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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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May 24, 1994

ADMINISTRATION
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City Council
Sacramento, CA

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Honorable Members in Session:

SUBJECT: NORTH NATOMAS WORKSHOP - DISCUSS PROJECT
IMPLEMENTATION DOCUMENTS

LOCATION AND COUNCIL DISTRICT: North Natomas
District 1

RECOMMENDATION:

This report does not recommend Council action. This item is for information only, and is in the form of a workshop to discuss the following issues:

- A review of North Natomas project status.
- A discussion of the development agreement form.
- A discussion of the financing plan, its purposes and recommendations.
- A discussion of the RD1000 Agreement, its importance to the project and its status.
- A briefing on the Habitat Conservation Plan and status of negotiations.

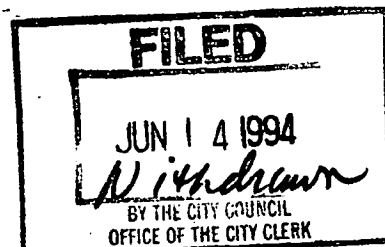
It is recommended that public testimony also be taken during the workshop. If the Council so desires, the workshop may be continued to the evening meeting in order to allow further public input.

CONTACT PERSON:

Terence W. Moore, Engineering Division Manager
264-5249

FOR COUNCIL MEETING OF: June 8, 1994

CONTINUED
FROM 6-8-94
TO 6-14-94



City Council
North Natomas - Workshop to Discuss Project Implementation Documents
May 24, 1994

SUMMARY:

On May 3, 1994, staff presented Council with a report on the North Natomas approval strategy and a review of policy issues contained in the project implementation documents.

The intent of today's workshop is to provide Council with detailed information on the contents of the implementation documents with special emphasis on the following components:

- Development Agreement
- Financing Plan
- RD1000 Agreement
- Habitat Conservation Plan

Attached as exhibits, are brief executive summaries of the Development Agreement, RD1000 Agreement and the Habitat Conservation Plan as well as a detailed summary of the Financing Plan. Also attached as Exhibit A is an agenda for the workshop.

Staff has discussed the implementation documents and the intent of this workshop with the North Natomas Working Group on June 1, 1994. A presentation on the Financing Plan will also be made to the City Planning Commission on June 9, 1994.

BACKGROUND:

On May 3, 1994, staff presented Council with an approval strategy for the North Natomas project. Exhibit B attached, has been updated to reflect Council actions, project status and future Council actions.

On May 3, 1994, staff also presented Council with a briefing on the policy issues contained in the project implementation documents. Staff has continued to work with the landowners and their consultants to finalize the implementation documents consistent with policy issues, as discussed.

The intent of today's workshop is to provide Council with detailed information on the contents of the implementation documents. Exhibit A proposes an Agenda for the workshop. Most of the information critical to the implementation of the project is

City Council
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contained in the Financing Plan. Therefore, a more in depth discussion will take place on these provisions.

The importance of the RD1000 Agreement to the development of North Natomas cannot be overstated. The agreement allows development to proceed on the first 50% of the project until such time as the ultimate drainage system, as required by the North Natomas Community Plan, is constructed. This agreement is still being negotiated at this time. Staff will brief Council on the importance and status of the agreement.

A successfully negotiated habitat conservation plan, to preserve habitat values in the Natomas basin, is critical to the planned development of North Natomas. Landowner representatives will brief the Council on the status of negotiation with the State Department of Fish and Game, and other governmental agencies.

Executive summaries for the items to be discussed are attached as the following exhibits:

1. Exhibit C - Development Agreement
2. Exhibit D - RD1000 Agreement
3. Exhibit E - Habitat Conservation Plan
4. Exhibit F - Financing Plan

Staff recommends that public input and questions be permitted, at the appropriate time, during the workshop. We have discussed the implementation document and the intent of the workshop with the North Natomas Working Group on June 1, 1994.

At the request of the City Planning Commission, staff will present a briefing on the Financing Plan on June 9, 1994.

FINANCIAL CONSIDERATIONS:

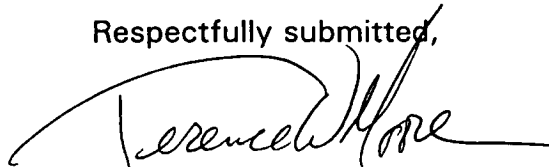
The financial assumptions of the Financing Plan will be discussed in detail. However, there are no financial impacts resulting from this report.

City Council
North Natomas Workshop - Discuss Project Implementation documents
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POLICY CONSIDERATIONS:

No new policy issues will be discussed. Council was briefed on proposed policy issues on May 3, 1994. Policy issues will be presented for Council adoption at the time of document approval, presently planned for July 19, 1994.

Respectfully submitted,



TERENCE W. MOORE
Engineering Division Manager

RECOMMENDATION APPROVED:



WILLIAM H. EDGAR
City Manager

APPROVED:



MICHAEL KASHIWAGI
Deputy Director of Public Works

TWM:jd
EA1-02.D

Attachments

EXHIBIT A

AGENDA NORTH NATOMAS PROJECT WORKSHOP June 8, 1994

- (5 Min) A. Introduction (Robert Thomas)
- Project Status
 - Future Council Actions
- (20 Min) B. Implementation documents (Terence Moore)
1. Development Agreement
 2. Financing Plan - Overview
 - Transit
 - Schools
 - Land Acquisition (public)
 - Public Facilities
- * Questions from the Council
- (10 Min) C. RD1000 Agreement (Gary Reents)
- * Questions from the Council
- (10 Min) D. Habitat Conservation Plan (Greg Thatch)
- * Questions from the Council
- (30 Min) E. Testimony/Questions from the public
- F. At Council's discretion, continue workshop to the evening session for further public input.

EXHIBIT B NORTH NATOMAS PROJECT APPROVAL STRATEGY - 1994

COUNCIL ACTIONS
TO DATE

PLANNING &
IMPLEMENTATION DOCUMENTS

FUTURE COUNCIL ACTIONS

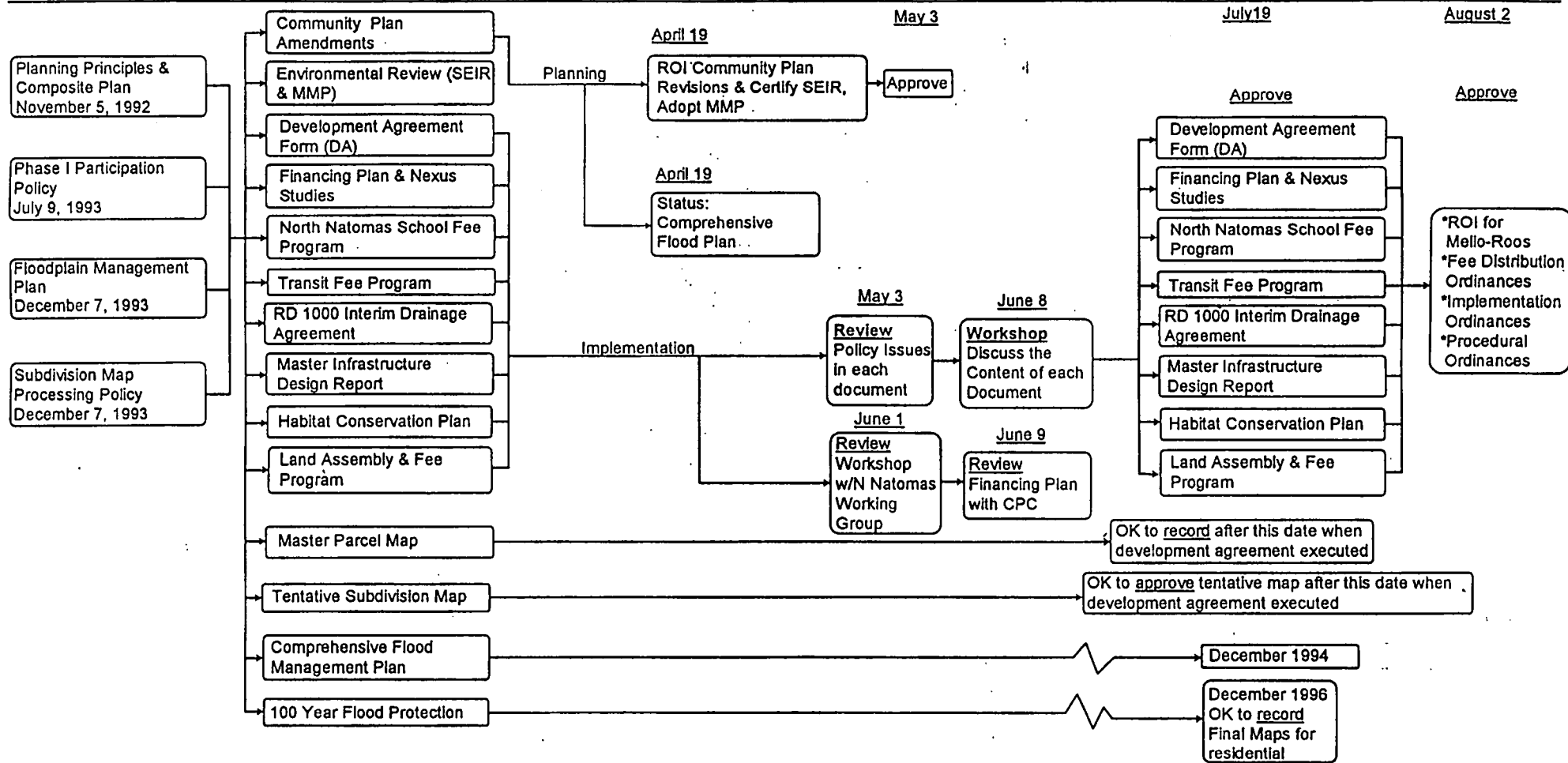


EXHIBIT C

EXECUTIVE SUMMARY

DEVELOPMENT AGREEMENT

The form development agreement which will be presented to the Council for approval on July 19th is intended to serve as a standard form for landowners in the NNCP area who desire to have a development agreement. This form has been the subject of extensive and lengthy negotiations with the North Natomas Landowner's Association, and will supersede existing development agreements as and when individual property owners execute the new agreement.

The agreement has two essential purposes:

1. **For the landowner**, it vests the right to develop the covered property in accordance with the NNCP, zoning and other City land use regulations in existence at the time the individual landowner's agreement is approved. This provides fiscal and regulatory certainty and predictability by "freezing" the applicable rules, thereby promoting beneficial development.
2. **For the City**, it represents an unconditional commitment of the signing landowner to develop the covered property in accordance with those same rules, and to participation in the financing plan designed to produce the funding for all of the required infrastructure. The City retains its land use authority with respect to conditioning discretionary entitlements, as long as the City's actions conform to the community plan and other land use regulations in effect on the effective date of the individual agreement in question.

EXHIBIT D

EXECUTIVE SUMMARY

RD1000 AGREEMENT

Reclamation District 1000 (RD1000) provides both irrigation and drainage for approximately 55,000 acres in the Natomas area, extending from the City, through the County of Sacramento, into the southern portion of Sutter County. In the portion of the Natomas area within the City, drainage is provided via a series of ditches which are tributary to one of three drainage canals - the East Main Drain, East Drain, or West Drain. Within the City, water collected in these three canals is pumped to the Sacramento River via RD1000 pumping plants 1A/1B and 8.

The ultimate drainage plan for the North Natomas Community Plan area is to construct a new large pumping plant on the Sacramento River, a new drainage canal parallel to the existing East Drain, eight local detention basins with associated pumping plants, and conveyance piping as necessary. When this ultimate drainage plan is accomplished, drainage for the Community Plan area will be completely separate from all RD1000 facilities. The total cost for these facilities is approximately \$60 million, of which approximately \$30 million is for the large pumping plant at the Sacramento River and the parallel drainage canal.

Due to the significant costs for the ultimate drainage system, the landowners proposed, and RD1000 agreed, to use the District's facilities for interim drainage. Interim is defined as up to 50% development of the Community Plan area. To provide for interim drainage, the landowners, RD1000, and the City have drafted an agreement to be included as part of each Development Agreement. The major provisions of the draft agreement are:

1. Each developer must prepare detailed drainage plans in accordance with the overall phasing plan; the proposed facilities must provide detention of new flows such that there is no net effect on RD1000 facilities up to 100-year storm.
2. The drainage conveyance, detention, and pumping facilities proposed by each developer must be constructed.
3. Each developer must pay specified fees to RD1000 for development of its drainage system computer model, review of plans and specifications, legal review, operation and maintenance, and improvements to RD1000 facilities (if any).
4. The City will not issue any entitlements that will result in more than 50%

development of the Community Plan area, unless the comprehensive drainage system is in place.

The provisions of the draft agreement could increase the total drainage costs for development beyond the \$60 million already estimated. The agreement would also require a fairly detailed phasing plan for drainage improvements which is difficult given the uncertainties of where and when development will actually happen. Lastly, the agreement formally limits development to 50% of the Community Plan area until the comprehensive drainage system is in place. This requires that funding, design and construction be completed well before this point in time to avoid development restrictions.

EXHIBIT E

EXECUTIVE SUMMARY

HABITAT CONSERVATION PLAN

Purpose

To preserve habitat values in the Natomas Basin upon which the indigenous species of plants and wildlife depend for their maintenance, growth and reproduction. This will be an ecosystem based conservation plan, not a narrowly drawn species specific plan.

Implementation

Lands for the preservation of habitat values will be obtained by direct transfer of a conservation easement or fee simple ownership to the management entity, the Natomas Basin Conservancy, or via payment of an in lieu acquisition fee which will enable the Conservancy to acquire land.

A Habitat Development Fee will be a one time fee paid to fund the enhancement and maximization of habitat values on lands controlled by the Conservancy.

A one time Operations and Maintenance Fee will also be paid in order to provide an endowment which will defer the ongoing costs of operations and maintenance incurred by the Conservancy for the administration of the Habitat Conservation Plan.

Management

The Natomas Basin Conservancy will be formed as a non-profit corporation to manage the Habitat Management Lands acquired pursuant to the Plan. The Conservancy will be governed by a board of directors representing various interests in the Natomas Basin. It will be assisted by an advisory body on technical issues. Where appropriate, public lands within the Natomas Basin also would be managed in a manner consistent with the Natomas Basin Habitat Conservation Plan.

Regulatory Background

Ratification of the Natomas Basin Habitat Conservation Plan will allow the issuance of a Section 10(a) Permit under the Federal Endangered Species Act and a Section 2081 Permit under the California Endangered Species Act for the incidental take of habitat utilized by the Giant Garter Snake and Swainson's Hawk.

EXHIBIT F

EXECUTIVE SUMMARY

FINANCING PLAN

PURPOSE OF THE NORTH NATOMAS FINANCING PLAN

North Natomas is comprised of some 9,038 acres located within the City and County of Sacramento. In 1986 the North Natomas Community Plan was published, followed in 1989 by a financing plan entitled Financing Plan and Infrastructure Report for North Natomas. The 1989 Draft Financing Plan identified some \$388 million in facility requirements to support development of the North Natomas area. Against the backdrop of falling real estate values in California, market response to rezoning, the building restrictions on residential development due to the 1986 flood, as well as troubles in the savings and loan industry, serious concern developed regarding the feasibility of financing the project as proposed in the 1989 plan. In 1991, the City Council of the City of Sacramento directed staff to resolve the remaining issues stifling the implementation of the North Natomas Community Plan and to prepare a revised plan that would be both environmentally sensitive and financially feasible.

A Working Group was established to develop the Planning Principles and Composite Land Use Plan. The Working Group was comprised of representatives from the City of Sacramento, the Environmental Council of Sacramento, Natomas Community Association, the Sierra Club, North Natomas Landowners Association (NNLA), and other area property owners. The principles and plan that evolved call for preparation of an updated Financing Plan for North Natomas. The Financing Plan presented in this report is based on the adopted financing principles.

The Financing Plan for North Natomas:

- identifies the public and private land uses within the Community Plan.
- specifies the public facilities to be constructed or acquired in association with the development of the North Natomas Finance Plan Area;
- identifies the costs and methods of financing these facilities,
- and provides for phasing the construction of facilities associated with the market demand for development.

Implementation of the Financing Plan will provide assurance new development will be committed to pay its fair share of the cost of public facilities. North Natomas development will occur over a lengthy time frame, possibly 20 to 40 years. The Financing Plan provides the framework for the long term development of the area. During the course of the buildout of North Natomas, the City will work with property owners to resolving specific infrastructure responsibility and financing issues that arise as part of the individual land development applications.

For this report, the Finance Plan Area is defined as all parcels within the City limits of Sacramento except those parcels east of the county parcels in the North Natomas Community Plan Area. The Finance Plan Area is designated in Figure 2. The Witter Ranch property and trailer park are excluded from the Finance Plan Area as they have already developed into final uses. If circumstances were to change for these parcels, they may be subject to participation in the Financing Plan. This plan references the Community Plan which provided a vision for the entire North Natomas area; however, only land uses west of the County are moving forward and participating in the planning process under discretion of the City. Therefore, all required infrastructure and community facilities costs that are located within the Finance Plan Area although benefiting the entire Community Plan Area are spread to and funded by only Finance Plan Area developable land uses.

OVERVIEW OF THE FINANCING PLAN

Using available engineering data, this plan identifies infrastructure facilities required to support development in North Natomas, along with other community facilities such as schools, libraries, fire stations, a police substation, parks, recreational facilities, and other facilities called for in the Community Plan. The Financing Plan identifies funding sources to be used to defray the costs of such facilities and makes recommendations as to the approximate amounts to be financed from each source. An analysis of available debt financing is included within the plan.

All infrastructure, community facilities and land acquisition costs are in 1993\$. This Plan recognizes that costs will inflate over time and therefore any funding mechanism will have to include a method for adjusting the amount of funding to reflect current costs at the time of funding.

The proposed Financing Strategy, defined in Chapter IV, includes the following:

- Encourage early development of areas requiring no or limited additional infrastructure.
- Continue the public-private partnership that has been established to pursue completion of this project.
- Make maximum use of "pay-as-you-go" mechanisms.

- Make appropriate use of municipal debt financing mechanisms.
- Focus detailed planning on the early years while retaining flexibility to adjust in the later years of the plan.
- Aggressively pursue value engineering to reduce overall infrastructure costs.
- Take advantage of private sector efficiencies in constructing infrastructure facilities.

NORTH NATOMAS COMMUNITY PLAN

Land uses within the Community Plan focus on a Town Center located near the geographic center of the community. The Town Center incorporates civic, open space, commercial and residential uses into a community core to be served by light rail, pedestrian, and vehicular circulation systems. Circulation systems network out of the Town Center forming a transportation web. Land uses are arranged to intensify development along the future light rail corridor. Light rail stations are to serve as mixed-use hubs to better link primary employment areas to residential neighborhoods. Village centers have been created at logical locations throughout the community to serve those neighborhoods more distant from the light rail alignment. Land uses have been specified to create strong linkages between interdependent land uses such as jobs and housing. Parks and schools are located together to the extent possible in order to encourage pedestrian and bicycle travel through greenways.

Residential land use classifications include Low Density Residential (LD), Medium Density Residential (MD), High Density Residential (HD), and Rural Estates (RE). Two categories of employment generating land uses have been designated. These are Employment Center (EC) and Light Industrial (LI). In addition, the project contains a variety of commercial uses that are both local and regional serving.

Roadway and freeway improvements, a water delivery system, storm drainage improvements, and a sewer system must be constructed to allow for development of the Community Plan Area. In addition to the backbone infrastructure, the Community Plan calls for the construction of parks and recreation facilities, public safety facilities, schools, and other community facilities.

INFRASTRUCTURE COSTS AND PHASING

Infrastructure required for the North Natomas Community Plan Area totals \$691.6 million. Based on estimates of regional benefit, it is proposed that a total cost of \$587.0 million be attributed to North Natomas. It is assumed the remaining \$104.6 million would be funded by regional, State, or Federal sources.

Infrastructure facilities will be phased in response to the market for housing and commercial/industrial space. The overall project is anticipated to have a lengthy build out period of 20 to 40 years depending on demand.

INFRASTRUCTURE FINANCING STRATEGY

Backbone infrastructure and community facilities will be funded through a combination of impact fees and other fees, bond financing, private funding as well as regional, State and Federal sources. In-tract subdivision improvements are generally financed privately. The premise of this financing plan is that all locally funded facilities should be funded through impact and connection fees unless timing considerations and cost require the sale of municipal bonds in order to provide the required infrastructure.

The Financing Plan calls for three special funding programs:

1. North Natomas Development Impact Fees:

A special set of North Natomas fees will fund facilities primarily benefiting the area that can be paid for on a pay-as-you-go basis. The set of fees include:

- North Natomas Public Facilities Fee (NNPFF),
- North Natomas Storm Drainage Fee,
- North Natomas Habitat Conservation Fee,
- North Natomas Transit Fee, and the
- North Natomas School Mitigation Fee.

The NNPFF will be collected as one fee and will fund the following public facilities:

- Major Roads and Freeways,
- Library,
- Fire and Police Facilities,
- Neighborhood and Community Park Development,
- Freeway and Parkway Landscaping,
- Planning / Studies; and
- Bikeways and Shuttles.

The road and freeway element of the NNPFF varies by location in North Natomas and by land use. The other elements of the fee are allocated to the entire project area and vary only by land use.

The North Natomas Drainage Fee will fund drainage improvements and land acquisition for each drainage basin. The fees vary by drainage basin and land use. The fee does not include the area-wide components of the Comprehensive Drainage Plan that will be funded in the North Natomas Mello-Roos CFD.

The North Natomas Habitat Conservation Fee will fund the acquisition of off-site habitat to mitigate the impact of new development in North Natomas on the existing habitat for threatened and endangered species. This fee is allocated equally to each developable acre in North Natomas.

The North Natomas Transit Fee will fund construction and acquisition of Light Rail Transit (LRT) facilities including track, rolling stock, stations, and electronic equipment; or other transit facilities including buses, shelters, bus turnouts or other mass transit systems. The fees will be used as part of the local match for state and federal transit funding. The fee applies to all development in the North Natomas Finance Plan Area and varies by land use.

2. The North Natomas Mello-Roos Community Facilities District

Primary Purpose: Fund Storm Drainage Improvements

The primary purpose of the North Natomas Mello-Roos CFD is to fund approximately \$30.4 million in master drainage system improvements. These costs will initially be funded through pay-as-you-go expenditures of CFD special tax revenues. The remaining funding to complete the drainage system will come from the proceeds of special tax bonds issued by the CFD. The special tax bonds will be issued when development in North Natomas reaches 50% of buildout.

Secondary Purpose: Interim Financing for Temporary Shortfalls

A secondary purpose of the CFD is providing interim funding to cover any shortfalls in the Public Facility Fee program or North Natomas Land Acquisition Program (NNLAP). These programs collect fees from developed property and use the fees to pay for required facilities and land. It is possible that certain facilities and/or public land may be needed before sufficient fee revenues have been obtained. In this case, the CFD may provide interim loans (fund transfers) to these programs. The loans would be repaid when fee revenues are collected in subsequent years. Once repayments are received from the fee programs, the CFD's capacity to fund master drainage improvements is fully restored.

Tertiary Purpose: Provide Permanent Funding for Unfunded Community Facilities

The third purpose of the proposed CFD is to provide permanent funding for regional park development and / or community centers if surplus funds from developed property are available after the drainage bonds have been issued. These facilities may be funded through city-wide and other sources. However, if there are shortfalls in these sources, then the CFD may be able to fund the facilities, assuming there is sufficient capacity.

3. The North Natomas Land Acquisition Program (NNLAP)

Development of the North Natomas area will require a significant amount of land for public uses including: open space, drainage system, roadways, interchanges, transit, parks, civic facilities, and buffers to other uses. Much of this land is provided through normal land dedication in the land development process. However, the quantity of land in North Natomas for public use is unusual due to the large area being planned for development and the amount of land required for mitigation of various development impacts.

The purpose of the Land Acquisition Program is twofold: 1) to insure that public use lands are available to the City to construct infrastructure and facilities on a timely basis as established by the City and 2) to maintain equity among landowners for land provided above and beyond standard dedications.

Total costs (1993 Dollars) to be funded through special districts, City-wide fees, school fees, North Natomas fees, other project fees and outside sources are as follows:

Major Funding Sources For North Natomas

	Total Facility Cost 1993 Dollars
North Natomas Area-Wide CFD	\$ 30.4 million
Sub-Area CFDs, ADs, Fees and Landscaping & Lighting Districts	(See note 1 below)
Public Facilities Fees	\$150.9 million
Drainage Fee	\$ 65.4 million
Transit	\$ 7.9 million
Habitat Conservation	\$ 6.0 million
Land Acquisition	\$ 42.9 million
School Fees	\$151.2 million
City/County Development Fees	\$118.8 million
SAFCA (See note 2 below)	\$ 13.1 million
Outside Sources	\$104.6 million
Total	\$691.6 million

Note 1: Individual projects within a subarea (i.e, quadrant, drainage basin) may fund the cost of facilities in a financing district which are included in development fee funding. When this occurs, the project will receive a fee credit for the contribution towards fees otherwise paid.

Note 2: Currently, SAFCA levies an assessment for operations and maintenance of the levee system. It appears that SAFCA will increase this assessment for North Natomas to cover its \$13.1 million share of the levee improvements.

SUB-AREA FINANCING STRATEGY

North Natomas has been divided into four large subareas with Del Paso Road serving as the North/South dividing line and I-5 serving as the East/West dividing line (see Figure 4). These large subareas have been further divided into specific drainage basins so that each basin will be responsible for its own drainage system. The type of funding mechanisms implemented will vary between each of the four different subareas, and potentially each of the nine different drainage basin areas. Prior to the initiation of development in any of the drainage basin areas, a plan to finance the infrastructure requirements serving the specific basin will be developed by the property owners within the area and submitted to the City for review and approval.

Financing within each subarea will be based on timing of development, the need for facilities, the ability to raise private funding for improvements, and the ability to support bonded indebtedness against the land. The basic strategy will be to minimize bond financing and maximize pay-as-you-go financing.

Quadrant 1 (south of Del Paso, east of I-5)

A large portion of the backbone infrastructure is already in place in Quadrant 1. Financing for these facilities has come from Assessment District 88-03, established in 1988 along with private investment. Funding for additional road facilities in this quadrant will rely primarily on private investment related to development of specific parcels. Funding of the required drainage system will also likely be privately funded.

The major facilities required for all development in this quadrant are the drainage improvements split amount two drainage basins. It is anticipated that a drainage assessment district will be formed to fund the improvements and allocate the cost to the different parcels within each of the drainage basins. Parcels not requiring this additional drainage are excluded in the drainage cost allocations.

Quadrant 2 (north of Del Paso, east of I-5)

Quadrant 2 will need to construct major backbone infrastructure as development of the area proceeds, including major roads, sewer and water transmission lines, drainage improvements, and community facilities. However, initial development is proposed to begin along Elkhorn Boulevard in the northern portion of the quadrant and along Del Paso Road to the south in order to minimize up-front infrastructure financing.

The primary cost of development will be the extension of sewer and water trunk lines from Quadrant 1 and construction of initial drainage facilities. In addition, an emergency services access road may be required to Del Paso Road to meet City safety standards. All other initial improvements could be funded on a pay-as-you-go basis.

Over time this quadrant is likely to also issue Mello-Roos CFD bonds to fund local portions of the major roadways and community facilities.

Quadrant 3 (north of Del Paso, west of I-5)

Quadrant 3 will need to fund some backbone infrastructure for development to begin. Primary improvements include initial drainage facilities and upgrade of Del Paso Road. Major water lines are already stubbed to the edge of the quadrant. The financing of initial facilities is likely to be primarily pay-as-you-go.

Quadrant 4 (south of Del Paso, west of I-5)

Quadrant 4 improvements will also be minimal to start development within the quadrant. Initial improvements include drainage facilities and upgrades of major roadways. Major sewer and water improvements are already available to the quadrant land uses. Long-term improvements include major roadway, interchange improvements at North Market and I-5, and community-wide facility improvements. It is believed at this time that no significant infrastructure improvements will be required to begin development other than drainage improvements. Therefore, the financing strategy for this quadrant will use pay-as-you-go funding for initial improvements with municipal bonds when major drainage and road improvements are required.

FEASIBILITY OF THE FINANCING PLAN

A financial feasibility analysis has been conducted to compare the cost of backbone infrastructure and community facilities for the North Natomas Community Plan Area to other projects in the Greater Sacramento region. North Natomas has infrastructure costs comparable to the nearby areas, although the costs are at the high end of the range.

IMPLEMENTATION OF THE FINANCING PLAN

The financing plans lays out a broad strategy to fund necessary public improvements to serve North Natomas. An implementation plan has been set forth in the plan to specify actions the City must take to establish many of the funding mechanisms proposed in the plan. The following major actions should be implemented in order to allow development to proceed:

- Formation of area-wide Mello-Roos CFD to fund storm drainage and critical facilities.
- Completion of Nexus Studies and Ordinances to implement North Natomas Public Facilities Fees, Transit Fee, Drainage Fee and Habitat Conservation Fee.
- Completion and implementation of the Land Acquisition Program

- Completion and implementation of the Habitat Conservation Program

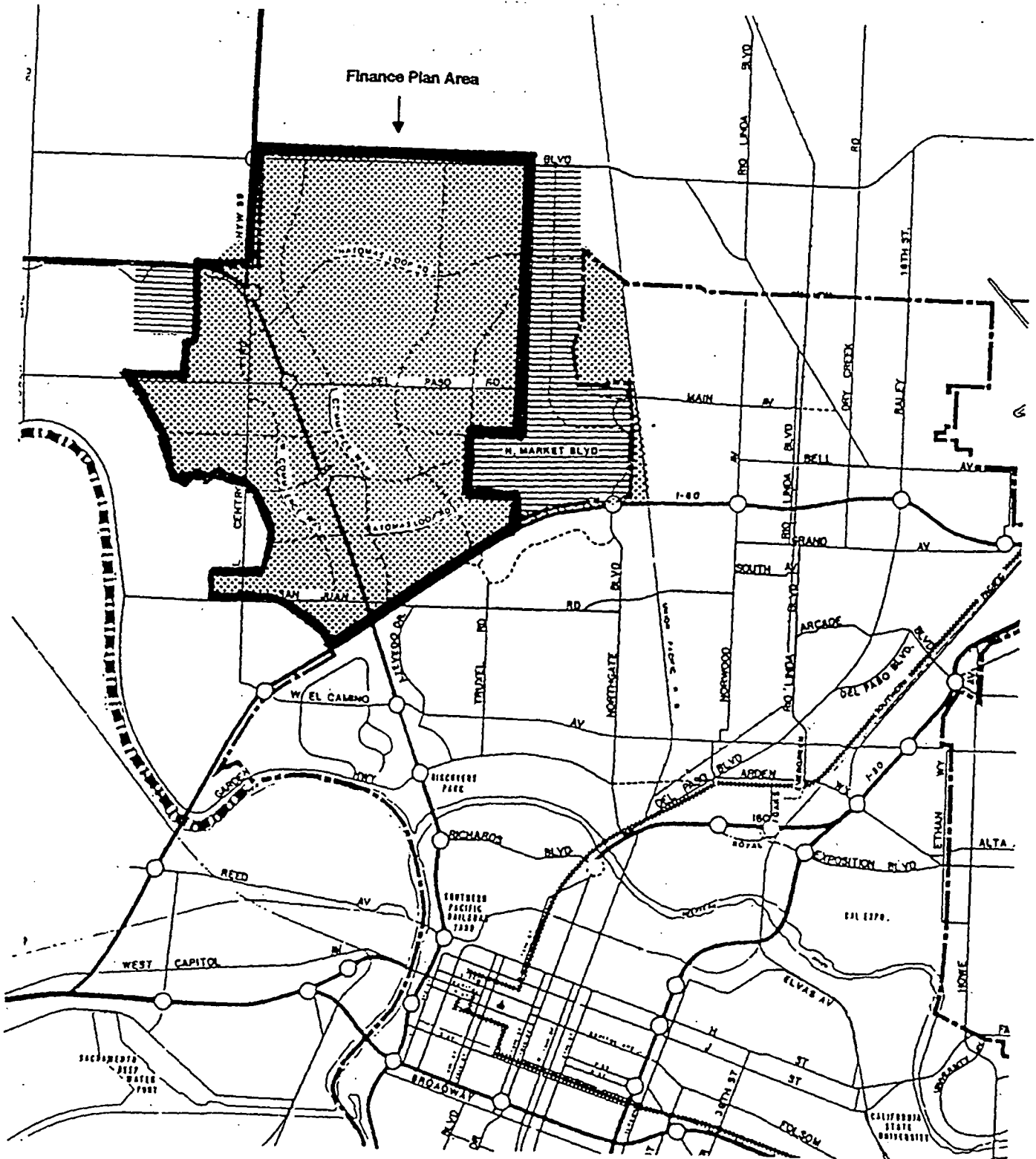
In addition, specific financing conditions and infrastructure requirements will be established by the City as part of the standard subdivision mapping processing for each project as it is considered for approval. Refined cost estimates should be prepared as part of a detailed Facilities Plan prepared in association with the formation of any special financing districts.



The following agreements must be accomplished as part of the implementation process:

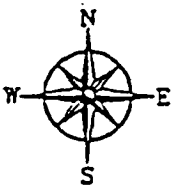
- Preparation of Development and/or Reimbursement Agreements for Participating Land Owners.
- City/RD-1000 Agreement on Cost of and Use of RD-1000 Facilities.
- Funding agreement between School Districts, and Land Owners.

PROJECT AREA • NORTH NATOMAS

Figure 2



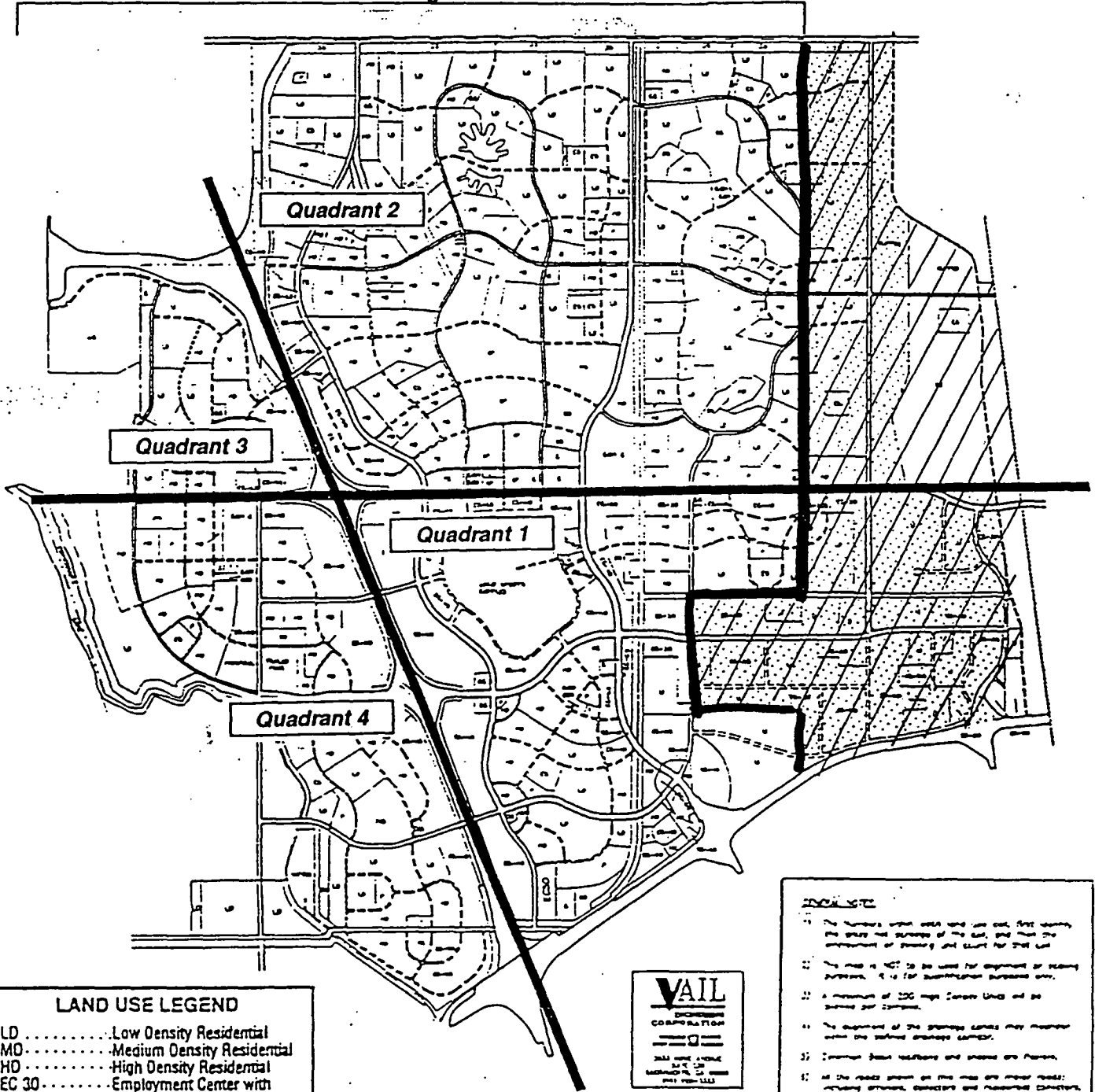
-  CITY OF SACRAMENTO
-  COUNTY OF SACRAMENTO



LAND USE PLAN FOR THE NORTH NATOMAS COMMUNITY

Figure 4
Quadrant Map

Financing Plan Area



LAND USE LEGEND	
LD	Low Density Residential
MO	Medium Density Residential
HO	High Density Residential
EC 30	Employment Center with Emp/Ac Designation
LI	Light Industrial
CC	Convenience Commercial
NC	Neighborhood Commercial
COM C	Community Commercial
HC	Highway Commercial
ES	Elementary School
JHS	Junior High School
HS	High School
I	Institutional Zone
CIVIC	Civic
COM CENTER	Community Center
GC	Golf Course
P	Park
OS	Open Space
OB	Orainage Basin
RP	Regional Park



ROAD & CONNECTION LEGEND	
Freeway (0-5 & 99)	—————
8 Lane Street (150' ROW)	=====
6 Lane Street (130' ROW)	=====
4 Lane Street (100' ROW)	=====
2 Lane Street (50' ROW)	=====
2 Lane Local (30' ROW)	=====
Local Unimsg (20' ROW)	=====
Sacramento City Utility	=====
Good Area Boundary	=====
Light Rail Corridor	=====

- NOTES:**
- The numbers within each lot are not first priority; the street and driveway of the lot, and then the improvement of driveway and court for the lot.
 - The road is NOT to be used for placement of existing structures. It is for subdivision purposes only.
 - A maximum of 200 sq. ft. of existing structures may be retained on the lot.
 - The placement of the driveway cannot be retained with the retained structure.
 - Common Area easements and zones are shown.
 - All the roads shown on this map are major roads; including arterial, collector and residential collectors. All these roads must meet the City of Sacramento standards.
 - All the local connections are shown as dashed lines. The purpose of a local connection is to provide a driveway access and driveway easement. The connection can be discontinued with a total lot area of 10,000 sq. ft. or more. Such a local connection/ driveway must be shown as a dashed line. All local roads must meet the City of Sacramento standards.
 - The maximum driveway coverage along 1-5 and 1-90 has been limited to 20% of the lot area. This section will be recommended further to part of the Community Plan and Financing Plan.
 - The maximum driveway coverage is calculated by P12.
 - On Freeway road, from the existing roadway collector toward the Country, shall be constructed at the time but not before an easement has been in the right-of-way.
 - Information on this plan was derived from a variety of sources. The responsibility is made by the Commission regarding the accuracy of technical data shown.