## **Draft Report**

The Economics of Land Use



Bass Lake Hills Specific Plan Public Facilities Financing Plan 2013 Update

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## EXECUTIVE SUMMARY

This 2013 Public Facilities Financing Plan (2013 PFFP) is a revision to the previously approved Bass Lake Hills PFFP, which was adopted by the El Dorado County (County) Board of Supervisors in June 2006. The 2006 PFFP set forth a strategy to finance backbone infrastructure and other public facilities required to serve the proposed land uses in the Bass Lake Hills Specific Plan (BLHSP). Since that time, very little development has occurred, and developers have noted difficulty in meeting the requirements set out in the original 2006 PFFP. This revised 2013 PFFP uses updated infrastructure costs and land uses and includes some updated financing methodologies that are meant to simplify its execution. In summary, the 2013 PFFP differs from the 2006 PFFP in the following ways:

- 1. Infrastructure costs have been updated.
- 2. Sewer and water infrastructure items have been quantified and included in the Bass Lake Hills Public Facilities Fee program (BLH PFF).
- 3. Some funding sources have been changed, such as park improvements being funded by the El Dorado Hills Community Services District (CSD) Parks Fee and certain roadway segments that were previously funded by the County Transportation Impact Mitigation Fee (TIM Fee), and are now funded by the BLH PFF.
- 4. Costs and land uses have been adjusted for the development that has occurred to date.
- 5. The "critical facilities" requirement has been modified. A 25-percent surcharge feature has been added to the BLH PFF to expedite the funding for key infrastructure items, replacing the "critical facilities" requirement.

The 2013 PFFP is intended to guide the financing for critical infrastructure in the BLHSP. The 2013 PFFP will assist the public and the County when conditioning proposed development to ensure the necessary infrastructure is built or acquired as the plan area builds out.

A key component of the 2013 PFFP is the BLH PFF, which will be assessed on all new residential units constructed in the plan area and is in addition to other agency fees. The BLH PFF will generate approximately \$18.2 million in revenue to fund improvements in the BLHSP. The BLH PFF will be approximately \$10,100 for roads and other public facilities, and <u>up to</u> \$6,700 for sewer and water (El Dorado Irrigation District [EID] component). The sewer and water fee component will vary by location in the BLHSP and can be as little as \$0 for areas that do not require sewer or water improvements. A per-unit summary of the BLH PFF and its various components is provided below.

| <b>County Facilities</b><br>Roadway<br>Bass Lake Road Enhancements<br>Other Public Facilities<br>Subtotal County Facilities | \$6,150<br>\$1,170<br><u>\$2,800</u><br>\$10,120 |
|---|--|
| Water Facilities (varies by zone)<br>Zone 1340<br>Zone 1245 & Portion of Zone 1462  | \$1,160<br>\$3,370                               |
| Sewer Facilities (western shed only)  | \$3,300  |
| Administrative (4% of Subtotal)   | \$670  |
| Total BLH PFF (assumes Zone 1245 and Western Shed)  | \$17,460   |

The 2013 PFFP is intended to set a policy under which the necessary infrastructure is funded and provided as it is needed to serve development. Developers will be conditioned to build the infrastructure necessary to serve their project. The builder will receive a credit against the BLH PFF for constructing infrastructure identified in the 2013 PFFP. If the cost of the infrastructure required exceeds the BLH PFF amount for the project, then the builder will have to wait to be reimbursed by later builders.

If the cost of PFFP infrastructure required to serve the project is less than the BLH PFF amount, then the builder will pay the difference between the infrastructure cost and the BLH PFF to the County. The County then will be able to use the funds for future or current infrastructure required as part of the 2013 PFFP, at the County's discretion. The County may also, at its discretion, require the developer to build PFFP infrastructure up to approximately the BLH PFF amount. This "other" PFFP infrastructure may be anywhere in the plan area. A table identifying the priority of improvements is included in Chapter 3 of the 2013 PFFP for the County to use as a guide.

## BLH PFF Surcharge

County staff will condition maps so the necessary infrastructure to serve the project is built. In addition, they can condition the builder to construct other PFFP infrastructure up to the amount of the County road component of the fee, which is \$10,100 per unit. In addition, the County may add a surcharge of 25 percent, which allows the County to accelerate infrastructure construction.

Bass Lake Road and a portion of Country Club Drive are TIM Fee project roads. These roads are therefore funded by the TIM Fee, not the BLH PFF. A builder who constructs either Bass Lake Road or Country Club Drive can use bond proceeds to upfront their TIM Fee or build the road and receive a credit against the TIM Fee local component. Regional components of the TIM Fee must be paid in cash. If a builder constructs a portion of Bass Lake Road under the TIM Fee program, they will not be assessed the 25-percent surcharge on the BLH PFF.

#### Sewer and Water Improvements

The EID sewer and water improvements will be accounted for separately and not be intermingled with other components of the BLH PFF. The EID sewer and water component cannot be used for roads and other public facilities, only the EID facilities identified in this 2013 PFFP. The sewer and water components are to provide the backbone infrastructure, principally on the "west" slope of the plan area. The largest cost item is the off-site gravity sewer line. However, any builder or group of builders who constructs the off-site sewer line can receive a credit against the entire BLH PFF, both the County road and EID components.

This document provides all of the necessary improvements to serve the BLHSP. The fee structure allows any project to go forward with only a reasonable burden of improvements.

## 1. INTRODUCTION AND SUMMARY

This 2013 Public Facilities Financing Plan (2013 PFFP) is a revision to the previously approved Bass Lake Hills PFFP, which was adopted by the El Dorado County Board of Supervisors in June 2006. The 2006 PFFP set forth a strategy to finance backbone infrastructure and other public facilities required to serve the proposed land uses in the Bass Lake Hills Specific Plan (BLHSP). Since that time, very little development has occurred, and developers have noted difficulty in meeting the requirements set out in the original 2006 PFFP. This revised 2013 PFFP uses updated infrastructure costs and land uses and includes some updated financing methodologies that are meant to simplify its execution. In summary, the 2013 PFFP differs from the 2006 PFFP in the following ways:

- 1. Infrastructure costs have been updated.
- 2. Sewer and water infrastructure items have been quantified and included in the Bass Lake Hills Public Facilities Fee program (BLH PFF).
- 3. Some funding sources have been changed, such as park improvements being funded by the El Dorado Hills CSD Parks Fee, and certain roadway segments that were previously-funded by the County Transportation Impact Mitigation Fee (TIM Fee) are now funded by the BLH PFF.
- 4. Costs and land uses have been adjusted for the development has occurred to date.
- 5. The "critical facilities" requirement has been modified. A 25-percent surcharge feature has been added to the BLH PFF in order to expedite the funding for key infrastructure items, replacing the "critical facilities" requirement.

**Appendix F** includes a correspondence table which details the changes between the 2006 PFFP and the 2013 PFFP.

The 2013 PFFP is meant to be flexible enough to accommodate the development plans of a diverse set of BLHSP property owners while assuring El Dorado County (County) that the required facilities are constructed when necessary. The 2013 PFFP is prepared pursuant to Section 9.4 of the BLHSP dated November 7, 1995, and Section 3.2 of the BLHSP Development Agreement adopted August 20, 1996.

## Location and Land Use

The BLHSP is located in the County, approximately 3 miles east of the El Dorado County— Sacramento County line, in the undeveloped portion of El Dorado Hills and adjacent to the west end of Cameron Park. Bass Lake is 1 mile north of the plan area. US Highway 50 (Hwy 50) forms the southern plan area boundary, and Bass Lake Road transects the area in a north/south direction. **Map 1** shows the location of the BLHSP, and **Map 2** shows the Specific Plan in detail.

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Map 1 Bass Lake Hills Specific Plan Area





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The BLHSP is approximately 1,414 acres in size. Approximately 35 existing residential dwelling units were in the original plan area, and approximately 99 additional units were constructed as part of the Hollow Oak subdivision. The total development capacity in the BLHSP is planned for 1,458 housing units including 54 units designated for the Holy Trinity Church site. The BLHSP also includes approximately 22 acres of parks, 9 acres of schools, and 151 acres of open space.

## Backbone Infrastructure and Public Facilities

CTA Engineering and Surveying (CTA) has updated the costs to provide backbone infrastructure and the public facilities necessary to serve the remaining development projects, after the already-completed construction of the Hollow Oak subdivision. The detailed cost information from CTA can be found in **Appendices A**, **B**, and **C** of this report. CTA has estimated that the ultimate buildout of the BLHSP will require construction of \$25.3 million in backbone infrastructure and public facilities, as summarized below and shown in **Tables 1** and **2**.

| TIM Fee                               | \$7.1 Million  | See Table 1 |
|---------------------------------------|----------------|-------------|
| Bass Lake Hills Public Facilities Fee | \$18.2 Million | See Table 2 |
| Total                                 | \$25.3 Million |             |

These costs are for improvements funded by developers and constructed within the boundaries of the Specific Plan. The costs estimated assume certain roadway projects are built in phases.

In addition, the new development projects will pay development impact fees to a variety of public agencies to fund off-site infrastructure improvements and public facilities.

#### Concurrency

One of the stated goals of the BLHSP as originally planned is that major infrastructure improvements in the plan area are to be constructed "concurrently" with initial development. The following policy of the 1996 County General Plan states in part that:

Policy 3.2.1.1—Project Proponents shall be required to make necessary road improvements or to pay a traffic impact mitigation (TIM) fee, or some combination of both, to accommodate increases in traffic caused by the proposed project.

#### Up-Front Construction of Bass Lake Road

The concurrency issue deals primarily with the construction of Bass Lake Road and Country Club Drive. Because these facilities are major connectors of the project and provide critical access, it is important that funding be collected so that these facilities can be constructed when they are needed as identified in the traffic studies prepared for the BLHSP. At the same time, the County recognizes the significant burdens that infrastructure project can put on residential projects.

For this reason, the County may condition certain initial projects to pay fees and require subsequent projects to fund or construct key facilities on an "as-needed" basis. For example, a northern project could be conditioned to complete Bass Lake Road from Country Club Drive to

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| ITEM  | REFERENCE | SEGMENT | Total Cost  |
|---|-----------|---------|-------------|
| <u> Major Roadway - TIM Fee Program</u>     |           |         |             |
| Bass Lake Road                              |           |         |             |
| Segment 1 - Hwy 50 to Country Club          | Table 9   | B to H  | \$1,902,472 |
| Segment 2 - Country Club to Hollow Oak Road | Table 9   | H to F  | \$2,731,269 |
| Segment 3 - Hollow Oak to Hawk View         | Table 9   | F to C  | \$189,227   |
| Segment 4 - Hawk View to BLHSP Boundary     | Table 9   | C to A  | \$231,144   |
| Total Bass Lake Road Improvements           |           |         | \$5,054,113 |
| Country Club Drive                          |           |         |             |
| Segment 3 - Bass Lake Road to Morrison Road | Table 9   | H to I  | \$1,168,170 |
| Total Country Club Drive Improvements       |           |         | \$1,168,170 |
| Project Study Report (PSR) Contribution [1] | Table 9   |         | \$250,000   |
| Consultant Design Expenses                  | Table 9   |         | \$615,000   |
| Total Major Roadway - TIM Fee Program       |           |         | \$7,087,282 |

Source: CTA cost estimates dated March, 2012

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[1] PSR cost estimate to be verified.

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#### Table 2 Bass Lake Hills PFFP Update Bass Lake Hills PFF Infrastructure Required to Buildout (2012 \$)

| ITEM   | REFERENCE            | SEGMENT          | Total Cost               |
|--|----------------------|------------------|--------------------------|
| Roadway  |                      |                  |                          |
| Primary and Secondary Roads  |                      |                  |                          |
| Hollow Oak Road Extension  | Table 10             | E to F           | \$493,325                |
| Morrison Road  | <b>T</b> .11.40      |                  | <b>#4 407 047</b>        |
| Segment 1 - Holy Trinity Church to EID Tanks<br>Segment 2 - EID Tanks to Hollow Oak Road                   | Table 10<br>Table 10 | I to R<br>R to J | \$1,187,647<br>\$639,745 |
| Silver Dove Way  | Table TO             | IX IO J          | \$039,740                |
| Segment 1 - Bass Lake Road to Old Bass Lake Road   | Table 10             | C to O           | \$278,906                |
| Segment 2 - At Hawk View   | Table 10             | C to D           | \$606,001                |
| Segment 3 - Hawk View to Hollow Oak Road Extension<br>Segment 4 - Hollow Oak Road Extension to School Site | Table 10<br>Table 10 | D to E<br>E to Q | \$896,756                |
| Segment 5 - School Site to Country Club Drive  | Table 10             | Q to G           | \$748,762<br>\$717,785   |
| Country Club Drive   |                      |                  | <i></i> ,                |
| Segment 2 - Silver Dove Way to Bass Lake Road  | Table 10             | G to H           | \$340,452                |
| 5 Traffic Signals  |                      |                  | \$1,782,750              |
| Total Roadway  |                      |                  | \$7,692,129              |
| Bass Lake Road Enhancements  |                      |                  |                          |
| Bass Lake Road - Median Improvements   |                      |                  |                          |
| Hwy 50 to Country Club   | Table 11             | B to H           | \$194,378                |
| Country Club to Hollow Oak<br>Hollow Oak to Hawk View  | Table 11<br>Table 11 | H to F<br>F to C | \$341,142<br>\$271,588   |
| Hawk View to BLHSP Boundary  | Table 11             | C to A           | \$203,341                |
| Subtotal Bass Lake Road Median Improvements  |                      |                  | \$1,010,448              |
| Bass Lake Road - Bikeways  |                      |                  |                          |
| Hwy 50 to Country Club   | Table 11             | B to H           | \$74,618                 |
| Country Club to Hollow Oak<br>Hollow Oak to BLHSP Boundary   | Table 11<br>Table 11 | H to F<br>A to F | \$132,141<br>\$41,816    |
| Subtotal Bass Lake Road - Bikeways   |                      | Alton            | \$248,574                |
| Bass Lake Road Pedestrian Walk   |                      |                  |                          |
| Country Club to Hollow Oak   | Table 11             | H to F           | \$154,307                |
| Hawk View to BLHSP Boundary<br>Hollow Oak to Hawk View   | Table 11<br>Table 11 | C to A<br>F to C | \$33,772<br>\$14,854     |
| Subtotal Bass Lake Road Pedestrian Walk  |                      | FIOC             | \$202,932                |
| Total Bass Lake Road Enhancements  |                      |                  |                          |
|  |                      |                  | \$1,461,955              |
| Other Public Facilities  |                      |                  |                          |
| Park & Ride - 100 Vehicles Finished/ 200 Spaces Graded   | Table 14             |                  | \$918,946                |
| Walking Trails   | Table 14<br>Table 14 |                  | \$165,231<br>\$1,511,500 |
| Open Space Requirement<br>Class 1 Bike Trails - East to West   | Table 14             |                  | \$1,511,500<br>\$680,314 |
| PFFP Revision  | Table 14             |                  | \$220,000                |
| Subtotal Other Public Facilities   |                      |                  | \$3,495,991              |
| Sewer/Water Facilities [1]   |                      |                  |                          |
| Water Facilities   | Table 12             |                  | \$1,494,079              |
| Sewer Facilities [2] [3]   | Table 13             |                  | \$3,312,010              |
| Total Sewer/Water  |                      |                  | \$4,806,089              |
| Administration (4%)  |                      |                  | \$698,247                |
| Total Bass Lake Hills Fee Program  |                      |                  | \$18,154,411             |
|  |                      |                  | "cost_summ2"             |

Source: CTA cost estimates dated March and April, 2012

[1] Facilities not included in EID fee program.

[2] Includes interim sewer improvements for upfront construction to school site.[3] Includes placeholder sewer easement amount.

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Hwy 50 (section H to B). Construction may include the bikeway and sidewalk running parallel to Bass Lake Road. By allowing certain initial projects to pay fees instead of funding or constructing specific infrastructure items, it will allow the County to fund priority transportation projects in Zone 8.

#### Upfront Construction of Infrastructure to School Site

The Specific Plan requires that roadway, sewer, and water infrastructure to the proposed school site is made available prior to the 300<sup>th</sup> building permit located within the Specific Plan and within the Buckeye School District (BUSD) boundary. A map which shows the boundary of the BUSD is included in **Appendix D**.

The roadway infrastructure (Silver Dove Way from H to G and to Q) will be conditioned to be constructed by an early development project to ensure that it is in place by the 300<sup>th</sup> unit. The funding for sewer and water improvements will be generated from the BLH PFF, and held in a separate account so as to be available for school infrastructure by the 300<sup>th</sup> unit.

The backbone sewer improvements proposed as a part of the 2013 PFFP are adequate to provide readily accessible gravity sewer access to the proposed school site. However, the actual timing of school construction is unknown and the gravity sewer to the West may or may not be completed prior to the actual need for a school. The earliest contemplated date of school construction is estimated to be commensurate with the 300<sup>th</sup> Bass Lake Hills Specific Plan building permit located within the Buckeye School District boundary. To ensure that adequate sewer facilities are available to the school at the time they are needed, an interim school sewer pump and force main alternative design has been prepared and estimated for inclusion in this financing plan.

The interim school sewer plan assumes the school will install as a part of its construction, if necessary, an interim sewer pump on the school site, adequate to serve the school alone and capable of pumping to the South Uplands Trunk Sewer gravity line located near the Southwest corner of the Hawk View property within North Silver Dove Way.

The related force main from the school site to the connection point near Hawk View will be considered an onsite backbone improvement to the BLHSP and is included in the PFF sewer improvements in case the timing of construction requires its installation. If the temporary school sewer is not required, the fee program will be adjusted accordingly.

#### Construction of Collector Roads

It was further stated in the Specific Plan:

Policy 3.2.1.2—Development review shall consider the adequacy of public and private roads for emergency vehicle access and off-site traffic impacts. Inadequate roads shall be improved though such measures as "area of benefit" districts, fees, project approval conditions, assessment districts, or other means. Where no improvement or other acceptable mitigation measures are proposed to alleviate project induced situations concurrent with development, land development projects shall be denied.

The interpretation of this policy is that certain collector roads that provide access to initial development projects may be required to be constructed by the early phase developers, at the discretion of the County. Although these roads may not be considered backbone infrastructure,

rather the roads and associated improvements could be project-serving infrastructure, and thus, developers would essentially be constructing project serving infrastructure improvements that also benefit later phases of development. The costs of providing the project-serving infrastructure will be the burden of the early phase developers with reimbursement to be provided by later development projects that benefit from these improvements.

If for some reason, the later projects do not materialize, and reimbursements are not forthcoming, the risks will be borne by early developments, not the County. Reimbursements will be controlled by the reimbursement structure included in the Bass Lake Hills Public Facilities Fee (BLH PFF) Program.

#### **Completed Facilities**

Since the Specific Plan's adoption, some infrastructure facilities have been constructed to serve the initial Hollow Oak subdivision on the eastern portion of the project, under the provisions of the 2006 PFFP. For example, the construction and realignment of Bass Lake Road has been completed from the intersection at Hollow Oak Road to the current alignment of Bass Lake Road just northeast of Serrano Parkway. The bike lane and the sidewalk along Bass Lake Road have also been constructed up to Serrano Parkway. Shoulder widening and related facilities have been completed on some areas of Bass Lake Road south to Hwy 50.

## Cost Estimates

Cost estimates were based on a series of studies and reports, prepared by CTA and include only infrastructure that is required to serve the BLHSP. The cost estimates are up-to-date as of the publication of this report, but are subject to revision as more details becomes available. As the description of facilities and associated cost estimates change, the recommended financing programs will be updated with the most current information.

**Appendix A** contains the detailed capital improvement program (CIP) for the infrastructure projects included in the County's TIM Fee programs.

**Appendix B** contains detailed infrastructure costs for the infrastructure items that will be funded through the Bass Lake Hills Public Facilities Fee.

**Appendix C** contains backbone infrastructure costs for water and sewer facilities and improvements.

**Appendix D** displays the detailed costs of infrastructure that is required to serve the school site.

The cost estimates do not include the costs of in-tract and other subdivision specific improvements. This infrastructure will be privately financed. In-tract improvements are project-serving road, sewer, water, and drainage improvements in a subdivision.

Cost estimates for other on-site facilities that are not the responsibility of the County (i.e., schools) have not been estimated. These facilities will be constructed and funded under the existing fee and funding programs established by each agency. On-site park improvements will be funded by a combination of El Dorado Hills Community Services District (EDH CSD) development impact fees and funding from the BLHSP development projects as described below.

## Financing Strategy

The purpose of the PFFP is to recommend the appropriate financing mechanisms to fund the necessary backbone infrastructure and other public facility costs required to serve the BLHSP. The goal of the plan is to identify financing mechanisms that are flexible enough to ensure the required improvements are constructed when necessary. The financing mechanisms used will depend on the types of facilities and when they are needed. **Table 3** shows the sources and uses of funds for the 2013 PFFP infrastructure and public facilities for buildout. The 2013 PFFP recognizes that existing fee programs will be used when available. Existing fee programs, however, will not fund all of the needed backbone infrastructure improvements. To provide funding for the total costs of backbone infrastructure and public facilities required to serve the BLHSP at buildout, the strategy of the 2013 PFFP includes a combination of developer funding or construction of up-front infrastructure, existing fee programs, the implementation of the BLH PFF, which includes a 25-percent surcharge on early development, and the possible use of Mello-Roos Community Facilities District (CFD) bond financing or Statewide Community Infrastructure Program (SCIP) bonds.

#### **Developer Funding and Construction**

Both the 2013 and 2006 PFFPs have been created with the intention that infrastructure will be constructed as it is required. The 2013 PFFP requires that developers may need to advance fund or construct infrastructure improvements needed in the early phases of the BLHSP and before the collection of fees or other revenue sources. For example, an early developer (or developers) may be responsible to construct the Bass Lake Road improvements, bike lanes and sidewalks along Bass Lake Road, and a traffic signal at the Bass Lake Road/Hwy 50 Interchange (as shown in **Table 3**) before adequate fee revenue has been collected to fund such improvements.

Developer reimbursements for Bass Lake Road are expected from the County TIM fee program. The County Department of Transportation (DOT) will provide the developer who builds Bass Lake Road either TIM fee credits, a reimbursement agreement, or the option to pay the fees up front via SCIP bonds, or a combination of these options.

#### **Existing Fee Programs**

The following information presents the existing fee programs to which the BLHSP developments will be subject:

- County Fee Programs
  - County TIM Fee (Zone 8)
  - County—Ecological Preserve Fee
- Other Fee Programs
  - El Dorado Irrigation District (EID)—Water Fee and Sewer Fee
  - El Dorado Hills Fire District (Fire District)-Fire Fees
  - EDH CSD—Park Fee

#### Table 3 Bass Lake Hills Public Facilities Financing Plan Update Sources and Uses - Buildout (2012\$)

|   |                                |                                 | Existing Fee Programs Applicable to BLSP |                   |                                |   | BLH Public Facilities Fee Program |             |                                |             |                            |
|---|--------------------------------|---------------------------------|--|-------------------|--------------------------------|---|-----------------------------------|-------------|--------------------------------|-------------|----------------------------|
| Facility                                | -<br>Total Funding<br>Required | El Dorado<br>County TIM<br>Fees | EID<br>Water Fees                        | EID<br>Sewer Fees | Buckeye USD<br>School Fees [1] | El Dorado Hills<br>CSD Park<br>Fees [2] | El Dorado Fire<br>Fees            | Roadway     | Bass Lake Road<br>Enhancements | Sewer/Water | Other Public<br>Facilities |
| Major Infrastructure                    |                                |                                 |  |                   |                                |   |                                   |             |                                |             |                            |
| Bass Lake Road                          | \$5,054,113                    | \$5,054,113                     |  |                   |                                |   |                                   |             |                                |             |                            |
| Country Club Drive                      | \$1,168,170                    | \$1,168,170                     |  |                   |                                |   |                                   |             |                                |             |                            |
| Highway 50/Bass Lake Rd PSR             | \$250,000                      | \$250,000                       |  |                   |                                |   |                                   |             |                                |             |                            |
| Primary and Local Roads                 | \$9,154,085                    |                                 |  |                   |                                |   |                                   | \$7,692,129 | \$1,461,955                    |             |                            |
| Other Public Facilities                 | \$3,495,991                    |                                 |  |                   |                                |   |                                   |             |                                |             | \$3,495,9                  |
| Water                                   | \$22,986,579                   |                                 | \$21,492,500                             |                   |                                |   |                                   |             |                                | \$1,494,079 |                            |
| Sewer                                   | \$20,065,810                   |                                 |  | \$16,753,800      |                                |   |                                   |             |                                | \$3,312,010 |                            |
| Subtotal Major Infrastructure           | \$62,174,747                   | \$6,472,282                     | \$21,492,500                             | \$16,753,800      | \$0                            | \$0                                     | \$0                               | \$7,692,129 | \$1,461,955                    | \$4,806,089 | \$3,495,9                  |
| Public Facilities                       |                                |                                 |  |                   |                                |   |                                   |             |                                |             |                            |
| Parks and Recreation                    | \$11,728,000                   |                                 |  |                   |                                | \$11,728,000                            |                                   |             |                                |             |                            |
| Schools                                 | \$15,576,600                   |                                 |  |                   | \$15,576,600                   |   |                                   |             |                                |             |                            |
| Fire Protection                         | \$2,774,700                    |                                 |  |                   |                                |   | \$2,774,700                       |             |                                |             |                            |
| Subtotal Public Facilities              | \$30,079,300                   | \$0                             | \$0                                      | \$0               | \$15,576,600                   | \$11,728,000                            | \$2,774,700                       | \$0         | \$0                            | \$0         |                            |
| Total                                   | \$92,254,047                   | \$6,472,282                     | \$21,492,500                             | \$16,753,800      | \$15,576,600                   | \$11,728,000                            | \$2,774,700                       | \$7,692,129 | \$1,461,955                    | \$4,806,089 | \$3,495,9                  |
| Summary                                 |                                |                                 |  |                   |                                |   |                                   |             |                                |             |                            |
| Total Existing Fee Programs             | \$74,797,882                   | \$6,472,282                     | \$21,492,500                             | \$16,753,800      | \$15,576,600                   | \$11,728,000                            | \$2,774,700                       |             |                                |             |                            |
| Total BLH Public Facilities Fee Program | \$17,456,165                   |                                 |  |                   |                                |   |                                   | \$7,692,129 | \$1,461,955                    | \$4,806,089 | \$3,495,9                  |

[1] Estimate based on Buckeye School District Fee

[2] Estimate based on El Dorado CSD Fees. Some properties actually within boundary of Cameron Park Park Fee District (Bell Woods).

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"sources\_uses"

- Cameron Park Community Services District (CP CSD)—Park Fee and Fire Fee (Bell Woods only)
- Buckeye Union School District (BUSD)—School Mitigation Fees
- Rescue Union School District (RUSD)—School Mitigation Fees
- El Dorado Union High School District (EDUHSD)—School Mitigation Fees

The BLHSP will generate \$104.2 million (2012 \$) in fees for existing fee programs at full buildout as shown in **Table 5** later in this report. These fee programs are described in **Chapter 3**.

#### BLH PFF

The BLH PFF has been adopted to fund necessary internal roadways including enhancements to Bass Lake Road, as well as sewer and water facilities, Bass Lake Road/Hwy 50 traffic signal, bikeways, sidewalks, park & ride lot, parks, open space acquisition and trails. Fee revenue is estimated to be \$18.2 million at full buildout, as shown in **Table 5**, later in this report.

#### Bond Funding Mechanisms

The BLHSP infrastructure and public facilities are primarily included in fee programs to ensure that each development pays its fair share of these costs. One or more CFDs could be formed to provide public debt financing for improvements needed early in the development of the Specific Plan. Fee credits may be provided for appropriate bond-funded facilities that are also funded by the existing and new fee programs including the County's TIM program. Detailed estimates for the CFD bonds and special taxes are found in **Chapter 3**.

#### Information Sources

The 2013 PFFP specifies the extent, timing, and cost of all backbone infrastructure required to serve the project. The 2013 PFFP relied on the following information:

- Land use designations as shown in the approved BLHSP dated November 7, 1995.
- Roadway and other major infrastructure cost estimates and phasing provided by CTA (see **Appendices A, B, C** and **D**).

### Organization of the Report

In addition to this introductory and summary chapter, the 2013 PFFP has the following chapters:

- **Chapter 2** describes the BLHSP project, land uses, and the impact of the development agreements on the development phasing.
- **Chapter 3** summarizes the funding sources.
- **Chapter 4** describes the major road projects eligible for TIM funding.

- **Chapter 5** describes the primary local roads and other public facilities that will be included in the BLH PFF. The chapter also describes the structure of the reimbursement program.
- **Chapter 6** describes the infrastructure required by other service providers.
- **Chapter 7** provides an analysis of the probable phasing of infrastructure associated with specific development projects.
- **Chapter 8** briefly discusses the funding mechanisms for the operation and maintenance of the infrastructure and public facilities required by the Specific Plan.
- **Chapter 9** describes the actions necessary to implement and update the proposed financing mechanisms.

These appendices also are included in this document:

- **Appendix A** shows the detailed CIP for major road projects eligible for TIM funding.
- **Appendix B** shows the detailed cost estimates for the infrastructure and public facilities included in the BLH PFF.
- **Appendix C** shows the detailed cost estimates for sewer and water facilities that are included in the BLH PFF.
- **Appendix D** shows the detailed cost estimates for the sewer and water facilities that are required to serve the school site.
- **Appendix E** compares the total estimated development fee burden for the BLHSP, as compared to other nearby development areas.
- Appendix F is the 2006 PFFP and 2013 PFFP Correspondence Table.
- **Appendix G** provides the updated Nexus Study required to justify the BLH PFF program.

### Location

The BLHSP is located in County, approximately 3 miles east of the Sacramento/El Dorado County line, between Serrano and the west end of Cameron Park. Bass Lake is one-quarter mile north of the Specific Plan area. Hwy 50 forms the southern plan area boundary, and Bass Lake Road transects the area in a north/south direction. **Map 1** shows the location of the BLHSP.

## Adjacent Land Uses

The Specific Plan is located immediately adjacent to existing and proposed residential developments. The 3,800-acre El Dorado Hills Specific Plan (EDHSP) area is located to the north, west and northwest of the plan area. The EDHSP was approved in 1988. Adjacent land uses also include the 267-acre, 503-dwelling unit Bar J Ranch subdivision to the east and the 145-acre, 290-dwelling unit Bridlewood Canyon to the north.

### Land Uses

#### Summary

The BLHSP is 1,414 acres in size and includes the Hollow Oak subdivision and individual large parcels ranging in size from 1.1 to 96.4 acres. The majority of the parcels are approximately 10 acres in size. Bass Lake Road represents approximately 30 acres of the total. Including Hollow Oak, there are approximately 135 existing residential dwelling units in the plan area.

The Specific Plan authorizes a maximum yield of 1,458 dwelling units with densities ranging from one unit per 5 acres to four units per acre. The residential units are located in 18 discrete villages defined by major streets and open space.

Although 1,458 residential units are authorized in the Specific Plan, the Holy Trinity Church parcel has an authorization that is the equivalent of 54 dwelling units; however, the Holy Trinity Church is not required to participate in the PFFP. In addition to the 99 units constructed as part of the Hollow Oaks subdivision, EPS has included 109 units as "contingency" to ensure that all items are funded even if the full buildout is not eventually reached. Therefore, the allocation of costs for the calculation of the BLH PFF is based on 1,250 residential units (see below).

Total Units in Specific Plan and 2006 PFFP1,458

| Less Units Constructed      | (99)  |
|-----------------------------|-------|
| Less 109-Unit "Contingency" | (109) |
| Net Units for BLH PFF       | 1,250 |

In addition, the Specific Plan identifies approximately 24 acres of parks, 9 acres of schools, 151 acres of open space, a fire station, and a park-and-ride lot. The Specific Plan includes a series of bikeway and pedestrian walkways to facilitate pedestrian travel. **Table 4** summarizes the land uses included in the Specific Plan.

#### **Development Agreement Status**

The original BLHSP Development Agreement Ordinance #4430 adopted August 20, 1996, affected the possible timing of the development. Because of the Development Agreement Ordinance, parcels can be placed in three categories that affect the status of the timing of development in the Specific Plan Area:

- Those parcels with development agreements and within the boundaries of EID, or that have will-serve letters but are not within the boundaries. Parcels in this category are most likely to develop first. Four projects fit within the parameters of the first: Hollow Oak with 99 constructed units, Hawk View with 114 planned units, Bell Woods with 54 planned units, and Bell Ranch with 113 units. These projects have tentative maps approved.
- 2. *Those parcels with development agreements but requiring annexation to EID.* Parcels in this category will likely develop later. Parcels with another 835 units fall into this category.
- 3. *Those parcels without development agreements.* Parcels in this category are even less likely to develop in the near term.

#### Entitlement Status

The four projects listed below are considered far enough along in the entitlement process to be the first to develop in the BLHSP. They are in the following stages in the entitlement process:

| Project                | Units<br>Constructed | Approved<br>Tentative<br>Maps | Annexed<br>into EID | Right to<br>Purchase/<br>Water Meters | Guaranteed<br>Can/Will<br>Serve<br>Letter |
|------------------------|----------------------|-------------------------------|---------------------|---------------------------------------|---|
| Hollow Oak (99 Units)  | Х                    |                               | Х                   | Х                                     |   |
| Hawk View (114 Units)  |                      | Х                             | Х                   | х                                     |   |
| Bell Woods (54 Units)  |                      | Х                             | Х                   | х                                     |   |
| Bell Ranch (113 Units) |                      | Х                             |                     |                                       | Х   |

# Table 4Bass Lake Hills Public Facilities Financing Plan UpdateLand Use Summary

|                                       | Origi             | nal Cresifia                       | Dian              | Developed                      | Net                              |
|---------------------------------------|-------------------|------------------------------------|-------------------|--------------------------------|----------------------------------|
| Land Use                              | Acres             | nal Specific<br>Density<br>(ac/du) | Dwelling<br>Units | Developed<br>Dwelling<br>Units | Undeveloped<br>Dwelling<br>Units |
| Residential                           |                   |                                    |                   |                                |                                  |
| Low Density (L.2PD)                   | 171.1             | 0.2                                | 33                | 0                              | 33                               |
| Low Density (L.7PD)                   | 360.9             | 0.6                                | 225               | 0                              | 225                              |
| Medium Density (MPD)                  | 402.9             | 1.5                                | 601               | 99                             | 502                              |
| High Density (H3PD)                   | 148.7             | 2.5                                | 364               | 0                              | 364                              |
| High Density (H4PD)                   | 49.0              | 3.7                                | 181               | 0                              | 181                              |
| Subtotal                              | 1,132.6           |                                    | 1,404             | 99                             | 1,305                            |
| Church                                | 34.2              | 1.6                                | ,<br>54           | 0                              | ,<br>54                          |
| Subtotal Residential                  | 1,166.8           |                                    | 1,458             | 99                             | 1,359                            |
| Public/Other                          |                   |                                    |                   |                                |                                  |
| Parks [1]                             | 24.0              |                                    |                   |                                |                                  |
| Open Space                            | 151.2             |                                    |                   |                                |                                  |
| Schools                               | 9.2               |                                    |                   |                                |                                  |
| Fire Station                          | 1.5               |                                    |                   |                                |                                  |
| Park & Ride                           | 2.0               |                                    |                   |                                |                                  |
| Subtotal Public Other                 | 187.9             |                                    |                   |                                |                                  |
| Roads/Right-of-Way                    | 59.70             |                                    |                   |                                |                                  |
| Total                                 | 1,414.4           |                                    | 1,458             |                                | 1,359                            |
| Less BLH PFF Contingency              |                   |                                    |                   |                                | (109)                            |
| Net Units for BLH PFF                 |                   |                                    |                   |                                | 1,250                            |
| Source: Bass Lake Hills Specific Plan | , November 7, 199 | 5. Table 3-1.                      |                   |                                | "land_use"                       |

[1] Table 3-1 specifies 19.4 acres of park based on a standard of 5 acres per 1,000 population. However, Section 5.6.1 (page 56) states that the potential plan area development will generate the need for approximately 24 acres of park land. The PFFP assumes the development of 24 park acres.

A PFFP was required by Section 9.4 of the BLHSP and Section 3.2 of the BLHSP Development Agreement August 20, 1996, which was satisfied by the approved 2006 PFFP.

The 2013 PFFP recognizes that existing fee programs will be used when available. However, existing fee programs will not fund all of the needed backbone infrastructure improvements. Therefore, to provide funding for the total cost of backbone infrastructure and public facilities costs required to serve the BLHSP at buildout, the strategy of the 2013 PFFP includes a combination of developer advance funding or construction of up-front infrastructure, existing fee programs, the implementation of the BLH PFF program, and the possible use of CFD bond financing. The following sections describe the use of these funding sources.

## **Existing Fee Programs**

There are several existing development impact fee programs to fund improvements in the BLHSP as well as required off-site improvements. These fee programs are listed in **Table 5**. It is estimated that approximately \$104.2 million will be paid by remaining development in the BLHSP. Estimates of fees and fee revenues are shown in **Table 5**.

Existing fees are paid at the time building permits are issued or at final map. In some cases, developers may need to advance fund the initial phases of infrastructure construction required to serve the BLHSP. The 2013 PFFP assumes that fee credits or reimbursements for facilities otherwise funded by the County fee programs may be available if developers fund and construct fee funded facilities. The County or other public agency will enter into a reimbursement agreement with the developer for advance funded facilities.

Existing fee levels are subject to periodic reviews as new infrastructure cost, land use, and revenue information becomes available. When updates occur, fees will be adjusted to account for the updated information, and reimbursements would be adjusted accordingly. The following existing fee programs are applicable to the BLHSP.

#### **County TIM Fee**

The BLHSP area is located primarily within the boundaries of Zone 8 of the County TIM program, and BLHSP development projects would pay the fee as shown in **Table 5.1** The purpose of this fee is to fund regional roadway improvements necessary to handle the traffic generated by new development in County. The TIM program currently funds County road improvements within its

<sup>&</sup>lt;sup>1</sup> The PFFP assumes that the entire Bass Lake Hills Specific Plan is located within the Zone 8 area for the TIM Fee. Some properties at the southern boundary of the Specific Plan may be in Zone 2. As an implementation measure, the County will seek to amend the TIM Fee zones so the entire plan area is within Zone 8. The PFFP collects fees to make improvements within Zone 8 on TIM Fee Roads such as the signal lights on Bass Lake Road.

## DRAFT

#### Table 5 Bass Lake Hills Public Facilities Financing Plan Update Existing and Proposed Development Impact Fee Revenue (2012 \$)

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| Item         Units [1]         Per Unit         Fee Revenue           EXISTING FEE PROGRAMS         #ajor Infrastructure         \$35,175,000         \$328,140         \$35,175,000           Water Fees - El Dorado Irrigation District [2]         1,250         \$17,194         \$21,492,500           Sewer Fees - El Dorado Irrigation District [2]         1,250         \$13,403         \$16,753,800           Subtotal - Major Infrastructure         \$56,737         \$73,421,300           Public Facilities         1,196         \$2,220         \$2,774,700           El Dorado Hills Fice District Fee         1,196         \$2,227         \$81,000           Parks         El Dorado Hills CSD - Park Fee         1,196         \$2,2773         \$11,728,000           Cameron Park Kire (Bell Woods only) [3]         \$4         \$2,773         \$149,800           School Fees         1,250         \$12,461         \$15,576,600           Ecological Preserve Fee         1,250         \$12,461         \$15,576,600           Subtotal - Public Facilities         \$2,200         \$30,792,600           TOTAL EXISTING FEES         \$104,213,900         \$104,213,900           UPDATED BASS LAKE HILLS FEE PROGRAM         \$2,800         \$3,500,000           Water Facilities         \$2,200         \$3,500,000  |  | Projected | <u>B</u> ı | ildout        |
|--|--|-----------|------------|---------------|
| Major Infrastructure       \$28,140       \$35,175,000         Water Fees - El Dorado County TIM Fee (Zone 8)       1,250       \$28,140       \$35,175,000         Water Fees - El Dorado Irrigation District [2]       1,250       \$17,194       \$21,492,500         Sewer Fees - El Dorado Irrigation District [2]       1,250       \$13,403       \$16,753,800         Subtotal - Major Infrastructure       \$58,737       \$73,421,300         Public Facilities       1,196       \$2,220       \$2,274,700         El Dorado Hills Fire District Fee       1,196       \$2,220       \$2,774,700         Cameron Park Fire (Bell Woods only) [3]       54       \$1,500       \$11,728,000         Parks       1,196       \$2,220       \$2,774,700       \$81,000         Cameron Park CSD (Bell Woods only) [3]       54       \$12,600       \$11,728,000         School Fees       1,250       \$12,461       \$15,576,600         Ecological Preserve Fee       1,250       \$12,401       \$142,800         Subtotal - Public Facilities       \$30,792,600       \$30,792,600         TOTAL EXISTING FEES       \$30,792,600       \$30,600       \$30,600,600         Bass Lake Road Enhancements       1,250       \$6,150       \$7,687,500         Gamero 1340       \$2,11,70  | Item   |           |            |               |
| Roadway Fees - El Dorado County TIM Fee (Zone 8)         1,250         \$28,140         \$35,175,000           Water Fees - El Dorado Irrigation District [2]         1,250         \$17,194         \$21,492,500           Sewer Fees - El Dorado Irrigation District [2]         1,250         \$13,403         \$16,753,800           Subtotal - Major Infrastructure         \$58,737         \$73,421,300           Public Facilities         1,196         \$2,320         \$2,774,700           Cameron Park Fire (Bell Woods only) [3]         54         \$1,500         \$81,000           Parks         1,196         \$2,320         \$2,774,700           Cameron Park CSD (Bell Woods only) [3]         54         \$1,500         \$81,000           School Fees         1,250         \$12,461         \$15,576,600           Ecological Preserve Fee         1,250         \$12,461         \$15,576,600           Subtotal - Public Facilities         \$30,792,600         \$30,792,600           TOTAL EXISTING FEES         \$104,213,900         \$14,423,900           UPDATED BASS LAKE HILLS FEE PROGRAM         \$2,500         \$3,500,000           Bass Lake Road Enhancements         1,250         \$6,150         \$7,687,500           School Facilities         \$2,300         \$3,3,373         \$1,224,900  | EXISTING FEE PROGRAMS                                |           |            |               |
| Water Fees - El Dorado Irrigation District [2]         1,250         \$17,194         \$21,492,500           Sewer Fees - El Dorado Irrigation District [2]         1,250         \$13,403         \$16,753,800           Subtotal - Major Infrastructure         \$58,737         \$73,421,300           Public Facilities         1,196         \$2,320         \$2,774,700           Cameron Park Fire (Bell Woods only) [3]         54         \$1,500         \$81,000           Parks         1,196         \$9,806         \$11,728,000         \$81,000           Parks         1,196         \$9,806         \$11,728,000         \$81,000           Cameron Park CSD (Bell Woods only) [3]         54         \$2,773         \$149,800           School Fees         1,250         \$12,461         \$15,576,600           Ecological Preserve Fee         1,250         \$386         \$482,500           Subtotal - Public Facilities         \$30,792,600         \$104,213,900           TOTAL EXISTING FEES         \$104,213,900         \$142,450           Roadway         1,250         \$6,150         \$7,687,500           Bass Lake Road Enhancements         1,250         \$2,800         \$3,300,000           Water Facilities         \$12,50         \$3,300         \$3,3,373         \$1,244,300   | Major Infrastructure                                 |           |            |               |
| Sewer Fees - El Dorado Irrigation District [2]         1,250         \$13,403         \$16,753,800           Subtotal - Major Infrastructure         \$58,737         \$73,421,300           Public Facilities         Image: Segee Action of Cameron Park Free (Bell Woods only) [3]         1,196         \$2,320         \$2,774,700           Parks         El Dorado Hills CSD - Park Fee (Bell Woods only) [3]         1,196         \$9,806         \$11,728,000           Parks         El Dorado Hills CSD - Park Fee (Bell Woods only) [3]         54         \$9,806         \$11,728,000           Parks         El Dorado Hills CSD - Park Fee (Bell Woods only) [3]         54         \$9,806         \$11,728,000           Cameron Park CSD (Bell Woods only)         54         \$9,806         \$11,728,000         \$149,800           School Fees         1,250         \$12,461         \$15,576,600         \$20,000           Subtotal - Public Facilities         \$30,792,600         \$30,792,600         \$30,792,600           TOTAL EXISTING FEES         \$104,213,900         \$30,792,600         \$30,792,600         \$30,000           UPDATED BASS LAKE HILLS FEE PROGRAM         \$1,250         \$6,150         \$7,687,500         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30, | Roadway Fees - El Dorado County TIM Fee (Zone 8)     | 1,250     | \$28,140   | \$35,175,000  |
| Subtotal - Major Infrastructure         \$58,737         \$73,421,300           Public Facilities  | Water Fees - El Dorado Irrigation District [2]       | 1,250     | \$17,194   | \$21,492,500  |
| Public Facilities         Fire Protection         El Dorado Hills Fire District Fee         Cameron Park Fire (Bell Woods only) [3]         Parks         El Dorado Hills CSD - Park Fee         Cameron Park CSD (Bell Woods only)         School Fees         1,250         School Fees         1,250         Subtotal - Public Facilities         Subtotal - Public Facilities         TOTAL EXISTING FEES         VEDATED BASS LAKE HILLS FEE PROGRAM         Roadway       1,250         State Road Enhancements       1,250         Subter Facilities         Zone 1340       233         Subtotal - Bass Lake Road Enhancements       1,250         Schoel Facilities       233         Sone 1340       233         Sone 1340       233         Sone 1340       233         Sone 1340       33,373         Schoel 445       340,333         Sone 1340       33,373         Sone 1340       33,373         Sone 1340       33,373         Schoel 445       363         Sewer Facilities [4]       1,005         Admin (4% of Subtotal - Bass Lake Hills Fee Program)       360      <  | Sewer Fees - El Dorado Irrigation District [2]       | 1,250     | \$13,403   | \$16,753,800  |
| Fire Protection<br>El Dorado Hills Fire District Fee<br>Cameron Park Fire (Bell Woods only) [3]1,196<br>54\$2,320<br>\$1,500\$2,774,700<br>\$81,000Parks<br>El Dorado Hills CSD - Park Fee<br>Cameron Park CSD (Bell Woods only)1,196<br>54\$9,806<br>\$2,773\$11,728,000<br>\$149,800School Fees1,250\$12,461\$15,576,600Ecological Preserve Fee1,250\$12,461\$15,576,600Subtotal - Public Facilities\$30,792,600\$306\$482,500TOTAL EXISTING FEES\$1,250\$104,213,900\$307,92,600UPDATED BASS LAKE HILLS FEE PROGRAM\$1,250\$6,150\$7,687,500Bass Lake Road Enhancements1,250\$6,150\$7,687,500Other Public Facilities1,250\$1,170\$1,462,500Vater Facilities233\$1,158\$269,800Zone 1340233\$1,158\$269,800Zone 1340233\$3,373\$1,224,300Sewer Facilities [4]1,005\$3,300\$3,316,500Admin (4% of Subtotal - Bass Lake Hills Fee Program)\$670\$698,424Fotal Bass Lake Hills Fee Program   | Subtotal - Major Infrastructure                      |           | \$58,737   | \$73,421,300  |
| El Dorado Hills Fire District Fee       1,196       \$2,320       \$2,774,700         Cameron Park Fire (Bell Woods only) [3]       54       \$1,500       \$81,000         Parks       El Dorado Hills CSD - Park Fee       1,196       \$9,806       \$11,728,000         Cameron Park CSD (Bell Woods only)       54       \$2,773       \$149,800         School Fees       1,250       \$12,461       \$15,576,600         Ecological Preserve Fee       1,250       \$386       \$482,500         Subtotal - Public Facilities       \$30,792,600       \$30,792,600         UPDATED BASS LAKE HILLS FEE PROGRAM       \$104,213,900       \$104,213,900         UPDATED BASS LAKE HILLS FEE PROGRAM       \$1,250       \$6,150       \$7,687,500         Bass Lake Road Enhancements       1,250       \$1,170       \$1,462,500         Other Public Facilities       \$2,200       \$3,500,000       \$3,500,000         Water Facilities       \$2,33       \$1,158       \$269,800         Zone 1340       233       \$1,158       \$269,800         Zone 1340       \$3,330       \$3,316,500         Admin (4% of Subtotal - Bass Lake Hills Fee Program)       \$670       \$698,424         House Call Bass Lake Hills Fee Program       \$670       \$698,424 <td>Public Facilities</td> <td></td> <td></td> <td></td>  | Public Facilities                                    |           |            |               |
| El Dorado Hills CSD - Park Fee       1,196       \$9,806       \$11,728,000         Cameron Park CSD (Bell Woods only)       54       \$2,773       \$149,800         School Fees       1,250       \$12,461       \$15,576,600         Ecological Preserve Fee       1,250       \$386       \$482,500         Subtotal - Public Facilities       530,792,600       \$30,792,600         TOTAL EXISTING FEES       \$104,213,900       \$104,213,900         UPDATED BASS LAKE HILLS FEE PROGRAM       \$1,250       \$6,150       \$7,687,500         Bass Lake Road Enhancements       1,250       \$1,170       \$1,462,500         Other Public Facilities       1,250       \$2,800       \$3,500,000         Water Facilities       233       \$1,158       \$269,800         Zone 1340       233       \$1,158       \$269,800         Zone 1340       233       \$1,158       \$269,800         Zone 1340       233       \$1,158       \$269,800         Sewer Facilities [4]       1,005       \$3,300       \$3,316,500         Admin (4% of Subtotal - Bass Lake Hills Fee Program)       \$67       \$698,424  | El Dorado Hills Fire District Fee                    |           |            |               |
| Ecological Preserve Fee1,250\$386\$482,500Subtotal - Public Facilities\$30,792,600TOTAL EXISTING FEES\$104,213,900UPDATED BASS LAKE HILLS FEE PROGRAM1\$100Roadway1,250\$6,150\$7,687,500Bass Lake Road Enhancements1,250\$1,170\$1,462,500Other Public Facilities233\$1,158\$269,800Zone 1340233\$1,158\$269,800Zone 1245 and Portion of Zone 1462233\$1,158\$269,800Sewer Facilities [4]1,005\$3,300\$3,316,500Admin (4% of Subtotal - Bass Lake Hills Fee Program)\$670\$698,424  | El Dorado Hills CSD - Park Fee                       |           |            |               |
| Subtotal - Public Facilities\$30,792,600TOTAL EXISTING FEES\$104,213,900UPDATED BASS LAKE HILLS FEE PROGRAM1,250Roadway1,250Bass Lake Road Enhancements1,250Other Public Facilities1,250Zone 1245 and Portion of Zone 1462233Sewer Facilities [4]1,005Swer Facilities [4]1,005Admin (4% of Subtotal - Bass Lake Hills Fee Program)\$670State Bass Lake Hills Fee Program\$670State Bass Lake Hills Fee Program\$670  | School Fees  | 1,250     | \$12,461   | \$15,576,600  |
| TOTAL EXISTING FEES       \$104,213,900         UPDATED BASS LAKE HILLS FEE PROGRAM         Roadway       1,250       \$6,150       \$7,687,500         Bass Lake Road Enhancements       1,250       \$1,170       \$1,462,500         Other Public Facilities       1,250       \$2,800       \$3,500,000         Water Facilities       233       \$1,158       \$269,800         Zone 1340       233       \$1,158       \$269,800         Zone 1340       233       \$1,224,300       \$3,373         Sewer Facilities [4]       1,005       \$3,300       \$3,316,500         Admin (4% of Subtotal - Bass Lake Hills Fee Program)       \$670       \$698,424         Total Bass Lake Hills Fee Program       \$1005       \$3,300       \$3,316,500  | Ecological Preserve Fee                              | 1,250     | \$386      | \$482,500     |
| UPDATED BASS LAKE HILLS FEE PROGRAM           Roadway         1,250         \$6,150         \$7,687,500           Bass Lake Road Enhancements         1,250         \$1,170         \$1,462,500           Other Public Facilities         1,250         \$2,800         \$3,500,000           Water Facilities         1,250         \$2,800         \$3,500,000           Water Facilities         233         \$1,158         \$269,800           Zone 1340         233         \$1,158         \$269,800           Zone 1245 and Portion of Zone 1462         363         \$3,373         \$1,224,300           Sewer Facilities [4]         1,005         \$3,300         \$3,316,500           Admin (4% of Subtotal - Bass Lake Hills Fee Program)         \$670         \$698,424           Total Bass Lake Hills Fee Program         \$18,159,024         \$18,159,024   | Subtotal - Public Facilities                         |           |            | \$30,792,600  |
| Roadway1,250\$6,150\$7,687,500Bass Lake Road Enhancements1,250\$1,170\$1,462,500Other Public Facilities1,250\$2,800\$3,500,000Water Facilities<br>Zone 1340<br>Zone 1245 and Portion of Zone 1462233<br>363\$1,158<br>\$3,373\$269,800<br>\$1,224,300Sewer Facilities [4]1,005\$3,300\$3,316,500Admin (4% of Subtotal - Bass Lake Hills Fee Program)\$670\$698,424Total Bass Lake Hills Fee Program  | TOTAL EXISTING FEES                                  |           |            | \$104,213,900 |
| Bass Lake Road Enhancements1,250\$1,170\$1,462,500Other Public Facilities1,250\$2,800\$3,500,000Water Facilities<br>Zone 1340<br>Zone 1245 and Portion of Zone 1462233<br>363\$1,158<br>\$3,373\$269,800<br>\$1,224,300Sewer Facilities [4]1,005\$3,300\$3,316,500Admin (4% of Subtotal - Bass Lake Hills Fee Program)\$670\$698,424Total Bass Lake Hills Fee Program  | UPDATED BASS LAKE HILLS FEE PROGRAM                  |           |            |               |
| Other Public Facilities       1,250       \$2,800       \$3,500,000         Water Facilities       233       \$1,158       \$269,800         Zone 1340       233       \$1,158       \$269,800         Zone 1245 and Portion of Zone 1462       363       \$3,373       \$1,224,300         Sewer Facilities [4]       1,005       \$3,300       \$3,316,500         Admin (4% of Subtotal - Bass Lake Hills Fee Program)       \$670       \$698,424         Total Bass Lake Hills Fee Program       \$18,159,024   | Roadway  | 1,250     | \$6,150    | \$7,687,500   |
| Water Facilities       233       \$1,158       \$269,800         Zone 1340       363       \$3,373       \$1,224,300         Sewer Facilities [4]       1,005       \$3,300       \$3,316,500         Admin (4% of Subtotal - Bass Lake Hills Fee Program)       \$670       \$698,424         Total Bass Lake Hills Fee Program       \$1,005       \$124,500   | Bass Lake Road Enhancements                          | 1,250     | \$1,170    | \$1,462,500   |
| Zone 1340       233       \$1,158       \$269,800         Zone 1245 and Portion of Zone 1462       363       \$3,373       \$1,224,300         Sewer Facilities [4]       1,005       \$3,300       \$3,316,500         Admin (4% of Subtotal - Bass Lake Hills Fee Program)       \$670       \$698,424         Total Bass Lake Hills Fee Program       \$18,159,024  | Other Public Facilities                              | 1,250     | \$2,800    | \$3,500,000   |
| Admin (4% of Subtotal - Bass Lake Hills Fee Program)\$670\$698,424Total Bass Lake Hills Fee Program\$18,159,024  | Zone 1340  |           |            |               |
| Total Bass Lake Hills Fee Program       \$18,159,024   | Sewer Facilities [4]                                 | 1,005     | \$3,300    | \$3,316,500   |
| -  | Admin (4% of Subtotal - Bass Lake Hills Fee Program) |           | \$670      | \$698,424     |
| TOTAL FEES \$122,372,924   | Total Bass Lake Hills Fee Program                    |           |            | \$18,159,024  |
|  | TOTAL FEES   |           |            | \$122,372,924 |

[1] Reflects the number of units used to calculate the BLH PFF. Fee revenue could be higher if additional units are constructed, or less if fewer units constructed.

[2] Assumes annexation into EID.

[3] Cameron Park Fire Fee is a placeholder.

[4] Sewer costs only allocated to western portion of the Specific Plan.

"fees"

boundaries, improvements to the Hwy 50 Interchange at El Dorado Hills Boulevard, and construction of a new Hwy 50 Interchange at Silva Valley Parkway. The BLHSP developments will pay TIM fees of \$35.2 million at buildout.

Under the 2006 PFFP, Bass Lake Road, the entire segment of Country Club Drive, and the Bass Lake Road/Hwy 50 PSR were scheduled to be funded through the TIM program. Under the 2013 PFFP, the segment of Country Club Drive from Silver Dove Way to Bass Lake Road will instead be funded by the BLH PFF. Under the 2013 PFFP, reimbursement to the BLHSP developers will be provided based upon the provisions of reimbursement agreements, which may be accomplished through bond proceeds or credits.

#### EID

The BLHSP is located within the boundaries of the EID. Development projects will pay EID water and sewer fees as show in **Table 5**.

#### Water Fees

Development in the BLHSP will be required to pay the water fee. Fee revenue is used by the District to construct, operate, and maintain water works and facilities for the use, storage, control, regulation, and distribution of water in the District. The BLHSP is expected to generate \$21.5 million in EID water fees once remaining units are constructed.

Developers will be required to construct certain backbone water transmission lines to serve the Specific Plan. Certain backbone infrastructure is included in the BLH PFF water component, as described in **Chapter 5**.

#### Sewer Fees

Development in the BLHSP will be required to pay the EID sewer fee. Fee revenue is used by the District to construct, operate, and maintain facilities for the collection, transmission, treatment and disposal of sewage water, including all structures, plants, equipment, and lines necessary for the collection, transmission, treatment, and disposal of sewage waters in the district. The BLHSP is expected to generate \$16.8 million in EID sewer fees once remaining units are constructed.

Developers will be required to construct certain backbone sewer-collection lines and stations to serve the Specific Plan. Certain backbone infrastructure is included in the BLH PFF sewer component, as described in **Chapter 5**.

#### Fire District Fees

Most of the BLHSP is located within the boundaries of the El Dorado Hills Fire District, however fire protection services in the Bell Woods subdivision will be provided by the Cameron Park CSD. Bell Woods developers will be required to pay the Cameron Park CSD Fire Impact Fee, while development in the remainder of the BLHSP will be required to pay the El Dorado Hills Fire District fee, as shown in **Table 5**. The BLHSP is expected to generate \$2.9 million in fire capital improvement fees once remaining units are constructed.

#### EDH CSD and CP CSD Park Fees

The BLHSP is mostly located within the boundaries of the EDH CSD. A small portion of BLHSP is located within the boundaries of the CP CSD. Development in the BLHSP will be required to pay the park development fees to the respective community services district (CSD). The BLHSP is expected to generate \$11.9 million in park fees once remaining units are constructed. Fee estimates were based on current EDH and CP CSD park fees. Developer will pay the fees charged by each CSD at the time of issuance of the building permit.

#### Ecological Preserve Fee

Development in the western County will be required to pay the Ecological Preserve Fee to fund mitigation for impacts to rare plant habitat. The BLHSP is expected to generate \$482,000 in fees once remaining units are constructed.

#### School District Mitigation Fees

The BLHSP is located within the boundaries of the Buckeye Unified School District, Rescue Unified School District, and El Dorado Union High School District. The majority of the BLHSP is in the Buckeye Unified School District. Development in the BLHSP will be required to pay the school district mitigation fees.

Section 3.5.1 of the Development Agreement for the BLHSP established a school mitigation fee in the Specific Plan. The fee is adjusted annually by the amount of the *Engineering News Record* (ENR) Construction Cost Index. EPS has calculated that the current amount of the fee as \$12,461 per residential unit constructed. On January 1 of each year, the school mitigation fees shall be increased by the increase in the ENR Construction Cost Index. The adjustment will be made by the school districts. The increase will be made on January 1 of each year and implemented on July 1 of each year.

Where the school districts have adopted increased fees, also known as Level 1 and Level 2 "Developer Fees" pursuant to Government Code Section 65995 *et seq.*, in excess of the school mitigation fee, such increased fee amounts will be paid by the developers with the BLHSP. The developers shall be required to pay the greater amount of either the school mitigation fee of \$12,461, adjusted annually, or Developer Fees pursuant to Government Code Section 65995 *et seq.* 

### Bass Lake Hills Public Facilities Fee

The 2013 PFFP anticipates that fee revenues collected from the existing fee programs mentioned above will not cover the total cost of the backbone infrastructure and public facilities required to serve the BLHSP. For this reason, the BLH PFF was implemented to bridge any funding gaps that may exist. Infrastructure and public facilities funded by the BLH PFF are to be constructed to the standards of, and ultimately approved, accepted, and maintained by, the respective agencies.

The cost estimates shown in this section are up-to-date cost estimates, but are subject to revision as better information becomes available in the future. As the description of facilities and associated cost estimates change, the BLH PFF will be updated with the most current information, and updated fees will be implemented by the County.

The BLH PFF program will be divided into six components: local roadways, Bass Lake Road Enhancements, public facilities, water, sewer and administration:

- Local Road Component: This component will fund the primary local roads identified in the BLHSP, including the Hollow Oak Road extension, Morrison Road, and Silver Dove Way. These are road projects not funded by existing County fee program (TIM).
- **Bass Lake Road Enhancements**: This component will fund enhancement to Bass Lake Road that are in additional to the improvements that are funded by the TIM fee.
- **Public Facilities Component**: This component will fund bike trails, open space, walking trails, open space, park & ride facilities, and consultant expenses.
- Water Component: The BLH PFF will fund certain EID water infrastructure items, as specified in the Draft Core Facilities Planning Study for Bass Lake Hills Specific Plan dated April, 2012. Chapter 5 discusses the water facilities which are not eligible for funding through existing fee programs, and therefore will be funded through the BLH PFF.
- Sewer Component: The BLH PFF will fund certain EID sewer infrastructure items, as specified in the Draft Core Facilities Planning Study for Bass Lake Hills Specific Plan dated April, 2012. Chapter 5 discusses the sewer facilities which are not eligible for funding through existing fee programs, and therefore will be funded through the BLH PFF.
- Administration Component: This component will fund the administrative costs of the BLH PFF including fee collections, credits and reimbursements, and updates of the BLH PFF.

The BLH PFF will fund an estimated \$7.7 million in local road improvements, \$1.5 million in Bass Lake Road enhancements, \$3.5 million in other public facilities, \$1.5 million in water facilities, and \$3.3 million in sewer facilities as shown in **Table 6**. Note that the cost for water and sewer infrastructure is only allocated to the areas within the BLHSP where these facilities are required to serve development. The details of these cost estimates are shown in **Tables 1** and **2** and in **Appendices A**, **B**, and **C**. **Based on these cost estimates**, **the BLH PFF is estimated at \$17,460 per unit**, for development in the western portion of the BLHSP (see Figure S-1) and in water Zone 1245 (see Figure W-1).<sup>2</sup> Other areas of the BLHSP will pay slightly different amounts for the water and sewer components of the BLH PFF.

If a developer constructs or advances funds for a BLH PFF facility, the developer will be entitled to fee credits or reimbursements. All development projects will be charged the administration component of the fee whether or not the project is eligible for credits or reimbursements. If a development project is due to pay the sewer and/ or water components of the BLH PFF, the project will similarly be charged these components of the fee whether or not the project is eligible for credits or reimbursements. These fee components are restricted in use and can not be used for general reimbursements.

<sup>&</sup>lt;sup>2</sup> This figure refers to BLHSP development in the western portion of the plan (which is associated with a higher fee for sewer facilities). Also, note that this figure <u>does not include</u> the 25-percent surcharge that is described in detail in **Chapter 7**.

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# Table 6Bass Lake Hills Public Facilities Financing PlanSummary of Estimated Costs (2012 \$)

| Summary   |              | Total                    |
|---|--------------|--------------------------|
| Bass Lake Hills Public Facilities Fee Program                         |              |                          |
| Roadway   |              | \$7,692,000              |
| Bass Lake Road Enhancements   |              | \$1,462,000              |
| Other Public Facilities   |              | \$3,496,000              |
| Water Facilities<br>Zone 1340<br>Zone 1245 & Portion of Zone 1462     |              | \$269,786<br>\$1,224,292 |
| Sewer Facilities  |              | \$3,312,00               |
| Total - Bass Lake Hills Public Facilities Fee Program                 |              | \$17,456,078             |
| Estimated Cost per Unit   | <u>units</u> |                          |
| Bass Lake Hills Public Facilities Fee Program                         |              |                          |
| Roadway   | 1,250        | \$6,15                   |
| Bass Lake Road Enhancements   | 1,250        | \$1,17                   |
| Other Public Facilities   | 1,250        | \$2,80                   |
| Water Facilities [1]<br>Zone 1340<br>Zone 1245 & Portion of Zone 1462 | 233<br>363   | \$1,16<br>\$3,37         |
| Sewer Facilities [2]  | 1,005        | \$3,30                   |
| Administrative (4% of Subtotal - Bass Lake Hills Fee Program)         |              | \$67                     |
|   |              |                          |

"costsumm"

Source: Cooper Thorne & Associates and EPS Estimates.

[1] Water costs vary by development area within the BLHSP.

[2] Sewer costs only allocated to western portion of the Specific Plan.

[3] Summary amount assumes development Zone 1245 for water facilities, and the western portion of the Specific Plan for sewer facilities.

## Developer Funding/Construction

The key to the development of the BLHSP and the 2013 PFFP is the use of developer funding to advance-fund or construct the infrastructure improvements needed in the initial phases of the BLHSP.

As discussed in **Chapters 1** and **2**, it is anticipated that different combinations of initial development projects could occur in the BLHSP. The 2013 PFFP has integrated the fact that Hollow Oak with 99 units has already been developed and the improvements required for the project have already been constructed.

Developers who fund initial infrastructure will enter reimbursement agreements with the County. Reimbursement from the County for the major roadway infrastructure on Bass Lake Road and Country Club Drive is expected from the County TIM fee program. Developers will be conditioned to complete all facilities in BLH PFF program that are necessary to serve for their projects. The County DOT will condition projects to construct facilities in the BLH PFF until the total cost of improvements approximates 125 percent of the BLH PFF amount due. The timing and order of facilities constructed will generally occur according to the "Priority Matrix" shown in **Table 7**. Alternatively, DOT may choose to take the fee payment instead of require infrastructure construction.

#### Bass Lake Road

Developers of the initial project (or projects) will also be conditioned to build necessary infrastructure to serve their projects, which is funded by the BLH PFF program. Much of this infrastructure will also support other (later) development projects. The County and initial developers will enter into reimbursement agreements so that later projects participate in the funding of this infrastructure and public facilities, and so that early projects are made whole once the BLHSP is built out. To expedite this reimbursement process, development projects will be charged 125-percent of the BLH PFF amount until all needed infrastructure facilities have been constructed. This process is described in further detail in the Phasing Analysis (**Chapter 7**).

An early project (or series of projects) may be conditioned to construct improvements to Bass Lake Road from Hollow Oak to Hwy 50 (see **Table 9**, later in this report) if this facility is warranted. The actual timing will be determined by staff based upon future traffic studies. The construction of Bass Lake Road is likely to be more costly than the project's required fee burden. For this reason, the Project that is responsible for constructing Bass Lake Road will not be further burdened with the 25-percent surcharge on the BLH PFF.

## Bond Funding

The County may form one or more bond financing districts using either CFD legislation or Assessment District legislation. The CFD is the preferred financing mechanism due the complexity of the advance funding and reimbursement issues.

At this time, it is uncertain whether one or more CFDs will be formed. The County has extensive guidelines for the formation of CFDs or Assessment Districts. Any financing district formed will need to meet County guidelines including developer qualifications, special tax/assessment rates,

## Table 7Bass Lake Hills Public Facilities Financing Plan UpdateDOT Conditioning Priority Matrix

| Pri         | iority/ Item  | Section                              |
|-------------|---|--------------------------------------|
| TIN         | /I Items  |                                      |
| 1<br>2      | Bass Lake Road from Hollow Oak to "New" Country Club Drive  | F to H                               |
| 2<br>3<br>4 | Signal - East Bound Off-Ramp<br>Bass Lake Road - "New" Country Club Drive to Highway 50<br>PSR  | H to B                               |
| 5           | Country Club Drive - Bass Lake Road to Morrison Road  | H to I                               |
| BL          | H PFF Items   |                                      |
| 1           | School Site Infrastructure<br>Silver Dove Way Segment 5 - School Site to Country Club Drive<br>Country Club Drive<br>Funding for Sewer and Water Improvements [1]   | Q to G<br>H to G                     |
| 2           | Primary Roads to Serve Projects<br>Hollow Oak Extension<br>Morrison Road  | E to F                               |
|             | Segment 1 - Holy Trinity Church to EID Tanks<br>Segment 2 - EID Tanks to Hollow Oak Road<br>Silver Dove Way   | I to R<br>R to J                     |
|             | Silver Dove Way<br>Segment 1 - Bass Lake Road to Old Bass Lake Road<br>Segment 2 - At Hawk View<br>Segment 3 - Hawk View to Hollow Oak Road Extension<br>Segment 4 - Hollow Oak Road Extension to School Site | C to O<br>C to D<br>D to E<br>E to Q |
| 3           | Signals on Bass Lake Road (as warranted)<br>"New" Country Club<br>Hollow Oak<br>Silver Dove<br>Country Club (Existing)  |                                      |
| 4           | Park and Ride Lot<br>Acquisition<br>Construction  |                                      |
| 5           | Open Space Acquisition  |                                      |
| 6           | Walking Trails  |                                      |
| 7           | Class 1 Bike Trail - East to West   |                                      |
| 8           | Bass Lake Road Enhancements<br>Median & Landscaping<br>Pedestrian Trail<br>Bike Lane & Sidewalk   |                                      |
| 9           | Contingency   |                                      |

10 Administration

"matrix"

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<sup>[1]</sup> Funding for sewer and water improvements to serve the school shall be held in place so as to be available by the 300th building permit within the BUSD.

value-to-lien ratios, eligible facilities, and security. Once the 2013 PFFP is adopted, developers can apply to the County to form a CFD. The County will review the requests and determine if the project or projects meets the County's guidelines.

Bonds issued through the SCIP may be used as an alternative to the use of CFDs.

#### **Community Facilities District**

The 1982 CFD Act enables cities, counties, and special districts to establish CFDs and to levy special taxes to fund a wide variety of facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding or bond retirement. A series of CFDs could be implemented based on the specific financing considerations in proposed new developments.

The establishment of CFDs requires a two-thirds affirmative vote of the CFD electorate. For CFDs with fewer than 12 registered voters, a landowner election is held with each acre of land representing one vote. For CFDs with 12 or more registered voters, a registered-voter election is held.

CFDs will exclude non-developing landowners. Properties receiving discretionary land use approvals after the formation of any financing districts will be required to annex into these districts if they benefit from district facilities.

One or more phases of the BLHSP may form a bond financing district such as a CFD. Because of the diverse ownership of the property in the BLHSP and the long term buildout, it is unlikely that a single CFD could be formed to include all the property in the BLHSP boundaries. Bond financing would be used to advance fund or construct all or a portion of the planned major infrastructure improvements, to pre-pay development impact fees, or to construct interim public facilities if necessary. Property owners in other phases may join the initial CFD or set up additional subarea CFDs that would be formed for an individual project or group of projects to fund facilities for which the estimated cost is disproportionate to the level of proposed development. To the extent that bond financing is used, the developer may receive credits and reimbursements against the appropriate fees. Some development projects or phases may not require bond funding and would handle their infrastructure cost responsibilities through either payment of fees or developer advances. Any shortfalls between infrastructure costs and CFD bond proceeds would need to be funded by other sources, such as developer funding.

If used, the estimated amount of available CFD bond proceeds for construction at buildout would be \$15.5 million, assuming average annual tax rates of \$1,200 to \$1,500 per unit depending on the zoning density as shown in **Table 8**. Actual tax rates and bond issue amounts will be determined at the time the CFDs are formed.

It is possible that the initial bond issue will be constrained by the appraised value of land in the CFD at the time bonds are sold. In addition, it is important to note that estimates of bond capacity are preliminary and will likely vary once a land secured financing mechanism is implemented.

## Table 8 Bass Lake Hills Mello Roos CFD Estimated Bond Proceeds - Buildout (1,250 Units)

| Item  | Assumptions                         | Low<br>Density<br>L.2PD          | Low<br>Density<br>L.7PD             | Medium<br>Density<br>MPD            | High<br>Density<br>H3PD             | High<br>Density<br>H4PD             | Total<br>Buildout                       |
|---|-------------------------------------|----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| Units   |                                     | 33                               | 225                                 | 501                                 | 310                                 | 181                                 | 1,250                                   |
| Bond Proceeds   |                                     | \$460,000                        | \$3,170,000                         | \$6,340,000                         | \$3,490,000                         | \$2,040,000                         | \$15,500,000                            |
| Capitalized Interest<br>Bond Reserve Fund<br>Formation and Issuance Costs               | 12 months<br>1 yr debt svc<br>5.00% | \$37,400<br>\$44,000<br>\$28,800 | \$254,700<br>\$300,000<br>\$195,900 | \$510,100<br>\$601,000<br>\$392,400 | \$280,900<br>\$331,000<br>\$216,100 | \$163,800<br>\$193,000<br>\$126,000 | \$1,246,900<br>\$1,469,000<br>\$959,200 |
| Adjustment for Rounding   |                                     | \$4,800                          | (\$2,600)                           | \$4,500                             | \$4,000                             | (\$2,800)                           |   |
| Total Bond Size   |                                     | \$575,000                        | \$3,918,000                         | \$7,848,000                         | \$4,322,000                         | \$2,520,000                         | \$19,183,000                            |
| Total Bonds per Unit  |                                     | \$17,400                         | \$17,400                            | \$15,700                            | \$13,900                            | \$13,900                            | \$78,300                                |
| Bond Proceeds per Unit  |                                     | \$13,900                         | \$14,100                            | \$12,700                            | \$11,300                            | \$11,300                            | \$12,400                                |
| Estimated Annual CFD Costs  |                                     |                                  |                                     |                                     |                                     |                                     |   |
| Estimated Gross Debt Service  |                                     | \$44,000                         | \$300,000                           | \$601,000                           | \$331,000                           | \$193,000                           | \$1,469,000                             |
| Estimated Annual Administrative Cost<br>Delinquency Coverage<br>Adjustment For Rounding | 2.50%<br>10.00%                     | \$1,100<br>\$4,400<br>\$0        | \$7,500<br>\$30,000<br>\$0          | \$15,000<br>\$60,100<br>\$250       | \$8,300<br>\$33,100<br>(\$400)      | \$4,800<br>\$19,300<br>\$100        | \$36,700<br>\$146,900<br>(\$50)         |
| Total Annual CFD Costs  |                                     | \$49,500                         | \$337,500                           | \$676,350                           | \$372,000                           | \$217,200                           | \$1,652,550                             |
| Maximum Annual Special Tax  |                                     |                                  |                                     |                                     |                                     |                                     | average                                 |
| Per Developed Unit  |                                     | \$1,500                          | \$1,500                             | \$1,350                             | \$1,200                             | \$1,200                             | \$1,322                                 |
| Tax Rate per Month  |                                     | \$125                            | \$125                               | \$113                               | \$100                               | \$100                               | \$110                                   |
| Assumptions   |                                     |                                  |                                     |                                     |                                     |                                     |   |
| Interest Rates  | 6.50%                               |                                  |                                     |                                     |                                     |                                     |   |
| Bond Term   | 30 years                            |                                  |                                     |                                     |                                     |                                     |   |

[1] Issuance costs include the underwriter's discount, bond counsel, appraisal, special tax consultant, consultant and agency

staff time for forming the CFD, fiscal or paying agent, financial advisor, bond printing, and official statement.

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In addition, individual projects or a group of projects may form additional subarea CFDs if (1) the infrastructure requirement for a subarea of the BLHSP is disproportionate to the level of development projected, (2) the facilities to be funded in the CFD meet County guidelines, and (3) the area under consideration is large enough to justify the formation of a CFD and to support the bond debt.

If a facility, which is included in a County fee program, is instead funded with bond financing in a CFD, a developer may be given a "fee reduction" or fee credit. This issue will require additional discussions with parties that administer existing County fee programs.

The BLHSP provides a comprehensive transportation network designed in accordance with anticipated traffic volumes and travel demands of the planned land uses, as well as the regional system envisioned by the County General Plan. This chapter describes and provides cost estimates for the major roadway facilities in the BLHSP that are included in the TIM CIPs. These roadway projects are listed below:

- Bass Lake Road
- Country Club Drive (H to I)
- Hwy 50/Bass Lake Road Interchange PSR

Major roadway phasing and cost estimates were provided by CTA and EPS. A summary of these cost estimates is provided in **Table 9**. Detailed cost estimates for these roadway projects are found in **Appendix A**.

## Bass Lake Road

Bass Lake Road is the principal north/south road in the Specific Plan and the primary means of entry and exit, connecting north of Bass Lake to Green Valley Road and south to Hwy 50. Bass Lake Road, an all-inclusive 100-foot-wide right-of-way, is planned to be realigned and improved as a two-lane divided road with appropriate right-of-way acquisition for future expansion to a four-lane road.

The first segment of Bass Lake Road, from the northern boundary of the Specific Plan to Hollow Oak, has already been constructed. It has been estimated that the remaining cost to improve Bass Lake Road is \$5.1 million. Details of the proposed Bass Lake Road improvements by phase and segment are included in **Appendix A**.

It is contemplated under the current TIM program that Bass Lake Road will be expanded to four lanes. Funding for right-of-way acquisition that is not provided through development agreement dedication requirements, the initial two-lane reconstruction and expansion to four lanes will ultimately be funded through the County's TIM fee program. The initial two lane reconstruction (F to H) may be constructed by an early development project. The southern section (H to B) may be constructed by a later project.

#### Phasing/Funding

The first phase of improvements to Bass Lake Road from Hollow Oak Road to the northern Specific Plan boundary has already occurred and has been removed from the fee program. Miscellaneous improvements to this segment (mostly consisting of intersection improvements) have not yet occurred.

## Table 9Bass Lake Hills Public Facilities Financing Plan UpdateMajor Roadway Items Funded by TIM Fees - 2012 \$

| ltem  | Segment | Right<br>of Way | Easement | Roadway<br>Cost | Total<br>Cost |
|---|---------|-----------------|----------|-----------------|---------------|
| Bass Lake Road                              |         |                 |          |                 |               |
| Segment 1 - Hwy 50 to Country Club          | B to H  | \$27,312        | \$12,146 | \$1,863,014     | \$1,902,472   |
| Segment 2 - Country Club to Hollow Oak Road | H to F  | \$76,678        | \$31,918 | \$2,622,673     | \$2,731,269   |
| Segment 3 - Hollow Oak to Hawk View         | F to C  | \$12,531        | \$0      | \$176,696       | \$189,227     |
| Segment 4 - Hawk View to BLHSP Boundary     | C to A  | \$0             | \$0      | \$231,144       | \$231,144     |
| Subtotal Bass Lake Road                     |         | \$116,521       | \$44,064 | \$4,893,528     | \$5,054,113   |
| Country Club Drive                          |         |                 |          |                 |               |
| Segment 3 - Bass Lake Road to Morrison Road | H to I  | \$6,766         | \$18,590 | \$1,142,814     | \$1,168,17    |
| Subtotal Country Club Drive                 |         | \$6,766         | \$18,590 | \$1,142,814     | \$1,168,170   |
| Project Study Report (PSR) Contribution     | n/a     |                 |          |                 | \$250,000     |
| Consultant Design Expenses [1]              | n/a     |                 |          |                 | \$615,000     |
| Fotal Major Roadway                         |         |                 |          |                 | \$7,087,282   |
|   |         |                 |          |                 | "major_roadwa |

Sources: CTA Engineering & Planning, Bass Lake Hills Developers, and EPS.

[1] Cost estimate provided by DR Horton Homes/ BL Road LLC.

In addition, Bass Lake Road "Enhancements" such as median landscaping, walking trails, bike lanes, and sidewalks have yet to occur, and will be funded by the BLH PFF (not the TIM fee program).<sup>3</sup>

#### Bass Lake Road Phase 1 Improvements—Hollow Oak Project (Completed)

- 1. Bass Lake Road from slightly south of the Hollow Oak Road/Bass Lake Road intersection to the northern boundary of the Specific Plan. This improvement includes two travel lanes, paved shoulders, an 8-foot unimproved median, and roadside ditches.
- Bass Lake Road from the northern border of BLHSP to Existing Bass Lake Road Alignment, just east of Serrano Parkway. Improvements include two travel lanes, paved shoulders, an 8-foot unimproved median, and roadside ditches.
- 3. Bass Lake Road from the Hollow Oak intersection south toward Hwy 50. Improvements include widening the roadway 6 feet on both sides where the roadway is less than 32 feet wide.
- 4. Bikeway and walkway facilities alongside Bass Lake Road from Hollow Oak Road to Serrano Boulevard as specified in the Specific Plan.
- 5. Underground utilities (sewer, water, drainage, joint trench) as required by utility providers to avoid reconstruction of the roadway. Some underground utilities may be delayed until completion of the future roadway segments associated with subsequent development projects. County staff, EID staff, and other utility providers will need to coordinate utility requirements as part of the improvement plan approval process.

#### Future Bass Lake Road Improvements

Future development projects constructed in the BLHSP may be conditioned to construct the remaining components of Bass Lake Road. The County may choose to build Bass Lake Road at a later time and use the TIM fees for other higher priority projects in the Zone 8 TIM program. The cost for these remaining improvements has been broken into two sections, one of which spans from Hwy 50 to Country Club Road (B to H), and the other from Country Club Road to Hollow Oak Road (H to F).

Bass Lake Road is to be completed to its full 2 lane cross section as defined in the Specific Plan from Hwy 50 to the Northern Boundary of the Specific Plan. Roadside ditches or curb and gutter will be required as specified in the Specific Plan. Cost details are provided in **Appendix A**.

#### Reimbursement

If a project constructs Bass Lake Road improvements under the County TIM program, it will be eligible for reimbursement/fee credits under the County program, or it may elect to pay the TIM fee upfront through the use of SCIP bonds.

 $<sup>^{3}</sup>$  See **Chapter 5** for more information on enhancements to Bass Lake Road that will be funded from the BLH PFF.
Right-of-way acquisition and construction funding of Bass Lake Road will be provided by developers with eventual reimbursement from the County TIM program. Developers who fund initial infrastructure will enter reimbursement agreements with the County. Terms of repayment will be specified in each reimbursement agreement or credit agreement.

Because of the proposed phased construction of Bass Lake Road, some of the costs identified in the phased construction budget may not be eligible for reimbursement from the TIM program. The reimbursement agreement will establish the share of construction costs eligible for reimbursement.

The completion of improvements that connect Serrano Parkway to Bass Lake Road is the responsibility of Serrano developers and is required with the completion of the 1,500<sup>th</sup> unit in the upper villages of Serrano. Further information can be obtained from DOT.

# Bass Lake Road/Hwy 50 Interchange Study

The County will work with Caltrans to prepare a PSR for future interchange improvements. The estimated cost of the PSR is estimated to be \$250,000. The estimated cost of the PSR detail is shown in **Appendix A**.

# Country Club Drive

Country Club Drive is the major east-west urban collector road in the Specific Plan. The total estimated cost is \$1.2 million as shown in **Appendix A**. Only the portion of Country Club Drive from Bass Lake Road to Morrison Road (segment H to I) is eligible for funding under the County's TIM fee program.

### Phasing/Funding

Country Club Drive will be constructed in several phases. Development projects will be conditioned to construct Country Club Drive as determined by the County DOT based on the access requirements of the projects. Developers who provide advance funding for this improvement will enter into reimbursement agreements with the County.

Holy Trinity Church has already completed a segment of Country Club Drive; the remainder of the improvements is required as development occurs in the BLHSP that requires service from this roadway.

The County will condition specific development projects to build all or portions of the roadway depending on access requirements.

The portion of Country Club Drive from Silver Dove Way to Bass Lake Road (segment G to H) will be funded by the Bass Lake Hills PFF. Roadway improvements on Country Club drive west of Silver Dove Way (segment N to G) is not included in the existing or proposed fee programs, and will be funded by developers as required to access their project(s).

#### Reimbursement

The project(s) that construct Country Club Drive improvements under the County TIM program will be eligible for reimbursement under the County program, fee credits or may elect to pay the TIM fee upfront through the use of SCIP bonds.

# 5. BLH PFF ROADWAYS AND PUBLIC FACILITIES

This chapter describes the road projects and public facilities that will be funded through the BLH PFF program. A summary of the cost estimates is shown in **Table 2** in **Chapter 1**. Detailed cost estimates for these facilities are found in **Appendix B**. A Nexus Study Update providing the finding necessary for the County to adopt the BLH PFF will be provided.

Certain BLHSP developers may be required to construct many of the facilities before their payment of fees and to a greater level than their fees would support. A reimbursement program is described at the end of this chapter that provides equity for all developers participating in the BLH PFF.

## Roadway Projects

#### Primary and Secondary Local Roads

The BLH PFF will provide fair share funding for the construction of the primary local roads. Primary local roads may be required in advance of village development, as needed for access and public safety.

Secondary local roads will be constructed on a subdivision by subdivision basis in individual villages. Secondary local roads are the construction and funding responsibility of the subdivider.

**Table 10** summarizes the cost for primary and secondary roads, and detailed cost estimates arefound in **Appendix B**.

#### Traffic Controls and Signals

Traffic volumes and circumstances will require traffic signals at certain intersections. Initially, stop signs on the side streets will be used until traffic volumes warrant installation of signals. Possible stop sign/signal locations include these:

- Bass Lake Road/Silver Dove Way
- Bass Lake Road/Hollow Oak Road (previously Stone Hill Road)
- Bass Lake Road/Country Club Drive
- Bass Lake Road/Hwy 50 east bound ramps

Cost estimates for the signals are shown in **Appendix B**. These underground improvements will be installed as part of the reconstruction of Bass Lake Road.

# Table 10 Bass Lake Hills Public Facilities Financing Plan Update Roadway Facilities Funded by the BLH PFF - 2012 \$

| Item   | Segment | Right<br>of Way | Easement | Roadway<br>Cost | Total<br>Cost |
|--|---------|-----------------|----------|-----------------|---------------|
| Primary and Secondary Roads                            |         |                 |          |                 |               |
| Hollow Oak Road Extension                              | E to F  | \$56,735        | \$1,490  | \$435,100       | \$493,325     |
| Morrison Road  |         |                 |          |                 |               |
| Segment 1 - Holy Trinity Church to EID Tanks           | I to R  | \$0             | \$0      | \$1,187,647     | \$1,187,647   |
| Segment 2 - EID Tanks to Hollow Oak Road               | R to J  | \$0             | \$0      | \$639,745       | \$639,745     |
| Silver Dove Way  |         |                 |          |                 |               |
| Segment 1 - Bass Lake Road to Old Bass Lake Road       | C to O  | \$0             | \$0      | \$278,906       | \$278,906     |
| Segment 2 - At Hawk View                               | C to D  | \$0             | \$0      | \$606,001       | \$606,001     |
| Segment 3 - Hawk View to Hollow Oak Road Extension     | D to E  | \$31,353        | \$12,633 | \$852,770       | \$896,756     |
| Segment 4 - Hollow Oak Road Extension to School Site   | E to Q  | \$34,579        | \$10,178 | \$704,005       | \$748,762     |
| Segment 5 - School Facility Site to Country Club Drive | Q to G  | \$83,519        | \$34,560 | \$599,706       | \$717,785     |
| Country Club Drive - Silver Dove Way to Bass Lake Road | G to H  | \$0             | \$0      | \$340,452       | \$340,452     |
| 5 Traffic Signals                                      |         |                 |          | \$1,782,750     | \$1,782,750   |
| Total  |         |                 |          |                 | \$7,692,129   |
|  |         |                 |          |                 | "pff_roadway" |

Sources: CTA Engineering & Planning, Bass Lake Hills Developers, and EPS.

"pff\_roadway

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The Silver Dove Way, Hollow Oak Road, and Country Club Drive signals will be funded through the BLH PFF. A development project or projects may be required to install or advance fund any of these signals if the County determines the signalization is required because of traffic volumes or other traffic considerations.

The Bass Lake Road/Hwy 50 Interchange east bound ramp signal will be funded as part of the TIM program.

## Bass Lake Road Enhancements

The BLH PFF will also fund certain roadway enhancements along Bass Lake Road that are not covered by the TIM fee, such as enhanced medians and landscape improvements. In addition, because an objective of the Specific Plan is to provide non-vehicular forms of transportation, pedestrian and bicycle facilities are provide along streets (right-of-way or landscape easements) and in open space locations. On-street or in-easement bikeways and pedestrian pathways/sidewalks will be constructed at the same time as the construction of the road project.

**Table 11** summarizes the cost for these enhancements to Bass Lake Road, and detailed costestimates for the following bikeways and walkways along urban collectors are found in**Appendix B**:

- Bass Lake Road median and landscape improvements.
- Pedestrian walking trail.
- Bass Lake Road bike lane and sidewalk.

The Specific Plan also provides for bike lanes on other roadways, but these are on-street bike lanes, and the cost is included in the cost of the road project.

## Water and Sewer

The BLH PFF will also fund certain backbone water and sewer improvements that are not covered by the EID fee, such as transmission lines running along collector roads to various development zones. **Table 12** shows the summary of water costs, **Table 13** shows the summary of sewer costs, and the detailed cost estimates are found in **Appendix B**. A detailed description of the water and sewer infrastructure items needed to serve the BLHSP is included in **Chapter 6** of the 2013 PFFP.

It is important that key sewer and water infrastructure items are funded when required to serve new development. The water and sewer components of the BLH PFF shall be held in a separate account and not used to fund other items. The sewer and water funding amounts shall not be used to fund roadway infrastructure or other public facilities; however, the full BLH PFF amount may be used to construct offsite sewer facilities, as needed.



#### Table 11 Bass Lake Hills Public Facilities Financing Plan Update Bass Lake Road Enhancements Funded by the BLH PFF - 2012 \$

| Item  | Total<br>Cost |
|---|---------------|
| Bass Lake Road Enhancements                   |               |
| Bass Lake Road - Median Improvements          |               |
| Hwy 50 to Country Club                        | \$194,378     |
| Country Club to Hollow Oak                    | \$341,142     |
| Hollow Oak to Hawk View                       | \$271,588     |
| Hawk View to BLHSP Boundary                   | \$203,341     |
| Subtotal Bass Lake Road - Median Improvements | \$1,010,448   |
| Bass Lake Road - Bikeways                     |               |
| Hwy 50 to Country Club                        | \$74,618      |
| Hollow Oak to Country Club                    | \$132,141     |
| Silver Dove to Hollow Oak                     | \$41,816      |
| Subtotal Bass Lake Road - Bikeways            | \$248,574     |
| Bass Lake Road - Pedestrian Walk              |               |
| Hwy 50 to Country Club                        | \$154,307     |
| Hollow Oak to Country Club                    | \$33,772      |
| Silver Dove to Hollow Oak                     | \$14,854      |
| Subtotal Bass Lake Road - Pedestrian Walk     | \$202,932     |
| Total Bass Lake Road Enhancements             | \$1,461,955   |
|   | "nff_b        |

"pff\_blr"

Sources: CTA Engineering & Planning, Bass Lake Hills Developers, and EPS.

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# Table 12Bass Lake Hills Public Facilities Financing Plan UpdateWater Facilities Funded by the BLH PFF - 2012 \$

| Item  | Node       | Total<br>Cost |
|---|------------|---------------|
| Water Facilities                                      |            |               |
| North Silver Dove at Hawk View                        | J22 to J28 | \$244,387     |
| Silver Dove From Hawk View to Hollow Oak Ext.         | J26 to J28 | \$194,824     |
| Hollow Oak Extension                                  | J24 to J26 | \$173,240     |
| Silver Dove From Hollow Oak Ext. to School Site       | J26 to J35 | \$159,892     |
| Silver Dove from School Site to Country Club Drive    | J35 to J39 | \$124,320     |
| Country Club Drive from Silver Dove to Bass Lake Road | J39 to BLR | \$87,920      |
| Country Club Drive from Bass Lake Road to Bell Ranch  | BLR to TD  | \$396,322     |
| Country Club Drive from Bell Ranch to Morrison Road   | TD to J46  | \$113,174     |
| Total Water Facilities                                |            | \$1,494,079   |
|   |            | "water_sumi   |

Sources: CTA Engineering & Planning, Bass Lake Hills Developers, and EPS.

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# Table 13Bass Lake Hills Public Facilities Financing Plan UpdateSewer Facilities Funded by the BLH PFF - 2012 \$

| ltem   | Node       | Total<br>Cost |
|--|------------|---------------|
| Sewer Facilities                                       |            |               |
| Interim School Improvements [1]                        |            | \$648,585     |
| North Silver Dove                                      | S6 to S7   | \$221,946     |
| Silver Dove From Hawk View to Junction S5              | S5 to S6   | \$222,081     |
| Silver Dove Junction S5 to Village C2 Cul-De-Sac [2]   | S5 to VC2  | \$149,647     |
| Village C2 Cul-De-Sac to Junction S4 [2]               | VC2 to S4  | \$203,913     |
| Sewer Line North of School, Junction S4 to Silver Dove | S4 to SDW  | \$254,599     |
| Silver Dove Way to Junction S12                        | SDW to S12 | \$138,131     |
| Junction S3 to Junction S4 [2]                         | S3 to S4   | \$208,118     |
| Junction S3 to Junction S8 [2]                         | S4 to S8   | \$201,196     |
| Junction S1 to Junction S3 [2]                         | S1 to S3   | \$623,795     |
| Master Facility Plan Report                            |            | \$40,000      |
| Easement [3]   |            | \$200,000     |
| Environmental Permitting                               |            | \$50,000      |
| Contingency  |            | \$150,000     |
| Total Sewer Facilities                                 |            | \$3,312,010   |
|  |            | "sewer_sumn   |

Sources: CTA Engineering & Planning, Bass Lake Hills Developers, and EPS.

- [1] This PFFP conservatively assumes that gravity sewer line will not be in place when school infrastructure is required. Therefore, the cost for a suitable interim sewer solution is included here.
- [2] Segment from S1 to S5 may be realigned to run through Village C-2 of Serrano. The 2013 PFFP will be updated if this occurs.
- [3] Exact value of required sewer easement through Serrano Village C-2 to be determined.

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# Other Public Facilities

The BLH PFF will include several public facilities that have been grouped under the category of "other public facilities." These include the following facilities, the costs for which are shown in **Table 14**:

- Park-and-ride lot
- Walking trail
- Open space acquisition
- PFFP Revision Costs

#### School Infrastructure

This section describes the funding for the sewer and water lines needed to eventually serve the BUSD K–8 school site located along Silver Dove Way. These facilities will be constructed as they are required to accommodate new development, as conditioned by the County. A more complete description of school facilities funding is found in **Chapter 6**. The school district does not intend to construct a school in the BLHSP until the area is nearly built out.

#### Park-and-Ride Facility

The Specific Plan requires approximately a 2-acre site for a park-and-ride lot capable of initially accommodating 100 vehicles with expansion to 200 vehicles. One potential site has been designated on the east side of Bass Lake Road adjacent to the historic Clarksville Toll Road. The lot will double as a parking area for the east-west pedestrian trial.

The BLH PFF will fund the 2-acre site acquisition and construction of 100 parking spaces. Expansion to 200 spaces will be funded by other funding sources. The total cost of land acquisition and construction of 100 spaces is estimated at \$831,000. See **Appendix B** for details of the cost estimate.

#### Walking Trail

An all-weather pedestrian pathway, covered by crushed rock or decomposed granite, is planned in and adjacent to stream and drainage corridors and other open space areas. The cost is estimated at \$165,000, as shown in **Appendix B**. The trail will be constructed in segments as development projects dedicate open space areas and drainage corridors. Developers who dedicate trail areas will be required to install the trail through their project subject to fee credits or reimbursements from the BLH PFF.

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# Table 14Bass Lake Hills Public Facilities Financing Plan UpdateOther Public Facilities Funded by the BLH PFF - 2012 \$

| Right-of-Way<br>Cost |   |  |  |
|----------------------|---|--|--|
|                      |   |  |  |
| \$100,000            | \$818,946                                   | \$918,946  |  |
| \$0                  | \$165,231                                   | \$165,231  |  |
| \$0                  | \$1,511,500                                 | \$1,511,500  |  |
| \$53,000             | \$627,314                                   | \$680,314  |  |
| \$0                  | \$220,000                                   | \$220,000  |  |
|                      |   | \$3,495,991  |  |
|                      | Cost<br>\$100,000<br>\$0<br>\$0<br>\$53,000 | Cost Cost   \$100,000 \$818,946   \$0 \$165,231   \$0 \$1,511,500   \$53,000 \$627,314 |  |

Sources: CTA Engineering & Planning, Bass Lake Hills Developers, and EPS.

"pff\_other"

[1] Park & Ride construction cost comprised of \$730,946 for capital improvements plus \$88,000 for landscaping.

[2] Includes historical billings for EPS and CTA.

#### Open Space

The Specific Plan identified approximately 151 acres of required open space. Forty-nine separate properties comprise the phased PFFP after adoption of Ordinance 4590. Each property has different open space dedication requirements. To provide an equitable distribution of the burden, an acquisition price of \$10,000 per acre will be used for the cost of open space acquisition.

Open space shall be dedicated commensurate with the development of related property in the Specific Plan. Dedication shall be made to the EDH CSD or a Home Owners' Association. The value of dedicated land will be calculated based on the land acquisition price identified above. Therefore, the value of the open space land on a particular property that contains it shall be the product of the calculated area of dedicated open space times the value of open space land set in the BLH PFF.

Although most of the open space land will be dedicated, certain open space land will need to be acquired during development of the Specific Plan. The County will maintain records under its administration of the BLH PFF for the value of land contributed and the fees paid for under contribution of land. Each project should contribute 0.1075 acres (151 acres/1,404 units) of land open space land per residential unit on the average.

## BLH PFF Reimbursement Plan

Because of extensive funding advances that may be required in the initial phases of development of the BLHSP, later development may be required to reimburse the earlier developers, in addition to funding or constructing the infrastructure necessary to serve their project. To facilitate this process, the roadway, Bass Lake Road Enhancements, and Other Public Facilities components of the BLH PFF will be set at 125-percent its calculated value up until the point that all necessary infrastructure required to serve the project has been constructed, or until the County determines that the 25-percent surcharge is no longer necessary. Note that the water, sewer, and administrative components of the BLH PFF will not be subject to the 25-percent surcharge.

The goal of this reimbursement plan is to create equity between the developers that may provide advance funding. The terms of existing agreements and policies of the County will need to be considered in determining the applicability of reimbursement in each situation. See **Chapter 7** for more information.

# 6. INFRASTRUCTURE PROVIDED BY OTHER AGENCIES

Backbone infrastructure and public facilities to serve the BLHSP will be provided by public agencies other than the County. These public agencies have funding programs and reimbursement policies that provide for the construction and funding of required infrastructure. This chapter briefly identifies the public agencies and describes the infrastructure provided and the funding sources available. The County and these agencies will coordinate the review of infrastructure required to serve each development project to meet the service levels and phasing requirements defined in the Specific Plan.

This chapter discusses the following service providers and services:

- EID—Water
- EID—Wastewater
- Fire District—Fire
- EDH CSD—Parks
- CP CSD—Parks
- BUSD—K-8 Schools
- RUSD—K-8 Schools
- EDUHSD—9–12 Schools

The backbone water and sewer infrastructure facilities required to serve the project are not funded by the EID connection fees. Therefore, these costs will be funded by the BLH PFF, and the ownership and responsibility for these facilities will be transferred to EID as they are constructed.

#### Water

EID is the predominant water purveyor for the western slope of County. Some of the parcels in the BLHSP are not presently annexed into EID. The Local Agency Formation Commission (LAFCO) must approve annexation requests made by parcels that are out of the District. In addition to BLH PFF expenses, development in the BLHSP is also subject to EID water connection fees.

The backbone water facilities included in the cost estimates shown in **Appendix C** are expected to be above and beyond the facilities that are funded by EID Water Connection fees. However, a thorough review should be undertaken by EID staff to identify whether any of the facilities described herein are eligible for funding by the existing EID Water Connection fee program.

There are existing water mains adjacent to the western and northwestern project boundary, the 12-inch Bass Lake Conduit and the 18"-Gold Hill Intertie. A variety of existing water mains are located on and around the project at the easterly and northeasterly boundaries. These include mains ranging in size from 6" to 18" located at Waldwick Circle, Thornhill Drive, Knollwood Drive, Covello Circle, Castana Road, Bertella Road, and Country Club Drive.

On-site existing water system improvements include these:

- Two 4 million gallon domestic water tanks located near the top of the hill to the East of Hollow Oak Road.
- A 12" main running south from the tanks in future Morrison Road to an offsite connection point at Country Club Dive, looping an 8" main around the Holy Trinity Church.
- A 12" main running from the tanks along future Morrison Road and Hollow Oak Road to a connection offsite at Waldwick Circle.
- An 36" main running from the tanks along future Morrison Road to Hollow Oak Road, extending an 18" main from this point to the Easterly boundary of the completed Hollow Oak subdivision and a 30" main from this point to Bass Lake Road.
- A 24" main from the intersection of Bass Lake Road/Hollow Oak Road to the northern project boundary.
- A 10" main extension from the Bass Lake Conduit to the Fire Department located at the intersection of Bass Lake Road and Hollow Oak Road.

The proposed water distribution system to the north and east of the tanks is essentially complete, with only infill distribution lines and extension of the 18" main to Thornhill required to complete build out of the system in that direction. As a result, no water system improvements are included in the 2013 PFFP for that portion of the project.

The balance of the project, generally the top of the hill at the tanks and the western sloping remainder of the project, will be served by a backbone water system as identified in the Draft Core Facility Planning Study for the BLHSP. Portions of the system are already complete, but several remaining main extensions and pressure reducing station improvements are required to provide an adequate framework throughout the plan area from which all parcels could reasonably expect to connect to the backbone system. The framework, or "backbone" improvements, is not intended to stub water service to each parcel in the plan area. Instead, the backbone improvements are intended to address pump and pressure reduction requirements on a projectwide planning basis. They will also create a system which locates a main line within a reasonable distance of all parcels in the project area, not leaving some areas in the plan further from a mainline than other areas of the plan.

A water main from Bass Lake Road and Hollow Oak Road to the southerly project boundary has been contemplated in prior water studies for the area, but is not included in the BLH PFF improvements.

Water mains are assumed to generally be located in the primary roadways identified in the BLHSP as Silver Dove Way, Hollow Oak Road, County Club Drive east of Silver Dove Way, and Morrison Road. The exact location, size, and design of facilities will be determined at the Master Facility Plan Report (FPR) analysis level, individual projects will incorporate and elaborate on the design information in project specific FPRs. In some locations, it is entirely possible that some water mains will be located in subdivision streets, entirely eliminating the need for water lines in the primary roadways. To the extent that these subdivision improvements internally provide the

backbone infrastructure within their boundaries, it is expected that they would be reimbursed through the BLH PFF in accordance with the benefit provided to the schedule of improvements.

The BLH PFF funded water improvements include the water main network identified in the Draft Core Facility Plan as well as three pressure reducing stations. The pressure reducing stations serve to separate the project into four distinct pressure zones to adequately serve the entire project area. The highest elevation pressure zone located near the tanks will require a hydro pneumatic pump station to provide service to the highest elevations of the project area, which includes several parcels. This improvement is not included in the BLH PFF and may be subject to normal EID reimbursement agreement financing, to be directly established with the District at the time of construction for the benefit of those areas served by the pump system.

#### **Recycled Water**

Development in the BLHSP which uses recycled water will be subject to EID recycled water connection fees.

The project area currently contains the Bridlewood recycled water storage tank near the hill top at Hollow Oak Road. A second recycled water tank exists just north of Hollow Oak Road immediately outside the project area. Currently, the existing Bridlewood tank is supplied by a 16" recycled water main which enters the BLHSP just East of Castana Road, and an existing distribution line leaves the Bass Lake tank area directly north to Waldwick Circle.

Though EID previously identified the need to consider recycled water use in the BLHSP area, the Draft Core Facility Planning Study has identified that the cost/benefit relationship for recycled water service to the majority of the plan area is inadequate to justify recycled water use. A limited opportunity exists for recycled water use at the easternmost project location known as Bell Woods (currently approved for 54 residential lots). Because of Bell Wood's proximity to the 16" existing recycled line, and its elevation relationship to the Bass Lake tank, the Bell Woods property may be able to use recycled water if the District chooses at the time of project improvement. Because there would be no water main extensions which are of benefit to the balance of the plan area under this scenario, there are no recycled water improvements proposed for inclusion in the BLH PFF.

#### Water Funding

To receive water service, participation in the construction of facilities paid for by the EID connection fee will be necessary. The funding of the water facilities described in this chapter will be handled by the BLH PFF. If, on closer inspection, certain facilities are deemed to be eligible for funding by the EID connections fees, an adjustment may be made in the EID or BLH PFF fee amount due. If needed facilities are not in place when needed, affected landowners will construct required facilities and receive a BLH PFF credit.

#### Water Benefit Zones

Because water facilities have been designed to serve portions of the BLHSP which do not currently have water connection capability, the water costs have been allocated only to certain areas (see **Exhibit W-1** in **Appendix C** for a map demonstrating areas of benefit for water facilities).

**Table 15** shows the water fee that has been calculated for development in various benefit zones of the Specific Plan. The costs identified translate to a fee amount of approximately \$1,160 per unit for development in Zone 1340, and \$3,373 per unit for development in Zone 1245 and a portion of Zone 1462. Other areas of the BLHSP will not be subject to the water component of the BLH PFF.

| Zone/ Segment                               |             | # of Units | \$/Unit<br>[1] |
|---|-------------|------------|----------------|
| Zone 1340                                   |             |            |                |
| J22 to J27 [2]                              | \$269,786   |            |                |
| Subtotal Zone 1340                          | \$269,786   | 233        | \$1,158        |
| Zone 1245 & Portion of Zone 1462            |             |            |                |
| J27 to J26 [2]                              | \$169,424   |            |                |
| J24 to J26                                  | \$173,240   |            |                |
| J26 to J35                                  | \$159,892   |            |                |
| J35 to J39                                  | \$124,320   |            |                |
| J39 to BLR                                  | \$87,920    |            |                |
| BLR to J42                                  | \$178,345   |            |                |
| J42 to J46 [3]                              | \$331,151   |            |                |
| Subtotal Zone 1245 and Portion of Zone 1462 | \$1,224,292 | 363        | \$3,373        |
| Total Water Cost                            | \$1,494,078 |            |                |

#### Table 15 Summary BLH PFF for Water Facilities

Source: CTA Engineering and Surveying, Inc. and EPS

"water\_sheds"

[1] Cost per unit excludes neighborhood service demand and cost share.

[2] Segment J26 to J28 for purposes of this table has been split as follows:

J26 to J27 - \$169,424

J27 to J28 - \$25,400

[3] Identifies 29 units as portion of Zone 1462 which will benefit from new water infrastructure. These 29 units are mapped on Exhibit W-1.

### Sewer

The backbone sewer facilities included in the cost estimates shown in **Appendix C** are expected to be above and beyond the facilities that are funded by EID Wastewater Connection fees. However, a thorough review should be undertaken to identify whether any of the facilities described herein are eligible for funding by the existing EID Wastewater Connection fee program.

The BLHSP is generally divided into two distinct sewer service areas. The easterly sloping portion of the plan area will flow to the Deer Creek Wastewater Treatment Facility. The westerly sloping portion of the plan area will flow to the El Dorado Hills Wastewater Treatment Facility. In addition to BLH PFF expenses, development in the BLHSP is also subject to EID sewer connection fees.

The sewer collection system available to the BLHSP westerly sloping area under existing conditions includes a gravity sewer line to the West, located in Mazza Court at Serrano, some distance outside the project area. In order to utilize this line, development within the BLHSP would be required to construct an offsite sewer line and a lift station in BLHSP to pump wastewater to Mazza Court. This connection would be subject to verification of available sewer capacity in the South Uplands Trunk Sewer Line, which is located inside the Serrano Development. Based on preliminary field evaluation it has been determined that the proposed location for the potential regional lift station is unsuitable due to soil conditions. Therefore, the proposed gravity sewer line is the preferred solution. A limited amount of gravity sewer capacity is also available to the west of Hawk View subdivision through a potential connection directly to the South Uplands Trunk Sewer Line. At this time it is not intended that any connections other than Hawk View will be allowed into the South Uplands Trunk Sewer Line in this location. Each of these sewer lines flow to the El Dorado Hills Wastewater Treatment Plant for treatment.

The sewer collection system available to the BLHSP easterly sloping area under existing conditions includes gravity sewer lines located offsite at Covello Circle, Bertella Road, and Castana Drive, as well as onsite at Hollow Oak subdivision, Country Club Drive, Morrison Road. Possible offsite sewer upsizing may be required at Country Club Drive or other areas to the east, to be determined at the Facility Plan Report (FPR) analysis level.

The easterly sloping plan area is predominantly inclusive of the Bell Ranch and Bell Woods subdivisions, and other small projects located upstream of the sewer lines identified in these subdivisions. The eastern slope is generally considered to be infill development from a sewer perspective. As such, there are no sewer lines on the eastern slope proposed for inclusion in the BLH PFF. Any locally beneficial arrangements between projects for sewer improvements on the east slope have the EID reimbursement agreement process available to them for resolution of local cost sharing arrangements.

Similarly, localized sewer cost sharing on the westerly sloping project area could be handled through the standard EID reimbursement agreement process. However, the western sloping area is not considered to be an infill sewer project. A backbone sewer infrastructure plan is appropriate for the west side of the BLHSP because of the magnitude of both onsite and offsite sewer improvements required to serve the project.

The backbone improvements generally include the offsite gravity sewer line and onsite gravity sewer lines identified to serve specific areas of the BLHSP. The offsite sewer line cost is proposed to be shared by all benefitting properties on the western slope. The onsite sewer line cost is proposed to be shared by all benefitting properties which use a given segment of onsite mainline. Similar to the water system approach, the sewer main lines are not intended to provide sewer service to every parcel. Rather, they are designed to provide all properties with a reasonable distance from their parcel to a gravity sewer main line extension.

The offsite gravity sewer alternative is preferred to the regional lift station alternative due to the infeasibility of the pumped sewer alternative. In addition, EID would prefer to avoid the long term cost of owning and operating a regional lift station when a reasonable gravity alternative exists. There are two offsite gravity sewer alignments currently contemplated for the BLHSP:

- The first option is a gravity sewer extending through unapproved Serrano Village C-2 to the South Uplands Trunk Sewer line. Should the Serrano Village C-2 project be approved, this would be the likely alignment, especially if Village C-2 initiates construction before the Bass Lake offsite sewer project.
- The second alignment option includes a gravity line to be constructed along the westerly project boundary to the existing wagon road, and then west through the BLHSP and Serrano open space along the wagon road to a connection at the South Uplands Trunk Sewer Line. The funding shown in Table 13 is for the most expensive of the two potential alignments. If the alternative alignment is constructed, it will result in an overfunding, and the fee program will be adjusted accordingly.

The BLH PFF has contemplated funding either of these alternatives, but the final determination as to which offsite alignment will actually be constructed will be the subject of a future Master Facility Plan Report.

The limited capacity available in the South Uplands Trunk Sewer line to the west of Hawk View subdivision will allow for temporary connection of the Hawk View subdivision to this line. CTA will specify how many units will be diverted to the southerly gravity alignment when it becomes available in the future. Any developments beyond the Hawk View Subdivision will necessitate the construction of the trunk gravity sewer system that will serve the majority of the BLHSP.

The backbone sewer improvements proposed as a part of the 2013 PFFP are adequate to provide readily accessible gravity sewer access to the proposed school site. However, the actual timing of school construction is unknown and the gravity sewer to the West may or may not be completed prior to the actual need for a school. The earliest contemplated date of school construction is estimated to be commensurate with the 300<sup>th</sup> Bass Lake Hills Specific Plan building permit located within the Buckeye School District boundary. To ensure that adequate sewer facilities are available to the school at the time they are needed, a temporary school sewer pump and force main alternative design has been prepared and estimated for inclusion in this financing plan.

The alternative school sewer plan assumes the school will install as a part of its construction, if necessary, a temporary sewer pump on the school site, adequate to serve the school alone and capable of pumping to the South Uplands Trunk Sewer gravity line located near the Southwest corner of the Hawk View property within North Silver Dove Way.

The related force main from the school site to the connection point near Hawk View will be considered an onsite backbone improvement to the BLHSP and is included in the PFF sewer improvements in case the timing of construction requires its installation. If the temporary school sewer is not required, it will result in an overfunding, and the fee program will be adjusted accordingly.

The interim and permanent sewer facilities required to serve the school site are included in **Appendix D**.

#### Sewer Benefit Zones

Because sewer facilities in the western portion of the BLHSP do not benefit development in the eastern portion of the plan (and vice-versa), the sewer costs have been allocated only to development in the western portion of the BLHSP (see **Exhibit S-1** in **Appendix C** for a map demonstrating areas of benefit for sewer facilities).

**Table 16** shows the sewer fee that has been calculated for development in the western portionof the Specific Plan. The costs identified translate to a fee amount of approximately \$3,300 perunit.

| Item                  | Western<br>Shed |
|-----------------------|-----------------|
| Sewer Facilities Cost | \$3,312,010     |
| Number of Units [1]   | 1,005           |
| Fee Per Unit          | \$3,296         |
|                       | "sewer_sheds"   |

#### Table 16 Summary BLH PFF for Sewer Facilities

[1] Number of units in the Western Shed is based upon analysis conducted by CTA Engineering and Surveying, Inc.

# Drainage

Adequate control of drainage and storm water quality is a prerequisite to development in the Specific Plan area. Individual projects in the Specific Plan will address their drainage impacts in compliance with the County Drainage Manual and Specific Plan policy. Detention or retention facilities are considered as in-tract improvements and are developer funded.

Off-site improvements identified to provide adequate control of drainage are considered developer installed improvements and are not subject to reimbursement from the BLH PFF unless the costs are part of other backbone improvements included in the BLH PFF, such as roads.

Maintenance of all drainage facilities will be funded through a CFD for services or a county service area (CSA) with zones of benefit adopted by the Board of Supervisors under County-established procedures or other mechanisms acceptable to the County.

## Fire Facilities

The Fire District provides the fire service responsibilities for the Specific Plan. The Fire District acquired the site built, equipped, and staffed the facility.

Fire District facilities are funded through payment of impact fees at the time of building permit issuance. At their current level, Fire District fees generated by the Specific Plan will total approximately \$2.9 million (2012 \$).

## Parks and Recreation

Both the EDH CSD and the CP CSD are park service providers within the BLHSP boundaries although only a small portion of the land is within the CP CSD boundaries. CP CSD facilities will be funded through CP CSD park development impact fees. Estimates of fees and acreage have been made only for EDH CSD; however, dedication requirements and fees for property within the CP CSD boundaries will be handled by the CP CSD.

Park sites may be conveyed or dedicated substantially in accordance with the Parks and Open Space Plan. In addition to the requirements listed above, the BLHSP states that "Park land and facilities will be provided in accordance with the EDH CSD Recreation Facilities Master Plan (RFMP). It is anticipated that all park sites will be dedicated to and be maintained by the EDH CSD. Ultimate site selection and development is the responsibility of that body. The EDH CSD RFMP requires that one or more park sites be provided in each village that contains 50 or more units. These park site locations will be determined in conjunction with the review of subdivision applications submitted for projects within the Plan area." The current EDHCSD RFMP no longer has the requirements for a park site to serve each 50 unit village. The park site should be identified on the first tentative map for a residential village and dedicated with the first final map for a village.

Financing for capital improvements on parklands shall come from park development fees collected at the time of building permit issuance. In addition to EDH CSD park development fee, the BLH PFF includes a park land acquisition and development fee to supplement existing fees and the Quimby land dedication requirements.

Developers may elect to fund park development with direct developer financing or some other means. Advance funds expended in this manner could result in reimbursement from development fees collected. The amount of said reimbursement is subject to review and approval by the EDH CSD or CP CSD before construction.

# Schools

A portion of the Specific Plan area is in the RUSD, and the balance is in the BUSD, each providing school facilities K–8. The entire Specific Plan is in the EDUHSD, which provides high school facilities, grades 9–12.

The BUSD declared a need for a 10-acre school site in the Specific Plan area that can be used for a K–6 school facility planned to accommodate approximately 800 students on a year-round schedule. The school site has been acquired by the Hollow Oak developers and dedicated to the BUSD.

The primary method for financing school facilities shall be through payment of school impact fees collected by the County Office of Education for each. These fees will be matched with funding from the State School Building program to construct the required schools.

As noted in Section III, the Development Agreement established a school mitigation fee that is estimated at \$12,461 per residential unit. If the school mitigation fee is collected against all 1,359 units, at their current level, the K–12 schools will total \$15.6 million. The Districts as of January 1 of each year calculate the annual adjustment in the fee. The adjustment is implemented on July 1 of each year. The County Office of Education will collect the school mitigation fees in the Specific Plan, and the County will notify the County Office of Education of each final map recorded in the Specific Plan and the new parcel numbers generated for each new parcel with the Specific Plan Area. Because of changes in the law adopted in 1998 under Government Code Section 65995, the developers that did not execute the Development Agreement before the effective date of such law may be required to pay the Level II fees referenced in Section III above instead of the \$12,461 per-unit school fee established under the Development Agreement.

The school access roadway (Silver Dove Way, segments H to G and G to Q) shall be conditioned to be constructed by an early development project so that access is completed before the 300<sup>th</sup> building permit issued within the boundary of the Buckeye School District (see map in **Appendix D**). In addition, the sewer and water infrastructure will be provided to the school site by the 300<sup>th</sup> building permit in the Buckeye School District. If the gravity sewer line is not constructed before the 300<sup>th</sup> permit, it may be necessary to provide the alternative force main sewer line. The PFFP provides for the funding to be in place for this line by the 300<sup>th</sup> permit, as stated above. Because the school may not be built until a later time, the force main, sewer lines, and water lines must be fully funded, designed, and the right of away acquired by the 300<sup>th</sup> building permit (in the BUSD). If the gravity line is installed, then the PFFP will be overfunded and will be adjusted accordingly.<sup>4</sup>

An early project will be conditioned to apply for an Army Corps of Engineers 404 permit and any required ancillary permits for any and all wetland crossings to accommodate the School Force Main and/ or Water Line. The applicant in this case will either by the County or the School District. The early project will be responsible to fund all costs for the application, however the actual permit may take a prolonged period of time to acquire and can be continued by either a later project, the School District, or the County. The Army Corps 404 Permit and any ancillary permits must be acquired before the 300<sup>th</sup> building permit within the Buckeye School District unless this requirement is either waived or modified by the School District.

<sup>&</sup>lt;sup>4</sup> The \$532,145 cost to serve the school site with temporary sewer infrastructure is additive to the BLH PFF, except for approximately \$17,600 in excavation costs which are also included in the estimate cost to construct Silver Dove from Hollow Oak Extension to School Site (segment E to Q). This duplicative cost item should be reviewed and reconciled during a subsequent BLH PFF program update in order to reflect whether the temporary sewer infrastructure is required.

# 7. PHASING ANALYSIS

The Specific Plan and the 2013 PFFP require that each development project is conditioned to construct infrastructure or pay all or a portion of the Bass Lake Hills Public Facilities Fee. At this time, the order in which projects will be developed is unknown, so the County will condition each project to fund a specific set of infrastructure or pay a specific set of development impact fees, based on the circumstances at the time the project conditions are set.

Developers will be conditioned to complete all 2013 PFFP projects that are necessary for their projects. An early project may be conditioned to construct improvements to Bass Lake Road.<sup>5</sup> The County DOT will condition projects to construct BLH PFF improvements according to the "Priority Matrix" shown in **Table 7**, until the total cost of improvements approximates 125 percent of the BLH PFF amount due. If developers are conditioned to build facilities that comprise a total that is less than the PFF amount due, they must pay the remainder of the PFF, up to the 125-percent threshold. Alternatively, DOT may choose to take the fee payment instead (again, up to the 125-percent threshold).<sup>6</sup>

This chapter outlines the guidelines the County will use to condition development projects as it pertains to phasing. The 2013 PFFP lays out the infrastructure requirements and financing mechanisms to provide all necessary infrastructure and public facilities. This chapter focuses on infrastructure and public facilities that are the County's funding responsibility. Infrastructure requirements of other public entities for parks and schools are identified, but cost estimates are not provided. Instead of cost estimates for these items, the 2013 PFFP includes an estimate of the fees that will be paid to the responsible agency.

The County and other service providers will monitor development applications and condition projects to meet the requirements of the Specific Plan and 2013 PFFP.

## PFFP Phasing Policies—Remaining Facilities

To ensure that all necessary infrastructure items are funded at appropriate times in the development process and that early projects do not pay more than their fair share over the long term, the following policies have been created.

#### **TIM Fee-Funded Improvements**

As discussed elsewhere, the first segment of Bass Lake Road (from the northern project boundary to Hollow Oak Road) has been constructed and funded by the developer of the Hollow Oak subdivision. Therefore, the cost associated with this segment has been removed from the 2013 PFFP, and no reimbursements are due to Hollow Oak developers, according to the County.

<sup>&</sup>lt;sup>5</sup> Any project that constructs Bass Lake Road will not be conditioned with the 25-percent surcharge.

<sup>&</sup>lt;sup>6</sup> Note that the 25-percent surcharge will not be applied to the water, sewer, and administrative components of the BLH PFF.

The next segments to be constructed may be required to serve the next development project(s) constructed and may be funded as follows:

- The segment of Bass Lake Road from Country Club Drive to Hollow Oak Road (currently estimated at \$2.7 million) may be funded by an early project developed after adoption of the 2013 PFFP.
- The segment of Bass Lake Road from Hwy 50 to Country Club Drive (currently estimated at \$1.9 million) may be funded by a one or more project (or combination of projects) in the southern portion of the BLHSP or later at the County's discretion.
- Fee credits or bond proceeds for the TIM fee will be evaluated by the County on a project-byproject basis. In the event that the cost to construct the required facilities is greater than what is owed in fees, the County and developer will enter into a reimbursement agreement to ensure that the developer is responsible for only its fair-share contribution over the long term.

#### BLH PFF

- **Construction of Facilities**: Development projects will be required to fund or construct roadway improvements (up to approximately the BLH PFF amount) for segments that are contiguous to their project boundaries and other public amenities based on the requirements of the Specific Plan and Environmental Impact Report (EIR):
  - If the cost of the necessary improvements is less than what is the calculated fee amount owed, the builder/developer is responsible for funding the difference in a cash payment. Alternatively, the County may condition the project to build additional facilities up to the required BLH PFF amount.
  - If the cost of the necessary improvements is more than what is calculated to be owed, a reimbursement will be owed to the developer that will come from future fee revenue collection.
- **BLH PFF Surcharge**: To ensure that BLH PFF facilities are funded and constructed at an appropriately early juncture in the buildout of the BLHSP, the fee program will enforce a mechanism in which early developers are responsible for 125 percent of the Roadway, Bass Lake Road Enhancements, and Other Public Facilities components of the fee until all required facilities in the BLHSP have been constructed. This "surcharge" will be reimbursed by fee revenue collected from later development projects:
  - It is possible that early projects will be conditioned to construct facilities whose costs are greater than 125 percent of the BLH PFF amount that is due. Reimbursements will be made first to these builders/developers who were required to pay more than 125 percent of the BLH PFF. These early reimbursements will be made until the developers' payment is equal to 125 percent of the BLH PFF.
  - The County shall not condition projects to construct more than 125 percent of each project's calculated fee contribution, unless the conditioned facilities are necessary to serve the project.

- Reimbursements for developers who were required to fund 125 percent will begin once all facilities have been constructed. The reimbursement schedule will be such that the earliest project will be repaid first, then the next project constructed, etc.
- One exception to the surcharge requirement will be granted to the developer(s) who may be conditioned to construct Bass Lake Road. This (or these) developer(s) will only be responsible for paying 100 percent of the BLH PFF.

# Cost Estimates and Funding by Phase

#### Completed Projects: Hollow Oak-99 units

The Hollow Oak project was the first project built in the Bass Lake Specific Plan. Hollow Oak's financing requirements were set out in the 2006 PFFP and in the project's conditions of approval. Hollow Oak acquired or constructed the following items:

- Acquire school site.
- Reconstruct and realign Bass Lake Road from Hollow Oak Road to northern alignment of existing Bass Lake Road. Provide underground utilities as required.
- Construct bike lane and sidewalk along Bass Lake Road from Hollow Oak Road to Serrano Parkway.
- Provide shoulder widening to Bass Lake Road between Hwy 50 and Hollow Oak Road.
- Construct Hollow Oak Road (F–K) without frontage improvements.
- Participate in the dedication and funding of open space land acquisition through the BLH PFF.

The developer of Hollow Oaks funded and constructed these facilities, and as a result, the 99 units in Hollow Oaks and the infrastructure that the developer of Hollow Oaks built have been removed from this 2013 PFFP.

#### Subsequent Phases: Advance Funding and Reimbursement Scenarios

As discussed above, an early Project may be conditioned to construct or fund segments of Bass Lake Road. At this early stage of development, the full funding amount may not be available from fee revenue, and thus, early units may be required to advance fund items that will be larger than their "fair share" funding amount.

#### BLH PFF Examples

**Figure 1** shows a demonstration of funding and reimbursement requirements at various stages in buildout of the Specific Plan:

- Example 1—Example 1 represents an early project that is responsible constructing one of the remaining segments of Bass Lake Road. This project will be responsible only for funding or constructing 100 percent of the BLH PFF amount (as opposed to other projects responsible for 125 percent, as discussed below). This assumes that its map conditions for required BLH PFF facilities do not exceed the BLH PFF amount due.
- **Example 2**—Example 2 represents an early project that is *not* responsible for constructing Bass Lake Road. However, the project example shown includes a large amount of conditioned BLH PFF facilities. This may occur if an outlying project that requires a significant amount of infrastructure develops early in the buildout process. The conditioned facilities must be constructed, regardless of whether their cost is above 125 percent of the BLH PFF due.
- Example 3—Example 3 represents a project that develops midway through buildout of the Specific Plan. In this example, the project is conditioned to construct facilities to serve it, but the cost of these facilities is less than what is owed in fees (including the 125 percent measure). This project will be responsible for paying the difference between the cost of constructed facilities, and 125 percent of the BLH PFF amount. The surplus revenue will be used to reimburse earlier first developer's contributions above the 125-percent threshold.
- **Example 4**—Example 4 represents a project that is constructed midway through buildout of the Specific Plan in which many of the major infrastructure items have been constructed. The BLH PFF will continue to be collected to 125 percent. Some of the revenue above what is required for facility construction may be used to reimburse earlier developers.
- **Example 5**—Example 5 represents a project that is constructed towards the end of the development process in the Specific Plan in which all required BLH PFF items have been funded or constructed. The full BLH PFF amount to 100 percent (minus administration) is used to reimburse earlier developers. At the culmination of the 1,250 developable units considered for the Specific Plan, and after all reimbursements have flowed from the later developers to the early developers, all funding participants will have paid an equal contribution on a per-unit basis (inflation adjusted).

DRAFT

Figure 1 Bass Lake Hills PFFP Phasing Scenarios Bass Lake Hills Public Facilities Fee



Prepared by EPS 7/12/2013

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# 8. COST BURDEN COMPARISON AND FEASIBILITY ASSESSMENT

Development in the BLHSP will be responsible for both sharing the costs of new or improved backbone infrastructure and public facilities as well as funding existing County fee programs. This chapter provides a summary of financial feasibility of the Project. The feasibility analyses presented in this chapter evaluates the feasibility of the Project in light of current and proposed fees, estimated infrastructure burden, and taxes and assessments. The actual costs, unit mix, fees, and other factors may vary according to the market conditions at the time of development. Final sales prices of the units and major backbone infrastructure and public facilities costs will also impact the actual feasibility, although this aspect is not analyzed in detail here. The primary method of feasibility assessment in this chapter is a fee comparison of the project among other similar projects in the Sacramento region.

# Fee Comparison

The fee comparison analysis compares the total infrastructure burden required of development in different jurisdictions and plan areas throughout the Sacramento Region. Infrastructure costs are funded in various ways, including private developer funding, local and regional development impact fee programs, special taxes, and other assessments. Except where noted, this analysis includes the total impact fee, special taxes, and special assessments required of development. For each land use the infrastructure burden is organized and presented in the following categories:

**City/County Fees:** Any valuation-based or development impact fee charged to development by the city or county will be included in this section. The section includes regional agency fees (e.g., Regional Sanitation impact fees), city fees (e.g., building permit fee or citywide impact fees), county fees (e.g., countywide traffic fee).

**Plan Area Fees:** Impact fees created to fund infrastructure or public facilities designed to serve a particular plan area (e.g., Specific Plan, Special Planning Area, or Planned Unit Development) are included in this section. Current trends in California indicate that planned development typically undergoes a comprehensive planning process to accommodate anticipated growth. The results of this process are unique financing plans. If a financing plan includes impact fees to fund infrastructure, the fees are included here.

**School Fees:** This section includes school-related funding. Funding of schools may include payment of districtwide development impact fees or special assessments, development agreements, or other financing agreements. For bond funding of school facilities, a present value of outstanding bonds is calculated and included as a cost of infrastructure.

**Special Taxes and Assessments:** This section estimates the present value of any bondfunded facilities or infrastructure, including local Mello-Roos funding, regional bond issuances, or other special assessments. This analysis excludes bond funding if an overlap exists with development impact fees (e.g., bond proceeds are used to fund fee-funded infrastructure). This exclusion specifically impacts Sunridge/Anatolia (Rancho Cordova) and North Vineyard Station (Unincorporated Sacramento County).

# Fee Comparison Results

The total infrastructure burden required of development in BLHSP is compared to the total infrastructure burden in different jurisdictions and plan areas throughout the Sacramento Region. As shown on **Chart E-1** and **Table E-1**, the total infrastructure burden for BLHSP is comparable to other similar projects in the Sacramento region. **Tables E-1** through **E-5** in **Appendix E** show the detail for each component of the fee comparison.

# 9. OPERATIONS AND MAINTENANCE FUNDING

The road infrastructure and other public facilities identified in the prior chapters may require a source of ongoing operations and maintenance funding. BLHSP development projects may be required to participate in a series of special financing districts to fund these services. Participation in the special financing districts will be determined by the County or the CSDs, but will be no later than the filing of the final maps. **Table 17** lists the sources of operations and maintenance funding.

Development projects will be required to participate in the following special districts:

- The EDH CSD or CP CSD will form a CFD for services with authorization to fund park maintenance, landscape corridor maintenance. As an alternative to the CFD, a Landscaping and Lighting District (LLAD) could be formed with zones of benefit. Costs to establish these special districts will be paid up front by the developer.
- The County will also form a CSA or annex developments into an existing CSA. One or more zones of benefit will be created to fund road maintenance for secondary local roads, street lighting, drainage, and mitigation monitoring.
- EDH CSD or Cameron Park also may elect to form a CFD for services or a LLAD to authorize park maintenance and landscape corridor maintenance.

The maintenance of major roads and primary local roads, including adjacent bikeways and sidewalks, will be funded through County funds.

Special districts (EID, CP CSD, and school districts) will operate and maintain their facilities through existing funding sources. EDH CSD requires an LLAD or CFD to fund the operation and maintenance of their facilities and may require park construction in phases to ensure adequate units are available to support the expenses.

# Table 17Bass Lake Hills 2013 PFFP Operations and Maintenance Funding Sources

| <u>Facility</u>  | Funding Source                          |
|--|---|
| Hwy 50 Interchange   | State Highway Funds                     |
| Major Roads<br>Bass Lake Road and Country Club Drive<br>Bike Lanes and Sidewalks | County Funds<br>CSA or CFD for services |
| Park & Ride  | Transit Authority                       |
| Primary Local Roads<br>Hollow Oak Road, Silver Dove Way<br>And Morrison Road     | County Funds                            |
| Secondary Local Roads  | CSA                                     |
| Landscaping along Primary Local Roads  | CFD for service or LLAD                 |
| Landscaping along Secondary Local Roads  | CFD for services or LLAD                |
| Park Maintenance—sports park   | EDH CSD or CP CSD funds                 |
| Park Maintenance—neighborhood parks  | CFD for service or LLAD                 |
| Open Space, Trails, Off-street Bikeways  | CFD for services or LLAD                |
| Sewer  | EID user charges/rates                  |
| Water  | EID user charges/rates                  |
| Schools  | School District Funds                   |
| Drainage Facilities  | CFD for services or LLAD                |
| Mitigation Monitoring  | CSA                                     |

# 10. IMPLEMENTATION

Implementation of the 2013 PFFP ensures that new development will construct facilities to meet the service level specification set out in the BLHSP and will pay its fair share of the cost of backbone infrastructure and other public facilities required to serve the project area. Facilities will be constructed as they are needed to serve new development as defined in the Specific Plan. The County will administer the requirements of the 2013 PFFP, which may include the following points:

- Resolution to update the BLH PFF. An updated Nexus Study has been prepared to support the Resolution.
- Reimbursements will be controlled by reimbursement agreements between the County and developers. The Bass Lake Road Construction Reimbursement Agreement will cover reimbursements/ credits between the developers and the County for TIM-funded roads. The time frame for reimbursements will be limited through the terms of the reimbursement agreement.
- Reimbursements for the BLH PFF will be controlled by reimbursement agreements between the County and developers.
- Reimbursements for park fees will be controlled by reimbursement agreements between either EDH CSD or CP CSD and the developers.
- Possible formation of the CFD(s) for the construction of infrastructure and public facilities. Administration of subsequent bond sales and tax collection.
- Formation of a services CFD or LLAD to fund park maintenance, landscaping of corridors, drainage maintenance and open space maintenance.
- Formation of a CSA or annexation of developments into an existing CSA to fund road maintenance for secondary local roads, street lighting, and mitigation monitoring.
- The County will seek to amend the TIM Fee zones so the entire plan area is within Zone 8. The PFFP collects fees to make improvements within Zone 8 on TIM Fee Roads such as the signal lights on Bass Lake Road.
- Accounting for fee payments, fee credits, or reimbursements.
- Annual inflation updates and periodic updating and adjusting the fee program as new infrastructure cost, land use, and revenue information become available.
- Close coordination with all appropriate County departments and other service providers to implement the 2013 PFFP.
- Working with property owners and the development community during BLHSP buildout to resolve specific infrastructure construction responsibility and financing issues that arise as part of the individual land development application process.

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

• The issuance of building permits for residential units shall be tied to construction schedules for required Bass Lake Road infrastructure improvements related to the applicable projects as such schedules are approved by the County.

# Updates

Projects in the BLHSP are expected to develop at differing times. Some may not develop for many years. In addition, it is anticipated that as the 2013 PFFP is implemented, the infrastructure costs and available funding sources will change as development occurs. Therefore, the 2013 PFFP will require additional updates periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Changes in the 2013 PFFP should be re-evaluated within the context of the overall financing strategy to ensure required funding is available when needed. The costs and funding sources will also need to be adjusted periodically to reflect inflation costs as information contained in the 2013 PFFP is shown in year 2012 dollars. Updates the only affect the BLH PFF will be handled through an updated Nexus Study and adjustment to the fee.

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

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



| APPENDICES: |
|-------------|
|-------------|

| Appendix A: | Major Roadway TIM Program<br>Cost Estimates                     |
|-------------|---|
| Appendix B: | Bass Lake Hills Public Facilities<br>Fee Program Cost Estimates |
| Appendix C: | Sewer/Water Infrastructure<br>Cost Estimates                    |
| Appendix D: | School Site Infrastructure<br>Cost Estimates                    |
| Appendix E: | Development Impact Fee Comparison                               |
| Appendix F: | 2006 PFFP and 2013 PFFP<br>Correspondence Table                 |
| Appendix G: | Bass Lake Hills Public Facilities Fee<br>Nexus Study            |

# APPENDIX A:

# Major Roadway TIM Program Cost Estimates



| able A-1     |              |           |         |             |             |        |                     |              |        |            |             |       |      |      |      |            |    |
|--------------|--------------|-----------|---------|-------------|-------------|--------|---------------------|--------------|--------|------------|-------------|-------|------|------|------|------------|----|
| IM FACILITIE | S - EASEME   | NT COS    | T SUM   | MARY T      | ABLE        |        |                     |              |        |            |             |       |      |      |      |            |    |
|              |              |           |         |             |             |        |                     |              |        |            |             |       |      |      |      |            |    |
| ROAD         |              |           |         |             |             |        | BA                  | SS LAKE      | ROAI   |            |             |       |      |      |      |            |    |
| SEGMENT      | APN          |           |         | NEW RO      | OW/IOI      | )      |                     | 55 LARE      | -      | W EASE     | MENT        | S*    |      | N    | EW   | TCE*       |    |
|              | 119-100-17   | (         | 0.31    | Ac          |             | \$15.3 | 357                 | 0.02         | -      | Ac         | \$577       |       | 7    |      | 0.41 | -          | A  |
| B to H       | 119-100-21   | (         | 0.24    | Ac          |             |        | 955                 | 0.46         |        | Ac         | \$11.570    |       | 70   |      | 0.60 |            | A  |
|              | Totals       |           | 0.55    | Ac          |             | \$27,  | 312                 | 0.48         |        | Ac         | \$          | 12,14 | 46   |      | 1.02 |            | A  |
|              | 119-100-07   | (         | 0.52    | Ac          | :           | \$25,9 | 997                 | 0.28         |        | Ac         | S           | 6,99  | 19   |      | 0.77 |            | A  |
|              | 119-100-13   | (         | 0.29    | Ac          | :           | \$14,5 | 531                 | 0.20         |        | Ac         | \$          | 5,11  | 7    |      | 0.22 |            | A  |
| H to F       | 119-100-14   | (         | 0.50    | Ac          | :           | \$24,7 | 777                 | 0.6          |        | Ac         | \$          | 15,6  | 77   |      | 0.43 |            | A  |
|              | 119-100-09   | (         | 0.23    | Ac          | :           | \$11,3 | 373                 | 0.1          |        | Ac         | \$          | 4,12  | 25   |      | 0.15 |            | A  |
|              | Totals       |           | 1.53    | Ac          | Ac \$76,678 |        | 678                 | 1.28         |        | Ac         | Ac \$31,918 |       | 18   | 1.57 |      |            | Ac |
| F to C       | 119-100-35   | (         | 0.25    | Ac          |             | \$12,5 | 531                 | 0.00         |        | Ac         |             |       |      |      | 0.23 |            | A  |
|              |              |           |         |             |             |        |                     |              |        |            |             |       |      |      |      |            |    |
|              |              |           |         |             |             |        | COUN                | TRY CLU      | B DR   | IVE        |             |       |      |      |      |            |    |
|              |              |           | RO      | OW/IOD      |             |        |                     | EASEMENTS    |        |            |             | TCE   |      |      |      |            |    |
|              | APN          |           | NEW     |             | I           | N EX   | K. ESMT             | NE           | EW     |            | IN          | EX.   | ESMT | NEW  |      | IN EX. ESM | 11 |
| H to I       | 119-080-08   | 0.07      | Ac \$   | 3,698       | 0.20        | Ac     | \$10,060            |              |        |            |             |       |      | 0.13 | Ac   | 0.13       | A  |
| 11 10 1      | 119-080-09   | 0.06      | Ac \$   | 3,068       | 0.17        | / Ac   | \$8,529             |              |        |            |             |       |      | 0.09 | Ac   | 0.10       | A  |
| Sub-T        | otal         | 0.14      | Ac \$   | 6,766       | 0.37        | Ac     | \$18,590            |              |        |            |             |       |      | 0.22 | Ac   | 0.23       | A  |
| TOT          | AL           | :         | 2.84    |             | \$          | 5141,  | 876                 | 1.76         | ;<br>; | Ac         | \$-         | 44,0  | 65   |      | 3.27 |            | A  |
| otes:        |              |           |         |             |             |        |                     |              |        |            |             |       |      |      |      |            |    |
|              |              |           |         |             |             |        | Public Utility East |              |        |            |             |       |      |      |      |            |    |
| Areas where  | ROW/IOD is w | ithin Ex. | Easemer | nt assume   | 1 acqusit   | ion i  | s required due to   | lack of ease | ement  | descriptio | on          |       |      |      |      |            |    |
|              |              |           |         | or bike tra |             |        |                     |              |        |            |             |       |      |      |      |            |    |

| Table |  |          |      |              |                     |
|-------|--|----------|------|--------------|---------------------|
| Bass  | Lake Rd From Hwy 50 to Country Club Drive Rd           | (B to H) |      |              |                     |
| Item  |  |          |      |              |                     |
| No.   | Description  | Quantity | Unit | Unit Price   | <b>Total Amount</b> |
| 1     | Mobilization   | 1        | ls   | \$20,000.00  | \$20,000.00         |
| 2     | SWPPP Compliance                                       | 1        | ls   | \$10,000.00  | \$10,000.00         |
| 3     | Dust Control   | 1        | ls   | \$15,000.00  | \$15,000.00         |
| 4     | Erosion Control Measures                               | 1        | ls   | \$50,000.00  | \$50,000.00         |
| 5     | Detour   | 1        | ls   | \$100,000.00 | \$100,000.00        |
| 6     | Construction Area Signs                                | 1        | ls   | \$5,000.00   | \$5,000.00          |
| 7     | Traffic Control System                                 | 1        | ls   | \$20,000.00  | \$20,000.00         |
| 8     | Temporary Traffic Stripe (Paint)                       | 6,700    | lf   | \$1.00       | \$6,700.00          |
| 9     | Temporary Pavement Marker                              | 208      | ea   | \$5.00       | \$1,040.00          |
| 10    | Portable Changeable Message Sign                       | 1        | ea   | \$10,000.00  | \$10,000.00         |
| 11    | Temporary Railing (Type K)                             | 2,563    | lf   | \$18.00      | \$46,134.00         |
| 12    | Temporary Crash Cushion Module                         | 88       | ea   | \$210.00     | \$18,480.00         |
| 13    | Object Marker (Type P)                                 | 7        | ea   | \$60.00      | \$420.00            |
| 14    | Remove Fence   | 1,815    | lf   | \$3.00       | \$5,445.00          |
| 15    | Remove Culvert   | 2        | ea   | \$1,000.00   | \$2,000.00          |
| 16    | Reset Mailbox  | 1        | ea   | \$600.00     | \$600.00            |
| 17    | Remove Traffic Stripe and Pavement Marking             | 1        | ls   | \$2,500.00   | \$2,500.00          |
| 18    | Remove Roadside Sign                                   | 3        | ea   | \$75.00      | \$225.00            |
| 19    | Obliterate Surfacing                                   | 720      | sy   | \$4.50       | \$3,240.00          |
| 20    | Clearing & Grubbing                                    | 4.3      | ac   | \$3,500.00   | \$15,050.00         |
| 21    | Roadway Excavation (F)                                 | 30,200   | су   | \$6.00       | \$181,200.00        |
| 22    | Finishing Roadway                                      | 1        | ls   | \$25,000.00  | \$25,000.00         |
| 23    | Class 2 Aggregate Base                                 | 4,604    | су   | \$50.00      | \$230,200.00        |
| 24    | Asphalt Concrete Type A                                | 2,700    | ton  | \$85.00      | \$229,500.00        |
| 25    | Place Asphalt Concrete Dike                            | 460      | lf   | \$9.00       | \$4,140.00          |
| 26    | Install Roadside Sign (Galvanized Steel Post)          | 15       | ea   | \$275.00     | \$4,125.00          |
| 27    | 18" Plastic Pipe, HDPE                                 | 583      | lf   | \$50.00      | \$29,150.00         |
| 28    | Flared End Section                                     | 5        | ea   | \$200.00     | \$1,000.00          |
| 29    | Std 48" Drain Manhole                                  | 1        | ea   | \$3,900.00   | \$3,900.00          |
| 30    | 36" CSP Pipe Inlet 0.109 Wall                          | 4        | ea   | \$3,100.00   | \$12,400.00         |
| 31    | Rock Lined Ditch-I                                     | 2020     | lf   | \$45.00      | \$90,900.00         |
| 32    | Fabric Lined Roadside Ditch-II                         | 2080     | lf   | \$36.00      | \$74,880.00         |
| 33    | Interceptor Ditch Type 1-III                           | 889      | lf   | \$38.00      | \$33,782.00         |
| 34    | Grouted Rock Outfall B                                 | 1        | ea   | \$2,000.00   | \$2,000.00          |
| 35    | Rock Outfall - No. 1 Backing                           | 22       | lf   | \$38.00      | \$836.00            |
| 36    | Minor Concrete-Extra for Handicap Ramp                 | 4        | ea   | \$1,500.00   | \$6,000.00          |
| 37    | Miscellaneous Iron and Steel                           | 93       | lb   | \$50.00      | \$4,650.00          |
| 38    | Fence (Type BW, 5 Strand, Metal Post)                  | 2,470    | lf   | \$8.00       | \$19,760.00         |
| 39    | Install 4" Thermoplastic Traffic Stripe (Solid Yellow) | 1,383    | lf   | \$0.45       | \$622.35            |
| 40    | Install 4" Thermoplastic Traffic Stripe (Solid White)  | 283      | lf   | \$0.45       | \$127.35            |

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## PFFP Estimate March, 2012

| Table  | A-2   |          |                |                       |                     |
|--|---|----------|----------------|-----------------------|---------------------|
| Bass Lake Rd From Hwy 50 to Country Club Drive Rd (B to H) |   |          |                |                       |                     |
|  |   |          |                |                       |                     |
| Item   |   |          |                |                       |                     |
| No.  | Description   | Quantity | Unit           | <b>Unit Price</b>     | <b>Total Amount</b> |
| 41   | Install 6" Thermoplastic Traffic Stripe (8-4)         | 459      | lf             | \$0.70                | \$321.30            |
| 42   | Install 6" Thermoplastic Traffic Stripe (Solid White) | 2,613    | lf             | \$0.70                | \$1,829.10          |
| 43   | Install 8" Thermoplastic Traffic Stripe (Solid White) | 681      | lf             | \$1.65                | \$1,123.65          |
| 44   | Install Reflective Pavement Markers                   | 102      | ea             | \$5.25                | \$535.50            |
| 45   | Install Thermoplastic Crosswalk & Pavement Markings   | 582      | sf             | \$5.00                | \$2,910.00          |
| 46   | Sidewalk Barricade                                    | 2        | ea             | \$700.00              | \$1,400.00          |
| 47   | Conduits for Irrigation Crossover                     | 193      | lf             | \$20.00               | \$3,860.00          |
| 48   | Other Improvements                                    | 1        | ls             | \$19,000.00           | \$19,000.00         |
| 49   | AT&T RT Station Relocation**                          | 1        | ls             | \$115,000.00          | \$115,000.00        |
|  | Total Esti  | ect Cor  | struction Cost | \$1,431,986.25        |                     |
| 1  | Engineering   | 4.7%     |                |                       | \$67,303.35         |
| 2  | Construction Survey                                   | 5.4%     |                |                       | \$77,327.26         |
| 3  | Project Administration, Management, Inspection        | 10.0%    |                |                       | \$143,198.63        |
| 4  | Contingency   | 10.0%    |                |                       | \$143,198.63        |
|  |   |          | Total l        | <b>Estimated Cost</b> | \$1,863,014.11      |
| * To be paid by County of El Dorado                        |   |          |                |                       |                     |
| ** Bas   | ed on rough estimate by AT&T subject to change        |          |                |                       |                     |
| Table    |   |                | ' <b>\</b> |                   |                         |
|----------|---|----------------|------------|-------------------|-------------------------|
| Bass     | Lake Rd From Country Club Drive to Hollow     | Oak Rd (H to F | )          |                   |                         |
|          |   |                |            |                   |                         |
| Item     |   |                |            |                   |                         |
| No.      | Description                                   | Quantity       | Unit       | <b>Unit Price</b> | Total Amount            |
|          | ROADWAYS                                      | Quantity       |            |                   |                         |
| 1        | Mobilization                                  | 1              | ls         | \$25,000.00       | \$25,000.0              |
| 2        | SWPPP Compliance                              | 1              | ls         | \$15,000.00       | \$15,000.0              |
| 3        | Dust Control                                  | 1              | ls         | \$20,000.00       | \$20,000.0              |
| 4        | Erosion Control Measures                      | 1              | ls         | \$70,000.00       | \$70,000.0              |
| 5        | Detour  | 1              | ls         | \$150,000.00      | \$150,000.0             |
| 6        | Construction Area Signs                       | 1              | ls         | \$5,000.00        | \$5,000.0               |
| 7        | Traffic Control System                        | 1              | ls         | \$35,000.00       | \$35,000.0              |
| 8        | Temporary Traffic Stripe (Paint)              | 14,000         | lf         | \$1.00            | \$14,000.0              |
| 9        | Temporary Pavement Marker                     | 360            | ea         | \$5.00            | \$1,800.0               |
| 10       | Portable Changeable Message Sign              | 1              | ea         | \$15,000.00       | \$15,000.0              |
| 11       | Temporary Railing (Type K)                    | 7,500          | lf         | \$18.00           | \$135,000.0             |
| 12       | Temporary Crash Cushion Module                | 150            | ea         | \$210.00          | \$31,500.0              |
| 13       | Object Marker (Type P)                        | 10             | ea         | \$60.00           | \$600.0                 |
| 13       | Remove Fence                                  | 3,933          | lf         | \$3.00            | \$11,799.0              |
| 15       | Remove Culvert                                | 13             | ea         | \$1,000.00        | \$13,000.0              |
| 16       | Abandon Inlet                                 | 5              | ea         | \$750.00          | \$3,750.0               |
| 17       | Remove Concrete                               | 1              | ls         | \$5,000.00        | \$5,000.0               |
| 18       | Reset Mailbox                                 | 2              | ea         | \$600.00          | \$1,200.0               |
| 19       | Relocate (e) Masonry Sign                     | 1              | ea         | \$2,000.00        | \$2,000.0               |
| 20       | Remove Traffic Stripe and Pavement Marking    | 1              | ls         | \$2,500.00        | \$2,500.0               |
| 21       | Remove Roadside Sign                          | 8              | ea         | \$75.00           | \$600.0                 |
| 22       | Remove (e) Barricade                          | 1              | ea         | \$200.00          | \$200.0                 |
| 23       | Obliterate Surfacing                          | 90             | sy         | \$11.00           | \$990.0                 |
| 24       | Clearing & Grubbing                           | 10.3           | ac         | \$3,500.00        | \$36,050.0              |
| 25       | Roadway Excavation (F)                        | 53,000         | cy         | \$4.50            | \$238,500.0             |
| 26       | Relocate Roadside Sign                        | 7              | ea         | \$150.00          | \$1,050.0               |
| 20       | Finishing Roadway                             | 1              | ls         | \$27,000.00       | \$27,000.0              |
| 28       | Class 2 Aggregate Base                        | 4,796          | cy         | \$50.00           | \$239,800.0             |
| 29       | Asphalt Concrete Type A                       | 2,500          | ton        | \$85.00           | \$212,500.0             |
| 30       | Place Asphalt Concrete Dike                   | 234            | lf         | \$16.00           | \$3,744.0               |
| 31       | Minor Concrete Minor Structure                | 4              | cy         | \$600.00          | \$2,400.0               |
| 32       | Retaining Wall (Modular Block)                | 239            | sf         | \$35.00           | \$8,365.0               |
| 33       | Install Roadside Sign (Galvanized Steel Post) | 9              |            | \$275.00          | \$2,475.0               |
| 33       | 18" Plastic Pipe, HDPE                        | 610            | ea<br>lf   | \$50.00           | \$30,500.0              |
| 35       | 36" Plastic Pipe, HDPE                        | 430            | lf         | \$60.00           | \$30,300.0              |
| 36       | Box Culvert North Crossing                    | 430            | ls         | \$58,000.00       | \$23,800.0              |
| 30       | Box Culvert North Crossing                    | 1              | ls         | \$38,000.00       |                         |
| 38       | Flared End Section                            | 9              |            | \$85,000.00       | \$83,000.0              |
| <u> </u> | Std 48" Drain Manhole                         | 9              | ea<br>ea   | \$200.00          | \$1,800.0<br>\$27,300.0 |

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| 41 F<br>42 F         | <b>Description</b><br>36" CSP Pipe Inlet 0.109 Wall    | Quantity   | Unit           | 11 4 5 1              |                     |
|----------------------|--|------------|----------------|-----------------------|---------------------|
| 40 3<br>41 F<br>42 F | 36" CSP Pipe Inlet 0.109 Wall                          | - •        | Unit           | TI 14 D               |                     |
| 41 F<br>42 F         | A  |            | Omt            | Unit Price            | <b>Total Amount</b> |
| 42 F                 |  | 8          | ea             | \$3,100.00            | \$24,800.0          |
|                      | Rock Lined Ditch-I                                     | 2137       | lf             | \$45.00               | \$96,165.0          |
| 43 I                 | Fabric Lined Roadside Ditch-II                         | 3801       | lf             | \$36.00               | \$136,836.0         |
|                      | Interceptor Ditch Type 1-III                           | 1239       | lf             | \$38.00               | \$47,082.0          |
|                      | Interceptor Ditch Type 2-IV                            | 134        | lf             | \$60.00               | \$8,040.0           |
| 45 (                 | Outlet Dissipater A                                    | 1          | ea             | \$3,500.00            | \$3,500.0           |
| 46 0                 | Grouted Rock Outfall B                                 | 2          | ea             | \$2,000.00            | \$4,000.0           |
| 47 F                 | Rock Outfall - Light                                   | 68         | lf             | \$35.00               | \$2,380.0           |
| 48 F                 | Rock Outfall - No. 1 Backing                           | 150        | lf             | \$38.00               | \$5,700.0           |
| 49 N                 | Minor Concrete-Extra for Handicap Ramp                 | 4          | ea             | \$1,500.00            | \$6,000.0           |
| 50 N                 | Miscellaneous Iron and Steel                           | 170        | lb             | \$50.00               | \$8,500.0           |
| 51 F                 | Fence (Type BW, 5 Strand, Metal Post)                  | 4,195      | lf             | \$8.00                | \$33,560.0          |
| 52 N                 | Metal Gate   | 3          | ea             | \$1,200.00            | \$3,600.0           |
| 53 T                 | Temporary Metal Beam Guard Railing (Wood Post)         | 895        | lf             | \$65.00               | \$58,175.0          |
| 54 I                 | Install 4" Thermoplastic Traffic Stripe (Solid Yellow) | 2,857      | lf             | \$0.45                | \$1,285.6           |
| 55 I                 | Install 4" Thermoplastic Traffic Stripe (Solid White)  | 437        | lf             | \$0.45                | \$196.6             |
| 56 I                 | Install 6" Thermoplastic Traffic Stripe (8-4)          | 781        | lf             | \$0.70                | \$546.7             |
| 57 I                 | Install 6" Thermoplastic Traffic Stripe (Solid White)  | 4,147      | lf             | \$0.70                | \$2,902.9           |
| 58 I                 | Install 8" Thermoplastic Traffic Stripe (Solid White)  | 759        | lf             | \$1.65                | \$1,252.3           |
| 59 I                 | Install Reflective Pavement Markers                    | 180        | ea             | \$5.25                | \$945.0             |
| 60 I                 | Install Thermoplastic Crosswalk & Pavement Markings    | 1000       | sf             | \$5.00                | \$5,000.0           |
| 61 S                 | Sidewalk Barricade                                     | 2          | ea             | \$700.00              | \$1,400.0           |
| 62 (                 | Conduits for Irrigation Crossover                      | 340        | lf             | \$20.00               | \$6,800.0           |
|                      | Total Esti   | mated Dire | ect Con        | struction Cost        | \$2,015,890.25      |
| 1 E                  | Engineering  | 4.7%       |                |                       | \$94,746.8          |
|                      | Construction Survey                                    | 5.4%       |                |                       | \$108,858.0         |
|                      | Project Administration, Management, Inspection         | 10.0%      |                |                       | \$201,589.0         |
| 4 (                  | Contingency  | 10.0%      |                |                       | \$201,589.0         |
|                      |  |            | <b>Total F</b> | <b>Estimated Cost</b> | \$2,622,673.2       |

|               | A-4  |               |         |                |              |
|---------------|--|---------------|---------|----------------|--------------|
| Bass          | Lake Rd From Hollow Oak Rd to Hawk View (F     | to C)         |         |                |              |
|               |  |               |         |                |              |
| Itom          |  |               |         |                |              |
| Item<br>No.   | Description                                    | Quantity      | Unit    | Unit Price     | Total Amount |
| 1             | Mobilization                                   | Quantity      | ls      | \$4,500.00     | \$4,500.00   |
| 2             | SWPPP Compliance                               | 1             | ls      | \$2,400.00     | \$2,400.00   |
| 3             | Dust Control                                   | 1             | ls      | \$4,500.00     | \$4,500.00   |
| 4             | Erosion Control Measures                       | 1             | ls      | \$7,800.00     | \$7,800.00   |
| 5             | Traffic Control System                         | 1             | ls      | \$3,000.00     | \$3,000.00   |
| 6             | Obliterate Surfacing                           | 450           |         | \$11.00        | \$4,950.00   |
| 7             | Cold Plane (e) Asphalt Concrete Pavement       | 183           | 2       | \$20.00        | \$3,660.00   |
| 8             | Finishing Roadway                              | 1             | ls      | \$3,000.00     | \$3,000.00   |
| 9             | Class 2 Aggregate Base                         | 433           | су      | \$60.00        | \$25,980.00  |
| 10            | Asphalt Concrete Type A                        | 192           | ton     | \$120.00       | \$23,040.00  |
| 11            | Place Asphalt Concrete Dike                    | 229           | lf      | \$10.00        | \$2,290.00   |
| 12            | 12" Plastic Pipe, HDPE                         | 37            | lf      | \$45.00        | \$1,665.00   |
| 13            | 18" Plastic Pipe, HDPE                         | 431           | lf      | \$50.00        | \$21,550.00  |
| 14            | 30" Plastic Pipe, HDPE                         | 33            | lf      | \$90.00        | \$2,970.00   |
| 15            | Flared End Section                             | 2             | ea      | \$250.00       | \$500.00     |
| 16            | Std 48" Drain Manhole                          | 1             | ea      | \$3,900.00     | \$3,900.00   |
| 17            | 36" CSP Pipe Inlet 0.109 Wall                  | 8             | lf      | \$475.00       | \$3,800.00   |
| 18            | Fabric Lined Roadside Ditch-II                 | 345           | lf      | \$36.00        | \$12,420.00  |
| 19            | Minor Concrete-Extra for Handicap Ramp         | 2             | ea      | \$1,500.00     | \$3,000.00   |
| 20            | Conduits for Irrigation Crossover              | 76            | lf      | \$20.00        | \$1,520.00   |
|               |  | Estimated Dir | ect Con | struction Cost | \$136,445.00 |
| 1             | Engineering                                    | 5.0%          |         |                | ¢ < 000 04   |
| $\frac{1}{2}$ | Engineering<br>Construction Survey             |               |         |                | \$6,822.25   |
| $\frac{2}{2}$ | Construction Survey                            | 4.5%          |         |                | \$6,140.03   |
| 3             | Project Administration, Management, Inspection | 10.0%         |         |                | \$13,644.50  |
| 4             | Contingency                                    | 10.0%         | Tatal   |                | \$13,644.50  |
|               |  |               | rotal E | Estimated Cost | \$176,696.28 |

#### PFFP Estimate March, 2012

#### Bass Lake Rd From Hawkview to SP Bndy (C to A)

| Table |   |               |         |                       |                     |
|-------|---|---------------|---------|-----------------------|---------------------|
| Bass  | Lake Rd From Hawkview to SP Bndy (C to A)               |               |         |                       |                     |
|       |   |               |         |                       |                     |
| Item  |   |               |         |                       |                     |
| No.   | Description   | Quantity      | Unit    | Unit Price            | <b>Total Amount</b> |
| 1     | Mobilization  | 1             | ls      | \$3,000.00            | \$3,000.00          |
| 2     | SWPPP Compliance  | 1             | ls      | \$1,600.00            | \$1,600.00          |
| 3     | Dust Control  | 1             | ls      | \$3,000.00            | \$3,000.00          |
| 4     | Erosion Control Measures                                | 1             | ls      | \$5,200.00            | \$5,200.00          |
| 5     | Traffic Control System                                  | 1             | ls      | \$2,000.00            | \$2,000.00          |
| 6     | Adjust (e) Valves To Grade                              | 3             | ea      | \$300.00              | \$900.00            |
| 7     | Obliterate Surfacing                                    | 430           | sy      | \$11.00               | \$4,730.00          |
| 8     | Cold Plane (e) Asphalt Concrete Pavement                | 122           | sy      | \$20.00               | \$2,440.00          |
| 9     | Finishing Roadway                                       | 1             | ls      | \$2,000.00            | \$2,000.00          |
| 10    | Class 2 Aggregate Base                                  | 660           | су      | \$60.00               | \$39,600.00         |
| 11    | Asphalt Concrete Type A                                 | 385           | ton     | \$120.00              | \$46,200.00         |
| 12    | Place Asphalt Concrete Dike                             | 210           | lf      | \$10.00               | \$2,100.00          |
| 13    | 12" Plastic Pipe, HDPE                                  | 38            | lf      | \$45.00               | \$1,710.00          |
| 14    | 18" Plastic Pipe, HDPE                                  | 152           | lf      | \$50.00               | \$7,600.00          |
| 15    | Flared End Section                                      | 2             | ea      | \$250.00              | \$500.00            |
| 16    | 36" CSP Pipe Inlet 0.109 Wall                           | 5             | lf      | \$475.00              | \$2,375.00          |
| 17    | Fabric Lined Roadside Ditch-II                          | 1018          | lf      | \$36.00               | \$36,648.00         |
| 18    | Minor Concrete-Extra for Handicap Ramp                  | 2             | ea      | \$1,500.00            | \$3,000.00          |
| 19    | Conduits for Irrigation Crossover                       | 115           | lf      | \$20.00               | \$2,300.00          |
|       | Total E   | stimated Dir  | ect Cor | nstruction Cost       | \$166,903.00        |
|       |   |               |         |                       |                     |
| 1     | Engineering   | *1            | ls      |                       | \$23,350.00         |
| 2     | Construction Survey                                     | 4.5%          |         |                       | \$7,510.64          |
| 3     | Project Administration, Management, Inspection          | 10.0%         |         |                       | \$16,690.30         |
| 4     | Contingency   | 10.0%         |         |                       | \$16,690.30         |
|       |   |               | Total ] | <b>Estimated Cost</b> | \$231,144.24        |
|       |   |               |         |                       |                     |
| Note: | Surface Improvements - Curb Returns constructed to futu | re build-outs | , Bus T | urn-outs, Draina      | ge                  |
| * Add | tional engineering has been assumed to separate North S | ilver Dove W  | ay Inte | rsection and left     | turn into           |
| Hawk  | View from Bass Lake Road as needed                      |               |         |                       |                     |

| Table | A-6  |             |         |                   |                     |
|-------|--|-------------|---------|-------------------|---------------------|
| Coun  | try Club From Bass Lake Rd To Morrison Rd (    | H to I)     |         |                   |                     |
|       |  |             |         |                   |                     |
|       |  |             |         |                   |                     |
| Item  |  |             |         |                   |                     |
| No.   | Description                                    | Quantity    | Unit    | <b>Unit Price</b> | <b>Total Amount</b> |
| 1     | Clear and Grub                                 | - •         | ac      | \$10,000.00       | \$35,000.00         |
| 2     | Roadway Excavation                             | 5,800       | су      | \$9.00            | \$52,200.00         |
| 3     | SWPPP Compliance                               | 1           | ls      | \$10,000.00       | \$10,000.00         |
| 4     | Dust Control                                   | 4           | ac      | \$6,000.00        | \$24,000.00         |
| 5     | Erosion Control Measures                       | 4           | ac      | \$11,000.00       | \$44,000.00         |
| 6     | 3.5" A.C.                                      | 108,400     | sf      | \$1.92            | \$208,128.00        |
| 7     | 12" A.B.                                       | 108,400     | sf      | \$2.10            | \$227,640.00        |
| 8     | 12" Storm Drain Pipe                           | 360         | lf      | \$50.00           | \$18,000.00         |
| 9     | 12" F.E.S.                                     | 8           | ea      | \$250.00          | \$2,000.00          |
| 10    | Grated Inlet                                   | 4           | ea      | \$3,100.00        | \$12,400.00         |
| 11    | RSP Outfall                                    | 20          | су      | \$100.00          | \$2,000.00          |
| 12    | Fabric Lined Ditch                             | 3,100       | lf      | \$25.00           | \$77,500.00         |
| 13    | Brow Ditch                                     | 540         | lf      | \$10.00           | \$5,400.00          |
| 14    | Signing & Striping                             | 1           | ls      | \$16,700.00       | \$16,700.00         |
| 15    | Street Light                                   | 1           | lf      | \$20,000.00       | \$20,000.00         |
| 16    | Fence (Metal Post BM Caltrans A86)             | 8,400       |         | \$8.00            | \$67,200.00         |
|       | Total Estimate                                 | ed Direct ( | Constr  | ruction Cost      | \$822,168.00        |
|       |  |             |         |                   |                     |
| 1     | Engineering                                    | 9%          |         |                   | \$73,995.12         |
| 2     | Construction Survey                            | 5%          |         |                   | \$41,108.40         |
| 3     | Project Administration, Management, Inspection | 10%         |         |                   | \$82,216.80         |
| 4     | Contingency                                    | 15%         |         |                   | \$123,325.20        |
|       |  | Tota        | al Esti | imated Cost       | \$1,142,813.52      |

## APPENDIX B:

Bass Lake Hills Public Facilities Fee Program Cost Estimates



| Table B-1     |                 |           |      |               |      |          |       |               |               |     |                |            |           |           |          |     |           | Г  |
|---------------|-----------------|-----------|------|---------------|------|----------|-------|---------------|---------------|-----|----------------|------------|-----------|-----------|----------|-----|-----------|----|
| LH PFF FAC    | ILITIES - RO    | W/EASE    | ME   | NT COST       | SUM  | MMAR     | Υ TA  | BLE           |               |     |                |            |           |           |          |     |           |    |
|               |                 |           |      |               |      |          |       |               |               |     |                |            |           |           |          |     |           | _  |
| ROAD          |                 |           |      |               |      |          |       |               | SILVER D      | 01  | E WAV          |            |           |           |          |     |           |    |
| SEGMENT       |                 |           |      | ROW/IC        | חו   |          |       |               | SILVERL       | 0   |                | MENTS      |           |           |          | т   | CE        |    |
| SEGMENT       | APN             |           | NI   | EW            |      | IN       | EX    | . ESMT        |               | N   | EW             |            | EX        | ESMT      | NEW      |     | IN EX. ES | мт |
|               | 119-100-24      | 0.03      |      | \$1,398       |      | 0.14     |       | \$6,903       | 0.06          |     | -              | 0.06       | · · · · · | \$1,543   | 0.11     | Ac  | 0.01      | 1  |
| D to E        | 119-100-25      | 0.00      |      | \$0           |      | 0.00     |       | \$8           | 0.00          |     |                | 0.01       |           | \$315     | 0.01     |     | 0.0       | -  |
|               | 119-100-27      | 0.32      |      | \$15,970      |      | 0.14     |       | \$7,075       | 0.30          |     |                | 0.07       |           | \$1,840   | 0.35     |     | 0.0       | -  |
|               | Totals          | 0.35      | Ac   | \$17,367      |      | 0.28     | Ac    | \$13,986      | 0.36          |     | \$8,935        | 0.15       | Ac        | \$3,698   | 0.46     | Ac. | 0.07      | A  |
| E . 0         | 119-100-07      | 0.15      | Ac   | \$7,730       |      | 0.02     | Ac    | \$1,033       | 0.10          | Ac  | \$2,568        | 0.01       | Ac        | \$328     | 0.11     | Ac  | 0.01      | A  |
| E to Q        | 119-100-09      | 0.52      | Ac   | \$25,816      |      | 0.00     | Ac    | \$0           | 0.29          | Ac  | \$7,283        | 0.00       | Ac        | \$0       | 0.28     | Ac  | 0.00      | A  |
|               | Totals          | 0.67      | Ac   | \$33,546      |      | 0.02     | Ac    | \$1,033       | 0.39          | Ac  | \$9,850        | 0.01       | Ac        | \$328     | 0.39     | Ac. | 0.01      | A  |
|               | 119-100-11      | 0.31      | Ac   | \$15,637      |      | 0.02     | Ac    | \$1,110       | 0.14          | Ac  | \$3,613        | 0.01       | Ac        | \$368     | 0.13     | Ac  | 0.00      | А  |
| O to C        | 119-100-12      | 0.00      | Ac   | \$0           |      | 0.30     | Ac    | \$14,768      | 0.01          | Ac  | \$305          | 0.21       | Ac        | \$5,210   | 0.05     | Ac  | 0.10      | А  |
| Q to G        | 119-100-13      | 0.68      | Ac   | \$33,985      |      | 0.00     | Ac    | \$0           |               |     | \$13,340       | 0.00       | Ac        | \$0       | 0.03     | Ac  | 0.11      | А  |
|               | 119-100-16      | 0.36      | Ac   | \$17,765      |      | 0.01     | Ac    | \$254         | 0.40          | Ac  | \$10,000       | 0.07       | Ac        | \$1,725   | 0.14     | Ac  | 0.02      | A  |
|               | Totals          | 1.35      | Ac   | \$67,387      |      | 0.32     | Ac    | \$16,132      | 1.09          | Ac  | \$27,258       | 0.29       | Ac        | \$7,302   | 0.35     | Ac. | 0.24      | A  |
| Sub-T         | otal            | 2.37      | Ac   | \$118,301     |      | 0.62     | Ac    | \$31,151      | 1.84          | Ac  | \$46,043       | 0.45       | Ac        | \$11,327  | 1.21     | Ac. | 0.32      | A  |
|               |                 |           |      |               |      |          |       |               |               |     |                |            |           |           |          |     |           |    |
|               |                 |           |      |               |      |          | I     | IOLLOW        | OAK EXTI      | INS |                |            |           |           |          |     |           |    |
|               |                 |           |      | ROW/IC        | DD   |          |       |               | MENTS         |     |                |            | TCE       |           |          |     |           |    |
|               | APN             | 0.40      |      | EW            |      |          |       | . ESMT        |               |     | EW             | IN         | EX.       | ESMT      | NEW      |     | IN EX. ES | M' |
| E To F        | 119-100-07      | 0.49      | A    | \$24,500      |      | 0.38     |       | \$18,845      | 0.02          |     | \$553          |            |           |           | 0.36     |     | 0.0010    | -  |
|               | 119-100-35      | 0.40      |      | C24 500       |      | 0.27     |       | \$13,390      | 0.04          |     | \$938          |            |           |           | 0.34     |     | 0.0312    | A  |
|               | Totals          | 0.49      | Ac   | \$24,500      |      | 0.64     | Ac    | \$32,235      | 0.06          | Ac  | \$1,490        |            |           |           | 0.70     | Ac. | 0.0312    | A  |
|               |                 |           |      |               |      |          |       |               | PARK          | & I | RIDE           |            |           |           |          |     |           |    |
|               |                 |           |      | 2 ACRE        | PAI  | RCEL     |       |               |               |     |                |            |           | \$100,0   | 00.00    |     |           |    |
|               |                 |           |      |               |      |          |       |               |               |     |                |            |           |           |          |     |           |    |
|               |                 |           |      |               |      |          |       |               | BIKE          | TR  | AIL            |            |           |           |          |     |           |    |
| N to G        | BLR C           | lass 1 Bi | ke T | rail          |      |          |       |               | 0.96          | Ac  | \$24,000       |            |           |           |          |     |           |    |
| H to I        | BLR C           | lass 1 Bi | ke T | rail          |      |          |       |               | 1.16          | Ac  | \$29,000       |            |           |           |          |     |           |    |
| Sub-T         | otal            |           |      |               |      |          |       |               | 2.12          | Ac  | \$53,000       |            |           |           |          |     |           |    |
|               |                 |           |      |               |      |          |       |               |               |     |                | ļ          |           |           |          |     |           |    |
| Total RO      | W/IOD           |           | \$3  | 06,186.55     |      |          |       |               | Total         | Eas | sements        |            | 5         | \$111,860 | Total TC | E   | 2.26      | Α  |
| lotes:        | C DOW           |           | ¢07  | 000/4         | · •  | 1        | 0.1   | NUP THE       | <b>F</b>      |     | ,.             |            |           |           |          |     |           |    |
|               | Acre for ROW/   |           |      |               |      |          |       |               |               |     |                |            |           |           |          |     |           |    |
|               | ROW/IOD is w    |           |      |               |      |          | on 18 | s required du | ue to lack of | eas | ement descrip  | tion       |           |           |          |     |           |    |
|               | de easement wo  |           |      |               |      |          |       |               | TOP T         |     | <i>a</i>       |            |           |           |          |     |           |    |
| Easements: In | cludes Slope, I | Jrain, an | a Pu | idiic Utility | Ease | ements v | vher  | e applicable  | ; ICE: Ter    | 1po | rary Construct | tion Easei | nent      |           |          |     |           |    |

| Table B-2 |  |             |                               |             |                     |  |  |
|-----------|--|-------------|-------------------------------|-------------|---------------------|--|--|
| Hollow O  | ak Road Extension (E to F)                     |             |                               |             |                     |  |  |
|           |  |             |                               |             |                     |  |  |
|           |  |             |                               |             |                     |  |  |
| Item No.  | Description                                    | Quantity    | Unit                          | Unit Price  | <b>Total Amount</b> |  |  |
| 1         | Mobilization                                   | 1           | ls                            | \$15,000.00 | \$15,000.00         |  |  |
| 2         | Clear & Grub                                   | 2           | ac                            | \$10,000.00 | \$20,000.00         |  |  |
| 3         | Excavation                                     | 1,100       | су                            | \$13.00     | \$14,300.00         |  |  |
| 4         | Import   | 2,100       | су                            | \$22.00     | \$46,200.00         |  |  |
| 5         | 3.5" AC  | 27,000      | sf                            | \$1.92      | \$51,840.00         |  |  |
| 6         | 12" AB   | 27,000      | sf                            | \$2.10      | \$56,700.00         |  |  |
| 7         | 12" Storm Drain Pipe                           | 70          | lf                            | \$45.00     | \$3,150.00          |  |  |
| 8         | 18" Storm Drain Pipe                           | 380         | lf                            | \$50.00     | \$19,000.00         |  |  |
| 9         | Drainage Inlet                                 | 4           | ea                            | \$2,800.00  | \$11,200.00         |  |  |
| 10        | Grated Inlet                                   | 2           | ea                            | \$3,100.00  | \$6,200.00          |  |  |
| 11        | Fabric Lined Ditch                             | 820         | lf                            | \$20.00     | \$16,400.00         |  |  |
| 12        | Brow Ditch                                     | 430         | lf                            | \$10.00     | \$4,300.00          |  |  |
| 13        | AC Driveway                                    | 2           | ea                            | \$2,500.00  | \$5,000.00          |  |  |
| 14        | Dust Control                                   | 2           | ac                            | \$7,000.00  | \$14,000.00         |  |  |
| 15        | SWPPP Compliance                               | 1           | ls                            | \$6,000.00  | \$6,000.00          |  |  |
| 16        | Erosion Control Measures                       | 2           | ac                            | \$10,000.00 | \$20,000.00         |  |  |
| 17        | Signing & Striping                             | 1           | ls                            | \$6,000.00  | \$6,000.00          |  |  |
|           |  | mate Direct | ate Direct Construction Cost: |             |                     |  |  |
|           |  |             |                               |             |                     |  |  |
| 1         | Engineering                                    |             | 9%                            |             | \$28,376.10         |  |  |
| 2         | Construction Survey                            |             | 4%                            |             | \$12,611.60         |  |  |
| 3         | Project Administration, Management, Inspection |             | 10%                           |             | \$31,529.00         |  |  |
| 4         | Contingency                                    |             | 15%                           |             | \$47,293.50         |  |  |
|           |  | Tot         | al Esti                       | mated Cost: | \$435,100.20        |  |  |
|           |  |             |                               |             |                     |  |  |

#### Table B-3 Morrison Road From Holy Trinity Church to EID Tanks (I to R) w/ Limited Improvements to Country Club Drive

| Item   |   |           |          |                   |                     |
|--------|---|-----------|----------|-------------------|---------------------|
| No.    | Description   | Quantity  | Unit     | <b>Unit Price</b> | <b>Total Amount</b> |
|        | EARTHWORK   | -         |          |                   |                     |
| 1      | Clear and Grub  | 6.00      | ac       | \$5,000.00        | \$30,000.00         |
| 2      | Excavation  | 4,800     | су       | \$9.00            | \$43,200.00         |
| 3      | SWPPP Compliance  |           | ls       | \$10,000.00       | \$10,000.00         |
| 4      | Dust Control  | 6         | ac       | \$3,000.00        | \$18,000.00         |
| 5      | Erosion Control Measures                                | 6         | ac       | \$6,500.00        | \$39,000.00         |
|        | STREETS & MISCELLANEOUS                                 |           |          |                   |                     |
| 6      | 2.5" A.C.   | 101,663   | sf       | \$1.33            | \$135,211.79        |
| 7      | 10" A.B.  | 101,663   | sf       | \$1.80            | \$182,993.40        |
| 8      | 4.2" A.C.   | 12,882    | lf       | \$2.35            | \$30,272.70         |
| 9      | 9" A.B.   | 12,882    | lf       | \$1.74            | \$22,414.68         |
| 10     | Median Curb   | 1,809     | lf       | \$30.00           | \$54,270.00         |
| 11     | CalTrans A1-200 Curb                                    | 332       | lf       | \$38.00           | \$12,616.00         |
| 12     | Type A A.C. Dike  | 100       | lf       | \$35.00           | \$3,500.00          |
| 13     | Pedestrian Ramps  | 6         | ea       | \$1,500.00        | \$9,000.00          |
| 14     | Driveway Ramps  | 6         | lf       | \$3,500.00        | \$21,000.00         |
| 15     | Remove Existing Street Barricade                        | 1         | ea       | \$500.00          | \$500.00            |
| 16     | Street Barricade  | 2         | ea       | \$2,500.00        | \$5,000.00          |
| 17     | Sidewalk Barricade                                      | 1         | ea       | \$700.00          | \$700.00            |
| 18     | Stop Sign/Bar   | 1         | ea       | \$750.00          | \$750.00            |
| 19     | Street Signs  | 1         | ea       | \$275.00          | \$275.00            |
|        | DRAINAGE  |           |          |                   |                     |
| 20     | 18" H.D.P.E.  | 2,297     | lf       | \$50.00           | \$114,850.00        |
| 21     | 18" F.E.S.  | 2         | ea       | \$275.00          | \$550.00            |
| 22     | Standard Caltrans Co. Type "GO" Drop Inlet              | 11        | ea       | \$3,100.00        | \$34,100.00         |
| 23     | Standard Co. Type 115A Grated Inlet                     | 9         | ea       | \$2,800.00        | \$25,200.00         |
| 24     | Central Precast Type 4A                                 | 4         | ea       | \$6,500.00        | \$26,000.00         |
| 25     | 48" Storm Drain Manhole                                 | 2         | ea       | \$3,900.00        | \$7,800.00          |
| 26     | Connect to Existing Storm Drain                         | 2         | ea       | \$1,200.00        | \$2,400.00          |
| 27     | Modify Existing Drainage Inlet                          | 1         | ls       | \$2,000.00        | \$2,000.00          |
| 28     | RSP Backing No. 1                                       | 56        | су       | \$75.00           | \$4,200.00          |
| 29     | T.V. Storm Drain  | 2,297     | lf       | \$1.50            | \$3,445.50          |
| 30     | Median Landscaping                                      | 22,150    | sf       | \$4.00            | \$88,600.00         |
|        | Total Estimated Direct Construction Cost                |           |          |                   | \$927,849.07        |
|        |   |           |          |                   |                     |
| 1      | Engineering   | 4%        |          |                   | \$37,113.96         |
| 2      | Construction Survey                                     | 4%        |          |                   | \$37,113.96         |
| 3      | Project Administration, Management, Inspection          | 10%       |          |                   | \$92,784.91         |
| 4      | Contingency   | 10%       |          |                   | \$92,784.91         |
|        | Total Estimated Cost                                    |           |          |                   | \$1,187,646.81      |
| Notes: |   |           |          |                   |                     |
| Road I | mprovements are based on current layout of Morrison Roa | d without | curb ret | urn improveme     | nts                 |
| Limite | d improvements to CCD included as shown on draft plans  |           |          |                   |                     |

| Table | B-4  |          |      |                   |                     |
|-------|--|----------|------|-------------------|---------------------|
| Morri | son Rd From EID Tank to Hollow Oak Rd (R to J) |          |      |                   |                     |
|       |  |          |      |                   |                     |
|       |  |          |      |                   |                     |
| Item  |  |          |      |                   |                     |
| No.   | Description                                    | Quantity | Unit | <b>Unit Price</b> | <b>Total Amount</b> |
|       | EARTHWORK                                      |          |      |                   |                     |
| 1     | Clear and Grub                                 | 3.00     | ac   | \$10,000.00       | \$30,000.0          |
| 2     | Excavation                                     | 14,200   | су   | \$7.00            | \$99,400.0          |
| 3     | SWPPP Compliance                               | 1        | ls   | \$10,000.00       | \$10,000.00         |
| 4     | Dust Control                                   | 4        | ac   | \$3,000.00        | \$12,000.00         |
| 5     | Erosion Control Measures                       | 4.10     | ac   | \$7,000.00        | \$28,700.00         |
|       | STREETS & MISCELLANEOUS                        |          |      |                   |                     |
| 6     | 2.5" A.C.                                      | 44,700   | sf   | \$1.33            | \$59,451.00         |
| 7     | 10" A.B.                                       | 44,700   | sf   | \$1.80            | \$80,460.00         |
| 8     | Median Curb                                    | 139      | lf   | \$40.00           | \$5,560.00          |
| 9     | CalTrans A1-200 Curb                           | 67       | lf   | \$40.00           | \$2,680.00          |
| 10    | Type A A.C. Dike                               | 100      | lf   | \$35.00           | \$3,500.00          |
| 11    | Pedestrian Ramps                               | 1        | ea   | \$1,500.00        | \$1,500.00          |
| 12    | Driveway Ramps                                 | 1        | ls   | \$3,500.00        | \$3,500.00          |
| 13    | Stop Sign/Bar                                  | 1        | ea   | \$750.00          | \$750.00            |
| 14    | Street Signs                                   | 1        | ea   | \$275.00          | \$275.00            |
| 15    | Street Light                                   | 1        | ls   | \$30,000.00       | \$30,000.00         |
| 16    | Power Pole Relocation                          | 1        | ls   | \$10,000.00       | \$10,000.00         |
|       | DRAINAGE                                       |          |      | -                 |                     |
| 15    | 18" H.D.P.E.                                   | 1,078    | lf   | \$50.00           | \$53,900.00         |
| 16    | 18" F.E.S.                                     | 9        | ea   | \$275.00          | \$2,475.00          |
| 17    | Standard Caltrans Co. Type "GO" Drop Inlet     | 2        | ea   | \$3,100.00        | \$6,200.00          |
| 18    | Standard Co. Type 115A Grated Inlet            | 6        | ea   | \$2,800.00        | \$16,800.00         |
| 19    | 48" Storm Drain Manhole                        | 4        | ea   | \$3,900.00        | \$15,600.00         |
| 20    | Connect to Existing Storm Drain                | 1        | ea   | \$1,200.00        | \$1,200.00          |
| 21    | RSP Backing No. 1                              | 56       | су   | \$75.00           | \$4,200.00          |
| 22    | T.V. Storm Drain                               | 1,078    |      | \$1.50            | \$1,617.00          |
|       | Fence (Metal Post BM Caltrans A86)             | 2,700    |      | \$8.00            |                     |
| -     | Total Estimated Direct Construction Cost       | ,        |      |                   | \$501,368.00        |
|       |  |          |      |                   | 400-900000          |
| 1     | Engineering                                    | 3.8%     |      |                   | \$19,051.98         |
| 2     | Construction Survey                            | 3.8%     |      |                   | \$19,051.98         |
| 3     | Project Administration, Management, Inspection | 10%      |      |                   | \$50,136.80         |
| 4     | Contingency                                    | 10%      |      |                   | \$50,136.80         |
|       | Total Estimated Cost                           |          |      |                   | \$639,745.5         |

#### PFFP Estimate March, 2012

| Table | B-5  |               |          |                   |                      |
|-------|--|---------------|----------|-------------------|----------------------|
| North | Silver Dove Extension From Bass Lake Rd To Old | Bass Lake Rd  | (C to O  | )                 |                      |
|       |  |               |          |                   |                      |
|       |  |               |          |                   |                      |
| Item  |  |               |          |                   |                      |
| No.   | Description                                    | Quantity      | Unit     | <b>Unit Price</b> | <b>Total Amount</b>  |
| 1     | Mobilization                                   | 1             | ls       | \$15,000.00       | \$15,000.00          |
| 2     | Clear & Grub                                   | 1             | ac       | \$18,000.00       | \$18,000.00          |
| 3     | Remove & Dispose of Ex. Gravel Road            | 2,490         | sy       | \$4.50            | \$11,205.00          |
| 4     | Excavation                                     | 870           | cy       | \$18.00           | \$15,660.00          |
| 5     | 3"AC   | 17,800        | sf       | \$1.60            | \$28,480.00          |
| 6     | 8"AB   | 17,800        | sf       | \$1.59            | \$28,302.00          |
| 7     | 12" Storm Drain                                | 95            | lf       | \$57.00           | \$5,415.00           |
| 8     | 18" Storm Drain                                | 65            | lf       | \$62.00           | \$4,030.00           |
| 9     | 24" Storm Drain                                | 100           | lf       | \$68.00           | \$6,800.00           |
| 10    | 30" Culvert                                    | 100           | ea       | \$75.00           | \$7,500.00           |
| 11    | Std. 48" SDMH                                  | 1             | ea       | \$3,900.00        | \$3,900.00           |
| 12    | Std. 60" SDMH                                  | 1             | ea       | \$5,200.00        | \$5,200.00           |
| 13    | Caltrans type 'GO' DI                          | 2             | ea       | \$3,100.00        | \$6,200.00           |
| 14    | 30" F.E.S.                                     | 2             | ea       | \$450.00          | \$900.00             |
| 15    | Rock Slope Protection (RSP)                    | 30            | су       | \$50.00           | \$1,500.00           |
| 16    | Dust Control                                   | 1             | ls       | \$11,000.00       | \$11,000.00          |
| 17    | SWPPP Compliance                               | 1             | ls       | \$8,000.00        | \$8,000.00           |
| 18    | Erosion Control Measures                       | 1             | ls       | \$20,000.00       | \$20,000.00          |
| 19    | Fence (Metal Post BM Caltrans A86)             | 445           | lf       | \$8.00            | \$3,560.00           |
|       | Subtotal                                       | Estimate Dire | ect Cons | struction Cost:   | \$200,652.00         |
|       |  |               | 10.5     |                   | <b>*</b> • • • • • • |
| 20    | Engineering                                    |               | 10.0%    |                   | \$20,065.20          |
| 21    | Construction Survey                            |               | 4%       |                   | \$8,026.08           |
| 22    | Project Administration, Management, Inspection |               | 10%      |                   | \$20,065.20          |
| 23    | Contingency                                    |               | 15%      |                   | \$30,097.80          |
|       |  |               | Total E  | stimated Cost:    | \$278,906.28         |

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| Table    |  |               |                       |                 |              |  |  |
|----------|--|---------------|-----------------------|-----------------|--------------|--|--|
| North    | Silver Dove at Hawk View (C to D)              |               |                       |                 |              |  |  |
|          |  |               |                       |                 |              |  |  |
| <u> </u> |  |               |                       |                 |              |  |  |
| Item     |  | 0             | TT •4                 | II .4 D .       | T ( ] )      |  |  |
| No.      | Description                                    | Quantity      | Unit                  | Unit Price      | Total Amount |  |  |
| 1        | Mobilization                                   |               | ls                    | \$20,000.00     | \$20,000.00  |  |  |
| 2        | Clear & Grub                                   |               | ls                    | \$2,500.00      | \$2,500.00   |  |  |
| 3        | Remove & Dispose of Ex. Gravel Road            | 2,600         | -                     | \$4.50          | \$11,700.00  |  |  |
| 4        | Excavation                                     | 4,000         | 2                     | \$8.00          | \$32,000.00  |  |  |
| 5        | Import from Hawk View Subdivision              | 2,300         | ~                     | \$13.00         | \$29,900.00  |  |  |
| 6        | 3"AC   | 42,283        |                       | \$1.69          | \$71,458.27  |  |  |
| 7        | 8" AB  | 44,743        | sf                    | \$1.74          | \$77,852.82  |  |  |
| 8        | Type 103B -1 Driveway (2.5" AC on 4" AB)       | 892           |                       | \$3.50          | \$3,122.00   |  |  |
| 9        | Gravel Driveway Transition                     | 612           | sf                    | \$2.50          | \$1,530.00   |  |  |
| 10       | Pedestrian Ramps                               | 6             | ea                    | \$1,500.00      | \$9,000.00   |  |  |
| 11       | Street Name Signs                              | 2             | ea                    | \$275.00        | \$550.00     |  |  |
| 12       | Stop Signs & Pavement Markings                 | 1             | ls                    | \$8,500.00      | \$8,500.00   |  |  |
| 13       | Vehicular Metal Gates                          | 1             | ea                    | \$1,800.00      | \$1,800.00   |  |  |
| 14       | Barricade                                      | 2             | ea                    | \$2,500.00      | \$5,000.00   |  |  |
| 15       | Fencing Metal Post BM Caltrans A86             | 1,565         | lf                    | \$8.00          | \$12,520.00  |  |  |
| 16       | 12" Storm Drain HDPE                           | 67            | lf                    | \$65.00         | \$4,355.00   |  |  |
| 17       | 18" Storm Drain HDPE                           | 1,531         | lf                    | \$50.00         | \$76,550.00  |  |  |
| 18       | 24" Storm Drain HDPE                           | 42            | lf                    | \$70.00         | \$2,940.00   |  |  |
| 19       | 12" CSP  | 40            | lf                    | \$50.00         | \$2,000.00   |  |  |
| 20       | Std. 48" Sd Manhole                            | 9             | ea                    | \$3,900.00      | \$35,100.00  |  |  |
| 21       | Caltrans type 'GO' DI                          | 5             | ea                    | \$3,100.00      | \$15,500.00  |  |  |
| 22       | Caltrans type 'OCPI' DI                        | 1             | ea                    | \$3,100.00      | \$3,100.00   |  |  |
| 23       | 18" F.E.S.                                     | 2             | ea                    | \$275.00        | \$550.00     |  |  |
| 24       | 24" F.E.S.                                     |               | ea                    | \$350.00        | \$350.00     |  |  |
| 25       | Rock Lined Channel & Rock Outlet Protection    | 116           |                       | \$100.00        | \$11,600.00  |  |  |
| 26       | Rock Lined Ditch                               |               | cy                    | \$100.00        | \$1,400.00   |  |  |
| 27       | Dust Control                                   |               | ls                    | \$5,000.00      | \$5,000.00   |  |  |
| 28       | SWPPP Compliance                               |               | ls                    | \$10,000.00     | \$10,000.00  |  |  |
| 29       | Erosion Control Measures                       |               | ls                    | \$10,000.00     | \$10,000.00  |  |  |
| 30       | 2" Irrigation Sleeve PVC SDR-35                | 126           |                       | \$18.00         | \$2,268.00   |  |  |
| 31       | 4" Irrigation Sleeve PVC SDR-35                | 120           |                       | \$20.00         | \$2,200.00   |  |  |
| 32       | 6" Irrigation Sleeve PVC SDR-35                | 120           |                       | \$20.00         | \$2,772.00   |  |  |
| 54       |  |               |                       | truction Cost:  | \$473,438.09 |  |  |
|          | Subtotal                                       | Estimate Dire |                       | ti uction Cost. | φτ/3,τ30.02  |  |  |
| 68       | Engineering                                    |               | 4%                    |                 | \$18,937.52  |  |  |
| 69       | Construction Survey                            |               | 4%                    |                 | \$18,937.52  |  |  |
| 70       | Project Administration, Management, Inspection |               | 10%                   |                 | \$47,343.8   |  |  |
| 71       | Contingency                                    |               | 10%                   |                 | \$47,343.8   |  |  |
| , 1      |  |               | Total Estimated Cost: |                 |              |  |  |

| Table  | B-7<br>Dove From Hawk View to Hollow Oak Extension | on (D to E)   |         |                   |                     |
|--------|--|---------------|---------|-------------------|---------------------|
| Silver | Dove From Hawk view to Hollow Oak Extension        |               |         |                   |                     |
| Item   |  |               |         |                   |                     |
| No.    | Description  | Quantity      | Unit    | <b>Unit Price</b> | <b>Total Amount</b> |
| 1      | Mobilization                                       | 1             | ls      | \$20,000.00       | \$20,000.00         |
| 2      | Clear & Grub                                       | 3             | ac      | \$5,000.00        | \$15,000.00         |
| 3      | Excavation   | 3,200         | су      | \$8.00            | \$25,600.00         |
| 4      | Import   | 3,200         | су      | \$22.00           | \$70,400.00         |
| 5      | 3" AC  | 69,400        | sf      | \$1.69            | \$117,286.00        |
| 6      | 8" AB  | 69,400        | sf      | \$1.34            | \$92,996.00         |
| 7      | 54" Culvert  | 105           | lf      | \$100.00          | \$10,500.00         |
| 8      | Fabric Lined Ditch                                 | 2,300         | lf      | \$20.00           | \$46,000.00         |
| 9      | Brow Ditch   | 2,600         | lf      | \$10.00           | \$26,000.00         |
| 10     | 18" Storm Drain Pipe                               | 145           | lf      | \$55.00           | \$7,975.00          |
| 11     | 12" RCP CL IV                                      | 36            | lf      | \$80.00           | \$2,880.00          |
| 12     | 18" CSP  | 40            | lf      | \$60.00           | \$2,400.00          |
| 13     | Caltrans type 'GO' DI                              | 1             | ea      | \$3,100.00        | \$3,100.00          |
| 14     | Grated Inlets                                      | 4             | ea      | \$3,100.00        | \$12,400.00         |
| 15     | RSP Outfall  | 2             | ea      | \$1,800.00        | \$3,600.00          |
| 16     | Dust Control                                       | 3             | ac      | \$5,000.00        | \$15,000.00         |
| 17     | SWPPP Compliance                                   | 1             | ls      | \$10,000.00       | \$10,000.00         |
| 18     | Erosion Control Measures                           | 3             | ac      | \$9,000.00        | \$27,000.00         |
| 19     | Signing & Striping                                 | 1             | ls      | \$8,500.00        | \$8,500.00          |
| 20     | Street Light                                       | 1             | ls      | \$20,000.00       | \$20,000.00         |
| 21     | Power Pole Relocation                              | 1             | ls      | \$60,000.00       | \$60,000.00         |
| 22     | Fence (Metal Post BM Caltrans A86)                 | 3,800         | lf      | \$8.00            | \$30,400.00         |
|        | Total  | Estimated Dir | ect Con | struction Cost    | \$627,037.00        |
| 1      | Engineering  | 7%            |         |                   | \$43,892.59         |
| 2      | Construction Survey                                | 4%            |         |                   | \$25,081.48         |
| 3      | Project Administration, Management, Inspection     | 10%           |         |                   | \$62,703.70         |
| 4      | Contingency  | 15%           |         |                   | \$94,055.55         |
|        |  |               | Total F | Estimated Cost    | \$852,770.32        |
| Notes: |  | 1             | 1       | 1                 | ,                   |
| End R  | bad Improvements at 59+50                          |               |         |                   |                     |

| Table  | B-8  |             |          |                       |              |
|--------|--|-------------|----------|-----------------------|--------------|
| Silver | Dove From Hollow Oak Extension To School S     | te (E to Q) |          |                       |              |
|        |  |             |          |                       |              |
| Item   |  |             |          |                       |              |
| No.    | Description                                    | Quantity    | Unit     | Unit Price            | Total Amount |
| 1      | Mobilization                                   | Quantity    | ls       | \$18,000.00           | \$18,000.00  |
| 2      | Clear & Grub                                   | 2           |          | \$4,500.00            | \$18,000.00  |
| 3      | Excavation                                     | 4,000       | ac       | \$4,500.00            | \$9,000.00   |
| -      |  |             | су       | \$8.00                |              |
| 4      | Export   | 3,000       | cy<br>sf |                       | \$60,000.00  |
| 5      | 3.5" AC  | 48,800      |          | \$1.92                | \$93,696.00  |
| 6      | 12" AB   | 48,800      | sf       | \$2.10                | \$102,480.00 |
| 7      | Grated Inlet                                   | 2           | ea       | \$3,100.00            | \$6,200.00   |
| 8      | 18" Storm Drain Pipe                           | 60          | lf       | \$70.00               | \$4,200.00   |
| 9      | 18" F.E.S.                                     | 1           | ea       | \$275.00              | \$275.00     |
| 10     | 18" CMP  | 80          | lf       | \$65.00               | \$5,200.00   |
| 11     | Rock Slope Protection (RSP)                    | 8           | cy       | \$75.00               | \$600.00     |
| 12     | Fabric Lined Ditch                             | 2,400       | lf       | \$20.00               | \$48,000.00  |
| 13     | Brow Ditch                                     | 550         | lf       | \$10.00               | \$5,500.00   |
| 14     | Dust Control                                   | 2           | ls       | \$7,500.00            | \$15,000.00  |
| 15     | SWPPP Compliance                               | 1           | ls       | \$10,000.00           | \$10,000.00  |
| 16     | Erosion Control Measures                       | 2           | ac       | \$12,500.00           | \$25,000.00  |
| 17     | Signing & Striping                             | 1           | ls       | \$8,500.00            | \$8,500.00   |
| 18     | Power Pole Relocation                          | 1           | ls       | \$50,000.00           | \$50,000.00  |
| 19     | Fence (Metal Post BM Caltrans A86)             | 3,000       | lf       | \$8.00                | \$24,000.00  |
|        | Total Es                                       | timated Dir | ect Cor  | struction Cost        | \$517,651.00 |
|        |  |             |          |                       |              |
| 1      | Engineering                                    | 7%          |          |                       | \$36,235.57  |
| 2      | Construction Survey                            | 4%          |          |                       | \$20,706.04  |
| 3      | Project Administration, Management, Inspection | 10%         |          |                       | \$51,765.10  |
| 4      | Contingency                                    | 15%         |          |                       | \$77,647.65  |
|        |  |             | Total l  | <b>Estimated</b> Cost | \$704,005.36 |

| Table  | e B-9  |            |          |                 |                     |
|--------|--|------------|----------|-----------------|---------------------|
| Silver | Dove From School Site to Country Club (Q to C  | <b>J</b> ) |          |                 |                     |
|        |  |            |          |                 |                     |
|        |  |            |          |                 |                     |
| Item   |  |            | <b>.</b> | <b>TT A D A</b> |                     |
| No.    | Description                                    | Quantity   |          |                 | <b>Total Amount</b> |
| 1      | Clear and Grub                                 |            | ac       | \$7,500.00      | \$22,500.00         |
| 2      | Excavation                                     | 5,163      | ~        | \$8.00          | . ,                 |
| 3      | Import   | 1,200      | су       | \$22.00         | \$26,400.00         |
| 4      | SWPPP Compliance                               | 1          | ls       | \$10,000.00     | \$10,000.00         |
| 5      | Dust Control                                   | 3          | ac       | \$4,000.00      | \$12,000.00         |
| 6      | Erosion Control Measures                       | 3          | ac       | \$9,000.00      | \$27,000.00         |
| 7      | 3.5" AC  | 38,800     | sf       | \$1.92          | \$74,496.00         |
| 8      | 12" AB   | 38,800     | sf       | \$2.10          | \$81,480.00         |
| 9      | 18" Storm Drain Pipe                           | 431        | lf       | \$50.00         | \$21,550.00         |
| 10     | 18" F.E.S.                                     | 2          | ea       | \$275.00        | \$550.00            |
| 10     | 48" SDMH                                       | 3          | ea       | \$3,900.00      | \$11,700.00         |
| 11     | Grated Inlets                                  | 5          | ea       | \$3,100.00      | \$15,500.00         |
| 12     | Fabric Lined Ditch                             | 300        | lf       | \$20.00         |                     |
| 13     | Brow Ditch                                     | 1,700      | lf       | \$10.00         | \$17,000.00         |
| 14     | 72" Culvert                                    | 160        |          | \$140.00        | \$22,400.00         |
| 15     | Street Light                                   |            | ls       | \$20,000.00     | \$20,000.00         |
| 16     | Power Pole Relocation                          |            | ls       | \$50,000.00     | \$50,000.00         |
| 17     | Fence (Metal Post BM Caltrans A86)             | 1,080      |          | \$8.00          | \$8,640.00          |
|        | Total Estimat                                  | ,          |          |                 |                     |
|        |  |            |          |                 | \$100,020000        |
| 1      | Engineering                                    | 4%         |          |                 | \$18,740.80         |
| 2      | Construction Survey                            | 4%         |          |                 | \$18,740.80         |
| 3      | Project Administration, Management, Inspection | 10%        |          |                 | \$46,852.00         |
| 4      | Contingency                                    | 10%        |          |                 | \$46,852.00         |
|        |  |            | al Est   | imated Cost     | ,                   |

| Table       | B-10   |          |                       |             |              |
|-------------|--|----------|-----------------------|-------------|--------------|
| Count       | try Club From Silver Dove To Bass Lake Rd (G   | to H)    |                       |             |              |
|             |  |          |                       |             |              |
| <b>T</b> .  |  |          |                       |             |              |
| Item<br>No. | Description                                    | Onentitu | <b>T</b> T <b>*</b> 4 | Un:4 Duine  | Tetal Amount |
|             | Description                                    | - 0      |                       |             | Total Amount |
| 1           | Clear and Grub                                 | 2        | ac                    | \$10,000.00 | \$23,000.00  |
| 2           | Roadway Excavation                             | 1,200    | ~                     | \$14.00     |              |
| 3           | SWPPP Compliance                               | 1        | ls                    | \$5,000.00  | \$5,000.00   |
| 4           | Dust Control                                   | 2        | ac                    | \$7,500.00  | \$15,000.00  |
| 5           | Erosion Control Measures                       | 2        | ac                    | \$8,000.00  | \$16,000.00  |
| 6           | 3.5" A.C.                                      | 24,320   |                       | \$1.92      | \$46,694.40  |
| 7           | 12" Street A.B.                                | 24,320   | sf                    | \$2.10      | \$51,072.00  |
| 8           | Street Barricade                               | 1        | ea                    | \$2,500.00  | \$2,500.00   |
| 9           | 18" Storm Drain Pipe                           | 425      | lf                    | \$50.00     | \$21,250.00  |
| 10          | 18" F.E.S.                                     | 2        | ea                    | \$300.00    | \$600.00     |
| 11          | Grated Inlet                                   | 3        | ea                    | \$3,100.00  | \$9,300.00   |
| 12          | 48" SDMH                                       | 3        | ea                    | \$3,900.00  | \$11,700.00  |
| 13          | Fablic Lined Ditch                             | 880      | lf                    | \$25.00     | \$22,000.00  |
| 11          | RSP Outfall                                    | 2        | ea                    | \$700.00    | \$1,400.00   |
| 12          | Drain Inlet                                    | 2        | ea                    | \$2,800.00  | \$5,600.00   |
| 13          | Signing & Striping                             | 1        | ls                    | \$4,000.00  | \$4,000.00   |
| 14          | Fence (Metal Post BM Caltrans A86)             | 1,500    |                       | \$8.00      | \$12,000.00  |
|             | Total Estimate                                 | ,        |                       |             | \$263,916.40 |
|             |  |          |                       |             |              |
| 1           | Engineering                                    | 5%       |                       |             | \$13,195.82  |
| 2           | Construction Survey                            | 4%       |                       |             | \$10,556.66  |
| 3           | Project Administration, Management, Inspection | 10%      |                       |             | \$26,391.64  |
| 4           | Inspection                                     | 10%      |                       |             | \$26,391.64  |
| -           |  |          | al Esti               | mated Cost  | \$340,452.16 |

| Traffic Si | gnals   |             |               |               |               |
|------------|---|-------------|---------------|---------------|---------------|
| T NT       |   |             | <b>T</b> T •4 |               |               |
| Item No.   | Description   | Quantity    | Unit          | Unit Price    | Total Amount  |
| 1          | Signal & Lighting (Country Club Drive Intersection) | 1           | ls            | \$275,000     | \$275,000.00  |
| 2          | Signal & Lighting (Hollow Oak Road Intersection)    | 1           | ls            | \$275,000     | \$275,000.00  |
| 3          | Signal & Lighting (Silver Dove Way Intersection)    | 1           | ls            | \$275,000     | \$275,000.0   |
| 4          | Signal & Lighting (At Ex. Country Club Drive)       | 1           | ls            | \$250,000     | \$250,000.00  |
| 5          | Signal & Lighting (At East Bound Ramps)             | 1           | ls            | \$275,000     | \$275,000.0   |
|            | Subtotal Est  | imate Direc | t Const       | ruction Cost: | \$1,350,000.0 |
| 1          | Engineering   |             | 1             | ls            | \$75,000.0    |
| 2          | Construction Survey                                 |             | 1.5%          |               | \$20,250.0    |
| 3          | Project Administration, Management, Inspection      |             | 10%           |               | \$135,000.0   |
| 4          | Contingency   |             | 15%           |               | \$202,500.0   |
|            |   | Т           | otal Est      | imated Cost:  | \$1,782,750.0 |
| Notes:     | ·   | · ·         |               |               |               |

| Table | B-12   |             |         |                       |                     |
|-------|--|-------------|---------|-----------------------|---------------------|
| BLR I | Median From Hwy 50 to Country Club (B to H)    |             |         |                       |                     |
|       |  |             |         |                       |                     |
| Item  |  |             |         |                       |                     |
| No.   | Description                                    | Quantity    | Unit    | <b>Unit Price</b>     | <b>Total Amount</b> |
| 1     | Caltrans Type A1-8" Curb                       | 1802        | lf      | \$25.00               | \$45,050.00         |
| 2     | Linear Median Drain                            | 1,220       | lf      | \$18.00               | \$21,960.00         |
| 3     | Minor Concrete Miscellaneous Construction      | 56.5        | су      | \$450.00              | \$25,425.00         |
| 4     | Minor Concrete Extra for Median Treatment      | 3,700       | sf      | \$4.50                | \$16,650.00         |
| 5     | Median Landscaping                             | 1           | ls      | \$25,000.00           | \$25,000.00         |
| 6     | Sawcut & Remove Ex. Pavement                   | 520         | sy      | \$5.00                | \$2,600.00          |
| 7     | Asphalt Concrete Type A                        | 131         | ton     | \$120.00              | \$15,768.00         |
|       | Total Es                                       | timated Dir | ect Cor | struction Cost        | \$152,453.00        |
|       |  |             |         |                       |                     |
| 1     | Engineering                                    | 3.5%        |         |                       | \$5,335.86          |
| 2     | Construction Survey                            | 4%          |         |                       | \$6,098.12          |
| 3     | Project Administration, Management, Inspection | 10.0%       |         |                       | \$15,245.30         |
| 4     | Contingency                                    | 10.0%       |         |                       | \$15,245.30         |
|       |  |             | Total I | <b>Estimated Cost</b> | \$194,377.58        |

| Table         | B-13  |           |         |                       |                                       |
|---------------|---|-----------|---------|-----------------------|---------------------------------------|
| BLR           | Median From Country Club To Hollow Oak (H to F) |           |         |                       |                                       |
|               |   |           |         |                       |                                       |
| Item          |   |           |         |                       |                                       |
| No.           | Description                                     | Quantity  | Unit    | <b>Unit Price</b>     | <b>Total Amount</b>                   |
| 1             | Caltrans Type A1-8" Curb                        | 654       | lf      | \$25.00               | \$16,350.00                           |
| 2             | Linear Median Drain                             | 3,533     | lf      | \$18.00               | \$63,594.00                           |
| 3             | Minor Concrete Miscellaneous Construction       | 164       | су      | \$450.00              | \$73,800.00                           |
| 4             | Minor Concrete Extra for Median Treatment       | 721       | sf      | \$4.50                | \$3,244.50                            |
| 5             | Median Landscaping                              | 1         | ls      | \$72,500.00           | \$72,500.00                           |
| 6             | Sawcut & Remove Ex. Pavement                    | 1,076     | sy      | \$5.00                | \$5,380.00                            |
| 7             | Asphalt Concrete Type A                         | 272       | ton     | \$120.00              | \$32,694.00                           |
|               | Total Estin                                     | nated Dir | ect Con | struction Cost        | \$267,562.50                          |
| 1             | Engineering                                     | 3.5%      |         |                       | \$9,364.69                            |
| $\frac{1}{2}$ | Engineering                                     |           |         |                       | · · · · · · · · · · · · · · · · · · · |
| 2             | Construction Survey                             | 4%        |         |                       | \$10,702.50                           |
| 3             | Project Administration, Management, Inspection  | 10%       |         |                       | \$26,756.25                           |
| 4             | Contingency                                     | 10%       |         |                       | \$26,756.25                           |
|               |   |           | Total I | <b>Estimated Cost</b> | \$341,142.19                          |

| Table       | B-14   |           |         |                       |              |
|-------------|--|-----------|---------|-----------------------|--------------|
| BLR         | Median From Hollow Oak to Hawk View (F to C)   |           |         |                       |              |
| T           |  |           |         |                       |              |
| Item<br>No. | Description                                    | Quantity  | Unit    | <b>Unit Price</b>     | Total Amount |
|             | *  | - 0       |         |                       |              |
| 1           | Caltrans Type A1-8" Curb                       | 1982      | lf      | \$45.00               | · · · · · ·  |
| 2           | Linear Median Drain                            | 1,616     | lf      | \$18.00               | \$29,088.00  |
| 3           | Minor Concrete Miscellaneous Construction      | 75        | cy      | \$450.00              | \$33,750.00  |
| 4           | Minor Concrete Extra for Median Treatment      | 3,142     | sf      | \$4.50                | \$14,139.00  |
| 5           | Median Landscaping                             | 1         | ls      | \$31,333.00           | \$31,333.00  |
| 6           | Sawcut & Remove Ex Pavement                    | 438       | sy      | \$5.00                | \$2,190.00   |
| 7           | Asphalt Concrete Type A                        | 111       | ton     | \$120.00              | \$13,320.00  |
|             | Total Esti                                     | mated Dir | ect Cor | struction Cost        | \$213,010.00 |
|             |  |           |         |                       |              |
| 1           | Engineering                                    | 3.5%      |         |                       | \$7,455.35   |
| 2           | Construction Survey                            | 4%        |         |                       | \$8,520.40   |
| 3           | Project Administration, Management, Inspection | 10%       |         |                       | \$21,301.00  |
| 4           | Contingency                                    | 10%       |         |                       | \$21,301.00  |
|             |  |           | Total I | <b>Estimated</b> Cost | \$271,587.75 |

| Table | B-15   |           |         |                   |                     |
|-------|--|-----------|---------|-------------------|---------------------|
| BLR I | Median From Hawk View to SP Boundary (C to A)  |           |         |                   |                     |
|       |  |           |         |                   |                     |
| Item  |  |           |         |                   |                     |
| No.   | Description                                    | Quantity  | Unit    | <b>Unit Price</b> | <b>Total Amount</b> |
| 1     | Caltrans Type A1-8" Curb                       | 832       | lf      | \$45.00           | \$37,440.00         |
| 2     | Linear Median Drain                            | 1,642     | lf      | \$18.00           | \$29,556.00         |
| 3     | Minor Concrete Miscellaneous Construction      | 76        | су      | \$450.00          | \$34,200.00         |
| 4     | Minor Concrete Extra for Median Treatment      | 1,280     | sf      | \$4.50            | \$5,760.00          |
| 5     | Median Landscaping                             | 1         | ls      | \$35,667.00       | \$35,667.00         |
| 6     | Sawcut & Remove Ex. Pavememnt                  | 660       | sy      | \$5.00            | \$3,300.00          |
| 7     | Asphalt Concrete Type A                        | 113       | ton     | \$120.00          | \$13,560.00         |
|       | Total Esti                                     | mated Dir | ect Con | struction Cost    | \$159,483.00        |
| 1     | Engineering                                    | 3.5%      |         |                   | \$5,581.91          |
| 2     | Construction Survey                            | 4%        |         |                   | \$6,379.32          |
| 3     | Project Administration, Management, Inspection | 10%       |         |                   | \$15,948.30         |
| 4     | Contingency                                    | 10%       |         |                   | \$15,948.30         |
|       |  |           | Total I | Estimated Cost    | \$203,340.83        |

#### PFFP Estimate March, 2012

| Table  | B-16                                  |            |      |                |   |
|--------|---------------------------------------|------------|------|----------------|---|
| Bass I | ake Hills Park and Ride               |            |      |                |   |
| Prelin | ninary Engineer's Opinion of Cost for |            |      |                |   |
|        | nished/ 200 graded space parking      |            |      |                |   |
|        |                                       |            |      |                |   |
| Item   | Description                           | Orrentiter | TT*4 | Unit Duine     | Total Amount                            |
| No.    | Description                           | Quantity   | Unit | Unit Price     | <b>Total Amount</b>                     |
| 1      | GRADING                               | 2.4        |      | ¢0,000,00      | ¢ <b>0</b> 1 (00 00                     |
| 1      | Clear and Grub                        | 2.4        |      | \$9,000.00     | \$21,600.00                             |
| 2      | Excavation                            | 10,000     | -    | \$10.00        | \$100,000.00                            |
| 3      | SWPPP Compliance                      |            | ls   | \$10,000.00    | \$10,000.00                             |
| 4      | Dust Control                          | 2.4        |      | \$6,250.00     | \$15,000.00                             |
| 5      | Erosion Control Measures              | 2.4        |      | \$12,500.00    | \$30,000.00                             |
|        |                                       |            | Gr   | ading Subtotal | \$176,600.00                            |
|        | IMPROVEMENTS                          |            |      |                |   |
| 6      | Utility Pole Relocation-Replacement   |            |      | \$20,000.00    | \$40,000.00                             |
| 7      | Bus Shelter                           |            | ea   | \$8,000.00     | \$16,000.00                             |
| 8      | Curb Ramp Truncated Domes             | 500        |      | \$10.00        | \$5,000.00                              |
| 9      | Type 3 Barrier Curb                   | 1,300      |      | \$22.00        | \$28,600.00                             |
| 10     | CMU Retaining Wall                    | 400        | sf   | \$50.00        | \$20,000.00                             |
| 11     | Parking Bumpers (Precast)             | 15         | ea   | \$65.00        | \$975.00                                |
| 12     | A.C. Saw Cut                          | 160        | lf   | \$3.00         | \$480.00                                |
| 13     | 2" Parking Area A.C.                  | 16,000     | sf   | \$1.19         | \$19,040.00                             |
| 14     | 3" Auto Aisle A.C.                    | 9,200      | sf   | \$1.78         | \$16,376.00                             |
| 15     | 3.5" Bus Aisle A.C.                   | 14,600     | sf   | \$2.14         | \$31,244.00                             |
| 16     | 4" Sidewalk P.C.C.                    | 5,000      | sf   | \$5.00         | \$25,000.00                             |
| 17     | 8" Bus Pad P.C.C.                     | 2,000      | sf   | \$8.00         | \$16,000.00                             |
| 18     | 4" Sidewalk A.B.                      | 5,000      | sf   | \$1.20         | \$6,000.00                              |
| 19     | 4" Bus Pad A.B.                       | 2,000      | sf   | \$1.20         | \$2,400.00                              |
| 20     | 6" Parking Area A.B.                  | 16,000     |      | \$1.31         | \$20,960.00                             |
| 21     | 8" Auto Aisle A.B.                    | 9,200      |      | \$1.75         | \$16,100.00                             |
| 22     | 12" Bus Aisle A.B.                    | 14,600     |      | \$2.32         | \$33,872.00                             |
| 23     | Trash Receptacles                     |            | ea   | \$500.00       | \$1,000.00                              |
| 24     | Fence (Metal Post BM Caltrans A86)    | 670        |      | \$8.00         | \$5,360.00                              |
|        | SIGNING AND STRIPING                  |            |      | +              | +++++++++++++++++++++++++++++++++++++++ |
| 25     | Pedestrian Ramps                      | 4          | ea   | \$1,500.00     | \$6,000.00                              |
| 26     | Striping                              |            | ls   | \$4,000.00     | \$4,000.00                              |
| 27     | Stop Signs                            |            | ea   | \$350.00       | \$700.00                                |
| 28     | Miscellaneous Signs                   |            | ea   | \$275.00       | \$1,925.00                              |
| 20     | STORM DRAIN                           | /          | u    | ψ215.00        | ψ1,723.00                               |
| 29     | 18" Storm Drain                       | 700        | lf   | \$50.00        | \$35,000.00                             |
| 30     | Caltrans Type "G1" Drainage Inlet     |            | ea   | \$2,800.00     | \$33,000.00                             |
| 31     |                                       |            |      | \$2,800.00     |   |
|        | Caltrans Type "GDO" Drop Inlet        |            | ea   |                | \$2,900.00                              |
| 32     | Standard 48" Storm Drain Manhole      |            | ea   | \$3,900.00     | \$3,900.00                              |
| 33     | RSP Backing No. 1                     | 1          | су   | \$250.00       | \$250.00                                |

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| 1 able   | B-17  |  |         |                |  |
|----------|---|--|---------|----------------|--|
| Bass L   | ake Hills Park and Ride   |  |         |                |  |
| Prelim   | ninary Engineer's Opinion of Cost for   |  |         |                |  |
| 100 fir  | nished/ 200 graded space parking  |  |         |                |  |
|          |   |  |         |                |  |
|          |   |  |         |                |  |
| Item     |   |  |         |                |  |
| No.      | Description   | Quantity                                   | Unit    | Unit Price     | <b>Total Amount</b>                                      |
| 34       | T.V. Storm Drain  | 700  | lf      | \$2.00         | \$1,400.00   |
|          |   | In   | iproven | nents Subtotal | \$368,882.00   |
|          |   |  |         |                |  |
|          |   |  |         |                |  |
|          | Total   | Estimated Dire                             | ect Con | struction Cost | \$545,482.00   |
|          | Total   | Estimated Dire                             | ect Con | struction Cost | \$545,482.00   |
| 35       | Total   | Estimated Dire                             | ect Con | struction Cost |  |
| 35<br>36 |   |  | ect Con | struction Cost |  |
|          | Engineering   | 10%  | ect Con | struction Cost | \$54,548.20<br>\$21,819.28                               |
| 36       | Engineering<br>Construction Survey  | 10%<br>4%                                  | ect Con | struction Cost | \$54,548.20<br>\$21,819.28<br>\$54,548.20                |
| 36<br>37 | Engineering<br>Construction Survey<br>Project Administration, Management, Inspection<br>Contingency | 10%<br>4%<br>10%                           |         |                | \$54,548.20<br>\$21,819.28<br>\$54,548.20<br>\$54,548.20 |
| 36<br>37 | Engineering<br>Construction Survey<br>Project Administration, Management, Inspection<br>Contingency | 10%<br>4%<br>10%<br>10%<br>stimated Indire | ect Con |                | \$54,548.20  |

| Table  | B-18   |             |               |                |                         |
|--------|--|-------------|---------------|----------------|-------------------------|
| Walki  | ng/Equestrian Trail                                  |             |               |                |                         |
| (Based | l on Bass Lake Hills Specific Plan Circulation Plan) |             |               |                |                         |
|        |  |             |               |                |                         |
| Item   |  |             | <b>T</b> T •4 | U * D *        | <b>T</b> ( <b>1</b> ) ( |
| No.    | Description  | Quantity    | Unit          | Unit Price     | <b>Total Amount</b>     |
|        | STREETS & MISCELLANEOUS                              |             |               |                |                         |
| 1      | Clear & Grub   | 2           | ac            | \$15,000.00    | \$30,000.00             |
| 2      | Grading  | 42,300      | sf            | \$0.75         | \$31,725.00             |
| 3      | Decomposed Granite                                   | 42,300      | sf            | \$1.50         | \$63,450.00             |
|        | Subtotal Es  | timate Dire | ct Cons       | truction Cost: | \$125,175.00            |
|        |  |             |               |                |                         |
| 1      | Engineering  |             | 8%            |                | \$10,014.00             |
| 2      | Construction Survey                                  |             | 4%            |                | \$5,007.00              |
| 3      | Project Administration, Management, Inspection       |             | 10%           |                | \$12,517.50             |
| 4      | Contingency  |             | 10%           |                | \$12,517.50             |
|        |  | ,           | Total E       | stimated Cost: | \$165,231.00            |

| Table  |  |               |                |                   |                     |
|--------|--|---------------|----------------|-------------------|---------------------|
| Bass I | Lake Hills Class 1 Bike Trail E-W (H-I)        |               |                |                   |                     |
| Item   |  |               |                |                   |                     |
| No.    | Description                                    | Quantity      | Unit           | <b>Unit Price</b> | <b>Total Amount</b> |
| 1      | Clear and Grub                                 | 1.05          | ac             | \$15,000.00       | \$15,750.00         |
| 2      | Excavation (assume 2.5cy/ft)                   | 10,538        | су             | \$7.00            | \$73,762.50         |
| 3      | 2.5" AC  | 33,720        | sf             | \$1.95            | \$65,754.00         |
| 4      | 4" AB  | 33,720        | sf             | \$1.58            | \$53,277.60         |
| 5      | Signing and Striping                           | 1             | ls             | \$6,300.00        | \$6,300.00          |
| 6      | Drainage                                       | 1             | ls             | \$12,500.00       | \$12,500.00         |
| 7      | 10 Car Parking Lot                             | 1             | ls             | \$30,000.00       | \$30,000.00         |
|        | Subtotal                                       | Estimate Dire | ct Cons        | struction Cost:   | \$257,344.10        |
| 1      | Engineering                                    |               | 10%            |                   | \$25,734.41         |
| 2      | Construction Survey                            |               | 4%             |                   | \$10,293.76         |
| 3      | Project Administration, Management, Inspection |               | 10%            |                   | \$25,734.41         |
| 4      | Contingency                                    |               | 10%            |                   | \$25,734.41         |
|        |  |               | <b>Fotal E</b> | stimated Cost:    | \$344,841.09        |
| Notes: |  |               |                |                   |                     |
| Based  | on 8' wide bike trail                          |               |                |                   |                     |

| Table<br>Bass I | B-20<br>Lake Hills Class 1 Bike Trail E-W (G-H) |               |         |                   |                     |
|-----------------|---|---------------|---------|-------------------|---------------------|
|                 |   |               |         |                   |                     |
| Item            |   |               |         |                   |                     |
| No.             | Description                                     | Quantity      | Unit    | <b>Unit Price</b> | <b>Total Amount</b> |
| 1               | Clear and Grub                                  | 0.19          | ac      | \$15,000.00       | \$2,850.00          |
| 2               | Excavation (assume 2.5cy/ft)                    | 1,963         | су      | \$7.00            | \$13,737.50         |
| 3               | 2.5" AC   | 6,280         | sf      | \$1.95            | \$12,246.00         |
| 4               | 4" AB   | 6,280         | sf      | \$1.58            | \$9,922.40          |
| 5               | Signing and Striping                            | 1             | ls      | \$1,180.00        | \$1,180.00          |
| 6               | Drainage  | 1             | ls      | \$2,300.00        | \$2,300.00          |
|                 | Subtotal  | Estimate Dire | ct Cons | truction Cost:    | \$42,235.90         |
| 1               | Engineering                                     |               | 10%     |                   | \$4,223.59          |
| 2               | Construction Survey                             |               | 4%      |                   | \$1,689.44          |
| 3               | Project Administration, Management, Inspection  |               | 10%     |                   | \$4,223.59          |
| 4               | Contingency                                     |               | 10%     |                   | \$4,223.59          |
|                 |   | ,             | Total E | stimated Cost:    | \$56,596.11         |
| Notes:          | ·   | 1             |         |                   |                     |
| Based           | on 8' wide bike trail                           |               |         |                   |                     |

| Table<br>Bass I | B-21<br>Lake Hills Class 1 Bike Trail E-W (N-G) |               |         |                   |                     |
|-----------------|---|---------------|---------|-------------------|---------------------|
|                 |   |               |         |                   |                     |
| Item            |   |               |         |                   |                     |
| No.             | Description                                     | Quantity      | Unit    | <b>Unit Price</b> | <b>Total Amount</b> |
| 1               | Clear and Grub                                  | 0.76          | ac      | \$15,000.00       | \$11,400.00         |
| 2               | Excavation (assume 1.75cy/ft)                   | 6,125         | су      | \$7.00            | \$42,875.00         |
| 3               | 2.5" AC   | 28,000        | sf      | \$1.95            | \$54,600.00         |
| 4               | 4" AB   | 28,000        | sf      | \$1.58            | \$44,240.00         |
| 5               | Signing and Striping                            | 1             | ls      | \$5,250.00        | \$5,250.00          |
| 6               | Drainage  | 1             | ls      | \$10,200.00       | \$10,200.00         |
|                 | Subtotal  | Estimate Dire | ct Cons | struction Cost:   | \$168,565.00        |
| 1               | Engineering                                     |               | 10%     |                   | \$16,856.50         |
| 2               | Construction Survey                             |               | 4%      |                   | \$6,742.60          |
| 3               | Project Administration, Management, Inspection  |               | 10%     |                   | \$16,856.50         |
| 4               | Contingency                                     |               | 10%     |                   | \$16,856.50         |
|                 |   | ,             | Total E | stimated Cost:    | \$225,877.10        |
| Notes:          | I   | 1             |         |                   |                     |
| Based           | on 8' wide bike trail                           |               |         |                   |                     |

# APPENDIX C:

# Sewer/Water Infrastructure Cost Estimates



| Table C-1  |   |                |
|------------|---|----------------|
| EID INFRA  | STRUCTURE SUMMARY TABLE   |                |
|            |   |                |
|            |   |                |
| Node       | Description   | TOTAL COST     |
|            | WATER   |                |
| J22 to J28 | North Silver Dove At Hawk View  | \$244,386.50   |
| J26 to J28 | Silver Dove From Hawk View to Hollow Oak Extension                            | \$194,824.00   |
| J24 to J26 | Hollow Oak Extension  | \$173,240.00   |
| J26 to J35 | Silver Dove from Hollow Oak Extension to School Site                          | \$159,892.00   |
| J35 to J39 | Silver Dove from School Site to Country Club Drive Intx.                      | \$124,320.00   |
| J39 to BLR | Country Club Drive from Silver Dove to Intx of Bass Lake Road                 | \$87,920.00    |
| BLR to TD  | Country Club Drive from Bass Lake Road to Bell Ranch PL At Ex. Tierra De Dios | \$396,322.00   |
| TD to J46  | Country Club Drive from Bell Ranch PL At Ex. Tierra De Dios to Morrison Rd    | \$113,174.00   |
|            | Sub-Total Water   | \$1,494,078.50 |
|            |   |                |
|            | SEWER   |                |
| S6 to S7   | North Silver Dove At Hawk View  | \$221,946.00   |
| S5 to S6   | Silver Dove from Hawk View to Junction S5                                     | \$222,080.90   |
| S5 to VC2  | Silver Dove Junction S5 to Village C2 Cul-De-Sac                              | \$149,646.70   |
| VC2 to S4  | Village C2 Cul-De-Sac to Junction S4  | \$203,913.42   |
| S4 to SDW  | Sewer Line North of School, Junction S4 to Silver Dove Way                    | \$254,598.90   |
| SDW to S12 | Silver Dove Way to Junction S12   | \$138,130.50   |
| S3 to S4   | Junction S3 to Junction S4  | \$208,118.04   |
| S4 to S8   | Junction S3 to Junction S8  | \$201,196.25   |
| S1 to S3   | Junction S1 to Junction S3  | \$623,794.64   |
|            | Sub-Total Sewer   | \$2,223,425.35 |
|            |   |                |
|            | Preparation of Master Facility Plan Report                                    | \$40,000.00    |
|            |   |                |
|            | Total EID Estimated Cost  | \$3,757,503.85 |
|            |   |                |
|            |   |                |
|            |   |                |
|            |   |                |
|            |   |                |
|            |   |                |
|            |   |                |

| Water I | Line Estimate                                  |                    |        |                   |                     |
|---------|--|--------------------|--------|-------------------|---------------------|
| North S | ilver Dove J22 to J28                          |                    |        |                   |                     |
|         |  |                    |        |                   |                     |
| Item    |  |                    |        |                   |                     |
| No.     | Description                                    | Quantity           | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |
| 1       | 12" Domestic Water Including Fittings          | 1,480              | lf     | \$60.00           | \$88,800.00         |
| 2       | 12" Water Gate Valve                           | 8                  | ea     | \$2,500.00        | \$20,000.00         |
| 3       | Pressure Reducing Station                      | 1                  | ls     | \$50,000.00       | \$50,000.00         |
| 4       | Fire Hydrant Assembly                          | 3                  | ea     | \$3,500.00        | \$10,500.00         |
| 5       | Air Release Valve                              | 1                  | ea     | \$1,800.00        | \$1,800.00          |
| 6       | Hot Tap Ex. 24" Water                          | 1                  | ea     | \$6,100.00        | \$6,100.00          |
| 7       | Connect to Ex. 18" Water                       | 1                  | ea     | \$2,000.00        | \$2,000.00          |
| 8       | Ex. Bass Lake Road Crossing                    | 1                  | ls     | \$2,500.00        | \$2,500.00          |
|         | Total I  | Estimated Direct ( | Consti | ruction Cost      | \$181,700.00        |
| 9       | Engineering                                    | 5%                 |        |                   | \$8,176.50          |
| 10      | Construction Survey                            | 5%                 |        |                   | \$9,085.00          |
| 11      | Project Administration, Management, Inspection | 10%                |        |                   | \$18,170.00         |
| 12      | Contingency                                    | 15%                |        |                   | \$27,255.00         |
|         |  |                    | al Est | imated Cost       |                     |

| Table (  | C-3  |                    |        |                   |                     |
|----------|--|--------------------|--------|-------------------|---------------------|
| Water 1  | Line Estimate                                  |                    |        |                   |                     |
| Silver I | Dove J26 to J28                                |                    |        |                   |                     |
|          |  |                    |        |                   |                     |
| Item     |  |                    |        |                   |                     |
| No.      | Description                                    | Quantity           | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |
| 1        | 12" Domestic Water Including Fittings          | 1,920              | lf     | \$60.00           | \$115,200.00        |
| 2        | 12" Water Gate Valve (normally closed valve)   | 1                  | ea     | \$2,500.00        | \$2,500.00          |
| 3        | 12" Water Gate Valve                           | 1                  | ea     | \$2,500.00        | \$2,500.00          |
| 4        | Fire Hydrant Assembly                          | 4                  | ea     | \$3,500.00        | \$14,000.00         |
| 5        | Blow Off Valve                                 | 1                  | ea     | \$1,500.00        | \$1,500.00          |
| 6        | Connect to Ex. Water Line                      | 1                  | ea     | \$1,500.00        | \$1,500.00          |
|          | Total  | Estimated Direct ( | Consti | ruction Cost      | \$137,200.00        |
| 7        | Engineering                                    | 12%                |        |                   | \$16,464.00         |
| 8        | Construction Survey                            | 5%                 |        |                   | \$6,860.00          |
| 9        | Project Administration, Management, Inspection | 10%                |        |                   | \$13,720.00         |
| 10       | Contingency                                    | 15%                |        |                   | \$20,580.00         |
|          |  | Tot                | al Est | imated Cost       | \$194,824.00        |

| Table ( | C-4   |                  |        |                   |                     |
|---------|---|------------------|--------|-------------------|---------------------|
| Water   | Line Estimate                                     |                  |        |                   |                     |
| Hollow  | Oak Extension J24 to J26                          |                  |        |                   |                     |
|         |   |                  |        |                   |                     |
| Item    |   |                  |        |                   |                     |
| No.     | Description                                       | Quantity         | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |
| 1       | 10" Domestic Water Including Fittings             | 900              | lf     | \$55.00           | \$49,500.00         |
| 2       | 10" Water Gate Valve                              | 2                | ea     | \$2,000.00        | \$4,000.00          |
| 3       | Pressure Reducing Station (12")                   | 1                | ls     | \$50,000.00       | \$50,000.00         |
| 4       | Fire Hydrant Assembly                             | 2                | ea     | \$3,500.00        | \$7,000.00          |
| 5       | Connect to Ex. Water Line                         | 1                | ea     | \$1,500.00        | \$1,500.00          |
| 6       | Hot Tap Ex. 30" Water                             | 1                | ea     | \$7,000.00        | \$7,000.00          |
| 7       | Ex. Bass Lake Road and Ex. Hollow Oak Rd Crossing | 1                | ls     | \$3,000.00        | \$3,000.00          |
|         | Total Es  | timated Direct ( | Const  | ruction Cost      | \$122,000.00        |
|         |   |                  |        |                   |                     |
| 8       | Engineering                                       | 12%              |        |                   | \$14,640.00         |
| 9       | Construction Survey                               | 5%               |        |                   | \$6,100.00          |
| 10      | Project Administration, Management, Inspection    | 10%              |        |                   | \$12,200.00         |
| 11      | Contingency                                       | 15%              |        |                   | \$18,300.00         |
|         |   | Tot              | al Est | imated Cost       | \$173,240.00        |

| Fable C  |   |          |                      |                   |                     |  |
|----------|---|----------|----------------------|-------------------|---------------------|--|
|          | Line Estimate                                       |          |                      |                   |                     |  |
| Silver I | Dove J26 to J35                                     |          |                      |                   |                     |  |
|          |   |          |                      |                   |                     |  |
| Item     |   |          |                      |                   |                     |  |
| No.      | Description   | Quantity | Unit                 | <b>Unit Price</b> | <b>Total Amount</b> |  |
| 1        | 12" Domestic Water Including Fittings               | 1,580    | lf                   | \$60.00           | \$94,800.00         |  |
| 2        | 12" Water Gate Valve                                | 1        | ea                   | \$2,500.00        | \$2,500.00          |  |
| 3        | Air Release Valve                                   | 1        | ea                   | \$1,800.00        | \$1,800.00          |  |
| 4        | Blow Off Valve                                      | 1        | ea                   | \$1,500.00        | \$1,500.00          |  |
| 5        | Fire Hydrant Assembly                               | 3        | ea                   | \$3,500.00        | \$10,500.00         |  |
| 6        | Connect to Ex. Water Line                           | 1        | ea                   | \$1,500.00        | \$1,500.00          |  |
|          | Total Estimated Direct Construction Cost \$112,600. |          |                      |                   |                     |  |
| 7        | Engineering   | 12%      |                      |                   | \$13,512.00         |  |
| 8        | Construction Survey                                 | 5%       |                      |                   | \$5,630.00          |  |
| 9        | Project Administration, Management, Inspection      | 10%      |                      |                   | \$11,260.00         |  |
| 10       | Contingency   | 15%      |                      |                   | \$16,890.00         |  |
|          |   | Tot      | Total Estimated Cost |                   |                     |  |

| Table (  | C-6  |                    |        |                   |                     |
|----------|--|--------------------|--------|-------------------|---------------------|
| Water 1  | Line Estimate                                  |                    |        |                   |                     |
| Silver I | Dove J35 to J39                                |                    |        |                   |                     |
|          |  |                    |        |                   |                     |
| Item     |  |                    |        |                   |                     |
| No.      | Description                                    | Quantity           | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |
| 1        | 12" Domestic Water Including Fittings          | 1,200              | lf     | \$60.00           | \$72,000.00         |
| 2        | 12" Water Gate Valve                           | 2                  | ea     | \$2,500.00        | \$5,000.00          |
| 3        | Air Release Valve                              | 1                  | ea     | \$1,800.00        | \$1,800.00          |
| 4        | Blow Off Valve                                 | 1                  | ea     | \$1,500.00        | \$1,500.00          |
| 5        | Fire Hydrant Assembly                          | 2                  | ea     | \$3,500.00        | \$7,000.00          |
| 6        | Connect to Ex. Water Line                      | 1                  | ea     | \$1,500.00        | \$1,500.00          |
|          | Total  | Estimated Direct ( | Consti | ruction Cost      | \$88,800.00         |
| 7        | Engineering                                    | 10%                |        |                   | \$8,880.00          |
| 8        | Construction Survey                            | 5%                 |        |                   | \$4,440.00          |
| 9        | Project Administration, Management, Inspection | 10%                |        |                   | \$8,880.00          |
| 10       | Contingency                                    | 15%                |        |                   | \$13,320.00         |
|          |  | Tot                | al Est | imated Cost       | \$124,320.00        |

| <b>Fable</b> ( | C-7  |                    |                      |                   |                     |
|----------------|--|--------------------|----------------------|-------------------|---------------------|
| Water          | Line Estimate                                  |                    |                      |                   |                     |
| Countr         | ry Club Drive J39 to Bass Lake Road            |                    |                      |                   |                     |
|                |  |                    |                      |                   |                     |
| Item           |  |                    |                      |                   |                     |
| No.            | Description                                    | Quantity           | Unit                 | <b>Unit Price</b> | <b>Total Amount</b> |
| 1              | 12" Domestic Water Including Fittings          | 880                | lf                   | \$60.00           | \$52,800.00         |
| 2              | 12" Water Gate Valve                           | 2                  | ea                   | \$2,500.00        | \$5,000.00          |
| 3              | Fire Hydrant Assembly                          | 1                  | ea                   | \$3,500.00        | \$3,500.00          |
| 4              | Connect to Ex. Water Line                      | 1                  | ea                   | \$1,500.00        | \$1,500.00          |
|                | Total  | Estimated Direct ( | Consti               | ruction Cost      | \$62,800.00         |
| 5              | Engineering                                    | 10%                |                      |                   | \$6,280.00          |
| 6              | Construction Survey                            | 5%                 |                      |                   | \$3,140.00          |
| 7              | Project Administration, Management, Inspection | 10%                |                      |                   | \$6,280.00          |
| 8              | Contingency                                    | 15%                |                      |                   | \$9,420.00          |
|                |  | Tot                | Total Estimated Cost |                   |                     |

| Table ( |   |                    |        |                   |                     |
|---------|---|--------------------|--------|-------------------|---------------------|
|         | Line Estimate   |                    |        |                   |                     |
| Countr  | y Club Drive Bass Lake Road to Bell Ranch PL At Tierr | a De Dios          |        |                   |                     |
| Item    |   |                    |        |                   |                     |
| No.     | Description   | Quantity           | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |
| 1       | 12" Domestic Water Including Fittings                 | 3,260              | lf     | \$60.00           | \$195,600.00        |
| 2       | 12" Water Gate Valve                                  | 3                  | ea     | \$2,500.00        | \$7,500.00          |
| 3       | Pressure Reducing Station                             | 1                  | ls     | \$50,000.00       | \$50,000.00         |
| 4       | Fire Hydrant Assembly                                 | 7                  | ea     | \$3,500.00        | \$24,500.00         |
| 5       | Connect to Ex. Water Line                             | 1                  | ea     | \$1,500.00        | \$1,500.00          |
|         | Total   | Estimated Direct ( | Consti | ruction Cost      | \$279,100.00        |
| 6       | Engineering   | 12%                |        |                   | \$33,492.00         |
| 7       | Construction Survey                                   | 5%                 |        |                   | \$13,955.00         |
| 8       | Project Administration, Management, Inspection        | 10%                |        |                   | \$27,910.00         |
| 9       | Contingency   | 15%                |        |                   | \$41,865.00         |
|         |   | Tot                | al Est | imated Cost       | \$396,322.00        |
| Table C |  |          |        |                   |                     |
|---------|--|----------|--------|-------------------|---------------------|
|         | Line Estimate  |          |        |                   |                     |
| Bell Ra | nch PL At Tierra De Dios to Morrison Rd J46          |          |        |                   |                     |
| Item    |  |          |        |                   |                     |
| No.     | Description  | Quantity | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |
| 1       | 12" Domestic Water Including Fittings                | 820      | lf     | \$60.00           | \$49,200.00         |
| 2       | 12" Water Gate Valve                                 | 2        | ea     | \$2,500.00        | \$5,000.00          |
| 3       | Fire Hydrant Assembly                                | 2        | ea     | \$3,500.00        | \$7,000.00          |
| 4       | Connect to Ex. Water Line                            | 1        | ea     | \$1,500.00        | \$1,500.00          |
| 5       | Sawcut, Remove and Replace Ex. Pavement              | 1        | ls     | \$17,000.00       | \$17,000.00         |
|         | Total Estimated Direct Construction Cost         \$7 |          |        |                   |                     |
| 6       | Engineering  | 12%      |        |                   | \$9,564.00          |
| 7       | Construction Survey                                  | 5%       |        |                   | \$3,985.00          |
| 8       | Project Administration, Management, Inspection       | 10%      |        |                   | \$7,970.00          |
| 9       | Contingency  | 15%      |        |                   | \$11,955.00         |
|         |  | Tot      | al Est | imated Cost       |                     |

| Table (<br>Sewer 1 | Estimate   |          |        |                   |                     |  |  |  |
|--------------------|--|----------|--------|-------------------|---------------------|--|--|--|
|                    | Silver Dove S6 to S7   |          |        |                   |                     |  |  |  |
|                    |  |          |        |                   |                     |  |  |  |
| Item               |  |          |        |                   |                     |  |  |  |
| No.                | Description  | Quantity | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |  |  |  |
| 1                  | 8" Sewer Line  | 1,400    | lf     | \$70.00           | \$98,000.00         |  |  |  |
| 2                  | 48" Sanitary Sewer Manhole                                   | 7        | ea     | \$4,100.00        | \$28,700.00         |  |  |  |
| 3                  | Sewer Manhole Lining   | 5        | ea     | \$2,500.00        | \$12,500.00         |  |  |  |
| 4                  | T.V. Sewer Line  | 1,400    | lf     | \$1.50            | \$2,100.00          |  |  |  |
| 5                  | Ex. Bass Lake Road Crossing                                  | 1        | ls     | \$15,000.00       | \$15,000.00         |  |  |  |
|                    | Total Estimated Direct Construction Cost         \$156,300.0 |          |        |                   |                     |  |  |  |
| 6                  | Engineering  | 12%      |        |                   | \$18,756.00         |  |  |  |
| 7                  | Construction Survey  | 5%       |        |                   | \$7,815.00          |  |  |  |
| 8                  | Project Administration, Management, Inspection               | 10%      |        |                   | \$15,630.00         |  |  |  |
| 9                  | Contingency  | 15%      |        |                   | \$23,445.00         |  |  |  |
|                    |  | Tot      | al Est | imated Cost       | \$221,946.00        |  |  |  |

| Table ( | Estimate                                       |                    |        |              |              |
|---------|--|--------------------|--------|--------------|--------------|
|         | Dove S5 to S6                                  |                    |        |              |              |
|         |  |                    |        |              |              |
| Item    |  |                    |        |              |              |
| No.     | Description                                    | Quantity           | Unit   | Unit Price   | Total Amount |
| 1       | 8" Sewer Line                                  | 1,730              | lf     | \$70.00      | \$121,100.00 |
| 2       | 48" Sanitary Sewer Manhole                     | 7                  | ea     | \$4,100.00   | \$28,700.00  |
| 3       | Sewer Manhole Lining                           | 1                  | ea     | \$2,500.00   | \$2,500.00   |
| 4       | Connect to (E) Sewer Line                      | 1                  | ea     | \$1,500.00   | \$1,500.00   |
| 5       | T.V. Sewer Line                                | 1,730              | lf     | \$1.50       | \$2,595.00   |
|         | Total  | Estimated Direct ( | Consti | ruction Cost | \$156,395.00 |
| 6       | Engineering                                    | 12%                |        |              | \$18,767.40  |
| 7       | Construction Survey                            | 5%                 |        |              | \$7,819.75   |
| 8       | Project Administration, Management, Inspection | 10%                |        |              | \$15,639.50  |
| 9       | Contingency                                    | 15%                |        |              | \$23,459.25  |
|         |  | Tot                | al Est | imated Cost  |              |

| Table (     | -  |                    |        |             |              |
|-------------|--|--------------------|--------|-------------|--------------|
|             | Estimate                                       |                    |        |             |              |
| Silver I    | Dove S5 to Village C2 Cul-De-Sac               |                    |        |             |              |
| Item<br>No. | Description                                    | Quantity           | Unit   | Unit Price  | Total Amoun  |
|             | STREETS & MISCELLANEOUS                        |                    |        |             |              |
| 1           | Clear and Grub                                 | 0.35               | ac     | \$5,000.00  | \$1,750.00   |
| 2           | Excavation                                     | 900                | су     | \$8.00      | \$7,200.00   |
| 3           | SWPPP Compliance                               | 0.35               | ac     | \$5,000.00  | \$1,750.00   |
| 4           | Dust Control                                   | 0.35               | ac     | \$1,000.00  | \$350.00     |
| 5           | Erosion Control Measures                       | 0.35               | ac     | \$4,000.00  | \$1,400.00   |
| 6           | 6" AB (12' Access Road)                        | 10,200             | sf     | \$1.80      | \$18,360.00  |
|             | SANITARY SEWER                                 |                    |        |             |              |
| 7           | 8" Sewer Line                                  | 850                | lf     | \$70.00     | \$59,500.00  |
| 8           | 48" Sanitary Sewer Manhole                     | 3                  | ea     | \$4,100.00  | \$12,300.00  |
| 9           | Connect to (E) Sewer Line                      | 1                  | ea     | \$1,500.00  | \$1,500.00   |
| 10          | T.V. Sewer Line                                | 850                | lf     | \$1.50      | \$1,275.00   |
|             | Total  | Estimated Direct C | onstr  | uction Cost | \$105,385.00 |
| 11          | Engineering                                    | 12%                |        |             | \$12,646.20  |
| 12          | Construction Survey                            | 5%                 |        |             | \$5,269.25   |
| 13          | Project Administration, Management, Inspection | 10%                |        |             | \$10,538.50  |
| 14          | Contingency                                    | 15%                |        |             | \$15,807.75  |
|             |  | Tota               | l Esti | mated Cost  | \$149,646.70 |

| Table (     |  |                    |        |             |              |
|-------------|--|--------------------|--------|-------------|--------------|
|             | Estimate                                       |                    |        |             |              |
| Village     | C2 Cul-De-Sac to S4                            |                    |        |             |              |
| Item<br>No. | Description                                    | Quantity           | Unit   | Unit Price  | Total Amount |
|             | STREETS & MISCELLANEOUS                        |                    |        |             |              |
| 1           | Clear and Grub                                 | 0.39               | ac     | \$5,000.00  | \$1,950.00   |
| 2           | Excavation                                     | 1,053              | су     | \$8.00      | \$8,424.00   |
| 3           | SWPPP Compliance                               | 0.39               | ac     | \$5,000.00  | \$1,950.00   |
| 4           | Dust Control                                   | 0.39               | ac     | \$1,000.00  | \$390.00     |
| 5           | Erosion Control Measures                       | 0.39               | ac     | \$4,000.00  | \$1,560.00   |
| 6           | 6" AB (12' Access Road)                        | 14,040             | sf     | \$1.80      | \$25,272.00  |
|             | SANITARY SEWER                                 |                    |        |             |              |
| 7           | 8" Sewer Line                                  | 1,170              | lf     | \$70.00     | \$81,900.00  |
| 8           | 48" Sanitary Sewer Manhole                     | 4                  | ea     | \$4,100.00  | \$16,400.00  |
| 9           | Sewer Manhole Lining                           | 1                  | ea     | \$2,500.00  | \$2,500.00   |
| 10          | Connect to (E) Sewer Line                      | 1                  | ea     | \$1,500.00  | \$1,500.00   |
| 11          | T.V. Sewer Line                                | 1,170              | lf     | \$1.50      | \$1,755.00   |
|             | Total E  | Estimated Direct C | onstr  | uction Cost | \$143,601.00 |
| 12          | Engineering                                    | 12%                |        |             | \$17,232.12  |
| 13          | Construction Survey                            | 5%                 |        |             | \$7,180.05   |
| 14          | Project Administration, Management, Inspection | 10%                |        |             | \$14,360.10  |
| 15          | Contingency                                    | 15%                |        |             | \$21,540.15  |
|             |  | Tota               | l Esti | mated Cost  | \$203,913.42 |

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| Table ( | -  |                 |        |                   |                     |
|---------|--|-----------------|--------|-------------------|---------------------|
|         | Estimate                                       |                 |        |                   |                     |
| Sewer l | Line North of School, S4 to Silver Dove Way    |                 |        |                   |                     |
| Item    |  |                 |        |                   |                     |
| No.     | Description                                    | Quantity        | Unit   | <b>Unit Price</b> | <b>Total Amount</b> |
|         | STREETS & MISCELLANEOUS                        |                 |        |                   |                     |
| 1       | Clear and Grub                                 | 0.58            | ac     | \$5,000.00        | \$2,900.00          |
| 2       | Excavation                                     | 1,700           | су     | \$8.00            | \$13,600.00         |
| 3       | SWPPP Compliance                               | 0.58            | ac     | \$5,000.00        | \$2,900.00          |
| 4       | Dust Control                                   | 0.58            | ac     | \$1,000.00        | \$580.00            |
| 5       | Erosion Control Measures                       | 0.58            | ac     | \$4,000.00        | \$2,320.00          |
| 6       | 6" AB (12' Access Road)                        | 17,400          | sf     | \$1.80            | \$31,320.00         |
|         | SANITARY SEWER                                 |                 |        |                   |                     |
| 7       | 8" Sewer Line                                  | 1,450           | lf     | \$70.00           | \$101,500.00        |
| 8       | 48" Sanitary Sewer Manhole                     | 5               | ea     | \$4,100.00        | \$20,500.00         |
| 9       | Connect to (E) Sewer Line                      | 1               | ea     | \$1,500.00        | \$1,500.00          |
| 10      | T.V. Sewer Line                                | 1,450           | lf     | \$1.50            | \$2,175.00          |
|         | Total Est                                      | imated Direct C | onstr  | uction Cost       | \$179,295.00        |
| 11      | Engineering                                    | 12%             |        |                   | \$21,515.40         |
| 12      | Construction Survey                            | 5%              |        |                   | \$8,964.75          |
| 13      | Project Administration, Management, Inspection | 10%             |        |                   | \$17,929.50         |
| 14      | Contingency                                    | 15%             |        |                   | \$26,894.25         |
|         |  | Tota            | l Esti | mated Cost        | \$254,598.90        |

| Table (     |  |                    |        |             |              |
|-------------|--|--------------------|--------|-------------|--------------|
|             | Estimate                                       |                    |        |             |              |
| Silver I    | Dove Way to S12                                |                    |        |             |              |
| Item<br>No. | Description                                    | Quantity           | Unit   | Unit Price  | Total Amount |
|             | STREETS & MISCELLANEOUS                        |                    |        |             |              |
| 1           | Clear and Grub                                 | 0.20               | ac     | \$5,000.00  | \$1,000.00   |
| 2           | Excavation                                     | 550                | су     | \$8.00      | \$4,400.00   |
| 3           | SWPPP Compliance                               | 0.20               | ac     | \$5,000.00  | \$1,000.00   |
| 4           | Dust Control                                   | 0.20               | ac     | \$1,000.00  | \$200.00     |
| 5           | Erosion Control Measures                       | 0.20               | ac     | \$4,000.00  | \$800.00     |
| 6           | 6" AB (12' Access Road In Ex. Driveway)        | 8,500              | sf     | \$1.80      | \$15,300.00  |
|             | SANITARY SEWER                                 |                    |        |             |              |
| 7           | 8" Sewer Line                                  | 850                | lf     | \$70.00     | \$59,500.00  |
| 8           | 48" Sanitary Sewer Manhole                     | 3                  | ea     | \$4,100.00  | \$12,300.00  |
| 9           | Connect to (E) Sewer Line                      | 1                  | ea     | \$1,500.00  | \$1,500.00   |
| 10          | T.V. Sewer Line                                | 850                | lf     | \$1.50      | \$1,275.00   |
|             | Total I  | Estimated Direct C | onstru | uction Cost | \$97,275.00  |
| 11          | Egineering                                     | 12%                |        |             | \$11,673.00  |
| 12          | Construction Survey                            | 5%                 |        |             | \$4,863.75   |
| 13          | Project Administration, Management, Inspection | 10%                |        |             | \$9,727.50   |
| 14          | Contingency                                    | 15%                |        |             | \$14,591.25  |
|             |  | Tota               | l Esti | mated Cost  | \$138,130.50 |

| Soworl      | Estimate                                       |                    |        |             |              |
|-------------|--|--------------------|--------|-------------|--------------|
| Sewer 1     |  |                    |        |             |              |
| 55 IU 5'    |  |                    |        |             |              |
| Item<br>No. | Description                                    | Orrentite          | T      |             | Total Amount |
| INO.        | Description STREETS & MISCELLANEOUS            | Quantity           | Unit   | Unit Price  | Total Amount |
| 1           |  | 0.26               |        | ¢5 000 00   | ¢1 000 00    |
| 1           | Clear and Grub                                 | 0.36               |        | \$5,000.00  | \$1,800.00   |
| 2           | Excavation                                     | 1,272              |        | \$8.00      | \$10,176.00  |
| 3           | SWPPP Compliance                               | 0.36               |        | \$5,000.00  | \$1,800.00   |
| 4           | Dust Control                                   | 0.36               |        | \$1,000.00  | \$360.00     |
| 5           | Erosion Control Measures                       | 0.36               |        | \$4,000.00  | \$1,440.00   |
| 6           | 6" AB (12' Access Road)                        | 12,720             | sf     | \$1.80      | \$22,896.00  |
|             | SANITARY SEWER                                 |                    |        |             |              |
| 7           | 10" Sewer Line                                 | 1,060              | lf     | \$75.00     | \$79,500.00  |
| 8           | 48" Sanitary Sewer Manhole                     | 5                  | ea     | \$4,100.00  | \$20,500.00  |
| 9           | Sewer Manhole Lining                           | 1                  | ea     | \$2,500.00  | \$2,500.00   |
| 10          | Connect to (E) Sewer Line                      | 1                  | ea     | \$1,500.00  | \$1,500.00   |
| 11          | T.V. Sewer Line                                | 1,060              | lf     | \$1.50      | \$1,590.00   |
| 12          | 10" Sewer Creek Crossing*                      | 1                  | ls     | \$2,500.00  | \$2,500.00   |
|             | Total I  | Estimated Direct C | onstr  | uction Cost | \$146,562.00 |
|             |  |                    |        |             |              |
| 13          | Engineering                                    | 12%                |        |             | \$17,587.44  |
| 14          | Construction Survey                            | 5%                 |        |             | \$7,328.10   |
| 15          | Project Administration, Management, Inspection | 10%                |        |             | \$14,656.20  |
| 16          | Contingency                                    | 15%                |        |             | \$21,984.30  |
|             |  | Tota               | l Esti | mated Cost  | \$208,118.04 |

| Table (     | -  |                    |        |             |              |
|-------------|--|--------------------|--------|-------------|--------------|
|             | Estimate                                       |                    |        |             |              |
| S3 to S     | 8  |                    |        |             |              |
| Item<br>No. | Description                                    | Quantity           | Unit   | Unit Price  | Total Amount |
|             | STREETS & MISCELLANEOUS                        |                    |        |             |              |
| 1           | Clear and Grub                                 | 0.47               | ac     | \$5,000.00  | \$2,350.00   |
| 2           | Excavation                                     | 1,500              | су     | \$8.00      | \$12,000.00  |
| 3           | SWPPP Compliance                               | 0.47               | ac     | \$5,000.00  | \$2,350.00   |
| 4           | Dust Control                                   | 0.47               | ac     | \$1,000.00  | \$470.00     |
| 5           | Erosion Control Measures                       | 0.47               | ac     | \$4,000.00  | \$1,880.00   |
| 6           | 6" AB (12' Access Road)                        | 13,500             | sf     | \$1.80      | \$24,300.00  |
|             | SANITARY SEWER                                 |                    |        |             |              |
| 7           | 8" Sewer Line                                  | 1,125              | lf     | \$70.00     | \$78,750.00  |
| 8           | 48" Sanitary Sewer Manhole                     | 4                  | ea     | \$4,100.00  | \$16,400.00  |
| 9           | Connect to (E) Sewer Line                      | 1                  | ea     | \$1,500.00  | \$1,500.00   |
| 10          | T.V. Sewer Line                                | 1,125              | lf     | \$1.50      | \$1,687.50   |
|             | Total  | Estimated Direct C | onstr  | uction Cost | \$141,687.50 |
| 11          | Engineering                                    | 12%                |        |             | \$17,002.50  |
| 12          | Construction Survey                            | 5%                 |        |             | \$7,084.38   |
| 13          | Project Administration, Management, Inspection | 10%                |        |             | \$14,168.75  |
| 14          | Contingency                                    | 15%                |        |             | \$21,253.13  |
|             |  | Tota               | l Esti | mated Cost  | \$201,196.25 |

|             | C-18   |                 |        |              |              |
|-------------|--|-----------------|--------|--------------|--------------|
|             | Estimate                                       |                 |        |              |              |
| S1 to S.    | 3  |                 |        |              |              |
| Item<br>No. | Description                                    | Quantity        | Unit   | Unit Price   | Total Amount |
|             | STREETS & MISCELLANEOUS                        |                 |        |              |              |
| 1           | Clear and Grub                                 | 0.95            | ac     | \$5,000.00   | \$4,750.00   |
| 2           | Excavation                                     | 1,275           | су     | \$8.00       | \$10,200.00  |
| 3           | SWPPP Compliance                               | 0.95            | ac     | \$5,000.00   | \$4,750.00   |
| 4           | Dust Control                                   | 0.95            | ac     | \$1,000.00   | \$950.00     |
| 5           | Erosion Control Measures                       | 0.95            | ac     | \$4,000.00   | \$3,800.00   |
| 6           | 6" A.B. (12' Access Road)                      | 33,840          | sf     | \$1.80       | \$60,912.00  |
| 7           | Sawcut, Remove, and Replace Ex. Pavement       | 1               | ls     | \$1,500.00   | \$1,500.00   |
|             | SANITARY SEWER                                 |                 |        |              |              |
| 8           | 10" Sewer Line                                 | 760             | lf     | \$75.00      | \$57,000.00  |
| 9           | 12" Sewer Line                                 | 2,060           | lf     | \$80.00      | \$164,800.00 |
| 10          | 48" Sanitary Sewer Manhole                     | 14              | ea     | \$4,100.00   | \$57,400.00  |
| 11          | Sewer Manhole Lining                           | 1               | ea     | \$2,500.00   | \$2,500.00   |
| 12          | Connect to (E) Sewer Line                      | 1               | ea     | \$1,500.00   | \$1,500.00   |
| 13          | T.V. Sewer Line                                | 2,820           | lf     | \$1.50       | \$4,230.00   |
| 14          | Pedestrian Bridge 50'x10'                      | 1               | ea     | \$65,000.00  | \$65,000.00  |
|             | Total E  | stimated Direct | Const  | ruction Cost | \$439,292.00 |
| 15          | Engineering                                    | 12%             |        |              | \$52,715.04  |
| 16          | Construction Survey                            | 5%              |        |              | \$21,964.60  |
| 17          | Project Administration, Management, Inspection | 10%             |        |              | \$43,929.20  |
| 18          | Contingency                                    | 15%             |        |              | \$65,893.80  |
|             |  | Tot             | al Est | imated Cost  | \$623,794.64 |



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# APPENDIX D:

# School Site Infrastructure Cost Estimates



### School Infrastructure Temporary School Sewer Improvements

| Item   |   |               |         |                   |               |  |  |  |  |
|--------|---|---------------|---------|-------------------|---------------|--|--|--|--|
| No.    | Description   | Quantity      | Unit    | <b>Unit Price</b> | Total Amount  |  |  |  |  |
|        | STREETS & MISCELLANEOUS                                       |               |         |                   |               |  |  |  |  |
| 1      | Clear & Grub  | 2             | ac      | \$5,000.00        | \$10,000.00   |  |  |  |  |
| 2      | Excavation *  | 4,000         | су      | \$8.00            | \$32,000.00   |  |  |  |  |
| 3      | SWWP Compliance   | 2             | ac      | \$5,000.00        | \$10,000.00   |  |  |  |  |
| 4      | Dust Control  | 2             | ac      | \$1,000.00        | \$2,000.00    |  |  |  |  |
| 5      | Erosion Control   | 2             | ac      | \$4,000.00        | \$8,000.00    |  |  |  |  |
| 6      | 6"AB (12' Access Road)  | 42,000        | sf      | \$1.80            | \$75,600.00   |  |  |  |  |
| 7      | Fabric Lined Ditch  | 2,300         | lf      | \$25.00           | \$57,500.00   |  |  |  |  |
| 8      | 18" Storm Drain   | 75            | lf      | \$50.00           | \$3,750.00    |  |  |  |  |
| 9      | Associated 404 Permitting Costs                               | 1             | ea      | \$40,000.00       | \$40,000.00   |  |  |  |  |
|        |   |               |         | Sub-Total         | \$238,850.00  |  |  |  |  |
|        | FORCE MAIN  |               |         |                   |               |  |  |  |  |
| 10     | 4" Force Main   | 4,200         | lf      | \$50.00           | \$210,000.00  |  |  |  |  |
| 11     | 2" Blow Off Valve   | 3             | ea      | \$1,000.00        | \$3,000.00    |  |  |  |  |
| 12     | 1" Air Release Valve  | 2             | ea      | \$1,200.00        | \$2,400.00    |  |  |  |  |
| 13     | Connect to (E) Sewer Line                                     | 1             | ea      | \$2,500.00        | \$2,500.00    |  |  |  |  |
|        |   |               |         | Sub-Total         | \$217,900.00  |  |  |  |  |
|        | Total Estimated Direct Construction Cost         \$456,750.00 |               |         |                   |               |  |  |  |  |
|        |   |               |         |                   |               |  |  |  |  |
| 14     | Engineering   | 12%           |         |                   | \$54,810.00   |  |  |  |  |
| 15     | Construction Staking  | 5%            |         |                   | \$22,837.50   |  |  |  |  |
| 16     | Project Administration, Management, Inspection                | 10%           |         |                   | \$45,675.00   |  |  |  |  |
| 17     | Contingency   | 15%           |         |                   | \$68,512.50   |  |  |  |  |
|        |   | Te            | otal Es | stimated Cost     | \$648,585.00  |  |  |  |  |
| * App  | proximately (\$17,600) 2,200cy of Excavation is already       | ady included  | l in PF | FP Estimates.     | See PFFP      |  |  |  |  |
| Estim  | ate "Silver Dove From Hollow Oak Extension To Se              | chool Site (I | E to Q  | )''               |               |  |  |  |  |
| Notes  | :   |               |         |                   |               |  |  |  |  |
| 1.) Ex | cludes onsite sewer pump by school                            |               |         |                   |               |  |  |  |  |
| -      | ccess road will be graded to approx. future Silver Do         | • •           |         |                   | to Hollow Oak |  |  |  |  |
| Exten  | sion, and to natural ground from Hollow Oak Exten             | sion to Haw   | k Viev  | v Subdivision.    |               |  |  |  |  |
| 3.) As | sumes ROW/Easement in place                                   |               |         |                   |               |  |  |  |  |

### School Infrastructure Permanent School Water Improvements

| Item    |   |              |        |                   |              |
|---------|---|--------------|--------|-------------------|--------------|
| No.     | Description   | Quantity     | Unit   | <b>Unit Price</b> | Total Amount |
|         | DOMESTIC WATER  |              |        |                   |              |
| 1       | 12" Domestic Water Including Fittings                 | 2,177        | lf     | \$75.00           | \$163,275.00 |
| 2       | 12" Gate Valve  | 3            | ea     | \$2,500.00        | \$7,500.00   |
| 3       | 2" Blow Off Valve                                     | 3            | ea     | \$2,000.00        | \$6,000.00   |
| 4       | 1" Air Release Valve                                  | 3            | ea     | \$1,200.00        | \$3,600.00   |
| 5       | Connect to (E) Water Line                             | 1            | ea     | \$1,500.00        | \$1,500.00   |
|         | Total Estima  | ted Direct ( | Consti | ruction Cost      | \$181,875.00 |
|         |   |              |        |                   |              |
| 6       | Engineering   | 12%          |        |                   | \$21,825.00  |
| 7       | Construction Staking                                  | 5%           |        |                   | \$9,093.75   |
| 8       | Project Administration, Management, Inspection        | 10%          |        |                   | \$18,187.50  |
| 9       | Contingency   | 15%          |        |                   | \$27,281.25  |
|         |   | Tot          | al Est | imated Cost       | \$258,262.50 |
|         |   |              |        |                   |              |
| Assum   | es: PRV will not be required as a stand alone improve | ment for the | e scho | ol.               |              |
| Note:   |   |              |        |                   |              |
| 1.) The | ese permanent costs are already accounted for in PFFF | estimate tit | led "V | Vater Line Es     | timate       |
| Silver  | Dove J26 to J35"                                      |              |        |                   |              |
| 2.) Ass | sumes ROW/Easement in place                           |              |        |                   |              |

### School Infrastructure Permanent School Sewer Improvements

#### Item Quantity Unit Unit Price Total Amount No. Description **STREETS & MISCELLANEOUS** Clear & Grub 0.35 ac \$5,000.00 1 \$1,750.00 2 Excavation 1,000 cy \$8.00 \$8,000.00 SWPPP \$5,000.00 3 0.35 ac \$1,750.00 4 Dust Control 0.35 ac \$1,000.00 \$350.00 5 **Erosion Control Measures** 0.35 ac \$4,000.00 \$1,400.00 6"AB (12' Access Road) 10,200 sf \$18,360.00 6 \$1.80 \$31.610.00 Sub-Total **SEWER** 7 8" Sewer Line 850 lf \$70.00 \$59,500.00 48" Sanitary Sewer Manhole 3 ea \$4,100.00 \$12,300.00 8 9 Connect to (E) Sewer Line 1 ea \$1,500.00 \$1,500.00 T.V. Sewer Line 850 lf \$1,275.00 10 \$1.50 Sub-Total \$74,575.00 **Total Estimated Direct Construction Cost** \$106,185.00 12% \$12,742.20 11 Engineering 5% \$5,309.25 12 **Construction Staking** 13 Project Administration, Management, Inspection 10% \$10,618.50 15% \$15,927.75 14 Contingency **Total Estimated Cost** \$150,782.70 Assumes Offsite PFFP gravity sewer is completed to point of connection before school is constructed Note: 1.) These permanent costs are already accounted for in PFFP estimate, titled "Sewer Estimate Sewer Line North of School, S4 to Silver Dove Way" 2.) Assumes ROW/Easement in place

Date: 4/22/2013

**CTA 08-069-001** 



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# APPENDIX E:

### Development Impact Fee Comparison

| Figure E-1 | Infrastructure Burden Comparison for Single-Family<br>Development—2,000-SqFt. Unit and 5 Units/AcreE-1 |
|------------|--|
| Table E-1  | Summary of Infrastructure Costs per UnitE-2  |
| Table E-2  | City/County Development Impact Fees per UnitE-3  |
| Table E-3  | Plan Area Fees per UnitE-4   |
| Table E-4  | Estimated School Mitigation per Unit E-5   |
| Table E-5  | Special Taxes and Assessments per UnitE-6  |



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### Figure E-1 Infrastructure Burden Comparison for Single-Family Development 2,000-Sq.-Ft. Unit and 5 Units/Acre

Single-Family Development per Unit



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### Table E-1 SINGLE-FAMILY HOMES Summary of Infrastructure Costs per Unit 2,000-Sq.-Ft. Home, 450-Sq.-Ft. Garage, 3 Bedrooms 2 Bathrooms, 5 Units per Net Acre

|  | El Dorado          | o County   | Sacramento County        |                 |                 |                        |  |  |  |
|--|--------------------|------------|--------------------------|-----------------|-----------------|------------------------|--|--|--|
|  | Unincor            | porated    | Rancho Cordova           | Folsom          | Elk Grove       | Unincorporated         |  |  |  |
| Summary of Infrastructure Costs per Unit                                 | Bass Lake<br>Hills | Blackstone | SunRidge<br>Anatolia III | Empire<br>Ranch | Laguna<br>Ridge | N. Vineyard<br>Station |  |  |  |
| Current as of  | Jul-13             | Mar-12     | May-12                   | May-12          | May-12          | May-12                 |  |  |  |
| Total Citywide/Countywide Development<br>Impact Fees (from Table E-2)    | \$73,731           | \$68,547   | \$43,386                 | \$29,076        | \$48,152        | \$37,385               |  |  |  |
| Plan Area Fees (from Table E-3)  | \$17,460           | \$0        | \$19,798                 | \$0             | \$13,272        | \$32,427               |  |  |  |
| Total School Mitigation<br>(from Table E-4)                              | \$12,461           | \$16,261   | \$10,772                 | \$12,560        | \$10,772        | \$10,772               |  |  |  |
| Estimated Bond Debt of Special<br>Taxes and Assessments (from Table E-5) | \$0                | \$12,226   | \$0                      | \$18,542        | \$18,668        | \$0                    |  |  |  |
| Total Infrastructure Cost per Unit                                       | \$103,653          | \$97,035   | \$73,956                 | \$60,179        | \$90,864        | \$80,584               |  |  |  |
| Total Fees (City, County, Schools, and Plan Area)                        | \$103,653          | \$74,487   | \$71,824                 | \$41,636        | \$70,064        | \$78,452               |  |  |  |
| Total Annual Taxes   | \$0                | \$2,454    | \$200                    | \$1,591         | \$1,856         | \$200                  |  |  |  |
|  |                    |            |                          |                 |                 | "summarv"              |  |  |  |

"summary'

#### Table E-2 SINGLE-FAMILY HOMES City/County Development Impact Fees per Unit 2,000-Sq.-Ft. Home, 450-Sq.-Ft. Garage, 3 Bedrooms 2 Bathrooms, 5 Units per Net Acre

|   | El Dorado          | o County   | Sacramento County        |                 |                 |                        |  |  |  |
|---|--------------------|------------|--------------------------|-----------------|-----------------|------------------------|--|--|--|
| City/County Development Impact Fees per   | Unincor            | porated    | Rancho Cordova           | Folsom          | Elk Grove       | Unincorporated         |  |  |  |
| <u>Unit:</u> These are fees charged by the City or County<br>and do not include fees for a special plan area. | Bass Lake<br>Hills | Blackstone | SunRidge<br>Anatolia III | Empire<br>Ranch | Laguna<br>Ridge | N. Vineyard<br>Station |  |  |  |
| Current as of   | Jul-13             | Mar-12     | May-12                   | May-12          | May-12          | May-12                 |  |  |  |
| CITY/COUNTY FEES PER UNIT   |                    |            |                          |                 |                 |                        |  |  |  |
| Processing Fees per Unit [1]  |                    |            |                          |                 |                 |                        |  |  |  |
| Building Permit   | \$789              | \$789      | \$1,673                  | \$1,552         | \$1,344         | \$2,461                |  |  |  |
| Plan Check  | \$1,577            | \$1,577    | \$1,116                  | \$1,242         | \$896           | \$1,641                |  |  |  |
| Technology Surcharge  | -                  | -          | -                        | -               | \$90            | \$160                  |  |  |  |
| Seismic/Strong Motion   | \$22               | \$22       | \$25                     | \$21            | \$23            | \$27                   |  |  |  |
| CBSC Fee  | \$9                | \$9        | \$10                     | \$9             | \$9             | \$11                   |  |  |  |
| Fire Review Fee   | \$85               | \$85       | \$352                    | -               | -               | \$352                  |  |  |  |
| Other Building Permit or Processing Fees  | -                  | -          | \$558                    | \$154           | \$176           | \$848                  |  |  |  |
| Total Processing Fees per Unit  | \$2,482            | \$2,482    | \$3,734                  | \$2,977         | \$2,538         | \$5,500                |  |  |  |
| Development Impact Fees per Unit  |                    |            |                          |                 |                 |                        |  |  |  |
| Sewer [2] [3]   | \$13,403           | \$13,441   | \$10,450                 | \$7,450         | \$10,450        | \$10,450               |  |  |  |
| Water [3] [4]   | \$17,194           | \$11,972   | \$13,542                 | \$4,127         | \$13,542        | \$13,542               |  |  |  |
| Zone 40 Special Services Area A Fee   | • / -              | -          | -                        | -               | \$770           | -                      |  |  |  |
| Traffic [5]   |                    | -          | \$6.145                  | \$5.562         | \$5,992         | \$543                  |  |  |  |
| Transit   |                    | -          | \$175                    | \$35            | -               | -                      |  |  |  |
| Regional Traffic Fees [6]   | \$28,140           | \$28,140   | · _                      | -               | -               | -                      |  |  |  |
| Sacramento Transportation Authority Fee (STA)   |                    | -          | \$1,061                  | \$1,061         | \$1,061         | \$1,061                |  |  |  |
| Drainage  |                    | -          | \$2,959                  | \$933           | \$2,959         | \$2,959                |  |  |  |
| Parks - Citywide [7]  | \$9,806            | \$9,806    | \$842                    | \$2,910         | -               | -                      |  |  |  |
| Fire/Police [8]   | \$2,320            | \$2,320    | \$1,120                  | \$1,517         | \$1,731         | \$1,120                |  |  |  |
| Habitat/Greenbelt Preservation  |                    | -          | -                        | -               | \$2,134         | \$2,210                |  |  |  |
| Affordable Housing  |                    | -          | -                        | -               | \$4,543         | -                      |  |  |  |
| Public Facilities/Capital Improvements  |                    | -          | \$3,358                  | \$1,519         | \$2,432         | -                      |  |  |  |
| Other General Fees/One-Time Taxes [9]   | \$386              | \$386      | -                        | \$986           | -               | -                      |  |  |  |
| Total Development Impact Fees per Unit  | \$71,249           | \$66,065   | \$39,652                 | \$26,099        | \$45,614        | \$31,885               |  |  |  |
| TOTAL CITY/COUNTY FEES PER UNIT   | \$73,731           | \$68,547   | \$43,386                 | \$29,076        | \$48,152        | \$37,385               |  |  |  |

[1] Processing fees exclude mechanical, electrical, plumbing and other similar review fees.

[2] Rancho Cordova, Elk Grove, and Unincorporated Sacramento County: Development is included in both County Sanitation Districts (SRCSD and SASD).

[3] <u>El Dorado Hills</u>: According to EID, the County requires payment of water and sewer fees prior to final map.

[4] El Dorado Hills: According to EID, Blackstone has a dual pump irrigation and is subjected to a lower fee.

[5] Sunridge Phase 2: Includes Transportation Fee, Supplemental Transportation Fee, and Transportation Fee Credit for Plan Area improvements.

[6] Bass Lake Hills: Does not include any fee credits or reimbursements.

\$7,000 per unit (respectively) are reflected in the amount shown above.

[7] Bass Lake Hills: Assumes El Dorado Hills CSD.

[8] Bass Lake Hills: Assumes El Dorado Hills Fire District.

[9] El Dorado County: Rare Plant Mitigation Fee for Area 1.

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"city/county"

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#### Table E-3 SINGLE-FAMILY HOMES Plan Area Fees per Unit 2,000-Sq.-Ft. Home, 450-Sq.-Ft. Garage, 3 Bedrooms 2 Bathrooms, 5 Units per Net Acre

|   | El Dorado | o County   | Sacramento County |        |           |                |  |  |  |
|---|-----------|------------|-------------------|--------|-----------|----------------|--|--|--|
| Plan Area Fees: These fees are charged only         | Unincor   | porated    | Rancho Cordova    | Folsom | Elk Grove | Unincorporated |  |  |  |
| within a certain area of a County or City to fund   | Bass Lake |            | SunRidge          | Empire | Laguna    | N. Vineyard    |  |  |  |
| facilities to serve a specific development project. | Hills     | Blackstone | Anatolia III [1]  | Ranch  | Ridge     | Station        |  |  |  |
| Current as of                                       | Jul-13    | Mar-12     | May-12            | May-12 | May-12    | May-12         |  |  |  |
| PLAN AREA FEES PER UNIT                             |           |            |                   |        |           |                |  |  |  |
| Infrastructure Fee                                  | -         | -          | -                 | -      | -         | -              |  |  |  |
| Transit   | -         | -          | \$71              | -      | -         | \$824          |  |  |  |
| Roadway [1]   | \$10,790  | -          | \$12,890          | -      | -         | \$14,277       |  |  |  |
| Park Improvement [2]                                | -         | -          | \$3,495           | -      | \$13,272  | \$5,153        |  |  |  |
| Fire/Police Protection                              | -         | -          | -                 | -      | -         | -              |  |  |  |
| Library   | -         | -          | \$581             | -      | -         | \$793          |  |  |  |
| Drainage  | -         | -          | -                 | -      | -         | \$8,413        |  |  |  |
| Sewer [3]   | \$3,300   | -          | \$865             | -      | -         | -              |  |  |  |
| Water [4]   | \$3,370   | -          | \$1,254           | -      | -         | -              |  |  |  |
| Landscape Corridors                                 | -         | -          | -                 | -      | -         | \$2,044        |  |  |  |
| Fee Program Formation/Administration                | -         | -          | \$568             | -      | -         | \$924          |  |  |  |
| Public Land and Regional Park Acquisition Fees      | -         | -          | -                 | -      | -         | -              |  |  |  |
| Other General Fees                                  | -         | -          | \$74              | -      | -         | -              |  |  |  |
| Less Bond Proceeds                                  | -         | -          | -                 | -      | -         | \$0            |  |  |  |
| TOTAL PLAN AREA FEES PER UNIT                       | \$17,460  | \$0        | \$19,798          | \$0    | \$13,272  | \$32,427       |  |  |  |

"plan area"

[1] Bass Lake Hills Public Facilities Fee (BLH PFF) funds various roadway, Bass Lake Road enhancements, other public facilities, and administration. Early development projects will incur a 25-percent surcharge on the BLH PFF.

[2] <u>Anatolia</u>: Per the City of Rancho Cordova, no park credit is included in this analysis because the analysis assumes the cost of privately funding the required park development is equal to the current credit (\$1,715 per unit).

[3] Bass Lake Hills: Assumes western portion of the Specific Plan, which carries higher sewer costs.

[4] Bass Lake Hills: Assumes water Zone 1245.

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### Table E-4 SINGLE-FAMILY HOMES Estimated School Mitigation per Unit 2,000-Sq.-Ft. Home, 450-Sq.-Ft. Garage, 3 Bedrooms 2 Bathrooms, 5 Units per Net Acre

|                                       | El Dorado          | o County    | Sacramento County |             |           |                |  |  |  |
|---------------------------------------|--------------------|-------------|-------------------|-------------|-----------|----------------|--|--|--|
|                                       | Unincor            | porated     | Rancho Cordova    | Folsom      | Elk Grove | Unincorporated |  |  |  |
|                                       | Bass Lake          |             | SunRidge          | Empire      | Laguna    | N. Vineyard    |  |  |  |
| Estimated School Mitigation per Unit  | Hills              | Blackstone  | Anatolia III      | Ranch       | Ridge     | Station        |  |  |  |
| Current as of                         | Jul-13             | Mar-12      | May-12            | May-12      | May-12    | May-12         |  |  |  |
| School District                       | Varies by location | Buckeye USD | Elk Grove         | Folsom-     | Elk Grove | Elk Grove      |  |  |  |
|                                       |                    |             | USD               | Cordova USD | USD       | USD            |  |  |  |
| A. Annual School Mello-Roos CFD Taxes | -                  | \$960       | \$200             | -           | \$200     | \$200          |  |  |  |
| B. Present Value of School CFD Tax    | \$0                | \$10,321    | \$2,132           | \$0         | \$2,132   | \$2,132        |  |  |  |
| C. School Fee per Sq. Ft.:            |                    |             |                   |             |           |                |  |  |  |
| Level 1 Fees                          | -                  | \$2.97      | -                 | -           | -         | -              |  |  |  |
| Level 2 (or 3) SB50 Fee               | -                  | -           | \$4.32            | \$6.28      | \$4.32    | \$4.32         |  |  |  |
| Mitigation Agreement                  | -                  | -           | -                 | -           | -         | -              |  |  |  |
| D. Total School Fee:                  |                    |             |                   |             |           |                |  |  |  |
| Stirling Fee                          | \$0                | \$5,940     | -                 | -           | -         | -              |  |  |  |
| Level 2 (or 3) SB50 Fee               | \$0                | -           | \$8,640           | \$12,560    | \$8,640   | \$8,640        |  |  |  |
| Mitigation Agreement                  | \$12,461           | -           | -                 | -           | -         | -              |  |  |  |
| E. Total School Mitigation (B+D)      | \$12,461           | \$16,261    | \$10,772          | \$12,560    | \$10,772  | \$10,772       |  |  |  |
|                                       |                    |             |                   |             |           | "schoo         |  |  |  |

[1] Actual school mitigation costs vary by parcel, and development agreement.

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### Table E-5 SINGLE-FAMILY HOMES Special Taxes and Assessments per Unit 2,000-Sq.-Ft. Home, 450-Sq.-Ft. Garage, 3 Bedrooms 2 Bathrooms, 5 Units per Net Acre

|  | El Dorad           | o County   | Sacramento County        |                 |                 |                        |  |  |  |  |
|--|--------------------|------------|--------------------------|-----------------|-----------------|------------------------|--|--|--|--|
|  | Unincor            | rporated   | Rancho Cordova           | Folsom          | Elk Grove       | Unincorporated         |  |  |  |  |
| Special Taxes and Assessments per Unit for<br>Infrastructure [1] | Bass Lake<br>Hills | Blackstone | SunRidge<br>Anatolia III | Empire<br>Ranch | Laguna<br>Ridge | N. Vineyard<br>Station |  |  |  |  |
| Current as of  | Jul-13             | Mar-12     | May-12                   | May-12          | May-12          | May-12                 |  |  |  |  |
| Annual Special Taxes and Assessments<br>per Unit                 |                    |            |                          |                 |                 |                        |  |  |  |  |
| Infrastructure CFD   | -                  | \$1,493    | -                        | \$1,591         | \$1,656         | -                      |  |  |  |  |
| Infrastructure Assessment District                               | -                  | -          | -                        | -               | -               | -                      |  |  |  |  |
| SAFCA A.D. (Local Project)                                       | -                  | -          | -                        | -               | -               | -                      |  |  |  |  |
| Total Annual Taxes and Assessments                               | \$0                | \$1,493    | \$0                      | \$1,591         | \$1,656         | \$0                    |  |  |  |  |
| Estimated Bond Debt of Special Taxes                             |                    |            |                          |                 |                 |                        |  |  |  |  |
| and Assessments  |                    |            |                          |                 |                 |                        |  |  |  |  |
| Infrastructure CFD   | -                  | \$12,226   |                          | \$18,542        | \$18,668        | -                      |  |  |  |  |
| Infrastructure Assessment District                               | -                  | -          | -                        | -               | -               | -                      |  |  |  |  |
| SAFCA A.D. (Local Project)                                       | -                  | -          | -                        | -               | -               | -                      |  |  |  |  |
| Total Estimated Bond Debt  | \$0                | \$12,226   | \$0                      | \$18,542        | \$18,668        | \$0                    |  |  |  |  |

[1] Taxes and Assessments for schools can be found in Table E-4.

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"taxes"

# APPENDIX F:

# 2006 PFFP and 2013 PFFP Correspondence Table



Page 1 of 2

### DRAFT Bass Lake Hills PFFP Cost Comparison 2004 vs. 2012

October 05, 2012

| Major Roadway - TIM Fee Program                             |          | 2004 PFFP    | 2012 PFFP      | Difference    |   |
|---|----------|--------------|----------------|---------------|---|
| Bass Lake Road  | Segment  | Total Cost   | Total Cost (1) |               |   |
| Segment 1 -Hwy 50 to Hollow Oak Road                        | B to F   | \$3,561,200  | \$4,633,741    | \$1,072,541   | (1)   |
| Segment 2 -Hollow Oak to No. BLHSP Boundary                 | A to F   | \$2,926,300  | \$420,371      | (\$2,505,929) | Segment mostly constructed. Remaining is median construction and<br>sidewalk reconstruction.  |
| Segment 3 -No. BLHSP Boundary to Exist Bass Lake Rd.        | Off-site | \$939,700    | \$0            | (\$939,700)   | Segment A to BB has been constructed.   |
| Total Bass Lake Road Improvements                           |          | \$7,427,200  | \$5,054,112    | (\$2,373,088) |   |
| Bass Lake Road/Hwy 50 Interchange PSR                       |          | \$250,000    | \$250,000      | \$0           |   |
| Country Club Drive  |          |              |                |               |   |
| Segment 1 -Bass Lake Road to Eastern boundary               | H to M   | \$1,775,100  | \$1,168,170    | (\$606,930)   | Segment H to I to be constructed. Segment I to M has already been<br>constructed.   |
| Segment 2 -Bass Lake Rd. to Silver Dove (School Access)     | G to H   | \$295,800    | \$0            | (\$295,800)   | Removed from TIM Fee Program and placed in Bass Lake Hills Roadway<br>Fee Program   |
| Segment 3 -Silver Dove to Western Boundary                  | G to N   | \$986,200    | \$0            | (\$986,200)   | Segment G to N has been removed from the TIM Fee Program. Map 2 indicates "CIP Phase 3"   |
| Total Country Club Drive                                    |          | \$3,057,100  | \$1,168,170    | (\$1,888,930) |   |
| Consultant Design Expense                                   |          | \$0          | \$615,000      | \$615,000     | Cost does not appear in 2004 PFFP.  |
| Total Major Roadway - TIM Fee Program                       |          | \$10,734,300 | \$7,087,282    | (\$3,647,018) |   |
| Bass Lake Hills Fee Program - Roadway                       |          | 2004 PFFP    | 2012 PFFP      | Difference    |   |
| Primary & Secondary Roads                                   | Segment  | Total Cost   | Total Cost     |               |   |
| Segment 2 -Bass Lake Rd. to Silver Dove (School Access)     | G to H   | \$0          | \$340,452      | \$340,452     | Removed from TIM Fee Program and placed in Bass Lake Hills Roadway<br>Fee Program   |
| Hollow Oak Road -East of Bass Lake Road                     | F to K   | \$2,195,700  | \$0            | (\$2,195,700) | Segment F to K has been constructed.  |
| Hollow Oak Road Extension -West of Bass Lake Road           | E to F   | \$383,600    | \$493,325      | \$109,725     | (1)   |
| Morrison Road   | J to I   | \$1,679,100  | \$1,827,392    | \$148,292     | (1)   |
| Silver Dove Way   | G to C   | \$2,419,200  | \$2,969,304    | \$550,104     | (1)   |
| Silver Dove Way Extension                                   | C to O   | \$1,213,400  | \$278,906      | (\$934,494)   | Difference due to segment O to P being removed from the BLH Fee<br>Program  |
| 3 Traffic Signals - Above Ground Items                      |          | \$942,600    | \$1,782,750    |               | 2012 has 5 signals. 2004 PFFP provides signals at intersections C,F & H. 2012<br>PFFP adds signals at Hwy 50 east bound off ramp and at current Country |
| Total Primary & Secondary Roads                             |          | \$8,833,600  | \$7,692,129    |               | Club/Bass Lake intersection. The signal at existing Country Club/Bass Lake is not<br>needed once Country Club is realigned.                             |
| Bass Lake Road / Hwy 50 Interchange Ramp/Meter Improvements |          | \$500,000    | \$0            | (\$500,000)   | 2012 PFFP does not include this line item. Might be included in the 5 traffic signal costs. See above.  |
| Total Bass Lake Hills Fee Program - Roadway                 |          | \$9,333,600  | \$7,692,129    | (\$1,641,471) |   |
| Bass Lake Hills Fee Program - Other Public Facilities       |          |              |                |               |   |
| Bass Lake Road - Bike Lane and Sidewalk                     |          |              |                |               |   |
| Segment 1 -Hwy 50 to Hollow Oak Road                        | B to F   | \$283,300    | \$361,066      | \$77,766      | (1)   |
| Segment 2 -Hollow Oak to No. BLHSP Boundary                 | A to F   | \$202,300    | \$90,442       | (\$111,858)   | Segment mostly constructed. Remaining is new encroachment<br>construction and sidewalk reconstruction.  |
| Segment 3 -No. BLHSP Boundary to Exist Bass Lake Rd.        | Off-site | \$20,200     | \$0            | (\$20,200)    | Segment construction completed  |
| Total Bass Lake Road -Bike Lane and Sidewalk                |          | \$505,800    | \$451,508      | (\$54,292)    |   |
|   |          |              |                | () () ()      |   |

| Page | 2 | of | 2 |
|------|---|----|---|
|------|---|----|---|

| Bass Lake Road Median Improvements and Landscaping          |        |              |              |               |   |
|---|--------|--------------|--------------|---------------|---|
| Hwy 50 to Country Club                                      | B to H | \$0          | \$237,778    | \$237,778     | (2)   |
| Country Club to Hollow Oak                                  | H to F | \$0          | \$436,023    | \$436,023     | (2)   |
| Hollow Oak to BLHSP Boundary                                | F to A | \$0          | \$709,802    | \$709,802     | (2)   |
| Total Bass Lake Road Median Improvements and Landscaping    |        | \$0          | \$1,383,603  | \$1,383,603   |   |
| Country Club Drive - 8' Width Bike Lane                     |        |              |              |               |   |
| Segment 1 -Bass Lake Road to Eastern boundary               | H to M | \$434,800    | \$0          | (\$434,800)   | Segment costs are moved to "Other Public Facilities - Class 1 Bike Trails -<br>East to West"  |
| Segment 2 -Bass Lake Rd. to Silver Dove (School Access)     | G to H | \$72,500     | \$0          | (\$72,500)    | Segment costs are moved to "Other Public Facilities - Class 1 Bike Trails -<br>East to West"  |
| Segment 3 -Silver Dove to Western Boundary                  | G to N | \$322,100    | \$0          | (\$322,100)   | Removed from PFFP.  |
| Total Country Club Drive                                    |        | \$829,400    | \$0          | (\$829,400)   |   |
| School Infrastructure Water & Sewer                         |        | \$1,113,200  | \$0          | (\$1,113,200) | Moved to "Sewer / Water Facilities" and increased scope   |
| Other Public Facilities                                     |        |              |              |               |   |
| Park & Ride -100 Vehicles                                   |        | \$900,000    | \$830,946    | (\$69,054)    |   |
| Park Acquisition & Development Surcharge                    |        | \$1,181,100  | \$0          | (\$1,181,100) | \$ replaced by CSD door fee.  |
| Walking Trail   |        | \$108,800    | \$165,231    | \$56,431      | (1)   |
| Open Space Requirement                                      |        | \$1,511,500  | \$1,511,500  | \$0           |   |
| Class 1 Bike Trails - East to West                          |        | \$0          | \$680,314    | \$680,314     | Replaces 2004 Country Club Drive 8' width bike lane. Segments 1 & 2 moved to this line item. Segment 3 has been remove from the PFFP. |
| PFFP Revision   |        | \$0          | \$162,000    | \$162,000     | Costs associated with the 2012 PFFP revision  |
| Total Other Public Facilities                               |        | \$3,701,400  | \$3,349,991  | (\$351,409)   |   |
| Specific Plan Contingency                                   |        | \$500,000    | \$0          | (\$500,000)   | Contingency is now included in the cost estimates for construction.   |
| Sewer / Water Facilities                                    |        |              |              |               |   |
| Water Facilities  |        | \$0          | \$1,494,079  | \$1,494,079   | Moved from "School Infrastructure Water & Sewer" and increased scope<br>of improvements.  |
| Sewer Facilities  |        | \$0          | \$2,623,425  | \$2,623,425   | Moved from "School Infrastructure Water & Sewer" and increased scope<br>of improvements.  |
| Total Sewer / Water Facilities                              |        | \$0          | \$4,117,504  | \$3,004,304   | Cost increase from 2004 PFFP "School Ifrastructure Water & Sewer" due<br>to expanded scope of improvements.                           |
| Total Bass Lake Hills Fee Program - Other Public Facilities |        | \$6,649,800  | \$16,994,735 | \$10,344,935  |   |
| TOTAL BUILDOUT COST   |        | \$26,717,700 | \$31,774,146 | \$5,056,446   | Projected cost increase due to increased scope of improvements and<br>inflation adjested construction costs to 2016 dollars.          |

F-2

Line item was moved from the TIM Fee Program to the BLH Fee Program

Line items not included in the 2004 PFFP

Line item not included in 2012 PFFP

Line item moved from Country Club 8' bike lane to "Other Public Facilities / Class 1 Bike Trails

Notes
(1) Construction costs are projected to 2016 dollars. Includes construction contingency that was not included in 2004 PFFP.

(2) 2004 PFFP assumed Landscape Maintenance District (LMD). LMD no longer viable. Therefore added to 2012 PFFP.

# APPENDIX G:

# Bass Lake Hills Public Facilities Fee Nexus Study



### **Draft Report**

The Economics of Land Use



# Bass Lake Hills Specific Plan Public Facilities Fee Nexus Study 2013 Update

Prepared for:

El Dorado County

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### 1. EXECUTIVE SUMMARY

### Overview

Economic & Planning Systems, Inc. (EPS), has prepared this Bass Lake Hills Specific Plan Public Facilities Fee Nexus Study 2013 Update (2013 Nexus Study) on behalf of El Dorado County (County) to establish the nexus between new development that is projected to occur in the Bass Lake Hills Specific Plan (BLHSP) and the portion of the necessary public roadway, roadway enhancements, and other facilities that will be funded by the Bass Lake Hills Public Facilities Fee (BLH PFF)EPS previously prepared a Nexus Study for the BLH PFF, which was adopted in June 2006. This updated version uses revised land use figures and facilities costs—including newly introduced sewer and roadway costs—to calculate and document a revised fee amount.

Thie 2013 Nexus Study was prepared as a companion document to the Bass Lake Hills Public Facilities Financing Plan 2013 Update (2013 PFFP).

### Purpose of the Study

The purpose of the 2013 Nexus Study is to establish the nexus between new development that occurs in the BLHSP and the need for timely construction of roadways, roadway enhancements, water, sewer, and other facilities. After establishing the nexus, this study calculates the development impact fees to be levied for each land use in the BLHSP based on the proportionate share of the total facility use for each land use.

### Authority

The 2013 Nexus Study has been prepared to update the existing development impact fee program pursuant to the County police power in accordance with the procedural guidelines as codified in California Government Section 66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that "a reasonable relationship," or nexus, must exist between a governmental exaction and the purpose of the condition. Specifically, each local agency imposing a fee must perform these tasks:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed.

1

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

The development impact fee to be collected for each land use is calculated based on the proportionate share of the total facility use that each land use represents.

### Summary of Findings

There are approximately \$18.2 million in facility improvement costs associated with development of the BLHSP that are not funded through existing fee programs. As recommended in the BLHSP and the 2013 PFFP, these facility improvements will need to be funded through a fee program specific to Bass Lake Hills' development. The facilities to be funded are listed below and are described in greater detail in **Chapter 5** and **Chapter 6** of the 2013 PFFP:

### Updated Cost Estimates:

- Roadways.
- Road Enhancements.
- Park and Ride Facilities.
- Walking Trails.
- Open Space.
- Bike Trails.
- Administration Charges.

### New Improvements Added in the 2013 Nexus Study:

- Water Facilities.
- Sewer Facilities.

Most of the infrastructure and public facilities benefit the entire BLHSP area. However, the water and sewer infrastructure required to serve the project has been designed according to various zones or sheds for which certain items may benefit only specific development areas. Therefore, a standard and BLHSP-wide "base fee" component will fund most facilities, but additional sewer and water fee components will be charged to development that benefit from these facilities. Benefit zones have been created to allocate the sewer and water costs to the benefitting properties.

The recommended BLH PFF including the water and sewer components for each development area is shown in **Table 1**.

| Table 1   |  |
|---|--|
| Calculated Bass Lake Hills Public Facilities Fee per Unit [1] |  |

| Fee Component                                       | Fee<br>Per Unit        |  |
|---|------------------------|--|
| BLH PFF Base Fee for Facilities Except Sewer/ Water | \$10,120               |  |
| Water Facilities (Varies by Zone)                   |                        |  |
| Zone 1340   | \$1,158                |  |
| Zone 1245 and Portion of 1462 [2]                   | \$3,373                |  |
| Other Water Zones                                   | \$0                    |  |
| Sewer Facilities (Varies by Zone)                   |                        |  |
| Western Zone  | \$3,300                |  |
| Eastern Zone  | \$0                    |  |
|   | "fee"                  |  |
| 106   | SO2 Nexus tables 3 vis |  |

19602 Nexus tables3.xls

[1] Does not include administration charge.

[2] Only a portion of Zone 1462 is charged the water facilities component of the BLH PFF. See Figure W-1.

The updated BLH PFF calculated in the 2013 Nexus Study is based on the best available cost estimates and land use information at this time. If costs change significantly in either direction, if assumptions significantly change, or if other funding to construct the facilities becomes available, the fees would be adjusted accordingly. The County will periodically conduct a review of improvement costs and will make necessary adjustments to the fee program.

The cost estimates presented in this report are in constant 2012 dollars. Each year the County should apply an appropriate inflation adjustment factor to the fees to reflect changes in construction costs.

### Applicability of the BLH PFF

The BLH PFF is collected from new development in the BLHSP at the time a building permit is pulled. The fee is applied to residential development only and is charged on a per-unit basis.

Existing development located in the BLHSP will not be subject to the BLH PFF. Existing development does not meet the procedural requirements for establishing and collecting development impact fees as codified in California Governmental Section 66000 et. seq.

Expansions, modifications, or changes of use at existing facilities may be subject to the new BLH PFF as determined by the Director of the County Department of Transportation. With written approval from the Director of the County Department of Transportation, or his/her designee, any

or all of the BLH PFF may be waived if the Director determines that a proposed expansion, modification, or change in use will not affect the facilities for which the fee is being collected.

### **Organization of Report**

The report is divided into five chapters including this Executive Summary. **Chapter 2** describes the future development and facility needs. **Chapter 3** provides the cost allocations and the fee calculation for the improvement of facilities. **Chapter 4** describes how the BLH PFF will be implemented. **Chapter 5** provides the nexus findings for the BLH PFF.

This report is based on information and data presented in the Bass Lake Hills PFFP. The supporting Capital Improvement Program information on which this document is based is included in 2013 PFFP in Appendices B, C, and D.
# 2. FUTURE DEVELOPMENT AND FACILITY NEEDS

The chapter describes the amount of growth projected to occur from development of the BLHSP and the capital facilities included in the fee program that are necessary to provide service to this new development.

#### Land Use

The entire BLHSP is 1,414 acres and includes 88 individual parcels ranging in size from 1.1 acres to 96.4 acres. The majority of the parcels are approximately 10 acres in size. Bass Lake Road represents approximately 30 acres of the total acreage. There are approximately 35 existing residential dwelling units in the plan area.

The BLHSP authorizes a maximum yield of 1,458 dwelling units with densities ranging from one unit per 5 acres to four units per acre. The residential units are located in 18 discrete villages defined by major streets and open space. Since the previous version of the Nexus Study was prepared, 99 units have been constructed at the Hollow Oak subdivision.

Although 1,458 residential units are authorized in the BLHSP, the Holy Trinity Church parcel has an authorization that is the equivalent of 54 dwelling units; however, the Holy Trinity Church is not required to participate in the Bass Lake Hills PFFP.<sup>1</sup> Ninety-nine units already have been constructed as part of the Hollow Oak subdivision. Therefore, these 99 units have been removed from the BLH PFF. In addition to the 99 units constructed as part of the Hollow Oak subdivision, EPS has included 109 units as "contingency" to ensure that all items are funded even if the full buildout is not eventually reached. Therefore, the allocation of costs for the calculation of the BLH PFF is based on 1,250 residential units. **Table 2** shows the projected land use summary at buildout.

<sup>&</sup>lt;sup>1</sup> The Holy Trinity Church may be required to fund some project-specific infrastructure on Morrison Road and receive reimbursements for facilities constructed beyond its fair share of costs from the Bass Lake Hills PFFP.

#### Table 2 Land Use Summary

|                       | Origiı  | nal Specific | Plan     | Developed | Undeveloped |
|-----------------------|---------|--------------|----------|-----------|-------------|
|                       |         | Density      | Dwelling | Dwelling  | Dwelling    |
| Land Use              | Acres   | (ac/du)      | Units    | Units     | Units       |
| Residential [1]       |         |              |          |           |             |
| Low Density (L.2PD)   | 171.1   | 0.2          | 33       | 0         | 33          |
| Low Density (L.7PD)   | 360.9   | 0.6          | 225      | 0         | 225         |
| Medium Density (MPD)  | 402.9   | 1.5          | 601      | 99        | 502         |
| High Density (H3PD)   | 148.7   | 2.5          | 364      | 0         | 364         |
| High Density (H4PD)   | 49.0    | 3.7          | 181      | 0         | 181         |
| Subtotal              | 1,132.6 |              | 1,404    | 99        | 1,305       |
| Church [1]            | 34.2    | 1.6          | 54       | 0         | 54          |
| Subtotal Residential  | 1,166.8 |              | 1,458    | 99        | 1,359       |
| Less Contingency      |         |              |          |           | (109)       |
| Total Residential     |         |              |          |           | 1,250       |
| Public/Other          |         |              |          |           |             |
| Parks                 | 24.0    |              |          |           |             |
| Open Space            | 151.2   |              |          |           |             |
| Schools               | 9.2     |              |          |           |             |
| Fire Station          | 1.5     |              |          |           |             |
| Park & Ride           | 1.0     |              |          |           |             |
| Subtotal Public/Other | 186.9   |              |          |           |             |
| Roads/Right-of-Way    | 60.70   |              |          |           |             |
| Total                 | 1,414.4 |              | 1,458    |           | 1,250       |
|                       |         |              |          |           | "land_use"  |

[1] The Church parcel was originally designated a residential parcel. It was assumed for purposes of this PFFP, that it was Parcel J. The acres for the Church have been subtracted from the Medium Density Land Uses.

## Facility Needs and Estimated Costs

The following facility improvements will be funded through the BLH PFF:

- Roadways:
  - Hollow Oak Road and Extension.
  - Morrison Road.
  - Silver Dove Way.
  - County Club Drive
  - Segment 2—Silver Dove Way to Bass Lake Road.
  - Traffic Signals.
- Road Enhancements:
  - Bass Lake Road Median Improvements.
  - Bass Lake Road Landscaping.
- Park and Ride Facilities.
- Walking Trails.
- Open Space Acquisition.
- Bike Trails.
- Water Facilities.
- Sewer Facilities.
- Fee Administration.

These facility improvements are described in detail in **Chapters 5** and **6** of the Bass Lake Hills PFFP. **Table 3** provides a summary the facilities and costs to be funded through the BLH PFF.

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# Table 3 BLH PFF Infrastructure Required to Buildout

| Item   | Total Cost                      |
|--|---------------------------------|
| Roadway  |                                 |
| Primary and Secondary Roads  |                                 |
| Hollow Oak Road Extension  | \$493,325                       |
| Morrison Road  |                                 |
| Segment 1 - Holy Trinity Church to EID Tanks                                 | \$1,187,647                     |
| Segment 2 - EID Tanks to Hollow Oak Road                                     | \$639,745                       |
| Silver Dove Way  | ¢070.000                        |
| Segment 1 - Bass Lake Road to Old Bass Lake Road<br>Segment 2 - At Hawk View | \$278,906<br>\$606,001          |
| Segment 3 - Hawk View to Hollow Oak Road Extension                           | \$896,756                       |
| Segment 4 - Hollow Oak Road Extension to School Site                         | \$748,762                       |
| Segment 5 - School Site to Country Club Drive                                | \$717,785                       |
| Country Club Drive   | ¢ , . co                        |
| Segment 2 - Silver Dove Way to Bass Lake Road                                | \$340,452                       |
| 5 Traffic Signals  | \$1,782,750                     |
| Total Roadway  | \$7,692,129                     |
|  | φ1,032,123                      |
| Bass Lake Road Enhancements  |                                 |
| Bass Lake Road - Median Improvements   |                                 |
| Hwy 50 to Country Club   | \$194,378                       |
| Country Club to Hollow Oak   | \$341,142                       |
| Hollow Oak to Hawk View<br>Hawk View to BLHSP Boundary                       | \$271,588<br>\$203,341          |
| Subtotal Bass Lake Road Median Improvements                                  | \$203,341<br><b>\$1,010,448</b> |
| •  | <b>ΦΙ,ΟΙΟ</b> ,440              |
| Bass Lake Road - Bikeways  | <b>*7</b> 4.040                 |
| Hwy 50 to Country Club   | \$74,618<br>\$122,141           |
| Country Club to Hollow Oak<br>Hollow Oak to BLHSP Boundary                   | \$132,141<br>\$41,816           |
| Subtotal Bass Lake Road - Bikeways   | \$248,574                       |
|  | <b>\$10,011</b>                 |
| Bass Lake Road Pedestrian Walk   | ¢454.007                        |
| Country Club to Hollow Oak   | \$154,307                       |
| Hawk View to BLHSP Boundary<br>Hollow Oak to Hawk View                       | \$33,772<br>\$14,854            |
| Subtotal Bass Lake Road Pedestrian Walk                                      | \$202,932                       |
| Total Bass Lake Road Enhancements  | \$1,461,955                     |
|  | φ1,401,300                      |
| Other Public Facilities  | ¢040 040                        |
| Park & Ride - 100 Vehicles Finished/ 200 Spaces Graded<br>Walking Trails     | \$918,946<br>\$165,221          |
| Open Space Requirement   | \$165,231<br>\$1,511,500        |
| Class 1 Bike Trails - East to West   | \$1,511,500<br>\$680,314        |
| PFFP Revision  | \$220,000                       |
| Subtotal Other Public Facilities   | \$3,495,991                     |
| Sewer/ Water Facilities  |                                 |
| Water Facilities   | \$1,494,079                     |
| Sewer Facilities [2]   | \$3,312,010                     |
| Total Sewer/ Water   | \$4,806,089                     |
| Administration (4%)  | \$698,247                       |
|  |                                 |

"cost\_summ2" 19602 Nexus tables3.xls

Source: CTA cost estimates dated March, 2012 and April, 2013

[1] Right of Way and Easement costs are for Country Club Drive include the segment from the western boundary of the Specific Plan to Bass Lake Road (N to G).

[2] Includes interim sewer improvements which may be required to provide facilities to school site.

As described in **Chapter 2**, the 2013 PFFP has allocated costs to only 1,250 residential units to provide a contingency in case the BLHSP does not reach its full buildout. The costs included in the BLH PFF are allocated only to the residential development in the BLHSP.

A key to determining the BLH PFF is the use of dwelling unit equivalent (DUE) factors. Facility costs are allocated to residential land uses based on each land uses' DUE factor. A DUE factor represents the amount of services a particular land use uses per DUE.

The BLHSP specified a land use concept for the Bass Lake Hills PFFP. For purposes of the 2013 Nexus Study, it was assumed that all land uses would represent 1.00 DUEs per unit.<sup>2</sup> Table 4 shows the total estimated DUEs for the BLHSP at buildout.

| Land Use                 | Units | DUE Factor | Total DUEs |
|--------------------------|-------|------------|------------|
| Low Density (L.2PD)      | 33    | 1.00       | 33         |
| Low Density (L.7PD)      | 225   | 1.00       | 225        |
| Medium Density (MPD) [1] | 556   | 1.00       | 556        |
| High Density (H3PD)      | 364   | 1.00       | 364        |
| High Density (H4PD)      | 181   | 1.00       | 181        |
| Subtotal                 | 1,359 |            | 1,359      |
| Less Contingency         | (109) |            | (109)      |
| Contingency              | 1,250 |            | 1,250      |
|                          |       |            |            |

# Table 4 Total Estimated Dwelling Unit Equivalents (DUEs)

"DUEs"

19602 Nexus tables.xls

[1] Includes the residential units for the church.

**Table 5** shows the allocation of roadways, Bass Lake Road enhancements, and other public facility costs (see **Table 3**) by total DUEs. Water and sewer costs are not included in this table because these facilities benefit different development zones disproportionately; therefore, these costs are allocated through a more location-specific method, as described in subsequent sections of this report.

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<sup>&</sup>lt;sup>2</sup> "High-Density" units as labeled in the BLHSP are in fact single-family detached residential units, with a density factor of approximately 3.7 dwelling units per acre. As such, these units will be assigned the same DUE factor as other residential units in the BLHSP.

|                             | Facility     | Cost per<br>DUE |
|-----------------------------|--------------|-----------------|
| Item                        | Cost         | (Rounded)       |
| Total DUEs                  |              | 1,250           |
| Costs                       |              |                 |
| Roadways                    | \$7,692,129  | \$6,150         |
| Bass Lake Road Enhancements | \$1,461,955  | \$1,170         |
| Other Public Facilities     | \$3,495,991  | \$2,800         |
| Subtotal Costs              | \$12,650,076 |                 |
| Total                       | \$12,650,076 | \$10,120        |
|                             |              | "cost_DUE"      |

# Table 5Cost per DUE for Facilities Except Water and Sewer

#### Water Facilities

**Figure W-1** shows water facilities improvements required to serve the BLHSP. The cost of these facilities equals approximately \$1.5 million. Because some development areas rely on water infrastructure that bears no benefit to other development areas, different areas have been separated into water "zones," as shown in **Figure W-1**. In general, the eastern portion of the BLHSP already is served with water facilities, and this portion of the plan does not receive benefit form the water facilities whose costs are included in the 2013 Nexus Study. Most water facilities planned for the BLHSP directly benefit the western and central portions of the BLHSP (Zone 1245 and a portion of Zone 1462, shown in **Figure W-1**). Zone 1340 also receives benefit from water transmission lines that run along the northern portion of Silver Dove Way (segment J22 to J27). **Table 6** shows the breakdown of costs per water shed. As shown, the water facilities component of the BLH PFF is \$1,158 in Zone 1340 and \$3,373 in Zone 1245 and a portion of Zone 1462.

#### **BASS LAKE HILLS** FIGURE W-1 EL DORADO COUNTY, CALIFORNIA SCALE: 1"=400' MARCH, 2011 1,462 BASS LAKE -LEGEND (45) /25\ 1,180 (13 PROPOSED DOMESTIC P28:755':24" WATER CONNECTION P38:910':8 (P) PFFP DOMESTIC P36:1,160':8" WATER PIPE (20) P41:2000:12" PROJECT SPECIFIC ZONE 1340 DOMESTIC WATER LINE\* P37:580':12" P39:820 P35:180':12 (P) NORMALLY CLOSED VALVE Deses (P) PFFP PRESSURE P39:430:12 REDUCING VALVE P40:500:8" **J33**1,17 EXISTING P34:530':12" \_ \_ \_ \_ \_ \_ (e) 12 W \_ \_ \_ \_ \_ \_ \_ WATER LINE NORMALI NODE POINT (J1) P26:1.750':2 -SIZE OF PIPE PROPOSED PIPE DATA P1:6 18" P32:1800':12" P9A:700':12" ENGTH OF PIPE PROJECT \_\_\_\_\_ BOUNDARY P57:1760':10 RIGHT OF WAY LINE 0:1-800 0 PRESSURE ZONE BOUNDARY LINE P30:50':12' ZONE PUMP P23:1400':30 (12) ZONE 1462 ZONE 1245 6 L .... ZONE 1340 P31:1480':8' P43:600':12" 6 $(\mathbf{P})$ PROPOSED PUMP 6 (6) DEMANDS: ZONE 1462 6 LAND USE DENSITY 6 P47:930'.8" 6 ZONE 1245 DEVELOPMENT AGREEMENT P44:825':12" 6 NEIGHBORHOOD SERVICE (AC) 4 \* WATER LINES SHOWN HERE ARE FOR WATER MODELING P45:400':12" WATER LINES SHOWN HERE ARE FOR WATER MODELAND PURPOSES ONLY. THEY REPRESENT ESTABLISHED DEMANDS FOR THE PLAN AND APPROXIMATE LOCATIONS OF THE WATER LINES. THE ALIGNMENTS MAY CHANGE WITH SUBMITTAL OF THE INDIVIDUAL TENTATIVE MAPS. P48:820':1 PORTION OF ZONE 1462 REPRESENTING 29 UNITS TO SERVE P46:1200':12" P54:3150':12" 4

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 $\checkmark 1$ 

P11:500'-12"

56:750':8"

**J**9]1

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| Zone/Segment                                | Total Cost  | # of Units | <b>\$/Unit</b><br>[1] |
|---|-------------|------------|-----------------------|
| Zone 1340                                   |             |            |                       |
| J22 to J27 [2]                              | \$269,786   |            |                       |
| Subtotal Zone 1340                          | \$269,786   | 233        | \$1,158               |
| Zone 1245 & Portion of Zone 1462            |             |            |                       |
| J27 to J26 [2]                              | \$169,424   |            |                       |
| J24 to J26                                  | \$173,240   |            |                       |
| J26 to J35                                  | \$159,892   |            |                       |
| J35 to J39                                  | \$124,320   |            |                       |
| J39 to BLR                                  | \$87,920    |            |                       |
| BLR to J42                                  | \$178,345   |            |                       |
| J42 to J46 [3]                              | \$331,151   |            |                       |
| Subtotal Zone 1245 and Portion of Zone 1462 | \$1,224,292 | 363        | \$3,373               |
| Total Water Cost                            | \$1,494,078 |            |                       |

# Table 6Summary BLH PFF for Water Facilities (2012\$)

Source: CTA Engineering and Surveying, Inc. and EPS

[1] Cost per unit excludes neighborhood service demand and cost share.

[2] Segment J26 to J28 for purposes of this table has been split as follows:

J26 to J27 - \$169,424

J27 to J28 - \$25,400

[3] Identifies 29 units as portion of Zone 1462 which will benefit from new water infrastructure. These 29 units are mapped on Exhibit W-1.

#### Sewer Facilities

**Figure S-1** shows the sewer facilities improvements that are required to serve the BLHSP. The cost of these facilities amounts to \$3.3 million, as shown in **Table 7**.

"water\_sheds"



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| Table 7   |
|---|
| Sewer Facilities Funded by the BLH PFF (2012\$) |

| ltem   | Node       | Total<br>Cost |
|--|------------|---------------|
| Sewer Facilities                                       |            |               |
| Interim School Improvements [1]                        |            | \$648,585     |
| North Silver Dove at Hawk View                         | S6 to S7   | \$221,946     |
| Silver Dove From Hawk View to Junction S5              | S5 to S6   | \$222,081     |
| Silver Dove Junction S5 to Village C2 Cul-De-Sac [2]   | S5 to VC2  | \$149,647     |
| Village C2 Cul-De-Sac to Junction S4 [2]               | VC2 to S4  | \$203,913     |
| Sewer Line North of School, Junction S4 to Silver Dove | S4 to SDW  | \$254,599     |
| Silver Dove Way to Junction S12                        | SDW to S12 | \$138,131     |
| Junction S3 to Junction S4 [2]                         | S3 to S4   | \$208,118     |
| Junction S3 to Junction S8 [2]                         | S4 to S8   | \$201,196     |
| Junction S1 to Junction S3 [2]                         | S1 to S3   | \$623,795     |
| Master Facility Plan Report                            |            | \$40,000      |
| Easement [3]   |            | \$200,000     |
| Environmental Permitting                               |            | \$50,000      |
| Contingency  |            | \$150,000     |
| Total Sewer Facilities                                 |            | \$3,312,010   |

"sewer\_summ"

Sources: CTA Engineering & Planning, Bass Lake Hills Developers, and EPS.

- [1] This PFFP conservatively assumes that gravity sewer line will not be in place when school infrastructure is required. Therefore, the cost for a suitable temporary sewer solution is included he
- [2] Segment from S1 to S5 may be realigned to run through Village C-2 of Serrano. The 2013 PFFP will be updated if this occurs.
- [3] Exact value of required sewer easement through Serrano Village C-2 to be determined.

The eastern portion of the BLHSP (consisting of Sheds 10 and 11 as shown in **Figure S-1**) already is served with required sewer facilities. Therefore, all remaining sewer costs have been allocated to development in the western portion of the BLHSP. EPS has determined (in consultation with CTA Engineering and Surveying, Inc.) that the land in the western portion of the BLHSP that benefits from sewer facilities consists of 1,005 residential units.

**Table 8** shows the sewer fee calculated for development in the western portion of the BLHSP.The costs identified translate to a fee amount of approximately \$3,300 per unit.

#### Table 8 Summary BLH PFF for Sewer Facilities

| Item                  | Western<br>Shed   |
|-----------------------|-------------------|
| Sewer Facilities Cost | \$3,312,010       |
| Number of Units [1]   | 1,005             |
| Fee Per Unit          | \$3,300           |
|                       | "a avvar a baala" |

"sewer\_sheds"

 Number of units in the Western Shed is based upon analysis conducted by CTA Engineering and Surveying, Inc.

## Calculated BLH PFF

**Table 9** provides a summary of the BLH PFF calculated for each facility type.

#### Table 9 Calculated BLH PFF per Unit [1]

| Fee Component                                       | Fee<br>Per Unit |
|---|-----------------|
| BLH PFF Base Fee for Facilities Except Sewer/ Water | \$10,120        |
| Water Facilities (Varies by Zone)                   |                 |
| Zone 1340   | \$1,158         |
| Zone 1245 and Portion of 1462 [2]                   | \$3,373         |
| Other Water Zones                                   | \$0             |
| Sewer Facilities (Varies by Zone)                   |                 |
| Western Zone  | \$3,300         |
| Eastern Zone  | \$0             |
|   | "fee"           |

19602 Nexus tables3.xls

[1] Does not include administration charge.

[2] Only a portion of Zone 1462 is charged the water facilities component of the BLH PFF. See Figure W-1.

## 4. IMPLEMENTATION

The updated BLH PFF presented in the 2013 Nexus Study is based on the best development cost estimates, administrative cost estimates, and land use information available at this time. If costs change significantly in either direction, if the estimated land use development program changes significantly, or if other funding becomes available or is reduced, the fee program should be adjusted accordingly.

The updated fee will be effective 60 days following County Board of Supervisors' adoption of the 2013 Nexus Study and ordinance authorizing collection of the fees and adoption of the fee resolution establishing the fee.

After the updated fee goes into effect, the County should continue to conduct periodic reviews of the facility improvements, costs, and land use development plan. Based on these reviews, the County should make necessary adjustments to the fee program.

The cost estimates presented in this report are in constant 2012 dollars. Each year, the County should apply an appropriate inflation adjustment factor (further outlined in this chapter) to the fees to reflect changes in construction costs.

#### Applicability of the Fee Program

The BLH PFF will be collected from new development in the BLHSP at the time a building permit is issued. The fee is applied on a per-unit basis for residential development only.

Public and recreational land uses that will be developed in the BLHSP are incidental/supportive uses to the residential land uses and will not be subject to the BLH PFF.

Existing development located in the BLHSP will not be subject to the BLH PFF. Existing development does not meet the procedural requirements for establishing and collecting Public Facilities Fees as codified in California Governmental Section 66000 et. seq. Property owners who are applying for residential building permits on parcels that do not require a parcel map or tentative map are exempt from paying the BLH PFF.

Expansions, modifications, or changes of use at existing facilities may be subject to the new BLH PFF as determined by the Director of the County Department of Transportation. With written approval from the Director of the County Department of Transportation, or his/her designee, any or all of the BLH PFF may be waived if the Director determines that a proposed expansion, modification, or change in use will not impact the roadway facilities for which the fee is being collected.

## Fee Surcharge

To expedite the construction of facilities and ensure that funding is in place when certain infrastructure items are desired, the BLH PFF will include a 25-percent surcharge on the Base Fee to all development until all infrastructure facilities are constructed, or until the County determines the surcharge is no longer necessary.

This fee surcharge will be reimbursed by fee revenue collected from later development projects, according to the following stipulations:

- The 25 percent surcharge will only be applied to the "Base Fee" which consists of roadways, road enhancements, park and ride facilities, walking trails, open space acquisition, and bike trails. This surcharge will not apply to sewer or water components of the BLH PFF.
- It is possible that early projects will be conditioned to construct facilities whose costs are greater than 125 percent of the BLH PFF amount due. Reimbursements will be made first to these builders/developers who were required to pay more than 125 percent of the BLH PFF. These early reimbursements will be made until the developers' payment is equal to 125 percent of the BLH PFF.
- The County shall not condition projects to construct more than 125 percent of each project's calculated fee contribution, unless the conditioned facilities are necessary to serve the project.
- Reimbursements for developers who were required to fund 125 percent will begin once all facilities have been constructed. The reimbursement schedule will be such that the earliest project will be repaid first, then the next project constructed, etc.
- One exception to the fee surcharge requirement will be granted to the developer(s) who may be conditioned to construct Bass Lake Road. This (or these) developer(s) will be responsible for paying only 100 percent of the BLH PFF.

## Fee Credits or Adjustments

Landowners who fund construction or acquisition of facilities included in the BLH PFF will receive credits against the fee. Fee credits will be available for the facility cost as shown in the 2013 Nexus Study. Fee credits will be adjusted annually by the inflation factor used to adjust the fee program. Fee credits will be realized at the time the fees are due.

## Reimbursement to Developers

Reimbursements for constructing or acquiring facilities included in the BLH PFF will be provided under the following conditions.

- 1. Developer-installed improvements shall be considered for reimbursement. Only funds collected from the BLH PFF shall be used to reimburse a developer who installed eligible facility improvements identified in th 2013 Nexus Study.
- 2. The value of any developer-installed improvement for fee credit or reimbursement purposes shall be based on the best available cost estimates (as updated) used to establish the amount of the fee.
- 3. Reimbursement or credits will be granted from either the Roadway component of the fee program, if the facilities to be reimbursed were roadway facilities, or from the other components, if the improvements were for facilities other than roadways. In other words,

developers will be entitled to the portion of the BLH PFF that corresponds to the type of facility to be reimbursed or credited.

#### Separation of Fee Components

Because sewer and water fee components fund certain items in specific zones of the BLHSP, the revenues collected from these components of the fee shall be held in a separate account and not made available for construction of roadway or other components of the fee.

## Annual Inflation Adjustment and Periodic Fee Review

The BLH PFF should be automatically adjusted annually by the County Board of Supervisors to account for inflation of construction costs.

EPS recommends that in March of each calendar year, the BLH PFF be increased by the San Francisco Construction Cost Index as reported in the Engineering News Record for the 12-month period ending December of the prior year.

The BLH PFF is subject to adjustment based on changes in developable land cost estimates or outside funding sources. The County will review the fee program periodically to determine if any adjustments to the fees are warranted. This review will include:

- Changes to the required facilities listed in the 2013 Nexus Study.
- Changes in the cost to update or administer the fee program.
- Changes in costs because of inflation.
- Changes in assumed land uses.
- Changes in other funding sources.

#### **Review with Each Major Phase of Development**

Because the BLHSP is a document governing many individual development projects, it is recommended that the County review the BLH PFF with the advancement of each major development phase of the project. The most opportune time for review of the fee program would be once project construction bids are submitted to the County but before construction of the project. Cost information and necessary facilities to be funded should be updated with each phase.

#### Fee Administration

The BLH PFF will be collected from new development in the BLHSP at the time a building permit is issued; however, use of these funds may need to wait until a sufficient fund balance can be accrued. According to Government Code Section 66006, the County is required to deposit, invest, account for, and expend the fees in a prescribed manner.

#### Five-Year Review

The fifth fiscal year following the first deposit into the fee account or fund, and every 5 years thereafter, the County is required to make all of the following findings with respect to that portion of the account or fund remaining unexpended:

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

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

# 5. AB1600 NEXUS FINDINGS

## Authority

This Nexus Study has been prepared to recalculate the BLH PFF and make adjustments to the fee program in accordance with the procedural guidelines established in AB1600, which is codified in California Government Section 66000 et. seq. These code sections set forth the procedural requirements for establishing and collecting various Public Facilities Fees. These procedures require that "a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition."<sup>3</sup> Specifically, each local agency imposing a fee must:

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

#### Purpose of the Fee

The BLH PFF will help maintain adequate levels of service for roadways, roadway enhancements, park and ride facilities, walking trails, open space, bike trails, water facilities, and sewer facilities. New development in the BLHSP will increase the demand for these facilities. The BLH PFF will fund the timely construction of roadway infrastructure, adequate bike trails and sidewalks, open space, park and ride facilities, water facilities, and sewer facilities necessary to accommodate residential development in the BLHSP. The facilities improvements funded through the BLH PFF are described in more detail in **Chapter 2** of this report or **Chapters 5** and **6** of the Bass Lake Hills PFFP.

#### Use of the Fee

The BLH PFF will be used to fund additions and improvements to the roadway system needed to accommodate future traffic resulting from residential development in the BLHSP. In addition, the BLH PFF will be used to fund the construction of water and sewer infrastructure, bike trails, sidewalks and other walkways, and park and ride facilities, as well as to supplement or fund acquisition of passive open space.

<sup>&</sup>lt;sup>3</sup> Public Needs & Private Dollars; William Abbott, Marian E. Moe, and Marilee Hanson; page 109

# Relationship between the Use of the Fee and the Type of Development

The development of residential land uses in the BLHSP will generate additional demand for roadways (road trips), bike trails and pathways, park and ride facilities, open space areas, water facilities, and sewer facilities.

# Relationship between the Need for the Facility and the Type of Project

Each residential development project will add to the incremental need for additional roadway capacity, park and ride facilities, bike trails, walking trails, open space area, water facilities, and sewer facilities. New development in the BLHSP will benefit from construction or acquisition of these facilities.

The need for roadways, park and ride facilities, bike trails, walking trails, open space, consultant expenses, and fee program administration is shared evenly among all units in the BLHSP. Therefore, the costs for these items are allocated to each unit equally.

The need for water and sewer facilities differs for various areas of the BLHSP, as demonstrated in **Figures S-1** and **W-1**. Accordingly, the costs for the improvements required to serve these areas are allocated to the units among each zone.

## Relationship between the Amount of the Fee and the Cost of or Portion of the Facility Attributed to the Development on which the Fee is Imposed

The BLH PFF is based solely on the estimated cost of the improvements and the estimated fee program contingency and administrative costs. The estimated construction or acquisition costs for facilities have been allocated to the residential land uses based on common use factors.