Economic &
Planning Systems

*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

# FINAL REPORT

# BASS LAKE HILLS SPECIFIC PLAN
# PUBLIC FACILITIES FINANCING PLAN

Prepared for:

El Dorado County

Prepared by:

Economic & Planning Systems, Inc.

June 8, 2004

EPS #12580


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# I. INTRODUCTION AND SUMMARY

This Public Facilities Financing Plan (PFFP) sets forth a strategy to finance the backbone infrastructure and other public facilities required to serve the proposed land uses in the Bass Lake Hills Specific Plan (BLHSP). The strategy proposed is flexible enough to accommodate the development plans of a diverse set of BLHSP property owners while assuring the County of El Dorado (County) that the required facilities are constructed when necessary.

This PFFP is prepared pursuant to Section 9.4 of the BLHSP dated November 7, 1995, Section 3.2 of the BLHSP Development Agreement adopted August 20, 1996, and as a condition of the Hollow Oak tentative map.

## LOCATION AND LAND USE

The BLHSP is located in El Dorado County, approximately 3 miles east of the Sacramento County-El Dorado County line, in the underdeveloped 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.

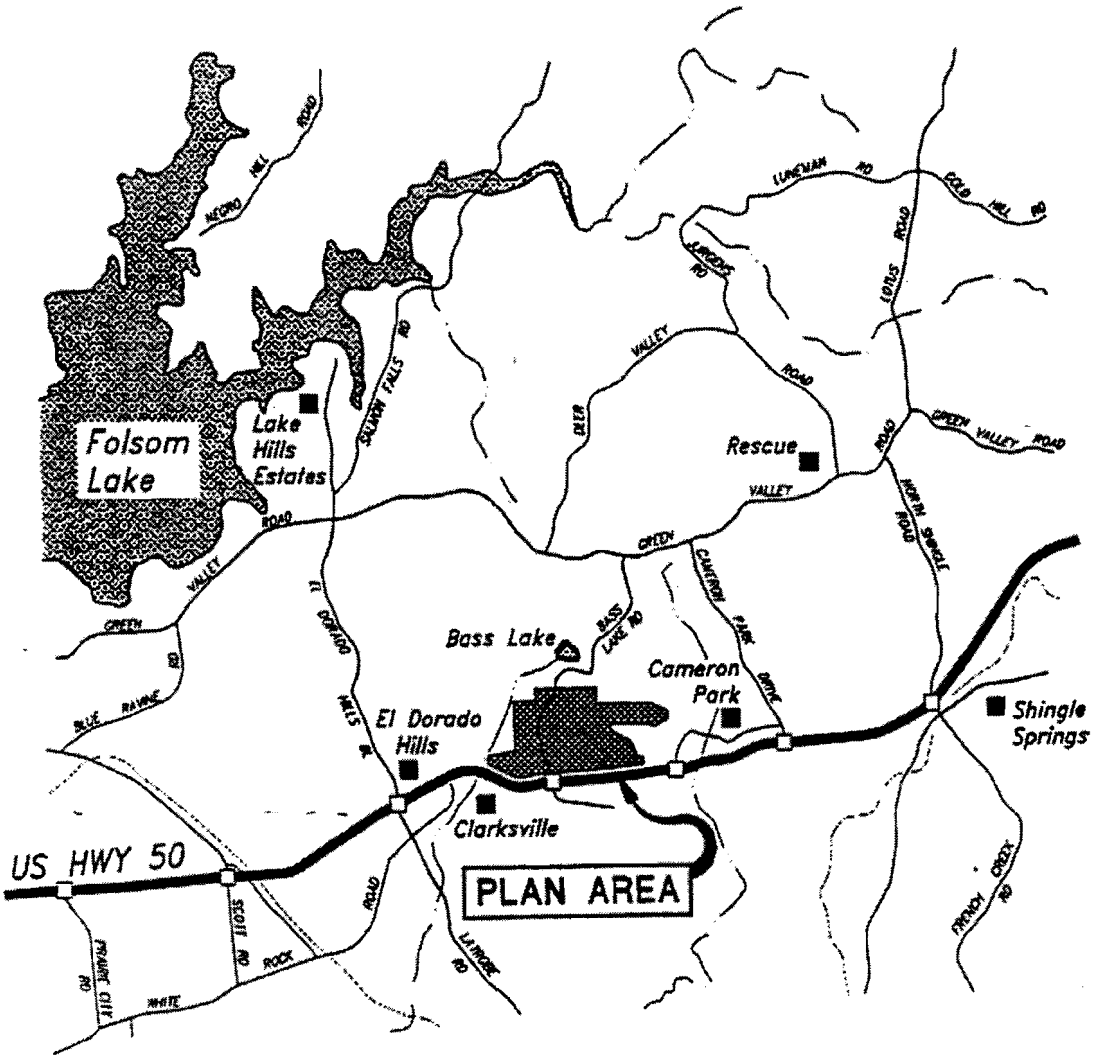
The BLHSP is approximately 1,414 acres in size and includes 88 individual parcels. Approximately 35 existing residential dwelling units are in the plan area. Development in the BLHSP is planned for 1,458 housing units including 54 units designated for the Holy Trinity Church site. The BLHSP also includes 24 acres of parks, 9 acres of schools, and 151 acres of open space.

## BACKBONE INFRASTRUCTURE AND PUBLIC FACILITIES

Cooper Thorne & Associates, REY Engineers, and Dokken Engineering have estimated the cost to provide backbone infrastructure and the public facilities necessary to serve the proposed development projects. The ultimate buildout of the BLHSP will require construction of $26.8 million in backbone infrastructure and public facilities that fall under the County's financial responsibility as summarized in **Table 1**. 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.

Map 1
Bass Lake Hills Specific Plan



# BASS LAKE HILLS SPECIFIC PLAN AREA

## PROPOSED PFFP PHASING

EL DORADO HILLS, CALIFORNIA

SCALE: 1"=400' JULY, 2003

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Civil Engineering & Land Surveying
3233 Mother Lode Drive, Suite 1
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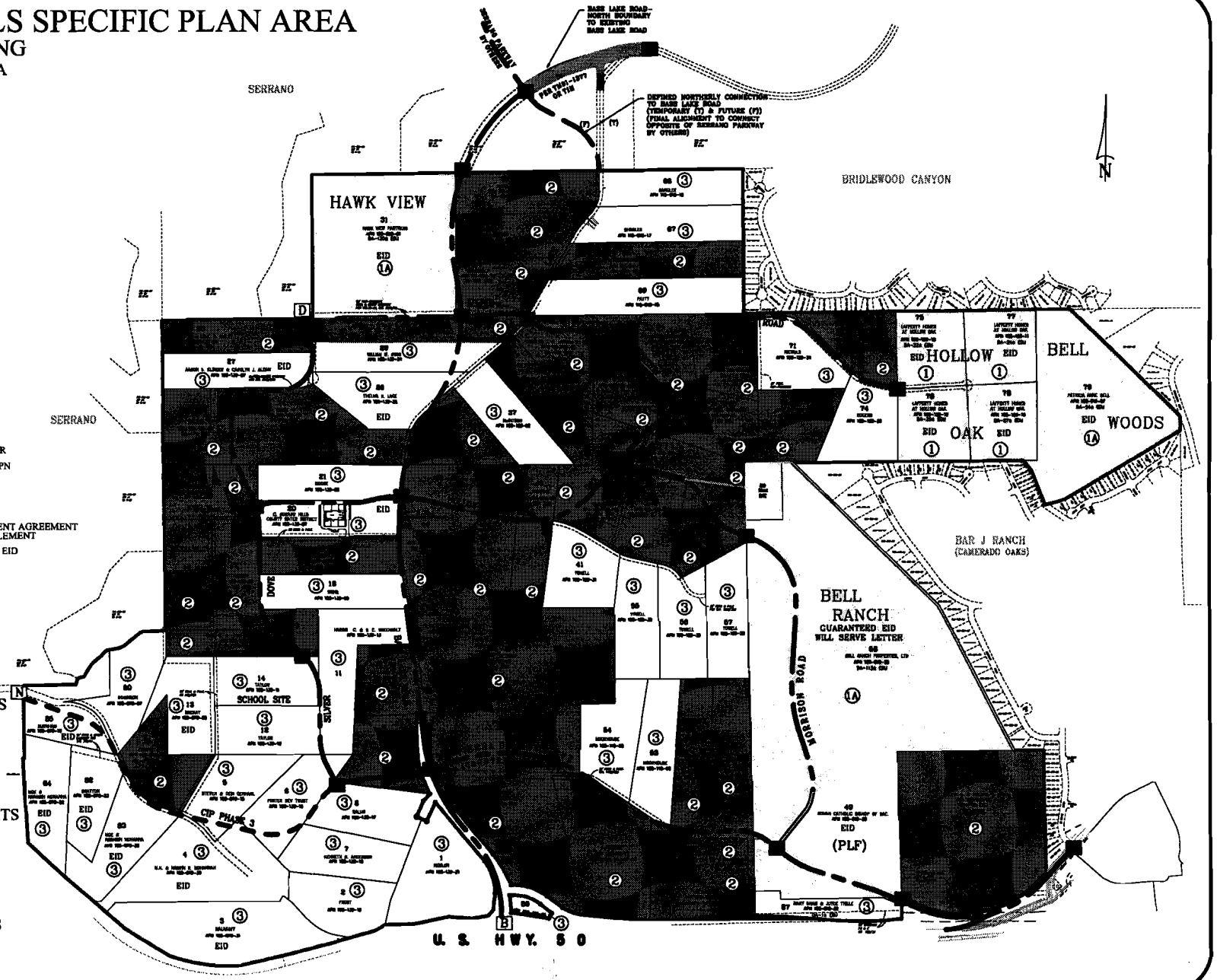


LEGEND

SIGNED & EXECUTED DEVELOPMENT AGREEMENT

D CIRCULATION NODE

78 — PARCEL ID No.
LAFFERTY HOMES AT HOLLOW OAK — CURRENT OWNER
APN 108-120-13 — CURRENT APN
DA-27± EDU — DEVELOPMENT AGREEMENT ENTITLEMENT
EID — ANNEXED TO EID
1 — PHASE

PHASE 1
HOLLOW OAK (99-UNITS)

PHASE 1A
APPROXIMATELY 201 UNITS
HAWK VIEW (116-UNITS)
BELL WOODS (54-UNITS)
BELL RANCH (113-UNITS)

PHASE 2&3
APPROXIMATELY 1,104 UNITS
REMAINING UNITS
TO BUILD OUT

SUB TOTAL 1404 UNITS

HOLY TRINITY
PARISH LIFE CENTER (PLF)
& SCHOOL 54 UNITS

TOTAL 1458 UNITS

**Table 1**
**Bass Lake Hills Public Facilities Financing Plan**
**RIF,TIM, and Bass Lake Hills Fee Program Facilities**
**Specific Plan Buildout (1,404 Units)**

| Item | Apx | Segment | Total Cost |
|---|---|---|---|
| **Major Roadway** | | | |
| **Bass Lake Road** | | | |
| Segment 1 - Hwy 50 to Hollow Oak Road [1] | A-1 | B-F | $3,619,500 |
| Segment 2 - Hollow Oak to No. BLHSP Boundary | A-1 | A-F | $2,968,000 |
| Segment 3 -No. BLHSP Boundary to Exist Bass Lake Rd. | A-1 | Off-site | $939,700 |
| **Total Bass Lake Road Improvements** | | | **$7,527,200** |
| **Bass Lake Road/Hwy 50 Interchange PSR** | A-2 | | **$250,000** |
| **Country Club Drive** | | | |
| Segment 1 - Bass Lake Road to Eastern boundary | A-3 | H-M | $1,775,100 |
| Segment 2 - Bass Lake Rd. to Silver Dove (School Access) | A-3 | G-H | $295,800 |
| Segment 3 - Silver Dove to Western Boundary | A-3 | G-N | $986,200 |
| **Total Country Club Drive** | | | **$3,057,100** |
| **Total Major Roadway** | | | **$10,834,300** |
| **Bass Lake Hills Fee Program - Roadway** | | | |
| **Primary and Secondary Roads** | | | |
| Hollow Oak Road - East of Bass Lake Road | B-1 | F-K | $2,195,700 |
| Hollow Oak Road Extension - West of Bass Lake Road | B-2 | E-F | $383,600 |
| Morrison Road | B-3 | J-I | $1,679,100 |
| Silver Dove Way | B-4 | G-C | $2,419,200 |
| Silver Dove Way Extension | B-5,6 | C-O | $1,213,400 |
| 3 Traffic Signals - Above Ground Items | B-7 | | $942,600 |
| **Total Primary and Secondary Roads** | | | **$8,833,600** |
| **Bass Lake Road/Hwy 50 Interchange Ramp/Meter Improvements** | B-8 | | **$500,000** |
| **Total Bass Lake Hills Fee Program - Other Roadway** | | | **$9,333,600** |
| **Bass Lake Hills Fee Program - Other Public Facilities** | | | |
| **Bass Lake Road - Bike Lane and Sidewalk** | | | |
| Segment 1 - Hwy 50 to Hollow Oak Road | B-9,10 | B-F | $283,300 |
| Segment 2 - Hollow Oak to No. BLHSP Boundary | B-9,10 | A-F | $202,300 |
| Segment 3 - No. BLHSP Boundary to Exist Bass Lake Rd. | B-9a,10a | Off-site | $20,200 |
| **Total Bass Lake Road - Bike Lane and Sidewalk** | | | **$505,800** |
| **Country Club Drive - 8' Width Bike Lane** | | | |
| Segment 1 - Bass Lake Road to Eastern boundary | B-11 | H-M | $434,800 |
| Segment 2 - Bass Lake Rd. to Silver Dove (School Access) | B-11 | G-H | $72,500 |
| Segment 3 - Silver Dove to Western Boundary | B-11 | G-N | $322,100 |
| **Total Country Club Drive** | | | **$829,400** |
| **School Infrastructure Water and Sewer** | B-12 | | **$1,113,200** |
| **Other Public Facilities** | | | |
| Park & Ride - 100 Vehicles | B-13 | | $900,000 |
| Park Acquisition & Development Surcharge | | | $1,181,100 |
| Walking Trail | B-14 | | $108,800 |
| Open Space Requirement | B-15 | | $1,511,500 |
| **Total Other Public Facilities** | | | **$3,701,400** |
| **Specific Plan Contingency** | | | **$500,000** |
| **Total Bass Lake Hills Fee Program - Other Pub. Facilities** | | | **$6,649,800** |
| **TOTAL BUILDOUT COST** | | | **$26,817,700** |

*"FP Table 1"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates and EPS estimates.

## CONCURRENCY—UP-FRONT CONSTRUCTION OF BASS LAKE ROAD

One of the stated goals of the BLHSP is that major infrastructure improvements in the plan area are to be constructed "concurrent" 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.*

The concurrency issue deals primarily with the construction of Bass Lake Road and Country Club Drive.

### Critical Mass—The Concurrency Threshold

The County Department of Transportation (DOT) addressed the concurrency issue in a memorandum to the County Board of Supervisors that is dated November 25, 2002. The County DOT suggested that the first 300 housing units construct the realignment and construction of Bass Lake Road. The 300-unit threshold is referred to as the "critical mass" amount.

In addition to Bass Lake Road improvements, the PFFP provides that the following items will be required at the 300-unit critical mass level:

- Hwy 50 Interchange Project Study Report (PSR)
- access roads & infrastructure to the school site
- sidewalks and the class I bike trail along Bass Lake Road
- acquisition of 8.7-acres sports park
- design of sports park
- acquisition of 2-acre park-and-ride lot

The infrastructure that is the responsibility of the County for the 300-unit critical mass is estimated at $14.9 million as shown in **Table 2.**

The PFFP allows for two phases of construction for the Bass Lake Road improvements. The first phase will be constructed by the Hollow Oak project (Phase 1). The second phase (Phase 1A) will be completed by the next development project or group of projects, whether or not the next project or group of projects exactly equals 300 units.

**Table 2**
**Bass Lake Hills Public Facilities Financing Plan**
**Estimated RIF,TIM, and Bass Lake Hills Fee Program Facilities**
**Critical Mass (300 Units)**

| Item | Apx | Segment | Total Cost |
|---|---|---|---|
| **Major Roadway** | | | |
| **Bass Lake Road** | | | |
| Segment 1 - Hwy 50 to Hollow Oak Road [1] | A-1 | B-F | $3,619,500 |
| Segment 2 - Hollow Oak to No. BLHSP Boundary | A-1 | A-F | $2,968,000 |
| Segment 3 -No. BLHSP Boundary to Exist Bass Lake Rd. | A-1 | Off-site | $939,700 |
| **Total Bass Lake Road Improvements** | | | **$7,527,200** |
| **Bass Lake Road/Hwy 50 Interchange PSR** | A-2 | | **$250,000** |
| **Country Club Drive** | | | |
| Segment 1 - Bass Lake Road to Eastern Boundary | A-3 | H-M | $0 |
| Segment 2 - Bass Lake Rd. to Silver Dove (School Access) | A-3 | G-H | $295,800 |
| Segment 3 - Silver Dove to Western Boundary | A-3 | G-N | $0 |
| **Total Country Club Drive - Traffic** | | | **$295,800** |
| **Total Major Roadway** | | | **$8,073,000** |
| **Bass Lake Hills Fee Program - Roadway** | | | |
| **Primary and Secondary Roads** | | | |
| Hollow Oak Road - East of Bass Lake Road | B-1 | F-K | $1,053,800 |
| Hollow Oak Road Extension - West of Bass Lake Road | B-2 | E-F | $0 |
| Morrison Road | B-3 | J-I | $1,679,100 |
| Silver Dove Way (school access) | B-4 | Q-G | $1,055,200 |
| Silver Dove Way Extension | B-5,6 | C-O | $0 |
| 3 Traffic Signals - Above Ground Items | B-7 | | $0 |
| **Total Primary and Secondary Roads** | | | **$3,788,100** |
| **Bass Lake Road/Hwy 50 Interchange Ramp/Meter Improvements** | B-8 | | **$500,000** |
| **Total Bass Lake Hills Fee Program - Other Roadway** | B-12 | | **$4,288,100** |
| **Bass Lake Hills Fee Program - Other Public Facilities** | | | |
| **Bass Lake Road - Bike Lane and Sidewalk** | | | |
| Segment 1 - Hwy 50 to Hollow Oak Road | B-9,10 | B-F | $283,300 |
| Segment 2 - Hollow Oak to No. BLHSP Boundary | B-9,10 | A-F | $202,300 |
| Segment 3 - No. BLHSP Boundary to Exist Bass Lake Rd. | B-9a,10a | Off-site | $20,200 |
| **Total Bass Lake Road - Bike Lane and Sidewalk** | | | **$505,800** |
| **Country Club Drive - 8' Width Bike Lane** | | | |
| Segment 1 - Bass Lake Road to Eastern Boundary | B-11 | H-M | $0 |
| Segment 2 - Bass Lake Rd. to Silver Dove (School Access) | B-11 | G-H | $0 |
| Segment 3 - Silver Dove to Western Boundary | B-11 | G-N | $0 |
| **Total Country Club Drive** | | | **$0** |
| **School Infrastructure Water and Sewer** | | | **$1,113,200** |
| **Other Public Facilities** | | | |
| Park & Ride - 100 Vehicles | B-13 | | $200,000 |
| Park Acquisition & Development Surcharge | | $840 * 300 | $252,000 |
| Walking Trail | B-14 | | $0 |
| Open Space Requirement | B-15 | $1,076 * 300 | $320,100 |
| **Total Other Public Facilities** | | | **$829,100** |
| **Specific Plan Contingency** | 106837.6068 | | **$106,838** |
| **Total Bass Lake Hills Fee Program - Other Pub. Facilities** | | | **$2,554,938** |
| **TOTAL CRITICAL MASS (300 Units)** | | | **$14,916,038** |

*"FP Table 2"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates and EPS estimates.

The first phase will be construction and realignment of Bass Lake Road 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 will be constructed up to Serrano Parkway. Shoulder widening and related facilities will be completed on the areas of Bass Lake Road south to Hwy 50 where the street section is less than 32 feet wide.

The next development project or a group of projects (Phase 1A) will complete the improvements to Bass Lake Road from Hwy 50 to Serrano Parkway. Construction will include the bikeway and sidewalk running parallel to Bass Lake Road.

The PFFP includes additional timing requirements for other infrastructure items to assure the Specific Plan concurrency requirements are met. These include:

- Construction of the 8.7-acre sports park by 600 units.
- Construction of the 100-space park & ride lot by 600 units.

## 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 will be required to be constructed by the early phase developers. These roads are not considered backbone infrastructure, rather the roads and associated improvements are project-serving infrastructure. Thus, developers will 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 Fee Program.

## COST ESTIMATES

Cost estimates were based on a series of studies and reports, prepared by Cooper, Thorne & Associates and include only infrastructure that is required to serve directly the BLHSP. REY Engineers and Economic & Planning Systems, Inc., (EPS) also developed some cost estimates based on Cooper Thorne & Associates base cost estimates, and these estimates were finally reviewed by Dokken Engineering. The cost estimates are up-to-date, but are subject to revision as more details becomes available. As the description of facilities and associated cost estimates change, the recommended financing mechanisms 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 Road Impact Fee (RIF) and TIM Fee programs.

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

Cost estimates for other on-site facilities that are not the responsibility of the County (i.e., sewer, water, and schools) have not been estimated except for the sewer and water facilities serving the school site. 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.

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 within a subdivision.

## 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

**Table 3**
**Bass Lake Hills Public Facilities Financing Plan**
**Sources and Uses - Buildout - 1,404 Units (2003$)**

| | | Existing Fee Programs Applicable to BLSP | | | | | | Proposed | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Facility | Total Funding Required | El Dorado County Road Fees (RIF & TIM) [1] | EID Water Fees | EID Sewer Fees | School Fees [2] | Park Fees [3] | Fire Fees | Bass Lake Hills Fee Program - Roadway | Bass Lake Hills Fee Program - Other Public Facilities | Developer Funded |
| **Major Infrastructure** | | | | | | | | | | |
| Bass Lake Road | $8,062,800 | $7,527,200 | | | | | | | | $535,600 |
| Country Club Drive | $3,057,100 | $3,057,100 | | | | | | | | |
| Highway 50/Bass Lake Rd Interchange | $750,000 | $250,000 | | | | | | $500,000 | | |
| Primary and Local Roads | $8,833,600 | | | | | | | $8,833,600 | | |
| Other Public Facilities (See table 1) | $5,536,600 | | | | | | | | $5,536,600 | |
| Water | $13,880,300 | | $13,732,500 | | | | | $0 | $147,800 | |
| Sewer | $12,795,500 | | | $11,830,100 | | | | $0 | $965,400 | |
| **Subtotal Major Infrastructure** | **$52,915,900** | **$10,834,300** | **$13,732,500** | **$11,830,100** | **$0** | **$0** | **$0** | **$9,333,600** | **$6,649,800** | **$535,600** |
| **Public Facilities** | | | | | | | | | | |
| Parks and Recreation | $9,054,400 | | | | | $9,054,400 | | $0 | | $0 |
| Schools | $12,772,200 | | | | $12,772,200 | | | $0 | | $0 |
| Fire Protection | $3,587,200 | | | | | | $3,587,200 | $0 | | $0 |
| **Subtotal Public Facilities** | **$25,413,800** | **$0** | **$0** | **$0** | **$12,772,200** | **$9,054,400** | **$3,587,200** | **$0** | **$0** | **$0** |
| **Total** | **$78,329,700** | **$10,834,300** | **$13,732,500** | **$11,830,100** | **$12,772,200** | **$9,054,400** | **$3,587,200** | **$9,333,600** | **$6,649,800** | **$535,600** |
| **Summary** | | | | | | | | | | |
| **Total Existing Fee Revenue** | **$61,810,700** | **$10,834,300** | **$13,732,500** | **$11,830,100** | **$12,772,200** | **$9,054,400** | **$3,587,200** | | | **$0** |
| **Total Proposed Fee Revenue** | **$15,983,400** | | | | | | | **$9,333,600** | **$6,649,800** | **$0** |
| **Total Developer Funded** | **$535,600** | | | | | | | | | **$535,600** |

*"sources_uses_BO"*
*12580 model 15.xls*

[1] Developers will pay into the following 3 road fee programs:
El Dorado Hills/Salmon Falls Road Impact Fee (RIF)
El Dorado Hills/Salmon Falls Road State TIM Fee
Highway 50 Corridor Traffic Impact Mitigation (TIM) Fee
[2] Estimate based on Rescue School District Fee
[3] Estimate based on El Dorado CSD Fees. Some properties actually within boundary of Cameron Park Park Fee District (Bell Woods).

**Table 4**
**Bass Lake Hills Public Facilities Financing Plan**
**Sources and Uses - 300 Units (2003$)**

| | | Existing Fee Programs Applicable to BLSP | | | | | | Proposed | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Facility | Total Funding Required | El Dorado County Road Fees (RIF & TIM) [1] | EID Water Fees | EID Sewer Fees | School Fees [2] | Park Fees [3] | Fire Fees | Bass Lake Hills Fee Program - Roadway | Bass Lake Hills Fee Program - Other Public Facilities | Developer Funded |
| **Major Infrastructure** | | | | | | | | | | |
| Bass Lake Road | $8,062,800 | $7,527,200 | | | | | | | | $535,600 |
| Country Club Drive | $295,800 | $295,800 | | | | | | | | $0 |
| Highway 50/Bass Lake Rd Interchange | $750,000 | $250,000 | | | | | | $500,000 | | $0 |
| Primary and Local Roads | $3,788,100 | | | | | | | $3,788,100 | | $0 |
| Other Public Facilities (See Table 2) | $1,441,738 | | | | | | | | $1,441,738 | $0 |
| Water | $3,082,100 | | $2,934,300 | | | | | $0 | $147,800 | $0 |
| Sewer | $3,493,200 | | | $2,527,800 | | | | $0 | $965,400 | $0 |
| **Subtotal Major Infrastructure** | **$20,913,738** | **$8,073,000** | **$2,934,300** | **$2,527,800** | **$0** | **$0** | **$0** | **$4,288,100** | **$2,554,938** | **$535,600** |
| **Public Facilities** | | | | | | | | | | |
| Parks and Recreation | $1,934,700 | | | | | $1,934,700 | | $0 | $0 | $0 |
| Schools | $2,729,100 | | | | $2,729,100 | | | $0 | $0 | $0 |
| Fire Protection | $766,500 | | | | | | $766,500 | $0 | $0 | $0 |
| **Subtotal Public Facilities** | **$5,430,300** | **$0** | **$0** | **$0** | **$2,729,100** | **$1,934,700** | **$766,500** | **$0** | **$0** | **$0** |
| **Total** | **$26,344,038** | **$8,073,000** | **$2,934,300** | **$2,527,800** | **$2,729,100** | **$1,934,700** | **$766,500** | **$4,288,100** | **$2,554,938** | **$535,600** |
| **Summary** | | | | | | | | | | |
| **Total Existing Fee Revenue** | **$18,965,400** | **$8,073,000** | **$2,934,300** | **$2,527,800** | **$2,729,100** | **$1,934,700** | **$766,500** | | | **$0** |
| **Total Proposed Fee Revenue** | **$6,843,038** | | | | | | | **$4,288,100** | **$2,554,938** | **$0** |
| **Total Developer Funded** | **$535,600** | | | | | | | | | **$535,600** |

[1] Developers will pay into the following 3 road fee programs:
El Dorado Hills/Salmon Falls Road Impact Fee (RIF)
El Dorado Hills/Salmon Falls Road State TIM Fee
Highway 50 Corridor Traffic Impact Mitigation (TIM) Fee
[2] Estimate based on Rescue School District Fee.
[3] Estimate based on El Dorado CSD Fees. Some properties actually within boundary of Cameron Park Park Fee District (Bell Woods).

*"sources_uses_300"*
*12580 model 15.xls*

flexible enough to ensure the required improvements are constructed when necessary. The financing mechanisms utilized will be dependent upon the types of facilities and when they are needed. **Tables 3** and **4** show the sources and uses of funds for the PFFP infrastructure and public facilities for buildout and the 300-unit critical mass. The 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, therefore, the strategy of this PFFP includes a combination of developer funding or construction of up-front infrastructure, existing fee programs, the implementation of the Bass Lake Hills Public Facilities Fee (BLH PFF), and the possible use of Mello-Roos Community Facilities District (CFD) bond financing.

## DEVELOPER FUNDING AND CONSTRUCTION

Because of the concurrency issue discussed above, the PFFP requires that developers will advance fund or construct infrastructure improvements needed in the initial phases of the BLHSP and prior to the collection of fees or other revenue sources. The developers of the critical mass projects will be responsible to construct the Bass Lake Road improvements, bike lanes and sidewalks along Bass Lake Road, ramp improvements at the Bass Lake Road/Hwy 50 Interchange, and improvements to serve the school site (roads, sewer, and water) as shown in **Table 2.** **Table 2** also lists other requirements for the first 300 units.

Developer reimbursements for Bass Lake Road ultimately are expected from the County RIF and TIM fee programs. However, the County DOT has determined that the RIF and TIM fees would not be able to repay any developer advances for eligible road improvements in the BLHSP until other critical transportation improvements in the County have been funded. The critical improvement includes El Dorado Hills Boulevard Interchange for the RIF program and the Pleasant Valley Connector for the TIM program. TIM fee revenues may be available earlier, but depend on the timing of projects included in the TIM CIP.

## EXISTING FEE PROGRAMS

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

**County Fee Programs**

El Dorado Hills/Salmon Falls RIF

El Dorado Hills/Salmon Falls Road State Highway TIM (State TIM) Fee

Interim Hwy 50 Corridor TIM (Hwy 50 TIM) Fee

County—Ecological Preserve Fee

**Other Fee Programs**

El Dorado Irrigation District (EID)—Water Fee

EID—Sewer Fee

El Dorado Hills Fire District (Fire District)—Fire Fees

EDH CSD—Park Fee

Cameron Park Community Services District (CP CSD)—Park Fee

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 $72.6 million (2004$) in fees for these existing fee programs at buildout and $15.5 million (2004$) for the 300-unit scenario as shown in **Table 5.** These fee programs are described in **Chapter III**.

## PROPOSED BLH PFF

A new fee program is recommended to fund Bass Lake Road/Hwy 50 interchange ramp and ramp metering improvements, primary local roads, sewer and water facilities serving the school site, bikeways, sidewalks, park & ride lot, parks, open space acquisition and trails. The fee program also includes a $500,000 contingency for costs increases or other unexpected costs. The contingency is in addition to the contingencies built into the construction cost for each road project in the PFFP. Fee revenue is estimated to be $16.6 million at buildout and $5.6 million at the 300-unit level as shown in **Table 5**.

## BOND FUNDING MECHANISMS

Although the BLHSP infrastructure and public facilities are primarily included in fee programs to ensure that each development pays its fair share of these costs, many major improvements will be required at the onset of the first phase of development. 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 will be provided for

**Table 5**
**Bass Lake Hills Public Facilities Financing Plan**
**Existing and Proposed Development Impact Fees (as of May 2004)**

| Item | Buildout 1,404 Units Per Unit | Buildout 1,404 Units Fee Revenue | Critical Mass 300 Units Per Unit | Critical Mass 300 Units Fee Revenue |
|---|---|---|---|---|
| **EXISTING FEE PROGRAMS [1]** | | | | |
| **Development Impact Fees Per Unit** | | | | |
| **Major Infrastructure** | | | | |
| Roadway | | | | |
| El Dorado Hills/Salmon Falls Road Impact Fee (RIF) | $8,930 | $12,537,700 | $8,930 | $2,679,000 |
| El Dorado Hills/Salmon Falls Road State TIM Fee | $1,731 | $2,430,300 | $1,731 | $519,300 |
| Highway 50 Corridor TIM Fee (2,500+ Sq. Ft. Home) | $4,323 | $6,069,500 | $4,323 | $1,296,900 |
| Total Roadway | $14,984 | $21,037,500 | $14,984 | $4,495,200 |
| Water Fees - El Dorado Irrigation District | $9,781 | $13,732,500 | $9,781 | $2,934,300 |
| Sewer Fees - El Dorado Irrigation District | $8,426 | $11,830,100 | $8,426 | $2,527,800 |
| **Subtotal - Major Infrastructure** | **$33,191** | **$46,600,100** | **$33,191** | **$9,957,300** |
| **Public Facilities** | | | | |
| El Dorado Hills Fire District Fee | $2,555 | $3,587,200 | $2,555 | $766,500 |
| El Dorado Hills CSD - Park Fee | $6,449 | $9,054,400 | $6,449 | $1,934,700 |
| **Subtotal - Public Facilities** | **$9,004** | **$12,641,600** | **$9,004** | **$2,701,200** |
| **Total Development Impact Fees Per Unit** | **$42,195** | **$59,241,700** | **$42,195** | **$12,658,500** |
| **School Fees** | **$9,097** | **$12,772,200** | **$9,097** | **$2,729,100** |
| **Ecological Preserve Fee** | **$386** | **$541,900** | **$386** | **$115,800** |
| **Total Existing Fees** | **$51,678** | **$72,555,800** | **$51,678** | **$15,503,400** |
| **PROPOSED BASS LAKE HILLS FEE PROGRAM [1]** | | | | |
| Roadway | $6,650 | $9,336,600 | $11,200 | $3,360,000 |
| Other Public Facilities | $4,736 | $6,649,800 | $7,000 | $2,100,000 |
| Administrative (4% of Subtotal - Bass Lake Hills Fee Program) | $460 | $645,800 | $460 | $138,000 |
| **Total Bass Lake Hills Fee Program** | **$11,846** | **$16,632,200** | **$18,660** | **$5,598,000** |
| **TOTAL FEES** | **$63,524** | **$89,188,000** | **$70,338** | **$21,101,400** |

*"Fees"*
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[1] Estimate for critical 300 units does not show advance funding requirement.

appropriate facilities that are also funded by the existing and new fee programs except for the County's RIF and TIM programs. Detailed estimates for the CFD bonds and special taxes are found in **Chapter III.**

## INFORMATION SOURCES

This PFFP specifies the extent, timing, and cost of all infrastructure required to serve the project. This PFFP relied upon the following information:

- Land use designations as shown in the approved BLHSP dated November 7, 1995;
- The County DOT Draft Interim CIP, November 2002.
- Roadway and other major infrastructure cost estimates and phasing provided by Cooper, Thorne & Associates dated December 2002;

## ORGANIZATION OF THE REPORT

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

**Chapter II** describes the BLHSP project, land uses, and the impact of the development agreements on the development phasing.

**Chapter III** summarizes the funding sources.

**Chapter IV** describes the major road projects eligible for RIF and TIM funding.

**Chapter V** 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 VI** describes the infrastructure required by other service providers.

**Chapter VII** provides an analysis of the probable phasing of infrastructure associated with specific development projects.

**Chapter VIII** briefly discusses the funding mechanisms for the operation and maintenance of the infrastructure and public facilities required by the Specific Plan.

**Chapter IX** describes the actions necessary to implement and update the proposed financing mechanisms.

Several appendices also are included in this document.

**Appendix A** shows the detailed CIP for major road projects eligible for RIF and TIM funding.

**Appendix B** shows the detailed cost estimates for the infrastructure and public facilities included in the BLH PFF.

**Appendix C** provides the Nexus Study required to justify the BLH PFF program.

**Appendix D** provides a detailed analysis of park funding for the EDH CSD parks. The appendix provides an analysis of the funding for land acquisition under Quimby land dedications, existing park development fee funding, and the park land acquisition and development component of the BLH PFF.

# II. LAND USE AND DEVELOPMENT STATUS

## LOCATION

The BLHSP is located in El Dorado County, approximately 3 miles east of the Sacramento/El Dorado County line, in the underdeveloped portion of El Dorado Hills and adjacent to 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 and has a planned maximum development of 6,100 dwelling units. 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 88 individual 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. There are approximately 35 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 within eighteen 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. Therefore, the allocation of costs and estimates of fees are based on 1,404 residential units. 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 PFFP.

In addition, the Specific Plan identifies 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 6** 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:

1. *Those parcels with development agreements and within the boundaries of EID.* Parcels within this category are most likely to develop. Three projects fit within the parameters of the first: Hollow Oak with 99 planned units, Hawk View with 116 planned units, and Bell Woods with 54 planned units. These projects have tentative maps approved or pending.
2. *Those parcels with development agreements but requiring annexation to EID.* Parcels in this category will be less likely to develop. 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 and are contingent upon a number of issues related to the adoption of the County's new General Plan. The County rescinded Ordinance #4430 on September 25, 2001, which eliminated the ability for these parcels to get a development agreement until the County approves a new ordinance. An estimated 300 units fit in this third category.

*The Bell Ranch Project with 113 units would technically fall under category 2, but the project has a guaranteed will-serve letter from EID. Bell Ranch is more likely to develop in the near term than other category two projects.*

## CRITICAL MASS

One of the stated goals of the BLHSP is that major infrastructure improvements in the plan area are to be constructed "concurrent" with development. The concurrency issue deals primarily with the construction of Bass Lake Road and Country Club Drive, which the County has expressed is of major importance to the Specific Plan Area.

The County DOT addressed the concurrency issue in a memo to the El Dorado County Board of Supervisors that is dated November 25, 2002. DOT suggested

**Table 6**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Hills Specific Plan**
**Land Use Summary**

| Land Use | Acres | Density (du/ac) | Dwelling Units |
|---|---|---|---|
| **Residential [1]** | | | |
| Low Density (L.2PD) | 171.1 | 0.2 | 33 |
| Low Density (L.7PD) | 360.9 | 0.6 | 225 |
| Medium Density (MPD) | 402.9 | 1.5 | 601 |
| High Density (H3PD) | 148.7 | 2.5 | 364 |
| High Density (H4PD) | 49.0 | 3.7 | 181 |
| **Subtotal** | **1,132.6** | | **1,404** |
| Church [1] | 34.2 | 1.6 | 54 |
| **Subtotal Residential** | **1,166.8** | | **1,458** |
| **Public/Other** | | | |
| Parks [2] | 24.0 | | |
| Open Space | 151.2 | | |
| Schools | 9.2 | | |
| Fire Station | 1.5 | | |
| Park & Ride [3] | 1.0 | | |
| **Subtotal Public Other** | **186.9** | | |
| **Roads/Right-of-Way** | **60.70** | | |
| **Total** | **1,414.4** | | **1,458** |

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Source: Bass Lake Hills Specific Plan, November 7, 1995. Table 3-1.

[1] The church parcel was originally designated a residential parcel in the Bass Lake Hills Specific Plan. For purposes of this PFFP, this parcel was assumed to be Parcel J. The acres for the church have been subtracted from the Medium Density Land Uses.

[2] 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.

[3] Park & Ride is presently planned to be a 2-acre site.

that major infrastructure (Bass Lake Road) be constructed by the first 300 housing units in the plan area. The 300-unit threshold is referred to as the critical mass amount.

Although the County DOT suggested initial infrastructure be allocated over the first 300 units, this concept needs to be redefined because of the terms of the BLHSP Development Agreement and the differing stages of entitlement processing of developments in the Specific Plan Area. The following discussion refines the "critical mass" concept.

### 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 | Approved Tentative Map | Tentative Map Submitted | Annexed into EID | Right to Purchase/ Water Meters | Guaranteed Can/Will Serve Letter |
|---|---|---|---|---|---|
| Hollow Oak (99 Units) | X | | X | X | |
| Hawk View (116 Units) | | X | X | X | |
| Bell Woods (54 Units) | | X | X | X | |
| Bell Ranch (113 Units) | | X | | | X |

### Description of Critical Mass Phasing

This PFFP assumes that Hollow Oak with 99 planned units will likely develop first because of its advance stage in the entitlement process. The Hollow Oak project could be joined with any or all of the three other development projects to create the critical mass of 300 units. The resulting participating units in the critical mass could range anywhere from 266 units to 382 units.

**Project Combinations to Fund The Critical Mass Infrastructure**

| | Hollow Oak | Hawk View | Bell Woods | Bell Ranch | Total Units |
|---|---|---|---|---|---|
| Alternative 1 | 99 | 116 | 54 | | 269 |
| Alternative 2 | 99 | | 54 | 113 | 266 |
| Alternative 3 | 99 | 116 | | 113 | 328 |
| Alternative 4 | 99 | 116 | 54 | 113 | 382 |

## DEVELOPMENT PHASES FOR PFFP

Recognizing the difficulty in determining the projects that ultimately will make up the critical mass and the later buildout of the Specific Plan, the PFFP will discuss the following phasing to allocate construction and funding responsibilities:

- Phase 1—Hollow Oak — 99 units
- Phase 1A—Remainder of Critical Mass — 201 units
  - Any combination of Hawk View, Bell Ranch or Bell Woods (286 possible units)
- **Total Critical Mass** — **300 units**
- Phases 2 and 3—Remaining Units to Buildout — 1,104 units
- **Total Units Subject to PFFP** — **1,404 units**
- Trinity Church (Nonparticipant in PFFP) — 54 units
- **Total Specific Plan Units** — **1,458 units**

The PFFP will describe the specific infrastructure requirements for each phase of development. The Phase 1 Hollow Oak project will be required to make substantial improvements to Bass Lake Road as well as other significant improvements. The Phase 1A projects will be required to complete Bass Lake Road from Hwy 50 to Hollow Oak Road, as well as other specified improvements.

Phase 1A could include any number of units from 54 to 229 units. Because the PFFP requires the completion of the critical mass improvement by the next project or projects that receive tentative map approval by the County, it is likely that several Phase 1A projects will join together to complete the critical mass infrastructure because of the high cost burden of the infrastructure.

The PFFP includes a second trigger at 600 units. At 600 units, funding is required to complete the construction of the park-and-ride facility and the sports park. The County will collect fees from the BLH PFF to fund the construction of these two items at the 600th building permit.

The phasing of the remainder of the Specific Plan is more difficult to determine. The rest of the projects have been grouped together as "Remaining to Buildout" and include Phases 2 and 3. The difference in Phase 2 and 3 projects is that some projects have signed development agreements (Phase 2) and others have not (Phase 3).

# III. FUNDING SOURCES

The PFFP is required by Section 9.4 of the BLHSP and Section 3.2 of the BLHSP Development Agreement August 20, 1996.

The 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, in order to provide funding for the total cost of backbone infrastructure and public facilities costs required to serve the BLHSP at buildout, the strategy of this 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. It is estimated that approximately $72.5 million will be paid by 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. This 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.

As is typical with all fee programs, existing fee levels are subject to periodic updates 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.

### EL DORADO HILLS/SALMON FALLS RIF

The BLHSP area is located within the boundaries of the El Dorado Hills/Salmon Falls RIF program. The BLHSP projects will be required to pay the El Dorado Hills RIF as shown in **Table 5.** The purpose of this fee is to fund regional roadway improvements necessary to handle the traffic generated by new development in El Dorado County.

The RIF program currently funds County road improvements within its 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 RIF fees of $12.5 million at buildout and $2.7 million at the 300 unit scenario.

Bass Lake Road, Country Club Drive and the Bass Lake Road/Hwy 50 PSR included in the PFFP, are scheduled to be partially funded through the RIF program. However, the Hwy 50 Interchange at El Dorado Hills Boulevard has the highest priority for the RIF funds. As a result, the BLHSP developers will have to construct the required Bass Lake Road improvements and pay the RIF fees at building permit. Reimbursement to the BLHSP developers will be provided from the RIF program when the eligible projects are scheduled for funding in the RIF CIP.

## STATE TIM FEE

The BLHSP will be required to pay the State TIM Fee as shown in **Table 5.** The purpose of this fee is to fund mainline capacity improvements to Hwy 50 and State Routes 193 and 49 and specific interchanges in El Dorado County. The BLHSP will pay about $2.4 million at buildout and $519,000 at the 300-unit scenario in State TIM Fees. None of these revenues is scheduled for use in the PFFP.

## INTERIM HWY 50 VARIABLE TIM FEE

The BLHSP will be required to pay the Interim Hwy 50 Variable TIM (Hwy 50 TIM) Fee, as shown in **Table 5.** The purpose of this fee is to fund improvements to allow Hwy 50 to operate above the LOS F threshold. Improvements include such improvements as HOV lanes, auxiliary lanes, park-and-ride lots and the Bass Lake Road/Hwy 50 Interchange. The BLHSP development will pay about $6.1 million at buildout and $1.3 million at the 300-unit scenario in Hwy 50 TIM fees.

Although the Hwy 50 TIM fees include improvements to the Bass Lake Road/Hwy 50 Interchange, these improvements fees are the ultimate reconstruction of the Interchange. The Hwy 50 TIM fees will not be a source of funding for the access ramp improvements and ramp metering included in the PFFP.

## WEST SLOPE TIM FEES

This program was approved in 1991 to fund county road improvements outside the area of the RIF. The BLHSP is not part of the boundaries of the TIM since the BLHSP is included in the RIF. Therefore, the BLHSP development will be not paying the TIM fee.

The TIM CIP includes a share of funding for Bass Lake Road and Country Club Drive because the development projects included in the TIM area benefit from these road projects. The TIM CIP is presently being reviewed by the County and the timing for funding of Bass Lake Road and Country Club Drive is uncertain. Bass Lake Road is currently programmed for $1.1 million in the draft 5-year TIM CIP presently being reviewed by the County.

BLHSP developers will be required to construct the required Bass Lake Road improvements and enter into a reimbursement agreement for the TIM fee share of funding.

## 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 within 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 $13.7 million in water fees at buildout and $2.9 million at the 300-unit critical mass.

Developers will be required to construct certain backbone water transmission lines to serve the Specific Plan and receive fee credit or reimbursement under standard EID reimbursement agreements.

### Sewer Fees

Development within 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 within the district. The BLHSP is expected to generate $11.8 million in sewer fees at buildout and $2.5 million at the 300-unit critical mass.

Developers will be required to construct certain backbone sewer-collection lines and pump stations to serve the Specific Plan and receive fee credit or reimbursement under standard EID reimbursement agreements.

## FIRE DISTRICT FEES

The BLHSP is located within the boundaries of the Fire District. Development in the BLHSP will be required to pay the Fire District fee, as shown in **Table 5**. The BLHSP is expected to generate $3.6 million in fire capital improvement fees at buildout and $767,000 at the 300-unit critical mass.

## 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 $9.1 million in park fees at buildout and $1.9 million at the 300-unit critical mass. Fees estimates were based on current EDH 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 within western El Dorado 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 $541,900 in fees at buildout and $115,800 at the 300-unit critical mass.

## SCHOOL DISTRICT MITIGATION FEES

The BLHSP is located within the boundaries of the BUSD, RUSD, and EDUHSD. The majority of the BLHSP is in the BUSD. 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 within the Specific Plan. The fee is adjusted annually by the amount of the *Engineering News Record* (ENR) Construction Cost Index. The current amount of the fee as of July 1, 2003 is $9,097.00 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 $9,097.00, adjusted annually, or Developer Fees pursuant to Government Code Section 65995 *et seq.*

Currently Level II school mitigation fees for BUSD are $1.86 per square foot. Level II fees for the RUSD are $1.98 per square foot. Level II fees for the EDUHSD are $1.09 per square foot.

## BLH PFF

This 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 PFFP proposes the new BLH PFF 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 will require the completion of a nexus study to support implementation of fee. The Nexus Study is included as **Appendix D** of the PFFP.

The BLH PFF program will be divided into three components: road projects, other public facilities and administration.

- **Road Component:** This component will fund the primary local roads identified in the BLHSP. These are road projects not funded by existing County fee program (RIF and TIM).
- **Public Facilities Component:** This component will fund bike lanes, separated sidewalk along Bass Lake Road, parks, walking trails, school sewer and water facilities, open space, and park & ride facilities. This component also included a $500,000 contingency for unanticipated cost increases and other unanticipated expenses.

- **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 $9.3 million in road improvements and $6.6 million in public facilities as shown in **Table 5**. The details of these cost estimates are shown in **Tables 1 and 2.**

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, park surcharge and contingency components of the fee whether or not the project is eligible for credits or reimbursements. These fees are restricted in use and so can not be used for general reimbursements.

## DEVELOPER FUNDING/CONSTRUCTION

The key to the development of the BLHSP and this PFFP is the use of developer funding to advance fund or construct the infrastructure improvements needed in the initial phases of the BLHSP. The need for up-front developer funding or construction is because of the concurrency and the critical mass threshold described earlier in the PFFP.

As discussed in **Chapters I** and **II**, it is anticipated that different combinations of initial development projects could occur in the BLHSP. This PFFP assumes that Hollow Oak with 99 planned units will likely develop first because of its advanced stage in the entitlement process described in **Chapter II**.

It is further assumed that Hollow Oak will be combined with or followed by a combination of Hawk View, Bell Woods, and/or Bell Ranch and for purposes of this PFFP. The developers of the projects will be responsible to fund or construct the upfront infrastructure required to serve the BLHSP. This second group of projects completes the critical mass designation and is labeled Phase 1A.

The actual number of units is not essential because the PFFP requires construction of the critical mass improvements by any or all of the development projects in Phase 1A so the County is assured the facilities are in place. The developers (regardless of the number of units making up the critical mass) will share in the infrastructure costs and in the timing of the reimbursements from the various reimbursement sources.
The total estimated cost of the improvements funded by the critical mass projects is $14.9 million as shown in **Table 2. Chapter VII** details the funding and construction requirement for each development phase.

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 RIF and TIM fee programs. However, the County DOT has established that the RIF and TIM would not have the ability to repay any developer advances for road improvements in the BLHSP Area until other critical improvements within the County have been funded.

Developers of the initial projects will also be conditioned to build necessary infrastructure that is included in the BLH PFF. Much of this infrastructure will also support other development projects. The County and developers will enter into reimbursement agreements so that later benefiting development projects pay their fair share for this infrastructure and public facilities as described in the following section (BLH PFF Reimbursement Plan, page 44).

## 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, value to lien ratios, eligible facilities and security. Once the 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.

### CFD

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 within 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 subsequent to the formation of any financing districts should be required to annex into these districts if they benefit from district facilities.

This PFFP proposes that one or more phases of the BLHSP 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 utilized 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 sub-area 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 utilized, 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.

The estimated amount of available CFD bond proceeds for construction at buildout is $23.9 million and $5.1 million at 300 units, assuming average annual tax rates of $2,100 to $1,500 per unit depending on the zoning density as shown in **Table 7.** Estimated proceeds for the four initially anticipated projects are 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 within 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 7**
**Bass Lake Hills Mello Roos CFD**
**Estimated Bond Proceeds - Buildout (1,404 Units)**

| | Assumptions | Low Density L.2PD | Low Density L.7PD | Medium Density MPD | High Density H3PD | High Density H4PD | Total Buildout |
|---|---|---|---|---|---|---|---|
| **Units** | | **33** | **225** | **655** | **310** | **181** | **1,404** |
| **Bond Proceeds** | | **$650,000** | **$4,430,000** | **$11,060,000** | **$5,240,000** | **$2,540,000** | **$23,920,000** |
| Capitalized Interest | 12 months | $52,700 | $356,500 | $889,500 | $421,000 | $204,600 | $1,924,300 |
| Bond Reserve Fund | 1 yr debt svc | $62,000 | $420,000 | $1,048,000 | $496,000 | $241,000 | $2,267,000 |
| Formation and Issuance Costs | 5.00% | $40,500 | $274,300 | $684,300 | $323,900 | $157,400 | $1,480,400 |
| *Adjustment for Rounding* | | $4,800 | $4,200 | $3,200 | ($3,900) | $4,000 | |
| **Total Bond Size** | | **$810,000** | **$5,485,000** | **$13,685,000** | **$6,477,000** | **$3,147,000** | **$29,604,000** |
| **Total Bonds per Unit** | | **$24,500** | **$24,400** | **$20,900** | **$20,900** | **$17,400** | **$108,100** |
| **Bond Proceeds per Unit** | | **$19,700** | **$19,700** | **$16,900** | **$16,900** | **$14,000** | **$17,000** |
| **Estimated Annual CFD Costs** | | | | | | | |
| Estimated Gross Debt Service | | $62,000 | $420,000 | $1,048,000 | $496,000 | $241,000 | $2,267,000 |
| Estimated Annual Administrative Cost | 2.50% | $1,600 | $10,500 | $26,200 | $12,400 | $6,000 | $56,700 |
| Delinquency Coverage | 10.00% | $6,200 | $42,000 | $104,800 | $49,600 | $24,100 | $226,700 |
| Adjustment For Rounding | | ($500) | $0 | $0 | $0 | $400 | ($100) |
| **Total Annual CFD Costs** | | **$69,300** | **$472,500** | **$1,179,000** | **$558,000** | **$271,500** | **$2,550,300** |
| **Maximum Annual Special Tax** | | | | | | | average |
| Per Developed Unit | | $2,100 | $2,100 | $1,800 | $1,800 | $1,500 | $1,816 |
| Tax Rate per Month | | $175 | $175 | $150 | $150 | $125 | $151 |
| **Assumptions** | | | | | | | |
| Interest Rates | 6.50% | | | | | | |
| Bond Term | 30 years | | | | | | |

*"Bonds"*
*12580 model 15.xls*

[1] Issuance costs include, but are not limited to, 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.

**Table 8**
**Bass Lake Hills Mello Roos CFD**
**Estimated Bond Proceeds - 300 Units**

| | Assumptions | Hollow Oak | Hawk View | Bell Woods | Bell Ranch | Total | Critical Mass [2] |
|---|---|---|---|---|---|---|---|
| **Units** | | **99** | **116** | **54** | **113** | **382** | **300** |
| **Bond Proceeds** | | **$1,670,000** | **$1,960,000** | **$910,000** | **$1,910,000** | **$6,450,000** | **$5,070,000** |
| Capitalized Interest | 12 months | $134,100 | $157,900 | $73,000 | $153,700 | $518,700 | $407,400 |
| Bond Reserve Fund | 1 yr debt svc | $158,000 | $186,000 | $86,000 | $181,000 | $611,000 | $480,000 |
| Formation and Issuance Costs | 5.00% | $103,200 | $121,500 | $56,200 | $118,200 | $399,100 | $313,400 |
| *Adjustment for Rounding* | | ($2,300) | $3,600 | ($2,200) | $1,100 | $200 | ($2,800) |
| **Total Bond Size** | | **$2,063,000** | **$2,429,000** | **$1,123,000** | **$2,364,000** | $7,979,000 | **$6,268,000** |
| **Total Bonds per Unit** | | **$20,800** | **$20,900** | **$20,800** | **$20,900** | **$20,900** | **$20,900** |
| **Bond Proceeds per Unit** | | **$16,900** | **$16,900** | **$16,900** | **$16,900** | **$16,900** | **$16,900** |
| **Estimated Annual CFD Costs** | | | | | | | |
| Estimated Gross Debt Service | | $158,000 | $186,000 | $86,000 | $181,000 | $611,000 | $480,000 |
| Estimated Annual Administrative Cost | 2.50% | $4,000 | $4,700 | $2,200 | $4,500 | $15,300 | $12,000 |
| Delinquency Coverage | 10.00% | $15,800 | $18,600 | $8,600 | $18,100 | $61,100 | $48,000 |
| Adjustment For Rounding | | $400 | ($500) | $400 | ($200) | $200 | $0 |
| **Total Annual CFD Costs** | | **$178,200** | **$208,800** | **$97,200** | **$203,400** | **$687,600** | **$540,000** |
| **Maximum Annual Special Tax** | | | | | | average | |
| Per Developed Unit | | $1,800 | $1,800 | $1,800 | $1,800 | $1,800 | $1,800 |
| Tax Rate per Month | | $150 | $150 | $150 | $150 | $150 | $150 |
| **Assumptions** | | | | | | | |
| Interest Rates | 6.50% | | | | | | |
| Bond Term | 30 years | | | | | | |

*"bonds2"*
*12580 model 15.xls*

[1] Issuance costs include, but are not limited to, 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.
[2] Based on weighted average tax rate per month.

In addition, individual projects or a group of projects may form additional sub-area CFDs if (1) the infrastructure requirement for a sub-area 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 within 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.

# IV. MAJOR ROADWAYS (RIF AND TIM PROJECTS)

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 1996 County General Plan. This chapter describes and provides cost estimates for the major roadway facilities within the BLHSP that are included in the RIF and TIM CIPs. These roadway projects are listed below:

Bass Lake Road

Country Club Drive

Hwy 50/Bass Lake Road Interchange PSR

Major roadway phasing and cost estimates were provided by Cooper, Thorne & Associates, REY Engineers, Dokken Engineering, and EPS. A summary of these cost estimates is provided in **Table 1** found in **Chapter I**. 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.

It has been estimated that the cost to realign and improve Bass Lake Road is $8.0 million. This includes widening and realignment of the northern most section from the northern Specific Plan boundary to the existing Bass Lake Road alignment. The cost to improve Bass Lake Road from Hwy 50 Interchanges to the northern boundary of the Specific Plan is estimated at $6.7 million. However, the PFFP requires construction to existing alignment north east of Serrano Parkway and permits phasing of the improvements. The additional roadway segments and phasing costs increase the cost initially funded to $8.0 million. Details of the proposed Bass Lake Road improvements by phase and segment are included in **Tables A-1** and **A-1-a** through **A-1-e.**

Ultimately, 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 RIF and TIM fee programs. However, the initial two-lane construction with median will need to be completed by the Bass Lake

Hills development projects until fees revenues are programmed in the RIF and TIM CIPs.

## PHASING/FUNDING

As described in **Chapter II**, four projects have been identified as candidates for the critical mass set of projects (300 units). It is anticipated that Hollow Oak would constitute the first phase of development (Phase 1) and one or more the other candidate projects (Bell Ranch, Bell Woods and/or Hawk View) would constitute Phase 1A.

Improvements to Bass Lake Road have been divided into two phases and will be fully funded by the critical mass projects. While the construction is defined as two construction phases, the improvements could be completed as one project if the County approves the Phase 1A development projects shortly after approval of the PFFP. The following sections describe the two-phased construction program.

## BASS LAKE ROAD PHASE 1 IMPROVEMENTS—HOLLOW OAK PROJECT

1. Bass Lake Road from slightly south of the Hollow Oak Road/Bass Lake Road intersection to the northern boundary of the Specific Plan. It is estimated that this improvement would include two travel lanes, paved shoulders, an 8-foot unimproved median, and roadside ditches. The estimated cost of this improvement is $2.5 million as shown in **Table A-1-a**.
2. 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 at an estimated cost of $844,500 as shown in **Table A-1-b**.
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. This widening section is approximately 1,425 linear feet. The estimated cost of these improvements is $535,600, which includes right-of-way acquisition as shown in **Table A-1-c**.
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 roadway in Phase 1A. County staff, EID staff and other utility providers will need to coordinate utility requirements as part of the improvement plan approval process.

## BASS LAKE ROAD PHASE 1A IMPROVEMENTS—NEXT DEVELOPMENT PROJECT OR COMBINATION OF PROJECTS

1. Completion of Bass Lake Road to its full 2 lane cross section including fully constructed medians as defined in the Specific Plan from Hwy 50 to the Northern Boundary of the Specific Plan. Roadside ditches and/or curb and gutter will be required as specified in the Specific Plan. Cost details are provided in **Table A-1-e.**
2. Completion of required EID underground sewer and water utilities and other underground dry utilities as required by the Specific Plan. The cost of underground utilities has not been defined, but will be funded through developer advances, EID fees/reimbursement agreements, and funding programs of the dry utility providers.

## REIMBURSEMENT

DOT has established that the RIF and TIM would not have the ability to repay any developer advances for road improvements in the BLHSP Area until other critical improvements within the County have been funded. Approximately $1.1 million have been included from the TIM program in the next five-year CIP, but the CIP has not been approved by the County. A discussion of existing fee programs is found in **Chapter III.**

Right-of-way acquisition and construction funding of Bass Lake Road will be provided by developers with eventual reimbursement from County RIF and TIM programs. Developers who fund initial infrastructure will enter reimbursement agreements with the County. Bass Lake Hills developers will be required to pay the RIF fees as well as construct the Bass Lake Road improvements. Terms of repayment will be specified in each reimbursement 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 RIF and TIM programs. 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$^{th}$ 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 **Table A-2.** The Phase 1A developers will be required to fund the PSR and will be reimbursed from the RIF fee program.

## COUNTRY CLUB DRIVE

Country Club Drive is the major east-west urban collector road in the Specific Plan. The estimated cost is $3.0 million as shown in **Table A-3.** Country Club Drive is eligible for funding under the County's RIF fee program.

### PHASING/FUNDING

Country Club Drive will be constructed in several phases. Development projects will be condition 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.

The eastern portion from Bass Lake Road to the eastern boundary of the project is estimated to cost $1.8 million. Holy Trinity Church has already completed a segment of this road; the remainder of the improvements is required as development occurs in the BLHSP that requires service from this roadway.

The segment from Bass Lake Road west to Silver Dove Way is required for the 300-unit critical mass to accommodate access to the elementary school. The estimated cost of this segment is $296,000.

The remaining segment from Silver Dove Way to the western border will be required as development occurs adjacent to the western portion Country Club Drive. The County will condition specific development projects to build all or portions of the roadway depending on access requirements. The total cost of this access is $960,000, and is estimated to be funded by the completion of the 40$^{7th}$ unit as shown in **Table 15**.

### REIMBURSEMENT

Eligible right-of-way acquisition and construction funding will be provided by developers with eventual reimbursement from the County RIF program. Bass Lake Hills developers will be required to pay the RIF fees as well as construct the Country

Club Drive improvements. Terms of repayment will be specified in each reimbursement agreement.

# V. 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 1** found in **Chapter I**. Detailed cost estimates for these facilities are found in **Appendix B.** A Nexus Study providing the finding necessary for the County to adopt the BLH PFF is found in **Appendix C**.

The initial Bass Lake Hills developers will have to construct many of the facilities in advance of 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.

The County will condition development projects to provide two points of roadway access to the road network. One point of access must be to either Bass Lake Road or Country Club Drive. A secondary access must be to a primary or secondary roadway in the designated alignment defined as in the Specific Plan. One way of meeting the requirement is through connection to a county maintained road adjacent to the Specific Plan.

Secondary local roads will be constructed on a subdivision by subdivision basis within individual villages. Secondary local roads are the construction and funding responsibility of the sub-divider.

Cost estimates for the following primary local roads are found in Appendix B:

| | |
|---|---|
| Hollow Oak Road—segments F–K | Table B-1 |
| Hollow Oak Road Extension—segments E–F | Table B-2 |
| Morrison Road—segments I–J | Table B-3 |
| Silver Dove Way—segments C–G | Table B-4 |
| Silver Dove Way Extension—segments C–O | Table B-5 |
| Silver Dove Way—segments O–P | Table B-6 |

## 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 and west bound ramps

Cost estimates for the signals at Silver Dove Way, Hollow Oak Road, and Country Club Drive are shown in **Table B-7**. The cost estimates exclude an estimated $25,000 for each signal for the substructure improvements. These underground improvements will be installed as part of the reconstruction of Bass Lake Road (Phases 1 and 1A).

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 cost for these signals will be included in the leveling procedure discussed later in this chapter.

The Bass Lake Road/Hwy 50 Interchange east and west bound ramp signals will be funded as part of the reconstruction of the interchange.

## HWY 50/BASS LAKE ROAD RAMPS AND RAMP METERING

The Specific Plan determined that improvements to the Hwy 50/Bass Lake Interchange will be required to increase carrying capacity until the interchange is reconstructed.

Improvements to the interchange include a westbound two-lane on-ramp, an eastbound two-lane off-ramp, and ramp metering equipment. The cost of these improvements is estimated at $500,000 as shown on **Table B-8.**
These improvements are needed prior to the reconstruction of the interchange and are not part of the ultimate interchange configuration. Therefore, these improvements are not funded through any other existing funding source.

These improvements are required by the critical mass units to provide an adequate level of service at the interchange. The Phase 1 and Phase 1A development projects will fully fund these improvements and will receive proportionate reimbursement from later BLH development projects.

# OTHER PUBLIC FACILITIES

The BLH PFF will include a number of public facilities that have been grouped under the category of "other public facilities." These include the following facilities:

- Bike lanes and sidewalks along urban collectors
- School infrastructure (sewer and water)
- Park-and-ride lot
- Park and recreation facilities
- Walking trail
- Open space acquisition
- Contingency

## BIKE LANES AND SIDEWALKS ALONG URBAN COLLECTORS

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.

The cost estimates for the following bikeways and walkways along urban collectors are found in **Appendix B**:

- Bass Lake Road bike lane and sidewalk **Table B-9, B-9a** and **B-10**
- Country Club Drive bike lane and sidewalk **Table B-11**

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.

## SCHOOL INFRASTRUCTURE

This section describes the funding for the sewer and water lines needed to serve the BUSD K–8 school site located along Silver Dove Way. A more complete description of school facilities funding is found in **Chapter VI**.
The improvements required to serve the school site are roads to provide both a northern and southern access to the school site. These include Silver Dove from Bass Lake Road to Country Club Drive and Country Club from Silver Dove to Bass Lake Road. In addition, sewer and water lines will be constructed to serve the school site. All utility

lines installed underground or overhead in or along the road excluding sewer. Roadway landscaping will not be a required access improvement. The improvements will be constructed by the development projects no later than the issuance of the 300th building permit. Each development project included in the critical mass group of projects would be required to contribute proportionately for construction of these improvements.

The cost of the roadway improvements for Country Club Drive was identified in **Chapter V**. The cost estimate for Silver Dove Way is identified in the previous section on primary local roads.

The sewer and water improvement costs to serve the K–8 school site are estimated at $1.1 million. The cost estimate is shown in **Table B-12.** The costs of sewer and water facilities will initially be included in the BLH PFF. The sewer and water costs may be reimbursable under the EID water and sewer fee programs or developer reimbursement for project serving facilities. If the costs end up being reimbursable, then the school sewer and water costs will be removed from the BLH PFF. However, the $500,000 sewer line credit plus interest shall be reimbursed to the BUSD under the BLH PFF.

The costs include a sewer lift station that benefits a limited number of parcels. The costs of the lift station will be allocated to the benefiting parcels.

The road, water, and sewer improvements, including the lift station, to serve the K–8 school site are provided under the Specific Plan at no cost to the BUSD. None of the infrastructure costs shall be assessed against the school property. However, to help defray the cost of the sewer improvements to serve the school site, the District has agreed to grant the developers installing the sewer line improvements a credit against their School Mitigation Fees for 50 percent of the cost of the sewer line improvements, not to exceed a maximum amount of $500,000. The amount of the sewer line credit offered by Buckeye to the developers shall be assessed against the first 100 homes after Phase 1A in an amount of $5,000 per unit and reimbursed to the BUSD. The $500,000 sewer line credit shall bear interest at a rate of 5 percent per annum for the unpaid amount commencing on the date the District would have received the school mitigation fee if the District had not provided the credit. The credit and interest shall be paid in an amount of $5,000 per unit and shall be collected beginning with the 101st unit after Phase IA until paid in full.

## PARK-AND-RIDE FACILITY

The Specific Plan requires approximately a two-acre site for a park-and-ride lot capable of initially accommodating 100 vehicles with expansion to 200 vehicles. The 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 $900,000. The costs are based on two smaller park & ride facilities along the Hwy 50 corridor. Land costs and other costs are included as a contingency of 20 percent. See **Table B-13** for details of the cost estimate.

Acquisition funding for the site is required from the critical mass units, and funding of the construction of the site is required by the 600th unit. The County will set aside a portion of the BLH PFF fees for the acquisition and construction of the park & ride lot.

## PARKS AND RECREATION

A complete discussion of the park and recreation land acquisition and facilities construction costs if found in **Appendix D**. That discussion identifies a shortfall in funding for park land acquisition from Quimby funding and park construction funding from the EDH CSD park development fees.

The BLH PFF will fund the shortfall identified in Appendix D for land acquisition and park development costs. There is a good possibility that the park land acquisition costs will be less than the Quimby in-lieu fee amounts and the BLH PFF fee for the land acquisition costs can be reduced. This will be determined following the acquisition of the land for the 8.7 acre sports park required by the 300th critical mass unit.

Appendix D provides facilities requirements, cost estimates, and a phasing and financing analysis for the park facilities designated in the Specific Plan.

The additional costs to fund park land acquisition and construction and the cost per unit are shown below:

| | Total Cost | Per Unit |
|---|---|---|
| Land Acquisition | $ 154,000 | $110 |
| Park Development | $1,027,200 | $732 |
| Total | $1,181,200 | $842 |

## 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 of the trail is estimated at $108,800 as shown in **Table B-14**. 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.

## 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 1.075 acres (151 acres/1,404 units) of land open space land per residential unit on the average. Open space dedications are a component of the leveling mechanism described in more detail in future sections.

## CONTINGENCY

Since the costs estimates for the BLH PFF are preliminary, the BLH PFF includes a $500,000 contingency for cost increases that cannot be captured through fee increases or unanticipated expenses. Unanticipated expenses could include the cost of acquiring land to close gaps in the trail system.

# BLH PFF REIMBURSEMENT PLAN

Because of extensive funding advances required in the earlier phases of development in the Specific Plan Area, later development may be required to reimburse the earlier developers in addition to funding or constructing the infrastructure necessary to serve their project. The goal of this reimbursement plan is to create equity between the developers providing advance funding. Where as much as is practical, all developers will have an equal amount of reimbursements outstanding after a new developer is added to the group. The terms of existing agreements and policies of the County and the EDH CSD will need to be considered in determining the applicability of advance leveling in each situation.

There are three categories of advances: Regional System Advances, El Dorado Hills CSD Advances and Specific Plan PFFP Advances. Regional System Advances and EDH CSD Advances will ultimately be repaid to developers from sources outside the PFFP whereas the Specific Plan Advances will rely on internal reimbursement. This becomes an important issue for the administration of these advance funds. While the three types can be combined for determining the amount of leveling and determining the amount of fee due to and from developers, subsidiary accounts must be maintained for each. A sample leveling calculation has been provided in Appendix E—Administrative Worksheet (sheet 3 of 4).

## REGIONAL SYSTEM ADVANCES

Regional System Advances, primarily for Bass Lake Road and Country Club Drive, are eligible for reimbursement from the RIF and TIM trust funds. Reimbursement agreements with the County are necessary for this category of advance and the terms of these agreements may provide for leveling within the PFFP.

## EL DORADO HILLS CSD ADVANCES

Reference the section on Sports Park—Funding Alternatives for more information on this type of advance. The timing required for the construction of the Sports Park compared to available El Dorado Hills CFD Park Fees may necessitate advance funding from developers. Reimbursement agreements between the EDH CSD and developers may provide for leveling within the PFFP. The addition of language related to leveling in any agreement shall be coordinated with the County staff responsible for administering the PFFP.

## SPECIFIC PLAN ADVANCES

Specific Plan Advances are advances for any of the PFFP funded improvements. Appendix E, page 3 of 4, has been provided as a sample to show the methodology to be employed to determine leveling fee amounts. County will prepare and adopt implementing procedures related to advance leveling that will provide details necessary for the administration of the reimbursement program through this leveling approach.

## FUNDING OF SPORTS PARK

The EDH CSD Park Fee, the BLHSP Park Fee Surcharge, and Quimby Fees have been identified as potential revenue sources to fund the acquisition and construction of the Sports Park. Please note that only a portion of the Quimby fees and a portion of the BLHSP Park Fee Surcharge are designated as revenue available to fund the land acquisition for the park, and that only EDH CSD Park Fees and the BLHSP Park Fee Surcharge are available to fund construction of the park.

**Tables D-8** through **D-10** in **Appendix D** of this report show the revenue generated by these funding sources fees at 300 units and 600 units compared to the cost of the acquisition and construction of the Sports Park. As shown in these tables, there is a shortfall in funding for the acquisition of the land for the Sports Park, which is required by 300 units. **Table 16** shows that if there is not sufficient funding available for the Sports Park by the completion of the Park & ride Facility, then the Sport Park would receive additional BLH PFF funding beyond the allocation supplemental fee to complete construction prior to any developer reimbursements. **Table 17** shows the estimated shortfall in funding the Sports Park and the requirement for additional BLH PFF fee revenues.

# VI. 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

## WATER

EID is the predominant water purveyor for the western slope of El Dorado 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 currently out of the District. Chapter II describes the EID annexation status of BLHSP parcels.

There are existing water mains adjacent to the western and northwestern project boundary—the 12-inch Bass Lake Conduit and the 18-inch Gold Hill Intertie. The Specific Plan currently has an 8-inch waterline in Country Club Drive, Covello Circle and Castana Drive, 6-inch line in Knollwood Drive and a 12-inch line adjacent to the eastern boundary of the property.

The water supply for the BLHSP is predominantly Folsom Lake authorized under the SWRCB issued Water Right Order WR2002-22 (water right) issued on October 16, 2001. EID has estimated that the ultimate buildout of 1,458 dwelling units will require 892,000 gallons of water per day and that EID could begin using the water right in 2003.

Major water distribution lines will be located within major street rights-of-way. Service to elevations above 1,280 feet will require the use of a hydro-pneumatic booster pump station during periods of high demand to sustain pressure. During lower demand periods, the Specific Plan can be served by a pressure reducing station off the 18-inch Gold Hill Intertie.

### PHASING

The EID Water Master Plan identifies the needed major transmission mains and storage facilities. Needed facilities identified by the EID Master Plan will be in place before or concurrently with development of projects within the BLHSP. Service to any proposed subdivision within the boundaries of the BLHSP is contingent on EID Policy 22-Service Procurement and EID Policy 41-Water Supply reliability. These two policies are identified in Mitigation Measure K01 as referenced in the Addendum to the Bass Lake Road Study Area Program EIR. Future water distribution plans are subject to the approval of EID after preparation, review and approval of the facility plan report (FPR).

### FUNDING

In order to receive water service, participation in the construction of facilities paid for by the El Dorado Hills supplemental connection fee will be necessary. If needed facilities are not in place when needed, affected landowners will construct required facilities and receive reimbursement from EID. Reimbursement either though "facility capacity charge" credits or direct cash reimbursement would be subject to EID approval. It is estimated that a total of $13.7 million (2004$) in hookup fees will be paid to EID from development in the BLHSP.

## SEWER

EID performs wastewater collection and treatment through AD3 facilities, future planned facilities and existing Deer Creek collection lines. EID allows "buy-ins" to its AD3 wastewater facilities. The Specific Plan contains the service boundary that separates the Deer Creek service area from the El Dorado Hills service area. The off-site collection facilities may require some limited upgrades, more specifically an 8" collection line, approximately 1,000 feet, in Country Club Drive that may require upgrading. The FPR[1] will address this issue.

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[1] EID requires that a FPR be prepared in advance of service. The preparation, review, and approval of this report are beyond the scope of the PFFP.

An 18-inch sewer trunk main identified by the Serrano South Uplands Master Plan will provide sewer outfall service for the El Dorado Hills service area properties. It will service the Specific Plan with wastewater collection and treatment service for properties west of the service boundary. Properties west of the service boundary will be required to buy-in to AD3 for sewer service.

EID has expanded both the El Dorado Hills and Deer Creek wastewater treatment plants from 1.6 MGD and 2.5 MGD to 3.0 MGD and 3.6 MGD respectively. Ultimate expansion for planning purposes caps the treatment plants at 8.6 MGD and 10.8 MGD respectively. The Specific Plan, at build out is estimated to contribute 0.437 MGD[2]. As a result, payment of FCCs[3] and AD3 buy-ins will provide the financing for all necessary off-site improvements for the collection and treatment of wastewater within the Specific Plan.

1. Based on existing fees and assessments, AD3 buy-ins the total assessments and fees for sewer payable as part of the Specific Plan will be approximately $9.6 million (2003$) which constitutes the project's fair share contribution for off-site collection and treatment facilities.
2. On-site wastewater facilities within the Specific Plan shall be developed incrementally with the recording of final maps for projects within the boundaries of the Specific Plan. They shall be financed through direct developer financing or the use of CFD(s).

EID requires that a FPR be prepared in advance of service. The preparation, review, and approval of this report are beyond the scope of the PFFP.

## 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 shall address their drainage impacts in compliance with the County of El Dorado Drainage Manual and Specific Plan policy. Detention and/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.

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[2] Source: Section 3.11-SEWAGE DISPOSAL, Addendum to the Bass Lake Road Study Area Program EIR.

[3] Facility Capacity Charge; in other words, EID hookup fees.

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 $3.5 million (2004$).

## 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.

Appendix D provides a full description of the park financing plan for EDH CSD. The following discussion briefly summarizes the park funding plan.

The landowners and developers shall convey to the CSDs, park acreage sufficient to comply with the requirements of the General Plan (5 acres per 1000 population, based on 3.054 persons per household). The BLHSP requires 24 acres of park land to serve the residents. An 8.7-acre active sports park is planned to serve the entire Specific Plan along with smaller neighborhood parks to serve each neighborhood.
Park sites may be conveyed or dedicated substantially in accordance with the Parks and Open Space Plan. In addition to the requirements listed above, parkland and facilities will be developed 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 respective CSD. Ultimate site selection and development is the responsibility of that body. The RFMP requires that one or more park sites be provided in each village that contains 50 or more units. These park locations will be determined in conjunction with the review of subsequent subdivision applications. 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. The PFFP requires that land acquisition funding for the sports park is available by the 300th unit and that construction funding is available by the 600th unit.

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 prior to 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. The site can be utilized 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 BUSD will provide the owner or owners dedicating the site with credits against their school impact mitigation fee. Credits provided by the BUSD shall not exceed $250,000. Developers of the critical mass units are required to provide roads, sewer and water infrastructure to the school site as described in the prior chapter.

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 currently set at $9,097 per residential unit. If the school mitigation fee is collected against all 1,404 units, at their current level, the K–12 schools will total $12.7 million dollars. 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 shall collect the school mitigation fees within the Specific Plan and the County shall notify the County Office of Education of each final map recorded within

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 prior to the effective date of such law may be required to pay the Level II fees reference in Section III above instead of the $9,097 per unit school fee established under the Development Agreement.

# VII. PHASING ANALYSIS

The Specific Plan and this PFFP require that a substantial portion of the backbone infrastructure is constructed by the first 300 units. These units have been defined as the critical mass units in **Chapter II**. At this time it is unknown which combination of these first projects will receive their entitlements from the County and participate in the funding of the critical mass improvements.

This chapter outlines the financial commitments for the major stages of development that are likely to occur in the development of the Specific Plan. The PFFP lays out the infrastructure requirements and financing mechanism to provide all necessary infrastructure and public facilities. This chapter focuses on infrastructure and public facilities that are the funding responsibility of the County. Infrastructure requirements for sewer, water, parks, and schools are identified but cost estimates are not provided except in a few cases. Instead of cost estimates for these items, the 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 PFFP. While it is likely that the order of development projects may change from that outlined in this phasing chapter, the infrastructure and public facilities requirements will be met by each development projects according to the guidelines set forth in the PFFP.

Because of its present entitlement status, the Hollow Oak project is likely to proceed first following approval of the PFFP Three other projects are poised to receive approvals following adoption of the PFFP. The remainder of the buildout of the BLHSP includes projects with and without development agreements that are not annexed to EID. The difference in Phase 2 and 3 projects is that some projects have signed development agreements and others have not.

## DEVELOPMENT PHASES

The phasing discussion in this chapter describes the development of the BLHSP in the following series of development phases:

- Phase 1—Hollow Oak — 99 units
- Phase 1A—Remainder of Critical Mass — 201 units
  Any combination of Hawk View, Bell Ranch or Bell Woods (286 possible units)

- **Total Critical Mass** — **300 units**
  "Critical Mass" could be larger or smaller than 300 units, depending on participants
- Phases 2 and 3—Remaining Units to Buildout — 1,104 units
  Phase 2 units have development agreements
  Phase 3 units do not have development agreements
- **Total Units Subject to PFFP** — **1,404 units**
- Trinity Church (Nonparticipant in PFFP) — 54 units
- **Total Specific Plan Units** — **1,458 units**

## INFRASTRUCTURE AND PUBLIC FACILITIES REQUIREMENTS

**Chapters IV, V, and VI** specified the timing of the backbone infrastructure and public facilities. The following lists summarize the major infrastructure requirements and the timing of the construction of these facilities. Regardless of improvements required, fees shall be paid for administration, park surcharge, and contingency and, if applicable, leveling advances. Each project will also be required to create open space in accordance with the Specific Plan.

**Phase 1—Hollow Oak**

- 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.

Final determination of the BLH PFF fee amounts and timing of payments will be determined with the final subdivision agreement.

**Phase 1A—Combination of Hawk View, Bell Woods and/or Bell Ranch**

- Reconstruct Bass Lake Road with full improvements as required in the BLHSP from Hollow Oak Road to Hwy 50. Provide underground utilities as required.
- Construct bike lane and sidewalks along Bass Lake Road from Hollow Oak Road to Hwy 50.
- Finish median and other improvements on Bass Lake Road from Hollow Oak Road to Serrano Parkway as required by the BLHSP. Provide underground utilities as required.
- Construct Country Club Drive (G–H) with frontage improvements.
- Construct Silver Dove Way to school site (Q–G) with frontage improvements.
- Construct Silver Dove Way (C–D) if Hawk View is included in the critical mass projects.
- Construct school infrastructure (water and sewer).
- Construct Morrison Road (J–I) without off-site frontage improvements if Bell Ranch is in the critical mass projects.
- Construct traffic signals on Bass Lake if required by Traffic Warrants.
- Construct or complete funding for Hwy 50/Bass Lake Road Interchange ramp improvements and ramp metering.
- Acquire approximately two acres for the park-and-ride lot.
- Acquire land for an 8.7-acre sports park.
- Planning and design of Sports Park

**Phases 2 and 3—Remaining Units to Buildout at 600 Units**

- Construct Silver Dove Northern Access to School site at 482 units.
- Complete Construction of 8.7-acres sports park.
- Construct 100 parking spaces in park-and-ride lot.

**Phase 2 and 3—Remaining Units to Buildout—300+ units to Buildout**

- Complete construction of Country Club Drive based on access requirements as determined by DOT.
- Construct or fund bikeway or sidewalk improvements as required.
- Provide Reimbursement to equalize funding advances.

# COST ESTIMATES AND FUNDING BY PHASE

**Table 10** summarizes the costs estimates and responsibilities of the BLHSP developers by phase for major roadway projects funded through RIF and Tim fees and road projects and public facilities funded through the BLH PFF.

Costs for facilities required by other service providers have not been estimated. These costs will be funded by the financing programs under the control of the service providers. Advance funding and reimbursement agreements also will be the responsibility of those service providers.

## ROADWAYS—PHASE 1 AND 1A

**Table 10** clearly shows that the Phase 1 and 1A development projects will initially be paying far more than their fair share of infrastructure costs. Since Phase 1 (Hollow Oak) is funding a significantly greater share of the Bass Lake Road improvements per unit, the PFFP allows for the reassignment of some BLH PFF facilities to the remainder of the critical mass units in Phase 1A. When all of the critical mass facilities are constructed, the County will adjust the reimbursement accounts for all critical mass development projects to equalize the eligible reimbursements by funding program for each project. This is shown in **Table 10** by the combined critical mass 300 unit column.

**Table 10** shows the RIF/TIM and BLH PFF projects that would be funded by the first four projects (382 units) for each possible combination of projects. At this point, nearly the entire significant backbone infrastructure included in the BLH PFF program has been constructed except for the second school access road, the park & ride lot and the Sports Park. These facilities will be constructed prior to the 600th unit. In addition, some of the local road projects will not be constructed until a specific project requiring the road begun development.

**Tables 9** and **10** summarize the cost per residential development for each development phase.

**Table 9**
**Bass Lake Hills Public Facilities Financing Plan**
**Summary of Major Road and BLH PFF Cost per Unit**
**(Prior to Reimbursements)**

| | | Phase 1A Scenarios | | | | | |
|---|---|---|---|---|---|---|---|
| | Phase 1<br>99 Units | w/ Hawkview &<br>Bell Woods [1]<br>170 Units | w/ Bell Ranch &<br>Bell Woods [2]<br>167 Units | w/ Bell Ranch &<br>Hawk View [3]<br>229 Units | Total Phase 1 -<br>1A Projects<br>382 Units | Phases 2 & 3<br>1,022 Units | Buildout<br>1,404 Units |
| **Major Roadway Costs** | | | | | | | |
| (RIF and TIM Eligible) | **$32,400** | **$28,600** | **$29,100** | **$21,200** | **$21,100** | **$2,700** | **$7,700** |
| **BLH PFF Costs** | | | | | | | |
| Roadways | $10,600 | $9,100 | $13,000 | $14,100 | $11,200 | $4,900 | $6,650 |
| Other Public Facilities | $4,500 | $11,700 | $11,800 | $9,200 | $7,000 | $3,900 | $4,736 |
| Admin. | $460 | $460 | $460 | $460 | $460 | $460 | $460 |
| **Total BLH PFF Costs** | **$15,560** | **$21,260** | **$25,260** | **$23,760** | **$18,660** | **$9,260** | **$11,846** |
| **Total Major Roads and PFF** | **$47,960** | **$49,860** | **$54,360** | **$44,960** | **$39,760** | **$11,960** | **$19,546** |

*"cost_per_unit"*
*12580 model 15.xls*

[1] Includes cost for Silver Dove Way, but excludes cost for Morrison Road.
[2] Includes cost for Morrison Road, but excludes cost for Silver Dove Way.
[3] Includes cost for Morrison Road and cost for Silver Dove Way, school access road, and interchange ramp improvements..

**Table 10**
**Bass Lake Hills Public Facilities Financing Plan**
**Estimated Costs by Phase - Summary**

| Summary | Total | Phase 1 Hollow Oak (99 Units) | Phase 1A Scenarios w/ Hawkview & Bell Woods [1] | Phase 1A Scenarios w/ Bell Ranch & Bell Woods [2] | Phase 1A Scenarios w/ Bell Ranch & Hawk View [3] | Total Phase 1 - 1A Projects | Phases 2 & 3 Remainder of Buildout |
|---|---|---|---|---|---|---|---|
| Units | 1,404 | 99 | 170 | 167 | 229 | 382 | 1,022 |
| Cumulative Units | | 99 | 269 | 266 | 328 | 382 | 1,404 |
| % of 300 Units | 100% | 33% | 57% | 56% | 76% | 127% | |
| % of all Units | 100% | 7% | 12% | 12% | 16% | 27% | 73% |
| **Major Roadway (RIF and TIM Reimbursable)** | **$10,834,300** | **$3,206,900** | **$4,866,100** | **$4,866,100** | **$4,866,100** | **$8,073,000** | **$2,761,300** |
| **Bass Lake Hills Public Facilities Fee Program** | | | | | | | |
| Roadway | $9,333,600 | $1,054,000 | $1,555,000 | $2,179,000 | $3,234,000 | $4,288,000 | $5,045,000 |
| Other Public Facilities | $6,649,800 | $447,700 | $1,983,000 | $1,976,300 | $2,117,300 | $2,687,600 | $3,962,300 |
| **Subtotal - Bass Lake Hills Public Facilities Fee Program** | **$15,983,400** | **$1,501,700** | **$3,538,000** | **$4,155,300** | **$5,351,300** | **$6,975,600** | **$9,007,300** |
| **Total Fee Funded Costs** | **$26,817,700** | **$4,708,600** | **$8,404,100** | **$9,021,400** | **$10,217,400** | **$15,048,600** | **$11,768,600** |
| **Plus Nonreimbursable Costs** | $535,600 | $535,600 | $0 | $0 | $0 | $535,600 | $0 |
| **Total Costs** | **$27,353,300** | **$5,244,200** | **$8,404,100** | **$9,021,400** | **$10,217,400** | **$15,584,200** | **$11,768,600** |
| **Estimated Cost per Unit** | Per Unit | Per Unit | Per Unit | Per Unit | Per Unit | Per Unit | Per Unit |
| **Major Roadway (RIF and TIM Reimbursable)** | **$7,700** | **$32,400** | **$28,600** | **$29,100** | **$21,200** | **$21,100** | **$2,700** |
| **Bass Lake Hills Public Facilities Fee Program** | | | | | | | |
| Roadway | $6,650 | $10,600 | $9,100 | $13,000 | $14,100 | $11,200 | $4,900 |
| Other Public Facilities | $4,736 | $4,500 | $11,700 | $11,800 | $9,200 | $7,000 | $3,900 |
| Administrative (4% of Subtotal - Bass Lake Hills Fee Program ) | $460 | $460 | $460 | $460 | $460 | $460 | $460 |
| **Subtotal - Bass Lake Hills Public Facilities Fee Program** | **$11,846** | **$15,560** | **$21,260** | **$25,260** | **$23,760** | **$18,660** | **$9,260** |
| **Total Fee-Funded Costs per Unit** | **$19,546** | **$47,960** | **$49,860** | **$54,360** | **$44,960** | **$39,760** | **$11,960** |

Source: Cooper Thorne & Associates and EPS Estimates.

*"sum"*
*12580 model 15.xls*

Note: See table 15 for additional requirements.

[1] Includes cost for Silver Dove Way, but excludes cost for Morrison Road.
[2] Includes cost for Morrison Road, but excludes cost for Silver Dove Way.
[3] Includes cost for Morrison Road and cost for Silver Dove Way.

**Table 11** provides the details of the cost assignments for the major roads that are reimbursable through RIF and TIM programs. The table includes the shoulder widening project on Bass Lake Road south of Hollow Oak Road if the Bass Lake Road reconstruction is phased. The shoulder widening will funded by the Hollow Oak project and will not be reimbursable through RIF, TIM, or the BLH PFF.

**Table 12** provides the details of the cost assignments for the BLH PFF road component. At this time, it is not known if Hawk View or Bell Ranch or both will be in the critical mass projects. **Table 12** includes the costs for Silver Dove if Hawk View is developed and Morrison Road is developed. If these projects are not in the critical mass units, then the associated cost of the appropriate roadway would be eliminated. The cost per unit estimate on **Table 10** is slightly overstated because the road costs for both projects are included but the total potential units are only 201.

## OTHER BLH PFF FACILITIES—PHASE 1 AND 1A

**Table 13** provides the details of the cost assignments for the BLH PFF other public facilities component. The costs include the bike lanes and sidewalks for Bass Lake Road and Country Club Drive, various school infrastructure items including the water and sewer lines, and other public facilities such as the park & ride lot, walking trail, and open space.

## FACILITIES REQUIRED BY 600TH BUILDING PERMIT

In order to fund additional facilities required by the 600th residential building permit, the County will collect the advance funding from the BLH PFF and provide the funding to the appropriate agency to construct the major facilities in the following priority.

1. Second School Access Road
2. Park & ride Facility
3. Sports Park

**Table 15** shows the number of additional units necessary to fund each additional project while maintaining the balanced advanced funding levels around $26,000 per unit. By the 398th unit, the second school access road would be constructed. By the 424th unit, the Park & ride lot would be funded and constructed.

The primary funding sources for the Sports Park are the Quimby in-lieu fees, the EDH CSD Park Development Impact and the BLH PFF supplemental fees. There may be adequate funding from these sources prior to the priority funding schedule shown on

**Table 11**
**Bass Lake Hills Public Facilities Financing Plan**
**Estimated Cost by Phase - Major Roadway**

| Major Roadway (RIF and TIM Reimbursable Facilities) | Apx | Segment | Total | Developer Constructed | | | | | | Reimbursement Source | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Phase 1 | Phase 1A Scenarios | | | Total Phase 1 & 1A Projects | Phases 2 & 3 | | |
| | | | | Hollow Oak (99 Units) | w/ Hawkview & Bell Woods [1] | W/ Bell Ranch & Bell Woods [2] | W/ bell Ranch & Hawk View [3] | | Remainder of Buildout | Through RIF Program | Through TIM Program |
| Units | | | 1,404 | 99 | 170 | 167 | 229 | 382 | 1,022 | | |
| Cumulative Units | | | | 99 | 269 | 266 | 328 | 382 | 1,404 | | |
| % of 300 Units | | | | 33% | 57% | 56% | 76% | 127% | | [1,2] | [1,2] |
| % of all Units | | | | 7% | 12% | 12% | 16% | 27% | 73% | | |
| **Bass Lake Road** | | | | | | | | | | | |
| Segment 1 - Hwy 50 to Hollow Oak Road | | | | | | | | | | | |
| Widen - 6 ' both sides (where less than 32' wide) | A-1.c | B-F | $535,600 | $535,600 | $0 | $0 | $0 | $535,600 | $0 | $0 | $0 |
| Complete to full improvement specs | A-1 | B-F | $3,619,500 | $0 | $3,619,500 | $3,619,500 | $3,619,500 | $3,619,500 | $0 | $1,411,600 | $2,207,900 |
| **Subtotal - Segment 1** | | | **$4,155,100** | **$535,600** | **$3,619,500** | **$3,619,500** | **$3,619,500** | **$4,155,100** | **$0** | **$1,411,600** | **$2,207,900** |
| Segment 2 - Hollow Oak to No. BLHSP Boundary | | | | | | | | | | | |
| 2 - Lanes with 8' unimproved median, 4' shoulders, 45 mph | A-1.a | A-F | $2,490,700 | $2,490,700 | $0 | $0 | $0 | $2,490,700 | $0 | $971,400 | $1,519,300 |
| Complete to full improvement specs | A-1 | A-F | $477,300 | $0 | $477,300 | $477,300 | $477,300 | $477,300 | $0 | $186,100 | $291,200 |
| **Subtotal - Segment 2** | | | **$2,968,000** | **$2,490,700** | **$477,300** | **$477,300** | **$477,300** | **$2,968,000** | **$0** | **$1,157,500** | **$1,810,500** |
| Segment 3 -No. BLHSP Boundary to Exist Bass Lake Rd. | | | | | | | | | | | |
| 2 - Lane with 8' unimproved median, 4' shoulders, 45 mph | A-1.b | Off-site | $716,200 | $716,200 | $0 | $0 | $0 | $716,200 | $0 | $279,300 | $436,900 |
| Complete to full improvement specs | A-1.e | Off-site | $223,500 | | $223,500 | $223,500 | $223,500 | $223,500 | | $87,200 | $136,300 |
| **Subtotal - Segment 3** | | | **$939,700** | **$716,200** | **$223,500** | **$223,500** | **$223,500** | **$939,700** | **$0** | **$366,500** | **$573,200** |
| **Total Bass Lake Road** | | | **$8,062,800** | **$3,742,500 [4]** | **$4,320,300 [4]** | **$4,320,300 [4]** | **$4,320,300 [4]** | **$8,062,800** | **$0** | **$2,935,600** | **$4,591,600** |
| **Bass Lake Road / Highway 50 Interchange PSR** | A-2 | | **$250,000** | **$0** | **$250,000 [4]** | **$250,000 [4]** | **$250,000 [4]** | **$250,000** | **$0** | **$97,500** | **$152,500** |
| **Country Club Drive** | | | | | | | | | | | |
| Segment 1 - Bass Lake Road to Eastern boundary | A-3 | H-M | $1,775,100 | $0 | $0 | $0 | $0 | $0 [5] | $1,775,100 [5] | $1,775,100 | $0 |
| Segment 2 - Bass Lake Rd. to Silver Dove (School Access) | A-3 | G-H | $295,800 | $0 | $295,800 [4] | $295,800 [4] | $295,800 [4] | $295,800 | $0 | $295,800 | |
| Segment 3 - Silver Dove to Western Boundary | A-3 | G-N | $986,200 | $0 | $0 | $0 | $0 | $0 [5] | $986,200 [5] | $986,200 | |
| **Total Country Club Drive** | | | **$3,057,100** | **$0** | **$295,800** | **$295,800** | **$295,800** | **$295,800** | **$2,761,300** | **$3,057,100** | **$0** |
| **Total Major Roadway** | | | **$11,369,900** | **$3,742,500** | **$4,866,100** | **$4,866,100** | **$4,866,100** | **$8,608,600** | **$2,761,300** | **$6,090,200** | **$4,744,100** |
| **Less Nonreimbursable Cost** | | | **($535,600)** | **($535,600)** | | | | **($535,600)** | | | |
| **Total Major Roadway (RIF and TIM Reimbursable Cost)** | | | **$10,834,300** | **$3,206,900** | **$4,866,100** | **$4,866,100** | **$4,866,100** | **$8,073,000** | **$2,761,300** | **$6,090,200** | **$4,744,100** |

Source: Cooper Thorne & Associates and EPS Estimates.

*"RIF_TIM"*
*12580 model 15.xls*

See Table 14 for footnotes.

**Table 12**
**Bass Lake Hills Public Facilities Financing Plan**
**BLH PFF Road Projects Estimated Costs by Phase**

| BLH PFF - Road Projects | Apx | Segment | Total | Phase 1 | Phase 1A Scenarios | | | Total Phase 1 & 1A Projects | Phases 2 & 3 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Hollow Oak (99 Units) | w/ Hawkview & Bell Woods [1] | W/ Bell Ranch & Bell Woods [2] | W/ bell Ranch & Hawk View [3] | | Remainder of Buildout |
| Units | | | 1,404 | 99 | 170 | 167 | 229 | 382 | 1,022 |
| Cumulative Units | | | | 99 | 269 | 266 | 328 | 382 | 1,404 |
| % of 300 Units | | | | 37% | 57% | 56% | 76% | 127% | |
| % of all Units | | | | 7% | 12% | 12% | 16% | 27% | 73% |
| **Hollow Oak Road - East of Bass Lake Road** | | | | | | | | | |
| Bass Lake Road to Morrison Road | B-1 | F-J | $898,200 | $431,100 | $0 | $0 | $0 | $431,100 | $467,000 |
| Morrison Road to Silver Dove Extension | B-1 | J-P | $299,400 | $143,700 | $0 | $0 | $0 | $143,700 | $155,700 |
| Silver Dove Extension to Hollow Oak Development | B-1 | P-K | $998,100 | $479,000 | $0 | $0 | $0 | $479,000 | $518,900 |
| **Subtotal - Hollow Oak Road East of Bass Lake Road** | | | **$2,195,700** | **$1,053,800** | **$0** | **$0** | **$0** | **$1,053,800** | **$1,141,600** |
| **Hollow Oak Road Extension - West of Bass Lake Road** | B-2 | E-F | **$383,600** | **$0** | **$0** | **$0** | **$0** | **$0** | **$383,600** [6] |
| **Morrison Road [2]** | | | | | | | | | |
| Hollow Oak to Bell Ranch Development | B-3 | J-R | $541,600 | $0 | $0 | $541,600 | $541,600 | $541,600 | $0 |
| Through Bell Ranch Development | B-3 | R-I | $1,137,500 | $0 | $0 | $1,137,500 | $1,137,500 | $1,137,500 | $0 |
| **Subtotal - Morrison Road** | | | **$1,679,100** | **$0** | **$0** | **$1,679,100** [6] | **$1,679,100** [6] | **$1,679,100** [6] | **$0** |
| **Silver Dove Way [3]** | | | | | | | | | |
| Bass Lake Road to Hollow Oak Extension | B-4 | C-E | $1,382,400 | $0 | $594,400 | $0 | $594,400 | $594,400 | $788,000 [6] |
| Hollow Oak Extension to School Site | B-4 | E-Q | $576,000 | $0 | $0 | $0 | $0 | $0 | $576,000 [6] |
| School Site to Country Club Drive | B-4 | Q-G | $460,800 | $0 | $460,800 | $0 [4] | $460,800 [4] | $460,800 [4] | |
| **Subtotal - Silver Dove Way** | | | **$2,419,200** | **$0** | **$1,055,200** | **$0** | **$1,055,200** | **$1,055,200** | **$1,364,000** |
| **Silver Dove Way Extension** | | | | | | | | | |
| New Bass Lake Road to old Bass lake Road | B-5 | C-O | $525,500 | $0 | $0 | $0 | $0 | $0 | $525,500 [6] |
| Old Bass Lake Road to Hollow Oak Road | B-6 | O-P | $687,900 | $0 | $0 | $0 | $0 | $0 | $687,900 [6] |
| **Subtotal - Silver Dove Way Extension** | | | **$1,213,400** | **$0** | **$0** | **$0** | **$0** | **$0** | **$1,213,400** |
| **Traffic Signals - Above Ground Items [1]** | | | | | | | | | |
| Silver Dove/Bass Lake Road | B-7 | at C | $314,200 | $0 | $0 | $0 | $0 | $0 | $314,200 |
| Hollow Oak/Bass Lake Road | B-7 | at F | $314,200 | $0 | $0 | $0 | $0 | $0 | $314,200 |
| Country Club Drive/Bass Lake Road | B-7 | at H | $314,200 | $0 | $0 | $0 | $0 | $0 | $314,200 [7] |
| **Subtotal - Traffic Signals** | | | **$942,600** | **$0** | **$0** | **$0** | **$0** | **$0** | **$942,600** |
| **Highway 50/Bass Lake Road Interchange Ramp & Metering** | B-8 | | **$500,000** | **$0** | **$500,000** | **$500,000** [4] | **$500,000** [4] | **$500,000** [4] | **$0** |
| **Subtotal BLH PFF Road Projects** | | | **$9,333,600** | **$1,053,800** | **$1,555,200** | **$2,179,100** | **$3,234,300** | **$4,288,100** | **$5,045,200** |
| *Rounding* | | | *($700)* | *$200* | *($200)* | *($100)* | *($300)* | *($100)* | *($200)* |
| **Total BLH PFF Road Projects** | | | **$9,332,900** | **$1,054,000** | **$1,555,000** | **$2,179,000** | **$3,234,000** | **$4,288,000** | **$5,045,000** |

Source: Cooper Thorne & Associates and EPS Estimates.

*"BLH_PFF"*
*12580 model 15.xls*

See **Table 14** for footnotes.

**Table 13**
**Bass Lake Hills Public Facilities Financing Plan**
**BLH PFF Estimated Cost by Phase - Other Public Facilities**

| BLH PFF - Other Public Facilities | Apx | Segment | Total | Phase 1 | Phase 1A Scenarios | | | Total Phase 1-4 Projects | Phases 2 & 3 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Hollow Oak (99 Units) | w/ Hawkview & Bell Woods [1] | W/ Bell Ranch & Bell Woods [2] | W/ bell Ranch & Hawk View [3] | | Remainder of Buildout |
| Units | | | 1,404 | 99 | 170 | 167 | 229 | 382 | 1,022 |
| Cumulative Units | | | | 99 | 269 | 266 | 328 | 382 | 1,404 |
| % of 300 Units | | | | 33% | 57% | 56% | 76% | 127% | |
| % of all Units | | | | 7% | 12% | 12% | 16% | 27% | 73% |
| **Bass Lake Road - Bike Lane & Sidewalk** | | | | | | | | | |
| Segment 1 - Hwy 50 to Hollow Oak Road | | | | | | | | | |
| 8' Bike Lane | B-9 | B-F | $111,900 | $0 | $111,900 | $111,900 | $111,900 | $111,900 | $0 |
| 6' Sidewalk | B-10 | B-F | $171,400 | $0 | $171,400 | $171,400 | $171,400 | $171,400 | $0 |
| **Subtotal - Segment 1** | | | **$283,300** | **$0** | **$283,300** | **$283,300** | **$283,300** | **$283,300** | **$0** |
| Segment 2 - Hollow Oak to No. BLHSP Boundary | | | | | | | | | |
| 8' Bike Lane | B-9 | A-F | $79,900 | $79,900 | $0 | $0 | $0 | $79,900 | $0 |
| 6' Sidewalk | B-10 | A-F | $122,400 | $122,400 | $0 | $0 | $0 | $122,400 | $0 |
| **Subtotal - Segment 2** | | | **$202,300** | **$202,300** | **$0** | **$0** | **$0** | **$202,300** | **$0** |
| Segment 3 -No. BLHSP Boundary to Serrano Pkwy | | | | | | | | | |
| 8' Bike Lane | B-9a | Off-site | $8,000 | $8,000 | $0 | $0 | $0 | $8,000 | $0 |
| 6' Sidewalk | B-10a | Off-site | $12,200 | $12,200 | $0 | $0 | $0 | $12,200 | $0 |
| **Subtotal - Segment 3** | | | **$20,200** | **$20,200** | **$0** | **$0** | **$0** | **$20,200** | **$0** |
| **Total Bass Lake Road - Bike Lane & Sidewalk** | | | **$505,800** | **$222,500** [4] | **$283,300** [4] | **$283,300** [4] | **$283,300** [4] | **$505,800** | **$0** |
| **Country Club Drive - 8' Width Bike Lane** | | | | | | | | | |
| Segment 1 - Bass Lake Road to Eastern boundary | B-11 | H-M | $434,800 | $0 | $0 | $0 | $0 | $0 | $434,800 |
| Segment 2 - Bass Lake Rd. to Silver Dove (School Access) | B-11 | G-H | $72,500 | $0 | $0 | $0 | $0 | $0 | $72,500 |
| Segment 3 - Silver Dove to Western Boundary | B-11 | G-N | $322,100 | $0 | $0 | $0 | $0 | $0 | $322,100 |
| **Total Country Club Drive - 8' Width Bike Lane** | | | **$829,400** | **$0** | **$0** | **$0** | **$0** | **$0** [5] | **$829,400** [5] |
| **School Infrastructure - *Required by 300th Unit*** | | | | | | | | | |
| Water - 12" Line | B-12 | | $147,800 | $0 | $147,800 | $147,800 | $147,800 | $147,800 | $0 |
| Sewer - 10" Line | B-12 | | $285,400 | $0 | $285,400 | $285,400 | $285,400 | $285,400 | $0 |
| Sewer Lift Station | B-12 | | $680,000 | $0 | $680,000 | $680,000 | $680,000 | $680,000 | $0 |
| **Total School Infrastructure** | | | **$1,113,200** | **$0** | **$1,113,200** [4] | **$1,113,200** [4] | **$1,113,200** [4] | **$1,113,200** | **$0** |
| **Other Public Facilities (Paid at Building Permit)** | | | | | | | | | |
| Park & Ride - 100 Vehicles [1] | B-13 | | $900,000 | $0 | $200,000 [8] | $200,000 [8] | $200,000 [8] | $200,000 [10] | $700,000 [10] |
| Park Development Surcharge ($842 per Unit) | | | $1,181,100 | $83,300 [3] | $143,000 [8] | $140,500 [8] | $192,700 [8] | $321,400 [10] | $859,800 [10] |
| Walking Trail | B-14 | | $108,800 | $0 | $0 | $0 | $0 | $0 [9] | $108,800 [9] |
| Open Space Requirement | B-15 | | $1,511,500 | $106,600 [9] | $183,000 [9] | $179,800 [9] | $246,500 [9] | $411,200 [9] | $1,100,300 [9] |
| **Total Other Public Facilities** | | | **$3,701,400** | **$189,900** | **$526,000** | **$520,300** | **$639,200** | **$932,600** | **$2,768,900** |
| **Specific Plan Contingency** | | | **$500,000** | **$35,300** [3] | **$60,500** [3] | **$59,500** [3] | **$81,600** [3] | **$136,000** [3] | **$364,000** [3] |
| **Subotal BLH PFF Other Public Facilities** | | | **$6,649,800** | **$447,700** | **$1,983,000** | **$1,976,300** | **$2,117,300** | **$2,687,600** | **$3,962,300** |
| *Rounding* | | | *$0* | *$0* | *$0* | *$0* | *$0* | *$0* | *$0* |
| **Total BLH PFF Other Public Facilities** | | | **$6,649,800** | **$447,700** | **$1,983,000** | **$1,976,300** | **$2,117,300** | **$2,687,600** | **$3,962,300** |

*"BLH_PFF2"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates and EPS Estimates.

See Table 14 for footnotes.

## Table 14
## Bass Lake Hills Public Facilities Financing Plan
## Notes to Bass Lake Hills Public Facilities Financing Plan
## Tables 11, 12, 13

[1] Certain costs identified may not be reimbursable from RIF or TIM because they are considered interim improvements. DOT to determine rembursable amounts.

[2] Costs are reimbursed 39% by RIF and 61% by TIM Fee Programs.

[3] Payment of fee is due prior to the issuance of a building permit. Final determination of the BLH PFF fee amounts and timing of payments will be determined with the final subdivision agreement.

[4] Commencement of construction must occur prior to the issuance of building permit.

[5] To be added as a condition of tentative maps as determined by County.

[6] Primary Local Roads - County will condition maps to provide two points of roadway access to the road network (page 38).

[7] Traffic Signals on BLR - Where warrants are expected to be met, County will condition maps to construct traffic signals. No building permit can be issued until commencement of construction.

[8] Park & Ride and Public Active Park - Critical Mass Developers (excluding Hollow Oak) must acquire land as a condition of final map.

[9] Open Space/ Walking Trail - Developer must dedicate land and develop as required within development for open space and walking trail as a condition of final map. Final determination of the BLH PFF fee amounts and timing of payments will be determined with the final subdivision agreement.

[10] Park & Ride and Public Active Park - Fee will be collected based on estimates to provide sufficient funding to construct these facilities as described herein with the 600th building permit. The 600th permit will not be issued until construction has commenced with that developer funding any excess cost beyond funds collected, subject to reimbursement.

**Table 15**
**Bass Lake Hills Public Facilities Financing Plan**
**Funding Available for Secondary School Access, Sports Park, and Park & Ride Lot**

| Item | | Priority 1 School Access [1] *4th Set Of Projects* | Priority 2 Park & Ride *5th Set Of Projects* | Priority 3 Sports Park [2] *6th, 7th & 8th Sets of Projects* | Total *4th - 8th Set Of Projects* |
|---|---|---|---|---|---|
| **Total Estimated Cost** | *A* | **$959,600** | **$900,000** | **$1,916,610** | **$3,776,210** |
| Estimated BLH PFF Collected at 382 Units for School Access, Sports Park, and Park & Ride | *B* | $200,000 | $0 | $0 | $200,000 |
| Additional Fees Available at 382 Units - added fee on units 239 to 382 to put all projects at $30,000 average BLH PFF fee [3] | *C* | $216,000 | $0 | $0 | $216,000 |
| Less Cost of Eligible BLH PFF Projects [4] | *D* | $0 | $0 | $0 | $0 |
| Other Revenue Available [2] | *E* | $0 | $0 | $0 | $0 |
| **Total Revenue Available** | *F=B+C+D+E* | **$416,000** | **$0** | **$0** | **$416,000** |
| **Remainder to be Funded** | *G=A-F* | **$543,600** | **$900,000** | **$1,916,610** | **$3,360,210** |
| Funds Available per Unit after 382 Units [5] | *H* | $35,000 | $35,000 | $35,000 | $35,000 |
| Estimated Number of Units to Complete Funding after 382 Units [4] | *J=G/H* | 16 | 26 | 55 | 96 |
| **Total Units Required to Complete Funding** | *L=382+J* | **398** | **424** | **479** | **479** |

*"funding"*

[1] A secondary school access is to be constructed (segments Q to E and E to F).
[2] This table omits EDH CSD Park Fees to show how the Sports Park would be funded if these funds are not available. See **Table 17** - *Scenario 2*.
[3] Based on $4,000 per unit at 54 units (difference between 382 units less 328 units).
[4] We have assumed that there are no other BLH PFF-eligble costs for these projects. Eligible costs would reduce the amount available for the three major improvements and extend the total number of units required to comlete the facilities.
[5] Estimated average BLH PFF fee amount available for school access, sports park and park & ride lot. See **Table 16**.

**Table 15**. However, if funding is not anticipated to be available, then the County would continue to collect a BLH PFF fee at a level sufficient to accumulate the funds needed to construct the Sports Park by 600 units. **Table 16** provides a demonstration scenario of the applied approach.

If EDH CSD Park Fees are not available until after construction of the Sports Park is funded by the BLH PFF, then the CSD will need to reimburse developers contributing extra to the BLH PFF at the time when the Sports Park is scheduled for funding from Park Fee revenues.

The number of units required to construct each facility may vary either by cost changes or if a development project is also required to fund additional BLH PFF projects associated with the needs of the project. If this situation occurs, it may take a few more units to complete any project in the priority funding schedule.

## BALANCED ADVANCED FUNDING PROGRAM

**Table 16** shows the method by which the County achieves the balanced advanced funding program, while adjusted for RIF/TIM reimbursements and the school funding agreement. The first projects will be required to advance fund approximately $48,000 (plus or minus). By the 382nd unit, the average advance funding level will be around $45,000. The County will require advance funding for each new project and will not provide any reimbursements from the RIF funding program or the BLH PFF program until all of the items noted above have been constructed.

If available, the TIM funding for Bass Lake Road may be applied directly to the costs of Bass Lake Road and the overall advance funding requirement for all projects would be adjusted downward.

The number of units required to construct each facility may vary either by cost changes or if a development project is also required to fund additional BLH PFF projects associated with the needs of the project. If this situation occurs, it may take a few more units to complete any project in the priority funding schedule.

At this point, all major infrastructure will be fully funded, and all additional revenue will be collected and used for reimbursement to the developers providing advance funding under the reimbursement program steps.

**Table 16**
**Bass Lake Hills Public Facilities Financing Plan**
**BLH PFF Fee Payments and Reimbursements - Demonstration Scenario**

| Item | 1st Project | 2nd Set of Projects | 3rd Set of Projects | 4th Set of Projects | 5th Set of Projects | 6th Set of Projects [1] | 7th Set of Projects [1] | 8th Set of Projects [1] |
|---|---|---|---|---|---|---|---|---|
| **Project Units** | | | | | | | | |
| Hollow Oak | 99 | | | | | | | |
| Hawkview | | 116 | | | | | | |
| Bell Ranch | | 113 | | | | | | |
| Bell Woods | | | 54 | | | | | |
| Units 383 to 482 | | | | 16 | 26 | 54 | | |
| Units 483 to 600 | | | | | | | 22 | 100 |
| Units in Set of Projects | 99 | 229 | 54 | 16 | 26 | 54 | 22 | 100 |
| Cumulative Units | 99 | 328 | 382 | 398 | 424 | 478 | 500 | 600 |
| **BLH PFF per Unit** | | | | | | | | |
| | From Fig. 10 | From Fig. 10 | fixed at $44,000 | fixed at $40,000 | fixed at $40,000 | fixed at $40,000 | $0 - all facilities built | |
| Base BLH PFF Facilities Cost Requirement | $47,960 | $44,960 | $44,000 | $40,000 | $40,000 | $40,000 | $0 | $0 |
| **Average Cost for All Projects to Date** | **$47,960** | **$45,865** | **$45,602** | **$45,377** | **$45,047** | **$44,477** | **$42,520** | **$35,433** |
| Adjusted Fee Used to Reimburse Prior Projects [2] | $0 | $905 | $1,602 | $5,377 | $5,047 | $4,477 | $42,520 | $35,433 |
| Less School Fee Surcharge [3] | $0 | $0 | $0 | ($5,000) | ($5,000) | ($5,000) | $0 | $0 |
| Less BLH PFF Averaging Adjustment [4] | $0 | $0 | $0 | $0 | $0 | $0 | ($5,000) | ($5,000) |
| **Net BLH PFF Fee Available for Construction** | **$47,960** | **$44,960** | **$44,000** | **$35,000** | **$35,000** | **$35,000** | **$37,520** | **$30,433** |
| **School Fee Calculation** | | | | | | | | |
| Base School Fee | $9,096 | $9,096 | $9,096 | $9,096 | $9,096 | $9,096 | $9,096 | $9,096 |
| School Fee Credit - $500,000 allocated over 283 Units [5] | $0 | ($1,767) | ($1,767) | $0 | $0 | $0 | $0 | $0 |
| School Fee Surcharge [3] | $0 | $0 | $0 | $5,000 | $5,000 | $5,000 | $0 | $0 |
| Net School Fee | $9,096 | $7,329 | $7,329 | $14,096 | $14,096 | $14,096 | $9,096 | $9,096 |
| **Total BLH PFF and School Fees** | | | | | | | | |
| Net BLH PFF Facilities Fee | $47,960 | $44,960 | $44,000 | $35,000 | $35,000 | $35,000 | $37,520 | $30,433 |
| Net School Fee | $9,096 | $7,329 | $7,329 | $14,096 | $14,096 | $14,096 | $9,096 | $9,096 |
| Total BLH PFF and School Fees | $57,056 | $52,289 | $51,329 | $49,096 | $49,096 | $49,096 | $46,616 | $39,529 |

*"fee_demo"*

[1] The 6th, 7th and 8th sets of projects will fund Sports Park.
[2] Added fee is used to reimburse prior developers so that their account balance per unit is equal to that of the next project. May be adjusted if total fee burden with schools is too high.
[3] $5,000 surcharge for school construction is applied to units 382 to 482.
[4] Due to imbalance with schools fees, the 7th and 8th sets of projects will pay $5,000 less than the averaging requirement for the BLH PFF reimbursement plan.
[5] $500,000 credit spread over Hawk View, Bell Woods, and Bell Ranch.

Source: Agreement Between Buckeye Union School District and the Bass Lake Hills Specific Plan Developers, May 2003.
Developers signing agreement are: Hollow Oak, Hawk View, Bell Woods, and Bell Ranch.

*Prepared by EPS*

*12580 model 15.xls 5/25/2004*

## SPORTS PARK–FUNDING ALERNATIVES

The primary funding sources for the Sports Park are the Quimby in-lieu fees, BLH PFF supplemental fees, and the EDH CSD Park Development Impact Fee. The EDH CSD has programmed the Bass Lake Hills Sports Park into their CIP for Fiscal Year 2008/ 09. The CSD Board of Directors (BOD) reviews and adjusts the Park and Recreation Facility CIP annually, at a noticed public hearing. All park impact fees received by the CSD are allocated districtwide by BOD action.

Two scenarios have been developed: one in which the CSD park fee revenue is available to fund the Sports Park at the time of construction and one that excludes these revenues until after 600 units. In each scenario, if a funding shortfall is anticipated, the County would continue to collect BLH PFF fees at a level that will provide adequate funding for Sports Park to be constructed at 600 units. These two scenarios are shown on **Table 17.**

**Scenario 1—Park Development Fees Available**

- This scenario assumes that the timing for the construction of the Sports Park matches the CSDs CIP, in which revenue for the Sports Park is programmed for Fiscal Year 2008-09. When EDH CSD Park Development Fees are used to fund the construction of the Sports Park, there is an estimated funding shortfall of $644,000 at the construction of the 424th unit. In this example, it would take an additional 18 units paying the $35,000 BLH PFF fees to fund fully the Sports Park.

**Scenario 2—Park Development Fees Not Available**

- When the EDH CSD Park Fee revenue is *not* used to fund the Sports Park because construction is ahead of the EDH CSD's CIP, the shortfall is estimated to be $1.9 million at the 424th unit. In this example, it would take an additional 55 units to fund fully the Sports Park. If this scenario is adopted, the cost of the design of the Sports Park should be moved to after the construction of the 300th unit.

## TIMING OF CONSTRUCTION OF THE SPORTS PARK

Although included in the current EDH CSD Master Plan, the timing of construction of the Sports Park is not currently programmed in the CIP for Fiscal Year 2008/ 09. The EDH CSD will determine the actual timing of the construction of the Sports Park and will coordinate the funding of the Sports Park with the County.

In **Tables 15** through **17**, the Financing Plan has shown that the Sports Park will be fully funded by the 600-unit requirement set by the County.

The EDH CSD requires the following related to the timing of design, construction, opening, and operation of the Sports Park as part of this PFFP:

1. All park land dedication will have water and meters at the time of dedication to the District, and be accessible by roads and have access to utility hook-ups.
2. A maintenance funding mechanism needs to be in place before the construction of the Sports Park.
3. The District reserves the right to collect Park Development Fees and establish park and facility development priorities districtwide.

Developers could request to develop village/ neighborhood parks before completion of the Sports Park. However, reimbursement from park development fees for the neighborhood parks will only be provide at the CSD's discretion. Any fee reimbursements would be subject to the reimbursement guidelines or policies as outlined by the CSD.

## SUMMARY OF FEES AT DIFFERENT STAGES OF DEVELOPMENT

**Table 18** shows the projected fees per residential unit at various stages of development up to the 600th building permit. This table shows all major development fees from all public agencies. The BLH PFF fee varies based on the estimate of the advance funding requirement. As shown, the first project—Hollow Oak—will be paying the highest amount at $99,600 per unit. The total fee per unit will decline at later stages of the development process, and will equal $82,100 at the 600th building permit. **Table 19** applies the fee per unit total from **Table 18** to the number of units in each project, and shows the estimated total fee responsibility for each project.

**Table 17**
**Bass Lake Hills Public Facilities Financing Plan**
**Sport Park Revenue and Cost Summary by Groups of Residential Units**

| | | | Scenario 1 - Park Fee Available | | Scenario 2 - Park Fee Not Available | |
|---|---|---|---|---|---|---|
| **Item** | **% for Sports Park** | **Per Unit** | **At 300 Units** | **At 424 Units** | **At 300 Units** | **At 424 Units** |
| | | | | [1] | | [1] |
| Units | | 1 | 300 | 424 | 300 | 424 |
| **Land Acquistion Revenues** | | | | | | |
| Quimby [2] | 36% | $356 | $106,920 | $151,114 | $106,920 | $151,114 |
| PFF Supplemental | 100% | $110 | $33,000 | $46,640 | $33,000 | $46,640 |
| **Cumulative Land Acquisition Revenue** | | **$466** | **$139,920** | **$197,754** | **$139,920** | **$197,754** |
| **Sports Park Land Cost** | | | **$522,000** | **$522,000** | **$522,000** | **$522,000** |
| **Surplus/(Shortfall)** | | | **($382,080)** | **($324,246)** | **($382,080)** | **($324,246)** |
| **Park Development Revenues** | | | | | | |
| CSD Fee [3] | | | | | | |
| Development | 100% | $3,034 | $910,268 | $1,286,512 | $0 | $0 |
| Public Facilities | 0% | $0 | $0 | $0 | $0 | $0 |
| Other | 0% | $0 | $0 | $0 | $0 | $0 |
| Subtotal | | **$3,034** | **$910,268** | **$1,286,512** | **$0** | **$0** |
| PFF Supplemental | 100% | $732 | $219,600 | $310,368 | $219,600 | $310,368 |
| **Cumulative Park Development Revenue** | | **$3,766** | **$1,129,868** | **$1,596,880** | **$219,600** | **$310,368** |
| **Sports Park Development Cost [4]** | | | **$435,000** | **$1,916,610** | **$0** | **$1,916,610** |
| **Surplus/(Shortfall)** | | | **$694,868** | **($319,730)** | **$219,600** | **($1,606,242)** |
| **Cumulative Revenue (Land & Development)** | | | **$1,269,788** | **$1,794,634** | **$359,520** | **$508,122** |
| **Land Acquisition Shortfall** | | | **($382,080)** | **($324,246)** | **($382,080)** | **($324,246)** |
| **Development Shortfall** | | | **$694,868** | **($319,730)** | **$219,600** | **($1,606,242)** |
| **Total Shortfall** | | | **$312,788** | **($643,976)** | **($162,480)** | **($1,930,488)** |
| **BLH PFF Fee per Unit - Advance Funding Requirement [5]** | | | **n/a** | **$35,000** | **$35,000** | **$35,000** |
| **Additional Units Required to Fund Shortfall** | | | **n/a** | **18** | **5** | **55** |
| ***Total Units Required to Fully Fund Construction*** | | | | ***442*** | ***305*** | ***479*** |

*"sports_park_by_phase"*

[1] Secondary school access (*priority 1*), and Park & Ride Lot (*priority 2*) will be constructed by the 424th unit - See **Table 15**.
[2] Analysis assumes that all acres are acquired by an in-lieu fee assuming costs of $60,000 per acre. The cost per acre may vary, and some developers may choose to dedicate land. Assumes that 36% of Quimby Fee is assigned to Sports Park (8.7 Acres / 24 Acres)
[3] Analysis assumes the El Dorado Hills CSD park fee as currently adopted. Some units will pay the Cameron Park CSD park fee. Fee paid actually will reflect the fee as adopted by the CSDs at the time the building permit is pulled.
[4] Sports Park acquisition and design required by 300 units and construction by 600 units.
[5] Fees per unit are around the $35,000 level at this point in the development process.

**Table 18**
**Bass Lake Hills Public Facilities Financing Plan**
**Estimated Total Fee Burden per Unit - Before Reimbursements**

| Item | 1st Set of Projects | Phase 1A 2nd Set | Phase 1A 3rd Set | 4th Set of Projects | 5th Set of Projects | 6th Set of Projects | 7th Set of Projects | 8th Set of Projects |
|---|---|---|---|---|---|---|---|---|
| | Hollow Oak (99 Units) | Bell Ranch & Hawk View | Bell Woods | Units 382 to 398 | Units 399 to 424 | Units 425 to 479 | Units 480 to 500 | Units 500 to 600 |
| **EXISTING FEES** | | | | | | | | |
| **Major Infrastructure** | | | | | | | | |
| **Roadway** | | | | | | | | |
| El Dorado Hills/Salmon Falls Road Impact Fee (RIF) | $8,930 | $8,930 | $8,930 | $8,930 | $8,930 | $8,930 | $8,930 | $8,930 |
| El Dorado Hills/Salmon Falls Road State TIM Fee | $1,731 | $1,731 | $1,731 | $1,731 | $1,731 | $1,731 | $1,731 | $1,731 |
| Highway 50 Corridor TIM Fee (2,500+ Sq. Ft. Home) | $4,323 | $4,323 | $4,323 | $4,323 | $4,323 | $4,323 | $4,323 | $4,323 |
| **Total Roadway** | **$14,984** | **$14,984** | **$14,984** | **$14,984** | **$14,984** | **$14,984** | **$14,984** | **$14,984** |
| Water Fees - El Dorado Irrigation District | $9,781 | $9,781 | $9,781 | $9,781 | $9,781 | $9,781 | $9,781 | $9,781 |
| Sewer Fees - El Dorado Irrigation District | $8,426 | $8,426 | $8,426 | $8,426 | $8,426 | $8,426 | $8,426 | $8,426 |
| **Subtotal - Major Infrastructure** | **$33,191** | **$33,191** | **$33,191** | **$33,191** | **$33,191** | **$33,191** | **$33,191** | **$33,191** |
| **Public Facilities** | | | | | | | | |
| El Dorado Hills Fire District Fee | $2,555 | $2,555 | $2,555 | $2,555 | $2,555 | $2,555 | $2,555 | $2,555 |
| El Dorado Hills CSD - Park Fee | $6,449 | $6,449 | $6,449 | $6,449 | $6,449 | $6,449 | $6,449 | $6,449 |
| **Subtotal - Public Facilities** | **$9,004** | **$9,004** | **$9,004** | **$9,004** | **$9,004** | **$9,004** | **$9,004** | **$9,004** |
| **Total Development Impact Fees per Unit** | **$42,195** | **$42,195** | **$42,195** | **$42,195** | **$42,195** | **$42,195** | **$42,195** | **$42,195** |
| **School Fees [1]** | | | | | | | | |
| Base School Fee | $9,097 | $9,097 | $9,097 | $9,097 | $9,097 | $9,097 | $9,097 | $9,097 |
| School Fee Surcharge/ Credit | $0 | ($1,767) | ($1,767) | $5,000 | $5,000 | $5,000 | $0 | $0 |
| **Total School Fee** | **$9,097** | **$7,330** | **$7,330** | **$14,097** | **$14,097** | **$14,097** | **$9,097** | **$9,097** |
| **Ecological Preserve Fee** | **$386** | **$386** | **$386** | **$386** | **$386** | **$386** | **$386** | **$386** |
| **TOTAL EXISTING FEES** | **$51,678** | **$49,911** | **$49,911** | **$56,678** | **$56,678** | **$56,678** | **$51,678** | **$51,678** |
| **BASS LAKE HILLS FEE PROGRAM INCLUDING ADVANCE FUNDING REQUIREMENT [2]** | **$47,960** | **$44,960** | **$44,000** | **$35,000** | **$35,000** | **$35,000** | **$37,520** | **$30,433** |
| **TOTAL FEES** | **$99,638** | **$94,871** | **$93,911** | **$91,678** | **$91,678** | **$91,678** | **$89,198** | **$82,111** |

*"total_fee"*

[1] $500,000 credit applied to Bell Ranch, Hawkview, and Bell Woods for school facilities construction. $5,000 surcharge applied to units 382 to 482.
[2] Fee based on advance funding requirement. See **Table 16**.

**Table 19**
**Bass Lake Hills Public Facilities Financing Plan**
**Estimated Total Fee Burden by Project - Before Reimbursements**

| Item | 1st Set of Projects | Phase 1A | | 4th Set of Projects | 5th Set of Projects | 6th Set of Projects | 7th Set of Projects | 8th Set of Projects |
|---|---|---|---|---|---|---|---|---|
| | | 2nd Set | 3rd Set | | | | | |
| | Hollow Oak (99 Units) | Bell Ranch & Hawk View | Bell Woods | Units 382 to 398 | Units 399 to 424 | Units 425 to 479 | Units 480 to 500 | Units 501 to 600 |
| | *99 units* | *229 units* | *54 units* | *16 units* | *26 units* | *55 units* | *21 units* | *100 units* |
| **EXISTING FEES** | | | | | | | | |
| **Major Infrastructure** | | | | | | | | |
| **Roadway** | | | | | | | | |
| El Dorado Hills/Salmon Falls Road Impact Fee (RIF) | $884,070 | $2,044,970 | $482,220 | $142,880 | $232,180 | $491,150 | $187,530 | $893,000 |
| El Dorado Hills/Salmon Falls Road State TIM Fee | $171,369 | $396,399 | $93,474 | $27,696 | $45,006 | $95,205 | $36,351 | $173,100 |
| Highway 50 Corridor TIM Fee (2,500+ Sq. Ft. Home) | $427,977 | $989,967 | $233,442 | $69,168 | $112,398 | $237,765 | $90,783 | $432,300 |
| **Total Roadway** | **$1,483,416** | **$3,431,336** | **$809,136** | **$239,744** | **$389,584** | **$824,120** | **$314,664** | **$1,498,400** |
| Water Fees - El Dorado Irrigation District | $968,319 | $2,239,849 | $528,174 | $156,496 | $254,306 | $537,955 | $205,401 | $978,100 |
| Sewer Fees - El Dorado Irrigation District | $834,174 | $1,929,554 | $455,004 | $134,816 | $219,076 | $463,430 | $176,946 | $842,600 |
| **Subtotal - Major Infrastructure** | **$3,285,909** | **$7,600,739** | **$1,792,314** | **$531,056** | **$862,966** | **$1,825,505** | **$697,011** | **$3,319,100** |
| **Public Facilities** | | | | | | | | |
| El Dorado Hills Fire District Fee | $252,945 | $585,095 | $137,970 | $40,880 | $66,430 | $140,525 | $53,655 | $255,500 |
| El Dorado Hills CSD - Park Fee | $638,451 | $1,476,821 | $348,246 | $103,184 | $167,674 | $354,695 | $135,429 | $644,900 |
| **Subtotal - Public Facilities** | **$891,396** | **$2,061,916** | **$486,216** | **$144,064** | **$234,104** | **$495,220** | **$189,084** | **$900,400** |
| **Total Development Impact Fees per Unit** | **$4,177,305** | **$9,662,655** | **$2,278,530** | **$675,120** | **$1,097,070** | **$2,320,725** | **$886,095** | **$4,219,500** |
| **School Fees [1]** | | | | | | | | |
| Base School Fee | $900,603 | $2,083,213 | $491,238 | $145,552 | $236,522 | $500,335 | $191,037 | $909,700 |
| School Fee Surcharge/ Credit | $0 | ($404,594) | ($95,406) | $80,000 | $130,000 | $275,000 | $0 | $0 |
| **Total School Fee** | **$900,603** | **$1,678,619** | **$395,832** | **$225,552** | **$366,522** | **$775,335** | **$191,037** | **$909,700** |
| **Ecological Preserve Fee** | **$38,214** | **$88,394** | **$20,844** | **$6,176** | **$10,036** | **$21,230** | **$8,106** | **$38,600** |
| **TOTAL EXISTING FEES** | **$5,116,122** | **$11,429,668** | **$2,695,206** | **$906,848** | **$1,473,628** | **$3,117,290** | **$1,085,238** | **$5,167,800** |
| **PROPOSED BASS LAKE HILLS FEE PROGRAM [2]** | **$4,748,040** | **$10,295,840** | **$2,376,000** | **$560,000** | **$910,000** | **$1,925,000** | **$787,915** | **$3,043,313** |
| **TOTAL FEES** | **$9,864,162** | **$21,725,508** | **$5,071,206** | **$1,466,848** | **$2,383,628** | **$5,042,290** | **$1,873,153** | **$8,211,113** |

*"total_fee2"*

[1] $500,000 credit applied to Bell Ranch, Hawkview, and Bell Woods for school facilities construction. $5,000 surcharge applied to units 382 to 482.
[2] Fee based on advance funding requirement. See **Table 16**.

# VIII. OPERATIONS AND MAINTENANCE FUNDING

The road infrastructure and other public facilities identified in the prior chapters require a source of on-going operations and maintenance funding. BLHSP development projects will 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 and/or the CSDs, but will be no later than the filing of the final maps. **Table 20** lists the sources of operations and maintenance funding.

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

- The EDH CSD and/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, 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 20**
**Operations and Maintenance Funding Sources**

| Facility | Funding Source |
|---|---|
| Hwy 50 Interchange | State Highway Funds |
| Major Roads | |
| Bass Lake Road and Country Club Drive | County Funds |
| Bike Lanes and Sidewalks | 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 |

# IX. IMPLEMENTATION

Implementation of the 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 PFFP, which may include the following points:

- Ordinance and Resolution to implement the BLH PFF. A Nexus Study is included in Appendix C of this report to support the Ordinance and Resolution;
- Reimbursements will be controlled by reimbursement agreements between the County and developers. The Bass Lake Road Construction Reimbursement Agreement will cover reimbursements between the developers and the County for RIF- and TIM-funded roads. The time frame for reimbursements will be limited through the terms of the reimbursement agreement;
- 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 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;
- 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 PFFP; and,
- 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 PFFP is implemented, the infrastructure costs and available funding sources will change as development occurs. Therefore, the PFFP will need to be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Changes in the 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 PFFP is shown in year 2004 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; and
- Inflationary adjustment to cost and funding data.

Economic &
Planning Systems
*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

# APPENDICES

APPENDIX A: MAJOR ROADWAY CIP

APPENDIX B: OTHER ROADWAY AND PUBLIC FACILITIES CIP

APPENDIX C: BASS LAKE HILLS PUBLIC FACILITIES FEES NEXUS STUDY

APPENDIX D: PARK ACQUISITION AND IMPROVEMENTS

APPENDIX E: ADMINISTRATIVE WORKSHEET

Economic &
Planning Systems

*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

# APPENDIX A

# MAJOR ROADWAY CIP


Table A-1 Bass Lake Road—[Segment A–B] Construction not phased CIP per Resolution No. 32-98 ..... A-1

Table A-1-a Bass Lake Road—Phase 1—Hollow Oak Road to North Boundary (A–F) CIP Resolution No. 32-98 ..... A-2

Table A-1-b Bass Lake Road—North Boundary to Existing Bass Lake Road CIP Resolution No. 32-98 ..... A-3

Table A-1-c Bass Lake Road Widening—Phase 1—Hollow Oak South to Caltrans Right of Way (1425 lf) CIP Resolution No. 32-98 ..... A-4

Table A-1-d Bass Lake Road—[Segment A–B] phased construction CIP Resolution No. 32-98 ..... A-5

Table A-1-e Bass Lake Road—North Boundary to Existing Bass Lake Road CIP Resolution No. 32-98 ..... A-6

Table A-1-f Bass Lake Road—[Segment A–B] Phased construction Phase 1 Breakdown CIP Resolution No. 32-98 ..... A-7

Table A-2 Bass Lake Road Interchange CIP ..... A-8

Table A-3 Country Club Drive [Segment G–M] CIP Resolution No. 32-98 ..... A-9

**Table A-1**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road- [Segment A-B] Construction not phased**
**CIP per Resolution No. 32-98**

**Bass Lake Road**
**Full Improvement**
**Segment A-B**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Mobilization | 1 | ls | 10% of hard costs | $432,600 |
| 2 | Shoofly-Clearing & Grubbing | 5 | ac | $5,000.00 | $25,000 |
| 3 | Shoofly-Roadway Excavation | 9,000 | cy | $15.00 | $135,000 |
| 4 | Shoofly-Erosion Control Measures-Fugitive Dust-SWPPP | 1 | ls | $20,000.00 | $20,000 |
| 5 | Shoofly-3"AC/8"AB | 168,000 | sf | $2.75 | $462,000 |
| 6 | Shoofly-18" CMP | 120 | lf | $55.00 | $6,600 |
| 7 | Shoofly-OMP Inlet Structure | 2 | ea | $5,000.00 | $10,000 |
| 8 | Shoofly-Temporary Striping | 1 | ls | $10,000.00 | $10,000 |
| 9 | Main Construction-Traffic Control System | 1 | ls | $100,000.00 | $100,000 |
| 10 | Main Construction-Clearing & Grubbing | 14 | ac | $5,000.00 | $70,000 |
| 11 | Main Construction-Roadway Excavation | 68,275 | cy | $15.00 | $1,024,100 |
| 12 | Main Construction-Utility Re-location | 3,762 | lf | $25.00 | $94,100 |
| 13 | Main Construction-Asphalt Concrete Type B | 10,500 | ton | $55.00 | $577,500 |
| 14 | Main Construction-Cl 2 Aggregate Base | 12,910 | cy | $40.00 | $516,400 |
| 15 | Main Construction-Type 3 Barrier Curb (median) | 15,720 | lf | $12.00 | $188,600 |
| 16 | Main Construction-Minor Concrete (median treatment) | 62,880 | sf | $4.50 | $283,000 |
| 17 | Main Construction-Driveway Access | 10 | ea | $3,500.00 | $35,000 |
| 18 | Main Construction-Type BW Fencing | 14,950 | lf | $7.00 | $104,700 |
| 19 | Main Construction-Traffic Signal Substructure | 3 | ea | $25,000.00 | $75,000 |
| 20 | Main Construction-Pavement Marking & Striping | 1 | ls | $30,000.00 | $30,000 |
| 21 | Main Construction-Culvert Extension w/FES and Rock EC | 1 | ls | $20,000.00 | $20,000 |
| 22 | Main Construction-72" CMP w/FES and Rock EC | 150 | lf | $275.00 | $41,300 |
| 23 | Main Construction-60" CMP w/FES and Rock EC | 320 | lf | $200.00 | $64,000 |
| 24 | Main Construction-48" CMP w/FES and Rock EC | 65 | lf | $120.00 | $7,800 |
| 25 | Main Construction-24" CMP w/FES and Rock EC | 200 | lf | $75.00 | $15,000 |
| 26 | Main Construction-Brow Ditch | 2,826 | lf | $5.00 | $14,100 |
| 27 | Main Construction-Rock Lined Ditch | 3,200 | lf | $10.00 | $32,000 |
| 28 | Main Construction-Erosion Control Measures | 1 | ls | $60,000.00 | $60,000 |
| 29 | Main Construction-Fugitive Dust Control | 1 | ls | $30,000.00 | $30,000 |
| 30 | Main Construction-SWPPP Compliance | 1 | ls | $25,000.00 | $25,000 |
| 31 | Water-T. Main Relocation | 1 | ea | $250,000.00 | $250,000 |
| | **Subtotal Estimated Direct Construction Cost** | | | | **$4,758,800** |
| | Contingency | 20% | | | $951,800 |
| | Engineering | 10% | | | $475,900 |
| | Inspection | 6% | | | $285,500 |
| | **Subtotal before ROW Acquisition** | | | | **$6,472,000** |
| | Right of Way acquisition | 5.58 | ac | $50,000.00 | $279,000 |
| | **Total Estimated Cost** | | | | **$6,751,000** |

| **Segment Analysis [1]** | **Est. LF** | **%** | **Cost per LF** | **Cost** |
|---|---|---|---|---|
| **Hollow Oak to No. Boundary (A-F)** | **3,000** | **41.67%** | **$937.64** | **$2,812,900** |
| Hollow Oak to Hwy 50 (B-F) | 4,200 | 58.33% | $937.64 | $3,938,100 |
| Shoofly Removal | | | $23.81 | $100,000 |
| **Subtotal (B-F)** | | | **$961.45** | **$4,038,100** |
| **Total** | **7,200** | **100%** | | **$6,851,000** |

*"A_1"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates

[1] Segment analysis estimated by EPS.

**5/26/2004**
**Revised 5-17-02**
**Revised 6-26-02**
**Revised 7-11-02**
**Revised 8-13-02**

**Table A-1-a**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road- Phase 1- Hollow Oak Road to North Boundary (A-F)**
**CIP per Resolution No. 32-98**

**Bass Lake Road**
**2-18' lanes, unimproved**
**median, 45 mph**
**Segment A-F**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Mobilization | 1 | ls | 10% of hard costs | $160,800 |
| 2 | Main Construction-Traffic Control System | 1 | ls | $30,000.00 | $30,000 |
| 3 | Main Construction-Clearing & Grubbing | 8 | ac | $5,000.00 | $40,000 |
| 4 | Main Construction-Roadway Excavation | 33,000 | cy | $15.00 | $495,000 |
| 5 | Main Construction-Asphalt Concrete Type B | 5,404 | ton | $55.00 | $297,200 |
| 6 | Main Construction-Cl 2 Aggregate Base | 6,227 | cy | $40.00 | $249,100 |
| 7 | Main Construction-Driveway Access | 3 | ea | $3,500.00 | $10,500 |
| 8 | Main Construction-Type BW Fencing | 7,537 | lf | $7.00 | $52,800 |
| 9 | Main Construction-Traffic Signal Substructure | 2 | ea | $25,000.00 | $50,000 |
| 10 | Main Construction-Pavement Marking & Striping | 1 | ls | $20,000.00 | $20,000 |
| 11 | Main Construction-60" CMP w/FES and Rock EC | 162 | lf | $200.00 | $32,400 |
| 12 | Main Construction-Brow Ditch | 1,100 | lf | $5.00 | $5,500 |
| 13 | Main Construction-Rock Lined Ditch >5% | 1,810 | lf | $10.00 | $18,100 |
| 14 | Main Construction-Erosion Control Measures | 1 | ls | $30,000.00 | $30,000 |
| 15 | Main Construction-Fugitive Dust Control | 1 | ls | $15,000.00 | $15,000 |
| 16 | Main Construction-SWPPP Compliance | 1 | ls | $12,500.00 | $12,500 |
| 17 | Water-T. Main Relocation | 1 | | $250,000.00 | $250,000 |
| | **Subtotal Estimated Direct Construction Cost** | | | | **$1,768,900** |
| | Contingency | 20% | | | $353,800 |
| | Engineering | 10% | | | $176,900 |
| | Inspection | 6% | | | $106,100 |
| | **Subtotal before ROW Acquisition** | | | | **$2,405,700** |
| | Right of Way acquisition | 1.70 | ac | $50,000.00 | $85,000 |
| | **Total Estimated Cost** | | | | **$2,490,700** |

*"A_1_a"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Assumptions:**

*Signal predesign only*
*Right of Way Acquisitions Required on Properties w/ out signed Development Agreements*
*Roadside Ditches Only*
*Prevailing Wage*
*Blasting*
*Two 18' Travel Lanes (6"AC/14"AB)*
*8' Unimproved Median*
*4' AB Shoulders*
*Turn Lanes at Intersections*
*Design Speed 45 mph*
*Clear and Grub includes Existing Bass Lake Road Obliteration*

**5/26/2004**
**Revised 5-17-02**
**Revised 6-26-02**
**Revised 7-11-02**
**Revised 8-13-02**

**Table A-1-b**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road- North Boundary to Existing Bass Lake Road**
**CIP per Resolution No. 32-98**

**Bass Lake Road**
**2-18' lanes, unimproved**
**median, 45 mph**
**Off-site North**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Main Construction-Traffic Control System | 1 | ls | $30,000.00 | $30,000 |
| 2 | Main Construction-Clearing & Grubbing | 4 | ac | $5,000.00 | $20,900 |
| 3 | Main Construction-Roadway Excavation | 547 | cy | $15.00 | $8,200 |
| 4 | Main Construction-Asphalt Concrete Type B | 3,374 | ton | $55.00 | $185,600 |
| 5 | Main Construction-Cl 2 Aggregate Base | 3,887 | cy | $40.00 | $155,500 |
| 6 | Main Construction-Type 3 Barrier Curb (median) | 3,144 | lf | $12.00 | $37,700 |
| 7 | Main Construction-Minor Concrete (median treatment) | 12,576 | sf | $4.50 | $56,600 |
| 6 | Main Construction-Old Bass Lake Connection | 1 | ea | $10,000.00 | $10,000 |
| 7 | Main Construction-Type BW Fencing | 4,650 | lf | $7.00 | $32,600 |
| 8 | Main Construction-Pavement Marking & Striping | 1 | ls | $10,000.00 | $10,000 |
| 9 | Main Construction-36" CMP w/FES and Rock EC | 140 | lf | $130.00 | $18,200 |
| 10 | Main Construction-24" CMP w/FES and Rock EC | 130 | lf | $120.00 | $15,600 |
| 11 | Main Construction-Erosion Control Measures | 1 | ls | $20,000.00 | $20,000 |
| 12 | Main Construction-Fugitive Dust Control | 1 | ls | $10,000.00 | $10,000 |
| 13 | Main Construction-SWPPP Compliance | 1 | ls | $10,000.00 | $10,000 |
| | **Subtotal Estimated Direct Construction Cost** | | | | **$620,900** |
| | Contingency | 20% | | | $124,200 |
| | Engineering | 10% | | | $62,100 |
| | Inspection | 6% | | | $37,300 |
| | **Total Estimated Cost** | | | | **$844,500** |

*"A_1_b"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates

**Assumptions:**

*No Signals*
*Right of Way Acquisitions Required on Properties w/ out signed Development Agreements*
*Roadside Ditches Only*
*Prevailing Wage*
*Blasting*
*Two 18' Travel Lanes (6"AC/14"AB)*
*8' Unimproved Median*
*4' AB Shoulders*
*Turn Lanes at Intersections*
*Design Speed 45 mph*
*Clear and Grub includes Existing Bass Lake Road Obliteration*

**5/26/2004**
**Revised 5-17-02**
**Revised 6-26-02**
**Revised 7-11-02**
**Revised 8-13-02**

**Table A-1-c**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road Widening- Phase 1**
**Hollow Oak Road South to Cal Trans Right of Way (1425 lf)**
**CIP per Resolution No. 32-98**

**Bass Lake Road**
**6' widening on both**
**sides where less**
**than 32' wide**
**Segment B-F (approx)**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Mobilization | 1 | ls | 10% of hard costs | $33,600 |
| 2 | Main Construction-Traffic Control System | 1 | ls | $50,000.00 | $50,000 |
| 3 | Main Construction-Clearing & Grubbing | 1 | ac | $5,000.00 | $5,000 |
| 4 | Main Construction-Roadway Excavation | 5,200 | cy | $15.00 | $78,000 |
| 5 | Main Construction-Utility Relocation | 1,425 | lf | $25.00 | $35,600 |
| 6 | Main Construction-Asphalt Concrete Type B | 320 | ton | $55.00 | $17,600 |
| 7 | Main Construction-Cl 2 Aggregate Base | 706 | cy | $40.00 | $28,200 |
| 8 | Main Construction-Driveway Access | 2 | ea | $3,500.00 | $7,000 |
| 9 | Main Construction-Type BW Fencing | 2,850 | lf | $7.00 | $20,000 |
| 10 | Main Construction-Traffic Signal Substructure | 1 | ea | $25,000.00 | $25,000 |
| 11 | Main Construction-Pavement Marking & Striping | 1 | ls | $10,000.00 | $10,000 |
| 12 | Main Construction-Culvert Extension w/FES and Rock EC | 1 | ls | $20,000.00 | $20,000 |
| 13 | Main Construction-Rock Lined Ditch | 1,390 | lf | $10.00 | $13,900 |
| 14 | Main Construction-Erosion Control Measures | 1 | ls | $10,000.00 | $10,000 |
| 15 | Main Construction-Fugitive Dust Control | 1 | ls | $6,000.00 | $6,000 |
| 16 | Main Construction-SWPPP Compliance | 1 | ls | $10,000.00 | $10,000 |
| | **Subtotal Estimated Direct Construction Cost** | | | | **$369,900** |
| | Contingency | 20% | | | $74,000 |
| | Engineering | 10% | | | $37,000 |
| | Inspection | 6% | | | $22,200 |
| | **Subtotal before ROW Acquisition** | | | | **$503,100** |
| | Right of Way acquisition | 0.65 | ac | $50,000.00 | $32,500 |
| | **Total Estimated Cost** | | | | **$535,600** |
| | **Cost per LF** | | | | **$385** |

| **Estimated Major Infrastructure Portion** | **Cost** |
|---|---|
| Hollow Oak to No. Boundary | $2,490,700 |
| No. Boundary to Bass Lake | $844,500 |
| Road Widening from Cal Trans R/W to Imp at Hollow Oak Rd | $535,600 |
| **Total** | **$3,870,800** |

*"A_1_c"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates

[1] Segment analysis estimated by EPS.

**Assumptions:**

*No Signals*
*Right of Way Acquisitions Required on Properties w/ out signed Development Agreements*
*Roadside Ditches Only*
*Prevailing Wage*
*Over Head Utility Relocation Only*
*Existing Road Section of 20' w/ 6' Pavement Widening on each side (3" AC/ 8" AB)*
*2' AB Shoulders*
*Existing Bass Lake Road Section equals 32' or Wider South of Cal Trans R/W*

**5/26/2004**
**Revised 5-17-02**
**Revised 6-26-02**
**Revised 7-11-02**
**Revised 8-13-02**

**Table A-1-d**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road- [Segment A-B] Phased construction**
**CIP per Resolution No. 32-98**

**Bass Lake Road**
**Full Improvement**
**Segment A-B**

| No. | Description | Quantity | Unit | Unit Price | Total If all at once | Phase 1 Qty | Phase 1 Amount | Phase 1A Qty | Phase 1A Amount | Total If Phased |
|---|---|---|---|---|---|---|---|---|---|---|
| | **Bass Lake Road- [Segment A-B]** | | | | | | | | | |
| 1 | Mobilization | 1 | ls | 10% of hard costs | $432,600 | 1 | $194,400 | 1 | $256,400 | $450,800 |
| 2 | Shoofly-Clearing & Grubbing | 5 | ac | $5,000.00 | $25,000 | | $0 | 5 | $25,000 | $25,000 |
| 3 | Shoofly-Roadway Excavation | 9,000 | cy | $15.00 | $135,000 | | $0 | 9,000 | $135,000 | $135,000 |
| 4 | Shoofly-Erosion Control SWPPP | 1 | ls | $20,000.00 | $20,000 | | $0 | 1 | $20,000 | $20,000 |
| 5 | Shoofly-3"AC/8"AB | 168,000 | sf | $2.75 | $462,000 | | $0 | 168,000 | $462,000 | $462,000 |
| 6 | Shoofly-18" CMP | 120 | lf | $55.00 | $6,600 | | $0 | 120 | $6,600 | $6,600 |
| 7 | Shoofly-OMP Inlet Structure | 2 | ea | $5,000.00 | $10,000 | | $0 | 2 | $10,000 | $10,000 |
| 8 | Shoofly-Temporary Striping | 1 | ls | $10,000.00 | $10,000 | | $0 | 1 | $10,000 | $10,000 |
| 9 | Main Const.-Traffic Control System | 1 | ls | $100,000.00 | $100,000 | 1 | $80,000 | 1 | $80,000 | $160,000 |
| 10 | Main Const.-Clearing & Grubbing | 14 | ac | $5,000.00 | $70,000 | 9 | $45,000 | 5 | $25,000 | $70,000 |
| 11 | Main Const.-Roadway Excavation | 68,275 | cy | $15.00 | $1,024,100 | 38,200 | $573,000 | 30,075 | $451,100 | $1,024,100 |
| 12 | Main Const.-Utility Re-location | 3,762 | lf | $25.00 | $94,100 | 1,425 | $35,600 | 2,337 | $58,400 | $94,000 |
| 13 | Main Const.-Asphalt Concrete Type B | 10,500 | ton | $55.00 | $577,500 | 5,724 | $314,800 | 4,776 | $262,700 | $577,500 |
| 14 | Main Const.-Cl 2 Aggregate Base | 12,910 | cy | $40.00 | $516,400 | 6,933 | $277,300 | 5,977 | $239,100 | $516,400 |
| 15 | Main Const.-Type 3 Barrier Curb (median) | 15,720 | lf | $12.00 | $188,600 | 0 | $0 | 15,720 | $188,600 | $188,600 |
| 16 | Main Const.-Minor Concrete (median treatment) | 62,880 | sf | $4.50 | $283,000 | 0 | $0 | 62,880 | $283,000 | $283,000 |
| 17 | Main Const.-Driveway Access | 10 | ea | $3,500.00 | $35,000 | 5 | $17,500 | 5 | $17,500 | $35,000 |
| 18 | Main Const.-Type BW Fencing | 14,950 | lf | $7.00 | $104,700 | 10,400 | $72,800 | 4,550 | $31,900 | $104,700 |
| 19 | Main Const.-Traffic Signal Substructure | 3 | ea | $25,000.00 | $75,000 | 3 | $75,000 | 0 | $0 | $75,000 |
| 20 | Main Const.-Pavement Marking & Striping | 1 | ls | $30,000.00 | $30,000 | 1 | $30,000 | 1 | $30,000 | $60,000 |
| 21 | Main Construction-Culvert Extension w/FES and Rock EC | 1 | ls | $20,000.00 | $20,000 | 1 | $20,000 | 2 | $40,000 | $60,000 |
| 22 | Main Const.-72" CMP w/FES and Rock EC | 150 | lf | $275.00 | $41,300 | 0 | $0 | 150 | $41,300 | $41,300 |
| 23 | Main Const.-60" CMP w/FES and Rock EC | 320 | lf | $200.00 | $64,000 | 162 | $32,400 | 158 | $31,600 | $64,000 |
| 24 | Main Const.-48" CMP w/FES and Rock EC | 65 | lf | $120.00 | $7,800 | 0 | $0 | 65 | $7,800 | $7,800 |
| 25 | Main Const.-24" CMP w/FES and Rock EC | 200 | lf | $75.00 | $15,000 | 0 | $0 | 200 | $15,000 | $15,000 |
| 26 | Main Const.-Brow Ditch | 2,826 | lf | $5.00 | $14,100 | 1,100 | $5,500 | 1,726 | $8,600 | $14,100 |
| 27 | Main Const.-Rock Lined Ditch | 3,200 | lf | $10.00 | $32,000 | 3,200 | $32,000 | 0 | $0 | $32,000 |
| 28 | Main Const.-Erosion Control Measures | 1 | ls | $60,000.00 | $60,000 | 1 | $40,000 | 1 | $40,000 | $80,000 |
| 29 | Main Const.-Fugitive Dust Control | 1 | ls | $30,000.00 | $30,000 | 1 | $21,000 | 1 | $21,000 | $42,000 |
| 30 | Main Const.-SWPPP Compliance | 1 | ls | $25,000.00 | $25,000 | 1 | $22,500 | 1 | $22,500 | $45,000 |
| 31 | Water-T. Main Relocation | 1 | ea | $250,000.00 | $250,000 | 1 | $250,000 | | | $250,000 |
| | **Subtotal** | | | | **$4,758,800** | | **$2,138,800** | | **$2,820,100** | **$4,958,900** |
| | Contingency | 20% | | | $951,800 | | $427,800 | | $564,000 | $991,800 |
| | Engineering | 10% | | | $475,900 | | $213,900 | | $282,000 | $495,900 |
| | Inspection | 6% | | | $285,500 | | $128,300 | | $169,200 | $297,500 |
| | **Subtotal before ROW Acquisition** | | | | **$6,472,000** | | **$2,908,800** | | **$3,835,300** | **$6,744,100** |
| | Right of Way acquisition | 5.58 | ac | $50,000.00 | $279,000 | 2.35 | $117,500 | 3.23 | $161,500 | $279,000 |
| | Shoofly Removal | | | | | | | | $100,000 | $100,000 |
| | **Total Estimated Cost** | | | | **$6,751,000** | | **$3,026,300** | | **$4,096,800** | **$7,123,100** |

Source: Cooper Thorne & Associates

*"A_1_d"*
*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

**Table A-1-e**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road- North Boundary to Existing Bass Lake Road**
**CIP per Resolution No. 32-98**

**Bass Lake Road**
**Full Improvement**
**No. Boundary to Ex. Bass Lk**

| No. | Description | Quantity | Unit | Unit Price | Total If all at once | Phase 1 Qty | Phase 1 Amount | Phase 1A Qty | Phase 1A Amount | Total If Phased |
|---|---|---|---|---|---|---|---|---|---|---|
| | **Bass Lake Road- North Boundary to Existing Bass Lake Road** | | | | | | | | | |
| 1 | Main Construction-Traffic Control System | 1 | ls | $30,000.00 | $30,000 | 1 | $30,000 | 1 | $30,000 | $60,000 |
| 2 | Main Construction-Clearing & Grubbing | 4 | ac | $5,000.00 | $20,900 | 4 | $20,900 | 0 | $0 | $20,900 |
| 3 | Main Construction-Roadway Excavation | 547 | cy | $15.00 | $8,200 | 547 | $8,200 | 0 | $0 | $8,200 |
| 4 | Main Construction-Asphalt Concrete Type B | 3,374 | ton | $55.00 | $185,600 | 3,374 | $185,600 | 0 | $0 | $185,600 |
| 5 | Main Construction-Cl 2 Aggregate Base | 3,887 | cy | $40.00 | $155,500 | 3,887 | $155,500 | 0 | $0 | $155,500 |
| 6 | Main Construction-Type 3 Barrier Curb (median) | 3,144 | lf | $12.00 | $37,700 | 0 | $0 | 3,144 | $37,700 | $37,700 |
| 7 | Main Construction-Minor Concrete (median treatment) | 12,576 | sf | $4.50 | $56,600 | 0 | $0 | 12,576 | $56,600 | $56,600 |
| 8 | Main Construction-Old Bass Lake Connection | 1 | ea | $10,000.00 | $10,000 | 1 | $10,000 | 0 | $0 | $10,000 |
| 9 | Main Construction-Type BW Fencing | 4,650 | lf | $7.00 | $32,600 | 4,650 | $32,600 | 0 | $0 | $32,600 |
| 10 | Main Construction-Pavement Marking & Striping | 1 | ls | $10,000.00 | $10,000 | 1 | $10,000 | 0 | $0 | $10,000 |
| 11 | Main Construction-36" CMP w/FES and Rock EC | 140 | lf | $130.00 | $18,200 | 140 | $18,200 | 0 | $0 | $18,200 |
| 12 | Main Construction-24" CMP w/FES and Rock EC | 130 | lf | $120.00 | $15,600 | 130 | $15,600 | 0 | $0 | $15,600 |
| 13 | Main Construction-Erosion Control Measures | 1 | ls | $20,000.00 | $20,000 | 1 | $20,000 | 1 | $20,000 | $40,000 |
| 14 | Main Construction-Fugitive Dust Control | 1 | ls | $10,000.00 | $10,000 | 1 | $10,000 | 1 | $10,000 | $20,000 |
| 15 | Main Construction-SWPPP Compliance | 1 | ls | $10,000.00 | $10,000 | 1 | $10,000 | 1 | $10,000 | $20,000 |
| | **Subtotal** | | | | **$620,900** | | **$526,600** | | **$164,300** | **$690,900** |
| | Contingency | 20% | | | $124,200 | | $105,300 | | $32,900 | $138,200 |
| | Engineering | 10% | | | $62,100 | | $52,700 | | $16,400 | $69,100 |
| | Inspection | 6% | | | $37,300 | | $31,600 | | $9,900 | $41,500 |
| | **Total Estimated Cost** | | | | **$844,500** | | **$716,200** | | **$223,500** | **$939,700** |

Source: Cooper Thorne & Associates

*"A_1_e"*
*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

**Table A-1-f**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road- [Segment A-B] Phased construction Phase 1 Breakdown**
**CIP per Resolution No. 32-98**

**Bass Lake Road**
**Full Improvement**
**Segment A-B**

| No. | Description | Quantity | Unit | Unit Price | Phase 1: Hollow Oak to No. Bndry Segment A-F Qty | Phase 1: Hollow Oak to No. Bndry Segment A-F Amount | Phase 1: Hollow Oak to Hwy 50 Segment B-F Qty | Phase 1: Hollow Oak to Hwy 50 Segment B-F Amount | Phase 1: Total Phase 1 | Phase 1A: Completion Completion of Improvements | Total Phase 1 & 1A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bass Lake Road- [Segment A-B]** | | | | | | | | | | | |
| 1 | Mobilization | 1 | ls | 10% hard costs | | $160,800 | | $33,600 | $194,400 | $256,400 | $450,800 |
| 2 | Shoofly-Clearing & Grubbing | 5 | ac | $5,000.00 | | $0 | | $0 | $0 | $25,000 | $25,000 |
| 3 | Shoofly-Roadway Excavation | 9,000 | cy | $15.00 | | $0 | | $0 | $0 | $135,000 | $135,000 |
| 4 | Shoofly-Erosion Control SWPPP | 1 | ls | $20,000.00 | | $0 | | $0 | $0 | $20,000 | $20,000 |
| 5 | Shoofly-3"AC/8"AB | 168,000 | sf | $2.75 | | $0 | | $0 | $0 | $462,000 | $462,000 |
| 6 | Shoofly-18" CMP | 120 | lf | $55.00 | | $0 | | $0 | $0 | $6,600 | $6,600 |
| 7 | Shoofly-OMP Inlet Structure | 2 | ea | $5,000.00 | | $0 | | $0 | $0 | $10,000 | $10,000 |
| 8 | Shoofly-Temporary Striping | 1 | ls | $10,000.00 | | $0 | | $0 | $0 | $10,000 | $10,000 |
| 9 | Main Const.-Traffic Control System | 1 | ls | $100,000.00 | 0.3 | $30,000 | 0.5 | $50,000 | $80,000 | $80,000 | $160,000 |
| 10 | Main Const.-Clearing & Grubbing | 14 | ac | $5,000.00 | 8 | $40,000 | 1 | $5,000 | $45,000 | $25,000 | $70,000 |
| 11 | Main Const.-Roadway Excavation | 68,275 | cy | $15.00 | 33,000 | $495,000 | 5,200 | $78,000 | $573,000 | $451,100 | $1,024,100 |
| 12 | Main Const.-Utility Re-location | 3,762 | lf | $25.00 | | $0 | 1,425 | $35,600 | $35,600 | $58,400 | $94,000 |
| 13 | Main Const.-Asphalt Concrete Type B | 10,500 | ton | $55.00 | 5,404 | $297,200 | 320 | $17,600 | $314,800 | $262,700 | $577,500 |
| 14 | Main Const.-Cl 2 Aggregate Base | 12,910 | cy | $40.00 | 6,227 | $249,100 | 706 | $28,200 | $277,300 | $239,100 | $516,400 |
| 15 | Main Const.-Type 3 Barrier Curb (median) | 15,720 | lf | $12.00 | 0 | $0 | | $0 | $0 | $188,600 | $188,600 |
| 16 | Main Const.-Minor Concrete (median treatment) | 62,880 | sf | $4.50 | 0 | $0 | | $0 | $0 | $283,000 | $283,000 |
| 17 | Main Const.-Driveway Access | 10 | ea | $3,500.00 | 3 | $10,500 | 2 | $7,000 | $17,500 | $17,500 | $35,000 |
| 18 | Main Const.-Type BW Fencing | 14,950 | lf | $7.00 | 7,537 | $52,800 | 2,850 | $20,000 | $72,800 | $31,900 | $104,700 |
| 19 | Main Const.-Traffic Signal Substructure | 3 | ea | $25,000.00 | 2 | $50,000 | 1 | $25,000 | $75,000 | $0 | $75,000 |
| 20 | Main Const.-Pavement Marking & Striping | 1 | ls | $30,000.00 | 0.7 | $20,000 | 0.3 | $10,000 | $30,000 | $30,000 | $60,000 |
| 21 | Main Construction-Culvert Extension w/FES and Rock E | 1 | ls | $20,000.00 | | $0 | 1 | $20,000 | $20,000 | $40,000 | $60,000 |
| 22 | Main Const.-72" CMP w/FES and Rock EC | 150 | lf | $275.00 | | $0 | | $0 | $0 | $41,300 | $41,300 |
| 23 | Main Const.-60" CMP w/FES and Rock EC | 320 | lf | $200.00 | 162 | $32,400 | | $0 | $32,400 | $31,600 | $64,000 |
| 24 | Main Const.-48" CMP w/FES and Rock EC | 65 | lf | $120.00 | | $0 | | $0 | $0 | $7,800 | $7,800 |
| 25 | Main Const.-24" CMP w/FES and Rock EC | 200 | lf | $75.00 | | $0 | | $0 | $0 | $15,000 | $15,000 |
| 26 | Main Const.-Brow Ditch | 2,826 | lf | $5.00 | 1,100 | $5,500 | | $0 | $5,500 | $8,600 | $14,100 |
| 27 | Main Const.-Rock Lined Ditch | 3,200 | lf | $10.00 | 1,810 | $18,100 | 1,390 | $13,900 | $32,000 | $0 | $32,000 |
| 28 | Main Const.-Erosion Control Measures | 1 | ls | $60,000.00 | 0.5 | $30,000 | 0.2 | $10,000 | $40,000 | $40,000 | $80,000 |
| 29 | Main Const.-Fugitive Dust Control | 1 | ls | $30,000.00 | 0.5 | $15,000 | 0.2 | $6,000 | $21,000 | $21,000 | $42,000 |
| 30 | Main Const.-SWPPP Compliance | 1 | ls | $25,000.00 | 0.5 | $12,500 | 0.4 | $10,000 | $22,500 | $22,500 | $45,000 |
| 31 | Water-T. Main Relocation | 1 | ea | $250,000.00 | 1.0 | $250,000 | | | $250,000 | | $250,000 |
| | **Subtotal** | | | | | **$1,768,900** | | **$369,900** | **$2,138,800** | **$2,820,100** | **$4,958,900** |
| | Contingency | 20% | | | | $353,800 | | $74,000 | $427,800 | $564,000 | $991,800 |
| | Engineering | 10% | | | | $176,900 | | $37,000 | $213,900 | $282,000 | $495,900 |
| | Inspection | 6% | | | | $106,100 | | $22,200 | $128,300 | $169,200 | $297,500 |
| | **Subtotal before ROW Acquisition** | | | | | **$2,405,700** | | **$503,100** | **$2,908,800** | **$3,835,300** | **$6,744,100** |
| | Right of Way acquisition | 5.58 | ac | $50,000.00 | 1.70 | $85,000 | 0.65 | $32,500 | $117,500 | $161,500 | $279,000 |
| | Shoofly Removal | | | | | | | | | $100,000 | $100,000 |
| | **Total Estimated Cost** | | | | | **$2,490,700** | | **$535,600** | **$3,026,300** | **$3,996,800** | **$7,023,100** |

Source: Cooper Thorne & Associates

"A_1_f"
*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

A-7

**Table A-2**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road Interchange**
**CIP**

**Bass Lake Road/**
**Highway 50 Interchange**
**Project Study Report**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| | Iinterchange Project Study Report (PSR) | 1 | ls | $250,000.00 | $250,000 |
| | **Total Estimated Cost** | | | | **$250,000** |

*"A_2"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Table A-3**
**Bass Lake Hills Public Facilities Financing Plan**
**Country Club Drive [Segment G-M]**
**CIP per Resolution No. 32-98**

**Country Club Drive**
**Segment G-M**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 5 | ac | $5,000.00 | $25,000 |
| 2 | Roadway Excavation | 7,000 | cy | $15.00 | $105,000 |
| 3 | Roadway Embankment | 18,400 | cy | $15.00 | $276,000 |
| 4 | Brow Ditch | 2,700 | lf | $5.00 | $13,500 |
| 5 | Erosion Control Measures-Fugitive Dust-SWPPP | 1 | job | $75,000.00 | $75,000 |
| 6 | 24" Culvert | 90 | lf | $55.00 | $5,000 |
| 7 | Drainage Inlets | 13 | ea | $1,800.00 | $23,400 |
| 8 | Drainage Line | 330 | lf | $40.00 | $13,200 |
| 9 | Drainage Manholes | 1 | ea | $2,500.00 | $2,500 |
| 10 | Drainage Laterals | 90 | lf | $30.00 | $2,700 |
| 11 | Misc. Drainage Structures | 1 | job | $35,000.00 | $35,000 |
| 12 | RSP Outfalls | 10 | ea | $1,000.00 | $10,000 |
| 13 | 4.2"AC, 9"AB | 154,500 | sf | $3.50 | $540,800 |
| 14 | 2" AC Overlay | 108,000 | sf | $0.70 | $75,600 |
| 15 | AC Dike | 4,300 | lf | $10.00 | $43,000 |
| 16 | 6' PCC Sidewalk | 26,000 | sf | $5.00 | $130,000 |
| 17 | Metal Beam Guard Rail | 2,900 | lf | $30.00 | $87,000 |
| 18 | Utility Re-location | 1 | job | $50,000.00 | $50,000 |
| 19 | Signing & Striping | 1 | job | $10,000.00 | $10,000 |
| | **Subtotal Estimated Direct Construction Cost** | | | | **$1,522,700** |
| | Contingency | 20% | | | $304,500 |
| | Engineering | 10% | | | $152,300 |
| | Inspection | 6% | | | $91,400 |
| | **Total Estimated Cost** | | | | **$2,070,900** |

| **Segment Analysis [1]** | **Est LF** | **%** | **Cost per LF** | **Cost** |
|---|---|---|---|---|
| Segment 1 Bass Lake Rd. to Eastern Boundary (H-M) | 5,400 | 86% | **$328.72** | **$1,775,100** |
| Segment 2 - School Access (H-G) | 900 | 14% | **$328.72** | **$295,800** |
| Total Estimated Linear Feet (G-M only) | 6,300 | | | |

| | | | |
|---|---|---|---|
| **Segment 3 Estimate [2]** | | | |
| Segment 3 Bass Lake Rd to Western Boundary (G-N) | 3,000 | **$328.72** | **$986,200** |

| | |
|---|---|
| **Total Estimated Cost - All Segments** | **$3,057,100** |

*"A_3"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

[2] Derived estimate based on cost per LF from segments 1 and 2.

**5/26/2004**
**Revised 5-17-02**
**Revised 6-26-02**
**Revised 7-11-02**
**Revised 8-13-02**

Economic & Planning Systems

*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

# APPENDIX B

## OTHER ROADWAY AND PUBLIC FACILITIES CIP


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**Table B-1**
**Bass Lake Hills Public Facilities Financing Plan**
**Hollow Oak Road [Segment F-K]**

**Hollow Oak Road**
**Segment F-K**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 4 | ac | $5,000.00 | $20,000 |
| 2 | Roadway Excavation | 20,500 | cy | $15.00 | $307,500 |
| 3 | Erosion Control Measures-Fugitive Dust-SWPPP | 1 | job | $50,000.00 | $50,000 |
| 4 | 36" CMP w/FES and Rock EC | 60 | lf | $105.00 | $6,300 |
| 5 | 18" CMP w/FES and Rock EC | 60 | lf | $55.00 | $3,300 |
| 6 | D/W Culvert | 120 | lf | $45.00 | $5,400 |
| 7 | Drainage Inlets | 35 | ea | $1,800.00 | $63,000 |
| 8 | Drainage Line | 1,220 | lf | $45.00 | $54,900 |
| 9 | Drainage Manholes | 9 | ea | $2,500.00 | $22,500 |
| 10 | Drainage Laterals | 750 | lf | $30.00 | $22,500 |
| 11 | Misc. Drainage Structures | 1 | job | $25,000.00 | $25,000 |
| 12 | Sawcut & remove (e) pavement | 2,500 | sy | $7.00 | $17,500 |
| 13 | 3"AC/8"AB | 178,500 | sf | $2.75 | $490,900 |
| 14 | Type 2 Curb & Gutter | 11,000 | lf | $18.00 | $198,000 |
| 15 | 6' PCC Sidewalk | 64,500 | sf | $5.00 | $322,500 |
| 16 | Signing & Striping | 1 | job | $5,000.00 | $5,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$1,614,300** |
| | Contingency | 20% | | | $322,900 |
| | Engineering | 10% | | | $161,400 |
| | Inspection | 6% | | | $96,900 |
| | **Total Estimated Cost** | | | | **$2,195,500** |
| | **Frontage Improvement Portion** (From Preliminary PFFP 11/24/02) | 52% | | | **$1,141,660** |
| | **Without Frontage Improvement Portion** | 48% | | | **$1,053,840** |

| **Segment Analysis- Full Improvements [1]** | **Total LF** | **%** | **Cost per LF** | **Est Cost** |
|---|---|---|---|---|
| F - J | 2,250 | 41% | $399.18 | $898,200 |
| J - P | 750 | 14% | $399.18 | $299,400 |
| P - K | 2,500 | 45% | $399.18 | $998,100 |
| **Total** | **5,500** | **100%** | | **$2,195,700** |

| **Segment Analysis- Breakdown** | **Total LF** | **Frontage Portion** | **Without Frontage** | **Total** |
|---|---|---|---|---|
| F - J | 2,250 | $467,000 | $431,100 | $898,100 |
| J - P | 750 | $155,700 | $143,700 | $299,400 |
| P - K | 2,500 | $518,900 | $479,000 | $997,900 |
| **Total** | **5,500** | **$1,141,600** | **$1,053,800** | **$2,195,400** |

*"B_1"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

**Table B-2**
**Bass Lake Hills Public Facilities Financing Plan**
**Hollow Oak Road Extension - [Segment E-F]**

**Hollow Oak Road Ext.**
**Segment E-F**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 2 | ac | $5,000.00 | $10,000 |
| 2 | Roadway Excavation | 1,100 | cy | $15.00 | $16,500 |
| 3 | Roadway Embankment | 3,200 | cy | $15.00 | $48,000 |
| 4 | Erosion Control Measures | 1 | job | $25,000.00 | $25,000 |
| 5 | 18" Culvert | 50 | lf | $45.00 | $2,300 |
| 6 | Drainage Manholes | 1 | ea | $2,500.00 | $2,500 |
| 7 | Misc. Drainage Structures | 1 | job | $20,000.00 | $20,000 |
| 8 | 3"AC, 8"AB | 37,000 | sf | $2.75 | $101,800 |
| 9 | 6' PCC Sidewalk | 7,200 | sf | $5.00 | $36,000 |
| 10 | Commercial Driveway | 2 | ea | $7,500.00 | $15,000 |
| 11 | Signing & Striping | 1 | job | $5,000.00 | $5,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$282,100** |
| | Contingency | 20% | | | $56,400 |
| | Engineering | 10% | | | $28,200 |
| | Inspection | 6% | | | $16,900 |
| | **Total Estimated Cost** | | | | **$383,600** |

*"B_2"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Table B-3**
**Bass Lake Hills Public Facilities Financing Plan**
**Morrison Road [Segment I-J]**

**Morrison Road**
**Segment I-J**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 8 | ac | $5,000.00 | $40,000 |
| 2 | Roadway Excavation | 15,800 | cy | $15.00 | $237,000 |
| 3 | Roadway Embankment | 8,900 | cy | $15.00 | $133,500 |
| 4 | Erosion Control Measures-Fugitive Dust-SWPPP | 1 | job | $75,000.00 | $75,000 |
| 5 | Drainage Inlets | 6 | ea | $1,800.00 | $10,800 |
| 6 | Drainage Line | 1,560 | lf | $45.00 | $70,200 |
| 7 | Drainage Laterals | 160 | lf | $30.00 | $4,800 |
| 8 | Drainage Manholes | 7 | ea | $2,500.00 | $17,500 |
| 9 | Misc. Drainage Structures | 1 | job | $30,000.00 | $30,000 |
| 10 | Rock Lined Ditch | 5,400 | lf | $10.00 | $54,000 |
| 11 | 3"AC, 8"AB | 156,250 | sf | $2.75 | $429,700 |
| 12 | 6' PCC Sidewalk | 24,400 | sf | $5.00 | $122,000 |
| 13 | Signing & Striping | 1 | job | $10,000.00 | $10,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$1,234,500** |
| | Contingency | 20% | | | $246,900 |
| | Engineering | 10% | | | $123,500 |
| | Inspection | 6% | | | $74,100 |
| | **Total Estimated Cost** | | | | **$1,679,000** |

| **Segment Analysis [1]** | **Total LF** | **%** | **Cost per LF** | **Est Cost** |
|---|---|---|---|---|
| Hollow Oak to Bell Ranch Development (J-R) | 1,500 | 32% | $361.08 | $541,600 |
| Through Bell Ranch Development (R-I) | 3,150 | 68% | $361.08 | $1,137,500 |
| **Total** | **4,650** | **100%** | | **$1,679,100** |

*"B_3"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

**Table B-4**
**Bass Lake Hills Public Facilities Financing Plan**
**Silver Dove Way [Segment C-G]**

**Silver Dove Way**
**Segment G-C**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 8 | ac | $5,000.00 | $40,000 |
| 2 | Roadway Excavation | 16,000 | cy | $15.00 | $240,000 |
| 3 | Erosion Control Measures-Fugitive Dust-SWPPP | 1 | job | $75,000.00 | $75,000 |
| 4 | 96" CMP w/FES and Rock EC | 120 | lf | $300.00 | $36,000 |
| 5 | 72" CMP w/FES and Rock EC | 100 | lf | $225.00 | $22,500 |
| 6 | 24" CMP w/FES and Rock EC | 150 | lf | $65.00 | $9,800 |
| 7 | Drainage Inlets | 18 | ea | $1,800.00 | $32,400 |
| 8 | Drainage Line | 2,200 | lf | $45.00 | $99,000 |
| 9 | Drainage Manholes | 12 | ea | $2,500.00 | $30,000 |
| 10 | Drainage Laterals | 350 | lf | $30.00 | $10,500 |
| 11 | Brow Ditch | 2,800 | lf | $5.00 | $14,000 |
| 12 | RSP Outfall | 5 | ea | $2,500.00 | $12,500 |
| 13 | Misc. Drainage Structures | 1 | job | $35,000.00 | $35,000 |
| 14 | 3"AC, 8"AB | 208,600 | sf | $2.75 | $573,700 |
| 15 | Type 2 Curb & Gutter | 8,800 | lf | $18.00 | $158,400 |
| 16 | AC Dike | 3,200 | lf | $10.00 | $32,000 |
| 17 | 6' PCC Sidewalk | 62,400 | sf | $5.00 | $312,000 |
| 18 | Metal Beam Guard Rail | 800 | lf | $45.00 | $36,000 |
| 19 | Signing & Striping | 1 | job | $10,000.00 | $10,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$1,778,800** |
| | Contingency | 20% | | | $355,800 |
| | Engineering | 10% | | | $177,900 |
| | Inspection | 6% | | | $106,700 |
| | **Total Estimated Cost** | | | | **$2,419,200** |

| **Segment Analysis [1]** | **Total LF** | **%** | **Cost per LF** | **Cost** |
|---|---|---|---|---|
| Segment C-D | 1,548 | | $384.00 | $594,400 |
| Segment D-E | 2,052 | | $384.00 | $788,000 |
| Bass Lake Road to Hollow Oak Extension (C-E) | 3,600 | | $384.00 | $1,382,400 |
| Hollow Oak Extension to School Site (E-Q) | 1,500 | | $384.00 | $576,000 |
| School Site to Country Club Drive (Q-G) | 1,200 | | $384.00 | $460,800 |
| Total | 6,300 | | | $2,419,200 |

*"B_4"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

**Table B-5**
**Bass Lake Hills Public Facilities Financing Plan**
**Silver Dove Way/Bass Lake Road Extension C-O**

**Silver Dove Way**
**Segment C-O**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 2 | ac | $5,000.00 | $10,000 |
| 2 | Roadway Excavation | 1,100 | cy | $15.00 | $16,500 |
| 3 | Roadway Embankment | 2,540 | cy | $15.00 | $38,100 |
| 4 | Erosion Control Measures-Fugitive Dust-SWPPP | 1 | job | $75,000.00 | $75,000 |
| 5 | 54" CMP w/FES and Rock EC | 50 | lf | $200.00 | $10,000 |
| 6 | 30" CMP w/FES and Rock EC | 100 | lf | $80.00 | $8,000 |
| 7 | Drainage Inlets | 5 | ea | $1,800.00 | $9,000 |
| 8 | Drainage Line | 190 | lf | $45.00 | $8,600 |
| 9 | Drainage Laterals | 120 | lf | $30.00 | $3,600 |
| 10 | Drainage Manholes | 3 | ea | $2,500.00 | $7,500 |
| 11 | Misc. Drainage Structures | 1 | job | $25,000.00 | $25,000 |
| 12 | Rock Lined Ditch | 500 | lf | $10.00 | $5,000 |
| 13 | Sawcut & remove (e) pavement | 1,960 | sy | $7.00 | $13,700 |
| 14 | 3"AC, 8"AB | 46,500 | sf | $2.75 | $127,900 |
| 15 | 6' PCC Sidewalk | 3,700 | sf | $5.00 | $18,500 |
| 16 | Signing & Striping | 1 | job | $10,000.00 | $10,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$386,400** |
| | Contingency | 20% | | | $77,300 |
| | Engineering | 10% | | | $38,600 |
| | Inspection | 6% | | | $23,200 |
| | **Total Estimated Cost** | | | | **$525,500** |

*"B_5"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Table B-6**
**Bass Lake Hills Public Facilities Financing Plan**
**Silver Dove Way/Bass Lake Road to Hollow Oak Road [Segment O-P]**

**Silver Dove Way**
**Segment O-P**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 2 | ac | $5,000.00 | $10,000 |
| 2 | Roadway Excavation | 4,050 | cy | $15.00 | $60,800 |
| 3 | Roadway Embankment | 3,300 | cy | $15.00 | $49,500 |
| 4 | Erosion Control Measures-Fugitive Dust-SWPPP | 1 | job | $75,000.00 | $75,000 |
| 5 | Drainage Inlets | 8 | ea | $1,800.00 | $14,400 |
| 6 | Drainage Line | 1,000 | lf | $45.00 | $45,000 |
| 7 | Drainage Laterals | 120 | lf | $30.00 | $3,600 |
| 8 | Drainage Manholes | 4 | ea | $2,500.00 | $10,000 |
| 9 | Misc. Drainage Structures | 1 | job | $20,000.00 | $20,000 |
| 10 | Rock Lined Ditch | 900 | lf | $10.00 | $9,000 |
| 11 | 3"AC, 8"AB | 53,730 | sf | $2.75 | $147,800 |
| 12 | 6' PCC Sidewalk | 10,140 | sf | $5.00 | $50,700 |
| 13 | Signing & Striping | 1 | job | $10,000.00 | $10,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$505,800** |
| | Contingency | 20% | | | $101,200 |
| | Engineering | 10% | | | $50,600 |
| | Inspection | 6% | | | $30,300 |
| | **Total Estimated Cost** | | | | **$687,900** |

*"B_6"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Table B-7**
**Bass Lake Hills Public Facilities Financing Plan**
**Traffic Signals & Illumination**

**Traffic Signals**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| | **Silver Dove/Bass Lake Road Intx [1]** | | | | |
| 1 | Traffic Signal-[2] | 1 | ls | $225,000.00 | $225,000 |
| 2 | Major Intx Street Light | 2 | ea | $3,000.00 | $6,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$231,000** |
| | Contingency | 20% | | | $46,200 |
| | Engineering | 10% | | | $23,100 |
| | Inspection | 6% | | | $13,900 |
| | **Subtotal Estimated Cost** | | | | **$314,200** |
| | **Hollow Oak Road/Bass Lake Road Intx** | | | | |
| 1 | Traffic Signal- [2] | 1 | ls | $225,000.00 | $225,000 |
| 2 | Major Intx Street Light | 2 | ea | $3,000.00 | $6,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$231,000** |
| | Contingency | 20% | | | $46,200 |
| | Engineering | 10% | | | $23,100 |
| | Inspection | 6% | | | $13,900 |
| | **Subtotal Estimated Cost** | | | | **$314,200** |
| | **Country Club Drive/Bass Lake Road Intx [3]** | | | | |
| 1 | Traffic Signal-[2] | 1 | ls | $225,000.00 | $225,000 |
| 2 | Major Intx Street Light | 2 | ea | $3,000.00 | $6,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$231,000** |
| | Contingency | 20% | | | $46,200 |
| | Engineering | 10% | | | $23,100 |
| | Inspection | 6% | | | $13,900 |
| | **Subtotal Estimated Cost** | | | | **$314,200** |
| | **Total Estimated Cost** | | | | **$942,600** |

*"B_7"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Funded by BLH PFF

[2] Excludes $25,000 in underground in Table A-1.a

[3] Funded by RIF

**Table B-8**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road Interchange**
**CIP**

**Bass Lake Road/ Highway 50 Interchange Ramps & Metering**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| | Ramps & Metering | 1 | ls | $500,000.00 | $500,000 |
| | **Total Estimated Cost** | | | | **$500,000** |

*"B_8"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Table B-9**
**Bass Lake Hills Public Facilities Financing Plan**
**Class I Bike Trail - 8' Width along Bass Lake Road N-S 7,200 lf**

**Bass Lake Road**
**Bike Lane**
**Segment A-B**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | 2"AC/6"AB | 57,000 | sf | $2.00 | $114,000 |
| 2 | Signing & Striping | 1 | job | $2,000.00 | $2,000 |
| 3 | Drainage | 1 | job | $25,000.00 | $25,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$141,000** |
| | Contingency | 20% | | | $28,200 |
| | Engineering | 10% | | | $14,100 |
| | Inspection | 6% | | | $8,500 |
| | **Total Estimated Cost** | | | | **$191,800** |

| **Segment Analysis [1]** | **Est. LF** | **%** | **Cost per LF** | **Cost** |
|---|---|---|---|---|
| Hollow Oak to No. Boundary (A-B) | 3,000 | 42% | $26.64 | $79,900 |
| Hollow Oak to Hwy 50 (B-F) | 4,200 | 58% | $26.64 | $111,900 |
| **Total** | **7,200** | **100%** | | **$191,800** |

*"B_9"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

**Table B-9-a**
**Bass Lake Hills Public Facilities Financing Plan**
**Class I Bike Trail - 8' Width along Bass Lake Road N-S 300 lf**

**Bass Lake Road**
**Bike Lane**
**No. Brdr to Serrano**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | 2"AC/6"AB | 300 | LF | $26.64 | $8,000 |
| | **Total Estimated Cost** | | | | **$8,000** |

*"B_9_a"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates

EPS Estimate based on 300 lf x $per lf in Table A-7

**Table B-10**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road 6-foot Sidewalk**

| | |
|---|---|
| **Bass Lake Road Sidewalk** | |

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | 6' PCC Walk | 1 | job | $216,000.00 | $216,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$216,000** |
| | Contingency | 20% | | | $43,200 |
| | Engineering | 10% | | | $21,600 |
| | Inspection | 6% | | | $13,000 |
| | **Total Estimated Cost** | | | | **$293,800** |

| **Segment Analysis [1]** | **Est. LF** | **%** | **Cost per LF** | **Cost** |
|---|---|---|---|---|
| Hollow Oak to No. Boundary (A-F) | 3,000 | 42% | $40.81 | $122,400 |
| Hollow Oak to Hwy 50 (B-F) | 4,200 | 58% | $40.81 | $171,400 |
| **Total** | **7,200** | **100%** | | **$293,800** |

*"B_10"*
*12580 model 15.xls*

Source: Cooper Thorne & Associates

[1] Segment analysis estimated by EPS.

**Table B-10-a**
**Bass Lake Hills Public Facilities Financing Plan**
**Bass Lake Road 6-foot Sidewalk**

**Bass Lake Road**
**Sidewalk Lane**
**No. Brdr to Serrano**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | 6 " PCC | 300 | LF | $40.81 | $12,200 |
| | **Total Estimated Cost** | | | | **$12,200** |

*"B_10_a"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

EPS Estimate based on 300 lf x $per lf in Table A-8.

**Table B-11**
**Bass Lake Hills Public Facilities Financing Plan**
**Class I Bike Trail - 8' Width E-W 10,300 lf**

**Country Club Drive**
**Bike Trail**
**Segment M-N**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Obliterate Existing A/C | 110,000 | sy | $2.00 | $220,000 |
| 2 | Bike Path Excavation (assume 2.5cy/ft) | 1 | job | $150,000.00 | $150,000 |
| 3 | 2"AC/6"AB | 82,400 | sf | $2.00 | $164,800 |
| 4 | Signing & Striping | 1 | job | $2,000.00 | $2,000 |
| 5 | Drainage | 1 | job | $35,000.00 | $35,000 |
| 6 | 10-Car Lot | 1 | job | $38,000.00 | $38,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$609,800** |
| | Contingency | 20% | | | $122,000 |
| | Engineering | 10% | | | $61,000 |
| | Inspection | 6% | | | $36,600 |
| | **Total Estimated Cost** | | | | **$829,400** |

| **Segment Analysis [1]** | **Total LF** | **%** | **Cost per LF** | **Cost** |
|---|---|---|---|---|
| Total Estimated Linear Feet (G-M only) | 10,300 | | | |
| Segment 1 Bass Lake Rd. to Eastern Bou | 5,400 | 52% | **$80.52** | **$434,800** |
| Segment 2 - School Access (H-G) | 900 | 9% | **$80.52** | **$72,500** |
| Segment 3 Bass Lake Rd to Western Bou | 4,000 | 39% | **$80.52** | **$322,100** |

*"B_11"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Segment analysis estimated by EPS.

**Table B-12**
**Bass Lake Hills Public Facilities Financing Plan**
**School Site - Water & Sewer**

**School Site**
**Water & Sewer**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| | **Water** | | | | |
| 1 | 12" PVC Water Main Incl. fittings & valves | 1,600 | lf | $65.00 | $104,000 |
| 2 | 2" Blowoff | 1 | ea | $700.00 | $700 |
| 3 | 2" Air Relief Valve | 2 | ea | $2,000.00 | $4,000 |
| | **Subtotal Water** | | | | **$108,700** |
| | Contingency | 20% | | | $21,700 |
| | Engineering | 10% | | | $10,900 |
| | Inspection | 6% | | | $6,500 |
| | **Total Estimated Water Cost** | | | | **$147,800** |
| | **Sewer** | | | | |
| 1 | 10" SDR35 Sewer Line Incl. Fittings | 2,500 | lf | $55.00 | $137,500 |
| 2 | Force Main incl Fittings | 850 | lf | $35.00 | $29,800 |
| 3 | 48" Manhole | 10 | ea | $2,500.00 | $25,000 |
| 4 | Creek Crossing "A" | 1 | ls | $10,000.00 | $10,000 |
| 5 | Creek Crossing "B" | 1 | ls | $7,500.00 | $7,500 |
| | **Subtotal Sewer** | | | | **$209,800** |
| | Contingency | 20% | | | $42,000 |
| | Engineering | 10% | | | $21,000 |
| | Inspection | 6% | | | $12,600 |
| | **Total Estimated Sewer Cost** | | | | **$285,400** |
| | **Sewer Lift Station 0 565-EDU** | | | | |
| 6 | Sewer Lift Station 0 565-EDU | 1 | ls | $500,000.00 | $500,000 |
| | **Subtotal Sewer Lift Station** | | | | **$500,000** |
| | | 20% | | | $100,000 |
| | | 10% | | | $50,000 |
| | | 6% | | | $30,000 |
| | **Total Estimated Sewer Lift Station** | | | | **$680,000** |
| | **TOTAL COST** | | | | **$1,113,200** |

*"B_12"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Table B-13**
**Bass Lake Hills Public Facilities Financing Plan**
**Park & Ride - 100 Vehicles**

**Park & Ride**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| | Park & Ride Costs Based on Estimates of Facilities at Commerce Way/Pleasant Valley Road and US 50/Cambridge Road as supplied by DOT The Estimates are as follows and based on 66 spaces: | | | | |
| 1 | Engineering | 1 | ea | $40,000.00 | $40,000 |
| 2 | Environmental Analysis & Mitigation | 1 | ea | $20,000.00 | $20,000 |
| 3 | Construction | | | | $400,000 |
| 4 | Construction Inspection and Administration | | | | $40,000 |
| | Total | | | | $500,000 |
| | Number of Spaces | | | | 66 |
| | Per Space | | | | $7,500 |
| | **Bass Lake Hills Specific Plan Park & Ride 100 Spaces** | | | | |
| | Estimated Cost | 100 | | $7,500 | $750,000 |
| | Contingency [1] | | | 20% | $150,000 |
| | **Total Estimated Cost** | | | | **$900,000** |

*"B_13"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] Contingency includes land acquisition, cost changes and other unexpected costs.

**Table B-14**
**Bass Lake Hills Public Facilities Financing Plan**
**Walking / Equestrian Trail**

| Walking/Equestrian Trails |
|---|

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Grading | 40,000 | sf | $1.00 | $40,000 |
| 2 | Decomposed Granite | 40,000 | sf | $1.00 | $40,000 |
| | **Total Estimated Direct Construction Cost** | | | | **$80,000** |
| | Contingency | 20% | | | $16,000 |
| | Engineering | 10% | | | $8,000 |
| | Inspection | 6% | | | $4,800 |
| | **Total Estimated Cost** | | | | **$108,800** |

*"B_14"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

**Table B-15**
**Bass Lake Hills Public Facilities Financing Plan**
**Open Space Requirement**

**Open Space**

| No. | Description | Quantity | Unit of Measure | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Required Open Space | 151 | ac | $10,000.00 | $1,511,500 |
| | **Total Estimated Cost** | | | | **$1,511,500** |

*"B_15"*

Source: Cooper Thorne & Associates

*12580 model 15.xls*

[1] 151 acres as noted on page 27 of Bass Lake Hills Specific Plan

Economic &
Planning Systems

*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

# APPENDIX C

# BASS LAKE HILLS PUBLIC FACILITIES FEES NEXUS STUDY

Economic &
Planning Systems

*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

**DRAFT REPORT**

# BASS LAKE HILLS PUBLIC FACILITIES FEE NEXUS STUDY

Prepared for:

El Dorado County

Prepared by:

Economic & Planning Systems, Inc.

June 23, 2003

EPS #12580


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# I. EXECUTIVE SUMMARY

## OVERVIEW

Economic & Planning Systems, Inc. (EPS) has prepared the Bass Lake Hills Specific Plan Nexus Study (the Nexus Study) on behalf of El Dorado County (County) to establish the nexus between the new development that is projected to occur in the Bass Lake Hills Specific Plan (BLHSP) and the portion of the necessary public roadway, bike trail, park, and other facilities that will be funded by the Bass Lake Hills Public Facilities Fee program (BLH PFF) proposed for adoption by the El Dorado County Board of Supervisors.

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

## PURPOSE OF THE STUDY

The purpose of this study is to establish the nexus between new development that occurs within the BLHSP and the need for timely construction of roadway, bike trail, park, 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 upon the proportionate share of the total facility use for each land use.

## AUTHORITY

This Nexus Study has been prepared to establish a 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 the following 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;
- 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; and

- 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 are calculated based upon the proportionate share of the total facility use that each land use represents.

## SUMMARY OF FINDINGS

There are approximately $15 million in facility improvement costs associated with development of the Bass Lake Hills Specific Plan that are not currently funded through existing fee programs. As recommended in the Bass Lake Hills Specific Plan and the Bass Lake Hills 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 V** and **Chapter VI** of the Bass Lake Hills PFFP:

- Roadways
    - Highway 50/Bass Lake Road Interchange Ramp Metering and Ramp Improvements
    - Interior Collector Roads
- School Site Infrastructure (Sewer & Water)
- Bike Trails and Sidewalks Along Urban Collectors
- Park and Ride Facilities
- Park Acquisition and Development
- Open Space
- Administration Charges/Contingency

The recommended Bass Lake Hills Public Facilities Fee (BLH PFF) is shown in **Table 1**.

**Table 1**
**Bass Lake Hills PFF Nexus Study**
**Calculated Fee Per Unit**

| Land Use | Fee Per DUE | DUE Factor | Fee Per Unit |
|---|---|---|---|
| Low Density (L.2PD) | $11,374 | 1.00 | $11,374 |
| Low Density (L.7PD) | $11,374 | 1.00 | $11,374 |
| Medium Density (MPD) | $11,374 | 1.00 | $11,374 |
| High Density (H3PD) | $11,374 | 1.00 | $11,374 |
| High Density (H4PD) | $11,374 | 0.75 | $8,530 |

*"fee"*
*12580 Nexus tables.xls*

The proposed BLH PFF presented in this 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 2003 dollars. Each year the County should apply an appropriate inflation adjustment factor to the fees to reflect changes in construction costs.

## APPLICABILITY OF FEE PROGRAM

Once the new fee program is in effect, the BLHSP Public Facilities Fee will be collected from new development within the BLHSP at the time a building permit is pulled. The fee is applied to residential development only and will be charged on a per unit basis.

Existing development located within the BLHSP will not be subject to the BLH Public Facilities Fee. 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, of or change of use at existing facilities may be subject to the new BLH Public Facilities Fee as determined by the El Dorado County Department of Transportation Director. With written approval from the El Dorado County Department of Transportation Director, or his/her designee, any or all of the BLH Public Facilities Fee 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 II** describes the future development and facility needs. **Chapter III** provides the cost allocations and the fee calculation for the improvement of facilities. **Chapter IV** describes how the BLH Public Facilities Fee will be implemented. **Chapter V** provides the nexus findings for the BLH Public Facilities Fee.

This report is based on information and data presented in the Bass Lake Hills Public Facilities Financing Plan. The supporting Capital Improvement Program information on which this document is based is included in the PFFP in **Appendix B**: BLH PFFP Capital Improvement Program.

# II. FUTURE DEVELOPMENT AND FACILITY NEEDS

The chapter describes the amount of growth projected to occur from the 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

There are currently 1,404 residential units planned for development on approximately 1,166.8 acres. In addition there are approximately 221 acres of public/other uses (including the Church parcel) as well as approximately 60 acres of roadways. **Table 2** shows the projected land use at buildout for the Specific Plan area:

**Table 2**
**Bass Lake Hills Specific Plan**
**Land Use Summary**

| Land Use | Acres | Density (du/ac) | Dwelling Units |
|---|---|---|---|
| **Residential [1]** | | | |
| Low Density (L.2PD) | 171.1 | 0.2 | 33 |
| Low Density (L.7PD) | 360.9 | 0.6 | 225 |
| Medium Density (MPD) | 402.9 | 1.5 | 601 |
| High Density (H3PD) | 148.7 | 2.5 | 364 |
| High Density (H4PD) | 49.0 | 3.7 | 181 |
| **Subtotal** | **1,132.6** | | **1,404** |
| Church [1] | 34.2 | 1.6 | 54 |
| **Subtotal Residential** | **1,166.8** | | **1,458** |
| **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** |

*"land_use"*
*12580 Nexus tables.xls*

[1] The Church parcel was originally designated a residential parcel,
Hills Specific Plan. 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 Bass Lake Hills Public Facilities Fee Program:

- Roadways
  - Highway 50/Bass Lake Road Interchange Ramp Metering and Ramp Improvements
  - Interior Collectors
    - Hollow Oak Road and Extension
    - Morrison Road
    - Silver Dove Road
  - Traffic Signals
- School Site Infrastructure (Sewer & Water)
- Bike Trails and Sidewalks Along Urban Collectors
- Park and Ride Facilities
- Supplemental Park Acquisition and Development
- Open Space Acquisition
- Contingency and Fee Administration

These facility improvements are described in detail in **Chapters V and VI** of the Bass Lake Hills Public Facilities Financing Plan. **Table 3** below provides a summary the facilities and costs to be funded through the Fee Program.

**Table 3**
**Bass Lake Hills PFF Nexus Study**
**Summary of Improvement Costs Included in BLH Fee Program**
*Numbers Rounded to Nearest $1,000*

| Facilities | Total Costs |
|---|---|
| **Roadways** | |
| Highway 50/Bass Lake Road Interchange | |
| Ramp Metering & Ramp Improvements | $500,000 |
| Hollow Oak Road & Extension | $2,221,000 |
| Morrison Road | $1,428,000 |
| Silver Dove Way & Extension | $3,257,000 |
| Traffic Signals | $943,000 |
| **Subtotal Roadways** | **$8,349,000** |
| **Other Public Facilities** | |
| **School Infrastructure** | |
| Water | $148,000 |
| Sewer | $285,000 |
| Sewer Lift Station | $680,000 |
| **Subtotal School Infrastructure** | **$1,113,000** |
| **Bike Trails & Sidewalks** | **$1,175,000** |
| **Walkways** | **$109,000** |
| **Park & Ride Facilities** | **$900,000** |
| **Park Facilities** | |
| Acquisition Surcharge | $154,000 |
| Development Surcharge | $1,027,000 |
| **Subtotal Park Facilities** | **$1,181,000** |
| **Open Space Acquisition** | **$1,512,000** |
| **Contingency** | **$500,000** |
| **Subtotal Other Public Facilites** | **$6,490,000** |
| **Fee Program Administration (4%)** | **$618,000** |
| **Total All Improvements** | **$15,457,000** |

*"total_costs"*
*12580 Nexus tables.xls*

# III. Cost Allocation and Fee Per Unit

The Bass Lake Hills PFFP anticipates the development of 1,404 residential units. The costs included in the Fee Program are only allocated to the residential development in the Specific Plan.

Key to determining the Bass Lake Hills Public Facilities Fee 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 utilizes per DUE.

The Bass Lake Hills Specific Plan specified a concept for the PFFP, which included the assumption that high-density residential uses would be considered as 0.75 DUEs. For the purposes of this Nexus Study, it has been assumed that the highest density land use included in the Specific Plan (H4PD) would be assumed to represent 0.75 DUEs per unit. **Table 4** shows the total estimated DUEs for the Specific Plan Area at buildout.

**Table 4**
**Bass Lake Hills PFF Nexus Study**
**Total Estimated Dwelling Unit Equivalents (DUEs)**

| 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) | 601 | 1.00 | 601 |
| High Density (H3PD) | 364 | 1.00 | 364 |
| High Density (H4PD) | 181 | 0.75 | 136 |
| **Total** | **1,404** | | **1,359** |

*"DUEs"*
*12580 Nexus tables.xls*

**Table 5** shows the allocation of facility costs (see **Table 3**) by the total DUEs.

**Table 5**
**Bass Lake Hills PFF Nexus Study**
**Cost Per DUE**

| | Roadways | Other Public Facilities | Total |
|---|---|---|---|
| Facility Costs | $8,349,000 | $6,490,000 | $14,839,000 |
| Administration (4%) | $347,711 | $270,289 | $618,000 |
| **Subtotal** | **$8,696,711** | **$6,760,289** | **$15,457,000** |
| Total DUEs | 1,359 | 1,359 | 1,359 |
| **Cost Per DUE** | **$6,399** | **$4,974** | **$11,374** |

*"cost_DUE"*
*12580 Nexus tables.xls*

# CALCULATED PUBLIC FACILITIES FEE

**Table 6** provides the fee calculated for each residential land use type.

**Table 6**
**Bass Lake Hills PFF Nexus Study**
**Calculated Fee Per Unit**

| Land Use | Fee Per DUE | DUE Factor | Fee Per Unit |
|---|---|---|---|
| Low Density (L.2PD) | $11,374 | 1.00 | $11,374 |
| Low Density (L.7PD) | $11,374 | 1.00 | $11,374 |
| Medium Density (MPD) | $11,374 | 1.00 | $11,374 |
| High Density (H3PD) | $11,374 | 1.00 | $11,374 |
| High Density (H4PD) | $11,374 | 0.75 | $8,530 |

*"fee"*
*12580 Nexus tables.xls*

# IV. IMPLEMENTATION

The BLH Public Facilities Fee Program presented in this 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 fee program will be effective 60 days following El Dorado County Board of Supervisors' adoption of the Nexus Study and ordinance authorizing collection of the fees, and adoption of the fee resolution establishing the fee.

After the BLH Public Facilities Fee Program is established, the County should 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 year constant 2003 dollars. Each year El Dorado should apply an appropriate inflation adjustment factor (further outlined in this chapter) to the fees to reflect changes in construction costs.

## APPLICABILITY OF FEE PROGRAM

Once the new fee program is in effect, the BLHSP Public Facilities Fee will be collected from new development within 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 Public Facilities Fee.

Existing development located in the BLHSP will not be subject to the BLH Public Facilities Fee. Existing development does not meet the procedural requirements for establishing and collecting Public Facilities Fees as codified in California Governmental Section 66000 *et seq.*

Expansions, modifications, of or change of use at existing facilities may be subject to the new BLH Public Facilities Fee as determined by the El Dorado County Department of Transportation Director. With written approval from the El Dorado County Department of Transportation Director, or his/her designee, any or all of the BLH Public Facilities Fee

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 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 this 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 BLHSP Fee Program 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 this Nexus Study.
2. The value of any developer-installed improvement for fee credit or reimbursement purposes shall be based upon 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 Public Facilities component, if the improvements were for facilities other than roadways. In other words, developers will be entitled to the portion of the PFF that corresponds to the type of facilities to be reimbursed or credited.

## ANNUAL INFLATION ADJUSTMENT AND PERIODIC FEE REVIEW

The BLH Public Facilities Fee Program should be automatically adjusted by the Board of Supervisors annually to account for the 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 Public Facilities Fee 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 Nexus Study;
- Changes in the cost to update and/or administer the fee program;
- Changes in costs because of inflation;
- Changes in assumed land uses; and
- 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 Bass Lake Hills. The most opportune time for review of the fee program would be once project construction bids are submitted to the County but prior to construction of the project. Cost information and necessary facilities to be funded should be updated with each phase.

## FEE ADMINISTRATION

The BLH Public Facilities Fee will be collected from new development within 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. Per 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 five 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; and

- Designate the approximate dates that the funding referred to in the above paragraph 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.

# V. AB1600 NEXUS FINDINGS

## AUTHORITY

This Nexus Study has been prepared to establish the BLHSP 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."[1] 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; and
- 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.

## PURPOSE OF FEE

The BLHSP Public Facilities Fee will help maintain adequate levels of service for roadway, school site infrastructure, bike trail, park and open space, and park and ride facilities. New development in the BLHSP will increase the demand for these facilities. The new BLHSP Public Facilities Fee will fund the timely construction of roadway, infrastructure necessary for construction of the school site, adequate bike trails and sidewalks, park acres, open space, and park and ride facilities necessary to accommodate residential development in the BLHSP. The facilities improvements funded through the Fee Program are described in more detail in **Chapter II** of this report or **Chapters V and VI** of the Bass Lake Hills PFFP.

## USE OF FEES

The BLHSP Public Facilities Fees will be used to fund additions and improvements to the roadway system needed to accommodate future traffic resulting from residential

[1] *Public Needs & Private Dollars;* William Abbott, Marian E. Moe, and Marilee Hanson, page 109

development in the BLHSP. In addition, the Public Facilities Fee will be used to fund the construction of water and sewer infrastructure to serve the school site, bike trails, sidewalks and other walkways, park and ride facilities as well as to supplement and or fund the acquisition and development of active parks and passive open space. A contingency of $500,000 is also included in the Fee Program to provide for unanticipated cost increases and other unanticipated expenditures for facilities needed to serve development in the BLHSP.

## RELATIONSHIP BETWEEN USE OF FEES AND TYPE OF DEVELOPMENT

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

## RELATIONSHIP BETWEEN NEED FOR FACILITY AND TYPE OF PROJECT

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

## RELATIONSHIP BETWEEN AMOUNT OF FEES AND COST OF OR PORTION OF FACILITY ATTRIBUTED TO DEVELOPMENT UPON WHICH FEE IS IMPOSED

The BLHSP Public Facilities Fee 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.

Economic & Planning Systems

*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

# APPENDIX D

## PARK ACQUISITION AND IMPROVEMENTS


| | | |
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| Table D-2 | Park Acquisition Surcharge per Unit | D-2 |
| Table D-3 | Estimated Park Development Costs at Buildout | D-4 |
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# APPENDIX D

# PARK ACQUISITION AND IMPROVEMENTS

## PARK LAND ACQUISITION AND FUNDING

Developers will be required to dedicate park land or pay an in-lieu fee based on a level of service of 5.18 acres per 1,000 population (as shown below in **Table D-1**). The Quimby [ordinance] requires the developers to dedicate park land or pay an in-lieu fee for 5.0 acres per 1,000 population. Developers will have to pay a park acquisition surcharge (or dedicate additional land) to cover the remaining 0.6 acres of park land per 1,000 population.

**Table D-1**
**Bass Lake Hills Public Facilities Financing Plan**
**Park Land to be Acquired/Dedicated**

| Item | Assumption | Buildout | |
|---|---|---|---|
| Units | | 1,404 | units |
| Population [1] | 3.05 PPH | 4,288 | persons |
| Level of Service | Per 1,000 Pop. | 5.60 | acres |
| Total Acres [2] | | 24.0 | acres |
| Quimby Acres | 5.0 Acres/1,000 pop. | 21.4 | acres |
| Additional Acres to be Dedicated/Acquired | | 2.6 | acres |

*"Park_LOS_Acq"*
*12580 Parks.xls*

[1] 3.054 people per household assumed based on the El Dorado Hills Park Nexus Study.
[2] The Bass Lake Hills Specific Plan specifies that the development must provide 24 acres of developed parks at buildout.

**Table D-2** shows the estimated park acquisition surcharge. The surcharge is based on an estimated acquisition cost per acre of $60,000. The surcharge is estimated at $110 per unit.

**Table D-2**
**Bass Lake Hills Public Facilities Financing Plan**
**Park Acquisition Surcharge per Unit**

| Item | Cost/Assumption |
|---|---|
| Estimated Acquistion Cost per Park Acre | $60,000 |
| Additional Acres Above Quimby Required | 2.6 |
| Total Cost | $153,660 |
| *Rounding* | $340 |
| **Subtotal** | **$154,000** |
| Total Units | 1,404 |
| **Park Acquisition Surcharge per Unit** | **$110** |

*"land_surcharge"*
*12580 Parks.xls*

## TIMING OF PARK ACQUISITION/DEDICATION

El Dorado County and El Dorado Hills CSD have stipulated that the highest priority in development of the parks would be for the acquisition and development of the Active Sports Park. The Active Sports Park is currently estimated at 8.7 acres. The first 300 units of development will have to fully acquire/dedicate the 8.7 acres of park land for the Active Sports Park, as well as contribute to the construction of park improvements (through payment of a park development impact fee as described below).

In addition, the Specific Plan requires that each village of 50 units or more provide for a neighborhood park within that village. Developers will have to dedicate land (or pay an in lieu) fee for the neighborhood park acreage. El Dorado Hills CSD policy stipulates that neighborhood parks range in size from 3 to 5 acres, serve 500 to 1,000 in population and have a service area of up to ½ mile. Policy also stipulates that neighborhood parks be a walk to/bike to park with play equipment, basketball or other small court activity, irrigated turf and picnic facilities.

In accordance with the El Dorado Hills CSD policy #6110.60I, the developer will work with the CSD on ensuring the "delivery to the proposed park site(s) of an adequate supply of potable water and sewer and/or delivery of electric service, where applicable, shall be guaranteed by the subdivider/developer and stubbed out. Alternate domestic

water sources must be adequate to satisfy supply and demand for the proposed land use."

## PARK DEVELOPMENT AND FUNDING

As mentioned above, the Bass Lake Hills Specific Plan requires that 24 acres of parks be developed at buildout of the Specific Plan area. Similar to park acquisition/dedication, as shown in Table D-1, the BLHSP will be required to develop approximately 2.6 acres above the acres that would be required based on a standard of 5 acres per 1,000 population (assuming 3.054 people per household consistent with the El Dorado Hills CSD Park and Recreation Nexus Study.

The El Dorado Hills CSD is likely to be the administering jurisdiction for the park program within the Specific Plan area.[1] As shown in **Table D-3**, it currently is assumed that an Active Sports Park will be constructed on 8.7 acres. The remaining 15.3 acres will be developed as village/neighborhood parks.

In addition, **Table D-3**, shows the estimated development cost for the park acres within the Specific Plan area at full development. The El Dorado Hills CSD Park and Recreation Nexus Study assumes an average development cost of $220,300 per park acre. Assuming 24 acres of development, the cost at buildout (in 2003 dollars) would be approximately $5.3 million.

El Dorado County and El Dorado Hills CSD have stipulated that the highest priority in development of the parks would be for the development of the active sports park. This park would need to be constructed by completion of the first 600 units, however, planning and design at the completion of 300 units.

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[1] A small portion of the Bass Lake Hills Specific Plan falls in the jurisdiction of Cameron Park. Development in this area will pay the park and recreation development impact fee charged by the Cameron Park CSD in addition to the park surcharge as described later in this document.

**Table D-3**
**Bass Lake Hills Public Facilities Financing Plan**
**Estimated Park Development Costs at Buildout**

| | Acres | Estimated Cost Per Acre [1] | Total Cost At Buildout |
|---|---|---|---|
| Active Sports Park | 8.7 | $220,300 | $1,916,610 |
| Neighborhood Parks | 15.3 | $220,300 | $3,370,590 |
| **Total All Acres** | **24.0** | | **$5,287,200** |
| Units | | | 1,404 |
| Cost per Unit | | | $3,766 |

*"park_costs"*
*12580 Parks.xls*

## CSD PARK FEES AND REVENUES

El Dorado County currently charges a park and recreation development impact fee on behalf of the El Dorado Hills CSD. The current fee is shown in **Table D-4. A credit for fees collected to date is applied to the fee of $4,907 per unit resulting in a net fee (currently collected by El Dorado County on behalf of the CSD) of $4,417 per unit.**

**Table D-4**
**Bass Lake Hills Public Facilities Financing Plan**
**El Dorado Hills CSD Fee -- As of June 2003**

| | El Dorado Hills CSD Park Fee | | | |
|---|---|---|---|---|
| Item | Fee | Credit | Net Fee | % of Fee |
| Park Development | $3,371 | ($337) | $3,034 | 69% |
| Public Facilities/Other | $1,394 | ($139) | $1,254 | 28% |
| Administration | $143 | ($14) | $129 | 3% |
| **Total** | **$4,907** | **($490)** | **$4,417** | **100%** |

*"CSD_park_fee"*
*12580 Parks.xls*

**Table D-5** provides an estimate of the park and recreation fee revenue generated by the Specific Plan area at Buildout , 300 units, and 600 units assuming the current fee charged

by the CSD. Development within the Specific Plan will be obligated to pay the development impact fee charged by the CSD at the time the building permit is pulled.

**Table D-5**
**Bass Lake Hills Public Facilities Financing Plan**
**El Dorado Hills CSD Fees - Charged to Specific Plan**

| | EDH CSD Net Fee [1] | Total CSD Fees Collected At: Buildout | 300 Units | 600 Units |
|---|---|---|---|---|
| Units | | 1,404 | 300 | 600 |
| Park Development | $3,034 | $4,260,055 | $910,268 | $1,820,536 |
| Public Facilities/Other | $1,254 | $1,761,222 | $376,329 | $752,659 |
| Administration | $129 | $180,725 | $38,616 | $77,233 |
| **Total** | **$4,417** | **$6,202,002** | **$1,325,214** | **$2,650,428** |

*"CSD_fee_rev"*
*12580 Parks.xls*

[1] Actual CSD Fee paid will be the fee as adopted by the County and CSD at the time the building permit is pulled.

## BLHSP PARK FEE SURCHARGE

The fees charged by the CSD are not sufficient to fully fund development of parks within the Specific Plan area. The fees are insufficient at buildout because the level of service standard specified for the BLHSP is 0.6 acres greater than the level of service standard assumed in the El Dorado Hills Park and Recreation Development Impact Fee Nexus Study (5.6 acres per 1,000 population vs. 5.0 acres per 1,000 population).

In order to fully fund park development, development within the Specific Plan area will be required to pay a park fee surcharge. The estimated surcharge is shown in **Table D-6.**

In addition, developers could choose to develop village/neighborhood parks before completion of the Active Sports Park. However, reimbursement for the neighborhood parks will only be given once the Active Sports Park is fully funded. Any fee reimbursements would be subject to the reimbursement guidelines or policies as outlined by the CSD and or the County.

**Table D-6**
**Bass Lake Hills Public Facilities Financing Plan**
**Estimated Specific Plan Surcharge for Park Development within BLHSP**

| | | Buildout 1,404 Units | Note |
|---|---|---|---|
| Cost of Developing Parks | *A* | $5,287,200 | See Table D-4 |
| El Dorado Hills CSD | | | |
| Fees Paid | *B* | $4,260,055 | See Table D-6 |
| Credit for Fees Paid to Date [1] | *C* | | None Assumed |
| Remaining Cost (rounded) | *D = A-B-C* | $1,027,100 | |
| Units | *D* | 1,404 | |
| **Park Surcharge per Unit** | ***E = C/D*** | **$732** | |

*"park_surcharge"*
*12580 Parks.xls*

[1] The park surcharge may be further reduced if El Dorado Hills CSD agrees to apply fees collected to date to off-set the cost of park development in Bass Lake Hills. EPS estimates that the amount of the off-set would be based on the amount of fee credit for development multiplied times the number of units at buildout as follows:

| | Per Unit | Buildout 1,404 Units |
|---|---|---|
| Fee Credit for Fees Paid to Date: | $337 | $472,549 |

# PARK ACQUISITION AND DEVELOPMENT SUMMARIZED

**Table D-7** summarizes the park fees to be paid by development in the BLHSP for land acquisition (assuming in-lieu fees paid for purposes of this analysis) and park development. The total per unit fee/cost is estimated at $6,249. The total park cost estimated at buildout is $8.77 million.

**Table D-7**
**Bass Lake Hills Public Facilities Financing Plan**
**Total Park Cost/Revenue per Unit and by Phase**

| | Per Unit | 300 Units | 600 Units | Buildout |
|---|---|---|---|---|
| Units | 1 | 300 | 600 | 1,404 |
| **Land Acquistion** | | | | |
| Quimby [1] | $990 | $297,000 | $594,000 | $1,389,960 |
| PFF Supplemental | $110 | $33,000 | $66,000 | $154,440 |
| **Total Land Acquisition** | **$1,100** | **$330,000** | **$660,000** | **$1,544,400** |
| **Park Development** | | | | |
| CSD Fee [2] | | | | |
| Development | $3,034 | $910,268 | $1,820,536 | $4,260,055 |
| Public Facilities | $1,254 | $376,329 | $752,659 | $1,761,222 |
| Other | $129 | $38,616 | $77,233 | $180,725 |
| Subtotal | **$4,417** | **$1,325,214** | **$2,650,428** | **$6,202,002** |
| PFF Supplemental | $732 | $219,600 | $439,200 | $1,027,728 |
| **Total Park Development** | **$5,149** | **$1,544,814** | **$3,089,628** | **$7,229,730** |
| **TOTAL** | **$6,249** | **$1,874,814** | **$3,749,628** | **$8,774,130** |

*"total_costs"*
*12580 Parks.xls*

[1] Analysis assumes that all acres are acquired at by an in-lieu fee assuming costs of $60,000 per acre. The cost per acre may vary and some developers may choose to dedicate land.

[2] Analysis assumes the El Dorado Hills CSD park fee as currently adopted. Some Units will pay the Cameron Park CSD park fee. Fee paid will actually reflect the fee as adopted by the CSDs at the time the building permit is pulled.

## PHASING OF IMPROVEMENTS

As part of the terms of the PFFP, the following park land acquisition and development terms are required:

### *Land Acquisition*

1. 8.7 Acres of Active Sports Park must be Acquired/Dedicated with the first 300 Units of Development

2. Neighborhood Park Acres must be acquired or dedicated reflecting a rate of 64% of the required 5.18 acres per 1,000 population.

***Park Development***

3. Planning and Design of the Active Sports Park must be completed with development of the first 300 units.

4. Full Construction of the Active Sports Park must be completed with development of the first 600 units.

5. If Developers choose to develop neighborhood park acres prior to completion of the Active Sports Park, no park reimbursements for neighborhood parks will be granted until completion of the Active Sports Park.

**Table D-8** shows the projected land acquisition costs and revenues (assuming the payment of park in-lieu fees for acquisition). Based on the requirements specified by the County, there is estimated to be a deficit of $388,000 with the development of the first 300 units.

**Table D-9** shows the projected park development costs according to the County terms for park development. **Table D-10** combines these costs with the projected revenues for both land acquisition and development. At development of the first 300 units, assuming the park land acquisition and development funds are allowed to be co-mingled for cash-flow purposes, there is estimated to be a net surplus of $306,700.

**Table D-8**
**Bass Lake Hills Public Facilities Financing Plan**
**Land Acquisition–Use of Funds and Surplus/Deficit Calculation**

| | New Units | Land to Be Acquired: Active Sports Park | Land to Be Acquired: Neighborhood Parks | Total | Cost per Acre | Total Cost | Funded through Quimby | Funded through PFF | Total Funded | Surplus/ (Deficit) |
|---|---|---|---|---|---|---|---|---|---|---|
| | | *–As Required by County [1]–* | | | | | *(5 acres/1000 pop.)* | | | |
| First 300 Units | 300 | 8.7 | 3.27 | 11.97 | $60,000 | $718,154 | $297,000 | $33,000 | $330,000 | ($388,154) |
| Second 300 Units | 300 | | 3.27 | 3.27 | $60,000 | $196,154 | $297,000 | $33,000 | $330,000 | $133,846 |
| Remaining Units | 804 | | 8.76 | 8.76 | $60,000 | $525,692 | $795,960 | $88,440 | $884,400 | $358,708 |
| **Total** | **1,404** | | | **24.00** | | **$1,439,999** | **$1,389,960** | **$154,440** | **$1,544,400** | **$104,400** |

*"acq_funding"*
*12580 Parks Model1.xls*

[1] El Dorado County is requiring that the Active Sports Park be acquired with the first 300 units of development. The following table shows the land dedication requirements for each unit:

| | Active Sports Park | Neighborhood Park | Total |
|---|---|---|---|
| Total Acres | 8.7 | 15.3 | 24 |
| %of Acres | 36% | 64% | 100% |
| Each Unit Acquires/Dedicates (5.18 acres/1000 pop): | 0.0062 | 0.0109 | 0.01709 Acres |
| 300 Units: | 1.86 | 3.27 | 5.13 Acres |
| 600 Units: | 3.72 | 6.54 | 10.26 Acres |
| Buildout: | 8.70 | 15.30 | 24.00 Acres |

**Table D-9**
**Bass Lake Hills Public Facilities Financing Plan**
**Timing of Park Land Development**

| | | Land to Be Acquired | | | Land to Be Developed | | Estimated Cost | | |
|---|---|---|---|---|---|---|---|---|---|
| | New Units | Active Sports Park *As Required* | Neighborhood Parks *Based on 5.6 Acres/1000 Pop* | Total | Planning & Design | Full Construction | Planning & Design | Development | Total |
| *Cost per Acre Assumption [1]* | | | | | | | *$50,000* | *$170,300* | *$220,300* |
| First 300 Units | 300 | 8.7 | 3.27 | 11.97 | 8.7 | | $435,000 | $0 | **$435,000** |
| Second 300 Units | 300 | | 3.27 | 3.27 | | 8.70 | $0 | $1,481,610 | **$1,481,610** |
| Remaining Units | 804 | | 8.76 | 8.76 | 15.30 | 15.30 | $765,000 | $2,605,590 | **$3,370,590** |
| **Total** | **1,404** | | | **24.00** | **24.00** | **24.00** | **$1,200,000** | **$4,087,200** | **$5,287,200** |

*"dev_timing"*

[1] Planning & Design cost per acre assumed by EPS for purpose of this PFFP.

**Table D-10**
**Bass Lake Hills Public Facilities Financing Plan**
**Sources and Uses of Revenues at 300 and 600 Residential Units**

| | | First 300 Units | | | | First 600 Units | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Fee Per Unit | Units | Land Acquisition [1] | Development | Net Surplus/(Deficit) | Units | Land Acquisition [1] | Development | Net Surplus/(Deficit) |
| Units | | 300 | | | | 600 | | | |
| **Sources (Revenues)** | | | | | | | | | |
| Land Acquisition | | | | | | | | | |
| Quimby | $990 | | $297,000 | | | | $594,000 | | |
| PFF | $110 | | $33,000 | | | | $66,000 | | |
| **Subtotal** | | | **$330,000** | | | | **$660,000** | | |
| Land Development | | | | | | | | | |
| CSD Fees | $3,034 | | | $910,268 | | | | $1,820,536 | |
| PFF | $732 | | | $219,600 | | | | $439,200 | |
| **Subtotal** | | | | **$1,129,868** | | | | **$2,259,736** | |
| **Uses (Costs)** | | | | | | | | | |
| Land Acquisition | | | ($718,154) | | | | ($914,307) | | |
| Design & Planning | | | | ($435,000) | | | | ($435,000) | |
| Full Development | | | | $0 | | | | ($1,481,610) | |
| **Subtotal** | | | **($718,154)** | **($435,000)** | | | **($914,307)** | **($1,916,610)** | |
| **Surplus/(Deficit)** | | | **($388,154)** | **$694,868** | **$306,714** | | **($254,307)** | **$343,126** | **$88,819** |

*"sources_uses"*
*12580 Parks Model1.xls*

[1] This analysis assumes all land acquisition is through payment of an in-lieu fee, but in actuality some portion of land is likely to be dedicated by developers.

Economic &
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*Public Finance*
*Real Estate Economics*
*Regional Economics*
*Land Use Policy*

# APPENDIX E

# ADMINISTRATIVE WORKSHEET

**Bass Lake Hills Specific Plan**
**Public Facilities Finance Plan (PFFP)**
**Administrative Worksheet**

| Road | Limits in nodes | Location Description | Describe | Source of Repayment | Note | Total Cost | Phase 1 | 1A | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | added DUs-> | 99 | 283 | 100 | 116 | 558 | 246 |
| | | | | | | total DUs -> | 99 | 382 | 482 | 600 | 1,158 | 1,404 |
| | | | | | | 1,404 | Hollow Oak | B-Ranch\ B-Woods\ Hawk View | repay school credit | Construct sports park \ park & ride | To total DAs | to total parcels per specific plan |
| **Non PFFP - Regional System** | | | | | | | | | | | | |
| Bass Lake Road - South (Segment 1) | F - B | Hwy 50 to Hollow Oak Road | Interim Widening | none | A | 535,600 | 535,600 | - | - | - | - | - |
| Bass Lake Road - North (Segment 2) | A - F | Hollow Oak to North Boundary of SP | Full Improvements w/o median | TIM & RIF | A | 2,490,700 | 2,490,700 | | | | | |
| Bass Lake Road - (Segment 1) | F - B | Hollow Oak to Hwy 50 | Full Improvements w median | TIM & RIF | B | 3,625,200 | - | 3,625,200 | | | | |
| Bass Lake Road - (Segments 1 & 2) | A - B | Hwy 50 to Boundary of SP | median improvements | TIM & RIF | B | 471,600 | | 471,600 | | | | |
| Bass Lake Road - North (Segment 3) | off site | Boundary of SP to Existing BLR | Full Improvements w/o median | TIM & RIF | A | 716,200 | 716,200 | | | | | |
| Bass Lake Road - North (Segment 3) | off site | Boundary of SP to Existing BLR | median improvements | TIM & RIF | B | 223,500 | - | 223,500 | | | | |
| less contribution from RIF | | | | TIM & RIF | | | - | | | | | |
| | | | | | | | | | | | | |
| Bass Lake Road Interchange PSR | B | Bass Lake Road & Hwy 50 | Prepare Project Study Report | State TIM | B | 250,000 | | 250,000 | | | | |
| | | | | | | | | | | | | |
| Country Club Drive - East | H-M | Bass Lake Road to BLHSP Boundary | Full Improvements | RIF | H | 1,775,100 | | | | | 1,775,100 | |
| Country Club Drive - School Access | H-G | Bass Lake Road to Silver Dove | Full Improvements | RIF | B | 295,800 | | 295,800 | | | | |
| Country Club Drive - West | G-N | Silver Dove to BLHSP Boundary | Full Improvements | RIF | H | 986,200 | | | | | | 986,200 |
| | | | | | | | | | | | | |
| **Total Regional Facilities (Non PFFP)** | | | | | | 11,369,900 | 3,742,500 | 4,866,100 | - | - | 1,775,100 | 986,200 |
| **Less Non-Reimburseable** | | | | | | (535,600) | (535,600) | - | - | - | - | - |
| **Adjusted Total Regional (Non PFFP)** | | | | | | 10,834,300 | 3,206,900 | 4,866,100 | - | - | 1,775,100 | 986,200 |
| **Cost Per DU** | | | | | | 7,717 | 32,393 | 17,195 | - | - | 3,181 | 4,009 |

Notes:
- A To be constructed by Phase 1 (Hollow Oak Subdivision)
- B To be constructed by any and all Phase 1A developers (Bell Ranch, Bell Woods, Hawk View)
- H As determined by County

**Bass Lake Hills Specific Plan**
**Public Facilities Finance Plan (PFFP)**
**Administrative Worksheet**

| Road | Limits in nodes | Location Description | Describe | Source of Repayment | Note | Total Cost | Phase 1 | 1A | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | added DUs-> | 99 | 283 | 100 | 118 | 558 | 246 |
| | | | | | | total DUs -> | 99 | 382 | 482 | 600 | 1,158 | 1,404 |
| | | | | | | 1,404 | Hollow Oak | B-Ranch\ B-Woods\ Hawk View | repay school credit | Construct sports park \ park & ride | To total DAs | to total parcels per specific plan |
| **PFFP Facilities** | | | | | | | | | | | | |
| Traffic Signal @ Bass Lake Rd | C | Bass Lake Road @ Silver Dove | Intersection signalization | PFFP | F | 314,200 | | | 314,200 | | | |
| Traffic Signal @ Bass Lake Rd | F | Bass Lake Road @ Hollow Oak | Intersection signalization | PFFP | F | 314,200 | | 314,200 | | | | |
| Traffic Signal @ Bass Lake Rd | H | Bass Lake Road @ Country Club | Intersection signalization | PFFP | F | 314,200 | | | | 314,200 | | |
| Silver Dove - School Access from South | Q - G | School Site to Country Club | 2 lane undivided | PFFP | B/C | 460,800 | | 460,800 | | | | |
| Silver Dove - School Access from North | C - D | Bass Lake to Hawk View Limit | 2 lane undivided | PFFP | B/D | 594,400 | | 594,400 | | | | |
| Silver Dove - School Access from North | D - E | Hawk View Limit to Hollow Oak West | 2 lane undivided | PFFP | D | 788,000 | | | 788,000 | | | |
| Silver Dove - School Access from North | E - Q | Hollow Oak West to School | 2 lane undivided | PFFP | D | 576,000 | | | 576,000 | | | |
| Other Primary Local Roads | | | | | | | | | | | | |
| Hollow Oak w/o frontage improvements | F - K | Bass Lake Rd to H-Oak Subdivision | 2 lane undivided | PFFP | G | 1,053,800 | 1,053,800 | | | | | |
| Hollow Oak frontage | F - K | Bass Lake Rd to H-Oak Subdivision | 2 lane undivided | PFFP | G | 1,141,600 | | | | 570,800 | 570,800 | |
| Hollow Oak West | F- E | Bass Lake Rd to Silver Dove | 2 lane undivided | PFFP | G | 383,600 | | | | | 383,600 | |
| Morrison | J - I | Hollow Oak Rd to Country Club | 2 lane undivided | PFFP | G | 1,679,100 | | 1,679,100 | | | | |
| Silver Dove | C-P | Bass Lake Rd East to Hollow Oak Rd | 2 lane undivided | PFFP | G | 1,213,400 | | | | 606,700 | 606,700 | |
| Sewer & Water to School SPDF 1 | n/a | Sewer & Water lines to service school | | PFFP | B/C | 433,200 | | 433,200 | | | | |
| Sewer & Water to School SPDF 2 | n/a | Sewer lift station | | PFFP | B/C | 680,000 | | 680,000 | | | | |
| Repayment of school fee credits | | Per agreement with school | | | J | - | | (500,000) | 500,000 | | | |
| Bass Lake Road - South Bike & Sidewalk | B - F | Hwy 50 to Hollow Oak Road | 8' class I bike path & 6' walk | PFFP | B | 283,300 | | 283,300 | | | | |
| Bass Lake Road - North Bike & Sidewalk | | Hollow Oak to Serrano Pkwy | 8' class I bike path & 6' walk | PFFP | A | 222,500 | 222,500 | | | | | |
| Country Club Bike Path | M - N | Eastern to Western Boundary SP | 8' class I bike path | PFFP | H | 829,400 | | | | | 829,400 | |
| Walking Trail | n/a | Old Clarksville toll road + other | 3' decomposed granite path | PFFP | H | 108,800 | | | 108,800 | | | |
| Park & Ride - land | n/a | 2 acres for 200 spaces | | PFFP | C | 200,000 | | 200,000 | | | | |
| Park & Ride - construction | n/a | construct for 100 spaces | | PFFP | E | 700,000 | | | 700,000 | | | |
| Open Space | n/a | 1,076.57 | estimate only - actual amount will be variable according to Specific Plan - see Fig 5-5 | PFFP | I | 1,511,500 | 106,580 | 304,668 | 107,657 | 127,035 | 500,724 | 264,835 |
| Parks PFFP Surcharge (detail next page) | | 841.24 | per du | PFFP | FEE | 1,181,100 | 83,283 | 238,071 | 84,124 | 99,266 | 469,412 | 206,945 |
| Sports Park - Land | | 8.7 acres | | | B/C | | | | | | | |
| Sports Park - Planning & Design | | | | | B/C | | | | | | | |
| Sports Park - Construction | | | | | E | | | | | | | |
| Bass Lake Road Interchange | B | Bass Lake Road & Hwy 50 | Ramp and Metering | PFFP | B | 500,000 | | 500,000 | | | | |
| PFFP Contingency | | 356.13 | per du | PFFP | FEE | 500,000 | 35,256 | 100,783 | 35,613 | 42,023 | 198,718 | 87,607 |
| Total before Administration | | | | | | 15,983,100 | 1,501,419 | 5,288,523 | 3,214,393 | 1,760,024 | 3,659,354 | 559,387 |
| Administration 4% | | 455.36 | per du | PFFP | FEE | 639,324 | 45,081 | 128,867 | 45,536 | 53,732 | 254,090 | 112,016 |
| **Subtotal PFFP Obligation** | | | | | | 16,622,424 | 1,546,500 | 5,417,389 | 3,259,929 | 1,813,756 | 3,913,444 | 671,405 |
| **Cost Per DU** | | | | | | 11,839 | 15,621 | 19,143 | 32,599 | 15,371 | 7,013 | 2,729 |

Notes:
- A To be constructed by Phase 1 (Hollow Oak Subdivision)
- B To be constructed by any and all Phase 1A developers (Bell Ranch, Bell Woods, Hawk View)
- C To be acquired or constructed no later than the 300th building permit
- D To be acquired or constructed no later than the 482nd building permit
- E To be acquired or constructed no later than the 600th building permit
- F Traffic signals to be constructed as determined by traffic warrants
- G To be constructed as needed for access and frontage
- H As determined by County
- I Must be estimated with each map based on Specific Plan designation. Land Valued at $10,000 per acre. Reimbursed through leveling formula if applicable
- J School credit of $500,000 will accrue interest at 5% to be paid at $5,000 per unit from units after 482 until paid (per agreement with school district)

**Bass Lake Hills Specific Plan**
**Public Facilities Finance Plan (PFFP)**
**Administrative Worksheet**

| Road | Limits in nodes | Location Description | Describe | Source of Repayment | Note | Total Cost | Phase 1 | 1A | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | added DUs-> | 99 | 283 | 100 | 118 | 558 | 246 |
| | | | | | | total DUs -> | 99 | 382 | 482 | 600 | 1,158 | 1,404 |
| | | | | | | 1,404 | Hollow Oak | B-Ranch\ B-Woods\ Hawk View | repay school credit | Construct sports park \ park & ride | To total DAs | to total parcels per specific plan |
| **Leveling Sample** | | | | | | | | | | | | |
| **Grand Total All Facilities** | | | | | | | | | | | | |
| Grand Total All Facilities | | | | A | | 27,456,724 | 4,753,400 | 10,283,489 | 3,259,929 | 1,813,756 | 5,888,544 | 1,657,605 |
| Cumulative Total | | | | | | | 4,753,400 | 15,036,889 | 18,296,818 | 20,110,574 | 25,799,119 | 27,456,724 |
| Average Cost per DU | | | | | | 19,556 | 48,014 | 39,364 | 37,960 | 33,518 | 22,279 | 19,556 |
| Cost Paid per Schedule | | | | | | | 48,014 | 36,337 | 32,599 | 15,371 | 10,195 | 6,738 |
| Difference | | | | B | FEE | | - | 3,026 | 5,361 | 18,147 | 12,085 | 12,818 |
| | | | | | | | | | | | | |
| Leveling | | | Redistribution 1 | B X # OF DUs | | | (858,405) | 858,405 | | | | |
| | | | Redistribution 2 | B X # OF DUs | | | (138,935) | (397,157) | 536,091.29 | | | |
| | | | Redistribution 3 | B X # OF DUs | | | (439,815) | (1,257,250) | (444,258) | 2,141,323 | | |
| | | | Redistribution 4 | B X # OF DUs | | | (1,112,621) | (3,180,522) | (1,123,859) | (1,326,154) | 6,743,155 | |
| | | | Redistribution 5 | B X # OF DUs | | | (269,573) | (770,598) | (272,295) | (321,309) | (1,519,412) | 3,153,188 |
| Total Leveling Adjustment | | | | C | | | (2,817,349) | (4,749,121) | (1,304,322) | 493,860 | 5,223,744 | 3,153,188 |
| | | | | | | | | | | | | |
| Ultimate Cost per Unit | | | | A + C = D | | | 1,936,051 | 5,534,368 | 1,955,607 | 2,307,616 | 10,912,288 | 4,810,794 |
| Ultimate Cost per DU | | | | D/ # OF DU s | | | 19,556 | 19,556 | 19,556 | 19,556 | 19,556 | 19,556 |
| **Total Adjusted Regional System** | | | | | | | | | | | | |
| Total Adjusted Regional System | | | | A | | 10,834,300 | 3,206,900 | 4,866,100 | - | - | 1,775,100 | 986,200 |
| Cumulative Total | | | | | | | 3,206,900 | 8,073,000 | 8,073,000 | 8,073,000 | 9,848,100 | 10,834,300 |
| Average Cost per DU | | | | | | 7,717 | 32,393 | 21,134 | 16,749 | 13,455 | 8,504 | 7,717 |
| Cost Paid per Schedule | | | | | | | 32,393 | 17,195 | - | - | 3,181 | 4,009 |
| Difference | | | | B | | | - | 3,939 | 16,749 | 13,455 | 5,323 | 3,708 |
| | | | | | | | | | | | | |
| Leveling | | | Redistribution 1 | B X # OF DUs | | | (1,114,683) | 1,114,683 | | | | |
| | | | Redistribution 2 | B X # OF DUs | | | (434,070) | (1,240,826) | 1,674,896 | | | |
| | | | Redistribution 3 | B X # OF DUs | | | (326,102) | (932,191) | (329,396) | 1,587,690 | | |
| | | | Redistribution 4 | B X # OF DUs | | | (490,109) | (1,401,019) | (495,060) | (584,170) | 2,970,358 | |
| | | | Redistribution 5 | B X # OF DUs | | | (77,979) | (222,910) | (78,767) | (92,945) | (439,518) | 912,118 |
| Total Leveling Adjustement | | | | C | | | (2,442,943) | (2,682,263) | 771,674 | 910,575 | 2,530,840 | 912,118 |
| | | | | | | | | | | | | |
| Ultimate Cost per Unit | | | | A + C = D | | | 763,957 | 2,183,837 | 771,674 | 910,575 | 4,305,940 | 1,898,318 |
| Ultimate Cost per DU | | | | D/ # OF DU s | | | 7,717 | 7,717 | 7,717 | 7,717 | 7,717 | 7,717 |
| **Total PFFP Facilities** | | | | | | | | | | | | |
| Total PFFP Facilities | | | | A | | 16,622,424 | 1,546,500 | 5,417,389 | 3,259,929 | 1,813,756 | 3,913,444 | 671,405 |
| Cumulative Total | | | | | | | 1,546,500 | 6,963,889 | 10,223,818 | 12,037,574 | 15,951,019 | 16,622,424 |
| Average Cost per DU | | | | | | 11,839 | 15,621 | 18,230 | 21,211 | 20,063 | 13,775 | 11,839 |
| Cost Paid per Schedule | | | | | | | 15,621 | 19,143 | 32,599 | 15,371 | 7,013 | 2,729 |
| Difference | | | | B | | | - | (913) | (11,388) | 4,692 | 6,761 | 9,110 |
| | | | | | | | | | | | | |
| Leveling | | | Redistribution 1 | B X # OF DUs | | | 258,278 | (258,278) | | | | |
| | | | Redistribution 2 | B X # OF DUs | | | 295,135 | 843,670 | (1,138,805) | | | |
| | | | Redistribution 3 | B X # OF DUs | | | (113,713) | (325,059) | (114,862) | 553,633 | | |
| | | | Redistribution 4 | B X # OF DUs | | | (622,512) | (1,779,503) | (628,800) | (741,984) | 3,772,798 | |
| | | | Redistribution 5 | B X # OF DUs | | | (191,594) | (547,688) | (193,529) | (228,365) | (1,079,894) | 2,241,071 |
| Total Leveling Adjustment | | | | C | | | (374,406) | (2,066,858) | (2,075,996) | (416,715) | 2,692,904 | 2,241,071 |
| | | | | | | | | | | | | |
| Ultimate Cost per Unit | | | | A + C = D | | | 1,172,094 | 3,350,531 | 1,183,933 | 1,397,041 | 6,608,348 | 2,912,476 |
| Ultimate Cost per DU | | | | D/ # OF DU s | | | 11,839 | 11,839 | 11,839 | 11,839 | 11,839 | 11,839 |

**Bass Lake Hills Specific Plan**
**Public Facilities Finance Plan (PFFP)**
**Administrative Worksheet**

| Road | Limits in nodes | Location Description | Describe | Source of Repayment | Note | Total Cost | Phase 1 | 1A | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | added DUs-> | 99 | 283 | 100 | 118 | 558 | 246 |
| | | | | | | total DUs -> | 99 | 382 | 482 | 600 | 1,158 | 1,404 |
| | | | | | | 1,404 | Hollow Oak | B-Ranch\ B-Woods\ Hawk View | repay school credit | Construct sports park \ park & ride | To total DAs | to total parcels per specific plan |
| **PFFP Facilities - Parks Detail (Carried Forward to Page 2)** | | | | | | | | | | | | |
| **Quimby Fees Paid for Land Acquisition** | | | Quimby fee -> | 990 | | (1,389,960) | (98,010) | (280,170) | (99,000) | (116,820) | (552,420) | (243,540) |
| Active Sports Park - land purchase | n/a | 8.6 acres adjacent to school site | | PFFP | | 522,000 | - | 522,000 | | | | |
| Neighborhood Park - land dedicated | | 15.3 acres | | PFFP | | 918,000 | 64,731 | 185,038 | 65,385 | 77,154 | 364,846 | 160,846 |
| Contingency | | | | PFFP | | 103,598 | - | - | - | - | - | - |
| Total Cost of Land | | | | | | 1,543,598 | 64,731 | 707,038 | 65,385 | 77,154 | 364,846 | 160,846 |
| **Net of Quimby Fees Paid** | | | | | | 153,638 | (33,279) | 426,868 | (33,615) | (39,666) | (187,574) | (82,694) |
| **CSD Park Fees for Development** | | | CSD fee -> | 3,034 | | (4,259,738) | (300,366) | (858,622) | (303,400) | (358,012) | (1,692,972) | (746,364) |
| Active Sports Park - design & construction | n/a | constructed with 600th permit | ball fields, etc | PFFP | | 1,916,610 | | | 879,179 | 1,037,431 | | |
| Neighborhood Park - design & construction | | as needed | | PFFP | | 3,370,590 | 237,670 | 679,399 | 240,070 | 283,283 | 1,339,593 | 590,573 |
| Total Park Development Costs | | | | | | 5,287,200 | 237,670 | 679,399 | 1,119,249 | 1,320,714 | 1,339,593 | 590,573 |
| **Net of CSD Fees paid by PFFP** | | | | | | 1,027,464 | (62,696) | (179,223) | 815,849 | 962,702 | (353,379) | (155,791) |
| **PFFP Park Surcharge (To Page 2)** | | | PFFP fee -> | 841.24 | | 1,181,100 | (95,975) | 247,646 | 782,234 | 923,036 | (540,953) | (238,484) |
| **Cumulative** | | | | | | | (95,975) | 151,670 | 933,904 | 1,856,941 | 1,315,988 | 1,077,504 |