

The Economics of Land Use



Final Report

West Landing Specific Plan Public Facilities Financing Plan

Prepared for:

City of Ceres

Prepared by:

Economic & Planning Systems, Inc.

April 2011

*Economic & Planning Systems, Inc.
2295 Gateway Oaks Drive, Suite 250
Sacramento, CA 95833-4210
916 649 8010 tel
916 649 2070 fax*

*Berkeley
Sacramento
Denver*

www.epsys.com

EPS #17127

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1. *BACKGROUND AND SUMMARY*

The West Landing Specific Plan document (Specific Plan) will serve to implement the City of Ceres' (City) General Plan policies and establish clear direction for the development of the West Landing Specific Plan project (WLSP or Project). The purpose of the Specific Plan is to create a comprehensively planned community that provides an appropriate balance of land uses and systematically constructed infrastructure and services to adequately and responsibly support development in the Project.

The Financing Plan, as a companion report to the Specific Plan and Project environmental impact report (EIR), provides a policy framework and technical information supporting adoption of the recommended financing mechanisms for constructing Backbone Infrastructure and Public Facilities (as defined later in this chapter) required for the Project. The Financing Plan has been prepared to comply with the City General Plan policy 1.D.2. related to public facility financing of new development in the City.

"Consistent with City annexation policy (Appendix A), new residential development shall occur after adoption of areawide plans (i.e., master plans or specific plans)...Each residential areawide plan shall at a minimum address the following: I.) Implementation measures necessary to carry out the plan, including a program for financing public infrastructure improvements."

Included in this report is a description of the Project land uses, a description of the Project Backbone Infrastructure and Public Facilities including cost estimates and phasing, proposed funding sources, and an analysis of the financial feasibility of the WLSP. This Financing Plan also contains an action plan for establishing the necessary financing mechanisms and constructing the required public improvements.

Financing Plan Summary

This section defines and specifies the public improvements to be constructed or acquired in association with development of the Project. For the purpose of this Financing Plan, the construction of public improvements is organized into the following two phases:

- **Initial Phase** of development includes Phase 1
- **Remaining Phase** of development includes Phases 2 through 4.

Buildout of the Project represents the Initial Phase and Remaining Phase combined.

Definitions of Facilities in Financing Plan

The term "backbone infrastructure" is often used to describe all publicly-owned facilities. This Financing Plan uses the following definitions to characterize these items more precisely.

- **Backbone Infrastructure.** This term includes most of the essential public service-based items that are underground or on the surface. Backbone Infrastructure is sized to serve the Project and in some cases serves broader development areas. For the Project, Backbone Infrastructure includes the following items:
 - On-site and off-site roadways.
 - Drainage.
 - On-site and off-site sewer.
 - Water.
 - Recycled water.
- **Public Facilities.** This group of items provides amenities to the Project (e.g., parks, schools) or houses employees providing services to the area (e.g., police, fire). For the Project, Public Facilities includes the following items:
 - Parks.
 - Police facilities.
 - Fire facilities.
 - Schools.
 - Transit facilities.
- **Facilities.** This term is used generically in the Financing Plan to include a combination of Backbone Infrastructure and Public Facilities when a precise breakdown is not required.
- **Subdivision Infrastructure.** This group of improvements includes in-tract improvements (e.g., mass grading, sewer, storm drainage, water, and roads) in an individual subdivision, commercial, or multifamily project. These costs are excluded from the Financing Plan because they are assumed to be the responsibility of the developer that is moving forward with specific on-site development improvements.

Facilities Costs

At buildout, Project Facilities costs are estimated to equal \$98.3 million. Facilities costs are estimated to equal \$44.5 million in the Initial Phase and \$53.8 million in the Remaining Phase. **Figure 1-1** illustrates the relative proportion of costs for all Facilities by category at buildout.

Table 1-1 provides a summary of costs and the recommended funding sources by Facility. These costs represent Facilities located both inside and outside of the Project that are designed to serve the Project and will be funded by Project development. These costs do not include the costs of in-tract and other subdivision-specific improvements, which will be privately financed. Wood Rodgers prepared the engineering design and cost estimates, current as of March 11, 2011. Detailed cost estimates, roadway section costs and Facility phasing exhibits are provided in **Appendix A**.

Table 1-1
West Landing Specific Plan
Public Facilities Financing Plan
Sources and Uses Summary (2011\$)

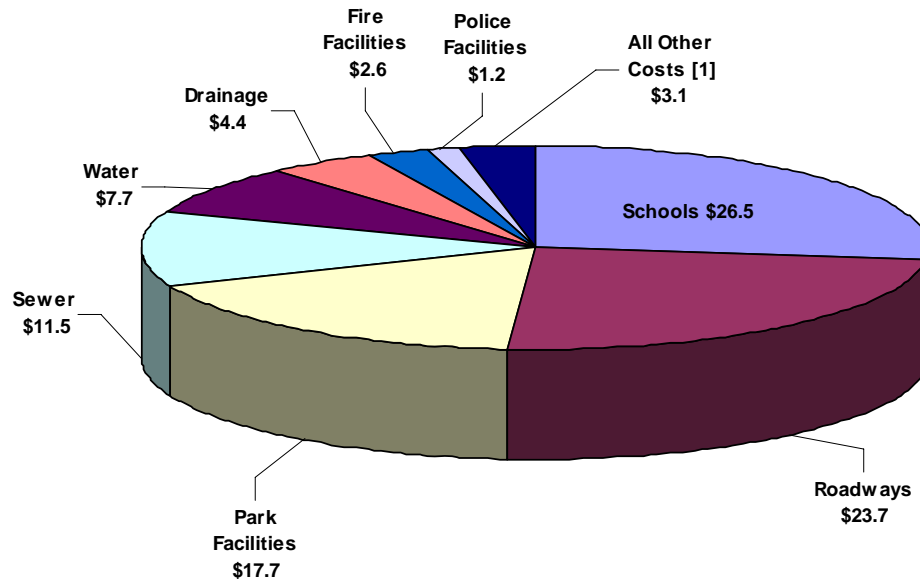
Item	Estimated Buildout Cost [1]	Funding Sources			
		Existing Fee Programs		WLSP Fee Program	Other (e.g. Private)
		Ceres Public Facility Fee Program	Other Agency Fees [2]		
Backbone Infrastructure					
Roadways					
On-site	\$2,722,113	-	-	\$2,722,113	-
Off-site (Incl. Req. Mitigation Measures)	\$17,367,683	\$6,331,998	TBD	\$11,035,685	-
ROW Land Acquisition [3]	\$3,588,753	-	-	\$3,588,753	-
Subtotal Roadways	\$23,678,550	\$6,331,998	\$0	\$17,346,551	\$0
Drainage	\$4,402,755	\$4,402,755	-	-	-
Sewer					
On-site	\$4,542,075	-	-	\$4,542,075	-
Off-site	\$6,935,500	\$6,935,500	-	-	-
Subtotal Sewer	\$11,477,575	\$6,935,500	\$0	\$4,542,075	\$0
Water	\$7,670,093	\$6,210,000		\$1,460,093	-
Recycled Water	\$434,633	-	-	\$434,633	-
Subtotal Backbone Infrastructure	\$47,663,605	\$23,880,253	\$0	\$23,783,351	\$0
Public Facilities					
Parks					
Park Facilities	\$10,665,000	\$9,315,000	-	\$1,350,000	-
ROW Land Acquisition [3]	\$7,050,000	\$2,120,000	-	\$4,930,000	-
Subtotal Parks	\$17,715,000	\$11,435,000	\$0	\$6,280,000	\$0
Police Facilities [4] [5]	\$1,209,246	\$1,209,246	-	-	-
Fire Facilities [4] [6]	\$2,583,130	\$2,583,130	-	-	-
Schools [4]	\$26,482,264	-	\$26,482,264	-	TBD
Transit Facilities	\$580,500	-	-	\$580,500	-
WLSP Entitlement Cost Reimbursement	\$1,100,000	-	-	\$1,100,000	-
WLSP Fee Program Admin.	\$1,000,000	-	-	\$1,000,000	-
Subtotal Public Facilities	\$50,670,140	\$15,227,376	\$26,482,264	\$8,960,500	\$0
TOTAL IMPROVEMENTS	\$98,333,744	\$39,107,629	\$26,482,264	\$32,743,851	\$0

"sources"

Source: Wood Rodgers, "Detailed Summary by Improvement Category West Landing Specific Plan Area," March 11, 2011; EPS.

- [1] Infrastructure costs include the following: 15% hard cost contingency and 20% for soft costs.
- [2] Other agency fees include:
- Modesto CFF to fund portions of off-site roadways. See Table A-4 for specific improvements. Precise funding to be determined as both cities' fee programs are updated.
 - Ceres USD fee revenues to fund school facilities.
- [3] Right-of-Way (ROW) land acquisition costs are based on direction provided by city staff in December 2010:
- Roadway ROW Land Acquisition cost of \$150,000 per acre.
 - Parks ROW Land Acquisition cost (including land acquisition within dual usage drainage basins) of \$150,000 per acre.
- [4] For this analysis, total improvement costs are assumed to equal fee revenue generated by the Project.
- Actual costs will be updated when they are available. Additional costs greater than shown in this analysis will be funded through State grants.
- [5] Costs assumed to fund an 800 square foot police substation.
- [6] Preliminary estimate includes cost to construct a 7,000 square foot fire station and purchase of a fire engine.

Figure 1-1 Preliminary WLSP Facility Costs (2011\$, in millions)



Source: Wood Rodgers, "Detailed Summary by Improvement Category West Landing Specific Plan Area," March 11, 2011; EPS.

[1] All Other Costs include: Recycled Water; Transit Facilities; WLSP Entitlement Cost Reimb.; and WLSP Fee Program Admin.

Financing Strategy Overview

The elements of the Financing Plan must work together to provide the optimal balance of fee, bond, and private financing so as not to overburden undeveloped land while assuring that necessary facilities are constructed when needed. The following financing strategies are recommended.

- Provide private financing as needed.
- Fund improvements through existing City, County, and special district fee programs. These existing fee programs are described below.
 - **City of Ceres Public Facilities Fee (PFF) Program.** The PFF Program funds the following Facilities in the City: police, fire protection, municipal facilities and equipment, wastewater, water, parks and recreation, community facilities, transportation, drainage, and information technology.¹
 - **Modesto Capital Facility Fee (CFF) Program.** This City of Modesto fee funds Modesto facilities including: fire, police, parks and recreation facilities, general government facilities, air quality, streets, and public transportation. Modesto is in the process of

¹ Note that the PFF Program will require an update, incorporating the development expected to occur in the WLSP, as well as facilities required to serve the WLSP.

updating their fee program and thus, both facilities and associated costs reimbursable through the fee program are subject to change.²

- **Ceres Unified School District (CUSD) Fee.** The CUSD fee funds school facilities in the district.
- Fund Project-specific improvements not currently funded in existing fee programs through a proposed publicly-administered **WLSP Plan Area Fee Program** (Fee Program). A Fee Program would be established in accordance with the procedural guidelines set forth in Assembly Bill (AB) 1600, which is codified in California Government Section 66000 et seq. This code section specifies the procedural requirements for establishing and collecting development impact fees. These procedures require that “a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.”³
- Reimburse the Project developers, as appropriate, for construction of Project-specific improvements through the WLSP Fee Program.
- Allow for land secured debt financing to reimburse Project developers for facilities constructed in advance of availability of pay-as-you-go funding. Land secured debt financing, if used, will likely be provided through a Mello-Roos Community Facilities District (CFD).
- Seek grant funding to the extent possible.

Financial Feasibility Overview

Assuring that the cost and timing of infrastructure requirements are affordable by proposed new development is an important objective of the Financing Plan. EPS utilizes two benchmark tests to evaluate financial feasibility: the infrastructure cost burden test and the 2-percent test.

Preliminary findings suggest that, under the infrastructure cost burden test, single-family residential units may be marginally feasible but multifamily units may be infeasible based on current residential market values. All nonresidential land uses may be financially feasible using current nonresidential market values. Under the 2-percent test, the analysis indicates that current and proposed annual taxes and assessments (including a potential Project CFD) may be feasible for all residential land uses.

Chapter 6 provides discussion and analysis addressing the preliminary feasibility findings and benchmarks presented in the Financing Plan.

² There is an off-site mitigation measure included in the Modesto CFF Program, as well as the Ceres PFF Program (Traf-3, see **Table A-4**). The actual reimbursement amount, source, and timing are subject to negotiations between the City, Modesto, and WLSP developers.

³ Abbott, William, Marian E. Moe and Marilee Hanson, *Public Needs & Private Dollars*, page 109.

Implementation

Going forward the City will need to take an active role in implementation of the WLSP specifically, establishing the recommended financing mechanisms and collaborating with the project applicants to assure compliance with WLSP policies. Key implementing actions include these:

- Adoption of the WLSP Fee Program.
- Consideration of a land secured financing district (i.e., Mello Roos CFD).
- Collaboration with Project developers to clarify financing obligations.

2. *POLICIES, PRINCIPLES, AND IMPLEMENTATION PLAN*

Financing Policies

As described in the Specific Plan, the following policies will govern funding for backbone infrastructure and other public facilities for the WLSP. These policies have guided the preparation of this Financing Plan and will guide future decisions on forming financing entities, adopting financing mechanisms, and approving the Project.

Policy 1.1: Financial analysis should be conducted that encompasses all proposed development, all identified infrastructure costs, and financing mechanisms proposed. Such financial analysis should account for Project-specific circumstances, changing market conditions, and more refined facility and cost data that will become available over time.

Policy 2.1: Existing residents should not be burdened with assessments or taxes to pay for new public facilities if no benefit is received by existing residents.

Policy 2.2: As part of the Financing Plan, evaluate existing City development impact fees to determine their relation with backbone infrastructure and other public facilities required for the WLSP.

Policy 2.3: Properties outside the WLSP that benefit from backbone infrastructure and other public facilities provided by the WLSP should contribute to infrastructure financing to the extent possible.

Policy 3.1: If necessary, adopt an area-specific development impact fee ordinance that establishes a fair-share cost allocation for required backbone infrastructure to be borne by all benefiting new development in and adjoining the WLSP area. These costs either can be paid “in kind” as per-unit impact fees or can be included in a land-secured financing district.

Policy 4.1: Encourage measures that minimize the infrastructure costs borne by new development in the WLSP area. Such measures could include construction and reimbursement agreements with developers, which can lower costs generally associated with public construction projects.

Policy 4.2: Actively pursue outside funding for infrastructure improvements in the WLSP area (e.g., regional, state, and federal funding sources).

Policy 4.3: Develop an infrastructure phasing schedule that links the timing of backbone infrastructure and other public facility construction to the timing of new WLSP residential, commercial, and other development to the extent possible.

Policy 4.4: Use pay-as-you-go financing to the extent possible. Consider specifically targeting debt financing to circumstances where other methods are unavailable or inappropriate for infrastructure financing.

Policy 5.1: The City should assume responsibility for coordinating landowners and developers in establishing the appropriate financing mechanisms. This policy should be interpreted broadly to

include such actions as establishing joint-exercise-of-powers entities with other jurisdictions (e.g., Joint Powers Agreements with special district[s], the state, or any other appropriate government agency that will facilitate financing of necessary infrastructure improvements).

Policy 5.2: To ensure timely funding of infrastructure development, the City reserves the option to establish standardized Development Agreements, consistent with existing City ordinances, to confer development entitlements. The agreements should enable establishment of needed infrastructure financing mechanisms.

Policy 5.3: Facilitate discussions with school districts regarding school facility requirements and planning, and seek outcomes that facilitate timely development of the WLSP.

Policy 5.4: Establish a financing district or districts (e.g., Mello-Roos Community Facilities Districts [CFDs] or Assessment Districts [ADs]) when appropriate to provide necessary land-secured debt financing.

Policy 6.1: Require dedication of land for road improvements and construction of public improvements consistent with City policies.

Policy 6.2: Require development projects in the WLSP to fund or support financing for oversizing of facilities if required by the City.

Policy 6.3: Establish mechanisms for future development to reimburse developers who oversize infrastructure or dedicate excess land, possibly as part of a development impact fee ordinance.

Policy 6.4: The City should provide credits against City fees to the extent that WLSP properties build infrastructure of broader citywide benefit or build public facilities that would otherwise be funded by City fees.

- a. For improvements that are part of the City PFF Program and which are required to be developer-constructed to enable development, the City will allow a credit against the applicable segment of the PFF Program up to the lesser of the actual cost of the improvement or the amount of the applicable fee segment.
- b. Where the developer has remaining costs not covered by fee credit, reimbursement will occur as subsequent projects develop with the WLSP which provide an excess of fees versus credits.
- c. Reimbursements will be granted on a first-in first-out basis.
- d. For projects participating in the proposed WLSP Fee Program, credits and reimbursements will be subject to the same policies described in **Policy 6.4 a** through **c**.

Policy 7.1: Fee burdens and assessments could be calculated on maximum or near-maximum permitted densities to promote consistency with the plan and a disincentive to underutilization. Per-unit burdens would increase to the extent that density fell below a preferred target.

Policy 8.1: WLSP development will be subject to existing City development impact fees and additional off-site mitigation requirements as specified in the WLSP Final Environmental Impact Report.

Policy 8.2: WLSP development would be subject to mitigating a potential net loss of revenue to the Westport Fire Protection District (WFPD), should reorganization occur in which the WFPD is detached from the Plan Area. As part of the Local Area Formation Commission (LAFCO) annexation process, a Plan for Public Services will be prepared that evaluates the potential impacts resulting from the potential reorganization of the WFPD.

Policy 9.1: Developers should participate in duly established financing mechanisms to assure adequate funding for maintaining backbone infrastructure and other public facilities or otherwise be required to provide a comparable funding source.

City Principles for Backbone Infrastructure

The following principles are intended to guide the backbone infrastructure required to support WLSP development:

- Water must be available to all development at all times and meet the City's basic requirements for pressure and fire flow, as well as redundant supply.
- Sewer must be available to all development at all times and meet the City's basic requirements.
- The City requires that roadway improvements will be on an intersection-to-intersection basis, plus transitions as required.
- The WLSP should be "self-generating" (i.e., the WLSP should not be responsible for off-site deficiencies but should generate sufficient fee revenue to fund infrastructure required in conjunction with development of the Project).
- Reimbursements for fee-funded infrastructure advanced by developers shall be reimbursed from Project-generated fees.
- The Financing Plan shall address the timing/phasing and source of funding where funds are required ahead of availability of connection fees.⁴
- The City PFF Program shall be updated to include expected development and associated facilities required for the WLSP. All development in the WLSP will be subject to the updated PFF Program.

Implementation Plan

The financing for the WLSP infrastructure improvements will be initiated through a variety of implementation actions taken by the City in cooperation with developers and landowners in the area as listed below.

⁴ Refer to **Table 4-2** for a summary of infrastructure triggers for the WLSP.

WLSP Infrastructure and Public Facility Improvements

1. Continue to analyze all infrastructure improvements that have been identified for the WLSP to assure completeness and accuracy and to assist assignment of funding responsibility based on “rational nexus” principles and adoption of financing mechanisms.
2. Evaluate specific infrastructure items in relation to likely development patterns and establish a schedule for constructing the improvements in coordination with development activity. Begin engineering design and initiate construction of the high priority improvements.
3. Secure right-of-way and public facility (e.g., parks) sites on an opportunistic basis as they become available. Assure that such acquisition occurs no later than approval of the final subdivision map of any directly adjoining or surrounding development project or otherwise requiring completion of the facility.

Financing Mechanisms

1. Prepare and adopt a Financing Plan Nexus Study that includes a WLSP Fee Program and provides a technical and legal basis for subsequent implementation of financing mechanisms and ongoing updating of the fee. The Fee Program should include components for the net costs of all Project Facility improvements as well as a component to administer and update the Fee Program.
2. Update the Citywide PFF Program to include WLSP development and associated facilities that have a Citywide benefit (i.e., facilities that benefit areas outside of the WLSP as well as the WLSP itself).
3. Insofar as the investments in public improvements exceed funding immediately available (through impact fees and other sources), establish a mechanism for interim funding the “oversized” facilities and paying for these costs as the subsequent development occurs.
4. Prepare an implementation framework for establishing a Mello-Roos CFD to fund if there is sufficient interest among property owners in the Project.
5. Establish a new CFD to offset municipal services operating and maintenance costs not funded by incremental municipal revenues from the WLSP accruing to the City’s General Fund.

Regulatory and Project-Related Actions

1. At the City’s discretion, develop standard business terms for Development Agreements (DAs). It is assumed that individual developers may seek a DA with the City to secure entitlements and to clarify other regulatory and financial requirements.
2. Develop standard conditions for subdivision maps and other project approvals that incorporate WLSP Project-specific Backbone Infrastructure and Public Facility requirements.
3. Develop standard agreement and terms for Backbone Infrastructure and Public Facility credit and reimbursement agreements that may be entered into with Project developers.

3. LAND USE AND PHASING

The Project comprises approximately 960 acres of land, located in unincorporated Stanislaus County (County) directly west of the City of Ceres (City).⁵ The Project is approximately 4 miles south of the City of Modesto, and 10 miles northwest of the City of Turlock along State Route 99. Adjacent land uses include primarily-built out urbanized development and agricultural uses.

The Project contains both existing and proposed new land uses on 58 parcels represented by four general ownership groups: sponsoring property owners, non-sponsoring property owners, Stanislaus County, and Carol Lane Neighbors.⁶ For land use planning purposes, the Project is organized into three interdependent districts defined by their unique mix of land uses, character and function. These districts are described below.

- The **Eastern District** consists of substantially built-out commercial and industrial uses owned by G3 Enterprises, Inc. and Stanislaus County public facilities (e.g., County Jail, Community Services Agency). The remainder of the Eastern District is envisioned to contain similar types of development to the existing development in the area.
- The **Central District** is envisioned to contain commercial uses (community, neighborhood retail), business park uses, and medium- to high-density residential uses organized around the community park.
- The **Western District** is planned to include two residential neighborhoods, each with a neighborhood park and elementary school at their center. The neighborhoods will comprise a blend of very low, low, and medium-density residential villages.

The remainder of this chapter describes the specific land uses and phasing envisioned for the Project.

Land Use Summary

Based on the land use summary provided by Wood Rodgers on March 25, 2010, the Project proposes new development of approximately 620 acres and a maximum allowance of the following land uses:

⁵ Although it is located in the unincorporated County, the Project is pursuing entitlement approval with the City. As part of Project approval, the City will consider an associated General Plan amendment, pre-zone request, Sphere of Influence amendment, and annexation. As such, the assumptions contained within this Financing Plan reflect a scenario in which the Project is annexed into the City.

⁶ Carol Lane is an existing residential neighborhood consisting of approximately 35 very-low density housing units and one church on about 18 acres within the Project.

- 3,580 residential units.
- 1.0 million square feet of commercial retail space.
- 2.0 million square feet of office, general industrial, and business park space.

The Specific Plan also includes two elementary schools, 47 acres of community parks, and 175 acres of existing and expansion area for various County facility uses.

Land Use Summary Used in Financing Plan

Although the maximum allowable land uses are used to scale the public facilities required for the Project, the Financing Plan uses a more conservative land use program to account for the possibility that 100 percent of the proposed land uses may not be constructed. **Map 3-1** shows the proposed land use plan of the Project and **Table 3-1** summarizes the development program used in the Financing Plan, which reflects, per City direction, a 20 percent decrease in proposed residential development and reduced floor area ratio assumptions used to calculate total nonresidential development in the Project. Using this reduced land use program will result in a more conservative evaluation of financial feasibility, as described in greater detail in **Chapter 6**.

Land Use Phasing

The phasing plan for the WLSP provides for a comprehensively planned infrastructure system that coordinates the construction of new facilities so that each phase of development provides the infrastructure necessary to meet the demands of new development. The phasing plan will establish an orderly pattern of development and will minimize construction impacts on the community.

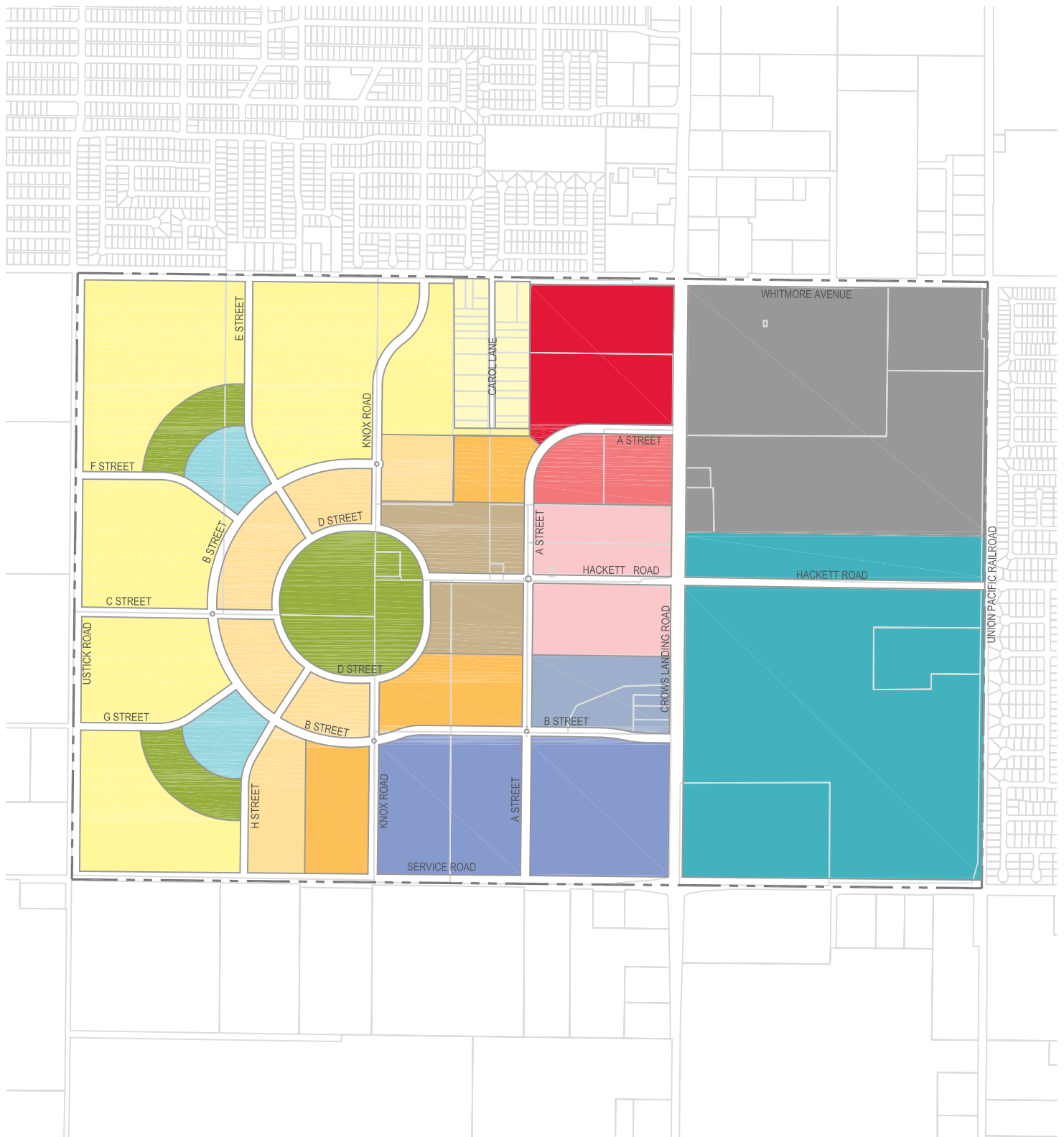
For the purpose of this Financing Plan, development of the Project has been organized into two phases:

- **Initial Phase** includes Phase 1.
- **Remaining Phase** includes Phases 2 through 4.

Buildout of the Project represents the Initial Phase and Remaining Phase combined.

Table 3-2 shows the distribution of proposed WLSP development by phase and type.

Responding to these patterns, the proposed infrastructure and public facility improvements have been divided into two major categories corresponding to the expected geographic development phases—those improvements required for the Initial Phase (consisting of development likely to occur first) and the improvements required for development of the Remaining Phase, which are expected to occur subsequently. While such phasing is essential to balance infrastructure costs with available funding, actual development trends and proposals will ultimately dictate the pattern and timing of infrastructure improvements.



Legend

VLDR	Very Low Density Residential
LDR	Low Density Residential
MDR	Medium Density Residential
HDR I	High Density Residential I
HDR II	High Density Residential II

RC	Regional Commercial
CC	Community Commercial
NC	Neighborhood Commercial
O/HDR	Office/Mixed-Use
BP	Business Park

GI	General Industrial
S	School (Elementary)
CF	Community Facilities
P	Park & Plazas
---	Project Boundary

Map 3-1: WLSP Land Use Map

Date: January 2011

West Landing Specific Plan
Ceres, California

NOT TO SCALE



Table 3-1
West Landing Specific Plan
Public Facilities Financing Plan
Summary of Proposed Land Uses at Buildout (Maximum and Reduced)

Land Use	Acres	Maximum Land Uses at Buildout Shown in Specific Plan			Reduced Scenario at Buildout Used in Financing Plan [1]		
		Units	Sq. Ft.	Avg. Density	Units	Sq. Ft.	Avg. Density
Residential							
Single-Family Residential				<u>Units/Acre</u>			<u>Units/Acre</u>
Low Density (LDR)	178.9	1,252	-	7.0	1,002	-	5.6
Medium-Density (MDR)	54.9	659	-	12.0	527	-	9.6
Total Single-Family Residential	233.8	1,911	-	-	1,529	-	-
Multifamily Residential							
High Density I (HDR-I)	39.7	715	-	18.0	572	-	14.4
High Density II (HDR-II)	26.5	662	-	25.0	530	-	20.0
Mixed Use (MU) [2]	13.5	290	-	21.5	232	-	17.2
Total Multifamily Residential	79.7	1,667	-	-	1,334	-	-
Total Residential	313.5	3,578	-	-	2,862	-	-
Nonresidential							
				<u>FAR</u>			<u>FAR</u>
Regional Commercial (RC)	35.7	-	466,528	0.30	-	388,773	0.25
Community Commercial (CC)	15.9	-	207,781	0.30	-	173,151	0.25
Neighborhood Commercial (NC) [2]	25.0	-	326,645	0.30	-	272,204	0.25
Office (O) [2]	13.5	-	235,452	0.40	-	176,589	0.30
General Industrial (GI)	17.4	-	264,671	0.35	-	226,860	0.30
Business Park (BP)	67.4	-	1,467,972	0.50	-	1,174,378	0.40
Total Nonresidential	90.1	-	2,969,048	-	-	2,411,955	-
Total Public/Quasi-Public	146.2	-	-	-	-	-	-
Total Planned Development	634.6	3,578	2,969,048	-	2,862	2,411,955	-
Total Existing Development							
Residential (VLDR) [3]	18.1	35	-	-	35	-	-
General Industrial (GI)	111.1	-	-	-	-	-	-
Community Facilities (CF)	175.5	-	-	-	-	-	-
Major Roads	20.2	-	-	-	-	-	-
Total Existing Development	324.9	-	-	-	-	-	-
Total Planned and Existing Development	959.5	3,613	2,969,048	-	2,897	2,411,955	-

"lu_summ"

Sources: Wood Rodgers; City of Ceres; EPS.

- [1] Per City's direction, assumes a 20% reduction in residential development and a lowered Floor Area Ratio (FAR) as shown at buildout.
- [2] Units and associated acreage planned for Neighborhood Commercial and Office land uses included with the Mixed Use category. Mixed use acreage is based on average density of HDR-I and HDR-II units (21.5 units/acre).
- [3] Number of existing units supplied by the City of Ceres for the Carol Lane area. This figure differs from the Specific Plan total of 81 Very Low Density Residential Units, which represents the development potential of the Carol Lane area if it were to be redeveloped over time. The difference between total existing and potential additional residential units is excluded from this analysis.

Table 3-2
West Landing Specific Plan
Public Facilities Financing Plan
Summary of Preliminary Land Uses by Phase [1]

**Reduced Land Use
Scenario**

Land Use by Area	Initial Phase (Phase 1)				Remaining Phase (Phases 2-4)				Buildout			
	Acres	Res. Units	Nonres. Sq. Ft.	Avg. Density	Acres	Res. Units	Nonres. Sq. Ft.	Avg. Density	Acres	Res. Units	Nonres. Sq. Ft.	Avg. Density
PLANNED DEVELOPMENT												
<u>Residential</u>												
Single-Family Residential				<u>Units/Acre</u>				<u>Units/Acre</u>				<u>Units/Acre</u>
Low Density (LDR)	-	-	-	-	178.9	1,002	-	5.6	178.9	1,002	-	5.6
Medium-Density (MDR)	33.5	322	-	9.6	21.4	206	-	9.6	54.9	527	-	9.6
Total Single-Family Residential	33.5	322	-	9.6	200.3	1,207	-	6.0	233.8	1,529	-	6.5
Multifamily Residential												
High Density I (HDR-I)	-	-	-	-	39.7	572	-	14.4	39.7	572	-	14.4
High Density II (HDR-II)	26.5	530	-	20.0	-	-	-	-	26.5	530	-	20.0
Mixed Use (MU) [2]	13.5	232	-	17.2	-	-	-	-	13.5	232	-	17.2
Total Multifamily Residential	40.0	762	-	19.0	39.7	572	-	14.4	79.7	1,334	-	16.7
Total Residential	73.5	1,083	-	14.7	240.0	1,779	-	7.4	313.5	2,862	-	9.1
<u>Nonresidential</u>												
				<u>FAR</u>				<u>FAR</u>				<u>FAR</u>
Regional Commercial (RC)	35.7	-	388,773	0.25	-	-	-	-	35.7	-	388,773	0.25
Community Commercial (CC)	15.9	-	173,151	0.25	-	-	-	-	15.9	-	173,151	0.25
Neighborhood Commercial (NC) [2]	25.0	-	272,204	0.25	-	-	-	-	25.0	-	272,204	0.25
Office (O) [2]	13.5	-	176,589	0.30	-	-	-	-	13.5	-	176,589	0.30
General Industrial (GI)	17.4	-	226,860	0.30	-	-	-	-	17.4	-	226,860	0.30
Business Park (BP)	-	-	-	-	67.4	-	1,174,378	0.40	67.4	-	1,174,378	0.40
Total Nonresidential	107.5	-	1,237,578	-	67.4	-	1,174,378	-	174.9	-	2,411,955	
<u>Public/Quasi-Public</u>												
Elementary School (S)	-	-	-	-	16.0	-	-	-	16.0	-	-	-
Community Park (P)	30.0	-	-	-	17.0	-	-	-	47.0	-	-	-
Major Roads	41.0	-	-	-	42.2	-	-	-	83.2	-	-	-
Total Public/Quasi-Public	71.0	-	-	-	75.2	-	-	-	146.2	-	-	-
TOTAL PLANNED	252.0	1,083	1,237,578		382.6	1,779	1,174,378		634.6	2,862	2,411,955	

Table 3-2
West Landing Specific Plan
Public Facilities Financing Plan
Summary of Preliminary Land Uses by Phase [1]

**Reduced Land Use
Scenario**

Land Use by Area	Initial Phase (Phase 1)				Remaining Phase (Phases 2-4)				Buildout			
	Acres	Res. Units	Nonres. Sq. Ft.	Avg. Density	Acres	Res. Units	Nonres. Sq. Ft.	Avg. Density	Acres	Res. Units	Nonres. Sq. Ft.	Avg. Density
EXISTING DEVELOPMENT												
Residential (VLDR)	18.1	35	-	-	-	-	-	-	18.1	35	-	-
General Industrial (GI)	111.1	-	-	-	-	-	-	-	111.1	-	-	-
Community Facilities (CF)	175.5	-	-	-	-	-	-	-	175.5	-	-	-
Major Roads	20.2	-	-	-	-	-	-	-	20.2	-	-	-
TOTAL EXISTING	324.9	35	-	-	-	-	-	-	324.9	35	-	-
TOTAL DEVELOPMENT	576.9	1,118	1,237,578	-	382.6	1,779	1,174,378	-	959.5	2,897	2,411,955	-

"LU"

Sources: Wood Rodgers; City of Ceres; EPS.

[1] Reduced Scenario Land Use Plan shown in Table 3-1.

[2] Units and associated acreage planned for Neighborhood Commercial and Office land uses included with the Mixed Use category. Mixed use acreage is based on average density of HDR-I and HDR-II units (21.5 units/acre).

4. FACILITY COST ESTIMATES

Cost estimates for infrastructure items needed to support new development in the Project have been assembled by Wood Rodgers as of March 11, 2011. The cost estimates, presented in 2011 dollars, include design and engineering, estimated right-of-way land acquisition, construction, and a cost contingency factor. The Facilities proposed for the WLSP will continue to be refined as a part of subsequent implementation efforts.

Summary of Facilities in Financing Plan

Facilities located within the boundary of the Project, or that are the construction or financing requirements for the Project to develop, include the following items.

Backbone Infrastructure	Public Facilities
<ul style="list-style-type: none">• On-site Roadways• Off-site Roadways• Drainage• On-site Sewer• Off-site Sewer• Water• Recycled Water	<ul style="list-style-type: none">• Parks• Police Facilities• Fire Facilities• Schools• Transit Facilities

Backbone Infrastructure and Public Facility Costs and Phasing

Table 4-1 summarizes the infrastructure costs, by type and by phase. Backbone infrastructure and public facility costs equal about \$44.5 million in the Initial Phase and \$53.8 million in the Remaining Phase for a total of \$98.3 million at Buildout.

Table 4-2 summarizes the infrastructure triggers for the WLSP.

Appendix A provides detailed cost estimates, reimbursements available through the City's PFF Program, roadway section costs, and exhibits for Facilities required to serve the Project.

Roadways

On-Site

The Project is bounded by an existing roadway network that includes Ustick Road to the west, Whitmore Avenue to the north, and Service Road to the South. Additional existing roads include Crows Landing Road, which runs north-south through the eastern portion of the Project, and Hackett Road, which runs east-west between Crows Landing and Knox Road. On-site roadway improvements include the expansion of these existing roads, construction of new roads, and the addition of signals at various intersections throughout the Project. Also included in the proposed new circulation network is a system of bikeways and walkways to serve development in the Project. Specific on-site roadway improvements include the following items:

Table 4-1
West Landing Specific Plan
Public Facilities Financing Plan
Preliminary Infrastructure Improvement Costs by Phase (2011\$)

Improvement	Estimated Costs [1]		
	Initial Phase (Phase 1)	Remaining Phase (Phases 2-4)	Buildout (All Phases)
Backbone Infrastructure			
Roadways			
On-site	\$1,388,529	\$1,333,584	\$2,722,113
Off-site (Incl. Req. Mitigation Measures)	\$7,059,238	\$10,308,445	\$17,367,683
ROW Land Acquisition [2]	\$1,389,676	\$2,199,077	\$3,588,753
Subtotal Roadways	\$9,837,443	\$13,841,107	\$23,678,550
Drainage	\$2,866,995	\$1,535,760	\$4,402,755
Sewer			
On-site	\$4,485,375	\$56,700	\$4,542,075
Off-site	\$2,602,677	\$4,332,823	\$6,935,500
Subtotal Sewer	\$7,088,052	\$4,389,523	\$11,477,575
Water	\$4,030,898	\$3,639,195	\$7,670,093
Recycled Water	\$421,133	\$13,500	\$434,633
Subtotal Backbone Infrastructure	\$24,244,520	\$23,419,084	\$47,663,605
Public Facilities			
Parks			
Park Facilities	\$5,535,000	\$5,130,000	\$10,665,000
ROW Land Acquisition [2]	\$4,500,000	\$2,550,000	\$7,050,000
Subtotal Parks	\$10,035,000	\$7,680,000	\$17,715,000
Police Facilities [3] [4]	\$454,972	\$754,274	\$1,209,246
Fire Facilities [3] [5]	\$960,900	\$1,622,230	\$2,583,130
Schools [3]	\$7,968,675	\$18,513,589	\$26,482,264
Transit Facilities	\$58,050	\$522,450	\$580,500
WLSP Entitlement Cost Reimbursement	\$407,601	\$692,399	\$1,100,000
WLSP Fee Program Administration	\$370,546	\$629,454	\$1,000,000
Subtotal Public Facilities	\$20,255,744	\$30,414,396	\$50,670,140
TOTAL IMPROVEMENTS	\$44,500,264	\$53,833,480	\$98,333,744

"cost_phasing"

Sources: Wood Rodgers, "Detailed Summary by Improvement Category West Landing Specific Plan Area," March 11, 2011; City of Ceres; EPS.

[1] Infrastructure costs include the following: 15% hard cost contingency and 20% for soft costs.

[2] Right-of-Way (ROW) land acquisition costs are based on direction provided by city staff in December 2010:

- Roadway ROW Land Acquisition cost of \$150,000 per acre.

- Parks ROW Land Acquisition cost (including land acquisition within dual usage drainage basins) of \$150,000 per acre.

[3] For this analysis, total improvement costs are assumed to equal fee revenue generated by the project.

Actual costs will be updated when they are available.

[4] Costs assumed to fund a 800 square foot police substation.

[5] Preliminary estimate includes cost to construct a 7,000 square foot fire station and purchase of a fire engine.

Table 4-2
West Landing Specific Plan
Infrastructure Phasing Summary

Facility	Development Trigger
Water	<ul style="list-style-type: none"> • Prior to first occupancy of any use west of Crows Landing Road, the following minimum facilities will be required: <ul style="list-style-type: none"> • First well (assumed to supply avg. 700 gpm) with emergency backup power • Appurtenant piping • Looped connection to two points of supply, assumed to be the existing City line at Whitmore/UPRR and the line in Hackett Rd • After the first 110 gross ac. of LDR development or equivalent, prior to any additional uses: <ul style="list-style-type: none"> • Second well with emergency backup power • Appurtenant piping • After the next 110 gross ac. of LDR development or equivalent, prior to any additional uses: <ul style="list-style-type: none"> • Storage tank (0.8 MG) • Second 0.8 MG storage tank and additional wells to be installed when needed (Phase 2)
Sewer	<ul style="list-style-type: none"> • Prior to first occupancy of any use west of Crows Landing Road: <ul style="list-style-type: none"> • Lift station, Hackett Rd • Force main connecting to existing gravity sewer in Service Rd. • During Phase 1 and prior to Phase 2: <ul style="list-style-type: none"> • Construct 42" gravity line from treatment plant headworks to UPRR (approximately 4700') • Extend force main to connect from Service/Crows Landing to 42" gravity line
Storm Drainage/ Parks	<ul style="list-style-type: none"> • Any uses requiring drainage prior to completion of basins in parks will require use of temporary basins. • First park to be developed by the time the 500th residential unit is completed.
Streets	<ul style="list-style-type: none"> • Streets to be developed in conjunction with fronting development.
Carol Lane Improvements	<ul style="list-style-type: none"> • To be completed at the time that adjacent development brings utilities adjacent to the site (anticipated by early Phase 2).

Source: City of Ceres; Wood Rodgers; EPS.

"triggers"

- **Expressway and Arterial Roadways.** Expansion of existing expressway (Service Road) and arterial roadways (Crows Landing Road, Whitmore Avenue, Ustick Road, and Hackett Road).
- **Primary Collector Streets.** Construction of new primary collector streets, including a standard entry roundabout, which will provide connections into and through neighborhoods.
- **Bikeways.** The expressway includes a Class I (off-street) facility and arterial roadways include Class II (on-street) bike lanes. All primary collector streets include Class I (off-street) bikeways.
- **Walkways.** Separated sidewalks, buffered from the roadway by a landscaped strip, are provided in improvements to all expressway, arterial, and collector roads.

Off-Site

As provided by Wood Rodgers, this Financing Plan includes the costs for several off-site roadway improvements, including those improvements identified as mitigation measures in the April 2010 draft traffic study prepared by Dowling Associates, Inc.

The draft traffic study prepared by Dowling Associates, Inc. identifies roadway mitigation measures that fall within the following categories.

1. Roadway Improvements in the City:

- a. Project-specific impacts:
 - i. Improvements included in the City PFF Program.
 - ii. Improvements excluded from the City PFF Program and that require construction or full funding.
- b. Cumulative impacts:
 - i. Improvements included in the City PFF Program.
 - ii. Other improvements excluded from the City PFF Program that may require a fair share contribution.

2. Roadway Improvements Outside the City:

- a. Improvements included in other established AB1600 fee programs (e.g., the Stanislaus County Public Facilities Fee Program, the City of Modesto Capital Facilities Fee Program).
- b. Improvements excluded in other established AB1600 fee programs that may require a fair share contribution.

Consistent with the EIR, the following project-specific and cumulative mitigation measures are included in this Financing Plan:

- Impact Traf-3: Crows Landing Road/Whitmore Avenue (#5), intersection improvements.
- Impact Traf-8: Crows Landing Road/Hackett Road (#10), intersection improvements.
- Impact Traf-9a: Crows Landing Road/Service Road (#12), intersection improvements.

- Impact Traf-9b: Crows Landing Road/Service Road (#12), intersection improvements.
- Impact Traf-19: Crows Landing Road south of Whitmore Avenue (C), road widening.
- Impact Traf-20: Whitmore Avenue east of Crows Landing Road (D), roadway improvements.
- Impact Traf-38: Crows Landing Road/Service Road (#12), 100 percent of north-side intersection improvements.
- Impact Traf-54: Crows Landing/Cornucopia Way-B Street (#110), 100 percent of all intersection improvements.

A detailed listing of these mitigation measures and their associated costs are included in **Table A-4** in **Appendix A**.

On-Site and Off-Site Roadway Costs

Roadway costs include an assumption of \$150,000 per acre for ROW land acquisition costs, based on direction from City staff in December 2010. To the extent that this cost assumption changes as part of the City PFF Program update, total roadway costs will also change.

As estimated by Wood Rodgers, on-site, off-site (including required mitigation measures), and ROW land acquisition roadway costs are estimated to be \$9.8 million in the Initial Phase and \$13.8 million in the Remaining Phase, totaling \$23.7 million at Buildout. These costs include the full roadway improvements curb-to-curb and required street lighting from intersection to intersection for expressway and arterial roadways. Of these costs, \$6.3 million is estimated to be reimbursable through the City PFF Program. In addition, an off-site roadway identified as a mitigation measure in the August 2010 DEIR may be reimbursable through the Modesto CFF Program.⁷

Drainage

The proposed Drainage Master Plan for the WLSP has been designed to redirect storm water runoff toward the proposed drainage retention facilities located throughout the Plan Area via a gravity storm drainage collection piping network. The drainage retention facilities will be sized and designed considering the concept of "Joint Use" whereas portions of these basins will serve as an amenity to the public allowing active and passive use for members of the community. During the normal cycle of storm events, these basins will allow the natural settling and percolation of the storm water. Locations, sizes, and percolation rates shall be verified by a qualified engineer during the future entitlements process (Parcel Maps and or Tentative Maps) and will be subject to review and approval from the City Department of Public Works. The City's Public Works Department will maintain the drainage collection systems and retention basins contained within the WLSP consistent with the City's Storm Drainage Master Plan.

⁷ Mitigation measure Traf-3 may be reimbursable through the Modesto CFF Program. Refer to **Table A-4** for a description of the mitigation measure.

It is anticipated that as the Project develops, consideration will be given to provide additional means of capturing the storm drainage run-off, by means of grassy roadside swales, etc. which will provide the necessary water quality benefits, since they will be landscaped with grasses and other plant materials. Ultimately this may reduce the overall size and volume of the WLSP retention basin and need for additional storm drainage conveyance systems.

Wood Rodgers provided on-site backbone drainage infrastructure improvement costs of approximately \$2.9 million in the Initial Phase and \$1.5 million in the Remaining Phase totaling \$4.4 million at Buildout of the Project. All facilities are estimated to be reimbursable through the City PFF Program.

Sewer

At Buildout, the Project will be served by a combination gravity sewer system, lift station, and force main connecting to a permanent regional lift station located east of the Project. Because of the uncertain timing and magnitude of the required sewer line extensions and major infrastructure improvements required for the ultimate buildout of the Project, interim sewer facilities including temporary sewage to the City of Modesto and/or "on-site" storage will be reviewed and considered on a case-by-case basis by a qualified engineer and will be subject to review and approval from the City Department of Public Works.

The City Wastewater Sanitary Services Division, within the Public Works Department, will maintain the sewage collection system contained within the Project, including collection and transmission facilities as well as disposal. Treatment of WLSP wastewater will occur at the City's Wastewater Treatment Plant (WWTP) located east of the Project, near the intersection of East Service Road and Morgan Road. The sewer system with all the appurtenances will be designed to be consistent with the most recent, existing General Plan policies and City standards and specifications.

Costs for conveyance along Service Road from Crows Landing Road to the WWTP may potentially be shared with future development planned south of Service Road through the establishment of a financing mechanism such as an assessment district (AD). Such an arrangement would be subject to cost sharing and reimbursement principles outlined in an agreement between the WLSP and the future development. At this time, this Financing Plan assumes that these costs will be the sole responsibility of the WLSP.

The current G3 campus east of Crows Landing Road is served by the City of Modesto. This arrangement provides for development of the balance of the property with service from the City of Modesto and the City has acknowledged this arrangement. The current County facility east of Crows Landing Road is served by the City; current improvements provide for the buildout of this site.

The Project will be required to contribute its fair share towards off-site sewer improvements that serve development in the Project. The City has contracted with ECO:LOGIC to update the City's Wastewater Master Plan in 2011. The updated master plan will identify the extent of off-site sewer improvements required to serve the Project. In the interim, the cost of off-site sewer improvements is based on data provided in an October 28, 2008 ECO:LOGIC memorandum. The memorandum identifies the following costs per dwelling unit equivalent (DUE): the cost of capacity in existing sewer treatment facilities and the cost of planned sewer treatment facility

improvements. As part of a nexus study to establish the WLSP Fee Program, updates may be warranted as information regarding the extent and timing of off-site sewer improvements becomes available.

Wood Rodgers provided on-site backbone sewer infrastructure improvements costs and EPS estimated off-site backbone sewer infrastructure improvement costs based on information provided in the October 28, 2008 ECO:LOGIC memorandum and amended by the City.⁸ On-site and off-site sewer improvements equal approximately \$7.1 million in the Initial Phase and \$4.4 million in the Remaining Phase, totaling \$11.5 million at Buildout of the Project. At the time of this analysis, none of these costs are estimated to be reimbursable through the City PFF Program. However, as the City updates the PFF Program, it is anticipated that facilities and associated costs related to additional sewer treatment capacity (off-site sewer improvements) will be included. These facilities would be reimbursable through the PFF Program but the Sewer portion of the PFF Program would also increase relative to what is shown in this Financing Plan.⁹

Water

Proposed potable water facilities in the Project consist of groundwater wells, transmission and distribution mains, and above ground storage tanks. The potable water system will be designed to be consistent with the most recent, existing General Plan policies and City standards and specifications. It is intended that all newly developed properties in the Project will be served by City water facilities. The City Public Works Department will be responsible for the operation and maintenance of the proposed water supply, transmission and distribution systems that will be developed within the Project.

The current G3 campus east of Crows Landing Road is served by the City of Modesto. This arrangement provides for development of the balance of the property with service from the City of Modesto and the City has acknowledged this arrangement. The current County facility east of Crows Landing Road is served by the City; current improvements provide for the buildout of this site with all services from Service Road or Hackett Road.

The City has contracted with West Yost to update the City's Water Master Plan in 2011. The updated master plan may identify additional water improvements or modify the improvements estimated as part of this Financing Plan. Updates to this Financing Plan may be warranted when the updated Water Master Plan is completed.

Further, the City may decide to identify a surface water source to serve the Project. If the City identifies this facility requirement, this will likely be incorporated into a future update of the PFF Program. As noted previously in **Chapter 2**, all development in the WLSP will be subject to future updates of the PFF Program.

⁸ Refer to **Table A-2** for an estimated cost of off-site sewer improvements required to serve the Project.

⁹ Off-site sewer improvements are excluded in the analysis of financial feasibility shown in **Table 6-3**. As directed by the City, off-site sewer improvements will be offset by the City PFF program, as shown in **Table 1-1**. An increase in the sewer (wastewater) component of the City PFF is not included in this Financing Plan.

Wood Rodgers provided on-site backbone water infrastructure improvements costs of approximately \$4.0 million in the Initial Phase and \$3.6 million in the Remaining Phase, totaling \$7.7 million at Buildout of the Project. Of these costs, \$6.2 million is estimated to be reimbursable through the City PFF Program.

Recycled Water

Although the City has not implemented a recycled water system in or near the Project, a recycled water system has been included as a component of the water supply and water management strategy in the Project. The recycled water improvements will serve as a distribution system and will initially be tied to an agricultural-quality well. Ultimately when a treated water source becomes available, the recycled water system would extend west on Service Road to the Project routed via transmission lines and booster pumps to provide irrigation water for landscaped and open space areas.

Wood Rodgers provided on-site backbone recycled water infrastructure improvements costs of approximately \$420,000 in the Initial Phase and \$14,000 in the Remaining Phase, totaling \$435,000 at Buildout of the Project. None of these costs are reimbursable through the City's PFF Program.

Parks

The Specific Plan sets forth principles and guidelines regarding parks, paths, trees, and trails that ensure these landscape elements create connectivity between the mixture of land uses in the Project. Parks and recreation acreage in the Project totals 47 acres and comprises one community park and two neighborhood parks as described below. Both the community and neighborhood parks include detention basin facilities that could include recreational elements. In addition, the cost of park facilities (including the dual usage of drainage basins within parkland) includes a ROW land acquisition cost assumption of \$150,000 per acre based on direction from City staff in December 2010:

- **Community Park/Basin.** Approximately 30 acres in size, the community park is centrally located and will include multi-sport recreational amenities such as youth and adult ball fields, lighted tennis courts, volleyball courts, play areas, facility lighting, restrooms, picnic areas, drinking fountains, and parks maintenance facilities and storage buildings per City requirements. This site also incorporates a storm drainage basin designed to provide for recreational use when water is not present.
- **Neighborhood Parks/Basins.** At approximately 8.5 acres in size per park, the neighborhood parks will be designed to accommodate active recreation sites as an alternative to facilities in the community park. The neighborhood parks may include such amenities as tot lots, picnic areas, turf space for softball or recreational soccer, restrooms, drinking fountains, and security lighting and cameras. Joint-use opportunities with potential elementary schools are envisioned for either one or both of the neighborhood parks. The neighborhood parks also incorporate storm drainage basins designed to provide for recreational use when water is not present.

Park costs, including the integrated retention basin facility and ROW land acquisition costs, are estimated to equal \$10.0 million in the Initial Phase and \$7.7 million in the Remaining Phase totaling \$17.7 million at Buildout. Of these costs, \$11.4 million is estimated to be reimbursable through the City PFF Program. Actual parks and retention basin facilities eligible for reimbursement may vary from what is contained in this Financing Plan and will be determined as part of Project approval.

Police Facilities

Currently, law enforcement to the unincorporated WLSP is provided by the Stanislaus County Sheriff's Office. Once annexed, the WLSP area will fall within the service area of the City of Ceres Police Department. The Ceres Police Department has 51 sworn officers with a target ratio of 1 to 1.5 officers per 1,000 residents. The Ceres Police Department operates out of the 2727 Third Street Station, about 3 to 4 miles from the WLSP area. To serve the Project, the Ceres Police Department has identified construction of an 800 square foot police substation, a component of a larger combined facility within the City Fire Department (as described in the following section).

The cost of the police substation is included in the existing City PFF Program. Thus, the Project will participate in the City PFF Program and pay for its share of this facility. This analysis assumes that the cost of the police substation, which will be constructed after the Initial Phase of development, will match the revenues generated by the Project. Based on the police component of the PFF Program, revenues generated equal \$455,000 in the Initial Phase and \$754,000 in the Remaining Phase, totaling \$1.2 million at Buildout.

Some upfront funding may be required and would be the responsibility of WLSP developers. If such an arrangement is required, the developers may wish to work together to provide advance funding through capital reserves or the use of bond financing. Further, the City and WLSP developers would enter into a reimbursement agreement with reimbursement funding generated through the City PFF Program.

Fire Facilities

Currently, fire protection to the unincorporated West Landing Specific Plan area and the surrounding areas is provided by the Westport Fire Protection District (WFPD). As part of the annexation process, it is anticipated that the Fire District boundaries will be reorganized so that the Specific Plan Area will fall within the fire protection service area of the Ceres Fire Department. The Ceres Fire Department has indicated that they may not be able to provide adequate fire protection for the West Landing Specific Plan area from their existing stations. Therefore, a preliminary fire station location has been identified at the southeast corner of Hackett Road and A Street. The new fire station is envisioned to be part of a combined facility with the police substation described in the previous section.

Cost estimates for fire facilities included in the Financing Plan reflect a new fire station totaling 7,000 square feet on 1 acre of land. In addition, cost estimates reflect the purchase of a fire engine to provide fire coverage to the G3 Enterprises, Inc. facility as well as other multi-story light industrial or other land uses in the Project.

A period of transition from the WFPD to the City Fire Department may be warranted to mitigate a potential loss of net revenues to the WFPD based on the reorganization. However, it is anticipated that new facilities identified by the City Fire Department will be required as part of the Remaining Phase.

The cost of the fire facility is included in the existing City PFF Program. Thus, the Project will participate in the City PFF Program and pay for its share of this facility. This analysis assumes that the cost of the fire facility, which will be constructed after the Initial Phase of development, will match the revenues generated by the Project. Based on the fire component of the PFF Program, revenues generated equal \$960,000 in the Initial Phase and \$1.6 million in the Remaining Phase, totaling \$2.6 million at Buildout.

Some upfront funding may be required and would be the responsibility of WLSP developers. If such an arrangement is required, the developers may wish to work together to provide advance funding through capital reserves or the use of bond financing. Further, the City and WLSP developers would enter into a reimbursement agreement with reimbursement funding generated through the City PFF Program.

Schools

The Project includes 16 acres for two elementary school sites to be constructed following the Initial Phase. On March 23, 2011 the Stanislaus County Committee on School District Organization approved a boundary change to move the area of the WLSP lying west of Crows Landing Road from the Modesto City School District (MCSD) to the Ceres Unified School District (CUSD). The area east of Crows Landing is already in the CUSD. The boundary adjustment will be complete for the 2012-2013 school year, and all new facilities will be constructed and operated by the CUSD. The total improvement costs for the two elementary schools are assumed to equal CUSD fee revenue generated by the Project, which are estimated to equal \$8.0 million in the Initial Phase and \$18.5 million in the Remaining Phase, totaling \$26.5 million at Buildout. Actual costs will be updated when they are available.

Transit Facilities

The WLSP presently receives bus transit service from Ceres Area Transit, Modesto Area Express, and Stanislaus Regional Transit. The Specific Plan includes the provision for future bus stops at the intersections of Crows Landing Road and Whitmore Avenue, Crows Landing Road and Hackett Road and Crows Landing Road and Service Road. Bus turn-outs, benches, and shelters are envisioned at these locations to accommodate expansion of service along the existing routes provided by existing transit service providers.

Transit costs associated with future bus stops and other improvements associated with expanded transit services in the Project are estimated to equal \$58,000 for the Initial Phase and \$522,000 for the Remaining Phase, totaling \$581,000 at buildout. The costs estimated in this Financing Plan exclude the cost of rolling stock, which are typically not included in City financing plans.

WLSP Entitlement Cost Reimbursement

Included in the proposed WLSP Fee Program is approximately \$1.1 million to reimburse Project developers for the costs incurred during the entitlement process. In the Initial Phase, development in the Project will produce \$408,000 in revenues for entitlement cost reimbursements. In the Remaining Phase, development in the Project will produce \$692,000.

WLSP Fee Program Administration

At buildout, formation and major update costs include a preliminary estimate of \$1.0 million for costs to establish and conduct periodic updates to the proposed WLSP Fee Program. In the Initial Phase, development in the Project will produce \$371,000 in revenues for WLSP Fee Program administration. In the Remaining Phase, development in the Project will produce \$629,000.

5. *FINANCING STRATEGY AND FUNDING SOURCES*

This chapter outlines the Project's Financing Strategy and describes how a combination of private and public funding sources may be used to fund the Backbone Infrastructure and Public Facilities required to serve the Project. At this point the funding sources are identified for discussion purposes, to determine if the list is complete (and appropriate) and to guide subsequent analytical efforts.

Financing Strategy Overview

The Project developers will be responsible for funding or constructing all of the Backbone Infrastructure and Public Facilities needed to serve the Project. In many cases, particularly in the early stages of each development, the Project developers will be required to construct or fund more than the proportionate share of improvements for facilities serving a given development phase. Reimbursement mechanisms will allow for repayment to the Project developer for advance-funding of facilities included in fee programs, subject to the City and special district fee credit and reimbursement policies. Private financing will be used to fund subdivision infrastructure costs.

Backbone Infrastructure and Public Facilities required for development to proceed in the Project are anticipated to be funded through a combination of public and private financing, including private capital, existing and planned City and special district fees, and a proposed WLSP plan area fee.

The recommended financing strategy comprises the following key elements.

1. **Provide Private Financing as Needed.** Private capital will be a major source of funding for Backbone Infrastructure improvements because adequate plan area fee program monies will not be available and because a Mello-Roos CFD, if chosen, would be limited in its bond issuance capacity at the outset of development. To the extent that revenues generated by existing fee programs, the proposed WLSP Fee Program, and other funding programs are insufficient to reimburse the Project developers, the Project developer will be required to cover the estimated shortfalls.
2. **Fund Improvements through Existing and Planned City and Special District Fee Programs.** A portion of Project Backbone Infrastructure and Public Facilities will be funded through existing City, County, and special district fee programs.
3. **Fund Project-Specific Improvements not Currently Funded in Existing Fee Programs through the WLSP Fee Program.** For those Facilities not funded by existing or proposed fee programs, the Financing Plan proposes to establish a new publicly administered WLSP Fee Program.

The WLSP Fee Program amount is calculated at the end of this chapter, based on the proportionate share allocation of costs, for the following improvement categories:

- On-site and Off-site Roadways
- On-site and Off-site Sewer
- Water
- Recycled Water
- Parks and Recreation
- Transit Facilities
- WLSP Ent. Cost Reimbursement
- WLSP Fee Program Administration

4. **Use project-backed municipal debt as applicable to reimburse the Project developers for construction of Project-specific improvements through a Special Financing District.** A Special Financing District could be implemented through the use of a Mello-Roos CFD or Assessment District.
5. **Use Grant Funding Where Available.** Of the estimated total school costs for the Project, a significant portion is anticipated to be funded through grants from the State of California for school facilities (i.e., State School Facilities Program). Other grant-funding opportunities also may be pursued.

Sources of Funding

A variety of financing and funding mechanisms will be used to fund the Backbone Infrastructure and Public Facilities required to serve the Project. The actual funding sources and financing mechanisms used will depend on the type of facility, when the facility is needed, and the phasing of facility construction.

Project-Based Funding

1. **Existing City, County, and Special Agency Fees.** The City and relevant special agencies have a number of existing ordinance-based impact fees and connection charges. These fees and charges will be fully applicable in the WLSP. In some instances improvements identified in the Project are included in these Citywide fee programs.

Citywide fees, at existing rates, are estimated to generate approximately \$74.4 million from development of the WLSP. A breakdown of the fees and total revenues is provided as follows:

Item	Fee Revenue (2011\$)
City Processing Fees (e.g., building permit; plan check)	\$6.6 M
Citywide Development Impact Fees	
Roadways	\$18.9 M
Parks and recreation	\$14.6 M
Water facilities	\$12.3 M
Wastewater facilities	\$6.9 M
Community facilities	\$4.7 M
Municipal facilities	\$3.5 M
Fire facilities	\$2.6 M
Drainage facilities	\$2.1 M
Police facilities	\$1.2 M
Information technology facilities	\$0.6 M
Fee program administration	\$0.4 M
Total Citywide Development Impact Fees	\$67.8 M
Ceres Unified School District Fee	\$26.5 M
Stanislaus County Impact Fee	\$22.5 M
Total Fee Revenue	\$74.4 M

2. **Proposed WLSP Fee Program.** The Financing Plan anticipates that, in some cases, fee revenues collected from existing fee programs mentioned above and other funding mechanisms outlined in the following section will not be sufficient to cover the total cost of backbone infrastructure and public facilities required in the Project. For this reason, the Financing Plan proposes to establish a new, publicly-administered WLSP Fee Program to bridge any funding gaps that may exist. A Fee Program is an ordinance-based development impact fee (adopted pursuant to Government Code Section 66000) that would be charged to new development in the WLSP. Infrastructure funded by the Project are to be constructed to the standards of, and ultimately approved, accepted and maintained by the respective agencies such as the City, special agency, or Developer, as determined by discussions between relevant parties.

The total amount to be funded by the WLSP Fee Program is approximately \$14.4 million in the Initial Phase and \$18.3 million in the Remaining Phase, totaling \$32.7 million at buildout (refer to **Table 6-1** for the specific facilities funded through the proposed WLSP Fee Program). This amount includes a preliminary estimate of \$1.1 million to cover the entitlement costs incurred by the developers and \$1 million needed for the WLSP Fee Program formation and updates. The WLSP Fee Program is estimated after accounting for an anticipated \$65.6 million supplied by other funding sources (e.g., City PFF Program, CUSD fees). Additional funding through the PFF Program may be available through updates to the Water and Wastewater Master Plans as well as additional evaluation of the existing PFF by the City and Wood Rodgers.

The WLSP Fee Program provides a flexible framework for infrastructure financing that must be updated from year to year to assure that anticipated cost increased for items in the Project are properly reflected. The update process also needs to reflect changes in the land use program as development proceeds in the Project. The update process should include an annual indexing to reflect cost inflation and periodic review of the entire program no less than every three years.

3. **Credit and Reimbursement Agreements.** The WLSP Fee Program (as well as the City's other existing fees) provides for private construction of infrastructure items and a source of funding for any related "oversizing" that may be completed by a particular developer (construction of improvements above and beyond their allocated "proportional share"). Refer to specific policies in **Chapter 2** (Policy 6.4) for City preferences regarding reimbursements.
4. **Map Conditions (Private Financing).** Key improvements required to realize the Project will be included as "project requirements" (e.g., subdivision map conditions). These individual project requirements may include the "foot frontage" share of streetscape improvements located in the privately-held portions of roadway plan lines and other "in tract" improvements deemed to solely benefit the project such as interior roads. In addition to conditions of approval, it is possible that certain improvements will become Project responsibilities through terms of development agreements (DAs).
5. **Mello-Roos Community Facilities District.** The City may be amenable to forming a CFD which could issue debt supported by special taxes charged in the Project. In concert with the WLSP Fee Program, a CFD would offer flexibility to developers, individually or as a whole, to obtain public financing for infrastructure. Any improvements funded by the CFD would be deducted from the WLSP Fee Program obligations.

CFD debt is supported by special taxes charged to development in the CFD. Clearly, debt capacity is a function of the amount and value of development; in the early years debt capacity will be limited but as the WLSP develops, more capacity will be created. As such, it will be imperative to prioritize infrastructure funded through bond financing. Further, the CFD may be a source of acquisition or repayment of costs invested by developers or the City required to initiate development.

As shown in **Appendix C**, this Financing Plan estimates total maximum special tax revenue generated through a CFD and corresponding bonding capacity for the Project. Assuming a preliminary maximum special tax rate of \$700 per single-family low-density residential unit; \$500 per single-family medium-density unit; \$300 per Multifamily High-Density I (HDR-I) and Mixed Use units; \$200 per Multifamily High-Density II (HDR-II) units; and \$4,000 per acre for nonresidential uses, the Project may be able to support bond proceeds of \$20.7 million at buildout. Refer to **Table C-1** for the estimated maximum annual special tax revenue generated by the Project and **Table C-2** for the Project's estimated bonding capacity.

It is important to note that any initial bond issues will be constrained by various factors including the appraised value of land in the CFD at the time bonds are sold. Several bond sales would occur as development of the Project progresses and security can be demonstrated for the bonds. Also, it is important to note that these estimates of bond

capacity are preliminary, based on current financing assumptions, and are subject to revision once a land-secured financing mechanism is implemented. Reimbursements for oversizing will be handled through the appropriate fee program, reimbursement agreement, or developer cost-sharing agreement.

Other Funding Sources

1. **State School Funding.** In addition to the CUSD development impact fee revenue generated by the Project, the two elementary schools will be funded through State grants (i.e., State Schools Facilities Program), both for land and for school construction.

Proposed Operating and Maintenance Funding

This Financing Plan addresses funding for construction of Backbone Infrastructure and Public Facilities, with the purpose of ensuring sufficient funding is available to cover the cost of Facilities required to serve the Project. Similarly, the constructed Facilities also will require a source of ongoing operations and maintenance funding. A separate Fiscal Impact Analysis will be required before development of the Project, which will provide a detailed discussion of the costs and potential funding sources for operations and maintenance of the Project facilities, as well as public services (e.g., parks programming). The purpose of the Fiscal Impact Analysis will be to ensure the Project has a fiscally neutral impact on the City's General Fund. If the Fiscal Impact Analysis results in an annual net fiscal deficit, the Project will be required to fully mitigate this annual deficit through a funding mechanism such as a CFD (for municipal services). This chapter summarizes the funding for operations and maintenance costs.

Existing Citywide Services Funding Mechanisms

The City has established the following mechanisms to fund ongoing municipal services for development in the City.

- **City of Ceres Lighting and Landscaping District (LLD).** The LLD funds ongoing operations and maintenance services for landscape corridors and lighting along major roadways.
- **City of Ceres Community Facilities District No. 1 (CFD-1).** CFD-1 was established for new infill projects (defined as four or fewer single-family residential units or ten or fewer multifamily units) to fund ongoing operations and maintenance services for police, fire, and parks. The special tax rate for CFD-1 is \$214.55 per unit.
- **City of Ceres Community Facilities District No. 3 (CFD-3).¹⁰** CFD-3 was established for all new non-infill residential development to fund ongoing operations and maintenance services for police, fire (including emergency), parks, and open space. As such, the City

¹⁰ CFD-3 replaces the previously-established Community Facilities District No. 2 (CFD-2), which was imposed on new non-infill projects to fund ongoing operations and maintenance services for police, fire, and parks services at a rate of \$636.05 per unit.

anticipated that all new non-infill residential development, including new master plan areas such as the WLSP, would be annexed into CFD-3. The special tax rate for CFD-3 is approximately \$780 per unit.

Further fiscal analysis for this project may identify a different amount appropriate for the funding of municipal costs relevant to this project.

Potential Services Funding Mechanisms to Serve the Project

This Financing Plan assumes the formation of a CFD for operation and maintenance costs to ensure no net negative effect on the City's General Fund. For the purpose of evaluating financial feasibility, this Financing Plan includes annual special taxes or assessments that could fund ongoing operations and maintenance services resulting from development in the Project in an amount equivalent to CFD #3, \$780 per unit per year.

In addition, this Financing Plan assumes the Project will remain in the WPFD and will be subject to an annual special tax amount of \$40 per unit for fire protection services from the district. In the future, the City may provide fire protection services to the Project. The actual service provider and mechanism to fund fire protection services will be determined through the Project entitlement process.

As an alternative to establishing separate assessment districts, SB 1432 (Lowenthal) now allows jurisdictions to establish a single Mello-Roos CFD to fund operations and maintenance of roadways, in addition to landscape corridors, lighting, and parks.

Actual mechanisms required to fund ongoing operations and maintenance in the Project will be determined before any approval of entitlements for the Project.

6. COST ALLOCATION AND FEASIBILITY ANALYSIS

Development within the WLSP will be responsible for both sharing the costs of new or improved backbone infrastructure and public facilities as well as funding existing City fee programs. This chapter provides an overview of net infrastructure costs allocated to development in the Project. In addition, this chapter provides a summary of financial feasibility of the Project. The feasibility analyses presented in this chapter evaluates the feasibility of the Project in light of current and proposed fees, estimated infrastructure burden, and taxes and assessments. The actual costs, unit mix, Mello-Roos bond proceeds, fees, and other factors may vary according to the market conditions at the time of development. Final sales prices of the units and major backbone infrastructure and public facilities costs will impact the actual feasibility.

Infrastructure Cost Allocation

The total backbone infrastructure and public facility costs will be shared among new development throughout the Project, based on the generation of demand. EPS has prepared a preliminary methodology for allocating these costs among the various land uses. This allocation is intended for use in the adoption of a plan area impact fee program to fund needed infrastructure.

Table 6-1 describes the methodology for allocation by infrastructure and public facility type. The allocation methodology relies primarily on dwelling unit equivalent (DUE) factors obtained from existing City fee programs (e.g., City drainage fee). For those Facilities that do not have a relevant existing City fee program, costs are distributed according to each land uses' share of developable acreage.

The proposed WLSP plan area fee by land use and fee component is shown in **Table 6-2**. As shown, the estimated WLSP plan area fee for residential units ranges from about \$5,300 to \$8,200 per unit. The WLSP plan area fee per 1,000 building square feet for nonresidential uses include: \$6,400 to \$8,300 for commercial; \$5,000 for office; \$4,700 for general industrial; and \$5,600 for business park. Refer to **Appendix B** for the detailed cost allocations of each facility by land use type.

Financial Feasibility Analyses

Assuring that the cost and timing of infrastructure requirements are affordable by proposed new development is an important objective of the Financing Plan. EPS uses two benchmark tests to evaluate financial feasibility:

- **Infrastructure Cost Burden Test:** total burden of backbone infrastructure and public facilities as a percentage of residential and nonresidential sales price.
- **Two-Percent Test:** total annual taxes and assessments as a percentage of sales price.

It is important to note that the infrastructure cost burden test and 2-percent test are two measurement tools that can be used as indicators to examine financial feasibility. Because these financial feasibility tools are based on several reasonable assumptions regarding infrastructure

Table 6-1
West Landing Specific Plan
Public Facilities Financing Plan
Infrastructure Cost Allocation Methodology (2011\$)

Cost Category	Appendix Table Reference	Total Development Costs	Other Funding Sources [1]	Net Dev. Share (WLSP Fee Program)	WLSP Allocation Factor Description
Backbone Infrastructure					
Roadways (Incl. ROW Land Acq.)	Table B-1	\$23,678,550	\$6,331,998	\$17,346,551	City of Ceres Road Transportation Fee Dwelling Unit Equivalent (DUE) Factors: Peak Hour Trips
Drainage	-	\$4,402,755	\$4,402,755	\$0	NA [3]
Sewer	Table B-2	\$11,477,575	\$6,935,500	\$4,542,075	City of Ceres Sewer Fee DUE Factors
Water	Table B-3	\$7,670,093	\$6,210,000	\$1,460,093	City of Ceres Water Fee DUE Factors
Recycled Water	Table B-4	\$434,633	\$0	\$434,633	City of Ceres Water Fee DUE Factors
Subtotal Backbone Infrastructure		\$47,663,605	\$23,880,253	\$23,783,351	
Public Facilities					
Parks Facilities (Incl. ROW Land Acq.) [2]	Table B-5	\$17,715,000	\$11,435,000	\$6,280,000	City of Ceres Parks and Recreation DUE Factors
Police Facilities	-	\$1,209,246	\$1,209,246	\$0	NA [3]
Fire Facilities	-	\$2,583,130	\$2,583,130	\$0	NA [3]
Schools	-	\$26,482,264	\$26,482,264	\$0	NA [3]
Transit Facilities	Table B-6	\$580,500	\$0	\$580,500	Developable Acreage
WLSP Entitlement Cost Reimbursement	Table B-7	\$1,100,000	\$0	\$1,100,000	Developable Acreage
WLSP Fee Program Administration	Table B-8	\$1,000,000	\$0	\$1,000,000	Developable Acreage
Subtotal Public Facilities		\$50,670,140	\$41,709,640	\$8,960,500	
TOTAL		\$98,333,744	\$65,589,893	\$32,743,851	

"alloc_method"

Sources: Wood Rodgers and EPS.

[1] Funding sources include the City of Ceres Public Facility Fee Program and the Ceres Unified School District Fee.

[2] The cost of park facilities (including ROW land acquisition) is assumed to be nearly fully funded through the parks and recreation portion of the City's PFF. The portion that is not funded includes detention basin landscaping and the ROW land acquisition costs for the dual usage drainage basins.

[3] Facility costs are assumed to equal revenue generated by the Project at buildout as estimated in Table A-2.

Table 6-2
West Landing Specific Plan
Public Facilities Financing Plan
Summary of Preliminary WLSP Fee Estimates (2011\$)

Improvement	WLSP Fee Program [1]	Residential Land Uses at Buildout					Nonresidential Land Uses at Buildout					
		Single-Family Units		Multifamily Units			Commercial			General Industrial	Business Park	
		LDR	MDR	HDR-I	HDR-II	MU	Regional	Community	Neighborhood			Office
<i>Per Dwelling Unit</i>							<i>Per 1,000 Bldg Sq. Ft.</i>					
Backbone Infrastructure												
Roadways (On-site and Off-site)	\$17,346,551	\$2,841	\$2,841	\$1,620	\$1,620	\$1,620	\$5,426	\$5,654	\$7,358	\$3,977	\$3,580	\$3,608
Drainage	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer (On-site & Off-site)	\$4,542,075	\$1,351	\$1,351	\$1,175	\$1,175	\$1,175	\$252	\$252	\$252	\$348	\$455	\$455
Water	\$1,460,093	\$602	\$602	\$258	\$258	\$258	\$69	\$69	\$69	\$69	\$90	\$90
Recycled Water	\$434,633	\$179	\$179	\$77	\$77	\$77	\$20	\$20	\$20	\$20	\$27	\$27
Subtotal Backbone Infrastructure	\$23,783,351	\$4,973	\$4,973	\$3,130	\$3,130	\$3,130	\$5,767	\$5,995	\$7,700	\$4,414	\$4,152	\$4,180
Public Facility Improvements												
Parks	\$6,280,000	\$2,228	\$2,228	\$1,926	\$1,926	\$1,926	\$114	\$114	\$114	\$172	\$81	\$138
Police Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Schools	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Facilities	\$580,500	\$212	\$124	\$83	\$59	\$69	\$109	\$109	\$109	\$91	\$91	\$68
WLSP Entitlement Cost Reimbursement	\$1,100,000	\$402	\$235	\$156	\$113	\$131	\$207	\$207	\$207	\$172	\$172	\$129
WLSP Fee Program Administration	\$1,000,000	\$366	\$213	\$142	\$102	\$119	\$188	\$188	\$188	\$157	\$157	\$118
Subtotal Public Facilities	\$8,960,500	\$3,208	\$2,799	\$2,307	\$2,200	\$2,245	\$618	\$618	\$618	\$592	\$501	\$453
<hr/>												
Totals	\$32,743,851											
Per Unit		\$8,181	\$7,773	\$5,436	\$5,330	\$5,375	-	-	-	-	-	-
Per 1,000 Bldg Sq. Ft.		-	-	-	-	-	\$6,386	\$6,613	\$8,318	\$5,006	\$4,654	\$4,633
Per Acre		\$45,804	\$74,639	\$78,326	\$106,519	\$92,423	\$69,539	\$72,016	\$90,581	\$65,419	\$60,814	\$80,729

"alloc_summ"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] See Table 6-1 for calculation of net development share of costs.

costs, existing and proposed taxes and assessments, and market pricing for housing, they are not intended to provide an absolute answer regarding a project's likely financial feasibility. Rather, the indicators provide guidance to property owners, land use regulators, and public service providers about the likelihood that a project can be successfully implemented given the Facility requirements identified for a development project. Ultimately, the public agency decision-makers must use their best judgment to decide if a particular project can feasibly afford the estimated infrastructure burden, taxes, and assessments, and these benchmarks are two tools to assist them in making that determination.

Infrastructure Cost Burden Test

The purpose of estimating the total burden of Backbone Infrastructure and Public Facilities is to evaluate the financial feasibility of the Project given all current and proposed fees and the additional burden of Project-specific infrastructure costs. In general, new development can support a certain level of infrastructure, the cost of which is ultimately integrated into the home price. EPS's infrastructure burden test measures the total cost of Backbone Infrastructure and Public Facility improvements as a percentage of the final sales price of a property (e.g., residential unit or nonresidential building). The total infrastructure cost burden consists of all Backbone Infrastructure and Public Facility costs (e.g., developer funding plus any non-overlapping bond debt related to special taxes and assessments for infrastructure) plus all applicable development fees (e.g., development impact fees or school mitigation fees).

Typically, these total infrastructure costs comprise up to a maximum of 15 to 20 percent of a home's final total sales price. Based on pro forma analyses of dozens of Specific Plans in California over the past two decades, the infrastructure burden feasibility performance test yields the following general conclusions:

- Burdens below 15 percent are generally considered financially feasible.
- Burdens between 15 and 20 percent may be feasible depending upon the specific circumstances of the project.
- Burdens above 20 percent suggest that a project may not be financially feasible unless other components of the project pro forma are particularly advantageous to the developer, thus allowing the project to bear unusually high infrastructure costs.

The WLSP Fee Program estimates by land use, as shown in **Table 6-2**, have been included to assess the additional burden of Project-specific infrastructure costs. This Financing Plan assumes that a plan area fee will be used as the primary funding mechanism, using land secured debt financing as an option to finance needed backbone infrastructure and other public facilities up-front. To the extent that facilities funded through debt financing mechanisms also are included in existing or new fee programs, appropriate fee credits should be granted by the responsible agency.

Two-Percent Test

The second test of feasibility is a test of total taxes and assessments as a percentage of the home sales price (2-percent test). The purpose of estimating the total taxes and assessments as a percentage of sales price is to ensure that current and proposed taxes and assessments do not

exceed 1.8 percent of the value of the property.¹¹ The State of California's Proposition 13 limited general property tax to 1 percent of the value of the property. Based on the 2-percent test, other bonded debt, special assessments, and other special taxes should not exceed an additional 1 percent (for a total of 2 percent) of the total value of the property. The industry guideline follows the principle that total taxes and assessments on a developed residential unit should not exceed 2 percent of the value of the property.

If a Mello-Roos CFD (special tax) or assessment is chosen as the means to fund infrastructure costs not covered by existing or proposed financing programs, this feasibility test assesses the additional special tax/assessment burden on residential dwelling units. The estimated maximum special tax amount that could be implemented as part of a Mello-Roos CFD or Assessment District is included in this feasibility test. As summarized below, the 2-percent feasibility test includes the following assumptions regarding potential special tax amounts for development in the Project.

Infrastructure CFD Special Tax Amount	
Single-Family Low Density (LDR)	\$800 per unit
Single-Family Medium-Density (MDR)	\$600 per unit
Multifamily High Low-Density I (HDR-I)	\$400 per unit
Multifamily High Low-Density II (HDR-II)	\$150 per unit
Mixed Use (MU)	\$300 per unit
Nonresidential Uses	\$4,000 per acre

Feasibility Analysis Findings

Infrastructure Cost Burden Test

Under the infrastructure burden test, single-family residential land uses may be marginally feasible and multifamily residential land uses may be infeasible based on estimated residential values and the estimated infrastructure burden. All nonresidential land use types may be feasible based on estimated nonresidential values and infrastructure burden. **Table 6-3** shows the total infrastructure burden of City, County, Special District and estimated WLSP Fee Program fees as a percentage of the estimated sales prices for each land use in the Project. As shown, the infrastructure cost burden ranges from 18 percent to 23 percent for residential units and 6 percent to 9 percent for nonresidential uses.

¹¹ Although the guideline is 2 percent, EPS has used a target range of 1.8 percent to allow a 0.2-percent gap for fluctuations in housing values or additional taxes and assessments as needed (e.g., a school district GO bond).

Table 6-3
West Landing Specific Plan
Public Facilities Financing Plan
Infrastructure Cost Burden Analysis (2011\$)

Fees Current as of:
03/07/2011

Item	Single-Family		Residential		
	LDR	MDR	HDR-I	Multifamily HDR-II [1]	MU
INFRASTRUCTURE BURDEN					
City Fees	Per Residential Unit				
Processing Fees					
Building Permit	\$1,753	\$1,531	\$1,099	\$948	\$948
Plan Check	\$1,139	\$995	\$714	\$616	\$616
Seismic/Strong Motion	\$24	\$20	\$12	\$9	\$9
SB1473 California Building Standards Fee	\$9	\$8	\$5	\$4	\$4
Total Processing Fees	\$2,925	\$2,554	\$1,829	\$1,577	\$1,577
Development Impact Fees					
Police	\$428	\$428	\$370	\$370	\$370
Fire	\$904	\$904	\$782	\$782	\$782
Municipal Facilities	\$1,222	\$1,222	\$1,056	\$1,056	\$1,056
Wastewater	\$2,063	\$2,063	\$1,795	\$1,795	\$1,795
Parks and Recreation	\$5,165	\$5,165	\$4,465	\$4,465	\$4,465
Community Facilities	\$1,758	\$1,758	\$1,520	\$1,520	\$1,520
Transportation [2]	\$3,096	\$3,096	\$1,765	\$1,765	\$1,765
Water	\$5,086	\$5,086	\$2,180	\$2,180	\$2,180
Drainage [3]	\$605	\$605	\$330	\$330	\$330
Information Technology	\$194	\$194	\$168	\$168	\$168
PFF Administration Charge [4]	\$50	\$50	\$50	\$50	\$50
Total Development Impact Fees	\$20,570	\$20,570	\$14,479	\$14,479	\$14,479
Total City Fees	\$23,496	\$23,124	\$16,308	\$16,056	\$16,056
County/Special District Fees					
Ceres Unified School District Facilities Fee [5]	\$12,122	\$9,918	\$6,612	\$5,510	\$5,510
County Impact Fee [6]	\$7,139	\$7,139	\$4,643	\$4,643	\$4,643
Total Other/Special District Fees	\$19,261	\$17,057	\$11,255	\$10,153	\$10,153
Total Fees Per Unit/Acre	\$42,757	\$40,181	\$27,563	\$26,209	\$26,209
Preliminary WLSP Fee Program (Table 6-2)	\$8,181	\$7,773	\$5,436	\$5,330	\$5,375
TOTAL INFRASTRUCTURE BURDEN	\$50,938	\$47,954	\$33,000	\$31,539	\$31,583
LAND USE ASSUMPTIONS [7]					
Acres	178.9	54.9	39.7	26.5	13.5
Units	1,002	527	572	530	232
Estimated Avg. Square Feet Per Unit	2,200	1,800	1,200	1,000	1,000
Estimated Garage Square Feet Per Unit	450	450	-	-	-
Total Building Square Feet	2,650	2,250	1,200	1,000	1,000
Units Per Acre/Average Floor Area Ratio	5.6	9.6	14.4	20.0	17.2
Finished Unit Selling Price [8]	\$275,000	\$250,000	\$180,000	\$140,000	\$160,000
Nonres. Value per 1,000 Building Sq. Ft. [9]	-	-	-	-	-
Total Infrastructure Burden as a Percentage of Estimated Sales Price or Value [10]					
	19%	19%	18%	23%	20%

Source: City of Ceres; County of Stanislaus; Ceres Unified School District; the Gregory Group; EPS.

[1] For this feasibility analysis, HDR-II units are assumed to reflect the value of a rental product.

[2] HDR and MU units assumes "Apartments 5+" category.

[3] Assumes the Benefit Zone Area A for Drainage.

[4] Administration charge is charged per unit for residential (\$50) and per application (\$105) for nonresidential. The actual nonresidential charge would be allocated to the entire acreage of the parcel.

[5] This analysis assumes that WLSP students will enter the Ceres Unified School District.

[6] County impact fee rates shown are for development occurring within the City of Ceres. Development located within the sphere of influence will be higher. However, this analysis assumes the WLSP will be annexed prior to pulling building permits; and therefore, assumes City-level fees will be included or negotiated during annexation.

[7] Based on Reduced Land Use scenario shown in Table 3-1.

[8] Based on an evaluation of data from The Gregory Group ranging from 2004 through 2009.

[9] Assumption by EPS.

[10] Typically, total burdens below 15% are considered financially feasible. Burden between 15-20% may be feasible depending on specific circumstances of the project. Burdens greater than 20% may not be feasible.

Table 6-3
West Landing Specific Plan
Public Facilities Financing Plan
Infrastructure Cost Burden Analysis (2011\$)

Fees Current as of:
03/07/2011

Item	Nonresidential					
	Regional Commercial	Community Commercial	Neighborhood Commercial	Office	General Industrial	Business Park
INFRASTRUCTURE BURDEN						
City Fees	<i>Per 1,000 Bldg Sq. Ft.</i>					
Processing Fees						
Building Permit	\$13	\$29	\$18	\$33	\$21	\$6
Plan Check	\$8	\$19	\$12	\$21	\$14	\$4
Seismic/Strong Motion	\$0	\$1	\$1	\$1	\$1	\$0
SB1473 California Building Standards Fee	\$0	\$0	\$0	\$0	\$0	\$0
Total Processing Fees	\$22	\$49	\$31	\$56	\$36	\$10
Development Impact Fees						
Police	\$28	\$28	\$28	\$42	\$20	\$22
Fire	\$59	\$59	\$59	\$89	\$42	\$71
Municipal Facilities	\$80	\$80	\$80	\$120	\$57	\$96
Wastewater	\$385	\$385	\$385	\$531	\$695	\$695
Parks and Recreation	\$265	\$265	\$265	\$399	\$188	\$319
Community Facilities	\$0	\$0	\$0	\$0	\$0	\$0
Transportation [2]	\$5,912	\$6,160	\$8,017	\$4,333	\$3,900	\$3,931
Water	\$581	\$581	\$581	\$581	\$763	\$763
Drainage [3]	\$379	\$379	\$379	\$379	\$237	\$237
Information Technology	\$36	\$36	\$36	\$36	\$17	\$17
PFF Administration Charge [4]	\$105	\$105	\$105	\$105	\$105	\$105
Total Development Impact Fees	\$7,829	\$8,077	\$9,935	\$6,615	\$6,024	\$6,256
Total City Fees	\$7,851	\$8,126	\$9,966	\$6,671	\$6,060	\$6,266
County/Special District Fees						
Ceres Unified School District Facilities Fee [5]	\$470	\$470	\$470	\$470	\$470	\$470
County Impact Fee [6]	\$3,105	\$3,312	\$2,407	\$3,909	\$1,625	\$1,625
Total Other/Special District Fees	\$3,575	\$3,782	\$2,877	\$4,379	\$2,095	\$2,095
Total Fees Per Unit/Acre	\$11,426	\$11,908	\$12,843	\$11,050	\$8,155	\$8,361
Preliminary WLSP Fee Program	\$6,386	\$6,613	\$8,318	\$5,006	\$4,654	\$4,633
TOTAL INFRASTRUCTURE BURDEN	\$17,812	\$18,521	\$21,161	\$16,056	\$12,809	\$12,995
LAND USE ASSUMPTIONS [7]						
Acres	35.7	15.9	25.0	13.5	17.4	67.4
Units	-	-	-	-	-	-
Estimated Avg. Square Feet Per Unit	-	-	-	-	-	-
Estimated Garage Square Feet Per Unit	-	-	-	-	-	-
Total Building Square Feet	388,773	173,151	272,204	176,589	226,860	1,174,378
Units Per Acre/Average Floor Area Ratio	0.25	0.25	0.25	0.30	0.30	0.40
Finished Unit Selling Price [8]	-	-	-	-	-	-
Nonres. Value per 1,000 Building Sq. Ft. [9]	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000
Total Infrastructure Burden as a Percentage of Estimated Sales Price or Value [10]	Upper Range of Feasibility = 15-20%					
	8%	8%	9%	7%	6%	6%

"feasibility"

Source: City of Ceres; County of Stanislaus; Ceres Unified School District; the Gregory Group; EPS.

- [1] For this feasibility analysis, HDR-II units are assumed to reflect the value of a rental product.
[2] HDR and MU units assumes "Apartments 5+" category.
[3] Assumes the Benefit Zone Area A for Drainage.
[4] Administration charge is charged per unit for residential (\$50) and per application (\$105) for nonresidential. The actual nonresidential charge would be allocated to the entire acreage of the parcel.
[5] This analysis assumes that WLSP students will enter the Ceres Unified School District.
[6] County impact fee rates shown are for development occurring within the City of Ceres. Development located within the sphere of influence will be higher. However, this analysis assumes the WLSP will be annexed prior to pulling building permits; and therefore, assumes City-level fees will be included or negotiated during annexation.
[7] Based on Reduced Land Use scenario shown in .
[8] Based on an evaluation of data from The Gregory Group ranging from 2004 through 2009.
[9] Assumption by EPS.
[10] Typically, total burdens below 15% are considered financially feasible. Burden between 15-20% may be feasible depending on specific circumstances of the project. Burdens greater than 20% may not be feasible.

Table 6-4 shows the market value and infrastructure burden adjustments that would be required to achieve a ratio of total infrastructure burden to sales price of 15 percent. As shown, the value of single-family units would be required to increase 23 percent to 28 percent to achieve a ratio of 15 percent. The value of multifamily units would be required to increase 22 percent to 49 percent. Conversely, the infrastructure burden would be required to decrease 20 percent to 33 percent to achieve a ratio of 15 percent. If the feasibility threshold was increased to 17.5 percent, the value of single-family units would be required to increase only 5 percent to 10 percent; the value of multifamily units would be required to increase 4 percent to 28 percent. Similarly, the infrastructure burden would be required to decrease 3 percent to 21 percent to achieve a ratio of 17.5 percent.

Depending on the City, Project developers, and other relevant stakeholders' decision regarding the Project's ability to afford the estimated infrastructure burden, the extent to which market values increase and infrastructure burdens decrease could improve (i.e., if the parties involved agree that a higher ratio of infrastructure burden to sales price is acceptable). Further, feasibility may be improved through some combination of increased market values (more likely over the longer term as current economic conditions improve) and decreased infrastructure burdens. Finally, because financial feasibility was tested on a reduced land use scenario, feasibility would be improved if 100 percent of proposed development occurred (i.e., there are additional land uses to absorb the total infrastructure burden). Additional considerations regarding financial feasibility are addressed at the end of this chapter.

Two-Percent Test

Under the 2-percent test, a total of taxes and assessments as a percentage of sales price that is less than 1.8 percent is considered an indicator of financial feasibility. **Table 6-5** presents the total estimated taxes and assessments as a percentage of home sales price for each proposed residential prototype. The total annual amount includes the following taxes and assessments.

- Property taxes.
- Other general ad valorem taxes (e.g., school/other GO bonds).
- Additional potential special taxes and assessments.
- An estimate of Project infrastructure CFD special taxes, based on tax rates that are estimated to keep the Project competitive with proximate new development.

As shown, total existing and proposed taxes and assessments for Project homes range from 1.69 percent to 1.78 percent. Under the 2-percent test, the current and proposed annual tax burden appears to be feasible for all residential land uses. It is important to note that a maximum special tax rate (Project CFD) was applied to all units. Reducing total taxes and assessments as a percentage of the residential value could be achieved by applying a lower special tax on the multifamily units.

Table 6-4
West Landing Specific Plan
Public Facilities Financing Plan
Modifications Required to Achieve 15 Percent Infrastructure Burden as Percent of Sales Price [1]

Land Use	Modifications Required to Achieve 15% Infra. Burden as Percent of Sales Price [1]					
	Alternative 1:			Alternative 2:		
	Modify Market Value			Modify Infrastructure Burden		
	Orig. Value [2]	Mod. Value	% Increase	Orig. Burden [2]	Mod. Burden	% Decrease
<u>Residential</u>						
Single-Family Residential	<u>Value/Unit</u>			<u>Burden/Unit</u>		
Low Density (LDR)	\$275,000	\$339,000	23%	\$50,938	\$41,000	(20%)
Medium-Density (MDR)	\$250,000	\$319,000	28%	\$47,954	\$38,000	(21%)
Multifamily Residential						
High Density I (HDR-I)	\$180,000	\$220,000	22%	\$33,000	\$27,000	(18%)
High Density II (HDR-II)	\$140,000	\$209,000	49%	\$31,539	\$21,000	(33%)
Mixed (MU)	\$160,000	\$209,000	31%	\$31,583	\$24,000	(24%)
<u>Nonresidential [3]</u>						
	<u>Value/1,000 Bldg Sq. Ft.</u>			<u>Burden/1,000 Bldg Sq. Ft.</u>		
Regional Commercial (RC)	\$225,000	NA	NA	\$17,812	NA	NA
Community Commercial (CC)	\$225,000	NA	NA	\$18,521	NA	NA
Neighborhood Commercial (NC)	\$225,000	NA	NA	\$21,161	NA	NA
Office (O)	\$225,000	NA	NA	\$16,056	NA	NA
General Industrial (GI)	\$225,000	NA	NA	\$12,809	NA	NA
Business Park (BP)	\$225,000	NA	NA	\$12,995	NA	NA

"feas"

Source: EPS.

[1] Modifications presented are *either* an increase in market values *or* a decrease in infrastructure burden (or a combination of both, which would require a both a smaller increase in market values and smaller decrease in infrastructure burden than shown).

[2] Assumptions as presented in **Table 6-3**.

[3] These land uses are within the range of feasibility (below 15% infrastructure burden as a percentage of sales price).

Table 6-5
West Landing Specific Plan
Public Facilities Financing Plan
Test of 2% Based on Percentage of Sales Price (2011\$)

Item	Single-Family		Multifamily			Total All Units
	LDR	MDR	HDR-I	HDR-II [1]	MU	
ASSUMPTIONS						
Unit Sq. Ft.	2,200	1,800	1,200	1,000	1,000	
Number of Units	1,002	527	572	530	232	2,862
Estimated Average Sales Price [2]	\$275,000	\$250,000	\$180,000	\$140,000	\$160,000	
<u>Ad Valorem Taxes [3]</u>						
General Property Tax	\$2,680	\$2,430	\$1,730	\$1,330	\$1,530	\$6,014,272
Ceres USD Bond 2001 [4]	\$0	\$0	\$0	\$0	\$0	\$0
Ceres USD Bond 2009A [4]	\$0	\$0	\$0	\$0	\$0	\$0
Ceres USD Bond 2009B [4]	\$0	\$0	\$0	\$0	\$0	\$0
Yosemite College Bond Series 2005A	\$20	\$18	\$13	\$10	\$12	\$45,498
Yosemite College Bond Series 2007C	\$34	\$31	\$22	\$17	\$19	\$75,702
Total Ad Valorem Taxes	\$2,734	\$2,479	\$1,765	\$1,357	\$1,561	\$6,135,472
<u>Additional Special Taxes</u>						
Ceres USD CFD Special Tax [4]	\$335	\$335	\$170	\$170	\$170	\$738,860
CFD-3 [5]	\$780	\$780	\$780	\$780	\$780	\$2,232,672
Westport Fire Protection District [6]	\$40	\$40	\$40	\$40	\$40	\$114,553
Total Special Taxes	\$1,155	\$1,155	\$990	\$990	\$990	\$738,860
<i>Estimated WLSP Infrastructure CFD</i>	<i>\$800</i>	<i>\$600</i>	<i>\$400</i>	<i>\$150</i>	<i>\$300</i>	
Total Range of Annual Taxes and Assessments	\$4,689	\$4,234	\$3,155	\$2,497	\$2,851	
<i>Feasible Range < 1.8%</i>						
Total Taxes & Assessments as % of Sales Price	1.71%	1.69%	1.75%	1.78%	1.78%	

"twopercent_test"

Source: County of Stanislaus and EPS.

[1] For this feasibility analysis, HDR-II units are assumed to reflect the value of a rental product.

[2] Based on an evaluation of data from The Gregory Group ranging from 2004 through 2009.

[3] Includes homeowners property tax exemption of \$7,000.

[4] Through negotiations with the Ceres USD, the Project will pay an annual special tax but will not be subject to ad valorem taxes established to repay Ceres USD bond issuances.

[5] This analysis assumes the Project will be annexed into CFD-3, which was established for non-infill residential development to fund ongoing operations and maintenance services for police, fire (including emergency), parks, and open space.

[6] The Project is currently located within the Westport Fire Protection District (WFPD) but the City may provide fire protection services in the future instead. For the purpose of this analysis, it is assumed that the Project will remain in the WFPD and be subject to the special tax. The actual mechanism to fund fire protection services will be determined through the entitlement process.

Summary

As noted previously, the infrastructure cost burden and 2-percent tests may be used as indicators to evaluate financial feasibility. Further discussion and analysis is warranted to address the preliminary feasibility findings presented in this Financing Plan.

There are two specific assumptions in this Financing Plan that should be considered in light of the financial feasibility findings. First, this Financing Plan assumes approximately 80 percent of planned residential and nonresidential land uses will develop and allocates proposed WLSP Fee Program costs accordingly. Second, this Financing Plan includes land acquisition costs of \$150,000 per acre. If a greater percentage of planned land uses are assumed to develop or land acquisition costs are reduced (or both), the proposed WLSP plan area fee would be reduced thereby improving financial feasibility under the infrastructure cost burden test.

In addition, there are several factors that may be considered if a project nears or exceeds the financial feasibility threshold as discussed below.

- **Cross-subsidy opportunities.** Most master-planned communities feature a variety of residential and commercial land uses; in many cases a high infrastructure burden on one land use category can be cross-subsidized by a lower burden on another category.
- **Phasing.** A project facing a significant level of upfront infrastructure obligations whose cost recovery does not occur until later phases will have difficulty carrying these costs at the high end of the feasibility range. Conversely, a project that can time improvements more closely to the level of development may be able to absorb relatively higher infrastructure costs.
- **Variation in items included in "infrastructure burden."** There is an increasing disparity among jurisdictions as to the nature of items included as "infrastructure costs." The 15- to 20-percent feasibility test was conceived when infrastructure included major capital improvements related to regional roads, water, sewer, drainage, public safety, schools, and parks. In recent years, several additional items have been added, though not uniformly. While some items reflect changes in the regulatory environment (e.g., habitat mitigation), others represent cost items that were traditionally part of other cost components. For instance, the cost of affordable housing is generally covered by master developers, who in many cases are subject to an inclusionary housing ordinance. However, some jurisdictions have adopted affordable housing fees; to the extent that these fees are now included in the cost burden analysis, this represents a cost not traditionally part of the feasibility test. Also, jurisdictions employ a highly variable approach regarding the inclusion of frontage lanes in traffic fees; some agencies include these while others do not.
- **Whether a portion of backbone infrastructure costs are funded privately.** Some projects internally fund some or all costs of backbone infrastructure and public facilities, incorporating them into the land sales price. To the extent the cost burden analysis in a financing plan excludes these privately funded costs, the feasibility test can understate the overall feasibility and actual capacity of a project to fund additional improvements. It should be noted, however, that the WLSP is typical of projects in the region with respect to what is internally funded.



APPENDICES:

- Appendix A: Detailed Cost Estimates
- Appendix B: Cost Allocation Tables
- Appendix C: Estimated Maximum Special Tax
Revenue and Bond Sizing



APPENDIX A:

Detailed Cost Estimates

Table A-1	Preliminary Infrastructure Improvement Costs	A-1
Table A-2	Estimated Off-Site Sewer Facility Cost.....	A-2
Table A-3	Estimate of Fire, Police, and School Facility Costs (3 pages)	A-3
Table A-4	Summary of Roadway Mitigation Measures (2 pages)	A-6

Estimates from Wood Rodgers

Detailed Summary by Improvement Category—Phase 1	A-8
Detailed Summary by Improvement Category—Phase 2	A-28
Phasing Exhibits	

Table A-1
West Landing Specific Plan
Public Facilities Financing Plan
Preliminary Infrastructure Improvement Costs (2011\$)

Improvement	Initial Phase (Phase 1)			Remaining Phase (Phases 2-4)			Buildout		
	Subtotal	Contingency [1]	Total	Subtotal	Contingency [1]	Total	Subtotal	Contingency [1]	Total
Backbone Infrastructure									
Roadways									
On-site	\$1,028,540	\$359,989	\$1,388,529	\$987,840	\$345,744	\$1,333,584	\$2,016,380	\$705,733	\$2,722,113
Off-site (Incl. Req. Mitigation Measures)	\$5,229,065	\$1,830,173	\$7,059,238	\$7,635,886	\$2,672,560	\$10,308,445	\$12,864,951	\$4,502,733	\$17,367,683
ROW Land Acquisition [2]	\$1,389,676	\$0	\$1,389,676	\$2,199,077	\$0	\$2,199,077	\$3,588,753	\$0	\$3,588,753
Subtotal Roadways	\$7,647,281	\$2,190,162	\$9,837,443	\$10,822,803	\$3,018,304	\$13,841,107	\$18,470,084	\$5,208,466	\$23,678,550
Drainage	\$2,123,700	\$743,295	\$2,866,995	\$1,137,600	\$398,160	\$1,535,760	\$3,261,300	\$1,141,455	\$4,402,755
Sewer									
On-site	\$3,322,500	\$1,162,875	\$4,485,375	\$42,000	\$14,700	\$56,700	\$3,364,500	\$1,177,575	\$4,542,075
Off-site	\$2,602,677	\$0	\$2,602,677	\$4,332,823	\$0	\$4,332,823	\$6,935,500	\$0	\$6,935,500
Subtotal Sewer	\$5,925,177	\$1,162,875	\$7,088,052	\$4,374,823	\$14,700	\$4,389,523	\$10,300,000	\$1,177,575	\$11,477,575
Water	\$2,985,850	\$1,045,048	\$4,030,898	\$2,695,700	\$943,495	\$3,639,195	\$5,681,550	\$1,988,543	\$7,670,093
Recycled Water	\$311,950	\$109,183	\$421,133	\$10,000	\$3,500	\$13,500	\$321,950	\$112,683	\$434,633
Subtotal Backbone Infrastructure	\$18,993,958	\$5,250,562	\$24,244,520	\$19,040,925	\$4,378,159	\$23,419,084	\$38,034,884	\$9,628,721	\$47,663,605
Public Facilities									
Parks									
Parks Facilities	\$4,100,000	\$1,435,000	\$5,535,000	\$3,800,000	\$1,330,000	\$5,130,000	\$7,900,000	\$2,765,000	\$10,665,000
ROW Land Acquisition [2]	\$4,500,000	\$0	\$4,500,000	\$2,550,000	\$0	\$2,550,000	\$7,050,000	\$0	\$7,050,000
Subtotal Parks	\$8,600,000	\$1,435,000	\$10,035,000	\$6,350,000	\$1,330,000	\$7,680,000	\$14,950,000	\$2,765,000	\$17,715,000
Police Facilities [3] [4]	\$454,972	\$0	\$454,972	\$754,274	\$0	\$754,274	\$1,209,246	\$0	\$1,209,246
Fire Facilities [3] [5]	\$960,900	\$0	\$960,900	\$1,622,230	\$0	\$1,622,230	\$2,583,130	\$0	\$2,583,130
Schools [3]	\$7,968,675	\$0	\$7,968,675	\$18,513,589	\$0	\$18,513,589	\$26,482,264	\$0	\$26,482,264
Transit Facilities	\$43,000	\$15,050	\$58,050	\$387,000	\$135,450	\$522,450	\$430,000	\$150,500	\$580,500
WLSP Entitlement Cost Reimbursement	\$407,601	\$0	\$407,601	\$692,399	\$0	\$692,399	\$1,100,000	\$0	\$1,100,000
WLSP Fee Program Administration	\$370,546	\$0	\$370,546	\$629,454	\$0	\$629,454	\$1,000,000	\$0	\$1,000,000
Subtotal Public Facilities	\$18,805,694	\$1,450,050	\$20,255,744	\$28,948,946	\$1,465,450	\$30,414,396	\$47,754,640	\$2,915,500	\$50,670,140
TOTAL IMPROVEMENTS	\$37,799,653	\$6,700,612	\$44,500,264	\$47,989,871	\$5,843,609	\$53,833,480	\$85,789,524	\$12,544,221	\$98,333,744

Sources: Wood Rodgers, "Detailed Summary by Improvement Category West Landing Specific Plan Area," March 11, 2011; City of Ceres; EPS.

"cost_summ"

- [1] Infrastructure costs include the following: 15% hard cost contingency and 20% for soft costs.
[2] Right-of-Way (ROW) land acquisition costs are based on direction provided by city staff in December 2010:
- Roadway ROW Land Acquisition cost of \$150,000 per acre.
- Parks ROW Land Acquisition cost (including land acquisition within dual usage drainage basins) of \$150,000 per acre.
[3] For this analysis, total improvement costs are assumed to equal fee revenue generated by the project.
Actual costs will be updated when they are available.
[4] Costs assumed to fund a 800 square foot police substation.
[5] Preliminary estimate includes cost to construct a 7,000 square foot fire station and purchase of a fire engine.

Table A-2
West Landing Specific Plan
Public Facilities Financing Plan
Estimated Off-Site Sewer Facility Cost

Land Use	Sewer Cost per DUE [1]	Initial Phase (Phase 1)					Remaining Phases (Phases 2-4)					Total Cost at Buildout
		Units [2]	Nonres. Building 1K Sq. Ft.	DUE Factors [3]	Total DUEs	Estimated Cost	Units [2]	Nonres. Building 1K Sq. Ft.	DUE Factors [3]	Total DUEs	Estimated Cost	
Sewer Facilities	\$2,063											
<u>Residential</u>												
Single-Family Residential												
Low Density (LDR)		-	-	1.00	-	\$0	1,002	-	1.00	1,001.6	\$2,065,960	\$2,065,960
Medium-Density (MDR)		322	-	1.00	321.7	\$663,553	206	-	1.00	205.5	\$423,882	\$1,087,434
Multifamily Residential												
High Low -Density I (HDR-I)		-	-	0.87	-	\$0	572	-	0.87	497.6	\$1,026,460	\$1,026,460
High Low -Density II (HDR-II)		530	-	0.87	460.8	\$950,372	-	-	0.87	-	\$0	\$950,372
Mixed (MU)		232	-	0.87	201.8	\$416,326	-	-	0.87	-	\$0	\$416,326
Total Residential		1,083	-			\$2,030,252	1,779	-			\$3,516,301	\$5,546,553
<u>Nonresidential</u>												
Regional Commercial (RC)		-	388.8	0.19	72.5	\$149,569	-	-	0.19	-	\$0	\$149,569
Community Commercial (CC)		-	173.2	0.19	32.3	\$66,615	-	-	0.19	-	\$0	\$66,615
Neighborhood Commercial (NC)		-	272.2	0.19	50.8	\$104,722	-	-	0.19	-	\$0	\$104,722
Office (O)		-	176.6	0.26	45.5	\$93,788	-	-	0.26	-	\$0	\$93,788
General Industrial (GI)		-	226.9	0.34	76.5	\$157,732	-	-	0.34	-	\$0	\$157,732
Business Park (BP)		-	-	0.34	-	\$0	-	1,174	0.34	395.9	\$816,521	\$816,521
Total Nonresidential		-	1,237.6			\$572,426	-	1,174.4			\$816,521	\$1,388,947
TOTAL		1,083	1,237.6			\$2,602,677	1,779	1,174.4			\$4,332,823	\$6,935,500

"offsite_sewer"

Source: ECO:LOGIC Cost of Wastewater Treatment and Disposal Capacity Memorandum, October 28, 2008.

[1] Sewer cost per DUE based on costs outlined in ECO:LOGIC memorandum and amended by the City in 2010. These costs serve as an estimated total of off-site sewer facilities required to serve the Project.

Actual costs may differ and will be determined as a part of project approval.

[2] Land use totals are derived from reduced land use scenario shown in Table 3-2.

[3] DUE factors derived from City's current PFF (sewer component).

Table A-3
West Landing Specific Plan
Public Facilities Financing Plan
Estimate of Fire, Police, and School Facility Costs [1]

Land Use	Initial Phase (Phase 1)							
	Units [2]	Nonres. Building 1K Sq. Ft.	Fire Facilities		Police Facilities		Schools [3]	
			Impact Fee per Unit/ 1K Sq. Ft.	Est. Cost	Impact Fee per Unit/ 1K Sq. Ft.	Est. Cost	Impact Fee per Unit/ 1K Sq. Ft.	Est. Cost
<u>Residential</u>								
Single-Family Residential								
Low Density (LDR)	-	-	\$904	\$0	\$428	\$0	\$12,122	\$0
Medium-Density (MDR)	322	-	\$904	\$290,898	\$428	\$137,761	\$9,918	\$3,190,597
Multifamily Residential								
High Low -Density I (HDR-I)	-	-	\$782	\$0	\$370	\$0	\$6,612	\$0
High Low -Density II (HDR-II)	530	-	\$782	\$413,972	\$370	\$196,047	\$5,510	\$2,918,096
Mixed (MU)	232	-	\$782	\$181,347	\$370	\$85,882	\$5,510	\$1,278,320
Total Residential	1,083	-		\$886,218		\$419,690		\$7,387,013
<u>Nonresidential</u>								
Regional Commercial (RC)	-	388.8	\$59	\$23,058	\$28	\$10,874	\$470	\$182,723
Community Commercial (CC)	-	173.2	\$59	\$10,270	\$28	\$4,843	\$470	\$81,381
Neighborhood Commercial (NC)	-	272.2	\$59	\$16,144	\$28	\$7,614	\$470	\$127,936
Office (O)	-	176.6	\$89	\$15,711	\$42	\$7,440	\$470	\$82,997
General Industrial (GI)	-	226.9	\$42	\$9,499	\$20	\$4,512	\$470	\$106,624
Business Park (BP)	-	-	\$71	\$0	\$22	\$0	\$470	\$0
Total Nonresidential	-	1,237.6		\$74,682		\$35,283		\$581,661
TOTAL	1,083	1,237.6		\$960,900		\$454,972		\$7,968,675

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Costs are estimated by the current City PFF component for fire and police facilities, and by the current CUSD fee for school facilities.

[2] Land use totals are derived from proposed land use plan (See Table 3-2).

[3] Ceres Unified School District Fees are \$5.51 per residential square foot and \$0.47 per nonresidential square foot.

Table A-3
West Landing Specific Plan
Public Facilities Financing Plan
Estimate of Fire, Police, and School Facility Costs [1]

Land Use	Remaining Phase (Phases 2-4)							
	Units [2]	Nonres. Building 1K Sq. Ft.	Fire Facilities		Police Facilities		Schools [3]	
			Impact Fee per Unit/ 1K Sq. Ft.	Est. Cost	Impact Fee per Unit/ 1K Sq. Ft.	Est. Cost	Impact Fee per Unit/ 1K Sq. Ft.	Est. Cost
<u>Residential</u>								
Single-Family Residential								
Low Density (LDR)	1,002	-	\$904	\$905,707	\$428	\$428,915	\$12,122	\$12,141,395
Medium-Density (MDR)	206	-	\$904	\$185,828	\$428	\$88,002	\$9,918	\$2,038,172
Multifamily Residential								
High Low -Density I (HDR-I)	572	-	\$782	\$447,115	\$370	\$211,743	\$6,612	\$3,782,064
High Low -Density II (HDR-II)	-	-	\$782	\$0	\$370	\$0	\$5,510	\$0
Mixed (MU)	-	-	\$782	\$0	\$370	\$0	\$5,510	\$0
Total Residential	1,779	-		\$1,538,650		\$728,660		\$17,961,632
<u>Nonresidential</u>								
Regional Commercial (RC)	-	-	\$59	\$0	\$28	\$0	\$470	\$0
Community Commercial (CC)	-	-	\$59	\$0	\$28	\$0	\$470	\$0
Neighborhood Commercial (NC)	-	-	\$59	\$0	\$28	\$0	\$470	\$0
Office (O)	-	-	\$89	\$0	\$42	\$0	\$470	\$0
General Industrial (GI)	-	-	\$42	\$0	\$20	\$0	\$470	\$0
Business Park (BP)	-	1,174.4	\$71	\$83,580	\$22	\$25,613	\$470	\$551,957
Total Nonresidential	-	1,174.4		\$83,580		\$25,613		\$551,957
TOTAL	1,779	1,174.4		\$1,622,230		\$754,274		\$18,513,589

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Costs are estimated by the current City PFF component for fire and police facilities, and by the current CUSD fee for school facilities.

[2] Land use totals are derived from proposed land use plan (See Table 3-2).

[3] Ceres Unified School District Fees are \$5.51 per residential square foot and \$0.47 per nonresidential square foot.

Table A-3
West Landing Specific Plan
Public Facilities Financing Plan
Estimate of Fire, Police, and School Facility Costs [1]

Land Use	Total Cost at Buildout		
	Fire Facilities	Police Facilities	Schools
<u>Residential</u>			
Single-Family Residential			
Low Density (LDR)	\$905,707	\$428,915	\$12,141,395
Medium-Density (MDR)	\$476,726	\$225,763	\$5,228,770
Multifamily Residential			
High Low -Density I (HDR-I)	\$447,115	\$211,743	\$3,782,064
High Low -Density II (HDR-II)	\$413,972	\$196,047	\$2,918,096
Mixed (MU)	\$181,347	\$85,882	\$1,278,320
Total Residential	\$2,424,868	\$1,148,350	\$25,348,645
<u>Nonresidential</u>			
Regional Commercial (RC)	\$23,058	\$10,874	\$182,723
Community Commercial (CC)	\$10,270	\$4,843	\$81,381
Neighborhood Commercial (NC)	\$16,144	\$7,614	\$127,936
Office (O)	\$15,711	\$7,440	\$82,997
General Industrial (GI)	\$9,499	\$4,512	\$106,624
Business Park (BP)	\$83,580	\$25,613	\$551,957
Total Nonresidential	\$158,262	\$60,896	\$1,133,619
TOTAL	\$2,583,130	\$1,209,246	\$26,482,264

"addl_costs"

Sources: Wood Rodgers; City of Ceres; and EPS.

Table A-4
West Ceres Specific Plan
Public Facilities Financing Plan
Summary of Roadway Mitigation Measures [1]

Mitigation Measure	Roadway/ Mitigation Measure Description	Jurisdiction	Mitigation Measure Detail	Existing Fee Program		Construction Responsibility
				Ceres PFF	Modesto CFF	
PROJECT-SPECIFIC IMPACTS						
Intersection Operations						
Traf-3	Crows Landing Road/Whitmore Avenue (#5)/ Implement Crows Landing Road/Whitmore Avenue Intersection PFF Improvements	Stanislaus County Modesto SOI Ceres SOI	Implement southern portion of the intersection within City of Ceres, with potential reimbursement from the City PFF.	X	X	Yes
Traf-8	Crows Landing Road/Hackett Road (#10)/ Crows Landing Rd/Hackett Rd Intersection Imp.	Stanislaus County Ceres SOI	Construct one NB through lane and one SB through lane to provide one left-turn lane, three through lanes and one right-turn lane on both the NB and SB approaches.	-	-	Yes
Traf-9a	Crows Landing Road/Service Road (#12)/ Implement Crows Landing Road/Service Road Intersection PFF Improvements	Stanislaus County City of Ceres	Implement the following improvements: improve Crows Landing Road to a 4-6 lane arterial/expressway (Stanislaus Co. PFF); improve Service Road to a 4-lane expressway (Ceres PFF). Potential reimbursement from the City PFF.	X	-	Yes
Traf-9b	Crows Landing Road/Service Road (#12)/ Crows Landing Road/Service Road Intersection Improvements	Stanislaus County City of Ceres	Construct the following improvements: re-stripe the SB approach lane to provide two left-turn lanes, one through lane and one shared through right lane; modify the traffic signal to provide right-turn phasing on WB approach and prohibit u-turn movement on SB approach.	-	-	Yes
Roadway Operations						
Traf-19	Crows Landing Road South of Whitmore Ave (C)/ Widening of Crows Landing Road South of Whitmore Ave	Stanislaus County Ceres SOI	Project shall dedicate any necessary ROW and construct one NB travel land and one SB travel lane along Crows Landing Road from Service Road to Whitmore Road to provide three travel lanes in each direction.	-	-	Yes
Traf-20	Whitmore Avenue East of Crows Landing Road (D)/ Implement Whitmore Avenue East of Crows Landing Road Roadway Segment PFF Impr.	Stanislaus County City of Modesto Ceres SOI	Improve Whitmore Avenue to a four-lane minor arterial, with potential reimbursement through Ceres PFF.	X	-	Yes

Table A-4
West Ceres Specific Plan
Public Facilities Financing Plan
Summary of Roadway Mitigation Measures [1]

Mitigation Measure	Roadway/ Mitigation Measure Description	Jurisdiction	Mitigation Measure Detail	Existing Fee Program		Construction Responsibility
				Ceres PFF	Modesto CFF	
CUMULATIVE IMPACTS						
Intersection Operations						
Traf-38	Crows Landing Road/Service Road (#12)/ Fair Share Contribution Towards Crows Landing Road/Service Road Intersection Improvements	Stanislaus County City of Ceres	Dedicate ROW and make fair share contribution toward the following improvements: add one additional NB through lane and corresponding receiving lane on the north leg; add one additional SB through lane; add one exclusive SB right-turn lane; add one additional WB left-turn lane and one additional WB right-turn lane; modify traffic signal to remove right-turn overlap phasing for WB movement.	-	-	No
Traf-54	Crows Landing/Cornucopia Way-B Street (#110)/ Fair Share Contribution Towards Crows Landing Road/Cornucopia Way-B Street Intersection Improvements	Stanislaus County Ceres SOI	Fair share contribution towards the following improvements: add a NB though lane as well as the receiving lanes on the corresponding leg to provide one left-turn lane, two through lanes, and one shared-right lane on the northbound approach; convert the SB right-turn lane to a through-right lane as well as the receiving lanes on the corresponding leg to provide one left-turn lane, two through lanes and one shared through-right lane on the southbound approach; add one EB right-turn lane to provide one shared left-through lane, and two right-turn lanes on the EB approach.	-	-	No

Source: City of Ceres; Dowling Associates; Lamphier-Gregory; Wood Rodgers; EPS.

[1] Mitigation measures identified in Transportation and Traffic Chapter of the April 2010 Administrative Draft Environmental Impact Report (EIR) prepared by Lamphier-Gregory. Costs and potential reimbursement amounts included in Wood Rodgers cost estimates provided in Appendix A.



APPENDIX A:
Estimates from Wood Rogers
Detailed Summary by Improvement Category
Phase 1

Detailed Summary by Improvement Category - PHASE 1
West Landing Specific Plan Area
March 11, 2011
Summary of Estimated Construction Costs

Item	Cost Detail			
	Estimated Cost	Estimated Reimbursement	Net Cost	
Improvements				
Off-Site Roadway Improvements	\$7,117,288	\$801,484	\$6,315,804	
Civil On-Site (Backbone)	\$13,192,929	\$5,971,995	\$7,220,934	
Landscape and Amenities	\$5,535,000	\$4,455,000	\$1,080,000	
Land Cost	\$5,889,676	\$1,370,000	\$4,519,676	
Grand Total ⁽¹⁾	\$31,734,893	\$12,598,479	\$19,136,414	
Soft Cost and Contingency Subtotals				
Contingency	15%	\$3,526,099	\$1,399,831	\$2,126,268
Soft Costs	20%	\$4,701,466	\$1,866,441	\$2,835,024
Subtotal Soft Cost and Cont.	35%	\$8,227,565	\$3,266,272	\$4,961,292
Construction Cost Only Totals	\$23,507,328	\$9,332,207	\$14,175,121	

⁽¹⁾ Includes Contingency and Soft Costs

Detailed Summary by Improvement Category - PHASE 1
West Landing Specific Plan Area
March 11, 2011
Summary of Estimated Construction Costs

March 11, 2011
Wood Rodgers, Inc.

Item	Cost Detail		Net Cost
	Estimated Cost	Estimated Reimbursement	

Detailed Summary of Improvement Costs

Off-Site Roadway Improvements

1 Whitmore Avenue ~ Includes (Traf-3)	\$649,585	\$550,692	\$98,893
2 Ustick Road	\$0	\$0	\$0
3 Service Road	\$2,105,500	\$0	\$2,105,500
4 Crows Landing Road	\$2,516,980	\$43,000	\$2,473,980
5 Carol Lane	\$0	\$0	\$0
Subtotal	\$5,272,065	\$593,692	\$4,678,373
Contingencies @ 15%	\$790,810	\$89,054	\$701,756
Soft Costs @20%	\$1,054,413	\$118,738	\$935,675
Total	\$7,117,288	\$801,484	\$6,315,804

Civil On-Site (Backbone)

1 Grading	\$0	\$0	\$0
2 Roadways	\$1,028,540	\$0	\$1,028,540
3 Drainage	\$2,123,700	\$2,123,700	\$0
4 Sewer	\$3,322,500	\$0	\$3,322,500
5 Water	\$2,985,850	\$2,300,000	\$685,850
6 Recycled Water	\$311,950	\$0	\$311,950
7 Public Utilities	\$0	\$0	\$0
Subtotal	\$9,772,540	\$4,423,700	\$5,348,840
Contingencies @ 15%	\$1,465,881	\$663,555	\$802,326
Soft Costs @20%	\$1,954,508	\$884,740	\$1,069,768
Total	\$13,192,929	\$5,971,995	\$7,220,934

Detailed Summary by Improvement Category - PHASE 1
West Landing Specific Plan Area
March 11, 2011
Summary of Estimated Construction Costs

March 11, 2011
Wood Rodgers, Inc.

Item	Cost Detail		Net Cost
	Estimated Cost	Estimated Reimbursement	

Landscape and Amenities

1 Landscaping	\$4,100,000	\$3,300,000	\$800,000
Subtotal	\$4,100,000	\$3,300,000	\$800,000
Contingencies @ 15%	\$615,000	\$495,000	\$120,000
Soft Costs @20%	\$820,000	\$660,000	\$160,000
Total	\$5,535,000	\$4,455,000	\$1,080,000

Grand Total	\$25,845,217	\$11,228,479	\$14,616,738
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West Landing Specific Plan
Construction
Quantity and Cost Estimate ~ Phase 1

March 11, 2011
Wood Rodgers Inc

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
<u>Off-Site Roadway Improvements</u>						
<u>Whitmore Avenue ~ Includes (Traf-3)</u>						
1	Roadway Improvements ⁽¹⁾	1,650	LF	\$314.90	\$519,585.00	\$28,692.00
2	Traffic Signal Modification (Whitmore Ave. / Crows Landing)	1	EA	\$100,000.00	\$100,000.00	\$0.00
3	Traffic Signal (Ustick and Knox)	0	EA	\$225,000.00	\$0.00	\$0.00
4	Traffic Control	1	EA	\$30,000.00	\$30,000.00	\$0.00
5	Masonry Wall (6' Min.)	0	LF	\$85.00	\$0.00	\$0.00
6	Water T-Main Reimbursement (Carol Lane to Crows Landing) ⁽³⁾⁽⁴⁾	1,650	LF	\$120.00	\$0.00	\$198,000.00
7	Water T-Main Reimbursement (Crows Landing to UPRR) ⁽³⁾⁽⁴⁾	2,700	LF	\$120.00	\$0.00	\$324,000.00
Whitmore Avenue Subtotal					\$649,585.00	\$550,692.00
<u>Ustick Road</u>						
1	Roadway Improvements	0	LF	\$314.90	\$0.00	\$0.00
2	Traffic Control	0	EA	\$100,000.00	\$0.00	\$0.00
3	Masonry Wall (6' Min.)	0	LF	\$85.00	\$0.00	\$0.00
4	Water Transmission Main Reimbursement	0	LF	\$120.00	\$0.00	\$0.00
Ustick Road Subtotal					\$0.00	\$0.00
<u>Service Road</u>						
1	Roadway Improvements	0	LF	\$420.10	\$0.00	\$0.00
2	Traffic Signal Modification (Service Road / Crows Landing)	0	EA	\$100,000.00	\$0.00	\$0.00
3	Traffic Signal (Service Road / Ustick Road)	0	EA	\$225,000.00	\$0.00	\$0.00
4	Traffic Control	0	EA	\$150,000.00	\$0.00	\$0.00
5	Masonry Wall (6' Min.)	0	LF	\$85.00	\$0.00	\$0.00
6	14" Force Main	2,700	LF	\$140.00	\$378,000.00	\$0.00
7	42" Trunk Sewer Line ⁽³⁾	4,700	LF	\$325.00	\$1,527,500.00	\$0.00
8	Jack and Bore (UPRR)	1	Job	\$200,000.00	\$200,000.00	\$0.00
Service Road Subtotal					\$2,105,500.00	\$0.00
<u>Crows Landing Road</u>						
1	Roadway Improvements	5,200	LF	\$341.15	\$1,773,980.00	\$0.00
2	Traffic Signal Modification (Crows Landing/Hackett)	1	EA	\$100,000.00	\$100,000.00	\$0.00
3	Traffic Signal (Crows Landing / "A" & "B" Street)	2	EA	\$225,000.00	\$450,000.00	\$0.00
4	Traffic Control	1	EA	\$150,000.00	\$150,000.00	\$0.00
5	Bus Turnout / Shelter ⁽²⁾	1	EA	\$43,000.00	\$43,000.00	\$43,000.00
6	Water Transmission Main Reimbursement	5,200	LF	\$80.00	\$0.00	\$0.00
Crows Landing Road Subtotal					\$2,516,980.00	\$43,000.00
<u>Carol Lane</u>						
1	Roadway Improvements	0	LF	\$404.04	\$0.00	\$0.00
2	Masonry Wall (6' Min.) ~ Developer Responsibility	0	LF	\$0.00	\$0.00	\$0.00
Carol Lane Subtotal					\$0.00	\$0.00
Off-Site Roadway Improvements Subtotal					\$5,272,065.00	\$593,692.00
Contingencies at 15%					\$790,809.75	\$89,053.80
Soft Costs at 20%					\$1,054,413.00	\$118,738.40

West Landing Specific Plan
Construction
Quantity and Cost Estimate ~ Phase 1

March 11, 2011
Wood Rodgers Inc

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
	Total (Off-site Roadway Improvements)				\$7,117,287.75	
	Total Reimbursements					\$801,484.20
	Net Total (Off-site Roadway Improvements)				\$6,315,803.55	

- ⁽¹⁾ Table 9.2 a ~ Planned Roadway Improvement, "Public Facilities Fee, Nexus Study" prepared for the City of Ceres by PMC, Dated November 10, 2008
- ⁽²⁾ Assumes 100% fully funded by the PFF. Estimate is below allowable reimbursement per Table 9.2 b ~ Transportation Facilities, "Public Facilities Fee, Nexus Study" prepared for the City of Ceres
- ⁽³⁾ Water Transmission Construction Costs are included in "Civil Off-site" Roadway Construction Cost Breakdown
- ⁽⁴⁾ 100% Reimbursement Per Planned Water Facilities, "Public Facilities Fee, Nexus Study" prepared for the City of Ceres by PMC, Dated November 10, 2008

West Landing Specific Plan
Construction
Quantity and Cost Estimate ~ Phase 1

March 11, 2011
Wood Rodgers Inc

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
<u>Land Costs</u>						
<u>Parks</u>						
1	Community Park ⁽¹⁾	30	Ac	\$150,000.00	\$4,500,000.00	\$0.00
2	Community Park ⁽²⁾ ~ Parks Portion Reimbursement	27.4	Ac	\$50,000.00	\$0.00	\$1,370,000.00
Parks Subtotal					\$4,500,000.00	\$1,370,000.00
<u>Road Right of Way</u>						
1	Roadway Improvements ⁽³⁾	5.6	Ac	\$150,000.00	\$834,676.31	\$0.00
2	Roadway Improvements ⁽⁴⁾ ~ Adjacent Parks	3.7	Ac	\$150,000.00	\$555,000.00	\$0.00
Road Right of Way Subtotal					\$1,389,676.31	\$0.00
Land Costs Subtotal					\$5,889,676.31	\$1,370,000.00
Contingencies at 15%					\$0.00	\$0.00
Soft Costs at 5%					\$0.00	\$0.00
Subtotal (Land Costs)					\$5,889,676.31	
Subtotal Reimbursements						\$1,370,000.00
Net Total (Land)					\$4,519,676.31	

Note:

⁽¹⁾ Value of \$150,000 per acre, based upon December City direction. Deviates from Table 7.4 of the "Public Facilities Fee, Nexus Study" prepared for the

⁽²⁾ Value of \$50,000 per acre reimbursed from the PFF

⁽³⁾ Under current City policy, lands for road right of ways shall be dedicated with development with the exception of the following

a. Expressway 28' R/W width required

b. Arterial "A" (Crows Landing) 18' R/W width required

c. Arterial "B" (Whitmore, Ustick) 19' R/W width required

d. Primary Collectors 16' R/W width required

⁽⁴⁾ Road R/W adjacent Parks (Half Section)

West Landing Specific Plan
Construction
Quantity and Cost Estimate ~ Phase 1

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil On-Site (Backbone)</u>						
<u>Grading</u>						
1	Erosion Control ⁽³⁾	0	LS	\$0.00	\$0.00	\$0.00
Grading Subtotal					\$0.00	\$0.00
<u>Roadways</u>						
1	Primary Collector (82' Right-of-Way)	7340	LF	\$96.00	\$704,640.00	\$0.00
2	Secondary Collector (66' Right-of-Way)	5380	LF	\$0.00	\$0.00	\$0.00
3	Hackett Road (A)	800	LF	\$0.00	\$0.00	\$0.00
4	Hackett Road (B) ~ Entry	400	LF	\$122.25	\$48,900.00	\$0.00
5	Traffic Circle	5	EA	\$55,000.00	\$275,000.00	\$0.00
6	HC Ramps	0	EA	\$1,500.00	\$0.00	\$0.00
7	Driveway Approaches	0	EA	\$3,500.00	\$0.00	\$0.00
8	Street Name Signs	0	EA	\$750.00	\$0.00	\$0.00
9	Survey Monuments	0	EA	\$1,000.00	\$0.00	\$0.00
Roadways Subtotal					\$1,028,540.00	\$0.00
<u>Drainage</u>						
1	12" Drain Pipe (DI Leads)	0	LF	\$45.00	\$0.00	\$0.00
2	18" Drain Pipe	0	LF	\$55.00	\$0.00	\$0.00
3	24" Drain Pipe	520	LF	\$80.00	\$41,600.00	\$0.00
4	30" Drain Pipe	430	LF	\$95.00	\$40,850.00	\$0.00
5	36" Drain Pipe	690	LF	\$110.00	\$75,900.00	\$0.00
6	42" Drain Pipe	100	LF	\$125.00	\$12,500.00	\$0.00
7	48" Drain Pipe	700	LF	\$145.00	\$101,500.00	\$0.00
8	54" Drain Pipe	540	LF	\$180.00	\$97,200.00	\$0.00
9	60" Drain Pipe	50	LF	\$205.00	\$10,250.00	\$0.00
10	66" Drain Pipe	2320	LF	\$235.00	\$545,200.00	\$0.00
11	72" Drain Pipe	900	LF	\$250.00	\$225,000.00	\$0.00
12	84" Drain Pipe	800	LF	\$280.00	\$224,000.00	\$0.00
13	Drain Inlet	0	EA	\$1,900.00	\$0.00	\$0.00
14	48" Manhole	25	EA	\$3,500.00	\$87,500.00	\$0.00
15	60" Manhole	7	EA	\$4,500.00	\$31,500.00	\$0.00
16	72" Manhole	11	EA	\$8,500.00	\$93,500.00	\$0.00
17	Junction Box	15	EA	\$15,000.00	\$225,000.00	\$0.00
18	Construct Detention Basins (1 total)	51600	CY	\$4.50	\$232,200.00	\$0.00
19	Detention Basin Inlet / Outlet Connections	4	LS	\$20,000.00	\$80,000.00	\$0.00
20	Drainage Improvements Reimbursement Costs ⁽¹⁾	1	LS	\$2,123,700.00	\$0.00	\$2,123,700.00
Drainage Subtotal					\$2,123,700.00	\$2,123,700.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate ~ Phase 1

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil On-Site (Backbone)

Sewer

1	4" Sewer Services	0	EA	\$950.00	\$0.00	\$0.00
2	8" Sewer	0	LF	\$60.00	\$0.00	\$0.00
3	10" Sewer (15'-20')	0	LF	\$90.00	\$0.00	\$0.00
4	15" Sewer (15'-20')	1990	LF	\$120.00	\$238,800.00	\$0.00
5	18" Sewer (20'-23')	890	LF	\$180.00	\$160,200.00	\$0.00
6	24" Sewer	100	LF	\$250.00	\$25,000.00	\$0.00
7	14" Force Main	3700	LF	\$140.00	\$518,000.00	\$0.00
8	48" Sewer Manhole (10' -15')	0	EA	\$5,500.00	\$0.00	\$0.00
9	48" Sewer Manhole (15' -20')	9	EA	\$7,500.00	\$67,500.00	\$0.00
10	60" Sewer Manhole (20' Plus)	6	EA	\$10,500.00	\$63,000.00	\$0.00
11	8" Sewer (Commercial) Included in Line 52	0	LF	\$50.00	\$0.00	\$0.00
12	Lift Station (3.68 mgd)	1	EA	\$2,250,000.00	\$2,250,000.00	\$0.00

Sewer Subtotal					\$3,322,500.00	\$0.00
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Water

1	8" Water	0	LF	\$40.00	\$0.00	\$0.00
2	12" Water	9450	LF	\$55.00	\$519,750.00	\$0.00
3	8" Valve	0	EA	\$1,100.00	\$0.00	\$0.00
4	12" valve	17	EA	\$1,700.00	\$28,900.00	\$0.00
5	BO / ARV Valves	6	EA	\$1,200.00	\$7,200.00	\$0.00
6	Fire Hydrants	20	EA	\$5,500.00	\$110,000.00	\$0.00
7	Services (1" Domestic)	0	EA	\$1,050.00	\$0.00	\$0.00
8	Connect to Existing Main	2	EA	\$10,000.00	\$20,000.00	\$0.00
9	Domestic Wells with Pumps ⁽²⁾	2	EA	\$650,000.00	\$1,300,000.00	\$1,300,000.00
10	Domestic Water Storage Tanks (0.8 mg) ⁽²⁾	1	EA	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00

Water Subtotal					\$2,985,850.00	\$2,300,000.00
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Recycled Water

1	6" Water	4500	LF	\$40.00	\$180,000.00	\$0.00
2	8" Water	0	LF	\$55.00	\$0.00	\$0.00
3	6" Valve	3	EA	\$650.00	\$1,950.00	\$0.00
4	8" valve	0	EA	\$1,100.00	\$0.00	\$0.00
5	2" Irrigation Service (Park)	1	EA	\$5,000.00	\$5,000.00	\$0.00
6	Agricultural Well with Pump	1	EA	\$125,000.00	\$125,000.00	\$0.00

Recycled Water Subtotal					\$311,950.00	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate ~ Phase 1

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil On-Site (Backbone)</u>						
<u>Public Utilities</u>						
1	Joint Trench ⁽⁴⁾	0	LF	\$130.00	\$0.00	\$0.00
Public Utilities Subtotal					\$0.00	\$0.00
Civil Subtotal					\$9,772,540.00	\$4,423,700.00
Contingencies at 15%					\$1,465,881.00	\$663,555.00
Engineering, Plan Check, and Geotechnical at 20%					\$1,954,508.00	\$884,740.00
Civil Total Cost					\$13,192,929.00	\$5,971,995.00

Note

- ⁽¹⁾ Reimbursement value of \$6,785.39 per impervious acre (Table 10.3, Area A of the "Public Facilities Fee, Nexus Study" prepared for the City of Ceres by PMC, Dated November 10, 2008) Drainage shed acres (415 Total) at 70% impervious equates to 290.5 impervious acres. **Cost estimate reflects a "Full Cost" recovery item**
- ⁽²⁾ 100% Reimbursement "Public Facilities Fee, Nexus Study"
- ⁽³⁾ Under current City policy, Cost shall be included with development.
- ⁽⁴⁾ Joint Trench costs are included with the per foot cost of the roadways sections (See civil onsite roadway section)

West Landing Specific Plan
Construction
Quantity and Cost Estimate ~ Phase 1

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
<u>Landscape and Amenities</u>						
<u>Landscaping</u>						
1	Neighborhood Park (Detention Basin Landscaping	0	AC	\$100,000.00	\$0.00	\$0.00
2	Neighborhood Park (Amenities)	0	AC	\$240,000.00	\$0.00	\$0.00
3	Community Park (Detention Basin Landscaping	8	AC	\$100,000.00	\$800,000.00	\$0.00
4	Community Park (Amenities) ⁽¹⁾	22	AC	\$150,000.00	\$3,300,000.00	\$3,300,000.00
Subtotal Landscaping					\$4,100,000.00	\$3,300,000.00
Contingencies at 15%					\$615,000.00	\$495,000.00
Engineering, Plan Check, and Geotechnical at 20%					\$820,000.00	\$660,000.00
Landscape and Amenity Total Cost					\$5,535,000	\$4,455,000

⁽¹⁾ 100% Reimbursement Per "Public Facilities Fee, Nexus Study" prepared for the City of Ceres by PMC, Dated November 10, 2008

**West Landing Specific Plan
Preliminary Cost Estimate
March 11, 2011**

Notes:

- 1 **Grading** is based on preliminary grading plans with a first pass at earthwork quantities . Soundwall height and length estimated for residential area only. Commercial areas typically do not require soundwalls.
- 2 **Offsite Roadway** estimates are based on constructing full median improvements and half section roadway improvements only (frontage)
- 3 **Offsite Public Utilities**- Research and meetings with dry utility purveyors indicate that necessary services exist immediately adjacent on onsite to serve this development.
- 4 **Roadway Paving**- Thickness of structural sections have been estimated based upon the minimum requirements set forth by the City of Ceres Improvement Standards. Please note that a complete geotechnical report will be necessary for plan submittal.
- 5 **Drainage** estimates have been generated based on the original Wood Rodgers, Inc. drainage study layout and will need to be updated or revised based upon timing or phasing of development.
- 6 **Sewage** estimates have been generated based on the original Wood Rodgers, Inc. Sewer Study layout and will need to be updated or revised based upon timing or phasing of development.
- 7 **Water** estimates have been generated based on the original Wood Rodgers, Inc. Water Study and will need to be updated or revised based upon timing or phasing of development.
- 8 **Landscaping** (Onsite) costs are based upon the area included in the City Right-of-Way

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil On-Site (Backbone)

Primary Collector (82' right-of-Way)

1	Excavation	0	CY	\$5.50	\$0.00	\$0.00
2	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
3	Erosion Control (10' Hydroseed, Wattle, DI Protection)	0	LF	\$5.25	\$0.00	\$0.00
4	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
5	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
6	Multi-use Sidewalk	16	SF	\$6.00	\$96.00	\$0.00
7	Decomposed Granite (w/ Hdr Board)	0	SF	\$3.00	\$0.00	\$0.00
8	Landscaping	0	SF	\$6.00	\$0.00	\$0.00
9	Striping	0	LF	\$0.35	\$0.00	\$0.00
10	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
11	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00

	Subtotal		\$96.00	\$0.00
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	Contingencies at 15%		\$14.40	\$0.00
	Engineering, Plan Check, and Geotechnical at 20%		\$19.20	\$0.00

	Primary Collector (82' right-of-Way) Total Cost		\$129.60	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil On-Site (Backbone)

Secondary Collector (66' right-of-Way)

1	Excavation	0	CY	\$5.50	\$0.00	\$0.00
2	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
3	Erosion Control (10' Hydroseed, Wattle, DI Protection)	0	LF	\$5.25	\$0.00	\$0.00
4	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
5	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
6	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
7	Landscaping	0	SF	\$6.00	\$0.00	\$0.00
8	Striping	0	LF	\$0.35	\$0.00	\$0.00
9	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
10	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00

Subtotal	\$0.00	\$0.00
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Contingencies at 15%	\$0.00	\$0.00
Engineering, Plan Check, and Geotechnical at 20%	\$0.00	\$0.00

Secondary Collector (66' right-of-Way) Total Cost	\$0.00	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil Off-Site

Arterial B (Whitmore Avenue, Half Section)

1	Demolition / Removal (Southern Half Section)	19	SF	\$1.75	\$33.25	\$0.00
2	Excavation	2	CY	\$5.50	\$11.00	\$0.00
3	Sub-Grade Preparation	11	SF	\$0.45	\$4.95	\$0.00
4	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
5	Paving 3" AC / 6" AB	11	SF	\$3.25	\$35.75	\$0.00
6	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
7	Median Curb	1	LF	\$17.00	\$17.00	\$0.00
8	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
9	Water Transmission and Appurtenance	1	LF	\$120.00	\$120.00	\$0.00
10	Landscaping	8	SF	\$6.00	\$48.00	\$0.00
11	Striping	2	LF	\$0.35	\$0.70	\$0.00
12	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
13	Joint Trench	0	LF	\$125.00	\$0.00	\$0.00
14	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
15	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00

Subtotal		\$314.90	\$0.00
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Contingencies at 15%		\$47.24	\$0.00
Engineering, Plan Check, and Geotechnical at 20%		\$62.98	\$0.00

Arterial B (Whitmore Avenue, Half Section) Total Cost		\$425.12	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Expressway A (Service Road)</u>						
1	Demolition / Removal	8	SF	\$1.75	\$14.00	\$0.00
2	Excavation	1	CY	\$5.50	\$5.50	\$0.00
3	Roadside Ditch (South)	0	LF	\$5.00	\$0.00	\$0.00
4	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
5	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
6	Paving 3" AC / 6" AB	0	SF	\$3.25	\$0.00	\$0.00
7	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
8	Median Curb	1	LF	\$17.00	\$17.00	\$0.00
9	Sidewalk (10" wide)	10	SF	\$6.00	\$60.00	\$0.00
10	Water Transmission and Appurtenances	1	LF	\$120.00	\$120.00	\$0.00
11	Landscaping	26.5	SF	\$6.00	\$159.00	\$0.00
12	Striping	1	LF	\$0.35	\$0.35	\$0.00
13	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
14	Joint Trench	0	LF	\$125.00	\$0.00	\$0.00
15	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
16	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00
Subtotal					\$420.10	\$0.00
Contingencies at 15%					\$63.02	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$84.02	\$0.00
Expressway A (Service Road) Total Cost					\$567.14	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Arterial B (Ustick Road ~ Half Section)</u>						
1	Demolition / Removal	19	SF	\$1.75	\$33.25	\$0.00
2	Excavation	2	CY	\$5.50	\$11.00	\$0.00
3	Roadside Ditch (West)	0	LF	\$5.00	\$0.00	\$0.00
4	Sub-Grade Preparation	11	SF	\$0.45	\$4.95	\$0.00
5	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
6	Paving 3" AC / 6" AB	11	SF	\$3.25	\$35.75	\$0.00
7	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
8	Median Curb	1	LF	\$17.00	\$17.00	\$0.00
9	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
10	Water Transmission and Appurtenances	1	LF	\$120.00	\$120.00	\$0.00
11	Landscaping	8	SF	\$6.00	\$48.00	\$0.00
12	Striping	2	LF	\$0.35	\$0.70	\$0.00
13	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
14	Joint Trench	0	LF	\$125.00	\$0.00	\$0.00
15	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
16	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00
Subtotal					\$314.90	\$0.00
Contingencies at 15%					\$47.24	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$62.98	\$0.00
Arterial B (Ustick Road) Total Cost					\$425.12	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Arterial A (Crows Landing Road)</u>						
1	Demolition / Removal (Southern Half Section)	5	SF	\$1.75	\$8.75	\$0.00
2	Excavation	3	CY	\$5.50	\$16.50	\$0.00
3	Roadside Ditch	0	LF	\$5.00	\$0.00	\$0.00
4	Sub-Grade Preparation	18	SF	\$0.45	\$8.10	\$0.00
5	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
6	Paving 3" AC / 6" AB	18	SF	\$3.25	\$58.50	\$0.00
7	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
8	Median Curb	2	LF	\$17.00	\$34.00	\$0.00
9	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
10	Water Transmission and Appurtenances	1	LF	\$80.00	\$80.00	\$0.00
11	Landscaping	15	SF	\$6.00	\$90.00	\$0.00
12	Striping	3	LF	\$0.35	\$1.05	\$0.00
13	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
14	Joint Trench	0	LF	\$145.00	\$0.00	\$0.00
15	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
16	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00
Subtotal					\$341.15	\$0.00
Contingencies at 15%					\$51.17	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$68.23	\$0.00
Arterial A (Crows Landing Road) Total Cost					\$460.55	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Hackett Road "A" (74' Right-of-Way)</u>						
1	Demolition / Removal (Southern Half Section)	0	SF	\$1.75	\$0.00	\$0.00
2	Excavation	0	CY	\$5.50	\$0.00	\$0.00
3	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
4	Erosion Control (10' Hydroseed, Wattle, DI Protection)	0	LF	\$5.25	\$0.00	\$0.00
5	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
6	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
7	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
8	Landscaping	0	SF	\$6.00	\$0.00	\$0.00
9	Striping	0	LF	\$0.70	\$0.00	\$0.00
10	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
11	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00
Subtotal					\$0.00	\$0.00
Contingencies at 15%					\$0.00	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$0.00	\$0.00
Hackett Road "A" (74' Right-of-Way) Total Cost					\$0.00	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Hackett Road "B" (74' Right-of-Way)</u>						
1	Demolition / Removal (Southern Half Section)	10	SF	\$1.75	\$17.50	\$0.00
2	Excavation	1	CY	\$5.50	\$5.50	\$0.00
3	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
4	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
5	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
6	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
7	Median Curb	2	LF	\$17.00	\$34.00	\$0.00
8	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
9	Landscaping	10	SF	\$6.00	\$60.00	\$0.00
10	Striping	0	LF	\$0.70	\$0.00	\$0.00
11	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
12	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00
Subtotal					\$122.25	\$0.00
Contingencies at 15%					\$18.34	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$24.45	\$0.00
Hackett Road "B" (74' Right-of-Way) Total Cost					\$165.04	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Carol Lane (37'-4" Right-of-Way)</u>						
1	Demolition / Removal	20	SF	\$1.75	\$35.00	\$0.00
2	Excavation	2	CY	\$5.50	\$11.00	\$0.00
3	Sub-Grade Preparation	37.3	SF	\$0.45	\$16.79	\$0.00
4	Erosion Control (5' Hydroseed, Wattle, DI Protection)	2	LF	\$3.25	\$6.50	\$0.00
5	Paving 2" AC / 4.5" AB	33	SF	\$2.25	\$74.25	\$0.00
6	Drainage Swale	2	LF	\$20.00	\$40.00	\$0.00
7	Joint Trench	1	LF	\$70.00	\$70.00	\$0.00
8	8" Sewer	1	LF	\$60.00	\$60.00	\$0.00
9	4" Sewer Services	1	LF	\$19.00	\$19.00	\$0.00
10	8" Water	1	LF	\$40.00	\$40.00	\$0.00
11	Services (24~1" Domestic, 2~ 2"Domestic)	1	LF	\$23.00	\$23.00	\$0.00
12	Fire Hydrants (2)	1	LF	\$8.50	\$8.50	\$0.00
Subtotal					\$404.04	\$0.00
Contingencies at 15%					\$60.61	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$80.81	\$0.00
Carol Lane (37'-4" Right-of-Way)					\$545.45	\$0.00



APPENDIX A:

Estimates from Wood Rogers
Detailed Summary by Improvement Category
Phase 2

Detailed Summary by Improvement Category- PHASE 2
West Landing Specific Plan Area
March 11, 2011
Summary of Estimated Construction Costs

Item	Cost Detail			
	Estimated Cost	Estimated Reimbursement	Net Cost	
Improvements				
Off-Site Roadway Improvements	\$10,830,895	\$5,530,514	\$5,300,381	
Civil On-Site (Backbone)	\$6,578,739	\$4,640,760	\$1,937,979	
Landscape and Amenities	\$5,130,000	\$4,860,000	\$270,000	
Land Cost	\$4,749,077	\$750,000	\$3,999,077	
Grand Total ⁽¹⁾	\$27,288,712	\$15,781,274	\$11,507,438	
Soft Cost and Contingency Subtotals				
1. Contingency	15%	\$3,032,079	\$1,753,475	\$1,278,604
2. Soft Costs	20%	\$4,042,772	\$2,337,967	\$1,704,806
Subtotal Soft Cost and Cont.	35%	\$7,074,851	\$4,091,441	\$2,983,410
Construction Cost Only Totals	\$20,213,860	\$11,689,833	\$8,524,028	

⁽¹⁾ Includes Contingency and Soft Costs

Detailed Summary by Improvement Category - PHASE 2
West Landing Specific Plan Area
March 11, 2011
Summary of Estimated Construction Costs

Item	Cost Detail		Net Cost
	Estimated Cost	Estimated Reimbursement	

Detailed Summary of Improvement Costs

Off-Site Roadway Improvements

1 Whitmore Avenue ~ Includes (Traf-20)	\$2,104,640	\$701,085	\$1,403,555
2 Ustick Road	\$2,308,480	\$753,000	\$1,555,480
3 Service Road ~ Includes (Traf-9a, 9b, 38)	\$3,009,520	\$2,567,592	\$441,928
4 Crows Landing Road	\$0	\$0	\$0
5 Carol Lane	\$525,246	\$0	\$525,246
6 Crows Landing Road / Cornucopia Way	\$75,000	\$75,000	\$0
Subtotal	\$8,022,886	\$4,096,677	\$3,926,209
Contingencies @ 15%	\$1,203,433	\$614,502	\$588,931
Soft Costs @20%	\$1,604,577	\$819,335	\$785,242
Total	\$10,830,895	\$5,530,514	\$5,300,381

Civil On-Site (Backbone)

1 Grading	\$0	\$0	\$0
2 Roadways	\$987,840	\$0	\$987,840
3 Drainage	\$1,137,600	\$1,137,600	\$0
4 Sewer	\$42,000	\$0	\$42,000
5 Water	\$2,695,700	\$2,300,000	\$395,700
6 Recycled Water	\$10,000	\$0	\$10,000
7 Public Utilities	\$0	\$0	\$0
Subtotal	\$4,873,140	\$3,437,600	\$1,435,540
Contingencies @ 15%	\$730,971	\$515,640	\$215,331
Soft Costs @20%	\$974,628	\$687,520	\$287,108
Total	\$6,578,739	\$4,640,760	\$1,937,979

Detailed Summary by Improvement Category - PHASE 2
West Landing Specific Plan Area
March 11, 2011
Summary of Estimated Construction Costs

March 11, 2011
Wood Rodgers, Inc.

Item	Cost Detail		Net Cost
	Estimated Cost	Estimated Reimbursement	
Landscape and Amenities			
Landscaping	\$3,800,000	\$3,600,000	\$200,000
Subtotal	\$3,800,000	\$3,600,000	\$200,000
Contingencies @ 15%	\$570,000	\$540,000	\$30,000
Soft Costs @20%	\$760,000	\$720,000	\$40,000
Total	\$5,130,000	\$4,860,000	\$270,000
Grand Total	\$22,539,634	\$15,031,274	\$7,508,360

West Landing Specific Plan
Construction
Quantity and Cost Estimate - Phase 2

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
<u>Off-Site Roadway Improvements</u>						
<u>Whitmore Avenue ~ Includes (Traf-20)</u>						
1	Roadway Improvements ⁽¹⁾	3,600	LF	\$314.90	\$1,133,640.00	\$140,085.00
2	Traffic Signal Modification (Whitmore Ave. / Crows Landing)	0	EA	\$100,000.00	\$0.00	\$0.00
3	Traffic Signal (Ustick and Knox)	2	EA	\$225,000.00	\$450,000.00	\$0.00
4	Traffic Control	1	EA	\$120,000.00	\$120,000.00	\$0.00
5	Masonry Wall (6' Min.)	3200	LF	\$85.00	\$272,000.00	\$0.00
6	Bus Turnout / Shelter ⁽²⁾	3	EA	\$43,000.00	\$129,000.00	\$129,000.00
7	Water Transmission Main Reimbursement ⁽⁴⁾	3,600	LF	\$120.00		\$432,000.00
Whitmore Avenue Subtotal					\$2,104,640.00	\$701,085.00
<u>Ustick Road</u>						
1	Roadway Improvements ⁽¹⁾	5,200	LF	\$314.90	\$1,637,480.00	\$0.00
2	Traffic Control	1	EA	\$100,000.00	\$100,000.00	\$0.00
3	Masonry Wall (6' Min.)	5200	LF	\$85.00	\$442,000.00	\$0.00
4	Bus Turnout / Shelter ⁽²⁾	3	EA	\$43,000.00	\$129,000.00	\$129,000.00
5	Water Transmission Main Reimbursement ⁽⁴⁾	5,200	LF	\$120.00		\$624,000.00
Ustick Road Subtotal					\$2,308,480.00	\$753,000.00
<u>Service Road ~ Includes (Traf-9a, 9b, 38)</u>						
1	Roadway Improvements ⁽¹⁾	5,200	LF	\$420.10	\$2,184,520.00	\$1,814,592.00
2	Traffic Signal Modification (Service Road / Crows Landing)	1	EA	\$100,000.00	\$100,000.00	\$0.00
3	Traffic Signal (Service Road / Ustick Road)	1	EA	\$225,000.00	\$225,000.00	\$0.00
4	Traffic Control	1	EA	\$150,000.00	\$150,000.00	\$0.00
5	Masonry Wall (6' Min.)	2600	LF	\$85.00	\$221,000.00	\$0.00
6	Bus Turnout / Shelter ⁽²⁾	3	EA	\$43,000.00	\$129,000.00	\$129,000.00
7	Water Transmission Main Reimbursement ^{(4) (5)}	5,200	LF	\$120.00	\$0.00	\$624,000.00
8	14" Force Main	0	LF	\$140.00	\$0.00	\$0.00
9	42" Trunk Sewer Line ⁽³⁾	0	LF	\$325.00	\$0.00	\$0.00
10	Jack and Bore (UPRR)	0	Job	\$200,000.00	\$0.00	
Service Road Subtotal					\$3,009,520.00	\$2,567,592.00
<u>Crows Landing Road</u>						
1	Roadway Improvements	0	LF	\$341.15	\$0.00	\$0.00
2	Traffic Signal Modification (Crows Landing/Hackett)	0	EA	\$100,000.00	\$0.00	\$0.00
3	Traffic Signal (Crows Landing / "A" & "B" Street)	0	EA	\$225,000.00	\$0.00	\$0.00
4	Traffic Control	0	EA	\$150,000.00	\$0.00	\$0.00
5	Water Transmission Main Reimbursement ⁽⁴⁾	0	LF	\$80.00	\$0.00	\$0.00
Crows Landing Road Subtotal					\$0.00	\$0.00
<u>Carol Lane</u>						
1	Roadway Improvements	1,300	LF	\$404.04	\$525,245.50	\$0.00
2	Masonry Wall (6' Min.) ~ Developer Responsibility	0	LF	\$0.00	\$0.00	\$0.00
Carol Lane Subtotal					\$525,245.50	\$0.00
<u>Crows Landing Road / Cornucopia Way</u>						
1	Roadway Intersection Improvements	1	EA	\$75,000.00	\$75,000.00	\$75,000.00
Crows Landing Road / Cornucopia Way Subtotal					\$75,000.00	\$75,000.00
Off-Site Roadway Improvements Subtotal					\$8,022,885.50	\$4,096,677.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate - Phase 2

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
	Contingencies at 15%				\$1,203,432.83	\$614,501.55
	Soft Costs at 20%				\$1,604,577.10	\$819,335.40
	Subtotal (Off-site Roadway Improvements)				\$10,830,895.43	
	Subtotal Reimbursements					\$5,530,513.95
Total (Off-site Roadway Improvements)					\$5,300,381.48	

⁽¹⁾ Table 9.2 a ~ Planned Roadway Improvement, "Public Facilities Fee, Nexus Study" prepared for the City of Ceres by PMC, Dated November 10, 2008

⁽²⁾ Assumes 100% fully funded by the PFF. Estimate is below allowable reimbursement per Table 9.2 b ~ Transportation Facilities, "Public Facilities Fee, Nexus Study" prepared for the City of Ceres

⁽³⁾ Reimbursement Allowance of \$125/Linear Foot (Difference between a 42" Sewer and 27" Sewer Line)

West Landing Specific Plan
Construction
Quantity and Cost Estimate - Phase 2

March 11, 2011
Wood Rodgers Inc

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
<u>Land Costs</u>						
<u>Parks</u>						
1	Community Park ⁽¹⁾	0	Ac	\$150,000.00	\$0.00	\$0.00
2	Neighborhood Park ⁽¹⁾	17	Ac	\$150,000.00	\$2,550,000.00	\$0.00
3	Neighborhood Park ⁽²⁾ ~ Parks Portion Reimbursement	15	Ac	\$50,000.00		\$750,000.00
Parks Subtotal					\$2,550,000.00	\$750,000.00
<u>Road Right of Way</u>						
1	Roadway Improvements ⁽³⁾	11.0	Ac	\$150,000.00	\$1,644,077.13	\$0.00
2	Roadway Improvements ⁽⁴⁾ ~ Adjacent Parks	3.7	Ac	\$150,000.00	\$555,000.00	\$0.00
Road Right of Way Subtotal					\$2,199,077.13	\$0.00
Land Costs Subtotal					\$4,749,077.13	\$750,000.00
Contingencies at 15%					\$0.00	\$0.00
Soft Costs at 5%					\$0.00	\$0.00
Total (Land Costs)					\$4,749,077.13	\$750,000.00

Note:

⁽¹⁾ Value of \$150,000 per acre, based upon June 2010 Council direction. Deviates from Table 7.4 of the "Public Facilities Fee, Nexus Study" prepared for

⁽²⁾ Value of \$50,000 per acre reimbursed from the PFF

⁽³⁾ Under current City policy, lands for road right of ways shall be dedicated with development with the exception of the following:

- a. Expressway 28' R/W width required
- b. Arterial "A" (Crows Landing) 18' R/W width required
- c. Arterial "B" (Whitmore, Ustick) 19' R/W width required
- d. Primary Collectors 16' R/W width required

⁽⁴⁾ Road R/W adjacent Parks (Half Section)

West Landing Specific Plan
Construction
Quantity and Cost Estimate - Phase 2

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil On-Site (Backbone)</u>						
<u>Grading</u>						
1	Erosion Control ⁽³⁾	0	LS	\$160,000.00	\$0.00	\$0.00
Grading Subtotal					\$0.00	\$0.00
<u>Roadways</u>						
1	Primary Collector (82' Right-of-Way)	10290	LF	\$96.00	\$987,840.00	\$0.00
2	Secondary Collector (66' Right-of-Way)	6050	LF	\$0.00	\$0.00	\$0.00
3	Hackett Road (A)	0	LF	\$0.00	\$0.00	\$0.00
4	Hackett Road (B) ~ Entry	0	LF	\$122.25	\$0.00	\$0.00
5	Traffic Circle	0	EA	\$55,000.00	\$0.00	\$0.00
6	HC Ramps	0	EA	\$1,500.00	\$0.00	\$0.00
7	Driveway Approaches	0	EA	\$3,500.00	\$0.00	\$0.00
8	Street Name Signs	0	EA	\$750.00	\$0.00	\$0.00
9	Survey Monuments	0	EA	\$1,000.00	\$0.00	\$0.00
Roadways Subtotal					\$987,840.00	\$0.00
<u>Drainage</u>						
1	12" Drain Pipe (DI Leads)	0	LF	\$45.00	\$0.00	\$0.00
2	18" Drain Pipe	0	LF	\$55.00	\$0.00	\$0.00
3	24" Drain Pipe	1200	LF	\$80.00	\$96,000.00	\$0.00
4	30" Drain Pipe	1030	LF	\$95.00	\$97,850.00	\$0.00
5	36" Drain Pipe	1570	LF	\$110.00	\$172,700.00	\$0.00
6	42" Drain Pipe	1500	LF	\$125.00	\$187,500.00	\$0.00
7	48" Drain Pipe	200	LF	\$145.00	\$29,000.00	\$0.00
8	54" Drain Pipe	0	LF	\$180.00	\$0.00	\$0.00
9	60" Drain Pipe	250	LF	\$205.00	\$51,250.00	\$0.00
10	66" Drain Pipe	0	LF	\$235.00	\$0.00	\$0.00
11	72" Drain Pipe	0	LF	\$250.00	\$0.00	\$0.00
12	84" Drain Pipe	0	LF	\$280.00	\$0.00	\$0.00
13	Drain Inlet	60	EA	\$1,900.00	\$114,000.00	\$0.00
14	48" Manhole	20	EA	\$3,500.00	\$70,000.00	\$0.00
15	60" Manhole	4	EA	\$4,500.00	\$18,000.00	\$0.00
16	72" Manhole	4	EA	\$8,500.00	\$34,000.00	\$0.00
17	Junction Box	4	EA	\$15,000.00	\$60,000.00	\$0.00
18	Construct Detention Basins (2)	19400	CY	\$4.50	\$87,300.00	\$0.00
19	Detention Basin Inlet / Outlet Connections	6	LS	\$20,000.00	\$120,000.00	\$0.00
20	Drainage Improvements Reimbursement Costs ⁽¹⁾	1	LS	\$1,137,600.00	\$0.00	\$1,137,600.00
Drainage Subtotal					\$1,137,600.00	\$1,137,600.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate - Phase 2

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil On-Site (Backbone)

Sewer

1	4" Sewer Services	0	EA	\$950.00	\$0.00	\$0.00
2	8" Sewer	0	LF	\$60.00	\$0.00	\$0.00
3	10" Sewer (15'-20')	0	LF	\$90.00	\$0.00	\$0.00
4	15" Sewer (15'-20')	0	LF	\$120.00	\$0.00	\$0.00
5	18" Sewer (20'-23')	0	LF	\$180.00	\$0.00	\$0.00
6	14" Force Main	0	LF	\$140.00	\$0.00	\$0.00
7	48" Sewer Manhole (10' -15')	0	EA	\$5,500.00	\$0.00	\$0.00
8	48" Sewer Manhole (15' -20')	0	EA	\$7,500.00	\$0.00	\$0.00
9	60" Sewer Manhole (20' Plus)	4	EA	\$10,500.00	\$42,000.00	\$0.00
10	8" Sewer (Commercial) Included in Line 52	0	LF	\$50.00	\$0.00	\$0.00
11	Lift Station (3.68 mgd)	0	EA	\$2,250,000.00	\$0.00	\$0.00

Sewer Subtotal **\$42,000.00** **\$0.00**

Water

1	8" Water	0	LF	\$40.00	\$0.00	\$0.00
2	12" Water	5400	LF	\$55.00	\$297,000.00	\$0.00
3	8" Valve	0	EA	\$1,100.00	\$0.00	\$0.00
4	12" valve	6	EA	\$1,700.00	\$10,200.00	\$0.00
5	BO / ARV Valves	5	EA	\$1,200.00	\$6,000.00	\$0.00
6	Fire Hydrants	15	EA	\$5,500.00	\$82,500.00	\$0.00
7	Services (1" Domestic)	0	EA	\$1,050.00	\$0.00	\$0.00
8	Connect to Existing Main	0	EA	\$10,000.00	\$0.00	\$0.00
9	Domestic Wells with Pumps ⁽²⁾	2	EA	\$650,000.00	\$1,300,000.00	\$1,300,000.00
10	Domestic Water Storage Tanks (0.8 mg) ⁽²⁾	1	EA	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00

Water Subtotal **\$2,695,700.00** **\$2,300,000.00**

Recycled Water

1	6" Water	0	LF	\$40.00	\$0.00	\$0.00
2	8" Water	0	LF	\$55.00	\$0.00	\$0.00
3	6" Valve	0	EA	\$650.00	\$0.00	\$0.00
4	8" valve	0	EA	\$1,100.00	\$0.00	\$0.00
5	2" Irrigation Service (Park)	2	EA	\$5,000.00	\$10,000.00	\$0.00
6	Agricultural Well with Pump	0	EA	\$125,000.00	\$0.00	\$0.00

Recycled Water Subtotal **\$10,000.00** **\$0.00**

West Landing Specific Plan
Construction
Quantity and Cost Estimate - Phase 2

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil On-Site (Backbone)</u>						
<u>Public Utilities</u>						
1	Joint Trench	0	LF	\$130.00	\$0.00	\$0.00
Public Utilities Subtotal					\$0.00	\$0.00
Civil Subtotal					\$4,873,140.00	\$3,437,600.00
Contingencies at 15%					\$730,971.00	\$515,640.00
Engineering, Plan Check, and Geotechnical at 20%					\$974,628.00	\$687,520.00
Civil Total Cost					\$6,578,739.00	\$4,640,760.00

Note

- ⁽¹⁾ Reimbursement value of \$6,785.39 per impervious acre (Table 10.3, Area A of the "Public Facilities Fee, Nexus Study" prepared for the City of Ceres by PMC, Dated November 10, 2008) Drainage shed acres (533 Total) at 70% impervious equates to 373 impervious acres. **Cost estimate reflects a "Full Cost" recovery item**
- ⁽²⁾ 100% Reimbursement "Public Facilities Fee, Nexus Study"
- ⁽³⁾ Under current City policy, Cost shall be included with development.

West Landing Specific Plan
Construction
Quantity and Cost Estimate - Phase 2

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMB. AMOUNT
<u>Landscape and Amenities</u>						
<u>Landscaping</u>						
1	Neighborhood Park (Detention Basin Landscaping	2	AC	\$100,000.00	\$200,000.00	\$0.00
2	Neighborhood Park (Amenities) ⁽¹⁾	15	AC	\$240,000.00	\$3,600,000.00	\$3,600,000.00
3	Community Park (Detention Basin Landscaping	0	AC	\$100,000.00	\$0.00	\$0.00
4	Community Park (Amenities)	0	AC	\$150,000.00	\$0.00	\$0.00
Subtotal Landscaping					\$3,800,000.00	\$3,600,000.00
Contingencies at 15%					\$570,000.00	\$540,000.00
Engineering, Plan Check, and Geotechnical at 20%					\$760,000.00	\$720,000.00
Landscape and Amenity Total Cost					\$5,130,000	\$4,860,000

⁽¹⁾ 100% Reimbursement Per "Public Facilities Fee, Nexus Study" prepared for the City of Ceres by PMC, Dated November 10, 2008

**West Ceres Specific Plan
Preliminary Cost Estimate
March 11, 2011**

Notes:

- 1 **Grading** is based on preliminary grading plans with a first pass at earthwork quantities . Soundwall height and length estimated for residential area only. Commercial areas typically do not require soundwalls.
- 2 **Offsite Roadway** estimates are based on constructing full median improvements and half section roadway improvements only (frontage)
- 3 **Offsite Public Utilities**- Research and meetings with dry utility purveyors indicate that necessary services exist immediately adjacent on onsite to serve this development.
- 4 **Roadway Paving**- Thickness of structural sections have been estimated based upon the minimum requirements set forth by the City of Ceres Improvement Standards. Please note that a complete geotechnical report will be necessary for plan submittal.
- 5 **Drainage** estimates have been generated based on the original Wood Rodgers, Inc. drainage study layout and will need to be updated or revised based upon timing or phasing of development.
- 6 **Sewage** estimates have been generated based on the original Wood Rodgers, Inc. Sewer Study layout and will need to be updated or revised based upon timing or phasing of development.
- 7 **Water** estimates have been generated based on the original Wood Rodgers, Inc. Water Study and will need to be updated or revised based upon timing or phasing of development.
- 8 **Landscaping** (Onsite) costs are based upon the area included in the City Right-of-Way

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil On-Site (Backbone)

Primary Collector (82' right-of-Way)

1	Excavation	0	CY	\$5.50	\$0.00	\$0.00
2	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
3	Erosion Control (10' Hydroseed, Wattle, DI Protection)	0	LF	\$5.25	\$0.00	\$0.00
4	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
5	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
6	Multi-use Sidewalk	16	SF	\$6.00	\$96.00	\$0.00
7	Decomposed Granite (w/ Hdr Board)	0	SF	\$3.00	\$0.00	\$0.00
8	Landscaping	0	SF	\$6.00	\$0.00	\$0.00
9	Striping	0	LF	\$0.35	\$0.00	\$0.00
10	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
11	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00

Subtotal		\$96.00	\$0.00
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Contingencies at 15%		\$14.40	\$0.00
Engineering, Plan Check, and Geotechnical at 20%		\$19.20	\$0.00

Primary Collector (82' right-of-Way) Total Cost		\$129.60	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil On-Site (Backbone)

Secondary Collector (66' right-of-Way)

1	Excavation	0	CY	\$5.50	\$0.00	\$0.00
2	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
3	Erosion Control (10' Hydroseed, Wattle, DI Protection)	0	LF	\$5.25	\$0.00	\$0.00
4	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
5	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
6	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
7	Landscaping	0	SF	\$6.00	\$0.00	\$0.00
8	Striping	0	LF	\$0.35	\$0.00	\$0.00
9	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
10	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00

Subtotal	\$0.00	\$0.00
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Contingencies at 15%	\$0.00	\$0.00
Engineering, Plan Check, and Geotechnical at 20%	\$0.00	\$0.00

Secondary Collector (66' right-of-Way) Total Cost	\$0.00	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil Off-Site

Arterial B (Whitmore Avenue, Half Section)

1	Demolition / Removal (Southern Half Section)	19	SF	\$1.75	\$33.25	\$0.00
2	Excavation	2	CY	\$5.50	\$11.00	\$0.00
3	Sub-Grade Preparation	11	SF	\$0.45	\$4.95	\$0.00
4	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
5	Paving 3" AC / 6" AB	11	SF	\$3.25	\$35.75	\$0.00
6	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
7	Median Curb	1	LF	\$17.00	\$17.00	\$0.00
8	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
9	Water Transmission and Appurtenance	1	LF	\$120.00	\$120.00	\$0.00
10	Landscaping	8	SF	\$6.00	\$48.00	\$0.00
11	Striping	2	LF	\$0.35	\$0.70	\$0.00
12	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
13	Joint Trench	0	LF	\$125.00	\$0.00	\$0.00
14	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
15	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00

Subtotal		\$314.90	\$0.00
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Contingencies at 15%		\$47.24	\$0.00
Engineering, Plan Check, and Geotechnical at 20%		\$62.98	\$0.00

Arterial B (Whitmore Avenue, Half Section) Total Cost		\$425.12	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Expressway A (Service Road)</u>						
1	Demolition / Removal	8	SF	\$1.75	\$14.00	\$0.00
2	Excavation	1	CY	\$5.50	\$5.50	\$0.00
3	Roadside Ditch (South)	0	LF	\$5.00	\$0.00	\$0.00
4	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
5	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
6	Paving 3" AC / 6" AB	0	SF	\$3.25	\$0.00	\$0.00
7	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
8	Median Curb	1	LF	\$17.00	\$17.00	\$0.00
9	Sidewalk (10' wide)	10	SF	\$6.00	\$60.00	\$0.00
10	Water Transmission and Appurtenance	1	LF	\$120.00	\$120.00	\$0.00
11	Landscaping	26.5	SF	\$6.00	\$159.00	\$0.00
12	Striping	1	LF	\$0.35	\$0.35	\$0.00
13	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
14	Joint Trench	0	LF	\$125.00	\$0.00	\$0.00
15	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
16	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00
Subtotal					\$420.10	\$0.00
Contingencies at 15%					\$63.02	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$84.02	\$0.00
Expressway A (Service Road) Total Cost					\$567.14	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Arterial B (Ustick Road)</u>						
1	Demolition / Removal	19	SF	\$1.75	\$33.25	\$0.00
2	Excavation	2	CY	\$5.50	\$11.00	\$0.00
3	Roadside Ditch (West)	0	LF	\$5.00	\$0.00	\$0.00
4	Sub-Grade Preparation	11	SF	\$0.45	\$4.95	\$0.00
5	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
6	Paving 3" AC / 6" AB	11	SF	\$3.25	\$35.75	\$0.00
7	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
8	Median Curb	1	LF	\$17.00	\$17.00	\$0.00
9	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
10	Water Transmission and Appurtenance	1	LF	\$120.00	\$120.00	\$0.00
11	Landscaping	8	SF	\$6.00	\$48.00	\$0.00
12	Striping	2	LF	\$0.35	\$0.70	\$0.00
13	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
14	Joint Trench	0	LF	\$125.00	\$0.00	\$0.00
15	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
16	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00
Subtotal					\$314.90	\$0.00
Contingencies at 15%					\$47.24	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$62.98	\$0.00
Arterial B (Ustick Road) Total Cost					\$425.12	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Arterial A (Crows Landing Road)</u>						
1	Demolition / Removal (Southern Half Section)	5	SF	\$1.75	\$8.75	\$0.00
2	Excavation	3	CY	\$5.50	\$16.50	\$0.00
3	Roadside Ditch (South)	0	LF	\$5.00	\$0.00	\$0.00
4	Sub-Grade Preparation	18	SF	\$0.45	\$8.10	\$0.00
5	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
6	Paving 3" AC / 6" AB	18	SF	\$3.25	\$58.50	\$0.00
7	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
8	Median Curb	2	LF	\$17.00	\$34.00	\$0.00
9	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
10	Water Transmission and Appurtenance	1	LF	\$80.00	\$80.00	\$0.00
11	Landscaping	15	SF	\$6.00	\$90.00	\$0.00
12	Striping	3	LF	\$0.35	\$1.05	\$0.00
13	Street Lights (City Plate L-1, 150' max)	0	LF	\$20.00	\$0.00	\$0.00
14	Joint Trench	0	LF	\$145.00	\$0.00	\$0.00
15	Traffic Signal Interconnect	1	LF	\$10.00	\$10.00	\$0.00
16	Drainage Facilities (MH, DI, Piping)	0.5	LF	\$58.00	\$29.00	\$0.00
Subtotal					\$341.15	\$0.00
Contingencies at 15%					\$51.17	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$68.23	\$0.00
Arterial A (Crows Landing Road) Total Cost					\$460.55	\$0.00

West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil Off-Site

Hackett Road "A" (74' Right-of-Way)

1	Demolition / Removal (Southern Half Section)	0	SF	\$1.75	\$0.00	\$0.00
2	Excavation	0	CY	\$5.50	\$0.00	\$0.00
3	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
4	Erosion Control (10' Hydroseed, Wattle, DI Protection)	0	LF	\$5.25	\$0.00	\$0.00
5	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
6	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
7	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
8	Landscaping	0	SF	\$6.00	\$0.00	\$0.00
9	Striping	0	LF	\$0.70	\$0.00	\$0.00
10	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
11	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00

Subtotal					\$0.00	\$0.00
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Contingencies at 15%					\$0.00	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$0.00	\$0.00

Hackett Road "A" (74' Right-of-Way) Total Cost					\$0.00	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
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Civil Off-Site

Hackett Road "B" (74' Right-of-Way)

1	Demolition / Removal (Southern Half Section)	10	SF	\$1.75	\$17.50	\$0.00
2	Excavation	1	CY	\$5.50	\$5.50	\$0.00
3	Sub-Grade Preparation	0	SF	\$0.45	\$0.00	\$0.00
4	Erosion Control (10' Hydroseed, Wattle, DI Protection)	1	LF	\$5.25	\$5.25	\$0.00
5	Paving 3" AC / 6" AB	0	SF	\$3.00	\$0.00	\$0.00
6	Curb and Gutter (Vertical)	0	LF	\$20.00	\$0.00	\$0.00
7	Median Curb	2	LF	\$17.00	\$34.00	\$0.00
8	Sidewalk (5' wide)	0	SF	\$6.00	\$0.00	\$0.00
9	Landscaping	10	SF	\$6.00	\$60.00	\$0.00
10	Striping	0	LF	\$0.70	\$0.00	\$0.00
11	Street Lights (City Plate L-1, 300' max)	0	LF	\$20.00	\$0.00	\$0.00
12	Joint Trench	0	LF	\$70.00	\$0.00	\$0.00

Subtotal		\$122.25	\$0.00
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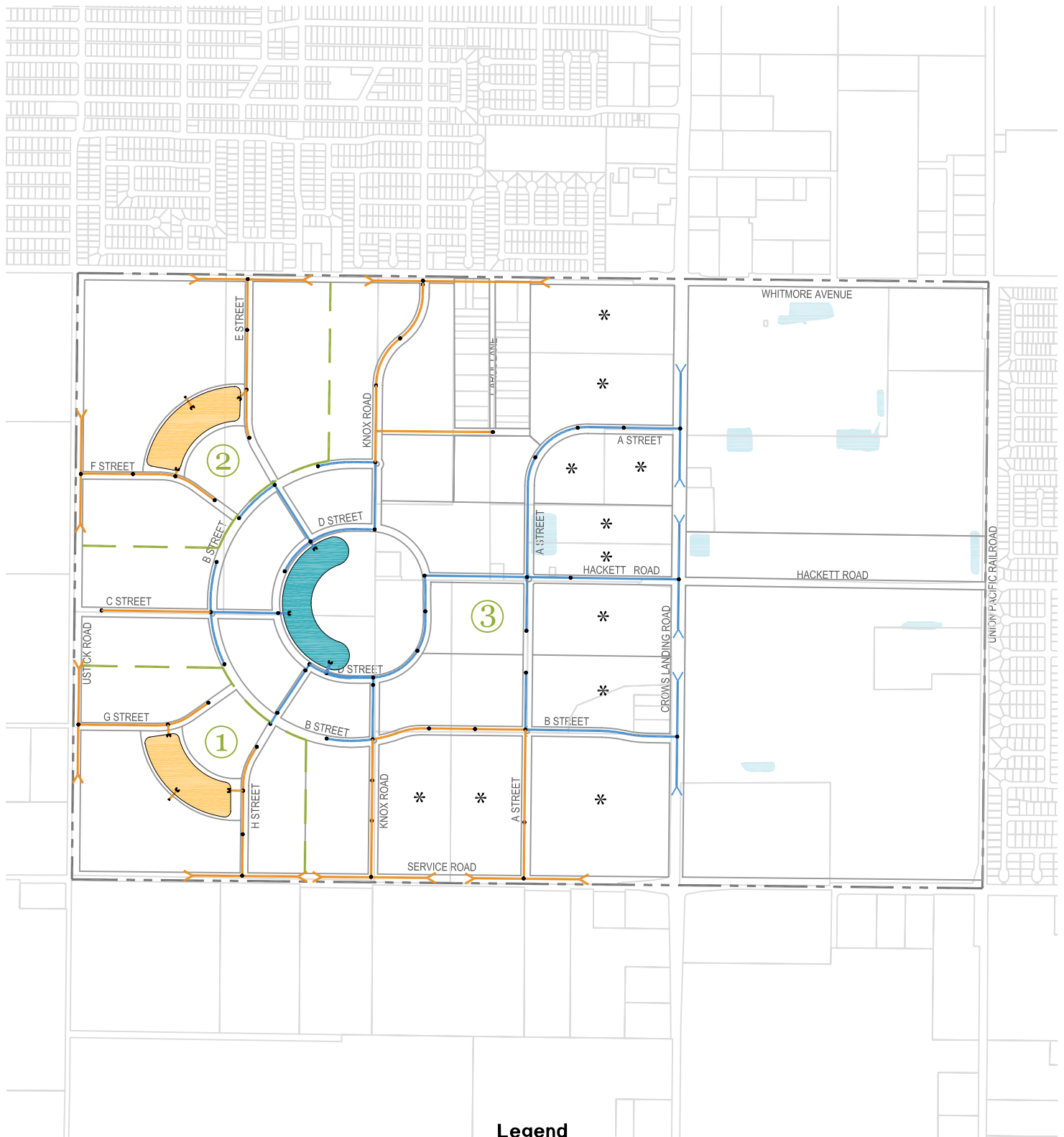
Contingencies at 15%		\$18.34	\$0.00
Engineering, Plan Check, and Geotechnical at 20%		\$24.45	\$0.00

Hackett Road "B" (74' Right-of-Way) Total Cost		\$165.04	\$0.00
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West Landing Specific Plan
Construction
Quantity and Cost Estimate

March 11, 2011
Wood Rodgers Inc.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	REIMBURSED AMOUNT
<u>Civil Off-Site</u>						
<u>Carol Lane (37'-4" Right-of-Way)</u>						
1	Demolition / Removal	20	SF	\$1.75	\$35.00	\$0.00
2	Excavation	2	CY	\$5.50	\$11.00	\$0.00
3	Sub-Grade Preparation	37.3	SF	\$0.45	\$16.79	\$0.00
4	Erosion Control (5' Hydroseed, Wattle, DI Protection)	2	LF	\$3.25	\$6.50	\$0.00
5	Paving 2" AC / 4.5" AB	33	SF	\$2.25	\$74.25	\$0.00
6	Drainage Swale	2	LF	\$20.00	\$40.00	\$0.00
7	Joint Trench	1	LF	\$70.00	\$70.00	\$0.00
8	8" Sewer	1	LF	\$60.00	\$60.00	\$0.00
9	4" Sewer Services	1	LF	\$19.00	\$19.00	\$0.00
10	8" Water	1	LF	\$40.00	\$40.00	\$0.00
11	Services (24~1" Domestic, 2~ 2"Domestic)	1	LF	\$23.00	\$23.00	\$0.00
12	Fire Hydrants (2)	1	LF	\$8.50	\$8.50	\$0.00
Subtotal					\$404.04	\$0.00
Contingencies at 15%					\$60.61	\$0.00
Engineering, Plan Check, and Geotechnical at 20%					\$80.81	\$0.00
Carol Lane (37'-4" Right-of-Way)					\$545.45	\$0.00



Legend

- Approximate Location of Proposed Retention Basins (Phase 1)
- Drain Pipe Network (Phase 1)
- Approximate Location of Proposed Retention Basins (Phase 2)
- Drain Pipe Network (Phase 2)
- * Internal Onsite Drainage Facilities Required
- Approximate Location of Existing Retention Basins
- 1 Drainage Shed Areas
- Boundary

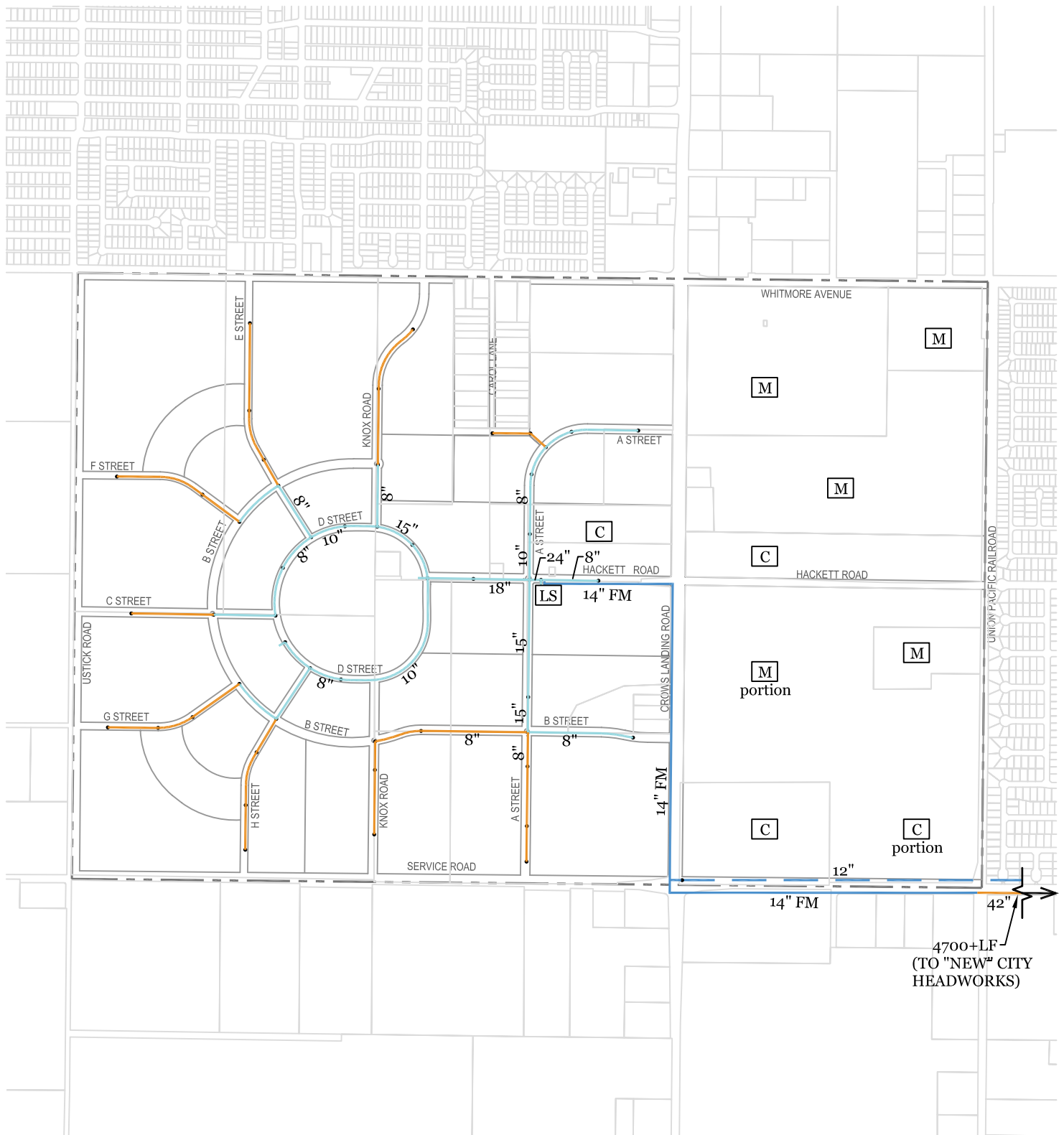
Backbone Drainage by Phase

Date: January 2011

West Landing Specific Plan
Ceres, California

NOT TO SCALE





Legend

- Sewer Main (Phase 1)
- Sewer Main (Phase 2)
- Sewer Force Main (FM) (Phase 1)
- Existing Sewer Force Main
- LS Sewer Pump Station
- Boundary

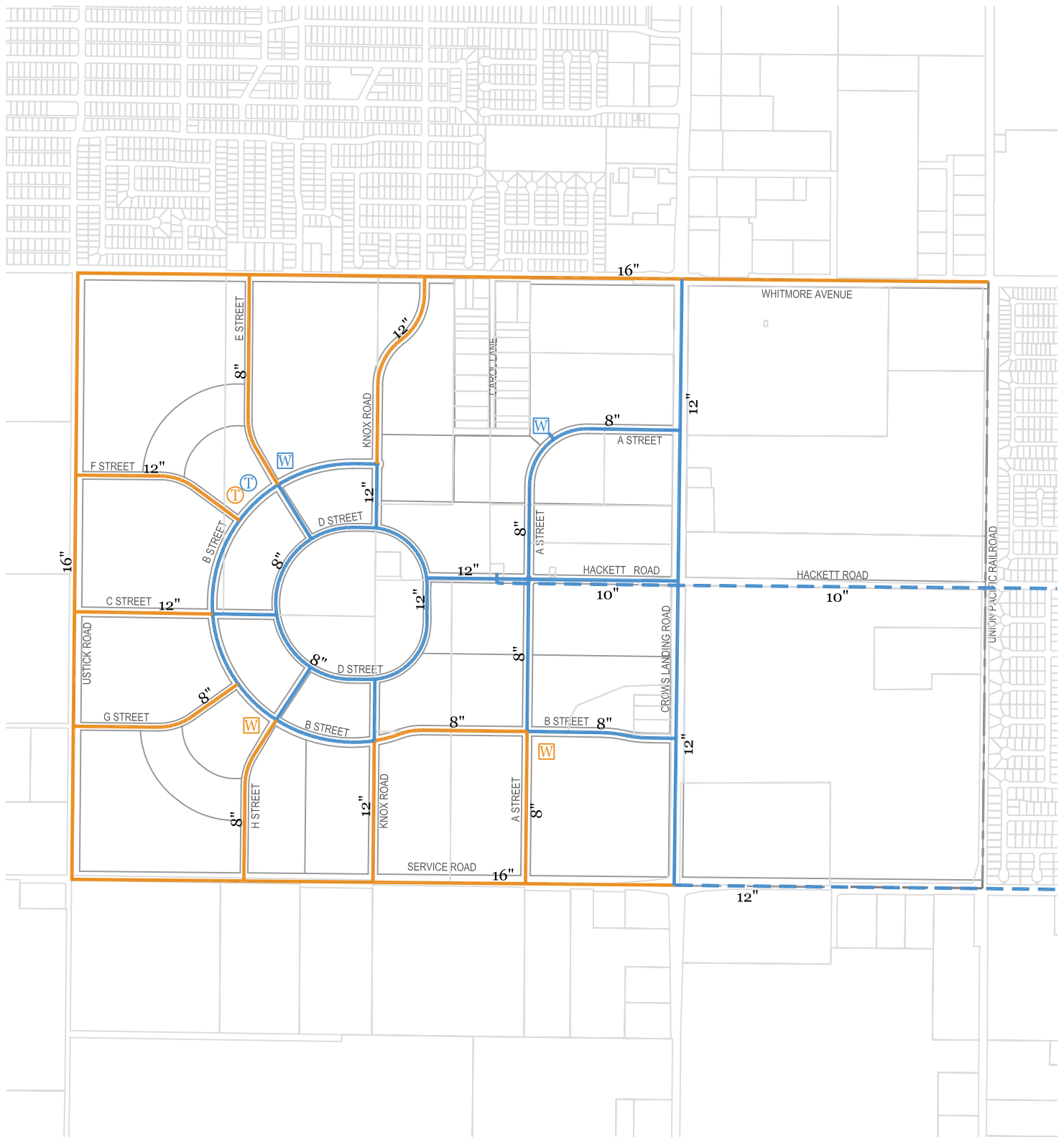
Backbone Sewer by Phase

Date: January 2011

West Landing Specific Plan
Ceres, California

NOT TO SCALE





Legend

- | | |
|---|--|
| — Water T-Main (Phase 1) | W Approximate Well Locations (Phase 1) |
| — Water T-Main (Phase 2) | W Approximate Well Locations (Phase 2) |
| - - - Existing Water T-Main | T Approximate Tank Location - 1.5 miles (Phase 1) |
| - - - Boundary | T Approximate Tank Location - 1.5 miles (Phase 2) |

Backbone Water by Phase

Date: January 2011

West Landing Specific Plan
Ceres, California

NOT TO SCALE





Legend

- Reclaimed Water Main (RCW) (Phase 1)
- Reclaimed Water Main (RCW) (Phase 2)
- - - Future Reclaimed Water Main (RCW)*
- P Parks
- ES Schools
- Boundary

*Future connection to City of Ceres reclaimed water system.

Recycled Water by Phase

Date: January 2011

West Landing Specific Plan
Ceres, California

NOT TO SCALE





APPENDIX B:

Cost Allocation Tables

Table B-1	Cost Allocation—Roadways	B-1
Table B-2	Cost Allocation—Sewer	B-2
Table B-3	Cost Allocation—Water	B-3
Table B-4	Cost Allocation—Recycled Water	B-4
Table B-5	Cost Allocation—Landscape and Amenities (Parks)	B-5
Table B-6	Cost Allocation—Transit Facilities	B-6
Table B-7	Cost Allocation—Entitlement Reimbursement	B-7
Table B-8	Cost Allocation—Administration	B-8

Table B-1
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Roadways (2011\$)

Roadways

Land Use	Land Uses at Buildout [1]			Cost Allocation Basis [2]			Roadways Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.	DUE Factor	Total DUEs	% Distribution for Cost Assignment	Total Cost	Per Unit	Per Acre	Per 1,000 Bldg Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E = units or acres x D</i>	<i>F = E / total DUEs</i>	<i>G = F x total cost</i>	<i>H = G / B</i>	<i>I = G / A</i>	<i>J = G / C</i>
<u>Residential</u>										
Single-Family Residential				<i>per unit</i>						
Low Density (LDR)	178.9	1,002	-	1.00	1,001.6	16.4%	\$2,845,824	\$2,841	\$15,907	-
Medium-Density (MDR)	54.9	527	-	1.00	527.2	8.6%	\$1,497,922	\$2,841	\$27,285	-
Multifamily Residential										
High Density I (HDR-I)	39.7	572	-	0.57	326.0	5.3%	\$926,397	\$1,620	\$23,335	-
High Density II (HDR-II)	26.5	530	-	0.57	301.9	4.9%	\$857,727	\$1,620	\$32,367	-
Mixed (MU)	13.5	232	-	0.57	132.2	2.2%	\$375,741	\$1,620	\$27,851	-
Total Residential	313.5	2,862	-		2,289.0	37.5%	\$6,503,611			
<u>Nonresidential</u>										
				<i>per 1K Sq. Ft.</i>						
Regional Commercial (RC)	35.7	-	388.8	1.91	742.4	12.2%	\$2,109,500	-	\$59,090	\$5,426
Community Commercial (CC)	15.9	-	173.2	1.99	344.5	5.6%	\$978,915	-	\$61,567	\$5,654
Neighborhood Commercial (NC)	25.0	-	272.2	2.59	704.9	11.5%	\$2,002,959	-	\$80,132	\$7,358
Office (O)	13.5	-	176.6	1.40	247.2	4.0%	\$702,269	-	\$51,970	\$3,977
General Industrial (GI)	17.4	-	226.9	1.26	285.8	4.7%	\$812,142	-	\$46,782	\$3,580
Business Park (BP)	67.4	-	1,174.4	1.27	1,491.3	24.4%	\$4,237,156	-	\$62,866	\$3,608
Total Nonresidential	174.9	-	2,412.0		3,816.2	62.5%	\$10,842,940			
<u>Other Land Uses [3]</u>										
				<i>Excluded from the Cost Allocation [3]</i>						
TOTAL	488.4	2,862	2,412.0		6,105.2	100.0%	\$17,346,551			

"road_alloc"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Land use totals at buildout are derived from Reduced Scenario land use plan (See Table 3-2).

[2] Costs allocated based on the DUE factors used in the City's current PFF (Transportation).

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.

Table B-2
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Sewer (2011\$)

Sewer

Land Use	Land Uses at Buildout [1]			Cost Allocation Basis [2]			Sewer Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.	DUE Factor	Total DUEs	% Distribution for Cost Assignment	Total Cost	Per Unit	Per Acre	Per 1,000 Bldg Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E = units or acres x D</i>	<i>F = E / total DUEs</i>	<i>G = F x total cost</i>	<i>H = G / B</i>	<i>I = G / A</i>	<i>J = G / C</i>
Residential										
Single-Family Residential				<i>per unit</i>						
Low Density (LDR)	178.9	1,002	-	1.00	1,001.6	29.8%	\$1,353,002	\$1,351	\$7,563	-
Medium-Density (MDR)	54.9	527	-	1.00	527.2	15.7%	\$712,163	\$1,351	\$12,972	-
Multifamily Residential										
High Density I (HDR-I)	39.7	572	-	0.87	497.6	14.8%	\$672,231	\$1,175	\$16,933	-
High Density II (HDR-II)	26.5	530	-	0.87	460.8	13.7%	\$622,401	\$1,175	\$23,487	-
Mixed (MU)	13.5	232	-	0.87	201.8	6.0%	\$272,653	\$1,175	\$20,210	-
Total Residential	313.5	2,862	-		2,689.0	80.0%	\$3,632,451			
Nonresidential				<i>per 1K Sq. Ft.</i>						
Regional Commercial (RC)	35.7	-	389	0.19	72.5	2.2%	\$97,953	-	\$2,744	\$252
Community Commercial (CC)	15.9	-	173	0.19	32.3	1.0%	\$43,626	-	\$2,744	\$252
Neighborhood Commercial (NC)	25.0	-	272	0.19	50.8	1.5%	\$68,583	-	\$2,744	\$252
Office (O)	13.5	-	177	0.26	45.5	1.4%	\$61,422	-	\$4,545	\$348
General Industrial (GI)	17.4	-	227	0.34	76.5	2.3%	\$103,299	-	\$5,950	\$455
Business Park (BP)	67.4	-	1,174	0.34	395.9	11.8%	\$534,742	-	\$7,934	\$455
Total Nonresidential	174.9	-	2,412		673.4	20.0%	\$909,624			
Other Land Uses [3]				<i>Excluded from the Cost Allocation [3]</i>						
TOTAL	488.4	2,862	2,412		3,362.4	100.0%	\$4,542,075			

"sewer_alloc"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Land use totals at buildout are derived from Reduced Scenario land use plan (See Table 3-2).

[2] Costs allocated based on the DUE Factors used in the City's current PFF (Sewer).

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.

Table B-3
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Water (2011\$)

Water

Land Use	Land Uses at Buildout [1]			Cost Allocation Basis [2]			Water Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.	DUE Factor	Total DUEs	% Distribution for Cost Assignment	Total Cost	Per Unit	Per Acre	Per 1,000 Bldg Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E = units or acres x D</i>	<i>F = E / total DUEs</i>	<i>G = F x total cost</i>	<i>H = G / B</i>	<i>I = G / A</i>	<i>J = G / C</i>
Residential										
Single-Family Residential				<i>per unit</i>						
Low Density (LDR)	178.9	1,002	-	1.00	1,001.6	41.3%	\$602,805	\$602	\$3,370	-
Medium-Density (MDR)	54.9	527	-	1.00	527.2	21.7%	\$317,291	\$602	\$5,779	-
Multifamily Residential										
High Density I (HDR-I)	39.7	572	-	0.43	245.1	10.1%	\$147,537	\$258	\$3,716	-
High Density II (HDR-II)	26.5	530	-	0.43	227.0	9.4%	\$136,601	\$258	\$5,155	-
Mixed (MU)	13.5	232	-	0.43	99.4	4.1%	\$59,840	\$258	\$4,436	-
Total Residential	313.5	2,862	-		2,100.3	86.6%	\$1,264,075			
Nonresidential										
				<i>per 1K Sq. Ft.</i>						
Regional Commercial (RC)	35.7	-	389	0.11	44.4	1.8%	\$26,741	-	\$749	\$69
Community Commercial (CC)	15.9	-	173	0.11	19.8	0.8%	\$11,910	-	\$749	\$69
Neighborhood Commercial (NC)	25.0	-	272	0.11	31.1	1.3%	\$18,723	-	\$749	\$69
Office (O)	13.5	-	177	0.11	20.2	0.8%	\$12,146	-	\$899	\$69
General Industrial (GI)	17.4	-	227	0.15	34.0	1.4%	\$20,480	-	\$1,180	\$90
Business Park (BP)	67.4	-	1,174	0.15	176.2	7.3%	\$106,018	-	\$1,573	\$90
Total Nonresidential	174.9	-	2,412		325.7	13.4%	\$196,017			
Other Land Uses [3]										
<i>Excluded from the Cost Allocation [3]</i>										
TOTAL	488.4	2,862	2,412		2,426.0	100.0%	\$1,460,093			

"water_alloc"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Land use totals at buildout are derived from Reduced Scenario land use plan (See Table 3-2).

[2] Costs allocated based on the DUE Factors used in the City's current PFF (Water).

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.

Table B-4
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Recycled Water (2011\$)

Recycled Water

Land Use	Land Uses at Buildout [1]			Cost Allocation Basis [2]			Recycled Water Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.	DUE Factor	Total DUEs	% Distribution for Cost Assignment	Total Cost	Per Unit	Per Acre	Per 1,000 Bldg Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E = units or acres x D</i>	<i>F = E / total DUEs</i>	<i>G = F x total cost</i>	<i>H = G / B</i>	<i>I = G / A</i>	<i>J = G / C</i>
Residential										
Single-Family Residential				<i>per unit</i>						
Low Density (LDR)	178.9	1,002	-	1.00	1,001.6	41.3%	\$179,440	\$179	\$1,003	-
Medium-Density (MDR)	54.9	527	-	1.00	527.2	21.7%	\$94,450	\$179	\$1,720	-
Multifamily Residential										
High Density I (HDR-I)	39.7	572	-	0.43	245.1	10.1%	\$43,918	\$77	\$1,106	-
High Density II (HDR-II)	26.5	530	-	0.43	227.0	9.4%	\$40,663	\$77	\$1,534	-
Mixed (MU)	13.5	232	-	0.43	99.4	4.1%	\$17,813	\$77	\$1,320	-
Total Residential	313.5	2,862	-		2,100.3	86.6%	\$376,283			
Nonresidential										
				<i>per 1K Sq. Ft.</i>						
Regional Commercial (RC)	35.7	-	389	0.11	44.4	1.8%	\$7,960	-	\$223	\$20
Community Commercial (CC)	15.9	-	173	0.11	19.8	0.8%	\$3,545	-	\$223	\$20
Neighborhood Commercial (NC)	25.0	-	272	0.11	31.1	1.3%	\$5,573	-	\$223	\$20
Office (O)	13.5	-	177	0.11	20.2	0.8%	\$3,616	-	\$268	\$20
General Industrial (GI)	17.4	-	227	0.15	34.0	1.4%	\$6,096	-	\$351	\$27
Business Park (BP)	67.4	-	1,174	0.15	176.2	7.3%	\$31,559	-	\$468	\$27
Total Nonresidential	174.9	-	2,412		325.7	13.4%	\$58,349			
Other Land Uses [3]										
				<i>Excluded from the Cost Allocation [3]</i>						
TOTAL	488.4	2,862	2,412		2,426.0	100.0%	\$434,633			

"recycle_alloc"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Land use totals at buildout are derived from Reduced Scenario land use plan (See Table 3-2).

[2] Costs allocated based on the DUE Factors used in the City's current PFF (Water).

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.

Table B-5
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Landscape and Amenities (Parks) (2011\$)

Landscape and Amenities (Parks)

Land Use	Land Uses at Buildout [1]			Cost Allocation Basis [2]			Landscape and Amenities (Parks) Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.	DUE Factor	Total DUEs	% Distribution for Cost Assignment	Total Cost	Per Unit	Per Acre	Per Building 1K Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E = units or acres x D</i>	<i>F = E / total DUEs</i>	<i>G = F x total cost</i>	<i>H = G / B</i>	<i>I = G / A</i>	<i>J = G / C</i>
<u>Residential</u>										
Single-Family Residential				<i>per unit</i>						
Low Density (LDR)	178.9	1,001.6	-	1.00	1,001.6	35.5%	\$2,231,387	\$2,228	\$12,473	-
Medium-Density (MDR)	54.9	527.2	-	1.00	527.2	18.7%	\$1,174,508	\$2,228	\$21,394	-
Multifamily Residential										
High Density I (HDR-I)	39.7	572	-	0.86	494.5	17.5%	\$1,101,567	\$1,926	\$27,747	-
High Density II (HDR-II)	26.5	530	-	0.86	457.8	16.2%	\$1,019,912	\$1,926	\$38,487	-
Mixed (MU)	13.5	232	-	0.86	200.5	7.1%	\$446,789	\$1,926	\$33,117	-
Total Residential	313.5	2,862	-		2,681.6	95.1%	\$5,974,164			
<u>Nonresidential</u>										
				<i>per 1K Sq. Ft.</i>						
Regional Commercial (RC)	35.7	-	388.8	0.05	19.9	0.7%	\$44,428	-	\$1,244	\$114
Community Commercial (CC)	15.9	-	173.2	0.05	8.9	0.3%	\$19,787	-	\$1,244	\$114
Neighborhood Commercial (NC)	25.0	-	272.2	0.05	14.0	0.5%	\$31,107	-	\$1,244	\$114
Office (O)	13.5	-	176.6	0.08	13.6	0.5%	\$30,392	-	\$2,249	\$172
General Industrial (GI)	17.4	-	226.9	0.04	8.3	0.3%	\$18,429	-	\$1,062	\$81
Business Park (BP)	67.4	-	1,174.4	0.06	72.6	2.6%	\$161,692	-	\$2,399	\$138
Total Nonresidential	174.9	-	2,412.0		137.3	4.9%	\$305,836			
<u>Other Land Uses [3]</u>										
					<i>Excluded from the Cost Allocation [2]</i>					
TOTAL	488.4	2,862	2,412.0		2,818.9	100.0%	\$6,280,000			

Sources: Wood Rodgers; City of Ceres; and EPS.

"land_alloc"

[1] Land use totals at buildout are derived from proposed land use plan (See Table 3-2).

[2] Costs allocated based on DUE factors used in the City's current PFF (Parks and Recreation).

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.

Table B-6
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Transit Facilities (2011\$)

Transit Facilities

Land Use	Land Uses at Buildout [1]			Cost Alloc. [2] % Distribution for Cost Assignment	Transit Facilities Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.		Total Cost	Per Unit	Per Acre	Per 1,000 Bldg Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D = Share of Acreage</i>	<i>E = D x Total Cost</i>	<i>F = E / B</i>	<i>G = E / A</i>	<i>H = E / C</i>
<u>Residential</u>								
Single-Family Residential								
Low Density (LDR)	178.9	1,002	-	36.6%	\$212,653	\$212	\$1,189	-
Medium-Density (MDR)	54.9	527	-	11.2%	\$65,258	\$124	\$1,189	-
Multifamily Residential								
High Density I (HDR-I)	39.7	572	-	8.1%	\$47,190	\$83	\$1,189	-
High Density II (HDR-II)	26.5	530	-	5.4%	\$31,500	\$59	\$1,189	-
Mixed (MU)	13.5	232	-	2.8%	\$16,037	\$69	\$1,189	-
Total Residential	313.5	2,862	-	64.2%	\$372,638			
<u>Nonresidential</u>								
Regional Commercial (RC)	35.7	-	388.8	7.3%	\$42,436	-	\$1,189	\$109
Community Commercial (CC)	15.9	-	173.2	3.3%	\$18,900	-	\$1,189	\$109
Neighborhood Commercial (NC)	25.0	-	272.2	5.1%	\$29,712	-	\$1,189	\$109
Office (O)	13.5	-	176.6	2.8%	\$16,063	-	\$1,189	\$91
General Industrial (GI)	17.4	-	226.9	3.6%	\$20,635	-	\$1,189	\$91
Business Park (BP)	67.4	-	1,174.4	13.8%	\$80,117	-	\$1,189	\$68
Total Nonresidential	174.9	-	2,412.0	35.8%	\$207,862			
<u>Other Land Uses [3]</u>				<i>Excluded from the Cost Allocation [3]</i>				
TOTAL	488.4	2,862	2,412.0	100.0%	\$580,500			

"transit_alloc"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Land use totals at buildout are derived from Reduced Scenario land use plan (See Table 3-2).

[2] Costs allocated based on share of total acreage.

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.

Table B-7
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Entitlement Reimbursement (2011\$)

**Entitlement
Reimbursement**

Land Use	Land Uses at Buildout [1]			Cost Alloc. [2] % Distribution for Cost Assignment	Entitlement Reimbursement Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.		Total Cost	Per Unit	Per Acre	Per 1,000 Bldg Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D = Share of Acreage</i>	<i>E = D x Total Cost</i>	<i>F = E / B</i>	<i>G = E / A</i>	<i>H = E / C</i>
<u>Residential</u>								
Single-Family Residential								
Low Density (LDR)	178.9	1,001.6	-	36.6%	\$402,961	\$402	\$2,252	-
Medium-Density (MDR)	54.9	527.2	-	11.2%	\$123,659	\$235	\$2,252	-
Multifamily Residential								
High Density I (HDR-I)	39.7	572.0	-	8.1%	\$89,422	\$156	\$2,252	-
High Density II (HDR-II)	26.5	529.6	-	5.4%	\$59,690	\$113	\$2,252	-
Mixed (MU)	13.5	232.0	-	2.8%	\$30,388	\$131	\$2,252	-
Total Residential	313.5	2,862	-	64.2%	\$706,119			
<u>Nonresidential</u>								
Regional Commercial (RC)	35.7	-	388.8	7.3%	\$80,412	-	\$2,252	\$207
Community Commercial (CC)	15.9	-	173.2	3.3%	\$35,814	-	\$2,252	\$207
Neighborhood Commercial (NC)	25.0	-	272.2	5.1%	\$56,301	-	\$2,252	\$207
Office (O)	13.5	-	176.6	2.8%	\$30,437	-	\$2,252	\$172
General Industrial (GI)	17.4	-	226.9	3.6%	\$39,102	-	\$2,252	\$172
Business Park (BP)	67.4	-	1,174.4	13.8%	\$151,814	-	\$2,252	\$129
Total Nonresidential	174.9	-	2,412.0	35.8%	\$393,881			
<u>Other Land Uses [3]</u>				<i>Excluded from the Cost Allocation [3]</i>				
TOTAL	488.4	2,862	2,412.0	100.0%	\$1,100,000			

"ent_alloc"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Land use totals at buildout are derived from Reduced Scenario land use plan (See Table 3-2).

[2] Costs allocated based on share of total acreage.

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.

Table B-8
West Landing Specific Plan
Public Facilities Financing Plan
Cost Allocation - Administration (2011\$)

Administration

Land Use	Land Uses at Buildout [1]			Cost Alloc. [2] % Distribution for Cost Assignment	Administration Cost Allocation			
	Acres	Units	Nonres. Building 1K Sq. Ft.		Total Cost	Per Unit	Per Acre	Per 1,000 Bldg Sq. Ft.
<i>Formula</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D = Share of Acreage</i>	<i>E = D x Total Cost</i>	<i>F = E / B</i>	<i>G = E / A</i>	<i>H = E / C</i>
<u>Residential</u>								
Single-Family Residential								
Low Density (LDR)	178.9	1,001.6	-	36.6%	\$366,328	\$366	\$2,048	-
Medium-Density (MDR)	54.9	527.2	-	11.2%	\$112,417	\$213	\$2,048	-
Multifamily Residential								
High Density I (HDR-I)	39.7	572	-	8.1%	\$81,292	\$142	\$2,048	-
High Density II (HDR-II)	26.5	530	-	5.4%	\$54,263	\$102	\$2,048	-
Mixed (MU)	13.5	232	-	2.8%	\$27,625	\$119	\$2,048	-
Total Residential	313.5	2,862	-	64.2%	\$641,926			
<u>Nonresidential</u>								
Regional Commercial (RC)	35.7	-	388.8	7.3%	\$73,102	-	\$2,048	\$188
Community Commercial (CC)	15.9	-	173.2	3.3%	\$32,558	-	\$2,048	\$188
Neighborhood Commercial (NC)	25.0	-	272.2	5.1%	\$51,183	-	\$2,048	\$188
Office (O)	13.5	-	176.6	2.8%	\$27,670	-	\$2,048	\$157
General Industrial (GI)	17.4	-	226.9	3.6%	\$35,548	-	\$2,048	\$157
Business Park (BP)	67.4	-	1,174.4	13.8%	\$138,013	-	\$2,048	\$118
Total Nonresidential	174.9	-	2,412.0	35.8%	\$358,074			
<u>Other Land Uses [3]</u>				<i>Excluded from the Cost Allocation [3]</i>				
TOTAL	488.4	2,862	2,412.0	100.0%	\$1,000,000			

"admin_alloc"

Sources: Wood Rodgers; City of Ceres; and EPS.

[1] Land use totals at buildout are derived from Reduced Scenario land use plan (See Table 3-2).

[2] Costs allocated based on share of total acreage.

[3] Other land uses included existing residential and industrial, and planned public and quasi-public land uses. These land uses are excluded from the allocation of costs.



APPENDIX C:

Estimated Maximum Special Tax Revenue and Bond Sizing

Table C-1	Summary of Maximum Annual Special Tax Revenue for Infrastructure CFD.....	C-1
Table C-2	Estimated Bond Sizing.....	C-2

Table C-1
West Landing Specific Plan
Public Facilities Financing Plan
Summary of Maximum Annual Special Tax Revenue for Infrastructure CFD (2011\$)

Taxable Land Use Category	Preliminary Tax Rate [1]	Initial Phase (Phase 1)		Remaining Phase (Phase 2-4)		Buildout	
		Units/ Acres	Preliminary Max. Annual Special Tax	Units/ Acres	Preliminary Max. Annual Special Tax	Units/ Acres	Preliminary Max. Annual Special Tax
Single-Family Residential	<u>Per Unit</u>	<u>Units</u>		<u>Units</u>		<u>Units</u>	
Low Density (LDR)	\$800	0	\$0	1,002	\$801,280	1,002	\$801,280
Medium-Density (MDR)	\$600	322	\$193,019	206	\$123,301	527	\$316,320
Total Single-Family Residential		322	\$193,019	1,207	\$924,581	1,529	\$1,117,600
Multifamily Residential	<u>Per Unit</u>	<u>Units</u>		<u>Units</u>		<u>Units</u>	
High Density I (HDR-I)	\$400	0	\$0	572	\$228,800	572	\$228,800
High Density II (HDR-II)	\$150	530	\$79,440	0	\$0	530	\$79,440
Mixed Use (MU) [2]	\$300	232	\$69,600	0	\$0	232	\$69,600
Total Multifamily Residential		762	\$149,040	572	\$228,800	1,334	\$377,840
Total Residential		1,083	\$342,059	1,779	\$1,153,381	2,862	\$1,495,440
Nonresidential	<u>Per Acre</u>	<u>Acres</u>		<u>Acres</u>		<u>Acres</u>	
Regional Commercial (RC)	\$4,000	35.7	\$142,800	0.0	\$0	35.7	\$142,800
Community Commercial (CC)	\$4,000	15.9	\$63,600	0.0	\$0	15.9	\$63,600
Neighborhood Commercial (NC) [2]	\$4,000	25.0	\$99,983	0.0	\$0	25.0	\$99,983
Office (O) [2]	\$4,000	13.5	\$54,052	0.0	\$0	13.5	\$54,052
General Industrial (GI)	\$4,000	17.4	\$69,440	0.0	\$0	17.4	\$69,440
Business Park (BP)	\$4,000	0.0	\$0	67.4	\$269,600	67.4	\$269,600
Total Nonresidential		107.5	\$429,875	67.4	\$269,600	174.9	\$699,475
TOTAL [3]			\$771,934		\$1,422,981		\$2,194,915

"summary_maxtax"

Source: EPS.

[1] Preliminary tax rates estimated by EPS.

[2] Units planned for Neighborhood Commercial and Office land uses designated to the Mixed Use category
Assumes the average density for high-density residential (21.5 units/acre).

[3] Schools, Open Space, and Parks are not considered taxable and therefore are not included.

Table C-2
West Landing Specific Plan
Public Facilities Financing Plan
Estimated Bond Sizing (2011\$)

Item	Assumptions	Initial Phase (Phase 1)	Remaining Phase (Phase 2-4)	Buildout
Maximum Special Taxes Available for Debt Service				
Estimated Annual Maximum Special Taxes		\$771,934	\$1,422,981	\$2,194,915
Less Estimated Administration Costs	4%	(\$31,000)	(\$57,000)	(\$88,000)
Less Delinquency Coverage	10%	(\$77,000)	(\$142,000)	(\$219,000)
Adjustment for Rounding		(\$3,934)	(\$3,981)	(\$7,915)
Estimated Gross Debt Service (Rounded)		\$660,000	\$1,220,000	\$1,880,000
Bond Proceeds and Bond Size				
Total Bond Size		\$8,400,000	\$15,527,000	\$23,927,000
Adjustment for Rounding		\$0	(\$27,000)	(\$27,000)
Total Bond Size (Rounded)		\$8,400,000	\$15,500,000	\$23,900,000
Increase for Annual Escalation [1]		\$1,680,000	\$3,100,000	\$4,780,000
Total Bond Size (Rounded)		\$10,080,000	\$18,600,000	\$28,680,000
Estimated Bond Proceeds				
Rounded Bond Size		\$10,080,000	\$18,600,000	\$28,680,000
Less Capitalized Interest	18 months	(\$1,021,000)	(\$1,883,000)	(\$2,904,000)
Less Bond Reserve Fund	1 yr debt service	(\$660,000)	(\$1,220,000)	(\$1,880,000)
Less Issuance Cost	5%	(\$504,000)	(\$930,000)	(\$1,434,000)
Estimated Bond Proceeds		\$7,895,000	\$14,567,000	\$22,462,000
Assumptions [2]				
Interest Rate	6.75%			
Term	30 years (bonds could be for 25 or 30 years)			
Annual Escalation	2.00%			

"est_bond"

Source: EPS.

[1] Assumes special taxes are escalated 2.0% annually for 30 years, which increases total Bond Size by approximately 20 percent.

[2] Estimated bond sizing based on conservative assumptions. The interest rate will be determined at the time of bond sale; the bond analysis assumes 30 years.