524	-	\$ 44,527	(\$ 16,893)	(\$ 24,109)	(\$ 3,524)	-
127.0	24" Replacement upsized sewer	\$ 157,622	SRI LLC	\$ 157,622	-	-	-	-	\$ 122,147	\$ 13,459	\$ 19,208	\$ 2,808	-	\$ 35,475	(\$ 13,459)	(\$ 19,208)	(\$ 2,808)	-
128.0	24" Replacement upsized sewer	\$ 177,188	SRI LLC	\$ 177,188	-	-	-	-	\$ 137,310	\$ 15,130	\$ 21,593	\$ 3,156	-	\$ 39,879	(\$ 15,130)	(\$ 21,593)	(\$ 3,156)	-
129.0	24" Replacement upsized sewer	\$ 217,409	SRI LLC	\$ 217,409	-	-	-	-	\$ 168,478	\$ 18,564	\$ 26,494	\$ 3,873	-	\$ 48,931	(\$ 18,564)	(\$ 26,494)	(\$ 3,873)	-
130.0	24" Replacement upsized sewer	\$ 209,800	SRI LLC	\$ 209,800	-	-	-	-	\$ 162,581	\$ 17,914	\$ 25,567	\$ 3,737	-	\$ 47,218	(\$ 17,914)	(\$ 25,567)	(\$ 3,737)	-
131.0	24" Replacement upsized sewer	\$ 140,772	SRI LLC	\$ 140,772	-	-	-	-	\$ 109,090	\$ 12,020	\$ 17,155	\$ 2,508	-	\$ 31,683	(\$ 12,020)	(\$ 17,155)	(\$ 2,508)	-
132.0	24" Replacement upsized sewer	\$ 133,163	SRI LLC	\$ 133,163	-	-	-	-	\$ 103,193	\$ 11,371	\$ 16,228	\$ 2,372	-	\$ 29,970	(\$ 11,371)	(\$ 16,228)	(\$ 2,372)	-
133.0	24" Replacement upsized sewer	\$ 179,362	SRI LLC	\$ 179,362	-	-	-	-	\$ 138,994	\$ 15,315	\$ 21,858	\$ 3,195	-	\$ 40,368	(\$ 15,315)	(\$ 21,858)	(\$ 3,195)	-
134.0	24" Replacement upsized sewer	\$ 348,398	SRI LLC	\$ 348,398	-	-	-	-	\$ 269,986	\$ 29,749	\$ 42,457	\$ 6,206	-	\$ 78,412	(\$ 29,749)	(\$ 42,457)	(\$ 6,206)	-
137.0	0Final Design didn't Require SS line	-	SRI LLC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Remaining Onsite Sewer</b>		<b>\$ 3,457,766</b>		<b>\$ 3,457,766</b>	-	-	-	-	<b>\$ 2,867,485</b>	<b>\$ 223,951</b>	<b>\$ 319,612</b>	<b>\$ 46,718</b>	-	<b>\$ 590,280</b>	<b>(\$ 223,951)</b>	<b>(\$ 319,612)</b>	<b>(\$ 46,718)</b>	-
<b>Remaining Survey and Other</b>		\$ 1,084,188	SRI LLC	\$ 1,084,188	-	-	-	-	\$ 797,950	\$ 75,828	\$ 108,218	\$ 15,818	\$ 86,373	\$ 286,238	(\$ 75,828)	(\$ 108,218)	(\$ 15,818)	(\$ 86,373)
<b>Remaining Planning and City Administration</b>		\$ 500,000	SRI LLC	\$ 255,000	-	-	-	-	\$ 363,872	\$ 36,104	\$ 51,526	\$ 7,372	\$ 41,125	(\$ 108,872)	(\$ 36,104)	(\$ 51,526)	(\$ 7,372)	(\$ 41,125)
<b>Remaining Subtotal</b>		<b>\$ 51,112,868</b>		<b>\$ 37,499,650</b>	<b>\$ 2,016,729</b>	<b>\$ 7,134,985</b>	-	<b>\$ 4,216,504</b>	<b>\$ 28,301,495</b>	<b>\$ 7,998,483</b>	<b>\$ 8,885,046</b>	<b>\$ 1,461,751</b>	<b>\$ 4,466,092</b>	<b>\$ 9,198,155</b>	<b>(\$ 5,981,755)</b>	<b>(\$ 1,750,061)</b>	<b>(\$ 1,461,751)</b>	<b>(\$ 249,588)</b>
<b>TOTAL (Constructed and Remaining)</b>		<b>\$ 82,522,650</b>		<b>\$ 68,909,432</b>	<b>\$ 2,016,729</b>	<b>\$ 7,134,985</b>	-	<b>\$ 4,216,504</b>	<b>\$ 51,228,787</b>	<b>\$ 11,308,823</b>	<b>\$ 11,969,015</b>	<b>\$ 2,792,826</b>	<b>\$ 5,223,199</b>	<b>\$ 17,680,645</b>	<b>(\$ 9,292,095)</b>	<b>(\$ 4,834,030)</b>	<b>(\$ 2,792,826)</b>	<b>(\$ 1,006,695)</b>
Adjustment for CFD 10 Bond Proceeds		-		(\$ 1,133,121)	-	-	\$ 1,133,121	-	-	-	-	-	-	(\$ 1,133,121)	-	-	\$ 1,133,121	-
<b>TOTAL after Adjusting for CFD 10 Proceeds</b>		<b>\$ 82,522,650</b>		<b>\$ 67,776,312</b>	<b>\$ 2,016,729</b>	<b>\$ 7,134,985</b>	<b>\$ 1,133,121</b>	<b>\$ 4,216,504</b>	<b>\$ 51,228,787</b>	<b>\$ 11,308,823</b>	<b>\$ 11,969,015</b>	<b>\$ 2,792,826</b>	<b>\$ 5,223,199</b>	<b>\$ 16,547,524</b>	<b>(\$ 9,292,095)</b>	<b>(\$ 4,834,030)</b>	<b>(\$ 1,659,705)</b>	<b>(\$ 1,006,695)</b>
<b>Adjustment for City of Rocklin Administration [2]</b>													\$ 245,000					
<b>SRI LLC</b>																		
Parcel 1 [3]				\$ 555,108					\$ 1,260,979					(\$ 705,872)				
Parcel 3 [3]				\$ 718,137					\$ 1,972,911					(\$ 1,254,774)				
Remaining				\$ 66,503,067					\$ 47,994,897					\$ 18,508,169				
<b>TOTAL</b>				<b>\$ 67,776,312</b>					<b>\$ 51,228,787</b>					<b>\$ 16,547,524</b>				

Source: TLA

"reimbursements"

[1] Actual or estimated cost of infrastructure facilities

[2] The City of Rocklin will retain \$245,000 in total for administration of the NWRRA Reimbursement Account. Including this amount, an estimated \$16,792,524 in reimbursement payments will pass through the account.

This amount is shown in Table 10 and is used to calculate the percent of the total reimbursement payments to assess for City administration.

[3] See Appendix F for the reimbursement obligation detail for parcels 1 and 3. The construction amount shown for each parcel is equal to the estimated CFD 10 bond proceeds. The difference equals the net obligation payable to the NWRRA Reimbursement Fund.

## APPENDIX B

### COMMUNITY PARK FEE

Table B-1	Community Parks Cost Estimates.....	B-1
Table B-2	Community Park Cost Detail.....	B-2
Table B-3	Community Parks Cost Allocation .....	B-3
Table B-4	Residents per Unit—City of Rocklin.....	B-4



**Table B-1  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Community Parks Cost Estimates (2006 \$)**

<b>Item</b>	<b>Amount</b>
<b>Estimated Cost</b>	
Phase 1 Cost	\$10,764,249
Phase 2 Cost	\$5,114,000
<b>Total Estimated Cost [1]</b>	<b>\$15,878,249</b>

*"park costs"*

Source: Newland Communities

[1] See **Table B-2** for cost estimate details. Cost estimate excludes administration, which is added as part of the estimated community park fee (see **Table 21**).

**Table B-2  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Community Park Cost Detail (2006 \$)**

Description	Amount		Total
	Phase 1	Phase 2	
1 Mass Grading	\$ 1,790,121	\$ 250,000	\$ 2,040,121
2 PCWA water connection fees	\$ 2,013,234	N/A	\$ 2,013,234
3 Soils Engineering and inspections	\$ 57,500	\$ 30,000	\$ 87,500
4 Civil Engineering	\$ 96,286	\$ 40,000	\$ 136,286
5 Landscape Architecture	\$ 291,948	\$ 220,000	\$ 511,948
6 Blueprints	\$ 6,089	\$ 5,000	\$ 11,089
7 Erosion control measures	\$ 228,315	\$ 30,000	\$ 258,315
8 Misc. contracts	\$ 91,394	\$ 77,000	\$ 168,394
9 Parking lot on Wildcat Dr.	\$ 396,145	N/A	\$ 396,145
10 Large Parking Lot in Center of Park	N/A	\$ 710,000	\$ 710,000
11 Sound Wall around the Pac Bell box	\$ 20,000	N/A	\$ 20,000
12 Playground Equipment	\$ 223,574	\$ 100,000	\$ 323,574
13 General conditions and coordination	\$ 150,000	\$ 125,000	\$ 275,000
14 All concrete and DG, edging, stairs	\$ 685,407	\$ 582,000	\$ 1,267,407
15 Site utilities	\$ 477,124	\$ 156,000	\$ 633,124
16 Site furnishings, fences and backstops	\$ 571,063	\$ 100,000	\$ 671,063
17 Fine grading	incl in 1 above	\$ 50,000	\$ 50,000
18 Landscape irrigation & planting	\$ 1,557,812	\$ 1,360,000	\$ 2,917,812
19 Landscape planting	incl in 18 above	incl in 18 above	\$ 0
20 Restroom with hook ups	\$ 225,487	\$ 225,000	\$ 450,487
21 snack shop with hookups	\$ 204,950	N/A	\$ 204,950
22 Maintenance building for City	\$ 370,500	N/A	\$ 370,500
23 Stadium lighting and site lighting	\$ 738,951	\$ 150,000	\$ 888,951
24 Signage	\$ 20,000	\$ 25,000	\$ 45,000
25 Wet and dry utilities for park	incl in 15 above	incl in 15 above	\$ 0
26 Maintenance	\$ 30,000	\$ 20,000	\$ 50,000
27 Contingency	\$ 126,000	\$ 400,000	\$ 526,000
28 4th ball park lighting	incl in 23 above	N/A	\$ 0
29 Additional field lighting (2 fields)	N/A	\$ 0	\$ 0
30 Additional parking lot for playground	\$ 148,849	N/A	\$ 148,849
31 Additional grading for playground area	incl in 1 above	N/A	\$ 0
32 Additional parking lot for Spring Creek	N/A	\$ 314,000	\$ 314,000
33 Squirt park	\$ 191,000	N/A	\$ 191,000
34 Additional concrete	incl in 14 above	incl in 14 above	\$ 0
35 Additional landscaping	incl in 18 above	incl in 18 above	\$ 0
36 Fencing around the playground	\$ 52,500	N/A	\$ 52,500
37 Additional site furnishings	incl in 16 above	incl in 16 above	\$ 0
38 Shade structures	incl in 12 above	\$ 125,000	\$ 125,000
39 Trash enclosures	incl in 16 above	incl in 16 above	\$ 0
40 Bark Area for future building	N/A	\$ 20,000	\$ 20,000
<b>TOTAL</b>	<b>\$ 10,764,249</b>	<b>\$ 5,114,000</b>	<b>\$ 15,878,249</b>
Super Play Structure [1]	\$ 902,227	\$ 0	\$ 902,227

"park cost detail"

Source: Newland Communities

[1] Costs excluded because super play structure is funded by SRI LLC

**Table B-3**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Community Parks Cost Allocation (2006 \$)**

Item	Whitney Ranch				Highway 65 Corridor			Total
	Single-Family	Multifamily	PD-BP	PD-C and PD-NC	BP	C	BP/C	
<b>COMMUNITY PARK USERS</b>								
Residents per Unit [1]	<i>a</i>	2.96	1.71					
GDP Units	<i>b</i>	3,129	1,150					4,279
<b>Total Residents</b>	<i>a*b</i>	<b>9,262</b>	<b>1,967</b>					<b>11,228</b>
Square Feet per Employee	<i>c</i>			350	500	350	500	500
Acres (excluding WJU) [2]	<i>d</i>			9.20	33.80	22.90	62.70	134.30
FAR	<i>e</i>			0.30	0.25	0.30	0.25	0.25
Building Square Feet	<i>f=d*e*43,560</i>			120,226	368,082	299,257	682,803	1,462,527
<b>Total Employees</b>	<i>f/c</i>			<b>344</b>	<b>736</b>	<b>855</b>	<b>1,366</b>	<b>2,925</b>
<b>Total Residents or Employees</b>		<b>9,262</b>	<b>1,967</b>	<b>344</b>	<b>736</b>	<b>855</b>	<b>1,366</b>	<b>2,925</b>
DUE Factor		1.00	1.00	0.25	0.25	0.25	0.25	0.25
Total DUEs		9,262	1,967	86	184	214	341	731
<b>Percentage of Total</b>		<b>72.4%</b>	<b>15.4%</b>	<b>0.7%</b>	<b>1.4%</b>	<b>1.7%</b>	<b>2.7%</b>	<b>5.7%</b>
<b>COMMUNITY PARKS COST ALLOCATION</b>								
Share of Total Facilities		72.4%	15.4%	0.7%	1.4%	1.7%	2.7%	5.7%
Allocated Facilities Costs		\$ 11,502,974	\$ 2,442,344	\$ 106,655	\$ 228,574	\$ 265,479	\$ 424,012	\$ 908,211
GDP Units/Acres		3,129	1,150	9.20	33.80	22.90	62.70	134.30
<b>Cost per Unit/Acre</b>		<b>\$ 3,676</b>	<b>\$ 2,124</b>	<b>\$ 11,593</b>	<b>\$ 6,763</b>	<b>\$ 11,593</b>	<b>\$ 6,763</b>	<b>\$ 6,763</b>

"cpark"

Source: 2000 Census, EPS, and Newland Communities

[1] See Table B-4

[2] WJU property is not allocated any community park costs.

**Table B-4  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Residents per Unit -- City of Rocklin**

<b>Item</b>	<b>Dwelling Units</b>	<b>Population</b>	<b>People per Household</b>
<b>Single-Family</b>			
Detached	9,986	30,278	3.03
Attached	509	1,268	2.49
Duplex	136	345	2.54
3 or 4	335	623	1.86
<b>Total</b>	<b>10,966</b>	<b>32,514</b>	<b>2.96</b>
<b>Multifamily</b>			
5 to 9	809	1,452	1.79
10 to 19	474	819	1.73
20 to 49	67	103	1.54
50 or more	549	867	1.58
<b>Total</b>	<b>1,899</b>	<b>3,241</b>	<b>1.71</b>
<b>All Housing</b>	<b>12,865</b>	<b>35,755</b>	<b>2.78</b>

*"pop per unit"*

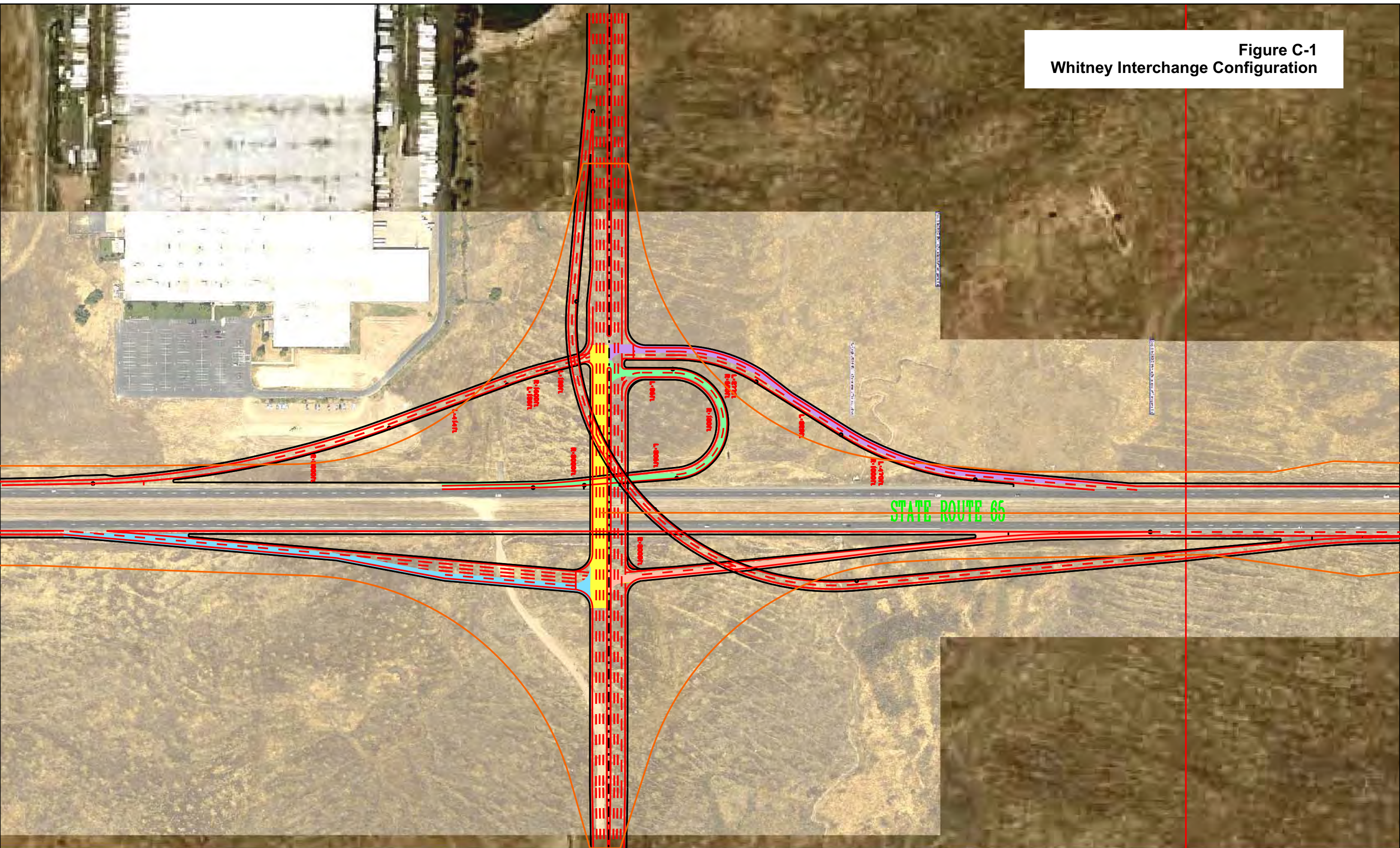
Source: 2000 Census

## APPENDIX C

### WHITNEY INTERCHANGE FEE

Figure C-1	Whitney Interchange Configuration.....	C-1
Table C-1	Whitney Interchange Total Cost.....	C-2
Table C-2	Whitney Interchange Cost Allocation by Owner.....	C-3
Table C-3	Whitney Interchange Cost Allocation by Land Use .....	C-4
Table C-4	Redistribution of Whitney Ranch Costs .....	C-5

Figure C-1  
Whitney Interchange Configuration



**Table C-1  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Whitney Interchange Total Cost (2008 \$)**

<b>Item</b>	<b>Estimated Cost</b>
<b>Whitney Interchange</b>	<b>\$ 22,000,000</b>
Less Contribution from Citywide Traffic Impact Fee Program	(\$ 4,000,000)
<b>Subtotal NWRAA Interchange Costs</b>	<b>\$ 18,000,000</b>
Administrative Costs [1]	4% \$ 720,000
<b>Net Cost to NWRAA</b>	<b>\$ 18,720,000</b>

*total cost*

[1] Estimated as 4% of Whitney Interchange costs excluding the contribution from the Citywide Traffic Impact Fee Program.

**Table C-2**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Whitney Interchange Cost Allocation By Owner**  
**All Amounts in 2008 \$**

<b>Owner</b>	<b>Whitney Interchange Costs</b>	
	<b>Percent</b>	<b>Amount</b>
<b>Whitney Ranch</b>		
SRI LLC	23%	\$4,360,262
Shehadeh/Taylor LLC. (SWP)	7%	\$1,255,738
<b>Subtotal</b>	<b>30%</b>	<b>\$5,616,000</b>
<b>Highway 65 Corridor</b>		
Orchard Creek (JBC)	34%	\$6,364,800
Evergreen (Placer Ranch)	22%	\$4,118,400
WJU	14%	\$2,620,800
<b>Subtotal</b>	<b>70%</b>	<b>\$13,104,000</b>
<b>TOTAL</b>	<b>100%</b>	<b>\$18,720,000</b>

*cost whitney*

Source: Fehr & Peers Select Link Analysis



**Table C-3**  
**NWRRA Public Facilities Financing Plan 2008 Update**  
**Whitney Interchange Cost Allocation By Land Use**  
**All Amounts in 2008 \$**

Owner	DUEs per unit/acre	GDP		Total DUEs	Total Cost [1]	Percentage	Cost Per Unit/Acre
		Units	Acres				
<b>Whitney Ranch</b>							
<b>SRI LLC</b>							
Single-Family	1.00 per unit	3,129		3,129	\$2,810,399	64%	\$898 per unit
PD-20	0.72 per unit	1,150		828	\$743,692	17%	\$647 per unit
PD-BP	33.80 per acre		9.20	311	\$279,297	6%	\$30,358 per acre
PD-C and PD-NC	38.34 per acre		15.30	587	\$526,873	12%	\$34,436 per acre
<b>Subtotal</b>		<b>4,279</b>	<b>24.50</b>	<b>4,855</b>	<b>\$4,360,262</b>	<b>100%</b>	
<b>Shehadeh/Taylor LLC. (SWP)</b>							
PD-C	38.34 per acre		18.50	709	\$1,255,738	100%	\$67,878 per acre
<b>Subtotal</b>			<b>18.50</b>	<b>709</b>	<b>\$1,255,738</b>	<b>100%</b>	<b>\$67,878 per acre</b>
<b>Whitney Ranch Total</b>		<b>4,279</b>	<b>43.00</b>	<b>5,564</b>	<b>\$5,616,000</b>	<b>30% of total</b>	
<b>Highway 65 Corridor</b>							
<b>Orchard Creek (JBC)</b>							
C	38.34 per acre		24.30	932	\$1,707,115	27%	\$70,252 per acre
BP/C	38.34 per acre		66.30	2,542	\$4,657,685	73%	\$70,252 per acre
<b>Subtotal</b>			<b>90.60</b>	<b>3,474</b>	<b>\$6,364,800</b>	<b>100%</b>	<b>\$70,252 per acre</b>
<b>Evergreen (Placer Ranch)</b>							
BP	33.80 per acre		22.90	774	\$656,803	16%	\$28,681 per acre
C	38.34 per acre		38.40	1,472	\$1,249,298	30%	\$32,534 per acre
BP/C	38.34 per acre		68.00	2,607	\$2,212,299	54%	\$32,534 per acre
<b>Subtotal</b>			<b>129.30</b>	<b>4,853</b>	<b>\$4,118,400</b>	<b>100%</b>	<b>\$31,852 per acre</b>
<b>WJU</b>							
BP/C	38.34 per acre		30.10	1,154	\$1,523,535	58%	\$50,616 per acre
LI	11.37 per acre		73.10	831	\$1,097,265	42%	\$15,010 per acre
<b>Subtotal</b>			<b>103.20</b>	<b>1,985</b>	<b>\$2,620,800</b>	<b>100%</b>	<b>\$25,395 per acre</b>
<b>Highway 65 Corridor Total</b>		<b>0</b>	<b>323.10</b>	<b>10,312</b>	<b>\$13,104,000</b>	<b>70% of total</b>	
<b>TOTAL</b>		<b>4,279</b>	<b>366.10</b>		<b>\$18,720,000</b>	<b>100% of total</b>	

*cost alloc whitney*

[1] See Table C-2 for total cost per owner. This cost is spread to land uses on the basis of the DUE distribution within an ownership group with DUEs based on average daily trips.

**Table C-4**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Redistribution of Whitney Ranch Costs**  
**All Amounts in 2008 \$**

<b>Item</b>	<b>Land Use</b>	<b>DUE Factor</b>	<b>Acres</b>	<b>DUEs</b>	<b>Cost</b>	
<b>Original Shehadeh/Taylor LLC. (SWP) Parcels</b>						
Parcel 1	BP	33.80	9.2	311	\$ 550,529	
Parcel 2	C	38.34	18.5	709	\$ 1,255,738	
Parcel 3	C	38.34	12.0	460	\$ 814,533	
<b>Subtotal</b>				<b>1,480</b>	<b>\$ 2,620,800</b>	14% of total Whitney Interchange Cost
Total Whitney Interchange Cost					\$ 18,720,000	
<b>Current Shehadeh/Taylor LLC. (SWP) Parcels</b>						
Parcel 2					\$ 1,255,738	
<b>Current SRI LLC Parcels</b>						
Original Sunset Ranchos Parcels					\$ 2,995,200	16% of total Whitney Interchange Cost
Parcel 1					\$ 550,529	
Parcel 3					\$ 814,533	
<b>Subtotal</b>					<b>\$ 4,360,262</b>	

*cost redistribution*

The logo consists of the letters 'EPS' in a white, serif font, set against a dark teal rectangular background.

Economic &  
Planning Systems

*Public Finance*

*Real Estate Economics*

*Regional Economics*

*Land Use Policy*

## APPENDIX D

# NWRAA BACKBONE INFRASTRUCTURE REIMBURSEMENT AGREEMENT

**CITY OF ROCKLIN**  
**Northwest Rocklin Annexation Area Backbone**  
**Infrastructure Reimbursement Agreement**

THIS AGREEMENT, dated as of \_\_\_\_\_, 2008, is by and between the City Of Rocklin, a municipal corporation (the "City"), and \_\_\_\_\_(the "Landowner").

**RECITALS**

1. The Northwest Rocklin Financing and Phasing Plan (the "Financing Plan") which is a section of the Northwest Rocklin Annexation Area ("NWRAA") General Development Plan sets forth specific obligations for the construction of backbone infrastructure (the "Improvements") and apportions the costs of the Improvements to five landowners. The current landowners (with their previous names indicated in parentheses) are listed below:

- Sunset Ranchos Investors (SRI) LLC (previously SRI/Grupe)
- Taylor Properties (previously SWP)
- Orchard Creek (previously JBC)
- Evergreen (previously Placer Ranch)
- William Jessup University (WJU)

2. The City has agreed to administer the NWRAA Reimbursement Account to facilitate the orderly and timely reimbursement of the costs of the Improvements among the Landowner's all as set forth in the Financing Plan. All money deposited to the NWRAA Reimbursement Account is solely funded by fair share costs collected by the City from the Landowner's and the City has no obligation to contribute City funds to the NWRAA Reimbursement Account.

3. Funds from the NWRAA Reimbursement Account are for the purpose of reimbursing constructing landowners for the costs of oversized backbone infrastructure improvements which benefit the NWRAA General Development Plan Area.

4. City and Landowner desire to enter into this Agreement to provide reimbursement from the NWRAA Reimbursement Account for the costs of Improvements.

**AGREEMENTS**

In consideration of the mutual promises and covenants set forth herein, and for other valuable consideration, the sufficiency of which is hereby acknowledged, the City and the Landowner agree as follows:

**A. GENERAL.** Section A shall be generally applicable to all provisions of this Agreement:

1. **Recitals.** The City and the Landowner represent and warrant, each to the other, that the above recitals, as applicable to each, are true and correct.

**2. Indemnification and Hold Harmless.** The Landowner shall assume the defense of, indemnify and save harmless the City, its officers, directors, employees and agents, and each and every one of them, from and against all actions, damages, claims, losses or expense of every type and description to which they may be subjected or put, by reason of, or resulting from, this Agreement, the Landowner's negligent design, the Landowner's negligent engineering and construction of the Improvements, or any claims of persons employed to construct the Improvements; provided that this indemnification as it relates to the construction of the Improvements shall terminate and be of no further force and effect for claims arising after acceptance by the City of the Improvements. No provision of this Agreement shall in any way limit the extent of the responsibility of the Landowner for payment of damages resulting from the operations of the Landowner or its contractors.

**3. Attorney Fees; Litigation Costs.**

If the services of any attorney are required by any party to secure the performance of this Agreement or otherwise upon the breach or default of another party, or if any judicial remedy or arbitration is necessary to enforce or interpret any provisions of this Agreement or the rights and duties of any person in relation to this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees, costs and other expenses, in addition to any other relief to which such party may be entitled. Prevailing party includes (a) a party who dismisses an action in exchange for sums allegedly due; (b) the party that receives performance from the other party of an alleged breach of covenant or a desired remedy, if it is substantially equal to the relief sought in an action; or (c) the party determined to be prevailing by a court of law.

Whenever provision is made in this Agreement for the payment of attorney's fees, such fees shall be payable whether the legal services are rendered by a salaried employee for the party or by independent counsel and shall include such fees as are incurred in connection with any pretrial proceeding, trial or appeal of the action.

Any award of damages following judicial remedy or arbitration as a result of the breach of this Agreement or any of its provisions shall include an award of prejudgment interest from the date of the breach at the maximum amount of interest allowed by law.

**4. Notices.** Any notice, payment or instrument required or permitted by this Agreement to be give or delivered to either party shall be deemed to have been received when personally delivered or one week following deposit of the same in any United States Post Office, registered or certified mail, postage prepaid, addressed as follows:

City:  
City of Rocklin  
3970 Rocklin Road  
Rocklin, CA 95677  
Attention: Director of Administrative Services

Landowner:

Each party may change its address or addresses for delivery of notice by delivering written notice of such change of address to the other party.

**5. Severability.** If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible.

**6. Successors and Assigns.** This Agreement shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto. This Agreement shall not be assigned by the Landowner without the prior written consent of the City, which consent shall not be unreasonably withheld or delayed.

**7. Waiver.** Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

**8. Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original.

**9. Amendments.** Amendments to this Agreement shall be made only by written instrument executed by each of the parties hereto.

## **B. NWRAA REIMBURSEMENT ACCOUNT.**

**1. Limitation of Liability; Excess Costs.** The Landowner agrees that any and all obligations of the City arising out of or related to this Agreement are special and limited obligations of the City and the City's obligations to make any payments hereunder are restricted entirely to the moneys deposited in the NWRAA Reimbursement Account, if any, available to the City to make payments hereunder and from no other source and the Landowner agrees to pay all costs of the Improvements in excess of the moneys available therefore. Landowner agrees that such limitation of availability of funds may result in Landowner receiving payment for a Facility at less than its cost to the Landowner. No City Council member, City staff member, employee or agent shall incur any liability hereunder to the Landowner or any other party in their individual capacities by reason of their actions hereunder or execution hereof.

**2. Payment Request.** To obtain reimbursement of Improvement costs, the Landowner shall complete a Payment Request substantially in the form of Exhibit A hereto or as otherwise acceptable to the City, specifying the amount(s) advanced and the amount(s) sought to be reimbursed, and shall include such supporting documentation as the City may require. The Payment request shall be filed with the City's Administrative Services Director.

**3. Processing Request.** Upon receipt of a Payment Request for reimbursement, the Administrative Services Director shall review such request and make payments in accordance with the terms of this Agreement, the Payment Request and its Attachment I.

## **C. REIMBURSEMENT PAYMENTS.**

**1. Conditions for Acceptance.** The City shall not make any payments to the Landowner hereunder for any Improvements to be acquired by the City until such Improvements are completed in accordance with approved plans and specifications and approved contracts and change orders. Any Improvement to be accepted by the City must be in such condition that it is ready for use by the City or the public as determined by the City Engineer and based on current, applicable City standards, or, notwithstanding the previous clause, is otherwise a discrete portion an Improvement that is determined by the City Engineer to be complete. For any Improvements to be acquired by another public entity or utility, the Landowner shall provide evidence suitable to the City Engineer that such Improvements are acceptable to such entity or utility.

**2. Payment for the Improvements.**

**a. Request for Payment.** Any request for payment hereunder by the Landowner shall be substantially in the form of the Payment Request shown as Exhibit A hereto or as otherwise acceptable to the City and shall include such supporting documentation as the City may require. For any request for payment, the following shall apply:

**(i) Substantiation of Costs.** The Landowner shall provide any documentation substantiating the cost of the Improvements reasonably requested by the City Engineer. There shall be a presumption of reasonableness as to costs incurred under a construction contract (or change order) entered into as a result of a call for bids by the Landowner (or similar procedure approved by the City Engineer), provided that no extraordinary limitations or requirements (such as a short time frame) are imposed by the Landowner on the performance of such contracts. For any Facility to be acquired by a public entity or utility other than the City, the Landowner shall provide written evidence of the approval of such cost substantiation from such entity or utility when requesting payment.

**(ii) Payment of Claims.** The Landowner shall provide, in form satisfactory to the City Engineer, evidence that all of the costs of the Improvements or portion thereof for which payment is sought have been fully paid, including all lien claims. If required by and in forms acceptable to the City Engineer, the Landowner shall provide such notices of completion and/or general lien releases as the City Engineer may deem necessary to assure that payment of outstanding claims of the Landowner's contractors, subcontractors and supplier have been paid.

**b. Payment by the City.** The City shall cause payment to be made to the Landowner pursuant to the applicable provisions of the Financing Plan. Cash reimbursement payments will be payable by June 1 of the current calendar year based on the amount of cash available in the Reimbursement Account or Traffic Impact Fee Fund, as applicable, as of April 30 of the current calendar year. To be eligible for reimbursement, all Improvements must have a notice of completion filed prior to April 30. If a notice of completion is filed after April 30, the Improvements for which the notice was filed will be eligible for reimbursement in the following calendar year.

**c. Warranties; Maintenance.** Any warranties, guarantees or other evidences of contingent obligations of third persons with respect to the Improvements to be acquired by the City shall be delivered to the City Engineer as part of the transfer of title. Not later than the time for transfer of title, the Landowner shall cause to be provided such provisions for maintenance of the Improvements for such periods as are required by applicable City policies.

**3. Audit.** The City Engineer and the Administrative Services Director shall have the right, during normal business hours and upon the giving of ten days written notice to the Landowner, to review all books and records of the Landowner pertaining to costs and expenses incurred by the Landowner in constructing any of the Improvements which are subject to reimbursements.

**IN WITNESS WHEREOF,** the parties have executed this Agreement as of the day and year in the first paragraph of the first page.

**CITY:**

City of Rocklin

By: \_\_\_\_\_  
Title: \_\_\_\_\_

**LANDOWNER:**

By: \_\_\_\_\_  
Title: \_\_\_\_\_



**EXHIBIT A**

**CITY OF ROCKLIN  
NWRAA BACKBONE INFRASTRUCTURE IMPROVEMENTS  
REIMBURSEMENT PAYMENT REQUEST**

Under the Reimbursement Agreement (the "Agreement"), dated as of \_\_\_\_\_, 2008 between the undersigned (the "Landowner") and the City of Rocklin, (the "City"), the Landowner hereby requests payment of:

\$\_\_\_\_\_ for reimbursement under Section B of the Agreement and hereby represents and warrants to the City as follows:

1. He (she) is a duly authorized officer of the Landowner, qualified to execute this request for payment on behalf of the Landowner and knowledgeable as to the matters set forth herein.

2. The Landowner has submitted or submits herewith to the City as-built drawings or similar plans and specifications for the items to be acquired as listed in Attachment I hereto, and such drawings or plans and specifications, as applicable, are true, correct and complete.

3. All costs of the Improvements or portions thereof for which payment is requested hereby are actual costs and have not been inflated in any respect. The items for which payment is requested have not been the subject of any prior payment request submitted to the City.

4. Supporting documentation (such as third party invoices) is attached with respect to each cost for which payment is requested.

5. The Improvements or portions thereof for which payment is requested were constructed in accordance with all applicable City standards, and in accordance with the as-built drawings or plans and specifications, as applicable, referenced above and are described in the attached Exhibit 1 to this payment request.

I hereby declare under penalty of perjury that the above representations and warranties are true and correct.

**LANDOWNER:**

\_\_\_\_\_  
Authorized Representative of the Landowner

**CITY:**

Request for Payment Approved for  
Submission to Administrative Services Director

\_\_\_\_\_  
City Engineer

**Exhibit 1 to NWRAA Backbone Infrastructure Improvements  
Reimbursement Payment Request**

DESCRIPTION OF IMPROVEMENTS ELIGIBLE FOR REIMBURSEMENT

## APPENDIX E

PLANNING AND CITY ADMINISTRATION  
COST ALLOCATION

Table E-1	Planning and City Administration Costs by Owner .....	E-1
Table E-2	Total Planning and City Administration Costs.....	E-2
Table E-3	Planning and City Administration Cost Allocation .....	E-3
Table E-4	Whitney Ranch Planning and City Administration Cost Allocation .....	E-4
Table E-5	WJU Planning Studies Cost Allocation .....	E-5

**Table E-1  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Planning and City Administration Costs by Owner (2006 \$)**

Owner/Property	Developable Acres	Expended Costs				Remaining Costs			Total Planning Cost
		Original Cost	Adjustments [2]		Adjusted Cost	Original Cost	Parcel K Adjustment [2]	Adjusted Cost	
			Parcel K	WJU					
		\$ 1,224 per dev. acre [1]				\$ 399 per dev. acre [1]			
SRI LLC	869.3	\$ 1,064,111	\$ 53,616	\$ 126,327	\$ 1,244,054	\$ 346,417	\$ 17,454	\$ 363,872	\$ 1,607,926
Shehadeh/Taylor LLC. (SWP)	18.5	\$ 22,646			\$ 22,646	\$ 7,372		\$ 7,372	\$ 30,018
Orchard Creek (JBC)	90.6	\$ 110,904			\$ 110,904	\$ 36,104		\$ 36,104	\$ 147,008
Evergreen (Placer Ranch)	129.3	\$ 158,276			\$ 158,276	\$ 51,526		\$ 51,526	\$ 209,803
WJU Properties	103.2	\$ 126,327		(\$ 126,327)	\$ 0	\$ 41,125		\$ 41,125	\$ 41,125
<b>TOTAL</b>	<b>1,210.9</b>	<b>\$ 1,482,264</b>	<b>\$ 53,616</b>	<b>\$ 0</b>	<b>\$ 1,535,880</b>	<b>\$ 482,546</b>	<b>\$ 17,454</b>	<b>\$ 500,000</b>	<b>\$ 2,035,880</b>

"planning cost summary"

[1] See Table E-3

[2] See Table E-4

E-1

**Table E-2  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Total Planning and City Administration Costs (2006 \$)**

<b>Item</b>	<b>Cost</b>
<b>Planning Studies Costs</b>	
Planning Studies Cost Expended to Date	\$ 1,535,880
Future Financing Plan Updates	\$ 255,000
<b>Total Planning Costs</b>	<b>\$ 1,790,880</b>
<b>City Administration Costs</b>	<b>\$ 245,000</b>
<b>Total Planning and City Administration Costs</b>	<b>\$ 2,035,880</b>

*"planning cost"*

**Table E-3  
 NWRAA Public Facilities Financing Plan 2008 Update  
 Planning and City Administration Cost Allocation (2006 \$)**

<b>Item</b>	<b>Acres</b>
<b>DEVELOPABLE ACRES [1], [2]</b>	
<b><u>Whitney Ranch</u></b>	
<b>Newland Communities</b>	
PD-2	86.1
PD-3A	39.2
PD-3.3	260.2
PD-4	104.9
PD-5	240.1
PD-6.6	56.8
PD-20	57.5
PD-BP	9.2
PD-C	12.0
PD-NC	3.3
PD-3B: Parcel K [3]	42.8
PD-3.3: Parcel K [3]	1.0
<b>Subtotal</b>	<b>913.1</b>
<b>Shehadeh/Taylor LLC.</b>	
PD-C	18.5
<b>Subtotal</b>	<b>18.5</b>
<b><u>Highway 65 Corridor</u></b>	
BP	22.9
C	92.8
BP/C	134.3
LI	73.1
<b>Subtotal</b>	<b>323.1</b>
<b><u>TOTAL DEVELOPABLE ACRES</u></b>	<b>1,254.7</b>

**PLANNING AND CITY ADMINISTRATION COST ALLOCATION**

Expended Costs	<b>\$ 1,535,880</b>
Cost per Developable Acre	<b>\$ 1,224</b>
Remaining Costs	<b>\$ 500,000</b>
Cost per Developable Acre	<b>\$ 399</b>

*"planning"*

[1] Developable acres based on GDP.

[2] Non-participant acres excluded since estimated yield of 0 units.

[3] Planning costs allocated to Whitney Ranch residential property include Parcel K's allocation. See Table E-4 for this calculation.

**Table E-4**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Whitney Ranch Planning and City Administration Cost Allocation (2006 \$)**

Item	Developable Acres	Expended Amount	Fair Share Remaining Amount	Total Amount
<b>Whitney Ranch Planning and City Administration Cost Allocation</b>				
<i>Planning Cost per Developable Acre [1]</i>		\$ 1,224	\$ 399	\$ 1,623
Whitney Ranch Portion	869.3	\$ 1,064,111	\$ 346,417	\$ 1,410,529
Parcel K Portion [2]	43.8	\$ 53,616	\$ 17,454	\$ 71,070
WJU Credit [3]		\$ 126,327	\$ 0	\$ 126,327
<b>Total Whitney Ranch Planning Costs</b>	<b>913.1</b>	<b>\$ 1,244,054</b>	<b>\$ 363,872</b>	<b>\$ 1,607,926</b>
<b>Whitney Ranch Adjusted Planning and City Administration Cost per Developable Acre</b>	869.3	\$ 1,431	\$ 419	\$ 1,850

*"planning wr"*

[1] See Table E-3.

[2] Planning costs allocated to Whitney Ranch include Parcel K's allocation.

[1] See Table E-5.

**Table E-5  
 NWRAA Public Facilities Financing Plan 2008 Update  
 WJU Planning Studies Cost Allocation (2006 \$)**

<b>Item</b>	<b>Amount</b>
WJU Developable Acres	103.2
Expended Planning Cost per Developable Acre [1]	\$ 1,224
<b>WJU Planning Studies Cost Credit [2]</b>	<b>\$ 126,327</b>

*"WJU planning"*

[1] See Table E-3

[2] WJU is only being allocated future Financing Plan update costs, which total \$500,000. SRI LLC will be responsible for funding the WJU credit amount.



## APPENDIX F

### NWRRA REIMBURSEMENT OBLIGATION FOR PARCELS 1 AND 3

This Financing Plan Update estimates the NWRRA Reimbursement Obligation for SRI LLC under the assumption that two commercial parcels, Parcel 1 and Parcel 3, are owned by SRI LLC. Both parcels originally were owned by SRI LLC, but Parcel 3 since has been transferred to another owner, and SRI LLC anticipates that Parcel 1 also may be transferred to another owner at some point. Consequently, the NWRRA Reimbursement Obligation for these parcels should be estimated separately from the total NWRRA Reimbursement Obligation for SRI LLC. This appendix details the estimated NWRRA Reimbursement Obligation amount for each parcel.

**Table F-1** shows the total SRI LLC NWRRA Reimbursement Obligation by facility type before separating out the NWRRA Reimbursement Obligation for Parcels 1 and 3, the NWRRA Reimbursement Obligation by facility type for Parcels 1 and 3, and the remaining NWRRA Reimbursement Obligation for SRI LLC after deducting the amounts for Parcels 1 and 3. **Table F-2** estimates the share of CFD No. 10 construction proceeds for Parcels 1 and 3. For each parcel, proceeds are estimated for the Series 2005 bond sale and for the total bond amount. These proceeds will be used to help fund the NWRRA Reimbursement Obligation for each parcel. **Table F-3** shows the remaining NWRRA Reimbursement Obligation for each parcel after deducting funding from the CFD proceeds. It is assumed that CFD construction proceeds applied to the NWRRA Reimbursement Obligation are the proceeds from the Series 2005 bond sale only.

Because it will be possible for additional funds to pass through the NWRRA Reimbursement Account, the City will maintain and update as necessary the reimbursement payment percentage to be retained for City administration. The City's Finance Department has already updated the percentage calculated in **Table 10** to account for Parcels 1 and 3 and will continue to update the percentage as necessary.

## LIST OF TABLES

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Table F-1	Total Reimbursable Costs and Credits for SRI LLC, Parcel 1, and Parcel 3.....	F-1
Table F-2	Estimate of Parcels 1 and 3 Share of CFD No. 10 Bonds and Construction Proceeds .....	F-2
Table F-3	Estimate of NWRAA Reimbursement Obligation from Parcels 1 and 3 after CFD No. 10 .....	F-3

**Table F-1**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Total Reimbursable Costs and Credits for SRI LLC, Parcel 1, and Parcel 3 (2006 \$)**

Owner/ Village	Zoning	Description	Gross Acres (GDP)	Cost by Facility					Total Cost	Road Credits/ Reimbursements
				Roads	Water [1]	Sewer	Planning and City Admin.	Survey and Other		
<b>SRI LLC</b>			<b>1,278.1</b>	<b>\$ 23,370,264</b>	<b>\$ 9,539,083</b>	<b>\$ 15,408,781</b>	<b>\$ 1,607,926</b>	<b>\$ 1,302,734</b>	<b>\$ 51,228,787</b>	<b>\$ 562,613</b>
<b>Parcels 1 and 3 Obligations</b>										
1	PD-BP	Business Professional	9.2	\$ 988,849	\$ 176,763	\$ 67,870	\$ 14,928	\$ 12,571	<b>\$ 1,260,979</b>	<b>\$ 23,231</b>
3	PD-C	Commercial	12.0	\$ 1,548,659	\$ 244,009	\$ 143,419	\$ 19,471	\$ 17,353	<b>\$ 1,972,911</b>	<b>\$ 36,383</b>
<b>SRI LLC After Adjusting for Parcels 1 and 3</b>			<b>1,256.9</b>	<b>\$ 20,832,756</b>	<b>\$ 9,118,311</b>	<b>\$ 15,197,492</b>	<b>\$ 1,573,527</b>	<b>\$ 1,272,811</b>	<b>\$ 47,994,897</b>	<b>\$ 502,998</b>

*parcel costs SRI\_1\_3*

[1] Water costs are net of PCWA credits.

F-1

**Table F-2**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Estimate of Parcels 1 and 3 Share of CFD No. 10 Bonds and Construction Proceeds**

Item		Parcel 1		Parcel 3	
		Est. Total Bonds	Series 2005 Bonds	Est. Total Bonds	Series 2005 Bonds
<b>Estimated Maximum Special Tax Revenue</b>				[1], [2]	
Maximum Special Tax Revenue	A	\$41,200	\$41,200	\$53,300	\$53,300
Total Zone 1 Maximum Special Tax Revenue	B	\$3,357,609	\$1,611,819	\$3,357,609	\$1,611,819
<b>Percent of Total Maximum Special Tax Revenue</b>	$C = A/B$	<b>1.2%</b>	<b>2.6%</b>	<b>1.6%</b>	<b>3.3%</b>
Total CFD Bonds	D	\$56,125,000	\$25,000,000	\$56,125,000	\$25,000,000
<b>Share of CFD Bonds</b>	$E = C * D$	<b>\$688,689</b>	<b>\$639,030</b>	<b>\$890,950</b>	<b>\$826,706</b>
Construction Proceeds from CFD Bond Sale	F	\$48,754,286	\$21,716,831	\$48,754,286	\$21,716,831
<b>Share of Construction Proceeds</b>	$G = C * F$	<b>\$598,246</b>	<b>\$555,108</b>	<b>\$773,945</b>	<b>\$718,137</b>

*"parcels 1\_3\_share"*

[1] Estimated total par amount of bonds based on Jan. 28, 2005, memorandum from Northcross, Hill, & Ach.

[2] Final total CFD bonds will depend on several factors including appraised value of property, time of final bond sale, CFD bond interest rates, and potential land use changes.

F-2

**Table F-3**  
**NWRAA Public Facilities Financing Plan 2008 Update**  
**Estimate of NWRAA Reimbursement Obligation from Parcels 1 and 3 after CFD No. 10**

Item		Parcel 1	Parcel 3
<b>Reimbursement Using Construction Proceeds</b>			
Total Backbone Infrastructure and Related Costs	<i>A</i>	\$1,260,979	\$1,972,911
Less: Estimated Construction Proceeds [1]	<i>B</i>	(\$555,108)	(\$718,137)
<b>Net Reimbursement Due [2]</b>	<i>C = A-B</i>	<b>\$705,872</b>	<b>\$1,254,774</b>
<i>"net_reimbursement_1_3"</i>			

[1] See **Table F-2**. Amount used based on actual CFD No. 10 proceeds from the initial bond sale for Phase 1 development.

[2] Total does not reflect possible roadway credits shown in **Table F-1** that may be available (\$23,231 for Parcel 1 and \$36,383 for Parcel 3).

F-3