



BRION & ASSOCIATES

FINAL DRAFT:

**HARTER SPECIFIC PLAN
FINANCING STRATEGY AND PHASING PLAN
Yuba City, California**

Prepared for
Harter Packing Company
and
City of Yuba City

Prepared by
Brion & Associates
with Renaissance Project Management

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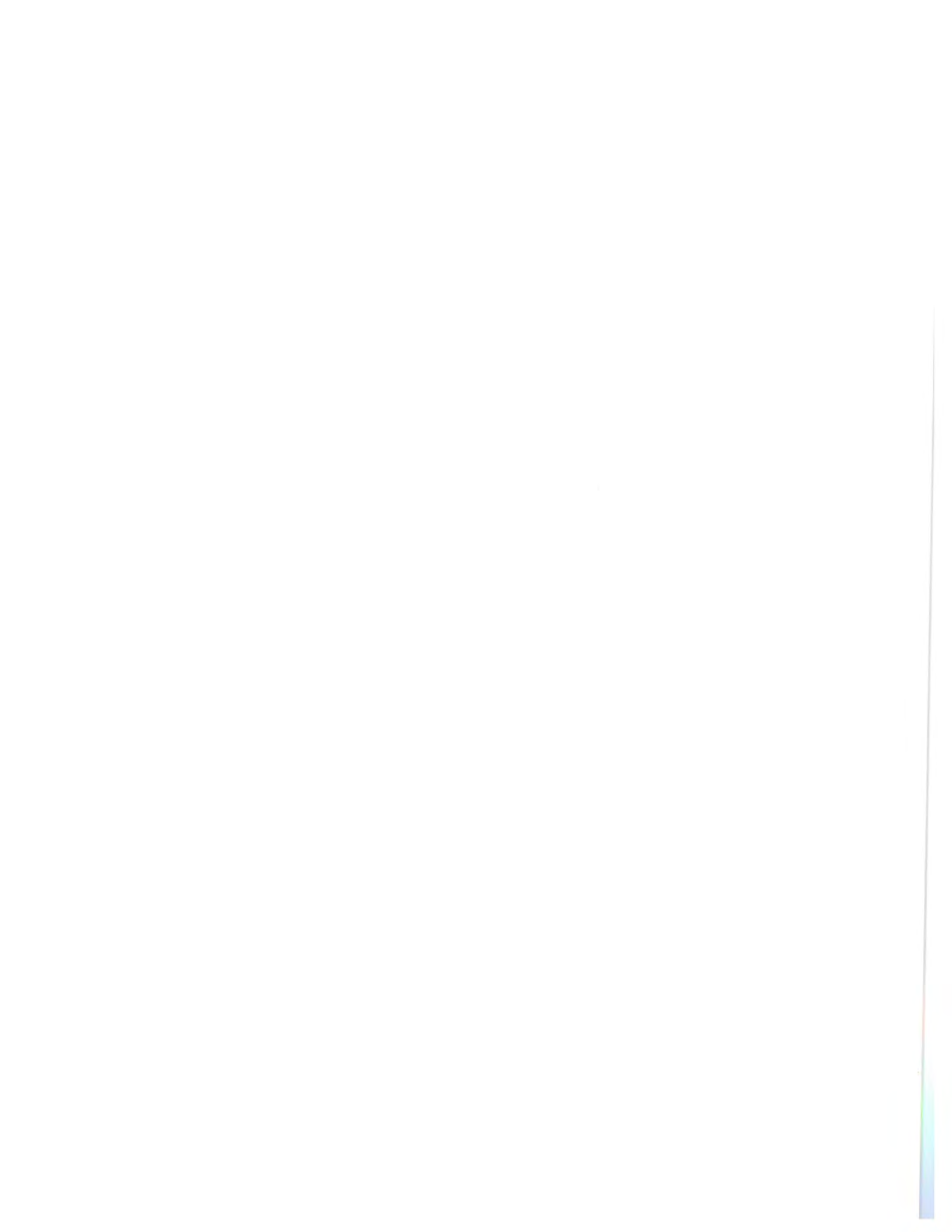


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1. Introduction

The financing of public infrastructure improvements in the Harter Specific Plan is based on a fair-share impact fee approach, consistent with the principles of AB1600. Project developers will fund 100% of all applicable costs, either directly through developer resources (i.e., construction of improvements or payment of fair-share cost allocations), or indirectly through existing fee programs adopted by the City and the new Harter Specific Plan Fee (Harter Fee) proposed in this study. Some of these costs will be upfronted by developers as needed. As discussed in Section 7, the City will adopt a Fee Resolution in order to adopt the Harter Fee.

This Financing Plan is a mechanism designed to assign costs fairly and proportionately to contributory impacts of land uses on infrastructure. The plan also addresses timing, phasing, costs of infrastructure improvements, and resulting cash flow issues. Underlying all these issues are assumptions about market conditions in Yuba City. In general, there is strong demand for commercial and residential use, while the demand for business park and office use is less certain, given the state of the economy and the oversupply of office space in greater northern California. The Financing Plan's 15-year phasing of development and required improvements reflects the expected market for various land uses included in the Specific Plan.

The Harter Specific Plan infrastructure costs have been allocated to six plan subareas, each with varying land uses that are expected to develop sequentially over the time frame of the plan. Before development in any of these subareas can move forward, funds to pay for costs of related improvements and construction of specific improvement segments (e.g., part of a roadway or sewer line) need to be in place. Because the need for infrastructure is relatively great in the early years, and there are no other available sources of funding, there is a need for developers to upfront certain costs, beginning in Year 1, as detailed below.

Appendix A provides detailed tables displaying the assumptions, phasing, cost estimates, and cash flow and calculation of the subarea cost allocations established for the Harter Specific Plan and the Harter Fee.

Note to Reader:

The final version of this document has been revised to reflect direction given by the City Council of Yuba City pursuant to their meeting of October 26, 2004. The revision deals with the requirement for Year 1 cash payments for Butte House roadway and storm drainage improvements that will be constructed in Year 2.

Nexus Findings

Development impact fees and other types of cost allocations are established in accordance with the procedural guidelines codified in California Government Section 66000 *et seq.* These code sections, which set forth the procedural requirements for establishing and collecting development impact fees, 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 perform the following tasks:

- Identify the purpose of the fee;
- Identify how the fee is to be used;
- Determine a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed;
- Determine a reasonable relationship between the need for the public facility and 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 the public facility (or portion of the public facility) attributable to the development on which the fee is imposed.

Purpose of the Harter Fee and Cost Allocations

The proposed Harter Fee, which is based on the plan cost allocations, will be used to fund required public infrastructure, including sewer, water, storm drainage, roadways and utilities that will serve new development included in the Harter Specific Plan. These fees are required to ensure that adequate infrastructure will be available commensurate with the timing of new development, and that existing development will not have to fund these improvements. The Harter Fee is described in more detail in subsequent sections.

Use of Harter Fee

The Harter Fee revenue derived from the cost allocations will be used to fund required infrastructure described below, and also in the Harter Specific Plan Environmental Impact Report (EIR). This infrastructure has been estimated by project engineers and reviewed and approved by Yuba City, and meets the City’s current standards for new development. Infrastructure includes sewer, water, storm drainage, roadways and utilities, and associated soft costs and city administrative costs.

Relationship Between Use of Fee and Type of Development

The development of new residential and non-residential uses in the Harter Specific Plan will trigger the need for new infrastructure, including sewer, water, storm drainage,

¹ *Public Needs & Private Dollars*, William Abbott *et al*, p. 109.

roadway and utilities improvements based on city standards. The Harter Fee will be used to fund these required improvements.

Relationship Between Need for Facility and Type of Project

Each new residential and non-residential development generates additional residents and employees with demands for public infrastructure. The precise amount of infrastructure needed was determined by City staff, project engineers, and the plan EIR, and meets the city's existing standards and requirements of other agencies such as Caltrans

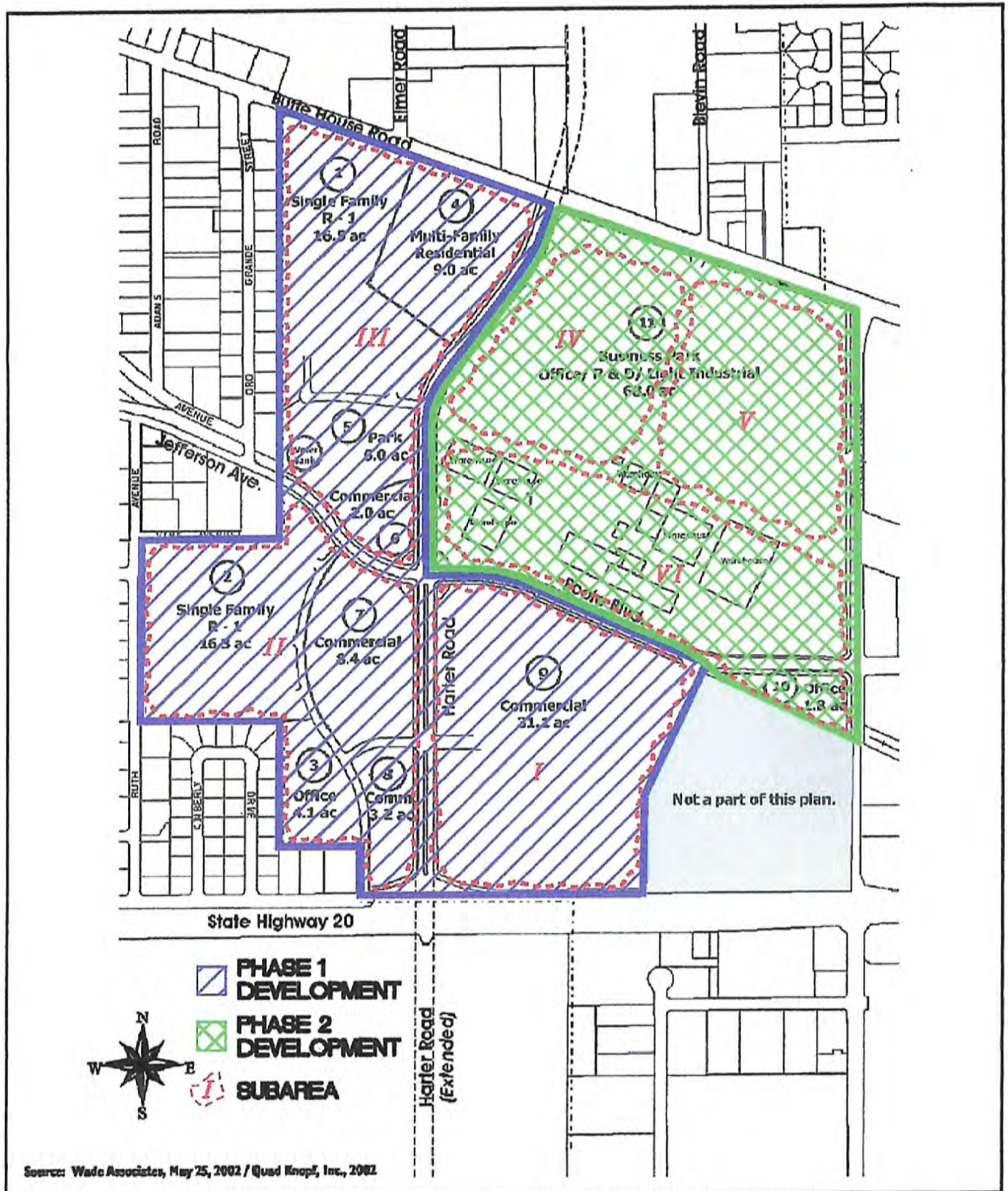
Relationship Between Amount of Fee and Cost of Facility (or Portion of Facility) Attributed to Development Upon Which Fee is Imposed

The cost of each infrastructure improvement required to serve new development in the Specific Plan area has been allocated to each particular type of land use based on the land use's relative demand for such facilities. Each dwelling unit and per sqft of building space by type, such as office or commercial use, pays the same fee rate, based on the allocation methodology. This methodology is described in greater detail in subsequent sections of the Financing Plan, and is based on the use of dwelling unit equivalents such as vehicle trips or acres of development. All new development pays the same relative fee, which constitutes its fair share of infrastructure costs.

2. Development and Project Phasing

Infrastructure phasing occurs as needed to support the expected development schedule for the Specific Plan, which assumes that the Yuba City Marketplace will develop first. Subsequent parcels, with such uses as single and multi-family residential, office, commercial, and a business park, are assumed to develop over the plan's projected 15-year time frame. The Specific Plan has been divided into two main development phases, shown graphically in **Figure 1** (see also **Table A-2** for the quantitative breakdown of phases and build-out of subareas by year). The Financing Plan's two main development phases are summarized as follows:

Phase 1: Planned for Years 1 to 5, this phase corresponds to the build-out of Subareas I, II and III, which constitute about 59% of the Specific Plan land area. In the first year of this phase, Subarea I (Marketplace) is developed. Also in the first year, infrastructure work commences on portions of Harter Road, Butte House, Poole Boulevard, State Route 20, and both onsite and offsite utilities serving the initial subareas. Subarea II commercial construction follows in the second year, along with the roadway improvement of Jefferson Avenue, undergrounding utilities on Butte House, and a small segment of Tharp adjacent to the Office 10 parcel. Purchase of a railroad right-of-way from project funds (as discussed further under Phasing, Section 3) also occurs in Year 2. In Year 3 (or later, if delayed) development of single family, office and commercial space proceeds in Subareas II and III, along with a neighborhood park. Development of these



CITY OF YUBA CITY - HARTER SPECIFIC PLAN

DEVELOPMENT PHASES, SUBAREAS, LAND USES AND PARCELS

Figure 1

uses triggers Butte House Water Line Extension Fee payment, Harter Road's completion and other work related to sewer, water and storm drainage improvements. These typically occur within the same year as development. In some cases, improvements are provided sooner than needed as negotiated as part of the Development Agreement for the project.

Phase 2: Year 6 to the end of the project involves the development of Subareas IV, V and VI on the remaining 41% of the Specific Plan area. These subareas, located in the northeast quadrant of the Specific Plan area, are zoned for office and R&D or Business Park. Development of any one of these three subareas triggers the need for the remainder of the infrastructure, as discussed further under phasing. Improvements in Phase II include the work on Tharp Road and Poole Boulevard.

Table 1 summarizes land usage and development by type associated with the Specific Plan and subareas, as analyzed in the Traffic Impact Analysis for the Plan.² There are six subareas with a total of about 180 acres. The plan includes a total of 345 dwelling units and 1.48 million square feet of non-residential space.³ The Plan includes 11 parcels: the largest, Parcel 11, is subdivided into three sub-parcels (a, b and c) for the purposes of this analysis, as shown in **Figure 1**.

Table 1
Summary of Development by Land Use and Subarea

Land Use	Unit Type	Subarea I	Subarea II	Subarea III	Subarea IV	Subarea V	Subarea VI	Total, All Subareas
Single Family	DU		82	83				165
Multi-Family	DU			180				180
Commercial	Bldg SF	360,547	134,481	23,186				518,214
Office	Bldg SF		53,579				23,522	77,101
Business Park	Bldg SF				231,304	231,304	426,017	888,625
Park / Water Tank	AC			6.0				6.0

The phasing assumes that development is phased in a manner that allows for the logical division and phasing of required infrastructure, and is based on market demand for particular land uses. In general, construction of infrastructure is timed to support immediate subareas as they develop. There must be a critical mass of development in any subarea to justify allowing it to commence; i.e., a subarea must sustain the funding of required infrastructure through either Specific Plan commitments or through upfronted the funding shortfall. This is described in greater detail in Section 3 below.

² The land use plan is based on information from the Harter Specific Plan, Yuba City, CA, October 2002, and land use data from the Traffic Impact Analysis for the Harter Specific Plan by kdAnderson Transportation Engineers, dated June 2003 and revised July 2003. When land use data varies between the two documents, the figures from the Traffic Impact Analysis are used.

³ It should be noted that the Specific Plan allows for a range of density for residential uses. This analysis assumes 5.0 units per acre for single family and 20 units per acre for multi-family dwellings.

The Harter Specific Plan assumes certain densities and FARs for each land use, as shown in **Appendix Table A-1**. These densities represent typical densities in Yuba City for each category of land use. Each development may build slightly more units or square footage than the averages assumed for this analysis, as long as this does not trigger any additional infrastructure or exceed the worst-case development scenario analyzed in the EIR. Developers may also build less than the assumed average in each parcel or subarea, but they are still required to pay the Harter Fee as defined in this plan (and as updated over time). No one developer can build significantly more units or square footage on one parcel so as to limit the development capacity in another parcel, subarea or the plan overall. Thus, the maximum amount of development that can occur is the outer range of density included in the Specific Plan and analyzed in the EIR. The Reimbursement Plan for the Financing Plan will track development by parcel and developer over time, to ensure no thresholds are being exceeded.

3. Infrastructure Improvement Costs and Phasing

Improvement Costs

Table 2 summarizes project infrastructure costs⁴ and net costs after credits and other contributions. Total project costs are about \$12.5 million, including engineering, surveying, and contingency, and excluding City administrative fees. Administrative and plan check fees are estimated at about \$866,000, bringing total costs before fee credits to \$13.24 million. Approximately \$785,000 of this will be covered by citywide traffic impact fee credits. There is approximately \$106,000 in reimbursements from the City for sewer and water oversizing reimbursements. The exact fee credit rate may change as updates to the citywide traffic plan occur. This estimate is based on the new fee rates that were adopted by the City Council in August 2004 and that will go in effect January 1, 2005.⁵

Net plan infrastructure costs after City fees and contributions, reimbursements and credits from the City equal about \$12.4 million (also shown on **Table 2**). Developers will have to construct sewer and water lines, along with traffic improvements that are part of the City's traffic fee program. These sewer and water improvements are eligible for standard oversizing reimbursement of around \$106,000, as mentioned above. Of the total net plan costs, about 48% is for roadway costs, 27% is for sewer and water, 17% is for utilities⁶, and about 7% is for storm drainage.

⁴ For greater detail of these costs, see Appendix A - Table A-3, as well as estimates by Project Engineer, MHM Engineering, shown in Appendix A - Tables A-9 and A-10.

⁵ Development in the Plan area will receive an 18.2% credits against traffic fees for the plan's contribution to certain citywide improvements listed in the footnotes of Table 2. The actual amount of the credits will be based on actual costs of the developer constructed improvements; the City cannot reimburse more than the actual cost and as discussed elsewhere.

⁶ For removal, relocation and undergrounding of existing overhead utilities; new utilities are not a plan cost but developer project costs.

Table 2
Summary of Infrastructure Costs and Net Costs
Harter Specific Plan Financing Plan

Improvement Category	Total Project Costs (1)	City Contributions & Reimbursements	Allocated Project Costs	Plan Check / City Admin. @ 7%	Total Cost Burden	Traffic Fee Credits	Total Net Plan Costs	Net Plan Cost Pct.
Total Roadway Costs	\$6,354,206	\$0	\$6,354,206	\$444,794	\$6,799,000	\$784,733 (3)	\$6,014,268	48.3%
Total Sewer and Water Costs	\$3,264,800	\$105,693 (4)	\$3,159,107	\$221,137	\$3,380,244	\$0	\$3,380,244	27.1%
Total Storm Drainage Costs	\$850,447	\$0	\$850,447	\$59,531	\$909,978	\$0	\$909,978	7.3%
Total Utilities Costs	\$2,008,433	\$0	\$2,008,433	\$140,590	\$2,149,023	\$0	\$2,149,023	17.3%
Planwide Totals	\$12,477,885	\$105,693	\$12,372,192	\$866,053	\$13,238,245	\$784,733	\$12,453,513	100.0%

(1) Includes engineering and survey in Table A-3, contingency at 8%.

(2) Includes 4% standard city plan check costs and 3% Plan administrative charge, or a total of 7% of total plan costs.

(3) Represents Citywide impact fees for project costs because these projects are in the Citywide traffic fee program as of Sept. 1, 2004; City will offer 75% credit for the two signals in the AB1600 program. For Butte House, the plan pays for 50% of the road improvement and gets 75% credit against 50% of the total cost. The development in the Specific Plan will receive a slight credit on their citywide impact fees, equal to these costs as a percent of the total costs in the plan.

Project Improvements Eligible for

Credits:

	AB1600 Project Costs	Fee Credits
Butte House Widening	\$803,500 (5)	\$301,313 Project gets 75% credit on 50% of Butte House project costs, as the project is only building 50% of the street.
Butte House /Harter Intersection	\$322,280 (5)	\$241,710 Project gets 75% credit on 100% of improvement costs of intersections at Butte House/Harter and Butte House/Tharp, both of which are built entirely by the Project; lane improvements shown in City's costs are part of roadway costs for these intersections.
Butte House/Tharp Intersection	\$322,280 (5)	\$241,710 these intersections.
Total	\$1,448,060	\$784,733

As shown in Table A-8, eligible costs equal 18.2 % of the total amount of traffic fees dues, this would be the amount of the traffic fee credit.

(4) Project oversizing of sewer lines: 18" line receives \$78,854 oversizing and 12" line receives \$13,702. Oversizing of water lines: 3,268 LF at \$4.02 per LF. (Per Jerry Orr 3.24.04 telephone conversation.)

(5) Project Costs eligible for credits are per City AB1600 Traffic Impact Fee Program, as provided by Jerry Orr, Yuba City Public Works Departments and adopted by City Council in August 2004.

Sources: City of Yuba City; MHM Engineers; Brion & Associates.

- Dedication of one to two acres of land for a water reservoir at time of first building permit for new development or by January 1, 2005, whichever occurs first.

City Abandonment of ROW

- City to abandon ROW on State Route 20 Frontage Road west of Harter and north of State Route 20, when new development requires realignment of this frontage road.
- City to abandon/transfer ROW section of existing Harter Road north of rail spur to Harter (master developer).
- City to abandon/transfer section of Frontage Road north of SR 20 and east of Harter Road to Marketplace (except that portion required for deceleration lane).

Figure 2 shows the general location of the proposed sewer and water improvements for the Specific Plan. **Figure 3** shows the general location of roadway and intersection improvements.

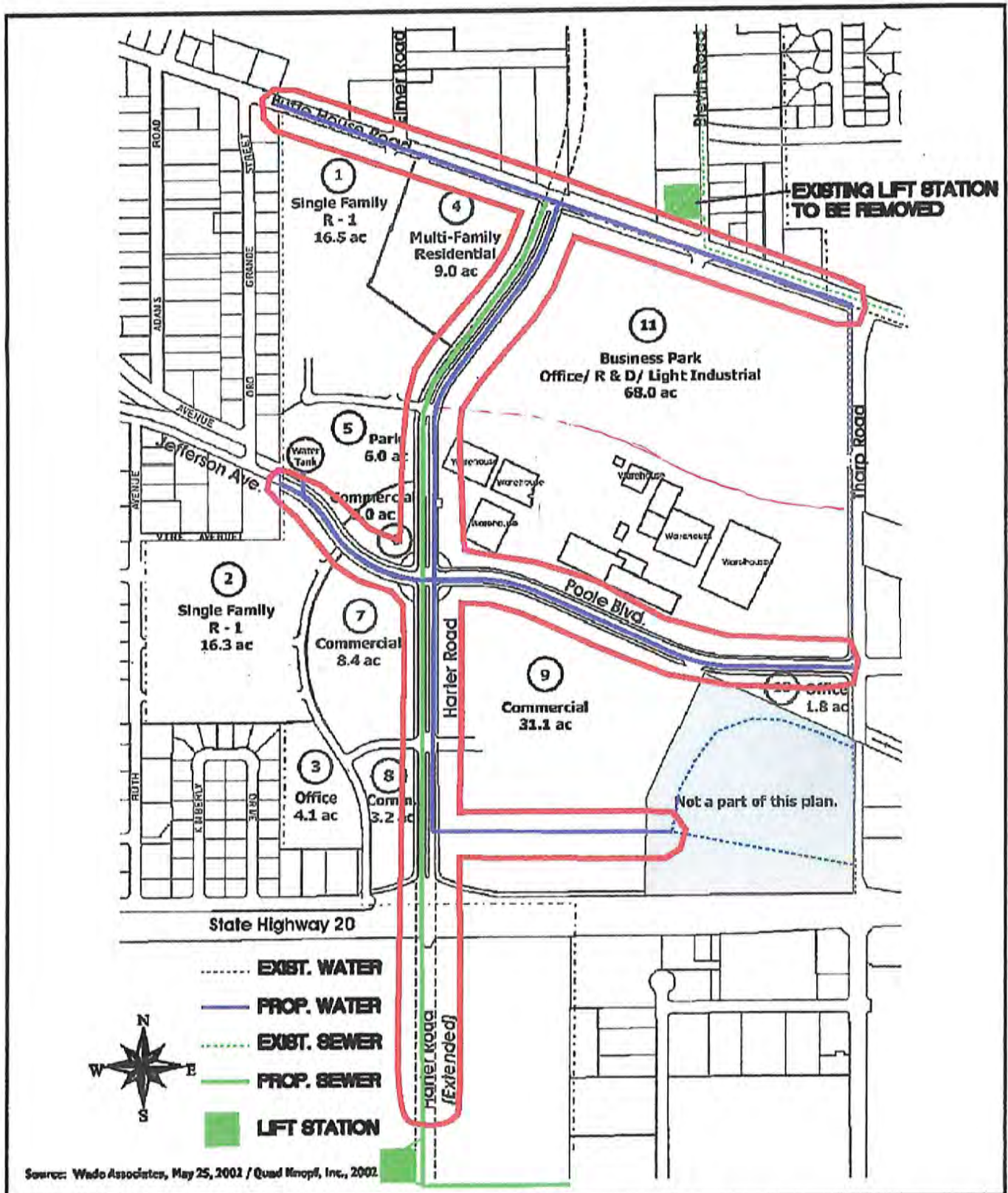
Phasing of Infrastructure

Table 3 summarizes infrastructure requirements by subarea, year and improvement or improvement segment. This information replicates the information in the cash flow section of the Financing Plan. **Figure 1** summarizes the development subareas and land uses by parcel used in the Financing Plan, while **Figures 2** and **3** summarize the infrastructure by location and type.

The Financing Plan assumes a development schedule that roughly parallels the order of the subareas, starting with Subarea I (Marketplace) and moving west in clockwise fashion. In actuality, other subareas may develop simultaneously or even sooner. The improvements listed with each subarea need to be provided in conjunction with their development, irrespective of the year listed above. This phasing, however, represents a logical and likely scenario for how the infrastructure will be phased, based on the varying demand for different uses included in the plan. In particular, Year 1 requirements must be provided concurrent with Year 1 development in the Specific Plan, which are outlined in more detail in Tables 6 and 7.11

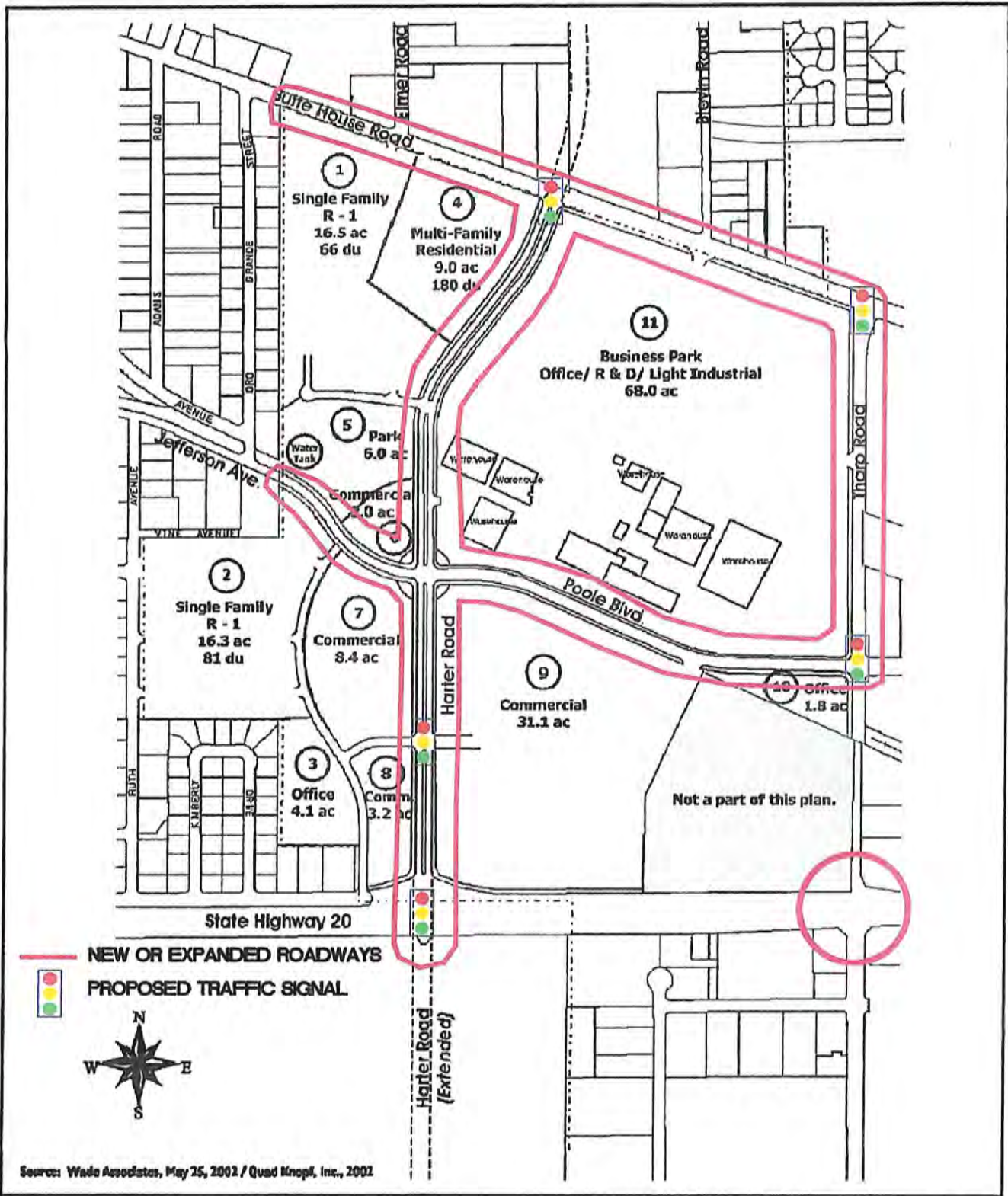
After the improvements required for Subareas I and II are constructed and the remainder of the sewer system and water lines on Harter are completed, any of the subareas can move forward, assuming they construct the listed improvements. That is, for Subarea V to be developed, all of the improvements up to and through Subarea IV will be needed in

¹¹ The City may withhold Certificate of Occupancy if Year 1 infrastructure improvements are not completed.



**CITY OF YUBA CITY - HARTER SPECIFIC PLAN
PHASING OF PLAN INFRASTRUCTURE**

Figure 2



CITY OF YUBA CITY - HARTER SPECIFIC PLAN
ROADWAY / INTERSECTION IMPROVEMENTS

Figure 3

addition to those listed for Subarea V (depending on where the development is located within the subarea).

All the improvements listed in Table 3 under Year 1 are required for any new development to occur, including the Marketplace, which is assumed to develop first. Developers must fund any shortfalls that occur in any given year (see further discussion in Section 7). This initial group of improvements identified for Year 1 also allows Subarea II to develop; there are also a few improvements that need to be constructed in Year 2. In Year 3, the remainder of the sewer and water system is installed along with the rest of Harter Road and Butte House Road.

The City will retain the discretion to allow small development projects in Phase 2, which includes Subareas IV, V and VI, to move forward without meeting the above infrastructure requirements, if it can be shown that the projects are small enough to avoid triggering any significant impacts or thresholds. This will allow job-generating uses to move forward as the market allows, while avoiding creating an undue financial burden on any small development project. The financing strategy includes setting aside revenue to fund Phase 2 improvements to avoid any type of major funding problem or shortfall during Phase 2. A small shortfall is expected in Year 10, which will be upfronted by project developers. It is expected that Phase 2 development will be comprised of smaller projects than Phase 1, given the nature of the office and industrial market in Yuba City.

Funding of Improvements

New development will be responsible for all Specific Plan infrastructure costs, as allocated through the Specific Plan Financing. In addition, new development within the Specific Plan will pay all citywide impact fees as well, minus any allowable credits identified in this Financing Plan. The Financing Plan assumes the following City participation and contributions:

Table 3: Infrastructure Improvement Required Timing

Subarea/Land Uses	Year (1)	Improvement Category, Location and Comments
Subarea I: Marketplace	Year 1	Roadway <i>Harter</i> – realigned; full 5-lane width from SR 20 to Poole; 2-lane from Poole to Butte House. <i>SR20</i> – Roadway and intersection modifications. <i>Butte House</i> – Widening from Tharp to new alignment Harter (eligible for traffic fee credits – see Table 2 – payment in Year 1 for construction that will occur in Year 2) <i>Poole Blvd</i> – Small segment from Harter to railroad right of way.
	Year 1	Water <i>Harter</i> – First of two phases; main loop line from Home Depot and SR 20 north to Poole; SR 20 at Harter water line (bore and jack cost sharing with City). <i>Jefferson</i> – From Harter to west edge to link new water tank to Marketplace. <i>Reimbursements</i> – from City to Harter Fee Fund for standard oversizing to offset plan costs.
	Year 1	Sewer <i>Harter</i> – First of two phases, from SR 20 north to Poole. <i>Offsite</i> – Cash contribution to City for construction to lift station; City has constructed lift station <i>Reimbursements</i> – from developer to City for share of lift station costs and from City to Harter Fee Fund for standard oversizing to off-set plan costs.
	Year 1	Traffic Signals & Intersections <i>Harter/SR 20, Harter/Butte House</i> (eligible for 75% traffic fee credit) and <i>Harter/Frontage Road</i> . <i>Offsite</i> – partial intersection improvements at SR 20/SR 99.
	Year 1	Storm Drainage <i>Harter and Poole</i> – concurrent with roadway work; allocation of cost based on % of roadways completed, excluding SR 20 improvements. <i>Butte House</i> – payment in Year 1 for construction that will occur in Year 2.
	Year 1	Utilities <i>SR20</i> – Underground existing overhead utilities concurrent with roadway work.
Subarea II: Single Family, Commercial, Office	Year 2	Roadway <i>Jefferson</i> – From west edge of Plan to Harter. <i>Tharp</i> – Road widening fronting Parcel 10 from Poole to Home Depot <i>Butte House</i> – Widening constructed, as paid for in Year 1.
	Year 2	Storm Drainage <i>Jefferson, Tharp</i> – concurrent with roadway work. <i>Butte House</i> – concurrent with roadway work, as paid for in Year 1.
	Year 2	Utilities <i>Butte House</i> – Underground existing overhead utilities corresponding to roadway work. <i>Tharp</i> – Underground existing overhead utilities concurrent with roadway work.
	Year 2	Railroad Right-of-Way <i>Poole Blvd</i> – Purchase railroad right-of-way.
Subarea III: Single Family, MF, Commercial, Park	Year 3	Roadway <i>Harter</i> – Remaining 3 lanes to full width from Poole to Butte House. <i>Butte House</i> – Widening from west edge of Plan to Harter, excluded signal transition lanes; eligible for traffic fee credits (see Table 2).

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Subarea/Land Uses	Year (1)	Improvement Category, Location and Comments
	Year 3	Water <i>Harter</i> – Second of two phases, north of Poole and tying into Butte House. <i>Butte House</i> – City has built line from Tharp to west edge of Plan; City will be reimbursed from extension fees by plan developers. <i>Reimbursements</i> – from City to Harter Fee Fund for standard oversizing to offset plan costs.
	Year 3	Sewer <i>Harter</i> – Second of two phases, from Poole to Butte House Road. <i>Reimbursements</i> – from City to Harter Fee Fund for standard oversizing to offset plan costs.
	Year 3	Traffic Signals & Intersections <i>Offsite</i> – Rest of intersection improvements at SR 20/SR 99, and SR 20/Stabler, which are eligible for future SR 20 Fee credits.
	Year 3	Storm Drainage <i>Harter, Butte House</i> – concurrent with roadway work. <i>Reimbursement</i> – from developer to other developers north of plan for existing storm drainage improvements.
	Year 3	Utilities <i>Harter</i> – Remove existing overhead utilities <i>Butte House</i> – Underground existing overhead utilities concurrent with roadway work.
	Year 3	Park: Residential developers will build the park and receive credits against the Citywide park impact fee.
Subarea IV: Business Park (Parcel 11a)	Year 7	No additional improvements beyond those listed above.
Subarea V: Business Park (Parcel 11b)	Year 10	Roadway <i>Tharp</i> – from Butte House, adjacent to Subarea V
	Year 10	Traffic Signals & Intersections <i>Tharp</i> – Signals at Tharp/Butte House (eligible for 75% traffic fee credit) and Tharp/Poole; Tharp/SR 20 additional lane improvements.
	Year 10	Storm Drainage <i>Tharp</i> – concurrent with roadway work.
	Year 10	Utilities <i>Tharp</i> – Underground existing overhead utilities concurrent with roadway work.
Subarea VI: Business Park (Parcel 11c)	Year 13	Roadway <i>Poole</i> – Remainder from Tharp to existing Poole improvements <i>Tharp</i> – Adjacent to Subarea VI to Poole.
	Year 13	Water <i>Poole</i> – from Tharp to Harter.
	Year 13	Storm Drainage <i>Poole, Tharp</i> – concurrent with roadway work.
	Year 13	Utilities <i>Poole</i> – Relocation of PG&E Poles/Lines. <i>Tharp</i> – Underground existing overhead utilities concurrent with roadway work.

(1) Estimated Year of Development.

City Obligations

- Transfer the current civic space requirement from Home Depot and Marketplace to Parcel 6 of Subarea 3 (commercial parcel), prior to issuance of the first building permit in the Specific Plan.
- Provide traffic fee credits of about \$785,000 to developers of new traffic projects within the Plan through applicable citywide traffic fees, based on the AB 1600 Study, including for Butte House Road widening and traffic signals at the intersections of Butte House Road/Harter Road and Tharp Road/Butte House Road (see **Table 2**). This cost equates to an 18.2% fee credit that each developer will be eligible for upon obtaining building permits. The actual fee credit cannot exceed actual cost of the construction of each of the traffic improvements in the Plan and the citywide fee program. The actual costs will be reconciled with the final fee rate used for credits by the City. It is expected that actual costs will exceed the amount eligible for credits.
- As part of the City's Water and Sewer master plans for the west side, the City will construct the lift station south of SR 20, near Lassen and the water line along Butte House Road (between Tharp Road to the west side of the plan boundary), and the two water storage tanks along Jefferson, all of which is required by development outside the Specific Plan as well as within the Plan area. The Plan will contribute its pro rata share of the lift station improvement cost and pay extension fees for the Butte House Water line.
- Some sewer and water line improvements in the Plan are eligible for credits through the City's normal oversizing reimbursement program (see **Table 2**).

4. Approach and Financing Principles

The proposed Financing Plan adheres to certain key principles described below. Taken together, these comprise a "financing strategy" and a methodology for allocating costs to various land uses.

- **Pay-as-you-go approach:** Improvements are funded by direct payment or construction by developers at the time that projects are required, without any public or private debt financing. This approach provides flexibility and is responsive to timing issues and other uncertainties such as the demand created by the Business Park/Office uses in Subareas IV, V and VI.
- **Fair share allocations:** Each subarea, parcel and land use pays its "fair share" of Specific Plan infrastructure, based on reasonable criteria for cost-sharing. Each of the six subareas has a total cost allocation based on the nexus principle, as discussed in greater detail in other sections of this Plan.

- **Allocations based on demand for facilities:** The allocation of each type of infrastructure is based on the demand for that type of infrastructure. For example, trip generation by land use determines how roadway and traffic improvement costs are allocated to each land use within a subarea. Each land use pays the same cost per unit, irrespective of the subarea, timing, or location of that land use.
- **Build infrastructure as needed:** To the greatest extent practical, construct only the infrastructure that is directly needed for development taking place in the coming year. Infrastructure construction will be divided up into segments that logically support the expected development schedule. Significant changes in the development phasing of subareas will trigger a review of the phasing of infrastructure.
- **Use a Development Agreement to address other City and Developer Goals.** The Financing Plan includes the use of a Development Agreement to address certain goals and requirements of each party.
- **Areas and projects that trigger the need for improvements will fund yearly shortfalls.** Development projects that trigger the need for infrastructure improvements will fund yearly shortfalls. If there is not enough existing fee or Harter Fee revenue available to cover the required infrastructure expenses and meet reserve requirements in a given year, the project developer(s) triggering the improvements or the master developer will advance the shortfall and/or build the necessary improvements. The developer(s) will eventually be reimbursed by future development in the plan.
- **Infrastructure is built and funded before any reimbursements are given for upfronting. In general, no developer will receive reimbursement for any upfronting of infrastructure or shortfalls, if funds are still needed for infrastructure currently required in a given or subsequent year. Some developer reimbursements are expected to occur before the entire infrastructure plan is completed (assuming reserves are met and maintained).**
- **City provides standard oversizing to Fee Fund and Fee Fund reimburses developer that constructs eligible sewer and water projects.** Standard sewer and water oversizing will be provided to the developer when the improvements are accepted by the City.¹²
- **Developers may construct improvements and receive a credit up to the value of their Harter Fee obligation, with the exception of certain costs which must be paid in cash, including Plan administrative fees.** The comparison of building improvements versus paying the Harter Fee will not be based on actual construction costs. The improvements required for that subarea are listed in the

¹² The City will pay sewer and water oversizing into the Fee Fund, and the Fee Fund will reimburse the developer of the sewer and water improvements.

Financing Plan, including those described in **Table 3** and **Table 7**. These tables serve as a general checklist for the City that the improvements have been made. If a developer builds these improvements for slightly less than assumed in the Financing Plan, that is a cost savings to them, with the exception of the improvements that are in citywide fee programs such as traffic signals eligible for credits. If costs are slightly more, this cost overrun will not be reimbursed. This reduces administrative time for the City, as well as the potential problems raised by having staff make decisions which affect overall financing. Significant cost overruns could be reimbursed if they are approved before construction by the City, and can be spread over the remainder of the parcels in the plan. This is expected to occur only in unique situations in which unforeseen costs arise.

- **Cash reserves will be sustained through the project's duration via development fees and developer upfronting.** A reserve fund is held during Phase 1 to save funds for the construction of Poole Boulevard during Phase 2. About 3% of each year's improvement costs will be reserved for this purpose¹³. Also, as a measure to ensure sufficient funding in place for Phase 2, a minimum \$800,000 balance due will be held in the developer upfronting account until Year 10. Any excess funding over \$800,000 before Year 13 can be used to reimburse developers for upfronting shortfalls. There is a small shortfall in Year 10 that will be required to be funded by Phase 2 developers. This reserve allows Phase 1 developers to be reimbursed about \$1.3 million by Year 6, with the remainder of the upfronting reimbursed by Year 12.
- **Some developers will construct improvements while others contribute to a fee fund.** Depending on what improvements have been constructed to date, developers may be required to construct improvements. If all needed improvements are already constructed, developers will pay into a fee fund administered by the City.¹⁴ This money is used to reimburse developers that upfronted or oversized, as discussed above, and/or will be used for subsequent improvements as outlined in the phasing schedule and cash flow tables.
- **The City will track direct funding, City contributions, developer reimbursements and fee credits.** It will be important to keep track of the different types of sources available to fund infrastructure costs other than developer funding. Developers can either build the facilities required for a subarea to move forward, or, if previous developers have already constructed these, they can pay their Harter Fee to the Harter Fee Fund. It is expected that Phase 1 developers will upfront some costs. Other funding and reimbursement mechanisms through City programs include:

¹³ Except for Year 1, when Marketplace developer will build a portion of Poole Boulevard in lieu of contribution to the Reserve.

¹⁴ The City may hire an outside consultant to manage and administer this fund. Adequate funds (3% of improvement costs) will be collected as part of the Financing Plan for this purpose.

- **Traffic Fee Credits:** A fee credit towards the citywide traffic fee of 18.2% percent will be eligible to all development in the Specific Plan when obtaining building permits. This represents the value of the projects funded in the Specific Plan (which are included in the citywide traffic program) to the entire citywide traffic fees due from the plan development. Only 75% is allowed as a credit, as the City does not collect all the impact fees expected or planned in the citywide program. For Butte House, the developers are constructing 50% of the improvement and will receive 75% of 50% of the project cost in the City's fee fund. If the actual costs of the projects eligible for credits are less than the amount of eligible for credit, only the actual costs can be reimbursed. This is not expected because only a portion of each actual improvement cost is eligible for potential traffic fee credits.
- **Sewer & Water Reimbursements:** Some sewer and water line improvements in the Plan are eligible for standard oversizing reimbursements (see **Table 2**). These reimbursements would be paid from the Fee Fund to the developer that constructs the eligible improvements; not all water and sewer improvements are eligible for oversizing. The City will deposit the oversizing amounts due into the Fee Fund after project improvements are accepted by the City.
- **All revenues and costs will be processed through the Harter Fee Fund.** For tracking and administrative purposes, all payments owed to the City, or to the Plan as a whole, as well as all costs to be reimbursed by the Plan to the City, will be funneled through an interest-bearing account called the Harter Fee Fund. Thus, when the City needs Plan funds to reimburse itself for improvements it constructed but which benefit the Plan area, it will withdraw these funds from the Harter Fee Fund.
- **Administrative costs are included in the Financing Plan.** The City's administrative costs (estimated at 3% of all project costs) will be drawn against the Harter Fee Fund and held in a separate subaccount. All other expenditures must be for project infrastructure included in this Financing Plan.
- **Plan Check Fees at standard 4%.** The Financing Plan includes the normal 4% plan check fees for all public infrastructure included in the plan and will be held in a separate subaccount combined with the Administrative Fee described above. Other plan check fees for private development and in-track improvements will still be charged and due, consistent with standard city policy.
- **Poole Boulevard Reserve will be created to reserve funding for the construction of Poole Boulevard.** This requirement is estimated at 3% of the total fee obligation due from each developer and will be paid in cash to the Fee Fund. All development after Year 1 will pay into the Poole Boulevard Reserve; Year 1 development (i.e., Marketplace) will construct a small portion of Poole Boulevard and not pay into the reserve fund.

- **Plan check and administration fees and Poole Boulevard Reserve will be paid in cash as well as required reimbursements for City funded improvements.** If a developer builds and dedicates improvements in lieu of paying the “fee obligation,” they will still be responsible for paying the plan check/administrative fee estimated at 7% (described above) for their Harter Fee obligation. That is, the Harter Fee Fund needs to collect the administrative costs required to implement the Plan, and these cost obligations cannot be met by “in-kind” construction of improvements. Thus, 7% of each Harter Fee obligation must be paid to the City in cash when other obligations are due (see **Table 7**). Poole Boulevard reserves must also be paid in cash when other obligations (i.e., the Harter Fee) are due. Reimbursements due to the City for city constructed improvements will also be paid in cash.
- **Annual inflation adjustments to improvement costs and the Harter Fee will be made.** The plan allows for the Harter Fee obligations by parcel to be increased annually, based on a construction cost index typically used by the City for this purpose. The exact index is defined in the Harter Fee Resolution.
- **The City will adopt a Harter Fee Resolution.** The Fee Resolution will establish the authority to charge each subarea its fair share of infrastructure costs through the Harter Fee, and/or require construction of improvements, and will reference this Financing Plan and Strategy. The Fee Resolution will set the Harter Fee rates and cost allocations by subarea, and will allow for an annual inflator for construction cost increases.

5. Funding and Cost Allocations

The following summarizes the cash flow and funding approach for the project, illustrated in the detailed tables in **Appendix A**. A Specific Plan Subarea cost allocation has been assigned and is based on the distribution of land uses and the type and cost of required infrastructure. These subarea cost allocations are expressed on a “per dwelling unit” or “per sqft of building space” basis (or “per sqft of land” basis). These cost allocations are the burden for each subarea. Improvements associated with these cost allocations need to be constructed when development occurs in each subarea. If these improvements have already been made by prior developers, then the costs or fees are paid into the Harter Fee Fund, which is maintained and managed by the City. All development pays an equal amount by type of land use. If major changes occur to land usage, then cost allocations will need to be revised, as discussed elsewhere.

Cost Allocation by Subarea

The Financing Plan allocates costs based on the demand for each facility, using standard measures or demand factors. Total costs are allocated to each subarea based on planned

development by land use and cost allocation factors. The rationale is that the actual amount of facilities needed by each type of land use should be the basis over which the costs are spread. For instance, uses that generate more traffic should pay a higher share of traffic costs. This is standard practice in establishing city impact fees, and consistent with the principles of AB1600 or the Mitigation Fee Act, which governs the establishment of fees.

The allocation methods and allocation rates/assumptions are shown in detail in **Table A-5 of Appendix A**. These allocation methods convert the land uses into dwelling unit equivalents (DUEs) for each type of factor. Specific methods used are summarized below:

- **Roadway:** Distribution of peak p.m. trips (from the Specific Plan Traffic Study)
- **Sewer:** Wastewater flow rates (gallons per day by land use)
- **Water:** Water flow rates (gallons per day by land use)
- **Storm Drainage:** Percent impervious surface (runoff factors by land use)
- **Utilities:** Percent of developed acreage in specific plan (gross acres of land by land use)

Improvement costs in each infrastructure category are then spread over the land uses, based on the distribution of the DUEs by land use. If a particular land use has 20% of the DUEs for that improvement type, such as roadways, that land use is assigned 20% of the roadway costs. Then, the cost for the land use category is divided by the amount of development in the plan to derive a “per unit or square foot” Specific Plan Fee. These fee rates are applied to the amount of development by land use in each Subarea to determine the area’s total “cost allocation” or its cost burden. The fee rates are expressed on the basis of “per dwelling unit” and “per sqft of building space,” as well as a “per sqft of land” basis, which can be compared to a dwelling unit equivalent for all land uses. While each land use pays the same rate, each parcel and subarea may have a different amount of development, and thus, cost allocation. These cost allocations will be adjusted annually by a construction cost inflator so as to address project cost increases over time. **Table 4** summarizes actual subarea cost allocations by land use category and parcel. The cost allocations shown here exclude sewer and water oversizing costs and traffic fee credits.

6. Cash Flow, Upfronting Costs, and Reimbursements

This financing plan includes a detailed phasing and cash flow analysis to ensure that adequate funds will be available to fund required infrastructure and reserves when needed. **Appendix Table A-4** provides a detailed projected cash flow for the project, based on the land use development phasing described in Section 2 and shown in **Appendix Table A-2**, and on the phasing of infrastructure improvements and development described in **Table 3**, above. In general, developers will either build the required infrastructure or pay their Harter Fee obligation into a Harter Fee Fund, which is used to reimburse those developers that upfront or oversize improvements beyond their Harter Fee obligation.

Shortfalls are labeled “Developer Upfronting” in the “Sources” Section of **Table 5**, which shows a 15-year summary of cash flow.¹⁵ Year 1 developers and/or Harter will fund a shortfall of close to about \$1.8 million. **Table 6** summarizes the Year 1 shortfall in more detail. There is a shortfall in Year 3 of \$439,000 and a small shortfall in Year 10 of about \$228,000 that must be funded by Phase 2 developers or the master developer. If other shortfalls occur due to changes in the plan, future developers and/or Harter will be responsible for upfronting the necessary funds to cover these shortfalls.

As shown in **Table 5**, Phase I developers start receiving some reimbursement during Years 5 and 6, totaling about \$1.3 million (about 75% of the Year 1 shortfall), after all Phase I infrastructure is completed. Total reimbursement does not occur completely until all fees for infrastructure costs in the plan have been received, which is estimated to be Year 12—coinciding with the release of the Poole Boulevard Reserve. Prior to that year, the Cash Flow includes this reserve fund primarily for Poole Boulevard construction during Phase 2; that is, funds are set aside in Phase 1 to ensure that adequate funding for Poole Boulevard will be available when roadway improvement is needed.

All infrastructure improvements are expected to be complete by Year 13. This cash flow and financing strategy is designed to be dynamic and can be updated in the event of major changes in project costs, the phasing of development, and other changes unforeseen at this time. The principles developed in this Financing Plan will guide the City and developers in adjusting the Financing Plan as necessary over time.

Table 7 provides more detail on Year 1 requirements and the particular planned methods for meeting these requirements, i.e., either payment of cash or construction of improvements in lieu of fees. This table shows the total amounts allocated to each payment method as well. A description of each improvement segment to be constructed is also provided.

¹⁵ See Appendix A – Table A-4: Projected Cash Flow for greater detail.

Table 4
Summary of Harter Fee by Subarea, Parcel and Land Use
Harter Specific Plan Financing Plan

Parcel No.	Project / Parcel		Land Use	Acres	Building		Harter Fee before 7% Admin Fee		Allocated Project Costs by Parcel by Subarea	Total Burden - Allocated Project Costs w/ City Fees by Parcel by Subarea
	Subarea	Name			Dwelling Units	Gross SqFt	per DU	per sqft of land		
Area I	I	Marketplace 9	Commercial	31.1	-	360,547	\$2.55	\$9.58	\$3,454,373	\$3,696,179
Area II	II	Commercial 7	Commercial	8.4	-	97,382	\$2.55	\$9.58	\$933,014	\$998,325
	II	Commercial 8	Commercial	3.2	-	37,098	\$2.55	\$9.58	\$355,434	\$380,314
	II	Office 3	Office	4.1	-	53,579	\$2.58	\$8.60	\$460,639	\$492,883
	II	Single Family 2	Single Family	16.3	82	-	\$0.94		\$665,523	\$712,110
Area III	III	Commercial 6	Commercial	2.0	-	23,186	\$2.55	\$9.58	\$222,146	\$237,696
	III	Multi-Family 4	Multi-Family	9.0	180	-	\$2.44		\$955,499	\$1,022,384
	III	Park 5	Park and Water Tank	6.0	-	-				
	III	Single Family 1	Single Family	16.5	83	-	\$0.94		\$673,639	\$720,794
Area IV	IV	Business Park 11A	Business Park	17.7	-	231,304	\$1.50	\$5.01	\$1,158,229	\$1,239,305
Area V	V	Business Park 11B	Business Park	17.7	-	231,304	\$1.50	\$5.01	\$1,158,229	\$1,239,305
Area VI	VI	Business Park 11C	Business Park	32.6	-	426,017	\$1.50	\$5.01	\$2,133,235	\$2,282,562
	VI	Office 10	Office	1.8	-	23,522	\$2.58	\$8.60	\$202,232	\$216,388
Totals				166.4	345	1,483,939			\$12,372,192	\$13,238,245

Note:

1 City Plan Check and Admin Fees are the dollar amount paid in cash by developers and deposited into an administrative fee fund for the Harter Specific Plan. They are calculated at 7%: 4% for normal plan check fees plus 3% for administrative fees necessary to administer the financing plan and track costs and reimbursements. The fee percentage is applied to the total construction costs, including contingency plus soft costs such as engineering and surveying.

Sources: City of Yuba City; MHM Engineers; Brion & Associates.

Table 5
Cash Flow Summary
Harter Specific Plan Financing Plan

	Year							
	1	2	3	4	5	6	7	8
Sources								
Development Fee	3,454,373	1,288,448	2,755,300	-	222,146	1,158,229	-	-
City Plan Check and Admin Fee	241,806	90,191	192,871	-	15,550	81,076	-	-
Subtotal, Development and Admin Fees	3,696,179	1,378,639	2,948,171	-	237,696	1,239,305	-	-
Sewer oversizing reimbursement from City	78,854	-	13,702	-	-	-	-	-
Water oversizing reimbursement from City	6,251	-	6,886	-	-	-	-	-
Developer Upfronting	1,762,130	-	439,398	-	-	-	-	-
Total Sources	5,543,414	1,378,639	3,408,158	-	237,696	1,239,305	-	-
Percent of Total Sources	35%	9%	22%	0%	2%	8%	0%	0%
Cumulative Sources (in 1,000,000's)	5.54	6.92	10.33	10.33	10.57	11.81	11.81	11.81
Uses								
Sewer & Water	1,775,586	-	1,325,437	-	-	-	-	-
Storm Drainage	331,402	87,584	196,665	-	-	-	-	-
Utilities	346,680	561,752	374,099	-	-	-	-	-
Roadway	2,847,940	516,911	1,319,974	-	-	-	-	-
Total Project Costs	5,301,608	1,166,247	3,216,175	-	-	-	-	-
City Plan Check and Admin Costs	241,806	90,191	192,871	-	15,550	81,076	-	-
Subtotal, Uses Before Reimbursement	5,543,414	1,256,438	3,409,046	-	15,550	81,076	-	-
Developer Upfronting Reimbursement	-	-	-	0	215,482	1,123,482	-	-
Total Uses	5,543,414	1,256,438	3,409,046	0	231,032	1,204,558	-	-
Percent of Total Uses	35%	8%	22%	0%	1%	8%	0%	0%
Cumulative Uses (in 1,000,000's)	5.54	6.80	10.21	10.21	10.44	11.64	11.64	11.64
Overall Cash Flow								
Beginning Balance, Cash and Reserves	-	-	122,201	121,312	121,312	127,977	162,724	162,724
+ Development & Admin Fees (Total Burden)	3,696,179	1,378,639	2,948,171	-	237,696	1,239,305	-	-
+ City Contributions & Reimbursements	85,105	-	20,588	-	-	-	-	-
+ Developer Upfronting	1,762,130	-	439,398	-	-	-	-	-
- Uses Before Reimbursement	(5,543,414)	(1,256,438)	(3,409,046)	-	(15,550)	(81,076)	-	-
- Developer Upfronting Reimbursement	-	-	-	(0)	(215,482)	(1,123,482)	-	-
Ending Balance, Cash and Reserves	-	122,201	121,312	121,312	127,977	162,724	162,724	162,724
Reserves and Cash Balances								
Ending Balance, Poole Blvd. Reserve	-	38,653	121,312	121,312	127,977	162,724	162,724	162,724
Ending Balance, Other Cash	-	83,547	0	0	0	0	0	0
Total	-	122,201	121,312	121,312	127,977	162,724	162,724	162,724
Developer Upfronting								
Beginning Balance	-	1,762,130	1,762,130	2,201,528	2,201,528	1,986,046	862,564	862,564
+ Developer Upfronting	1,762,130	-	439,398	-	-	-	-	-
- Developer Upfronting Reimbursement	-	-	-	(0)	(215,482)	(1,123,482)	-	-
Ending Balance, Developer Upfronting	1,762,130	1,762,130	2,201,528	2,201,528	1,986,046	862,564	862,564	862,564

Table 5
Cash Flow Summary
Harter Specific Plan Financing Plan

	Year						Total
	9	10	11	12	13	14	
Sources							
Development Fee	1,158,229	-	-	2,335,467	-	-	12,372,192
City Plan Check and Admin Fee	81,076	-	-	163,483	-	-	866,053
Subtotal, Development and Admin Fees	1,239,305	-	-	2,498,950	-	-	13,238,245
Sewer oversizing reimbursement from City	-	-	-	-	-	-	92,556
Water oversizing reimbursement from City	-	-	-	-	-	-	13,137
Developer Upfronting	-	227,886	-	-	-	-	2,429,414
Total Sources	1,239,305	227,886	-	2,498,950	-	-	15,773,353
Percent of Total Sources	8%	1%	0%	16%	0%	0%	100%
Cumulative Sources (in 1,000,000's)	13.05	13.27	13.27	15.77	15.77	15.77	15.77
Uses							
Sewer & Water	-	-	-	-	163,777	-	3,264,800
Storm Drainage	-	58,710	-	-	176,085	-	850,447
Utilities	-	358,690	-	-	367,211	-	2,008,433
Roadway	-	871,403	-	-	797,979	-	6,354,206
Total Project Costs	-	1,288,803	-	-	1,505,052	-	12,477,885
City Plan Check and Admin Costs	81,076	-	-	163,483	-	-	866,053
Subtotal, Uses Before Reimbursement	81,076	1,288,803	-	163,483	1,505,052	-	2,429,414
Developer Upfronting Reimbursement	62,564	-	-	1,027,886	-	-	-
Total Uses	143,640	1,288,803	-	1,191,368	1,505,052	-	15,773,353
Percent of Total Uses	1%	8%	0%	8%	10%	0%	100%
Cumulative Uses (in 1,000,000's)	11.79	13.08	13.08	14.27	15.77	15.77	15.77
Overall Cash Flow							
Beginning Balance, Cash and Reserves	162,724	1,258,388	197,471	197,471	1,505,052	0	0
+ Development & Admin Fees (Total Burden)	1,239,305	-	-	2,498,950	-	-	13,238,245
+ City Contributions & Reimbursements	-	-	-	-	-	-	105,693
+ Developer Upfronting	-	227,886	-	-	-	-	2,429,414
- Uses Before Reimbursement	(81,076)	(1,288,803)	-	(163,483)	(1,505,052)	-	(13,343,939)
- Developer Upfronting Reimbursement	(62,564)	-	-	(1,027,886)	-	-	(2,429,414)
Ending Balance, Cash and Reserves	1,258,388	197,471	197,471	1,505,052	0	0	0
Reserves and Cash Balances							
Ending Balance, Poole Blvd. Reserve	197,471	197,471	197,471	267,535	-	-	-
Ending Balance, Other Cash	1,060,918	0	0	1,237,517	0	0	0
Total	1,258,388	197,471	197,471	1,505,052	0	0	0
Developer Upfronting							
Beginning Balance	862,564	800,000	1,027,886	1,027,886	-	-	2,429,414
+ Developer Upfronting	-	227,886	-	-	-	-	(2,429,414)
- Developer Upfronting Reimbursement	(62,564)	-	-	(1,027,886)	-	-	-
Ending Balance, Developer Upfronting	800,000	1,027,886	1,027,886	-	-	-	0

**Table 6
Summary of Marketplace - Year 1 Funding and Improvement Requirements
Harter Specific Plan Financing Plan**

Item	Year 1 (1)	Notes/Comments
Year 1 Requirement		
Total Year 1 Project Costs	\$5,301,608	See Table A-4
City Adm/Plan Check Fees	\$241,806	A use of cash not included in Total Project Costs
Less: City's Reimbursements	<u>(\$5,105)</u>	City contribution of Sewer & Water Oversize Reimbursement to Fund
Total Year 1 Requirement	\$5,458,309	a
Less cash payments for:		
Offsite sanitary lift station	\$90,000	Represents 15% of total cost, which is the plan's share per the City Public Works Dept.
Onsite Storm Drainage, Butte House	\$88,077	Payment in Year 1 is for construction that will occur in Year 2.
Roadway, Butte House	\$399,146	Widening south side of Butte House from Harter Road's new alignment to Tharp. Payment in Year 1 is for construction that will occur in Year 2.
Water Bore/Jack: SR20/Harter	\$60,900	Plan's share of total costs; Plan and City share this cost 50/50.
City Adm/Plan Check Fees	\$241,806	7% of Marketplace Cost Allocation
Total Cash Payments	\$879,929	b
Net Plan Improvement Costs	\$4,578,380	c = a - b , the cost of improvements that will be constructed
Marketplace Obligation		
Marketplace Cost Allocations	\$3,454,373	Marketplace's Fair Share of Total Plan Costs
City Adm Fees & Plan Check Fees	\$241,806	A use of cash not included in Total Project Costs
Total Obligation	\$3,696,179	d
Funding Shortfall, Developer Upfronting Req't.	\$1,762,130	e = a - d , Year 1 Requirement minus Marketplace Obligation

(1) These requirements do not include citywide impact fees that must be paid by all new development, including traffic fees.
Sources: City of Yuba City; Brion & Associates

7. Resolutions and Future Changes

Implementation of this Financing Plan requires that the City adopt a Harter Specific Plan Fee Resolution, which will establish the City's authority to collect the Harter Fee revenue from new development and expend it as necessary. An Approving Resolution establishes the authority while the Fee Resolution sets the Harter Fee obligation by parcel (dollar amounts due) by subarea. The Harter Fee may be adjusted annually to account for construction cost increases, and will be tied to an accepted index such as the Engineering News Record.

If major zoning changes occur or are requested by subsequent developers, the entire Financing Plan should be revised and the Harter Fee recalculated. Once the Specific Plan EIR and Mitigation Plan are approved, costs and improvements should be revisited and updated in the Financing Plan. At this point, Phase 1 – Year 1 improvements will begin construction. New and more detailed cost estimates will be available, which should be compared to the cost estimates included in the Financing Plan. These costs and cost allocations should then be updated accordingly, if necessary.

Another aspect of implementing the Financing Plan will be to set up the Reimbursement Agreement. This will require the City track what developers have paid, including any amount paid that is over their obligation as well as any reimbursements due and paid. The City will enter into a reimbursement agreement with each developer who advances funds or builds facilities in excess of their obligation.

The Financing Plan will need to be periodically updated, as costs may change over time, as well as cost allocations and the Harter Fee itself. It is suggested that after any major improvements are constructed, the Financing Plan should be reviewed to ensure that it still accurately reflects costs, and that the cost allocations meet the nexus requirements of AB1600.

Table 7
 Summary of Year 1 Requirements by Improvement and Payment
 Harter Specific Plan Financing Plan

Improvement Type and Name	Segment/Location Description	\$ Amount	Method of Meeting Obligation
Sewer & Water			
Sanitary Sewer	18" line from SR 20 to Poole on Harter	\$634,024	Construction In-lieu of Fee
Offsite Sanitary Sewer Improvements	18" line from new Lift Station to SR 20	\$427,073	Construction In-lieu of Fee
Sanitary Lift Station reimbursement to City	15% contribution to City Constructed Lift Station	\$90,000	Cash Payment
Domestic Water, Developer Constructed	16" water line SR 20 to Harter; 16" line Jefferson, from Harter to water tank	\$563,589	Construction In-lieu of Fee
Water Bore/Jack: SR20/Harter	50% contribution to City constructed improvement	\$60,900	Cash Payment
Storm Drainage			
Onsite Storm Drainage	Harter and Poole where roadway work occurs	\$243,325	Construction In-lieu of Fee
Onsite Storm Drainage, Butte House	Payment in Year 1 is for construction that will occur in Year 2.	\$88,077	Cash Payment
Storm Drainage Reimbursement		\$0	
Utilities			
Underground Exist. OH Utilities: SR20	Home Depot along SR 20	\$346,680	Construction In-lieu of Fee
Roadway			
Butte House Road	Widening south side of Butte House from Harter Road's new alignment to Tharp. Payment in Year 1 is for construction that will occur in Year 2.	\$399,146	Cash Payment
Harter Road (not including Signals)	From SR 20 to Poole Full Road; Poole to Butte House, new realigned 2 lanes - 27 ft wide, no curb, sidewalk but with street lights	\$1,002,496	Construction In-lieu of Fee
Poole Blvd	East of Harter to back of Marketplace	\$100,198	Construction In-lieu of Fee
State Route 20	SR 20 improvements per approved concept plans	\$437,059	Construction In-lieu of Fee
Harter Rd / State Route 20 Signal Mod	Signal Modifications for interim conditions	\$413,000	Construction In-lieu of Fee
Harter Rd / Frontage Road Traffic Signal	Signal at Harter Rd and Frontage Road No. of SR 20	\$223,020	Construction In-lieu of Fee
Harter Rd / Butte House Rd Traffic Signal	New Alignment of Harter and Butte House	\$223,020	Construction In-lieu of Fee
SR 20 / SR 99 Intersection	North bound Hwy 99 left lane modifications; paving, curb, gutter only	\$50,000	Construction In-lieu of Fee
Total Project Costs		<u>\$5,301,608</u>	
City Plan Check and Admin Costs	Planwide fees 4% plan check and 3% adm of total construction costs	\$241,806	Cash Payment
Poole Blvd. Reserve	Waived for construction of segment of Poole noted above.	\$0	
Total Year 1 Allocated Costs with City Adm. Fees		<u>\$5,543,414</u>	
Minus Total City Reimbursement for Sewer and Water Oversizing		<u>(\$85,105)</u>	
Total Year 1 Requirement		<u>\$5,458,309</u>	
Summary of Method of Meeting Obligation			
Total Amount Funded by Construction In-lieu of Fee		\$4,663,485	
Total Amount Paid via Cash Payment		\$879,929	
Minus Total City Reimbursements		<u>(\$85,105)</u>	
Total Year 1 Requirement		<u>\$5,458,309</u>	

Sources: City of Yuba City; Brion & Associates

Appendix A: Detailed Financing Model Printout

Note to Reader:

The final version of this document has been revised to reflect direction given by the City Council of Yuba City pursuant to their meeting of October 26, 2004. The revision deals with the requirement for Year 1 cash payments for Butte House roadway and storm drainage improvements that will be constructed in Year 2.

Table A-1: Project Assumptions

Parcel No.	Project / Parcel		Land		Density (du/ac)	FAR	Building	
	Area	Name	Use	Area (ac)			Dwelling Units	Square Feet
	(5)				(1)	(2)	(3)	(4)
1	III	Single Family 1	Res	16.5	5.0		83	
2	II	Single Family 2	Res	16.3	5.0		82	
4	III	Multi-Family 4	Res	9.0	20.0		180	
6	III	Commercial 6	Non-Res	2.0		0.27		23,186
7	II	Commercial 7	Non-Res	8.4		0.27		97,382
8	II	Commercial 8	Non-Res	3.2		0.27		37,098
9	I	Marketplace 9	Non-Res	31.1		0.27		360,547
3	II	Office 3	Non-Res	4.1		0.30		53,579
10	VI	Office 10	Non-Res	1.8		0.30		23,522
11A	IV	Business Park 11A	Non-Res	17.7		0.30		231,304
11B	V	Business Park 11B	Non-Res	17.7		0.30		231,304
11C	VI	Business Park 11C	Non-Res	32.6		0.30		426,017
5	III	Park 5	Public	6.0				
		Total Right of Way	Public	13.6				
		Totals		180.0			345	1,483,939

Sources

- A Yuba City Harter Specific Plan, October 2002
- B Traffic Impact Analysis for Harter Specific Plan Area, by kdANDERSON Transportation Engineers, July 2003
- C Harter Financing Plan and Development Agreement Terms, January 20, 2003
- D Yuba City Marketplace Preliminary Site Plan, prepared by Brown Group (June 11, 2003).

Notes

- 1 Density is midpoint of range shown in Source A
- 2 FARs are from Source B, except for Commercial, which are based on Marketplace's proposed building ratio.
- 3 Single family dwelling units are based on Source B, and multi-family are calculated from density.
- 4 Gross Area of Non-Residential uses calculated from FAR
- 5 Subarea designations from Figure 3.1 in Source C
- 6 Gross building area for Marketplace from Sources B and D
- 7 Parcel 5 includes 5.0 acres for public park and 1.0 acres for water tank.

Table A-2: Land Use and Roadway Construction Phases

No.	Name	Subarea	Overall Plan Phasing															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
9	Marketplace-Walmart	I	360,547	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Single Family 2	II	-	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Office 3	II	-	26,789	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Commercial 7	II	-	48,691	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Commercial 8	II	-	37,098	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	Single Family 1	III	-	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Multi-Family 4	III	-	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Commercial 6	III	-	23,186	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11A	Business Park 11A	IV	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11B	Business Park 11B	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Office 10	VI	-	-	-	-	-	-	-	77,101	77,101	77,101	77,101	77,101	77,101	77,101	77,101	
11C	Business Park 11C	VI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Public			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Park 5	III	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Percentages of Roadway Construction by Year																	
(1)																	
Roadway Segment (See Note 3)																	
1	Butte House Road	RS 1,4,11	58.3%	41.1%	RS 3,6	41.1%	RS 8	63.7%	87.4%	24.2%	20.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
2	Harter Road	RS 2	63.3%	36.7%	RS 3,6	36.7%	RS 8	87.4%	24.2%	20.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	Poolle Blvd.		12.6%														
4	Jefferson Avenue		100.0%	12.2%													
5	Tharp Road		100.0%	12.2%													
6	State Route 20		39.3%	10.4%													
7	Combined, all roads excluding St. Rte 20		39.3%	10.4%													

Percentages of Water Distribution Construction by Year																	
Water Distribution Segment (See Note 4)																	
9	WD 1: Main Loop, Harter / Commercial	WD 1,2,3	33.1%	36.4%	WD 1,2,3	36.4%	WD 4	11.7%	1.5%	13.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
10	WD 3: Jefferson Avenue Water Line		7.3%														
11	WD 4: Poolle Blvd. Water Line		5.3%	4.8%													
12	WD ALL: Costs shared in all water projects		45.6%	41.2%													
	Total Water Distribution Pct, Developer Constr		45.6%	41.2%													

Table A-2: Land Use and Roadway Construction Phases

Notes for Table A-2

- 1 Roadway phasing percentages above are used for calculation of related roadway, sewer, storm drainage and underground utility costs in cash flow
- 2 After Year 3, the phasing of additional roads will be based on phasing of actual development and the city's requirements for access to the development areas. Some roadways may actually be built sooner or later than as shown above.
- 3 Roadway Segment data, lengths per Engineer's take-offs.

	Rdwy Seg #	Linear Feet	Roadway %	Sewer / Water %	Year
Butte House Road					
Yr 1: Harter to Tharp	RS4	1,660	58.9%		1
Yr 3: Western edge of Specific Plan to Harter	RS6	1,160	41.1%		3
Total		2,820	100.0%		
Harter Road					
Yr 1: SR 20 to Poole, full width, sewer/water	RS2	1,623	47.6%	47.6%	1
Yr 1: Poole to Butte House, 2 lanes road work only	RS2	1,788	15.7%		1
Yr 3: Poole to Butte House, full width, sewer/water	RS3		36.7%	52.4%	3
Total		3,411	100.0%	100.0%	
Poole Blvd. (Tharp to Harter)					
Year 1: Marketplace Segment	RS9	915	100.0%		13
Year 13: Remainder of Poole Blvd.		115	12.6%		
Jefferson Blvd. (Harter to west edge of Specific Plan)	RS5	800	87.4%		2
Tharp Road		2,108	100.0%		
Office 10 frontage, So. of Poole					
Butte House along Subarea V	RS11	325	12.2%		1
Adjacent to Subarea VI, to Poole	RS8	1,700	63.7%		10
Total	RS10	645	24.2%		13
State Route 20					
State Route 20	RS1	2,670	100.0%		1
Breakdown of Water Distribution Costs, based on descriptions in Engineer's Detailed Estimate:					
City constructed, paid through extension fees:					
WD 2		118,020			
Developer constructed:					
WD 1		703,680	69.5%	Harter: In Year 1 SR 20 to Poole; Year 3: Poole to Butte House	
WD 3		73,650	7.3%	Jefferson: In Year 1, as needed for Marketplace flow.	
WD 4		118,700	11.7%	Poole: In same year as Poole Blvd. Roadway	
WD ALL		117,000	11.5%	Common: Split further in proportion to water projects undertaken within year	
Total Developer Constructed		1,013,030	100.0%		

Table A-3: Infrastructure Improvement Costs and Funding Sources

No.	Description	Survey Factor		Eng. Factor (1)	Construct (1)	Contingency	Subtotal	Improvement Costs		Total Costs Before Fee Credits
		(1)	(1)					Engin & Surveying (1)	Other	
Roadway										
1	Butte House Road	3.5%	6%	573,370	45,870	619,240	58,828	678,067		
2	Harter Road (not including Signals)	3.5%	6%	1,339,040	107,123	1,446,163	137,386	1,583,549		
3	Poole Blvd	3.5%	6%	674,133	53,931	728,064	69,166	797,230		
4	Jefferson Avenue	3.5%	6%	292,615	23,409	316,024	30,022	346,046		
5	Tharp Road (not including Signal)	3.5%	6%	353,353	28,268	381,621	36,254	417,875		
6	Slate Route 20	3.5%	6%	369,575	29,566	399,141	37,918	437,059		
7	SR 20/Tharp Rd Add'l Lane Improvmts	6%	12%	150,000	12,000	162,000	29,160	191,160		
8	Harter Rd / Slate Route 20 Signal Mod	6%	12%	175,000	175,000	350,000	63,000	413,000		
9	Harter Rd / Frontage Road Traffic Signal	6%	12%	175,000	14,000	189,000	34,020	223,020		
10	Harter Rd / Butte House Rd Traffic Signal	6%	12%	175,000	14,000	189,000	34,020	223,020		
11	Tharp Rd / Poole Blvd. Traffic Signal	6%	12%	150,000	12,000	162,000	29,160	191,160		
12	Tharp Rd / Butte House Rd Traffic Signal	6%	12%	175,000	14,000	189,000	34,020	223,020		
13	Railway Right of Way (Poole Blvd.)								120,000	
14	SR 20 / Hwy 99 Intersection								250,000	
15	SR 20 / Stabler Intersection								260,000	
Total Roadway						4,602,085	529,167	5,131,252	592,954	6,354,206
Sewer										
16	Sanitary Sewer	5%	8%	1,091,860	87,349	1,179,209	153,297	1,332,506		
17	Offsite Sanitary Sewer Improvements	4%	10%	346,875	27,750	374,625	52,448	427,073		
18	Sanitary Lift Station reimbursement to City	(6)	2%	90,000	-	90,000	-	90,000		
Total Sewer						1,528,735	115,099	1,643,834	205,745	1,849,578
Less sewer oversizing reimb from City										
Net Amount for Fee, Sewer										
Water										
19	Butte House Water Extension Fees	(5)	0%	118,020	-	118,020	-	118,020		
20	Domestic Water, Developer Constructed	(5)	8%	1,013,030	81,042	1,094,072	142,229	1,236,302		
21	Water Bore/Jack: SR20/Harter	(3)	5%	60,900	-	60,900	-	60,900		
Total Water						1,191,950	81,042	1,272,992	142,229	1,415,222
Less water oversizing reimb from City										
Net Amount for Fee, Water										
Storm Drainage										
22	Onsite Storm Drainage		5%	691,205	55,296	746,501	97,045	843,547		
23	Storm Drainage Reimbursement							6,900		
Total Storm Drainage						691,205	55,296	746,501	97,045	850,447
Utilities										
24	Remove Exist. Overhead Utilities: Harter	(4)	2%	25,500	2,040	27,540	1,928	29,468		
25	Underground Exist. OH Utilities: Butte House		2%	725,000	58,000	783,000	54,810	837,810		
26	Underground Exist. OH Utilities: Tharp		2%	487,500	39,000	526,500	36,855	563,355		
27	Underground Exist. OH Utilities: SR20	(6)	2%	300,000	24,000	324,000	22,680	346,680		
28	Transmission Line Relocation: Poole	(2)	2%	200,000	16,000	216,000	15,120	231,120		
Total Utilities						1,738,000	139,040	1,877,040	131,393	2,008,433
Total Project Costs						9,751,975	919,644	10,671,619	1,169,366	12,477,885
Less sewer oversizing reimb from City										
Less water oversizing reimb from City										
Allocated Project Costs										12,372,192

Table A-3: Infrastructure Improvement Costs and Funding Sources

Sources

- A "Harter Specific Plan Improvements, Master Summary of Costs" estimate, prepared by MHM, email dated 5.4.04
- B Harter Financing Plan and Development Agreement Terms, January 20, 2003

Notes

1 Engineering and surveying percentages and construction costs before engineering, surveying, city fees and contingency are per Engineer's Estimate (Source A) except as noted below.

Reconciliation of construction costs in Engineer's Summary Estimate with costs Table A-3:

Roadway Impr, Und Utilities and Misc, per Engineer's Estimate	9,376,975	<u>Table A-3</u>
Total Construction per Table A-3 above	9,751,975	
Back out:		
Transmission Line Relocation costs	(125,000)	(200,000)
Underground Exist. OH Utilities: SR20	(60,900)	(300,000)
Water Bore/Jack: SR20/Harter	<u>9,191,075</u>	<u>(60,900)</u>
		9,191,075

2 Based on amount provided by Jerry Orr, Transmission Line Relocation costs differ from Engineer's estimate.

3 This is the bore and jack cost of going under SR 20 up to Harter; City will fund 50% of this cost; based on actual project costs per Public Works, 10.04.04 and includes survey and eng. costs.

4 Per Jerry Orr, 9/13/04, the cost associated with existing overhead lines on Harter Road is only for their removal and not for undergrounding.

5 Costs of domestic water improvements on Butte House, constructed by City, to be paid through extension fees with no mark-up.

6 Per City Public Works Dept., 9/28/04. Based on 15% of actual sewer lift station costs and includes survey and eng. costs.

Table A-4: Projected Cash Flow

Sources	Fee Rate	Unit	Start Year	Qty	Year								
					1	2	3	4	5	6	7		
From Development Fee													
Marketplace 9	\$9.58	per sf	1	360,547	\$3,454,373	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Single Family 2	\$8,116	per du	3	82	\$0	\$0	\$665,523	\$0	\$0	\$0	\$0	\$0	\$0
Office 3	\$8.60	per sf	3	53,579	\$0	\$0	\$460,639	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 7	\$9.58	per sf	2	97,382	\$0	\$933,014	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 8	\$9.58	per sf	2	37,098	\$0	\$355,434	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Single Family 1	\$8,116	per du	3	83	\$0	\$0	\$673,639	\$0	\$0	\$0	\$0	\$0	\$0
Multi-Family 4	\$5,308	per du	3	180	\$0	\$0	\$955,499	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 6	\$9.58	per sf	5	23,186	\$0	\$0	\$0	\$222,146	\$0	\$0	\$0	\$0	\$0
Business Park 11A	\$6.01	per sf	6	231,304	\$0	\$0	\$0	\$0	\$0	\$1,158,229	\$0	\$0	\$0
Business Park 11B	\$5.01	per sf	9	231,304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Office 10	\$8.60	per sf	12	23,522	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park 11C	\$5.01	per sf	12	426,017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal, From Development Fee					\$3,454,373	\$1,288,448	\$2,735,300	\$0	\$222,146	\$1,158,229	\$0	\$0	\$0
City Plan Check and Admin Fee	7%				\$241,806	\$90,191	\$192,871	\$0	\$15,550	\$81,076	\$0	\$0	\$0
Subtotal, Development and Admin Fees					\$3,696,179	\$1,378,639	\$2,948,171	\$0	\$237,696	\$1,239,305	\$0	\$0	\$0
Sewer oversizing reimbursement from City	85%	1	15%	3	\$78,854	\$0	\$13,702	\$0	\$0	\$0	\$0	\$0	\$0
Water oversizing reimbursement from City	48%	1	52%	3	\$6,251	\$0	\$6,886	\$0	\$0	\$0	\$0	\$0	\$0
Developer Upfronting					\$1,762,130	\$0	\$439,398	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources					\$5,543,414	\$1,378,639	\$3,408,158	\$0	\$237,696	\$1,239,305	\$0	\$0	\$0
Percent of Total Sources					35%	9%	22%	0%	2%	8%	0%	0%	0%
Cumulative Sources					\$5,543,414	\$6,922,053	\$10,330,211	\$10,330,211	\$10,567,907	\$11,807,212	\$11,807,212	\$11,807,212	\$11,807,212
Uses													
Sewer & Water													
Sanitary Sewer					\$634,024	\$0	\$698,482	\$0	\$0	\$0	\$0	\$0	\$0
Onsite Sanitary Sewer Improvements					\$427,073	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sanitary Lift Station reimbursement to City					\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Butte House Water Extension Fees					\$0	\$0	\$118,020	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Water, Developer Constructed					\$563,589	\$0	\$508,936	\$0	\$0	\$0	\$0	\$0	\$0
Water Bore/Jack: SR20/Harter					\$60,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Storm Drainage													
Onsite Storm Drainage					\$531,402	\$87,564	\$189,765	\$0	\$0	\$0	\$0	\$0	\$0
Storm Drainage Reimbursement					\$0	\$0	\$6,900	\$0	\$0	\$0	\$0	\$0	\$0
Utilities													
Remove Exist. Overhead Utilities: Harter					\$0	\$0	\$29,468	\$0	\$0	\$0	\$0	\$0	\$0
Underground Exist. OH Utilities: Butte House					\$0	\$493,179	\$344,631	\$0	\$0	\$0	\$0	\$0	\$0
Underground Exist. OH Utilities: Tharp					\$0	\$68,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Underground Exist. OH Utilities: SR20					\$346,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transmission Line Relocation: Poole					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Roadway													
Butte House Road					\$399,146	\$0	\$278,921	\$0	\$0	\$0	\$0	\$0	\$0
Harter Road (not including Signals)					\$1,002,496	\$0	\$581,052	\$0	\$0	\$0	\$0	\$0	\$0
Poole Blvd					\$100,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jefferson Avenue					\$0	\$346,046	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tharp Road (not including Signal)					\$0	\$50,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Route 20					\$437,059	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SR 20/Tharp Rd Add'l Lane Improvments					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Harter Rd / State Route 20 Signal Mod					\$413,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Harter Rd / Frontage Road Traffic Signal					\$223,020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Harter Rd / Butte House Rd Traffic Signal					\$223,020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tharp Rd / Poole Blvd. Traffic Signal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tharp Rd / Butte House Rd Traffic Signal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Railway Right of Way (Poole Blvd.)					\$50,000	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SR 20 / SR 99 Intersection					\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
SR 20 / Stabler Intersection					\$0	\$0	\$260,000	\$0	\$0	\$0	\$0	\$0	\$0
Total Project Costs					\$5,301,608	\$1,166,247	\$3,216,175	\$0	\$0	\$0	\$0	\$0	\$0
City Plan Check and Admin Costs					\$241,806	\$90,191	\$192,871	\$0	\$15,550	\$81,076	\$0	\$0	\$0
Subtotal, Uses Before Reimbursement					\$5,543,414	\$1,256,438	\$3,409,046	\$0	\$15,550	\$81,076	\$0	\$0	\$0
Developer Upfronting Reimbursement					\$0	\$0	\$0	\$0	\$215,462	\$1,123,482	\$0	\$0	\$0

Table A-4: Projected Cash Flow

	Year						
	1	2	3	4	5	6	7
Total Uses	\$5,543,414	\$1,256,438	\$3,409,046	\$0	\$231,032	\$1,204,558	\$0
Percent of Total Uses	35%	8%	22%	0%	1%	8%	0%
Cumulative Uses	\$6,799,853	\$10,208,899	\$10,208,899	\$10,439,931	\$11,644,489	\$11,644,489	\$11,644,489
Pooler Blvd. Reserve							
Pooler Blvd. Reserve Rate	(6)	3% of Development Fee					
Beginning Balance, Pooler Reserve	\$0	\$0	\$38,653	\$121,312	\$121,312	\$127,977	\$162,724
+ Increases to Pooler Reserve	\$0	\$38,653	\$82,659	\$0	\$6,664	\$34,747	\$0
- Decreases to Pooler Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ending Balance, Pooler Reserve	\$0	\$38,653	\$121,312	\$121,312	\$127,977	\$162,724	\$162,724
Overall Cash Flow	\$5,543,414						
Beginning Balance	\$0	\$0	\$122,201	\$121,312	\$121,312	\$127,977	\$162,724
+ Development & Admin Fees (Total Burden)	\$3,696,179	\$1,378,639	\$2,946,171	\$0	\$237,696	\$1,239,305	\$0
+ City Contributions & Reimbursements	\$85,105	\$0	\$20,588	\$0	\$0	\$0	\$0
+ Developer Upfronting	\$1,762,130	\$0	\$439,398	\$0	\$0	\$0	\$0
- Uses Before Reimbursement	(\$5,543,414)	(\$1,256,438)	(\$3,409,046)	\$0	(\$15,550)	(\$81,076)	\$0
- Developer Upfronting Reimbursement	\$0	\$0	\$0	\$0	(\$215,482)	(\$1,123,482)	\$0
Ending Balance	\$0	\$122,201	\$121,312	\$121,312	\$127,977	\$162,724	\$162,724
Ending Cash Balances							
Pooler Blvd. Reserve	\$0	\$38,653	\$121,312	\$121,312	\$127,977	\$162,724	\$162,724
Other Cash	\$0	\$83,547	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$122,201	\$121,312	\$121,312	\$127,977	\$162,724	\$162,724
Developer Upfronting							
Beginning Balance	(1)	\$0	\$1,762,130	\$1,762,130	\$2,201,528	\$1,986,046	\$662,564
+ Developer Upfronting		\$1,762,130	\$0	\$0	\$0	\$0	\$0
- Developer Upfronting Reimbursement		\$0	\$439,398	\$0	(\$0)	(\$215,482)	(\$1,123,482)
Ending Balance		\$1,762,130	\$1,762,130	\$2,201,528	\$2,201,528	\$1,986,046	\$662,564

Notes For Table A-4:

- 1 Until the Capital Reserves Release Year, developer upfronting is required to the extent needed to maintain the Overall Ending Balance at a minimum of Pooler Blvd. reserve plus a cash reserve (if needed). Also, until the Upfronting Release Year, the Developer Upfronting Balance cannot drop below the Upfronting Minimum Reserve Requirement. The model assumes these values:
 - Capital Reserves Requirement \$0
 - Capital Reserves Release Year 13
 - Upfronting Reimbursement Start Year 4
 - Upfronting Minimum Reserve Req \$800,000
 - Upfronting Reserve Release Year 10
- 2 City Plan Check and Admin Fees are the dollar amount paid in cash by developers and deposited into an administrative fee fund for the Harter plan and track costs and reimbursements. The fee percentage is applied to the total construction costs, including contingency plus soft costs such as engineering and surveying.
- 3 Project oversized of sewer lines: 18" line receives \$78,854 oversized and 12" line receives \$13,702. Oversizing of water lines: 3,268 LF at \$4.02 per LF. (Per Jerry Orr 3.24.04 telephone conversation.) Reimbursement by City phased per limiting of oversized: 18" line in year 1, and 12" line in year 2.
- 4 Water oversized reimbursement from City phased per Harter Road water line phasing.
- 5 Because Butte House water line is being built by the City partially for the benefit of the Harter Plan, the City will require the Plan to pay extension fees in Year 3 for the improvement.
- 6 Developers contribute 3% of Development Fee to Pooler Blvd. Reserve, except in Year 1, when Marketplace is constructing a portion of Pooler Blvd and thus exempt from this requirement.
- 7 Butte House undergrounding costs in years 2 and 3 are in proportion to portions of roadway segments built in years 1 and 3, per direction of City staff, 9/24/04.
- 8 Butte House Roadway payment in Year 1 is for construction that will occur in Year 2.
- 9 Payment for Butte House Storm Drainage in Year 1 is for construction that will occur in Year 2, and is calculated as follows:
 The allocation of Storm Drainage cost for any segment is proportionate to that segment's percentage of Roadway costs, excluding Rt 20. Thus, Butte House, Year 1 allocation would be: $\frac{10.44\%}{10.44\%} = \$68,077$

Table A-4: Projected Cash Flow

Sources	Year							Total
	8	9	10	11	12	13	14	
From Development Fee								
Marketplace 9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Single Family 2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Office 3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Single Family 1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mult-Family 4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park 11A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park 11B	\$0	\$1,158,229	\$0	\$0	\$0	\$0	\$0	\$0
Office 10	\$0	\$0	\$0	\$0	\$202,232	\$0	\$0	\$0
Business Park 11C	\$0	\$0	\$0	\$0	\$2,133,235	\$0	\$0	\$0
Subtotal, From Development Fee	\$0	\$1,158,229	\$0	\$0	\$2,335,467	\$0	\$0	\$12,372,192
City Plan Check and Admin Fee	\$0	\$81,076	\$0	\$0	\$163,483	\$0	\$0	\$866,053
Subtotal, Development and Admin Fees	\$0	\$1,239,305	\$0	\$0	\$2,498,950	\$0	\$0	\$13,238,245
Sewer oversizing reimbursement from City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water oversizing reimbursement from City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Developer Uprifoning	\$0	\$0	\$227,886	\$0	\$0	\$0	\$0	\$13,137
Total Sources	\$0	\$1,239,305	\$227,886	\$0	\$2,498,950	\$0	\$0	\$2,429,414
Percent of Total Sources	0%	8%	1%	0%	16%	0%	0%	100%
Cumulative Sources	\$11,807,212	\$13,046,517	\$13,274,403	\$13,274,403	\$15,773,353	\$15,773,353	\$15,773,353	\$15,773,353
Uses								
Sewer & Water								
Sanitary Sewer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Offsite Sanitary Sewer Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,332,506
Sanitary Lift Station reimbursement to City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$427,073
Butte House Water Extension Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000
Domestic Water, Developer Constructed	\$0	\$0	\$0	\$0	\$0	\$163,777	\$0	\$118,020
Water Bore/Jack: SR20/Harter	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,236,302
Storm Drainage								
Onsite Storm Drainage	\$0	\$0	\$58,710	\$0	\$0	\$176,085	\$0	\$843,547
Storm Drainage Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,900
Utilities								
Remove Exist. Overhead Utilities: Harter	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,468
Underground Exist. OH Utilities: Butte House	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$837,810
Underground Exist. OH Utilities: Tharp	\$0	\$0	\$358,690	\$0	\$0	\$136,091	\$0	\$563,355
Underground Exist. OH Utilities: SR20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,046
Transmission Line Relocation: Poole	\$0	\$0	\$0	\$0	\$0	\$231,120	\$0	\$417,675
Roadway								
Butte House Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$678,067
Harter Road (not including Signals)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,563,549
Poole Blvd	\$0	\$0	\$0	\$0	\$0	\$697,031	\$0	\$797,230
Jefferson Avenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,046
Tharp Road (not including Signal)	\$0	\$0	\$266,063	\$0	\$0	\$100,947	\$0	\$417,675
State Route 20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$437,059
SR 20/Tharp Rd Add'l Lane Improvmts	\$0	\$0	\$191,160	\$0	\$0	\$0	\$0	\$191,160
Harter Rd / State Route 20 Signal Mod	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,000
Harter Rd / Frontage Road Traffic Signal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223,020
Harter Rd / Butte House Rd Traffic Signal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223,020
Tharp Rd / Poole Blvd. Traffic Signal	\$0	\$0	\$191,160	\$0	\$0	\$0	\$0	\$191,160
Tharp Rd / Butte House Rd Traffic Signal	\$0	\$0	\$223,020	\$0	\$0	\$0	\$0	\$223,020
Railway Right of Way (Poole Blvd.)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000
SR 20 / SR 99 Intersection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
SR 20 / Stabler Intersection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000
Total Project Costs	\$0	\$1,268,803	\$1,268,803	\$0	\$1,505,052	\$0	\$0	\$12,477,885
City Plan Check and Admin Costs	\$0	\$81,076	\$0	\$0	\$163,483	\$0	\$0	\$866,053
Subtotal, Uses Before Reimbursement	\$0	\$81,076	\$1,268,803	\$0	\$1,505,052	\$0	\$0	\$13,343,939
Developer Uprifoning Reimbursement	\$0	\$62,564	\$0	\$0	\$1,027,886	\$0	\$0	\$2,429,414

Table A-4: Projected Cash Flow

	Year							Total	
	8	9	10	11	12	13	14		15
Total Uses	\$0	\$143,640	\$1,288,803	\$0	\$1,191,368	\$1,505,052	\$0	\$0	\$15,773,353
Percent of Total Uses	0%	1%	8%	0%	8%	10%	0%	0%	100%
Cumulative Uses	\$11,644,489	\$11,788,129	\$13,076,932	\$13,076,932	\$14,268,301	\$15,773,353	\$15,773,353	\$15,773,353	
Pooler Blvd. Reserve									
Pooler Blvd. Reserve Rate									
Beginning Balance, Pooler Reserve	\$162,724	\$162,724	\$197,471	\$197,471	\$197,471	\$267,535	\$0	\$0	\$267,535
+ Increases to Pooler Reserve	\$0	\$94,747	\$0	\$0	\$70,064	\$0	\$0	\$0	\$0
- Decreases to Pooler Reserve	\$0	\$0	\$0	\$0	\$0	(\$267,535)	\$0	\$0	(\$267,535)
Ending Balance, Pooler Reserve	\$162,724	\$197,471	\$197,471	\$197,471	\$267,535	\$0	\$0	\$0	
Overall Cash Flow									
Beginning Balance	\$162,724	\$162,724	\$1,258,388	\$197,471	\$197,471	\$1,505,052	(\$0)	(\$0)	\$13,238,245
+ Development & Admin Fees (Total Burden)	\$0	\$1,299,305	\$0	\$0	\$2,498,950	\$0	\$0	\$0	\$105,693
+ City Contributions & Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,428,414
+ Developer Upfronting	\$0	\$0	\$227,886	\$0	\$0	\$0	\$0	\$0	(\$13,343,939)
- Uses Before Reimbursement	\$0	(\$81,076)	(\$1,288,803)	\$0	(\$163,483)	(\$1,505,052)	\$0	\$0	\$0
- Developer Upfronting Reimbursement	\$0	(\$62,564)	\$0	\$0	(\$1,027,886)	\$0	\$0	\$0	(\$2,428,414)
Ending Balance	\$162,724	\$1,258,388	\$197,471	\$197,471	\$1,505,052	(\$0)	(\$0)	(\$0)	
Ending Cash Balances									
Pooler Blvd. Reserve	\$162,724	\$197,471	\$197,471	\$197,471	\$267,535	\$0	\$0	\$0	
Other Cash	\$0	\$1,060,918	\$0	\$0	\$1,237,517	(\$0)	(\$0)	(\$0)	
Total	\$162,724	\$1,258,388	\$197,471	\$197,471	\$1,505,052	(\$0)	(\$0)	(\$0)	
Developer Upfronting									
Beginning Balance	\$862,564	\$862,564	\$800,000	\$1,027,886	\$1,027,886	\$0	\$0	\$0	\$2,429,414
+ Developer Upfronting	\$0	\$0	\$227,886	\$0	\$0	\$0	\$0	\$0	\$0
- Developer Upfronting Reimbursement	\$0	(\$62,564)	\$0	\$0	(\$1,027,886)	\$0	\$0	\$0	(\$2,429,414)
Ending Balance	\$862,564	\$800,000	\$1,027,886	\$1,027,886	\$0	\$0	\$0	\$0	

Table A-5: Allocation Assumptions

Allocation Method	Residential Use		Non-Residential Use				Totals
	Single Family	Multi-Family	Commercial: Marketplace 9	Commercial: Other	Office	Business Park	
DA: Developed Acreage							
Developed land area (acres)	32.8	9.0	31.1	13.6	5.9	68.0	160.4
Allocation %	20.4%	5.6%	19.4%	8.5%	3.7%	42.4%	100%
DUC: Dwelling Unit Count (Res)							
Total dwelling units	165	180					345
Allocation %	47.8%	52.2%					100%
RP: Residential Population							
Assumed population per unit	2.8	2.8					
Total population	462	504					966
Allocation %	47.8%	52.2%					100%
SF: Square Footage (Non-Res)							
Total gross square feet			360,547	157,667	77,101	888,624	1,483,939
Allocation %			24.3%	10.6%	5.2%	59.9%	100%
TG: Trip Generation							
PM peak hour trips	166	108	1,280	560	247	1,142	3,503
Allocation %	4.7%	3.1%	36.5%	16.0%	7.1%	32.6%	100%
S: Sewer DUEs							
Residential Uses:							
Assumed population per unit	(6)						
Flow rate (gal/day/unit)	(4)						
Dwelling units	165	180					345
Total gallons	46,200	50,400					96,600
Sewer DUEs per unit	1.00	1.00					
Sewer DUEs	165	180					345
Non-Residential Uses:							
FAR	(4)		0.27	0.27	0.30	0.30	
Flow rate (gal/day/sf)	(4)		0.173	0.173	0.153	0.153	
Total gross square feet			360,547	157,667	77,101	888,624	1,483,939
Total gallons	(1)		62,200	27,200	11,800	136,000	237,200
Sewer DUEs	(1)		222	97	42	486	847
All Uses:							
Sewer DUEs	(6)		222	97	42	486	1,192
Allocation %	(6)		18.6%	8.1%	3.5%	40.7%	100%
W: Water DUEs							
Residential Uses:							
Assumed population per unit	(6)						
Flow rate (gal/day/unit)	(5)						
Dwelling units	165	180					345
Total gallons	138,600	151,200					289,800
Water DUEs per unit	1.00	1.00					
Water DUEs	165	180					345
Non-Residential Uses:							
FAR	(1)		0.27	0.27	0.30	0.30	
			10/26/04				

Table A-5: Allocation Assumptions

Allocation Method	Flow rate (gal/day/sf) Total gross square feet Total gallons Water DUEs All Uses:	Residential Use		Non-Residential Use				Totals
		Single Family	Multi-Family	Commercial: Marketplace 9	Commercial: Other	Office	Business Park	
(6)	3000 gal/ac/day			0.259	0.259	0.230	0.230	
(1)	840 gal/DUE	165 21.5%	180 23.4%	360,547 93,300 111	157,667 40,800 49	77,101 17,700 21	888,624 204,000 243	1,483,939 355,800 424
SD: Storm Drain DUEs				111 14.5%	49 6.3%	21 2.7%	243 31.6%	769 100%
Residential Uses:								
Density (units per acre)		5.0	20.0					
Runoff factors		0.3	0.7					
Average lot size (sf)	(3)	8,659	2,178					
Avg runoff per unit	(4)	2,598	1,525					
Dwelling units		165	180					
Total runoff (sf)		428,630	274,428					345
Storm Drain DUEs per unit	(1)	2,598 basis						703,058
Storm Drain DUEs		165	106					271
Non-Residential Uses:								
Runoff factors				0.9	0.9	0.9	0.8	
Developed land area (sf)				1,354,716	592,416	257,004	2,962,080	
Total runoff (sf)				1,219,244	533,174	231,304	2,369,664	
Storm Drain DUEs per sf	(1)	2,598 basis		0.000346	0.000346	0.000346	0.000308	
Storm Drain DUE's				422	185	80	730	1,417
All Uses:								
Storm Drain DUE's		165 9.8%	106 6.3%	422 25.0%	185 10.9%	80 4.7%	730 43.2%	1,688 100%
Allocation %								

Sources

- A Yuba City Harter Specific Plan, by Quad Knopf, October 2002
- B Traffic Impact Analysis for Harter Specific Plan Area, by kdANDERSON Transportation Engineers, July 2003
- C California Department of Finance website, Table 2: E-5 City/County Population and Housing Estimates, 1/1/2004

Notes

- 1 Dwelling Unit Equivalent (DUE) based on Single Family use.
- 2 See Table 5 in Source B.
- 3 Runoff factors refer to the amount or percentage of impervious surfaces for each land use
- 4 See Table 3.4 in Source A.
- 5 See Table 3.5 in Source A.
- 6 For Population per Unit, see Source C.

Table A-6: Allocations of Improvement Costs

Improvement Category	Alloc Method	Allocated Project Costs All Land Uses	Residential Use		Non-Residential Use			
			Single Family (number of dw units)	Multi-Family	Commercial Marketplace 9	Commercial Other	Office	Business Park
							(gross square feet of building)	
Sewer	S	\$ 1,757,022	165	180	360,547	157,667	77,101	888,624
Allocation %			13.8%	15.1%	18.6%	8.1%	3.5%	40.7%
Allocation amounts			243,183	265,290	327,402	143,173	62,112	715,863
Amount per dw unit (res)			\$ 1,473.84	\$ 1,473.84	\$ 0.91	\$ 0.91	\$ 0.81	\$ 0.81
Amount per sf (non-res)								
Water	WV	\$ 1,402,084						
Allocation %			21.5%	23.4%	14.5%	6.3%	2.7%	31.6%
Allocation amounts			301,005	328,369	202,625	88,608	38,440	443,038
Amount per dw unit (res)			\$ 1,824.27	\$ 1,824.27	\$ 0.56	\$ 0.56	\$ 0.50	\$ 0.50
Amount per sf (non-res)								
Storm Drainage	SD	\$ 850,447						
Allocation %			9.8%	6.3%	25.0%	10.9%	4.7%	43.2%
Allocation amounts			83,147	53,234	212,861	93,084	40,382	367,739
Amount per dw unit (res)			\$ 503.92	\$ 295.75	\$ 0.59	\$ 0.59	\$ 0.52	\$ 0.41
Amount per sf (non-res)								
Roadway	TG	\$ 6,354,206						
Allocation %			4.7%	3.1%	36.5%	16.0%	7.1%	32.6%
Allocation amounts			301,126	195,913	2,322,070	1,015,439	448,060	2,071,598
Amount per dw unit (res)			\$ 1,825.00	\$ 1,088.41	\$ 6.44	\$ 6.44	\$ 5.81	\$ 2.33
Amount per sf (non-res)								
Utilities	DA	\$ 2,008,433						
Allocation %			20.4%	5.6%	19.4%	8.5%	3.7%	42.4%
Allocation amounts			410,702	112,693	389,416	170,291	73,876	851,455
Amount per dw unit (res)			\$ 2,489.10	\$ 626.07	\$ 1.08	\$ 1.08	\$ 0.96	\$ 0.96
Amount per sf (non-res)								
Total Allocated Project Costs		\$ 12,372,192						
Amount per dw unit (res)			\$ 8,116.14	\$ 5,308.33	\$ 9.58	\$ 9.58	\$ 8.60	\$ 5.01
Amount per sf (non-res)			\$ 1,339,162	\$ 955,499	\$ 3,454,373	\$ 1,510,594	\$ 662,870	\$ 4,449,693
All dw units (res)								
All sf (non-res)								

Table A-7: Harter Fee by Subarea, Parcel and Land Use

Parcel No.	Project / Parcel		Building		Harter Fee before 7% Admin Fee		Allocated Project Costs by Parcel by Subarea	Total Burden - Allocated Project Costs w/ City Fees by Parcel by Subarea
	Subarea	Name	Dwelling Units	Gross SqFt	per DU	per sqft of land		
Area I 9	I	Marketplace 9	-	360,547		\$2.55	\$3,454,373	\$3,696,179
Area II 7	II	Commercial 7	-	97,382		\$2.55	\$933,014	\$998,325
	II	Commercial 8	-	37,098		\$2.55	\$355,434	\$380,314
3	II	Office 3	-	53,579		\$2.58	\$460,639	\$492,883
2	II	Single Family 2	82	-	\$8,116	\$0.94	\$665,523	\$712,110
Area III 6	III	Commercial 6	-	23,186		\$2.55	\$222,146	\$237,696
4	III	Multi-Family 4	180	-	\$5,308	\$2.44	\$955,499	\$1,022,384
5	III	Park 5	-	-				
1	III	Single Family 1	83	-	\$8,116	\$0.94	\$673,639	\$720,794
Area IV 11A	IV	Business Park 11A	-	231,304		\$1.50	\$1,158,229	\$1,239,305
Area V 11B	V	Business Park 11B	-	231,304		\$1.50	\$1,158,229	\$1,239,305
Area VI 11C 10	VI	Business Park 11C	-	426,017		\$1.50	\$2,133,235	\$2,282,562
	VI	Office 10	-	23,522		\$2.58	\$202,232	\$216,388
Totals			345	1,483,939			\$12,372,192	\$13,238,245

Note:

1 City Plan Check and Admin Fees are the dollar amount paid in cash by developers and deposited into an administrative fee fund for the Harter Specific Plan. They are calculated at 7%: 4% for normal plan check fees plus 3% for administrative fees necessary to administer the financing plan and track costs and reimbursements. The fee percentage is applied to the total construction costs, including contingency plus soft costs such as engineering and surveying.

Sources: City of Yuba City; MHM Engineers; Brion & Associates.

Table A-8: Traffic Fees and Fee Credits, Harter Specific Plan Financing Plan

Item	Year of Development							
	1	2	3	4	5	6	7	8
Land Uses/Parcels								
Marketplace-Walmart 9	360,547	-	-	-	-	-	-	-
Single Family 2	82	-	41	41	-	-	-	-
Office 3	53,579	-	26,789	26,789	-	-	-	-
Commercial 7	97,382	48,691	48,691	-	-	-	-	-
Commercial 8	37,098	37,098	-	-	-	-	-	-
Single Family 1	83	-	-	-	42	-	-	-
Multi-Family 4	180	-	-	-	90	-	-	-
Commercial 6	23,186	-	-	-	23,186	-	-	-
Business Park 11A	231,304	-	-	-	-	77,101	77,101	77,101
Business Park 11B	231,304	-	-	-	-	-	-	-
Office 10	23,522	-	-	-	-	-	-	-
Business Park 11C	426,017	-	-	-	-	-	-	-
Traffic Fee Estimates								
Marketplace-Walmart 9								
Single Family 2	\$4,130	\$0	\$169,330	\$169,330	\$0	\$0	\$0	\$0
Office 3	\$0.88	\$0	\$23,575	\$23,575	\$0	\$0	\$0	\$0
Commercial 7	\$5.18	\$252,221	\$252,221	\$0	\$0	\$0	\$0	\$0
Commercial 8	\$5.18	\$192,168	\$192,168	\$0	\$0	\$0	\$0	\$0
Single Family 1	\$4,130	\$0	\$171,395	\$171,395	\$0	\$0	\$0	\$0
Multi-Family 4	\$2,767	\$0	\$249,030	\$249,030	\$0	\$0	\$0	\$0
Commercial 6	\$5.18	\$0	\$0	\$0	\$120,105	\$0	\$0	\$0
Business Park 11A	\$0.43	\$0	\$0	\$0	\$0	\$33,154	\$33,154	\$33,154
Business Park 11B	\$0.43	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Office 10	\$0.88	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park 11C	\$0.43	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$4,313,815	\$1,867,633	\$865,550	\$613,330	\$120,105	\$33,154	\$33,154	\$33,154
Potential Credit	18.2%	(1)	\$339,744	\$80,839	\$157,454	\$21,848	\$6,031	\$6,031

Item	Total Development	Year of Development								Actual Project Costs In Plan	Difference
		1	2	3	4	5	6	7	8		
Totals	\$4,313,815	\$1,867,633	\$865,550	\$613,330	\$120,105	\$33,154	\$33,154	\$33,154	\$33,154	\$678,067	\$376,755
Potential Credit	18.2%	(1)	\$339,744	\$80,839	\$157,454	\$21,848	\$6,031	\$6,031	\$6,031	\$223,020	(\$18,690)
										\$223,020	(\$18,690)
										\$1,124,107	\$339,375

Cost Eligible for Fee Credit (75%)

Butte House Widening (2) \$803,500 \$301,313 75% of 50% of costs; project builds 1/2 of Butte House

Butte House/Harter Intersect. (3) \$322,280 \$241,710 75% of costs as projects builds lanes as part of roadway costs

Butte House/Harp Intersect. (3) \$322,280 \$241,710 75% of costs as projects builds lanes as part of roadway costs

Total Costs in Financing Plan \$1,448,060 \$784,733

Total Traffic Fee Costs \$59,956,179

(1) Equals amount of eligible project costs available for fee credit as a % of total fees due from Plan development, or \$4,313,815

(2) City uses a cost per LF of about \$300 and the Plan uses \$400 per LF.

(3) City includes signal and 2 lane improvements; plan includes signal only in signal costs; lane improvements are built too but part of roadway costs.

Sources: City of Yuba City; Brion & Associates.

Table A-8: Traffic Fees and Fee

Item	Year of Development										Totals	
	9	10	11	12	13	14	15	15	Totals			
Land Uses/Parcels												
Marketplace-Walmart 9	-	-	-	-	-	-	-	-	-	-	-	-
Single Family 2	-	-	-	-	-	-	-	-	-	-	-	-
Office 3	-	-	-	-	-	-	-	-	-	-	-	-
Commercial 7	-	-	-	-	-	-	-	-	-	-	-	-
Commercial 8	-	-	-	-	-	-	-	-	-	-	-	-
Single Family 1	-	-	-	-	-	-	-	-	-	-	-	-
Multi-Family 4	-	-	-	-	-	-	-	-	-	-	-	-
Commercial 6	-	-	-	-	-	-	-	-	-	-	-	-
Business Park 11A	-	-	-	-	-	-	-	-	-	-	-	-
Business Park 11B	77,101	77,101	77,101	-	-	-	-	-	-	-	-	-
Office 10	-	-	-	23,522	-	-	-	-	-	-	-	-
Business Park 11C	-	-	-	106,504	106,504	106,504	106,504	-	-	-	-	106,504
Traffic Fee Estimates												
Marketplace-Walmart 9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Single Family 2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Office 3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Single Family 1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Multi-Family 4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial 6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park 11A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park 11B	\$33,154	\$33,154	\$33,154	\$33,154	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Office 10	\$0	\$0	\$0	\$20,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park 11C	\$0	\$0	\$0	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797
Totals	\$33,154	\$33,154	\$33,154	\$66,497	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797	\$45,797	\$4,313,815
Potential Credit	\$6,031	\$6,031	\$6,031	\$12,096	\$8,331	\$8,331	\$8,331	\$8,331	\$8,331	\$8,331	\$8,331	\$784,733

Table A-9: MHM Engineers Cost Estimate Summary - Harter Specific Plan

File name: Estimate_02169_per_Joanne_no_frontage (04-29-04)

Email date: 4/29/2004

Project	CO.	RCVD. BY	IN
Harter Specific Plan Improvements	Sutter	S.M. Minard	18-Sep-02
Description	DIST.	RTE.	OUT
Master Summary of Improvements	3	Co. Rd.	27-Dec-04 4:55 PM
MHM PROJECT NO.	QTY. BY	DATE	ENR CONST. INDEX
02-169	J. Mallen	20-Sep-02	
ESTIMATE NO.	QTY. CHK.	DATE	ENR BLDG. INDEX
1	S. Minard	27-Dec-04	

Item No.	Item Description	Amount (\$)
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Schedule A (Improvement and Incidentals Costs)

1	Roadway Improvements	
	Butte House Road (not including signals and/or utilities)	\$573,370.00
	Harter Road (not including signals and/or utilities)	1,339,040.00
	Poole Boulevard/Jefferson Boulevard (not including signals and/or utilities)	966,747.50
	Tharp Road (not including signal and/or utilities)	353,352.50
	State Route 20	369,575.00
		\$3,602,085.00
2	Utilities	
	Onsite Storm Drainage Improvements	691,205.00
	Sanitary Sewer Improvements	1,091,860.00
	Offsite Sanitary Sewer Improvements	346,875.00
	Sanitary Sewer Lift Station Improvements (used 15% of total)	90,000.00
	Domestic Water Distribution Improvements	1,131,050.00
	Offsite Domestic Water Distribution Improvements (used 50% of cost)	60,900.00
	Relocate Existing 112 KV Pole	50,000.00
	Transfer 60 KV on North pole to 112 KV Pole (cost estimate per City of Yuba City)	75,000.00
	Removal of Existing Overhead Utilities, Harter Rd.	25,500.00
	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	1,212,500.00
		4,774,890.00
3	Miscellaneous	
	SR 20/Tharp Road Intersection Improvements	150,000.00
	El Margarita Road/SR 20 (assumed 20% of cost)	0.00
	Harter Road / State Route 20 Signal Modification	175,000.00
	Harter Road / Frontage Road Traffic Signal	175,000.00
	Harter Road / Butte House Road Traffic Signal	175,000.00
	Tharp Road / Poole Blvd. Traffic Signal	150,000.00
	Tharp Road / Butte House Road Traffic Signal	175,000.00
		1,000,000.00
4	Engineering	
	Preliminary Engineers' Estimates	5,500.00
	Engineering - Onsite Improvements (6% of construction)	390,972.00
	Engineering - Dry Utilities Improvements (4% of construction)	53,500.00
	Engineering - Offsite Sanitary Sewer Improvements (9.0% of construction)	31,218.75
	Engineering - Sanitary Sewer Lift Station Improvements (15.0% of construction)	13,500.00
	Engineering - Offsite Domestic Water Improvements (10.0% of construction)	6,090.00
	Engineering - State Route 20/Tharp Road Traffic Signal (12.0% of construction)	18,000.00
	Engineering - El Margarita Road/SR 20 Traffic Signal (12.0% of construction)	0.00
	Engineering - Harter Road/State Route 20 Traffic Signal (12.0% of construction)	21,000.00
	Engineering - Harter Road/Frontage Road Traffic Signal (12.0% of construction)	21,000.00
	Engineering - Harter Rd/Butte House Rd Traffic Signal (12.0% of construction)	21,000.00
	Engineering - Tharp Road/Poole Blvd. Traffic Signal (12.0% of construction)	18,000.00
	Engineering - Tharp Rd/Butte House Rd Traffic Signal (12.0% of construction)	21,000.00
		620,780.75
5	Construction Staking	
	Surveying - Onsite Improvements (4% of construction)	260,648.00
	Surveying - Dry Utilities Improvements (1 1/2% of construction)	20,062.50
	Surveying - Offsite Sanitary Sewer Improvements (3% of construction)	10,406.25
	Surveying - Sanitary Sewer Lift Station Improvements (1 1/2% of construction)	1,350.00
	Surveying - Offsite Domestic Water Improvements (4% of construction)	45,242.00
	Surveying - State Route 20/Tharp Road Traffic Signal (4% of construction)	6,000.00
	Surveying - El Margarita Road/SR 20 Traffic Signal (4% of construction)	0.00
	Surveying - Harter Road/State Route 20 Traffic Signal (4% of construction)	7,000.00
	Surveying - Harter Road/Frontage Road Traffic Signal (4% of construction)	7,000.00
	Surveying - Harter Road/Butte House Traffic Signal (4% of construction)	7,000.00
	Surveying - Tharp Road/Poole Blvd. Traffic Signal (4% of construction)	6,000.00
	Surveying - Tharp Road/Butte House Road Traffic Signal (4% of construction)	7,000.00
		377,708.75

Table A-9: MHM Engineers Cost Estimate Summary - Harter Specific Plan

6	Schedule A Costs	
	Plan Check and Inspection Fees (4% of construction)	375,079.00
	54 Inch SD Reimbursement to FRC (Based on 695lf * (\$101/lf-\$57/lf))	30,580.00
	48 Inch SD Reimbursement to FRC (Based on 1,107lf * (\$91/lf-\$57/lf))	37,638.00
	24 Inch SD Reimbursement to FRC (Based on 792lf * (\$98/lf-\$80/lf))	14,256.00
		457,553.00
	Total Bid Schedule A =	\$10,833,017.50

Schedule R (Reimbursements)

1	City Reimbursements per Schedule B	
	(did not include oversizing)	\$0.00
2	PG&E Refunds (Gas Only)(est)	0.00
3	Reimbursement Agreement	0.00
	(did not include future extension reimbursements)	
	Total Bid Schedule R =	\$0.00

Total Adjusted Cost (A+R) =	\$10,833,017.50
Contingency @ 10% =	1,083,301.75
Grand Total =	\$11,916,319.25 (4)
For Budget Purposes =	\$11,916,000.00

Notes

- 1 Per Jerry Orr, the cost of the El Margarita / SR 20 is not required for the Plan.
- 2 Per Jerry Orr, 9/13/04, the cost associated with existing overhead lines on Harter Road is only for their removal and not for undergrounding.
- 3 Per City Public Works Dept, 10/4/04. Based on 15% of actual sewer lift station costs and 50 % of bore & jack costs, including survey & engineering costs.
- 4 Difference between Grand Total on Summary Cost Estimate (above) and Grand Total on Bid Schedule is explained as follows:

Grand Total on Bid Schedule Estimate			\$10,894,125.00
	<u>Summary</u>	<u>Bid Schedule</u>	<u>Difference</u>
Sanitary Sewer Lift Station Improvements (15%)	90,000.00	538,925.00	(448,925.00)
Offsite Domestic Water Distribution Improvements (50%)	60,900.00	138,750.00	(77,850.00)
Engineering	620,780.75	0.00	620,780.75
Construction Staking - Surveying	377,708.75	0.00	377,708.75
Schedule A Storm Drainage Reimbursements	82,474.00	0.00	82,474.00
Plan Check Cost	375,079.00	0.00	375,079.00
Contingency	1,083,301.75	990,375.00	92,926.75
Net Difference			\$1,022,194.25
Grand Total on Summary Cost Estimate			\$11,916,319.25

Table A-10: MHM Engineers Cost Estimate, Bid Schedules - Harter Specific Plan

File name: Estimate_02169_per_Joanne_no_frontage (04-29-04)

Email date: 4/29/04

DESCRIPTION Harter Specific Plan	CO. Sutter	RCVD. BY S.M. Minard	DATE 27-Dec-04
MHM PROJECT NO. 02-169	QTY. BY J. Mallen	IN 20-Sep-02	CONST. INDEX 6279.45
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 26-Sep-02	BLDG. INDEX 3547.61

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule A (Harter Road Improvements)

1	Mobilization/Demobilization	1	LS	\$ 6,500.00	\$ 6,500.00
2	Clearing and Grubbing	6.2 (F)	AC	1,500.00	9,300.00
3	Roadway Excavation (includes compaction)	22,200 (F)	CY	6.25	138,750.00
4	Class 2 Aggregate Base (1.00 - feet)	16,900 (F)	TON	17.00	287,300.00
5	Asphalt Concrete (Type B) (0.35 - feet)	5,750 (F)	TON	58.00	333,500.00
6	Minor Concrete (Barrier Curb and Gutter)	7,050	LF	12.00	84,600.00
7	Minor Concrete (6 Inch Curb - Type A)	6,400	LF	10.00	64,000.00
8	Minor Concrete (Sidewalks and Ramps)	56,400	SF	2.75	155,100.00
9	Minor Concrete (Postal NBU Pad)	4	EA	300.00	1,200.00
10	Roadside Sign - One Post	8	EA	325.00	2,600.00
11	Survey Monument	10	EA	350.00	3,500.00
12	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	10	EA	2,500.00	25,000.00
13	Paint Pavement Markings (includes cross walks)	950	SF	2.50	2,375.00
14	Pavement Marker (Non-Reflective)	1,720	EA	4.50	7,740.00
15	Pavement Marker (Reflective)	625	EA	5.00	3,125.00
16	Joint Trench Utility Crossings (Conduit Only)	10	EA	2,200.00	22,000.00
17	Landscape Planting (14' Landscape Island)	26,500	SF	1.75	46,375.00
18	Irrigation System (14' Landscape Island)	26,500	SF	0.75	19,875.00
19	Landscape Planting (8' Planter Strip)	35,200	SF	1.50	52,800.00
20	Irrigation System (8' Planter Strip)	35,200	SF	0.50	17,600.00
21	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	12	EA	4,650.00	55,800.00
22	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	1,700	LF	0.00	0.00
22A	Remove Existing Overhead Dry Utility Lines	1,700	LF	15.00	25,500.00
23	Harter Road / State Route 20 Signal Modification	1	LS	175,000.00	175,000.00
24	Harter Road / Frontage Road Traffic Signal	1	LS	175,000.00	175,000.00
25	Harter Road / Butte House Road Traffic Signal	1	LS	175,000.00	175,000.00

Total Bid Schedule A = \$1,889,540.00

Bid Schedule B (Poole Boulevard/Jefferson Boulevard Improvements)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Clearing and Grubbing	6.1 (F)	AC	1,200.00	7,320.00
3	Roadway Excavation (includes compaction)	18,500 (F)	CY	6.25	115,625.00
4	Class 2 Aggregate Base (1.00 - feet)	13,000 (F)	TON	17.00	221,000.00
5	Asphalt Concrete (Type B) (0.35 - feet)	4,100 (F)	TON	58.00	237,800.00
6	Minor Concrete (Barrier Curb and Gutter)	6,625	LF	12.00	79,500.00
7	Minor Concrete (Sidewalks and Ramps)	49,750	SF	2.75	136,812.50
8	Minor Concrete (Postal NBU Pad)	1	EA	300.00	300.00
9	Roadside Sign - One Post	6	EA	325.00	1,950.00
10	Survey Monument	6	EA	350.00	2,100.00
11	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	6	EA	2,200.00	13,200.00
12	Paint Pavement Markings (includes cross walks)	950	SF	2.50	2,375.00
13	Pavement Marker (Non-Reflective)	1,720	EA	4.50	7,740.00
14	Pavement Marker (Reflective)	625	EA	5.00	3,125.00

Table A-10: MHM Engineers Cost Estimate, Bid Schedules - Harter Specific Plan

15	Joint Trench Utility Crossings (Conduit Only)	6	EA	2,200.00	13,200.00
16	Landscape Planting (8' Planter Strip)	39,750	SF	1.50	59,625.00
17	Irrigation System (i.e. pipe, controller, wires, valves, sprinklers, sleeves under sidewalks, backflow preventers) (8' Planter Strip)	39,750	SF	0.50	19,875.00
18	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	8	EA	4,650.00	37,200.00
19	Relocate Existing 112 KV Pole	1	EA	50,000.00	50,000.00
20	Transfer 60 KV on North pole to 112 KV Pole (cost estimate per City of Yuba City)	1	LS	75,000.00	75,000.00
21	Storm Water Pollution Prevention Plan (SWPPP)(provide straw bale treatment and a designated fueling/maintenance area shall be maintained at all times)	1	LS	5,500.00	5,500.00

Total Bid Schedule B = \$1,091,747.50

Bid Schedule C (Butte House Road Improvements)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Construction Area Signs and Traffic Control	1	LS	12,500.00	12,500.00
3	Clearing and Grubbing	2.6 (F)	AC	800.00	2,080.00
4	Roadway Excavation (includes compaction)	11,500 (F)	CY	6.25	71,875.00
5	Class 2 Aggregate Base (1.00 - feet)	9,000 (F)	TON	17.00	153,000.00
6	Asphalt Concrete (Type B) (0.35 - feet)	1,550 (F)	TON	58.00	89,900.00
7	Minor Concrete (Barrier Curb and Gutter)	2,850	LF	12.00	34,200.00
8	Minor Concrete (Sidewalks and Ramps)	28,500	SF	2.75	78,375.00
9	Minor Concrete (Postal NBU Pad)	2	EA	300.00	600.00
10	Roadside Sign - One Post	6	EA	325.00	1,950.00
11	Survey Monument	5	EA	350.00	1,750.00
12	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	6	EA	2,200.00	13,200.00
13	Paint Pavement Markings (includes cross walks)	950	SF	2.50	2,375.00
14	Pavement Marker (Non-Reflective)	1,720	EA	4.50	7,740.00
15	Pavement Marker (Reflective)	625	EA	5.00	3,125.00
16	Joint Trench Utility Crossings (Conduit Only)	6	EA	2,200.00	13,200.00
17	Landscape Planting (8' Planter Strip)	22,650	SF	1.50	33,975.00
18	Irrigation System (i.e. pipe, controller, wires, valves, sprinklers, sleeves under sidewalks, backflow preventers) (8' Planter Strip)	22,650	SF	0.50	11,325.00
19	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	8	EA	4,650.00	37,200.00
20	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	2,900	LF	250.00	725,000.00
21	Storm Water Pollution Prevention Plan (SWPPP)(provide straw bale treatment and a designated fueling/maintenance area shall be maintained at all times)	1	LS	2,500.00	2,500.00

Total Bid Schedule C = \$1,298,370.00

Bid Schedule D (Tharp Road Improvements)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Construction Area Signs and Traffic Control	1	LS	8,500.00	8,500.00
3	Clearing and Grubbing	1.4 (F)	AC	800.00	1,120.00
4	Roadway Excavation (includes compaction)	6,750 (F)	CY	6.25	42,187.50
5	Class 2 Aggregate Base (1.00 - feet)	3,940 (F)	TON	17.00	66,980.00
6	Asphalt Concrete (Type B) (0.35 - feet)	1,275 (F)	TON	58.00	73,950.00
7	Minor Concrete (Barrier Curb and Gutter)	2,020	LF	12.00	24,240.00
8	Minor Concrete (Sidewalks and Ramps)	10,100	SF	2.75	27,775.00
9	Minor Concrete (Postal NBU Pad)	1	EA	250.00	250.00
10	Roadside Sign - One Post	6	EA	300.00	1,800.00
11	Survey Monument	3	EA	350.00	1,050.00
12	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	3	EA	2,200.00	6,600.00
13	Paint Pavement Markings (includes cross walks)	220	SF	2.50	550.00
14	Pavement Marker (Non-Reflective)	1,200	EA	4.50	5,400.00
15	Pavement Marker (Reflective)	450	EA	5.00	2,250.00

Table A-10: MHM Engineers Cost Estimate, Bid Schedules - Harter Specific Plan

16	Joint Trench Utility Crossings (Conduit Only)	6	EA	2,200.00	13,200.00
17	Landscape Planting (8' Planter Strip)	12,500	SF	1.50	18,750.00
18	Irrigation System (i.e. pipe, controller, wires, valves, sprinklers, sleeves under sidewalks, backflow preventers) (8' Planter Strip)	12,500	SF	0.50	6,250.00
19	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	10	EA	4,650.00	46,500.00
20	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	1,950	LF	250.00	487,500.00
21	Storm Water Pollution Prevention Plan (SWPPP)(provide straw bale treatment and a designated fueling/maintenance area shall be maintained at all times)	1	LS	3,500.00	3,500.00
22	Tharp Road / Poole Blvd. Traffic Signal	1	LS	150,000.00	150,000.00
23	Tharp Road / Butte House Road Traffic Signal	1	LS	175,000.00	175,000.00
				Total Bid Schedule D =	\$1,165,852.50

Bid Schedule E (State Route 20 Improvements)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Clearing and Grubbing	1	LS	6,500.00	6,500.00
3	Construction Area Signs and Traffic Control	1	LS	25,000.00	25,000.00
4	Roadway Excavation (includes compaction)	6,500 (F)	CY	12.00	78,000.00
5	Class 2 Aggregate Base (2.00 - feet)	7,250 (F)	TON	20.00	145,000.00
6	Asphalt Concrete (Type B) (0.50 - feet)	1,650 (F)	TON	62.00	102,300.00
7	Roadside Sign - One Post	2	EA	300.00	600.00
8	Roadside Sign - Two Post	2	EA	800.00	1,600.00
9	Paint Pavement Markings (includes cross walks)	300	SF	2.50	750.00
10	Pavement Marker (Non-Reflective)	850	EA	4.50	3,825.00
11	Pavement Marker (Reflective)	400	EA	5.00	2,000.00
12	SR 20/Tharp Road Intersection Improvements	1	LS	150,000.00	150,000.00
13	El Margarita Road/SR 20	1	LS	0.00	0.00 (3)
14	Storm Water Pollution Prevention Plan (SWPPP)(provide straw bale treatment and a designated fueling/maintenance area shall be maintained at all times)	1	LS	1,500.00	1,500.00
				Total Bid Schedule E =	\$519,575.00

Bid Schedule F (Water Distribution System)

1	Mobilization/Demobilization	1	LS	\$ 6,500.00	\$ 6,500.00	
2	16 inch Bore and Jack (Harter Blvd. Under SR 20)	370	LF	375.00	138,750.00	WD 1
3	16 inch Class 350 Ductile Iron Pipe (Harter Blvd)	3,390	LF	90.00	305,100.00	WD 1
4	16 Inch Class 350 Ductile Iron Pipe (Butte House Road)	2,810	LF	42.00	118,020.00	(6) WD 2
5	16 Inch Class 350 Ductile Iron Pipe (Jefferson Avenue)	800	LF	90.00	72,000.00	(7) WD 3
6	12 Inch Class 350 Ductile Iron Pipe (Loop through Commercial to frontage Road)	2,150	LF	65.00	139,750.00	WD 1
7	10 Inch Class 350 Ductile Iron Pipe (Poole Blvd)	2,110	LF	50.00	105,500.00	WD 4
8	10 Inch Class 350 Ductile Iron Pipe (Stubs to Commercial)	360	LF	50.00	18,000.00	WD 1
9	8 Inch Class 350 Ductile Iron Pipe (Stubs to Residential)	240	LF	42.00	10,080.00	WD 1
10	16 Inch Water Gate Valve (Harter Blvd.)	8	EA	3,200.00	25,600.00	WD 1
11	16 Inch Water Gate Valve (Butte House Road)	9	EA	0.00	0.00 (6)	WD 2
12	16 Inch Water Gate Valve (Jefferson Avenue)	0	EA	3,200.00	0.00	(7) WD 3
13	12 Inch Water Gate Valve (loop through commercial to frontage road)	6	EA	2,250.00	13,500.00	WD 1
14	10 Inch Water Gate Valve (Poole Blvd)	7	EA	1,650.00	11,550.00	WD 4
15	10 Inch Water Gate Valve (Commercial Stubs)	6	EA	1,650.00	9,900.00	WD 1
16	8 Inch Water Gate Valve (residential stubs)	5	EA	950.00	4,750.00	WD 1
17	1½ Inch Water Service (irrigation service for planters)	4	EA	1,250.00	5,000.00	WD 1
18	2 Inch Combination Air/Vacuum Valves (Harter Blvd)	3	EA	1,650.00	4,950.00	WD 1
19	2 Inch Combination Air/Vacuum Valves (Butte House)	2	EA	0.00	0.00 (6)	WD 2
20	2 Inch Combination Air/Vacuum Valves (Jefferson Ave)	1	EA	1,650.00	1,650.00	WD 3
21	2 Inch Combination Air/Vacuum Valves (Poole Blvd)	1	EA	1,650.00	1,650.00	WD 4
22	2 Inch Combination Air/Vacuum Valves (Loop)	2	EA	1,650.00	3,300.00	WD 1

Table A-10: MHM Engineers Cost Estimate, Bid Schedules - Harter Specific Plan

23	Water Sampling Station (Harter Blvd)	1	EA	2,500.00	2,500.00
24	Dead End Water Main (Type 407)	2	EA	1,000.00	2,000.00
25	Connect to Existing Water System	4	EA	3,500.00	14,000.00
26	Fire Hydrant Assemblies	36	EA	3,250.00	117,000.00
				Total Bid Schedule F =	\$1,131,050.00

WD 1
WD 1
WD 1
WD ALL

Bid Schedule G (Onsite Storm Drainage Improvements)

1	Mobilization/Demobilization	1	LS	\$ 6,500.00	\$ 6,500.00
2	54 Inch Class 3 Reinforced Concrete Pipe or 54 Inch Cast-in-Place Concrete Pipe	200	LF	135.00	27,000.00
3	48 Inch Class 3 Reinforced Concrete Pipe or 48 Inch Cast-in-Place Concrete Pipe	680	LF	110.00	74,800.00
4	36 Inch Class 3 Reinforced Concrete Pipe or 36 Inch Cast-in-Place Concrete Pipe	400	LF	85.00	34,000.00
5	30 Inch Class 4 Reinforced Concrete Pipe or 30 Inch Cast-in-Place Concrete Pipe	425	LF	65.00	27,625.00
6	24 Inch Class 4 Reinforced Concrete Pipe or 24 Inch Cast-in-Place Concrete Pipe	4,840	LF	50.00	242,000.00
7	18 Inch Class 4 Reinforced Concrete Pipe	2,740	LF	42.00	115,080.00
8	Temporary Field Inlet	8	EA	2,500.00	20,000.00
8	Type 301 SD Manhole (pipes greater than 30")	2	EA	8,500.00	17,000.00
9	Type 301 SD Junction Manhole with Drop Inlet (pipes greater than 30")	4	EA	9,000.00	36,000.00
10	Type 302 SD Junction Manhole with Drop Inlet (pipes greater or equal 30")	4	EA	3,600.00	14,400.00
11	Type 305 Drop Inlet	8	EA	1,850.00	14,800.00
12	Type 306 Junction Drop Inlet	22	EA	2,250.00	49,500.00
13	Trench Sheetting, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	12,500.00	12,500.00
				Total Bid Schedule G =	\$691,205.00

Bid Schedule H (Sanitary Sewer Improvements)

1	Mobilization/Demobilization	1	LS	\$ 6,500.00	\$ 6,500.00
2	18 Inch Vitrified Clay Pipe or 18 Inch Fusion Bonded Epoxy Ductile Iron Pipe (deep)	3,525	LF	110.00	387,750.00
3	12 Inch Vitrified Clay Pipe or 12 Inch Fusion Bonded Epoxy Ductile Iron Pipe (deep)	1,350	LF	95.00	128,250.00
4	10 Inch Vitrified Clay Pipe or 10 Inch Fusion Bonded Epoxy Ductile Iron Pipe (deep)	4,080	LF	75.00	306,000.00
5	8 Inch Vitrified Clay Pipe or 8 Inch Fusion Bonded Epoxy Ductile Iron Pipe	940	LF	47.00	44,180.00
6	6 Inch Vitrified Clay Pipe or 6 Inch Fusion Bonded Epoxy Ductile Iron Pipe	440	LF	47.00	20,680.00
7	Type 203 SS Manhole (pipes less than 30")	26	EA	2,500.00	65,000.00
8	Type 203 SS Manhole (pipes less than 30")(depth greater than 10')	16	EA	5,250.00	84,000.00
9	Type 201 SS Cleanout	6	EA	1,500.00	9,000.00
10	Type 202 SS Service (4 Inch)	20	EA	1,250.00	25,000.00
11	Trench Sheetting, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	15,500.00	15,500.00
				Total Bid Schedule H =	\$1,091,860.00

Bid Schedule I (Sanitary Sewer Lift Station Improvements)

1	Mobilization/Demobilization	1	LS	\$ 12,500.00	\$ 12,500.00
2	Clearing and Grubbing	1	LS	2,500.00	2,500.00
3	Finish Grading	1	LS	2,500.00	2,500.00
4	Class 2 Aggregate Base	40 (F)	TON	30.00	1,200.00
5	24 Inch Vitrified Clay Pipe or 24 Inch Fusion Bonded Epoxy Ductile Iron Pipe (overflow)	100	LF	85.00	8,500.00
6	21 Inch Vitrified Clay Pipe or 21 Inch Fusion Bonded Epoxy Ductile Iron Pipe (deep)	95	LF	125.00	11,875.00
7	12 Inch Vitrified Clay Pipe or 12 Inch Fusion Bonded Epoxy Ductile Iron Pipe (deep)	651	LF	95.00	61,845.00

Table A-10: MHM Engineers Cost Estimate, Bid Schedules - Harter Specific Plan

8	8 Inch Vitrified Clay Pipe or 8 Inch Fusion Bonded Epoxy Ductile Iron Pipe	85	LF	60.00	5,100.00
9	Type 203 SS Manhole (pipes less than 30")	2	EA	2,500.00	5,000.00
10	Type 203 SS Manhole (pipes less than 30")(depth greater than 10')	1	EA	6,500.00	6,500.00
11	8 Inch Class 350 Fusion Bonded Epoxy Ductile Iron Pipe	40	LF	135.00	5,400.00
12	12 Inch Class 350 Fusion Bonded Epoxy Ductile Iron Pipe	140	LF	150.00	21,000.00
13	Connect to Existing Sewer	1	LS	2,500.00	2,500.00
14	Structural Concrete (Generator Pad)	69	SF	12.00	828.00
15	Structural Concrete (Motor Control Pad)	204	SF	12.00	2,448.00
16	Structural Concrete (Odor Control System Pad)	52	SF	12.00	624.00
17	Minor Concrete (Area Around Pump Station)	185	SF	6.00	1,110.00
18	Minor Concrete (Heavy Duty Driveway)	600	SF	6.00	3,600.00
19	Wet Well (12'-0" x 14'-0") (includes structural backfill, structural excavation, and shoring)	1	LS	135,000.00	135,000.00
20	Lift Station (including wet well lid, access cover, pumps, primer, and epoxy coating)	1	LS	110,000.00	110,000.00
21	Valve Vault (including valves, piping, access cover, bollards, and epoxy coating)	1	LS	32,500.00	32,500.00
22	Motor Control and Electrical Panel (includes PG&E service, conduit, concrete pad, bollards, etc.)	1	LS	102,500.00	102,500.00
23	Miscellaneous Items (mow strip, gates, etc not covered by other pay items)	1	LS	10,500.00	10,500.00
24	Storm Water Pollution Prevention Plan (SWPPP)(provide straw bale treatment and a designated fueling/maintenance area shall be maintained at all times)	1	LS	5,500.00	5,500.00
25	6 Foot Masonry Block Wall (includes foundation)	95	LF	120.00	11,400.00
26	25 Foot Wrought Iron Roll Gate	1	EA	4,200.00	4,200.00
27	Trench Sheeting, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	15,000.00	15,000.00

Total Bid Schedule I = \$581,630.00

Revised Actual Total Cost (4) \$538,925.00

Bid Schedule J (Offsite Sanitary Sewer Improvements)

1	Mobilization/Demobilization	1	LS	-\$ 12,500.00	\$ 12,500.00
2	Clearing and Grubbing	1	LS	2,500.00	2,500.00
3	21 Inch Vitrified Clay Pipe or 21 Inch Fusion Bonded Epoxy Ductile Iron Pipe (deep)	415	LF	125.00	51,875.00
4	18 Inch Vitrified Clay Pipe or 18 Inch Fusion Bonded Epoxy Ductile Iron Pipe (deep)	750	LF	110.00	82,500.00
5	Bore and Jack of 18 Inch Vitrified Clay Pipe or 18 Inch Fusion Bonded Epoxy Ductile Iron Pipe	350	LF	400.00	140,000.00
6	Type 203 SS Manhole (pipes less than 30")(depth greater than 10')	6	EA	6,500.00	39,000.00
7	Trench Sheeting, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	18,500.00	18,500.00

Total Bid Schedule J = \$346,875.00

Subtotal Contract Items (A+B+C+D+E+F+G+H+I+J) = \$9,903,750.00

Contingency @ 10% = 990,375.00

Grand Total = \$10,894,125.00 (2)

For Budget Purposes = \$10,894,000.00

Notes

- 1 See Note 4 on Phasing Tables for descriptions of Water Distribution phasing codes (WD #)
- 2 See Note 2 under Engineer's Cost Estimate Summary table regarding differences between Grand Totals.
- 3 Per Jerry Orr, the cost of the El Margarita / SR 20 is not required for the Plan and is being constructed by others.
- 4 Based on actual final Bid per John Wright, Public Works, May 24, 2004.
- 5 Per Jerry Orr, 9/13/04, the cost associated with existing overhead lines on Harter Road is only for their removal and not for undergrounding.
- 6 Costs of Butte House water distribution improvements attributable to City extension fees are included here at \$42 per LF. Other costs for Butte House have been removed from the estimate because the City has already constructed the
- 7 Changed from 915 LF to 800 LF and eliminated cost of 16 Inch Water Gate Valves per City direction, 9/24/04.