



# **CITY OF RANCHO CORDOVA**

**ENGINEER'S REPORT**

**ROAD MAINTENANCE ASSESSMENT DISTRICT**

**FISCAL YEAR 2022-23**

**SACRAMENTO COUNTY, CALIFORNIA**

**Public Hearing date**

**June 6, 2022**

*PREPARED BY*



**Harris & Associates**



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# ENGINEER'S CERTIFICATION

## Statement of Assessment Engineer

**AGENCY:** THE CITY OF RANCHO CORDOVA

**PROJECT:** ROAD MAINTENANCE ASSESSMENT DISTRICT

**TO:** THE CITY COUNCIL OF THE  
CITY OF RANCHO CORDOVA  
STATE OF CALIFORNIA

### ENGINEER'S REPORT FOR FISCAL YEAR 2022-23

The preparation of this Annual Engineer's Report ("Report") is in conformance with the obligation of the City Council for the Road Maintenance Assessment District of the City of Rancho Cordova to provide road maintenance services upon each lot or parcel of land in the district in proportion to the estimated benefit to be received by each such lot or parcel of land for Fiscal Year 2022-23.

Pursuant to the provisions of the Benefit Assessment Act of 1982 ("Act"), Article 4, Chapter 6.4 of the State of California Government Code, and in accordance with the City of Rancho Cordova's Resolution being adopted by the City Council for:

### **ROAD MAINTENANCE ASSESSMENT DISTRICT**

(Hereinafter referred to as the "District"),

I, Alison Bouley, authorized representative of the District, the duly appointed Assessment Engineer submit the following Report which consists of the following five (5) parts and Appendices:

#### **PART I**

**Overview:** Provides the background and reason for the District.

#### **PART II**

**Plans and Specifications:** Plans and specifications for the existing and ultimate improvements are as set forth on the lists thereof, attached hereto, and are on file in the Office of the City Engineer and are incorporated herein by reference.



**PART III**

**Cost Estimate:** The estimated cost to be funded by the District for the operation, servicing and maintenance of the improvements for Fiscal Year 2022-23, including incidental costs and expenses in connection therewith.

**PART IV**

**Method of Apportionment:** The method of apportionment of assessments indicates the proposed assessment of the net amount of the costs and expenses of the maintenance and/or servicing of the existing and ultimate improvements to be assessed upon the lots and parcels of land within the Assessment District in proportion to the estimated special benefits to be received by such lots and parcels.

**PART V**

**Cost of Living Adjustments:** Each year, the Road Maintenance Assessment District increases cost estimations based on the annual change in the Construction Cost Index (CCI) as presented by Engineering News Record (ENR) Magazine. Part IV shows the adjusted Maximum Assessment Rates.

**Appendices**

- Appendix A – Boundary Maps
- Appendix B – Assessment Roll

In conclusion, it is my opinion that the costs and expenses of the District have been assessed to the lots and parcels within the boundaries of the District in proportion to the estimated benefits to be received by each lot or parcel from the services provided.



*Alison Bouley*

Alison Bouley, P.E., Assessment Engineer  
R.C.E. No. C61383  
Engineer of Work  
County of Sacramento  
State of California



## **PART I – OVERVIEW**

The Benefit Assessment Act of 1982 (hereinafter referred to as the "1982 Act") permits the establishment of assessment districts by cities for the purpose of levying assessments to provide certain public improvements that provide a special benefit to parcels. This includes the maintenance and operation of streets and street lighting services.

Annual assessments through the District will fund the operation, servicing and maintenance of the District's streets and street lighting improvements, as described herein, for Fiscal Year 2022-23, including incidental costs and expenses in connection therewith.

This Engineer's Report provides the formula to be used to apportion the costs of providing these services and the methodology used to levy the assessments to the parcels within the District to fund the costs.

### **Formation Overview**

The City Council, pursuant to the 1982 Act, and in accordance with Article XIID of the California Constitution ("Article XIID"); and the Proposition 218 Omnibus Implementation Act, commencing with Section 53750 of the California Government Code (the "Implementation Act"), did on May 31, 2006, adopt Resolution 64-2006 initiating proceedings for the formation of the District.

On June 19, 2006, pursuant to the 1982 Act and Article XIID, the City Council conducted a noticed public hearing to consider public testimonies, comments and written protests regarding the formation of the District and the levy of assessments. At the public hearing, property owner protest ballots received were tabulated and a majority protest did not exist for the proposed maximum assessments and the annual inflationary adjustment factor presented and described herein. The City Council adopted Resolution 93-2006, which approved the Engineer's Report, ordered the formation of the District, and approved the levy and collection of assessments.



## **PART II – PLANS AND SPECIFICATIONS**

### **DESCRIPTION OF DISTRICT BOUNDARIES**

The District consists of three noncontiguous zones: Zone 1, Zone 4, and Zone 5. Reference is made to the boundary maps shown in Part E of the Engineer's Report.

#### **Zone 1**

The location of Zone 1 and the "Capital Village" development is generally described as:

- Disk Drive and Data Drive as the northern boundary;
- Six hundred feet south on International Drive as the southern boundary;
- Zinfandel Drive as the westerly boundary; and
- Prospect Drive as the easterly boundary

#### **Zone 4**

The location of Zone 4 and the "Sundance" development, which consist of approximately 11.44 gross acres, is generally located in the southwest corner of Douglas Road and Sunrise Boulevard.

#### **Zone 5**

The location of Zone 5 and the "Anthology at Anatolia" development is generally described as:

- Douglas Road as the northern boundary
- Herodian Drive as the southern boundary
- The extension of Anatolia Drive as the approximate westerly boundary

The property owners of the proposed Zones 2 and 3 of the District withdrew their properties prior to the formation of the District.

### **DESCRIPTION OF DISTRICT FACILITIES**

The District facilities, which have been constructed within each zone, and those which may be subsequently constructed to be serviced and maintained by the District are generally described below.

#### Street and Appurtenant Facilities

Improvements include but are not limited to: sidewalks, curb and gutter, curb ramps, pavement, marking and striping, street furniture, traffic signs, hardscape, street monumentation, traffic signals, traffic signal interconnect and appurtenant facilities as required in public rights-of-way and dedicated easements within the boundaries of said District.



Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the street improvements or appurtenant facilities including the replacement thereof, together with cleaning, sandblasting, and painting of the improvements to remove or cover graffiti.

Operating and servicing includes the furnishing of electric energy for the operation of traffic signals and controllers, together with the administration of all aspects of the maintenance within the District.

Lighting and Appurtenant Facilities

Improvements include but are not limited to: poles and fixtures, bulbs, conductors, equipment including guys, anchors, posts and pedestals, metering devices, controllers and appurtenant facilities as required to provide lighting in public rights-of-way and dedicated easements within the boundaries of said District.

The public lighting system shall be maintained to provide adequate illumination. Electricity for streetlights shall be furnished and it shall be adequate for the intended purpose. Rates for power shall be those authorized by the California Public Utilities Commission.

Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the public lighting improvements or appurtenant facilities including replacement thereof, together with the cleaning, sandblasting, and painting of light poles and other improvements to remove or cover graffiti.

Operating and servicing means the furnishing of electric energy for the public lighting improvements or appurtenant facilities, the operation of controllers and the administration of all aspects of the maintenance and the District.

The plans and specifications for the improvements, showing the general nature, location and the extent of the improvements, are on file in the office of the City Engineer and are by reference herein made a part of this report.



# PART III – COST ESTIMATE

The City's budget for the operation, maintenance and servicing of streets and street lighting details the estimated costs for Fiscal Year 2022-23 as available at the time of preparation of this report, and includes reserves, engineering fees, legal fees, printing, mailing, postage, publishing, and all other related costs identified with the district proceedings.

Funds raised by the assessment shall be used only for the purpose as stated herein. A contribution to the District by the City may be made to reduce assessments or maintenance may be deferred to reduce the overall annual cost, which in turn would reduce the assessment, as the City Council deems appropriate annually.

The budget has been developed using the unit costs shown below for Fiscal Year 2022-23. Any balance or deficit remaining on July 1 must be carried over to the next Fiscal Year once the Capital Reserve is fully funded. The budget also includes a Capital Reserve Requirement in order to cover any unexpected expenditures within the district for its facilities and improvements within the normal useful life.

**Unit Costs for Maintenance**

| Street Maintenance                          | Base Year<br>Unit Costs | Current Year<br>Unit Costs |
|---|-------------------------|----------------------------|
| Streets (Local / Arterial)                  |                         |                            |
| Slurry Seal - per square foot               | \$ 0.60                 | \$ 0.45                    |
| Overlay - per square foot                   | \$ 3.00                 | \$ 2.25                    |
| Alley/Aisle                                 |                         |                            |
| Slab Replacement - per square foot          | \$ 9.00                 | \$ 15.00                   |
| Other Improvements                          |                         |                            |
| Curb & Gutter Replacement - per linear foot | \$ 10.00                | \$ 70.00                   |
| Sidewalk Replacement - per square foot      | \$ 21.00                | \$ 18.00                   |
| Annual Traffic Signal Maint - each          | \$ 4,500.00             | \$ 5,600.00                |

**Unit Costs for Street Lighting**

| Street Light Maintenance                  | Base Year<br>Unit Costs | Current Year<br>Unit Costs |
|---|-------------------------|----------------------------|
| Single Fixture Annual Maint - each        | \$ 150.00               | \$ 75.00                   |
| Double Fixture Annual Maint - each        | \$ 225.00               | \$ 112.50                  |
| Single Fixture Capital Replacement - each | \$ 2,500.00             | \$ 3,375.00                |
| Double Fixture Capital Replacement - each | \$ 3,000.00             | \$ 4,050.00                |





The following assumptions were used in developing the estimated costs:

The pavement unit cost above also includes the cost of re-marking and re-striping the roadway after pavement maintenance is complete.

Current year unit costs are based on recent bids received. Some of the original unit costs were for new construction only and the current year unit costs reflect the full replacement effort.

**ZONE 1 – CAPITAL VILLAGE**

**Street Maintenance**  
**Fiscal Year 2022-23 Estimated Cost**

| Description   | Quantity (SF)* | Maintenance Cost | Capital Cost | Total Amount     |
|---|----------------|------------------|--------------|------------------|
| <b>Annualized Maintenance and General Benefit Calculation</b> |                |                  |              |                  |
| <u>Annualized Street Maintenance Costs</u>                    |                |                  |              |                  |
| Aisles and Alleys   | 264,047        | \$0              | \$101,292    | \$101,292        |
| Collector and Residential Streets                             | 558,272        | 26,917           | 139,050      | 165,967          |
| Disk Drive / Data Drive                                       | 107,931        | 4,857            | 26,286       | 31,143           |
| Prospect Park Drive   | 69,576         | 3,131            | 16,763       | 19,894           |
| Zinfandel Drive   | 102,989        | 4,635            | 23,774       | 28,409           |
| International Drive   | 221,924        | 9,987            | 52,449       | 62,436           |
| Sub-Total   | 1,324,739      |                  |              | \$409,140        |
| Traffic Signal Maintenance (5 Signals)                        |                |                  |              | 28,000           |
| Measure A & Gas Tax Contribution for General Benefit          |                |                  |              | (84,941)         |
| Sub-Total Street Maintenance Costs                            |                |                  |              | \$352,200        |
| <b>Administrative and Capital Expenditures</b>                |                |                  |              |                  |
| Capital Reserve Requirement                                   |                |                  |              | \$121,838        |
| Administration Expenses                                       |                |                  |              | 14,729           |
| Interest  |                |                  |              | (20,975)         |
| Projected (Surplus) / Deficit July 1                          |                |                  |              | (133,938)        |
| Capital Expenditures  |                |                  |              | -                |
| Annual Update of Pavement Management System                   |                |                  |              | 1,000            |
| Sub-Total Administrative and Reserve Costs                    |                |                  |              | (\$17,347)       |
| <b>Total Estimated Street Costs</b>                           |                |                  |              | <b>\$334,853</b> |
| <b>Actual Assessment</b>                                      |                |                  |              | <b>\$334,853</b> |
| <b>Maximum Allowable Assessment</b>                           |                |                  |              | <b>\$615,138</b> |

\* Quantities were estimated using the typical street sections and the lengths of the streets for the development as shown on the tentative subdivision map. Collector streets include Tower Park Drive (formerly Road A), Bridgeway Drive (formerly Road B) and Atherstone (formerly Road C).

Note: Amounts may be off slightly for rounding to whole dollars.



**ZONE 1 – CAPITAL VILLAGE**

**Street Light Maintenance**  
**Fiscal Year 2022-23 Estimated Cost**

**Lighting Benefit Area 1**

| Description   | Quantity | Amount           |
|---|----------|------------------|
| <b>Annualized Maintenance and General Benefit Calculation</b> |          |                  |
| <u>Annualized Maintenance</u>                                 |          |                  |
| Single Fixture Street Lights                                  | 192      | \$14,400         |
| Double Fixture Street Lights                                  | 104      | 11,700           |
| Sub-Total   |          | <u>\$26,100</u>  |
| <u>Annualized Capital Replacement (75 years)</u>              |          |                  |
| Single Fixture Street Lights                                  | 192      | \$8,640          |
| Double Fixture Street Lights                                  | 104      | 5,616            |
| Sub-Total   |          | <u>\$14,256</u>  |
| City Contribution for General Benefit                         |          | <u>(4,745)</u>   |
| Sub-Total Lighting Maintenance Costs                          |          | <u>\$35,611</u>  |
| <b>Administrative and Capital Expenditures</b>                |          |                  |
| Capital Reserve Requirement                                   |          | \$19,446         |
| Administration Expenses                                       |          | 2,404            |
| Interest  |          | (3,423)          |
| Projected (Surplus) / Deficit July 1                          |          | (18,590)         |
| Capital Expenditures  |          | -                |
| Sub-Total Administrative and Capital Costs                    |          | <u>\$3,260</u>   |
| <b>Total Lighting Area 1 Estimated Costs</b>                  |          | <b>\$38,871</b>  |
| <b>Actual Assessment</b>                                      |          | <b>\$38,871</b>  |
| <b>Maximum Allowable Assessment</b>                           |          | <b>\$100,391</b> |

Note: Amounts may be off slightly for rounding to whole dollars.



**ZONE 1 – CAPITAL VILLAGE**

**Street Light Maintenance**  
**Fiscal Year 2022-23 Estimated Cost**

**Lighting Benefit Area 2**

| Description   | Quantity | Amount          |
|---|----------|-----------------|
| <b>Annualized Maintenance and General Benefit Calculation</b> |          |                 |
| <u>Annualized Maintenance</u>                                 |          |                 |
| Double Fixture Street Lights                                  | 12       | \$1,350         |
| Double Fixture Street Lights                                  | 16       | 1,800           |
| Sub-Total   |          | <u>\$3,150</u>  |
| <u>Annualized Capital Replacement (75 years)</u>              |          |                 |
| Double Fixture Street Lights                                  | 12       | \$648           |
| Double Fixture Street Lights                                  | 16       | 864             |
| Sub-Total   |          | <u>\$1,512</u>  |
| City Contribution for General Benefit                         |          | <u>(1,332)</u>  |
| Sub-Total Lighting Maintenance Costs                          |          | <u>\$3,330</u>  |
| <b>Administrative and Capital Expenditures</b>                |          |                 |
| Capital Reserve Requirement                                   |          | \$2,163         |
| Administration Expenses                                       |          | 278             |
| Interest  |          | (396)           |
| Projected (Surplus) / Deficit July 1                          |          | (2,029)         |
| Capital Expenditures  |          | -               |
| Sub-Total Administrative and Reserve Costs                    |          | <u>\$412</u>    |
| <b>Total Lighting Area 2 Estimated Costs</b>                  |          | <b>\$3,742</b>  |
| <b>Actual Assessment</b>                                      |          | <b>\$3,742</b>  |
| <b>Maximum Allowable Assessment</b>                           |          | <b>\$11,626</b> |

Note: Amounts may be off slightly for rounding to whole dollars.

For a description of Benefit Areas see Part IV of this report.



**ZONE 4 – SUNDANCE**

**Street Maintenance**  
**Fiscal Year 2022-23 Estimated Cost**

| Description   | Amount         |
|---|----------------|
| <b>Annualized Maintenance and General Benefit Calculation</b> |                |
| Annualized Street Maintenance - Sunrise Blvd                  | \$6,538        |
| Traffic Signal Maintenance (0.25 Signals)                     | 417            |
| Measure A & Gas Tax Contribution for General Benefit          | (3,478)        |
| Sub-Total Street Maintenance Costs                            | \$3,478        |
| <b>Administrative and Capital Expenditures</b>                |                |
| Capital Reserve Requirement Once Developed *                  | -              |
| Administration Expenses                                       | 61             |
| Capital Expenditures  | -              |
| Projected (Surplus) / Deficit July 1                          | -              |
| Annual Update of Pavement Management System                   | 250            |
| Sub-Total Administrative and Reserve Costs                    | \$311          |
| <b>Total Estimated Street Costs</b>                           | <b>\$3,788</b> |
| <b>Contribution from Other Sources</b>                        | <b>\$950</b>   |
| <b>Applied Assessment</b>                                     | <b>\$2,838</b> |
| <b>Maximum Allowable Assessment</b>                           | <b>\$2,838</b> |

\* Escalated Capital Reserve Requirement collection will begin upon development. (Current year calculation is \$1,268)

Note: Amounts may be off slightly for rounding to whole dollars.



**ZONE 4 – SUNDANCE**

**Street Light Maintenance**  
**Fiscal Year 2022-23 Estimated Cost**

| Description   | Amount       |
|---|--------------|
| <b>Annualized Maintenance and General Benefit Calculation</b> |              |
| Annualized Maintenance - Single Fixture Street Lights         | \$234        |
| Annualized Capital Replacement - Single Fixture Street Lights | 140          |
| City Contribution for General Benefit                         | (187)        |
| Sub-Total Lighting Maintenance Costs                          | \$187        |
| <b>Administrative and Capital Expenditures</b>                |              |
| Capital Reserve Requirement Once Developed *                  | -            |
| Administration Expenses                                       | 5            |
| Projected (Surplus) / Deficit July 1                          | -            |
| Capital Expenditures  | -            |
| Sub-Total Administrative and Reserve Costs                    | \$5          |
| <b>Total Estimated Lighting Costs</b>                         | <b>\$192</b> |
| <b>Applied Assessment</b>                                     | <b>\$192</b> |
| <b>Maximum Allowable Assessment</b>                           | <b>\$220</b> |

\* Escalated Capital Reserve Requirement collection will begin upon development. (Current year calculation is \$116)

Note: Amounts may be off slightly for rounding to whole dollars.



**ZONE 5 – ANTHOLOGY AT ANATOLIA**

**Street Maintenance**  
**Fiscal Year 2022-23 Estimated Cost**

| Description   | Quantity (SF)* | Amount          |
|---|----------------|-----------------|
| <b>Annualized Maintenance and General Benefit Calculation</b> |                |                 |
| <u>Annualized Street Maintenance Costs</u>                    |                |                 |
| Arterial Streets - Herodian Drive                             | 17,160         | \$4,704         |
| Local Streets   | 77,480         | 28,112          |
| Sub-Total   | 94,640         | \$32,816        |
| Traffic Signal Maintenance (0.5 Signals)                      |                | 2,800           |
| Measure A & Gas Tax Contribution for General Benefit          |                | (3,752)         |
| Sub-Total Street Maintenance Costs                            |                | \$31,864        |
| <b>Administrative and Capital Expenditures</b>                |                |                 |
| Capital Reserve Requirement                                   |                | \$11,973        |
| Administration Expenses                                       |                | 1,592           |
| Projected (Surplus) / Deficit July 1                          |                | (\$10,537)      |
| Capital Expenditures  |                | -               |
| Interest  |                | (2,904)         |
| Annual Update of Pavement Management System                   |                | 200             |
| Sub-Total Administrative and Reserve Costs                    |                | \$3,228         |
| <b>Total Estimated Street Costs</b>                           |                | <b>\$35,092</b> |
| <b>Actual Assessment</b>                                      |                | <b>\$35,092</b> |
| <b>Maximum Allowable Assessment</b>                           |                | <b>\$74,831</b> |

\* Quantities were estimated using the typical street sections and the lengths of the streets for the development as shown on the tentative subdivision map.

Note: Amounts may be off slightly for rounding to whole dollars.



**ZONE 5 – ANTHOLOGY AT ANATOLIA**

**Street Light Maintenance**  
**Fiscal Year 2022-23 Estimated Cost**

| Description  | Quantity | Amount         |
|--|----------|----------------|
| <b>Annualized Maintenance and General Benefit Calculation</b>            |          |                |
| Annualized Maintenance - Single Fixture Street Lights                    | 16.42    | \$1,231        |
| Annualized Capital Replacement - Single Fixture Street Lights (75 Years) | 16.42    | \$739          |
| City Contribution for General Benefit                                    |          | (240)          |
| Sub-Total Street Maintenance Costs                                       |          | <u>\$1,730</u> |
| <b>Administrative and Capital Expenditures</b>                           |          |                |
| Capital Reserve Requirement  |          | \$1,079        |
| Administration Expenses  |          | 132            |
| Projected (Surplus) / Deficit July 1                                     |          | (655)          |
| Interest   |          | (\$241)        |
| Capital Expenditures   |          | -              |
| Sub-Total Administrative and Reserve Costs                               |          | <u>\$556</u>   |
| <b>Total Estimated Lighting Costs</b>                                    |          | <b>\$2,286</b> |
| <b>Actual Assessment</b>   |          | <b>\$2,286</b> |
| <b>Maximum Allowable Assessment</b>                                      |          | <b>\$6,210</b> |

Note: Amounts may be off slightly for rounding to whole dollars.



## **PART IV - METHOD OF APPORTIONMENT**

### **INTRODUCTION**

The Benefit Assessment Act of 1982 (hereinafter referred to as the "1982 Act") permits the establishment of assessment districts by cities for the purpose of providing certain public improvements which include the maintenance and operation costs of streets and street lighting services.

"Streets" as defined herein is based on the definitions provided by the Office of the Controller for the State of California in the Guidelines Relating to Gas Tax Expenditures published by the Division of Local Government Fiscal Affairs. The state's gas tax program is administered in city agencies, but audited by the Office of the State Controller. The proceeds of the gas tax are statutorily limited to expenditures for streets and roads. Because the funds are restricted to street and road costs, the State Controller has developed "Street Purpose Definitions and Guidelines" based on the Manual of Uniform Highway Accounting and Financial Management Procedures developed by the American Association of State Highway Officials. "Streets", as it relates to this District, is defined as the operation or maintenance of facilities within the right-of-way used for street or road purposes.

The 1982 Act requires that maintenance assessments be levied according to benefit. Section 54711 provides that the "amount of the assessment imposed on any parcel of property shall be related to the benefit to the parcel which will be derived from the provision of the service". Additionally, Section 54715(c) of the 1982 Act permits the designation of zones of benefit within any individual assessment district "on a parcel, class of improvement to property, or use of property basis, or a combination thereof". Thus, the 1982 Act requires the levy of a true "assessment" rather than a "special tax."

In addition, Proposition 218, which added Article XIID to the California Constitution, requires that a parcel's assessment may not exceed the reasonable cost for the proportional special benefit conferred on that parcel. Article XIID provides that only special benefits are assessable and the City must separate the general benefits from the special benefits. It also requires that publicly owned properties which benefit from the improvements be assessed.

This report establishes the formula to be used to distribute the costs of providing the services described in this report to the benefiting parcels within the City.





## BENEFIT ANALYSIS

Proper maintenance and operation of the street improvements and street lights, together with other public improvements, provide special benefit to adjacent properties by providing access, security, safety, and community character and vitality.

### A. Street Maintenance

1. **Special Benefit** - The operation, maintenance and servicing of improvements within the street right-of-way along local streets in close proximity to certain lots or parcels provides a special benefit to such lots or parcels by providing: 1) improved ingress and egress from such lots, 2) improved aesthetics, 3) improved local access for emergency vehicles, and 4) improved drainage.
2. **General Benefit** - The City recognizes that a portion of the maintenance, operation and servicing of those Street Improvements that are a part of the City's arterial roadways provide a general benefit to the public at large.

The arterial section of the street is seen as the two center lanes and the median of a 4-lane roadway, the portion used predominantly for through traffic. This amounts to approximately 50% of the right-of-way to be maintained. Therefore, 50% of the street maintenance for arterial roadways is considered to be of general benefit.

3. **Special Benefit Area** - All parcels within the District receive a special benefit from the proposed street maintenance and improvements.

### B. Street Lighting

1. **Special Benefit** - The operation, maintenance and servicing of lighting along local streets in close proximity to certain lots or parcels provides a special benefit to such lots or parcels by providing illumination resulting in: 1) improved security of such lots or parcels, 2) improved ingress and egress from such lots or parcels by illuminating access after sunset, and 3) improved nighttime visibility for the local access of emergency vehicles. All parcels within the District receive special benefit from the street maintenance and improvements.
2. **General Benefit** - The City recognizes that a portion of the maintenance, operation and servicing of those Street Lighting Improvements that are a part of the City's arterial lighting improvements provide a general benefit to the public at large, which equates to the higher level of lighting required on arterial roads.

The general benefits associated with arterial lighting are attributable to the higher level of lighting required for an arterial roadway. That higher level of lighting provides a measure of safety for the



additional width of the street. There are also general benefits associated with higher wattage lights at intersections for safety lighting.

The arterial section of the street is seen as the two center lanes and the median of a 4-lane roadway, the portion used predominantly for through traffic. This amounts to approximately 50% of the right-of-way to be lit by the street lighting system. Therefore, 50% of the street lighting maintenance for arterial roadways is considered to be of general benefit.

### **3. Special Benefit Area**

#### **a. Zone 1 – Capital Village**

**Lighting Area 1** encompasses all parcels in the residential area of the development as well as the commercial property on the south side of International Drive and will be assessed for street lighting maintenance costs associated with the residential area.

**Lighting Area 2** encompasses the commercial property on the north side of International Drive and will be assessed for the street lighting maintenance for those streetlights directly adjacent to the property.

#### **b. Zones 4 and 5**

There are no special benefit areas designated within Zone 4 and 5.

### **C. Special Benefit Methodology**

To establish the benefit to the individual parcels within the District, a Benefit Unit system is proposed. Each parcel of land is assigned Benefit Units in proportion to the estimated benefit the parcel receives relative to the other parcels within the District from the improvements. Street Benefit Units (SBU) or Light Benefit Units (LBU) are established by considering both a dwelling unit equivalency of a property and the benefits provided, as discussed above.

#### **Basic Formula:**

$$(\text{Equivalent Dwelling Units}) \times (\text{SBU or LBU Benefit Factor}) = \text{Benefit Units}$$

In order to allocate benefit fairly between the parcels, an Equivalent Dwelling Unit (EDU) methodology is proposed which equates different types of land uses, thereby allowing a uniform method of assessment.

The number of EDU's to be assigned to each parcel shall be calculated as follows:



The single-family parcel has been selected as the basic unit for calculation of the assessments and is defined as 1.00 Equivalent Dwelling Unit (EDU). Parcels with other land uses receive varying levels of benefit based on parcel usage and size. Equivalency factors have been developed to indicate the amount of benefit received relative to the single-family parcel. All land uses are converted to EDU's in the manner described below.

Benefit Factors are assigned to properties when the special benefit received differs between similar land use types.

### **1. Zone 1 – Capital Village EDU Methodology**

**Single Family Residential (SFR)** - The high-density SFR (SFR-H) parcel been selected as the basic unit for calculation of the benefit assessments. This basic unit is set equal to one Equivalent Dwelling Unit (EDU). High-density SFR parcels have been chosen as this basic unit and are those parcels zoned as single family residential and are shown on the map on page 29 of this Report. These units parcels are assessed 1.0 EDU.

Medium-density SFR (**SFR-M**) parcels are those parcels zoned as single family residential and are shown on page 29 this Report. The average size of these buildings is 25% larger than the high-density buildings, therefore these medium-density SFR parcels are assessed 1.25 EDU's.

Low-density SFR (**SFR-L**) parcels are those parcels zoned as single family residential and are shown on page 29 of this Report. The average size of these buildings is 40% larger than the high-density buildings, therefore these low-density SFR parcels are assessed 1.40 EDU's.

**Commercial (COM)** - Parcels that are designated for non-residential uses, including churches, offices, and industrial uses, are assigned EDUs based on the average single family residential lot area (2,472 sq ft) within the development, which equates to 17.6 EDUs per acre.

**Vacant/Parks (VAC/PARK)** - Parcels that are designated for parks or parcels that are developable but do not have a finalized development map are assessed based upon the acreage of the parcel. These properties receive special benefits based on their land, as this is the basis of their value. Based upon the opinions of professional appraisers, the land value portion of a property typically ranges from 20 to 30 percent of the property's total value. Additionally, the utilization of vacant property is significantly less than improved property and vacant property has a traffic generation rate of 0. In converting vacant properties to EDU's, the factor used is the District's average single family residential lot area (2,472 sq ft) and the number of lots that could be subdivided into an acre of land. All properties that are designated as Vacant or Park are therefore assigned 4.5 EDU's per acre or any portion thereof.



**Exempt (EXE)** - Exempt from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements and rights-of-ways, public greenbelts, parkways and that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. Also exempted from assessment would be utility rights-of-way, common areas (such as in condominium complexes), landlocked parcels and small parcels vacated by the City as these parcels have little or no value and therefore do not benefit from the improvements. Also exempt from assessment are public detention/drainage basins, water and sewer pump stations, and electric utility transfer stations.

**2. Zone 1 – Capital Village Benefit Factors**

**Street Benefit Factor (SBF)**

- **Local Streets** - All parcels are considered to have a local street benefit. Parcels along arterial roadways are considered to receive local street benefits the same as on local streets, as the costs of the arterial section maintenance have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor of 1.0.
- **Alleys/Aisles** - All parcels that have access via an alley or aisle receive an additional benefit for the maintenance of these alleys and aisles. The maintenance costs for alleys/aisles make up approximately 25% of the total street maintenance costs within the Street Area. Therefore, parcels in this category will be assigned a benefit factor of 1.345. See the following table for the calculation of this factor.



|  |                     |   |                 |
|--|---------------------|---|-----------------|
| <b>ZONE 1 - CAPITAL VILLAGE</b>  |                     |   |                 |
| <b>Street Area - SBF for Alley/Aisle Benefit</b>   |                     |   |                 |
| <b>(based on original Engineer's Report dated June 19, 2006)</b>                             |                     |   |                 |
| Alley/Aisle Maintenance Cost   | \$53,399            |   |                 |
| All Local Street Maintenance   | \$323,821           |   |                 |
|  | <u>\$377,220</u>    |   |                 |
| Alley/Aisle EDUs   | 737.400             |   |                 |
| All Local Street EDUs  | 807.168             |   |                 |
|  | <u>1544.568</u>     |   |                 |
| Alley/Aisle Cost per EDU   | \$53,399 / 737.4    | = | \$72.42         |
| Local Street Costs to all EDUs   | \$323,821 / 1,544.6 | = | <u>\$209.65</u> |
|  |                     |   | \$282.07        |
| Alley/Aisle Cost Factor  | \$282.07 / \$209.65 | = | 1.345           |
| SBF - Alley/Aisle = <span style="border: 1px solid black; padding: 2px;"><b>1.345</b></span> |                     |   |                 |

**Street Benefit Assessment Formula:**  
EDU x SBF = Street Benefit Units (SBU)

**Lighting Benefit Factor (LBF)**

- **Local Lighting** - A parcel is considered to have a local lighting benefit if there is lighting at standard intervals along the street adjacent to it. Parcels along arterial roadways with standard lighting are considered to receive local lighting benefits the same as on local streets, as the costs of the higher wattages of lights have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor of 1.00.
- **Alley/Aisle Lighting** - Parcels that have standard street lighting on alleys or aisles that also have Local Lighting receive an additional benefit for the lighting in these alleys and aisles. The maintenance costs for alley/aisle lighting make up more than 50% of the total lighting costs within Lighting Area 1. (There are no alleys or aisles in Lighting Area 2, therefore those costs are not included in these calculations.) Therefore, parcels in this category will be assigned a benefit factor of 1.587. See the table below for the calculation of this factor.



|   |                    |   |                |
|---|--------------------|---|----------------|
| <b>ZONE 1 - CAPITAL VILLAGE</b>                                     |                    |   |                |
| <b>Lighting Area 1 - LBF for Alley/Aisle Benefit <sup>(1)</sup></b> |                    |   |                |
| <b>(based on original Engineer's Report dated June 19, 2006)</b>    |                    |   |                |
| Alley/Aisle Maintenance Cost  | \$18,333           |   |                |
| All Other Lights  | \$43,235           |   |                |
|   | <u>\$61,569</u>    |   |                |
| Alley/Aisle EDUs  | 733.7              |   |                |
| All other EDUs  | 281.5              |   |                |
|   | <u>1,015.2</u>     |   |                |
| Alley/Aisle Cost per EDU  | \$18,333 / 733.65  | = | \$24.99        |
| Other Costs to all EDUs   | \$43,235 / 1015.16 | = | <u>\$42.59</u> |
|   |                    |   | \$67.58        |
| Alley/Aisle Cost Factor   | \$67.58 / \$42.59  | = | 1.587          |
| LBF - Alley/Aisle =   |                    |   | <b>1.587</b>   |

(1) According to page 18 of the original Engineer's Report dated June 19,2006, there are no alleys or aisles in Lighting Area 2.

**Lighting Benefit Assessment Formula:**  
EDU x LBF = Lighting Benefit Units (LBU)

The following table provides a summary of the land uses, EDUs and Benefit Units for the various parcels within the Zone.

| <b>Street Benefit Summary</b> |            |               |                  |                  | <b>Light Benefit Summary</b>  |            |               |                  |                  |
|-------------------------------|------------|---------------|------------------|------------------|-------------------------------|------------|---------------|------------------|------------------|
| <u>No Alley/Aisle Benefit</u> |            |               |                  |                  | <u>No Alley/Aisle Benefit</u> |            |               |                  |                  |
| Land Use                      | Parcels    | Acres         | EDU              | SBU              | Land Use                      | Parcels    | Acres         | EDU              | LBU              |
| COM                           | 15         | 32.078        | 564.571          | 564.571          | COM                           | 15         | 32.078        | 564.571          | 564.571          |
| EXE                           | 59         | 5.097         | 0.000            | 0.000            | EXE                           | 59         | 5.097         | 0.000            | 0.000            |
| PARK                          | 3          | 6.93          | 31.185           | 31.185           | PARK                          | 3          | 6.93          | 31.185           | 31.185           |
| SFR-H                         | 6          | 0.249         | 6.000            | 6.000            | SFR-H                         | 6          | 0.249         | 6.000            | 6.000            |
| SFR-M*                        | 163        | 10.16         | 203.750          | 203.750          | SFR-M*                        | 166        | 10.16         | 207.500          | 207.500          |
| VAC                           | 0          | 0             | 0.000            | 0.000            | VAC                           | 0          | 0             | 0.000            | 0.000            |
| <b>Sub-Totals</b>             | <b>246</b> | <b>54.514</b> | <b>805.506</b>   | <b>805.506</b>   | <b>Sub-Totals</b>             | <b>249</b> | <b>54.514</b> | <b>809.256</b>   | <b>809.256</b>   |
| <u>Alley/Aisle Benefit</u>    |            |               |                  |                  | <u>Alley/Aisle Benefit</u>    |            |               |                  |                  |
| Land Use                      | Parcels    | Acres         | EDU              | SBU              | Land Use                      | Parcels    | Acres         | EDU              | LBU              |
| SFR-H                         | 216        |               | 216.000          | 290.520          | SFR-H                         | 216        |               | 216.000          | 342.792          |
| SFR-L                         | 151        |               | 211.400          | 284.333          | SFR-L                         | 151        |               | 211.400          | 335.522          |
| SFR-M*                        | 248        |               | 310.000          | 416.888          | SFR-M*                        | 245        |               | 306.250          | 486.080          |
| <b>Sub-Totals</b>             | <b>615</b> |               | <b>737.400</b>   | <b>991.741</b>   | <b>Sub-Totals</b>             | <b>612</b> |               | <b>733.650</b>   | <b>1,164.394</b> |
| <b>District Totals</b>        | <b>861</b> | <b>54.514</b> | <b>1,542.906</b> | <b>1,797.247</b> | <b>District Totals</b>        | <b>861</b> | <b>54.514</b> | <b>1,542.906</b> | <b>1,973.650</b> |

\* The SFR-M alley/aisle parcel count differs between the street benefit and the lighting benefit. This is due to Lots 508, 509, and 510 receiving the alley/aisle benefit for street maintenance but not the alley/aisle benefit from the lighting maintenance. These lots and their adjacent alleys have no street lighting.

### 3. Zone 1 – Capital Village Assessment Rate Calculation

The Fiscal Year 2022-23 actual and maximum assessment rates\* are calculated as follows:

|                            | 2022/23<br>Estimated<br>Cost | Benefit<br>Units | 2022/23<br>Applied<br>Assessment Rate | 2022/23<br>Maximum<br>Assessment Rate* |
|----------------------------|------------------------------|------------------|---------------------------------------|--|
| Street Assessment:         | \$334,852.90 /               | 1,797.247 SBU =  | \$186.31 per SBU                      | \$342.27                               |
| Lighting Area 1 Assessment | \$38,871.14 /                | 1,444.455 LBU =  | \$26.91 per LBU                       | \$69.50                                |
| Lighting Area 2 Assessment | \$3,741.67 /                 | 529.195 LBU =    | \$7.07 per LBU                        | \$21.97                                |

\* The maximum annual maintenance assessment rates will be increased each year by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI), as determined by the City Council. The actual assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum assessment rate without receiving property owner approval for the increase. See Part V



of this Report for details regarding the increase to the Fiscal Year 2022-23 maximum assessment rates.

The table below provides sample calculations for various types of parcels within the Zone. Each individual parcel's assessment is the sum of the assessments based on the benefits received for street and lighting maintenance.

**Fiscal Year 2022-23 Assessment - Sample Calculations**  
**Zone 1 – Capital Village**

| Land Use                      | Zone Area | Acres | Benefit Factor | EDU    | SBU         | LBU         | Street Asmt | Lighting Asmt | Total Asmt |
|-------------------------------|-----------|-------|----------------|--------|-------------|-------------|-------------|---------------|------------|
| <b>No Alley/Aisle Benefit</b> |           |       |                |        |             |             |             |               |            |
| COM                           | 2         | 1.5   | 17.60 /Acre    | 26.400 | 26.400      | 26.400      | \$4,918.70  | \$186.65      | \$5,105.35 |
| SFR-H                         | 1         |       | 1.00 /Parcel   | 1.000  | 1.000       | 1.000       | \$186.31    | \$26.91       | \$213.22   |
| SFR-M*                        | 1         |       | 1.25 /Parcel   | 1.250  | 1.250       | 1.250       | \$232.89    | \$33.64       | \$266.53   |
| SFR-L                         | 1         |       | 1.40 /Parcel   | 1.400  | 1.400       | 1.400       | \$260.84    | \$37.67       | \$298.51   |
| VAC/PARK                      | 1         | 1.5   | 4.50 /Acre     | 6.750  | 6.750       | 6.750       | \$1,257.62  | \$181.64      | \$1,439.26 |
| Land Use                      | Zone Area | Acres | Benefit Factor | EDU    | SBU         | LBU         | Street Asmt | Lighting Asmt | Total Asmt |
| <b>Alley/Aisle Benefit</b>    |           |       |                |        |             |             |             |               |            |
|                               |           |       |                |        | EDU X 1.345 | EDU X 1.587 |             |               |            |
| SFR-H                         | 1         |       | 1.00 /Parcel   | 1.000  | 1.345       | 1.587       | \$250.59    | \$42.71       | \$293.30   |
| SFR-M*                        | 1         |       | 1.25 /Parcel   | 1.250  | 1.681       | 1.984       | \$313.24    | \$53.38       | \$366.62   |
| SFR-L                         | 1         |       | 1.40 /Parcel   | 1.400  | 1.883       | 2.222       | \$350.83    | \$59.79       | \$410.62   |

\* The SFR-M alley/aisle parcel count differs between the street benefit and the lighting benefit. This is due to Lots 508, 509, and 510 receiving the alley/aisle benefit for street maintenance but not the alley/aisle benefit from the lighting maintenance. These lots and their adjacent alleys have no street lighting.

**4. Zone 4 – Sundance EDU Methodology**

**Single Family Residential (SFR)** - The SFR parcel been selected as the basic unit for calculation of the benefit assessments. This basic unit is set equal to one Equivalent Dwelling Unit (EDU). These units parcels are assessed 1.0 EDU.

**Commercial (COM)** - Parcels that are designated for non-residential uses, including churches, offices, and industrial uses, are assigned EDUs based on the average single family residential lot area within the development, which equates to 11.70 EDUs per acre.

**Vacant/Parks (VAC/PARK)** - Parcels that are designated for parks or parcels that are developable but do not have a finalized development map are assessed based upon the acreage of the parcel. These properties receive special benefits based on their land, as this is the basis of their value. Based upon the opinions of professional appraisers, the land value portion of a property typically ranges from 20 to 30 percent of the property's total value. Additionally, the utilization of vacant





property is significantly less than improved property and vacant property has a traffic generation rate of 0. In converting vacant properties to EDU's, the factor used is the District's average single family residential lot area (3,725 sq ft) and the number of lots that could be subdivided into an acre of land. All properties that are designated as Vacant or Park are therefore assigned 2.925 EDU's per acre or any portion thereof.

**Exempt (EXE)** - Exempt from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements and rights-of-ways, public greenbelts, parkways and that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. Also exempted from assessment would be utility rights-of-way, common areas (such as in condominium complexes), landlocked parcels and small parcels vacated by the City as these parcels have little or no value and therefore do not benefit from the improvements. Also exempt from assessment are public detention/drainage basins, water and sewer pump stations, and electric utility transfer stations.

**5. Zone 4 – Sundance Benefit Factors**

**Street Benefit Factor (SBF)**

- **Local Streets** - All parcels are considered to have a local street benefit. Within the Sundance development area the local streets are private and will be maintained by the owners. Parcels along arterial roadways are considered to receive local street benefits the same as on local streets, as the costs of the arterial section maintenance have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (SBF) of 1.0.

**Street Benefit Assessment Formula:**  
 $EDU \times SBF = \text{Street Benefit Units (SBU)}$

**Lighting Benefit Factor (LBF)**

- **Local Lighting** - A parcel is considered to have a local lighting benefit if there is lighting at standard intervals along the street adjacent to it. Parcels along arterial roadways with standard lighting are considered to receive local lighting benefits the same as on local streets, as the costs of the higher wattages of lights have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (LBF) of 1.00.

**Lighting Benefit Assessment Formula:**  
 $EDU \times LBF = \text{Lighting Benefit Units (LBU)}$

The following table provides a summary of the land uses, EDUs and Benefit Units for the various parcels within the Zone for Fiscal Year 2022-23.

| Street Benefit Summary |          |               |               | Light Benefit Summary |          |               |               |
|------------------------|----------|---------------|---------------|-----------------------|----------|---------------|---------------|
| Land use               | Parcels  | EDU           | SBU           | Land use              | Parcels  | EDU           | LBU           |
| VACANT                 | 1        | 34.574        | 34.574        | VACANT                | 1        | 34.574        | 34.574        |
| <b>Totals</b>          | <b>1</b> | <b>34.574</b> | <b>34.574</b> | <b>Totals</b>         | <b>1</b> | <b>34.574</b> | <b>34.574</b> |

**6. Zone 4 – Sundance Assessment Rate Calculation**

The Fiscal Year 2022-23 actual and maximum assessment rates are calculated as follows:

|                     | FY 2022/23<br>Estimated<br>Cost | Benefit<br>Units | FY 2022/23<br>Applied<br>Assessment Rate | FY 2022/23<br>Maximum<br>Assessment Rate <sup>(1)(2)</sup> |
|---------------------|---------------------------------|------------------|--|--|
| Street Assessment   | \$ 2,838.04 /                   | 34.574 SBU       | = \$ 82.09 per SBU                       | \$ 82.09   |
| Lighting Assessment | \$ 191.52 /                     | 34.574 LBU       | = \$ 5.54 per LBU                        | \$ 6.37  |

- 1) The maximum annual maintenance assessment rates will be increased each year by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI), as determined by the City Council. The actual assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum assessment rate without receiving property owner approval for the increase. See Part V of this Report for details regarding the increase to the Fiscal Year 2022-23 maximum assessment rates.
- 2) The terms of a development agreement, dated May 15, 2006, between the City and the Developer limit Zone 4's (Sundance) combined annual assessment rate to \$300 per single family residential parcel or single family residential parcel equivalent, which amount shall be adjusted annually by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI).

The table below provides sample calculations for parcels within the Zone. Each individual parcel's assessment is the sum of the assessments based on the benefits received for street and lighting maintenance.

**Fiscal Year 2022-23 Assessment - Sample Calculations**  
**Zone 4 - Sundance**

| Land Use | Acres | Benefit<br>Factor | Benefit<br>Units | Street Asmt | Lighting<br>Asmt | Total Asmt |
|----------|-------|-------------------|------------------|-------------|------------------|------------|
| SFR      |       | 1.00 /Parcel      | 1.000            | \$82.09     | \$6.37           | \$88.46    |
| COM      | 1.5   | 11.70 /Acre       | 17.550           | \$1,440.61  | \$111.72         | \$1,552.33 |
| VAC/PARK | 1.5   | 2.925 /Acre       | 4.388            | \$360.15    | \$27.93          | \$388.08   |



**7. Zone 5 – Anthology At Anatolia EDU Methodology**

**Single Family Residential (SFR)** - The SFR parcel been selected as the basic unit for calculation of the benefit assessments. This basic unit is set equal to one Equivalent Dwelling Unit (EDU). These units parcels are assessed 1.0 EDU.

**Commercial (COM)** - Parcels that are designated for non-residential uses, including churches, offices, and industrial uses, are assigned EDUs based on the average single family residential lot area within the development, which equates to 9.0 EDUs per acre.

**Vacant/Parks (VAC/PARK)** - Parcels that are designated for parks or parcels that are developable but do not have a finalized development map are assessed based upon the acreage of the parcel. These properties receive special benefits based on their land, as this is the basis of their value. Based upon the opinions of professional appraisers, the land value portion of a property typically ranges from 20 to 30 percent of the property's total value. Additionally, the utilization of vacant property is significantly less than improved property and vacant property has a traffic generation rate of 0. In converting vacant properties to EDU's, the factor used is the District's average single family residential lot area (4,835 sq ft) and the number of lots that could be subdivided into an acre of land. All properties that are designated as Vacant or Park are therefore assigned 2.25 EDU's per acre or any portion thereof.

**Exempt (EXE)** - Exempt from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements and rights-of-ways, public greenbelts, parkways and that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. Also exempted from assessment would be utility rights-of-way, common areas (such as in condominium complexes), landlocked parcels and small parcels vacated by the City as these parcels have little or no value and therefore do not benefit from the improvements. Also exempt from assessment are public detention/drainage basins, water and sewer pump stations, and electric utility transfer stations.



**8. Zone 5 – Anthology At Anatolia EDU Methodology**

**Street Benefit Factor (SBF)**

- **Local Streets** - All parcels are considered to have a local street benefit. Parcels along arterial roadways are considered to receive local street benefits the same as on local streets, as the costs of the arterial section maintenance have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (SBF) of 1.00.

**Street Benefit Assessment Formula:**  
EDU x SBF = Street Benefit Units (SBU)

**Lighting Benefit Factor (SBF)**

- **Local Lighting** - A parcel is considered to have a local lighting benefit if there is lighting at standard intervals along the street adjacent to it. Parcels along arterial roadways with standard lighting are considered to receive local lighting benefits the same as on local streets, as the costs of the higher wattages of lights have been reduced by the general benefit contribution. All parcels in this category will be assigned a benefit factor (LBF) of 1.00.

**Lighting Benefit Assessment Formula:**  
EDU x LBF = Lighting Benefit Units (LBU)

The following table provides a summary of the land uses, EDUs and Benefit Units for the various parcels within the Zone.

| <b>Street Benefit Summary</b> |            |            |            |
|-------------------------------|------------|------------|------------|
| Landuse                       | Parcels    | EDU        | SBU        |
| EXE                           | 3          | 0          | 0          |
| SFR                           | 118        | 118        | 118        |
| <b>Totals</b>                 | <b>121</b> | <b>118</b> | <b>118</b> |

| <b>Light Benefit Summary</b> |            |            |            |
|------------------------------|------------|------------|------------|
| Landuse                      | Parcels    | EDU        | LBU        |
| EXE                          | 3          | 0          | 0          |
| SFR                          | 118        | 118        | 118        |
| <b>Totals</b>                | <b>121</b> | <b>118</b> | <b>118</b> |



**9. Zone 5 – Anthology At Anatolia Assessment Rate Calculation**

The Fiscal Year 2022-23 actual and maximum assessment rates\* are calculated as follows:

|                     | 2022/23<br>Estimated<br>Cost | Benefit<br>Units | 2022/23<br>Applied<br>Assessment Rate | 2022/23<br>Maximum<br>Assessment Rate* |
|---------------------|------------------------------|------------------|---------------------------------------|--|
| Street Assessment   | \$ 35,092.18 /               | 118.000 SBU      | = \$ 297.39 per SBU                   | \$634.16                               |
| Lighting Assessment | \$ 2,285.65 /                | 118.000 LBU      | = \$ 19.36 per LBU                    | \$52.62                                |

\* The maximum annual maintenance assessment rates will be increased each year by the annual change in the McGraw-Hill Engineering News Record Construction Cost Index, as determined by the City Council. The actual assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum assessment rate without receiving property owner approval for the increase. See Part V of this Report for details regarding the increase to the Fiscal Year 2022-23 maximum assessment rates.

The table below provides sample calculations for parcels within the Zone. Each individual parcel's assessment is the sum of the assessments based on the benefits received for street and lighting maintenance.

**Fiscal Year 2022-23 Assessment - Sample Calculations  
Zone 5 – Anthology at Anatolia**

| Land Use | Acres | Benefit<br>Factor | Benefit<br>Units | Street Asmt | Lighting<br>Asmt | Total Asmt |
|----------|-------|-------------------|------------------|-------------|------------------|------------|
| SFR      |       | 1.00 /Parcel      | 1.000            | \$297.39    | \$19.36          | \$316.75   |
| COM      | 1.5   | 9.00 /Acre        | 13.500           | \$4,014.77  | \$261.36         | \$4,276.13 |
| VAC/PARK | 1.5   | 2.250 /Acre       | 3.375            | \$1,003.69  | \$65.34          | \$1,069.03 |



## **PART V – COST OF LIVING ADJUSTMENTS**

The property owner balloting that established the District’s maximum assessment rates included an annual inflator formula. The purpose of establishing the inflator formula was to provide for a reasonable inflationary adjustment to the annual maximum charges without requiring periodic noticing and balloting procedures that would add additional costs to the District. The law implementing Constitution Article XIID clarifies that an increase in a maximum rate, implemented through a voter-approved inflator formula, is not considered an increase that is subject to additional property owner consideration.

Each year, the District’s maximum assessment rates may be increased by the annual percentage change in the McGraw-Hill Engineering News Record Construction Cost Index (ENR CCI) as determined by the City Council. The District’s estimated maintenance costs shall also be increased annually by the same percentage increase to the maximum assessment rates.

The annual increase is calculated using the percentage difference in the ENR CCI between December and December of the previous year. The base year maximum rates and estimated costs were set at the formation of the District, these maximum rates and estimated costs shall continue to be adjusted annually. The percentage increase in the ENR CCI from December 2020 to December 2021 was 7.36%.

The ENR CCI factors and percentage increases to the District’s maximum assessment rates are shown below.

| <b>Fiscal Year</b> | <b>CCI</b> | <b>Increase</b> |
|--------------------|------------|-----------------|
| 2006/07            | 7647       | N/A             |
| 2007/08            | 7888       | 3.15%           |
| 2008/09            | 8089       | 2.55%           |
| 2009/10            | 8551       | 5.71%           |
| 2010/11            | 8641       | 1.053%          |
| 2011/12            | 8952       | 3.60%           |
| 2012/13            | 9172       | 2.46%           |
| 2013/14            | 9412       | 2.62%           |
| 2014/15            | 9668       | 2.72%           |
| 2015/16            | 9936       | 2.77%           |
| 2016/17            | 10135      | 2.00%           |
| 2017/18            | 10530      | 3.90%           |
| 2018/19            | 10870      | 3.23%           |
| 2019/20            | 11186      | 2.90%           |
| 2020/21            | 11381      | 1.75%           |
| 2021/22            | 11626      | 2.15%           |
| 2022/23            | 12482      | 7.36%           |

ENR Magazine issued a revision to the December 2015 Cost index (changing from 10135 to 10152). The change was captured in the FY 2017/18.

*Engineer's Report*  
*Road Maintenance Assessment District*  
*City of Rancho Cordova*  
*Fiscal Year 2022-23*



**Harris & Associates**

|                            |         | FY21-22<br>Maximum<br>Rate | FY22-23<br>Maximum<br>Rate | Maximum<br>Rate<br>Variance |
|----------------------------|---------|----------------------------|----------------------------|-----------------------------|
| <b>Zone 1</b>              |         |                            |                            |                             |
| Street Assessment:         | per SBU | \$318.80                   | \$342.27                   | \$23.47                     |
| Lighting Area 1 Assessment | per LBU | \$64.74                    | \$69.50                    | \$4.76                      |
| Lighting Area 2 Assessment | per LBU | \$20.46                    | \$21.97                    | \$1.51                      |
| <b>Zone 4</b>              |         |                            |                            |                             |
| Street Assessment:         | per SBU | \$76.46                    | \$82.09                    | \$5.63                      |
| Lighting Assessment:       | per LBU | \$5.93                     | \$6.37                     | \$0.44                      |
| <b>Zone 5</b>              |         |                            |                            |                             |
| Street Assessment:         | per SBU | \$590.68                   | \$634.16                   | \$43.48                     |
| Lighting Assessment:       | per LBU | \$49.02                    | \$52.62                    | \$3.60                      |



## **APPENDIX A – BOUNDARY MAPS**

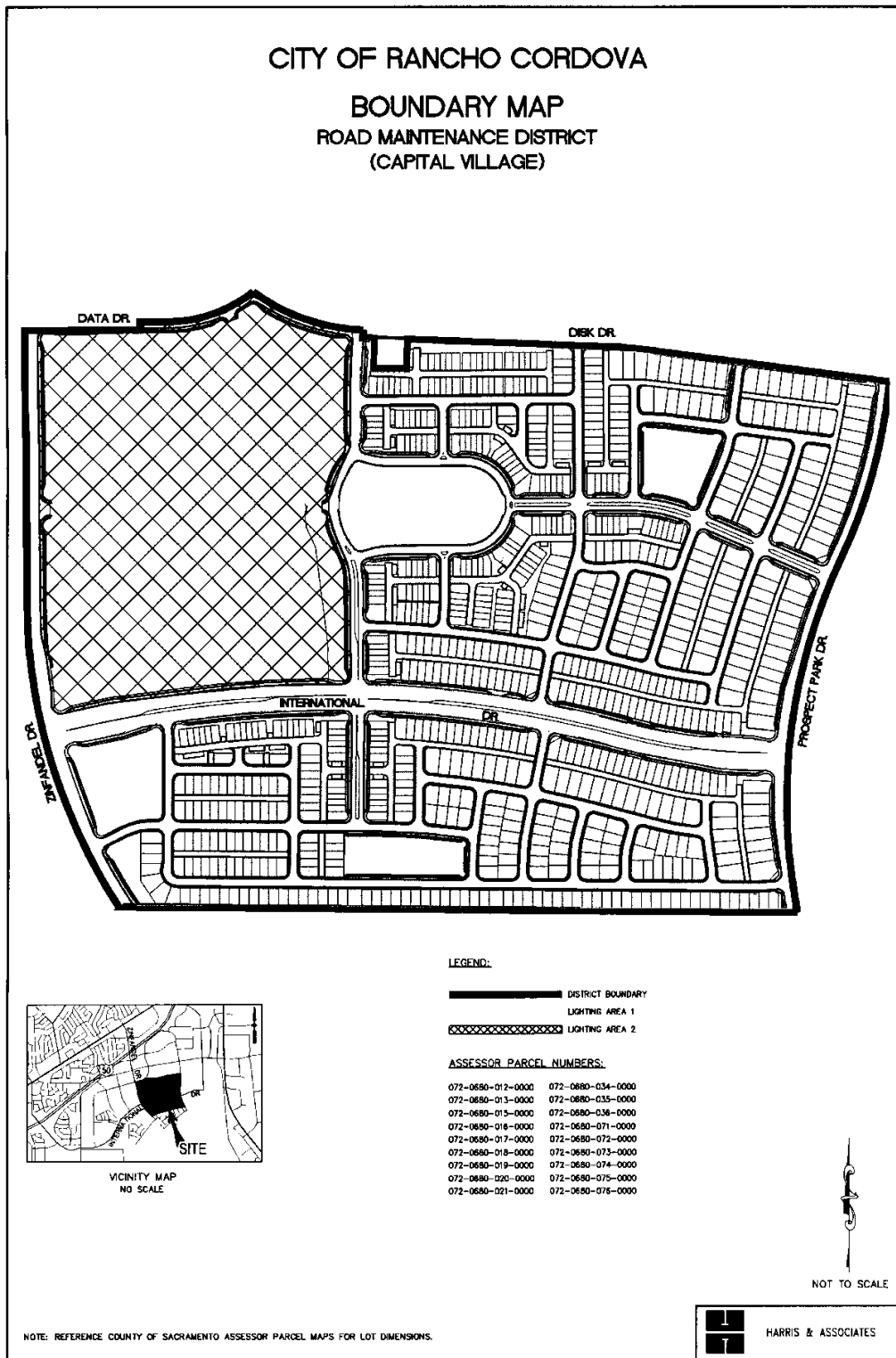
The boundary maps, as shown on the following pages, provide the exterior boundaries of the each Zone within the District, and are incorporated herein by reference.

The lines and dimensions of each lot or parcel within the District are those lines and dimensions shown on the maps of the Assessor of the County of Sacramento for the fiscal year to which this report applies. The Assessor's maps and records are incorporated by reference herein and made part of this report.

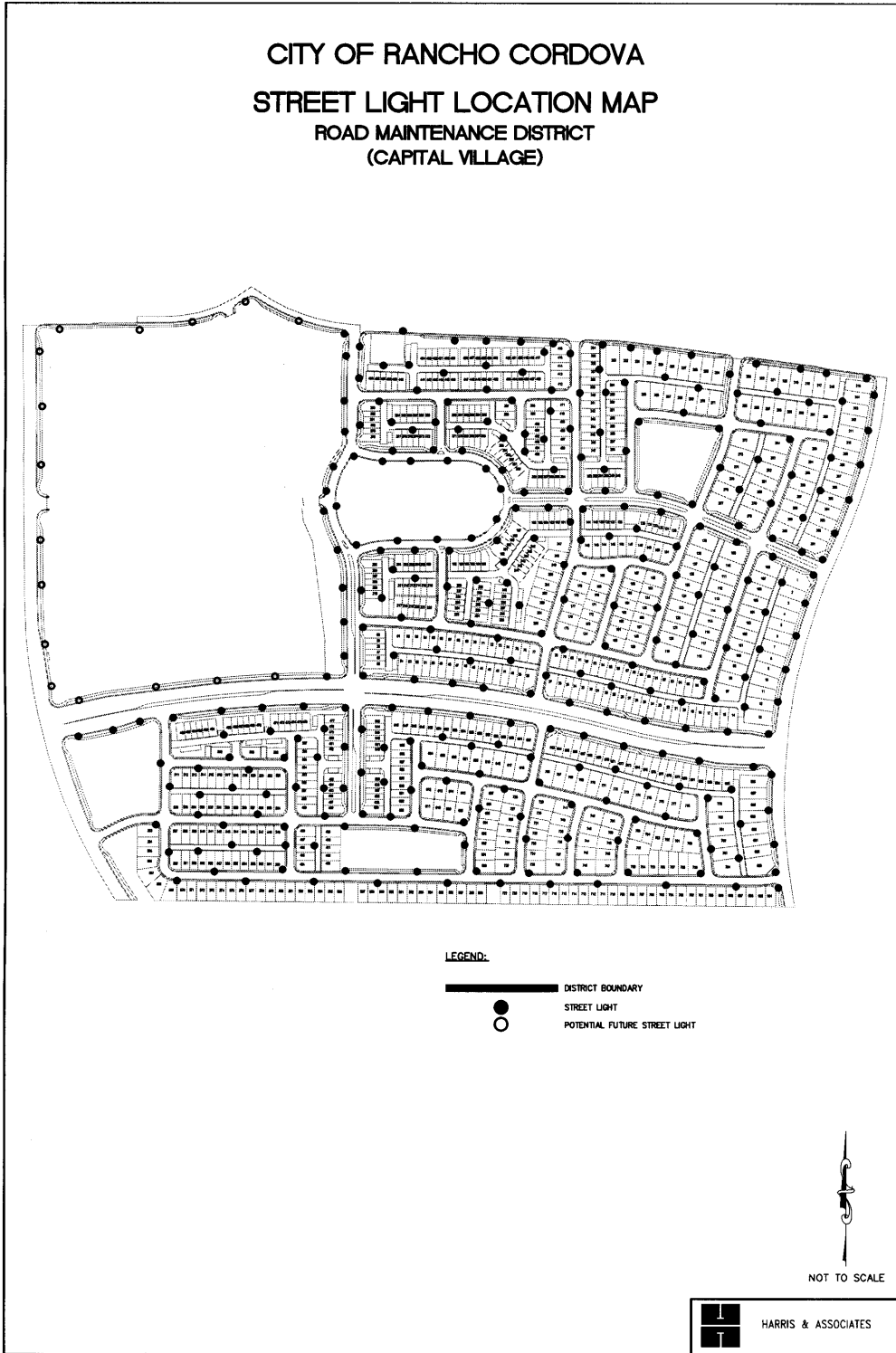




BOUNDARY MAP – ZONE 1 CAPITAL VILLAGE

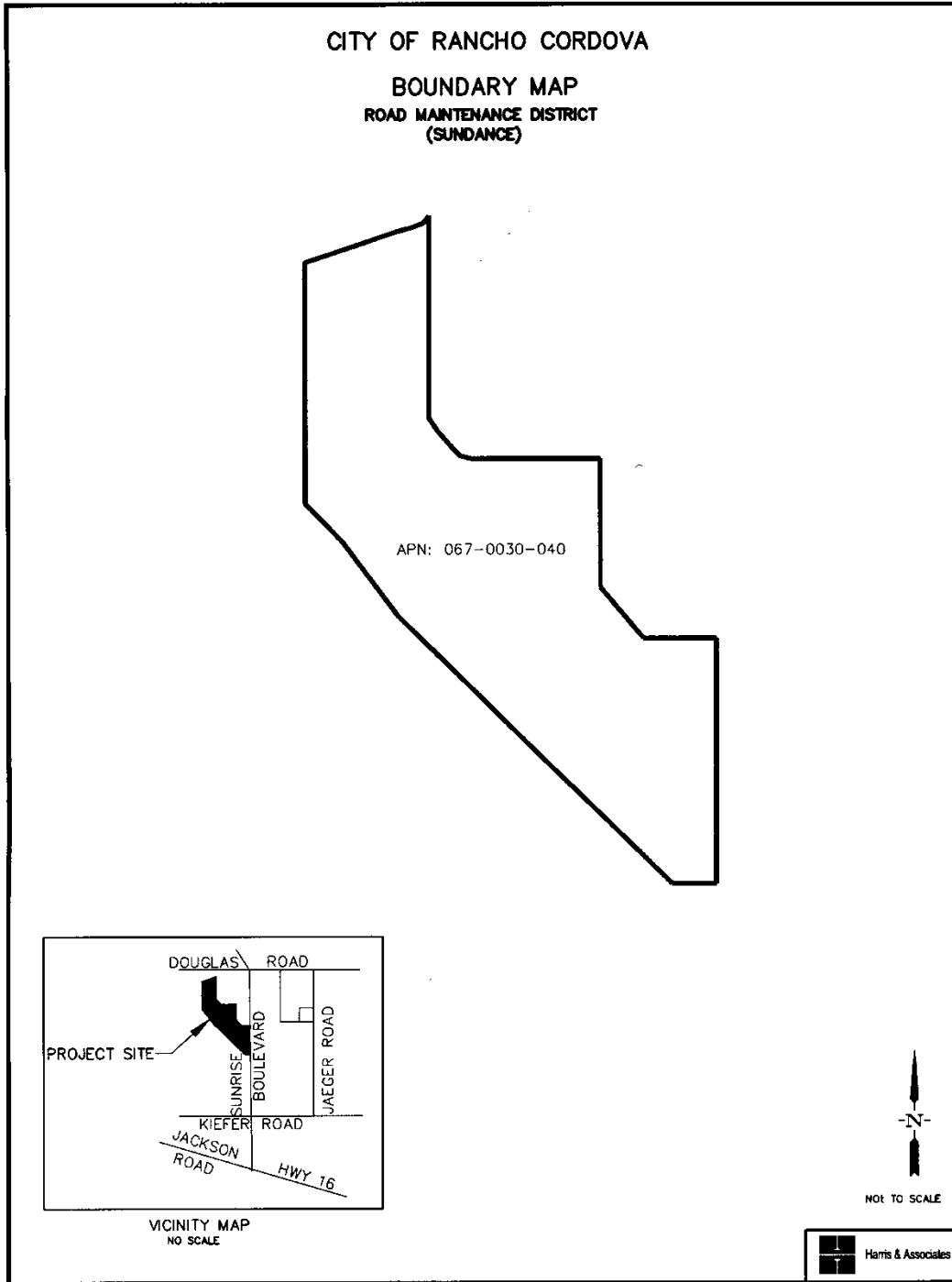






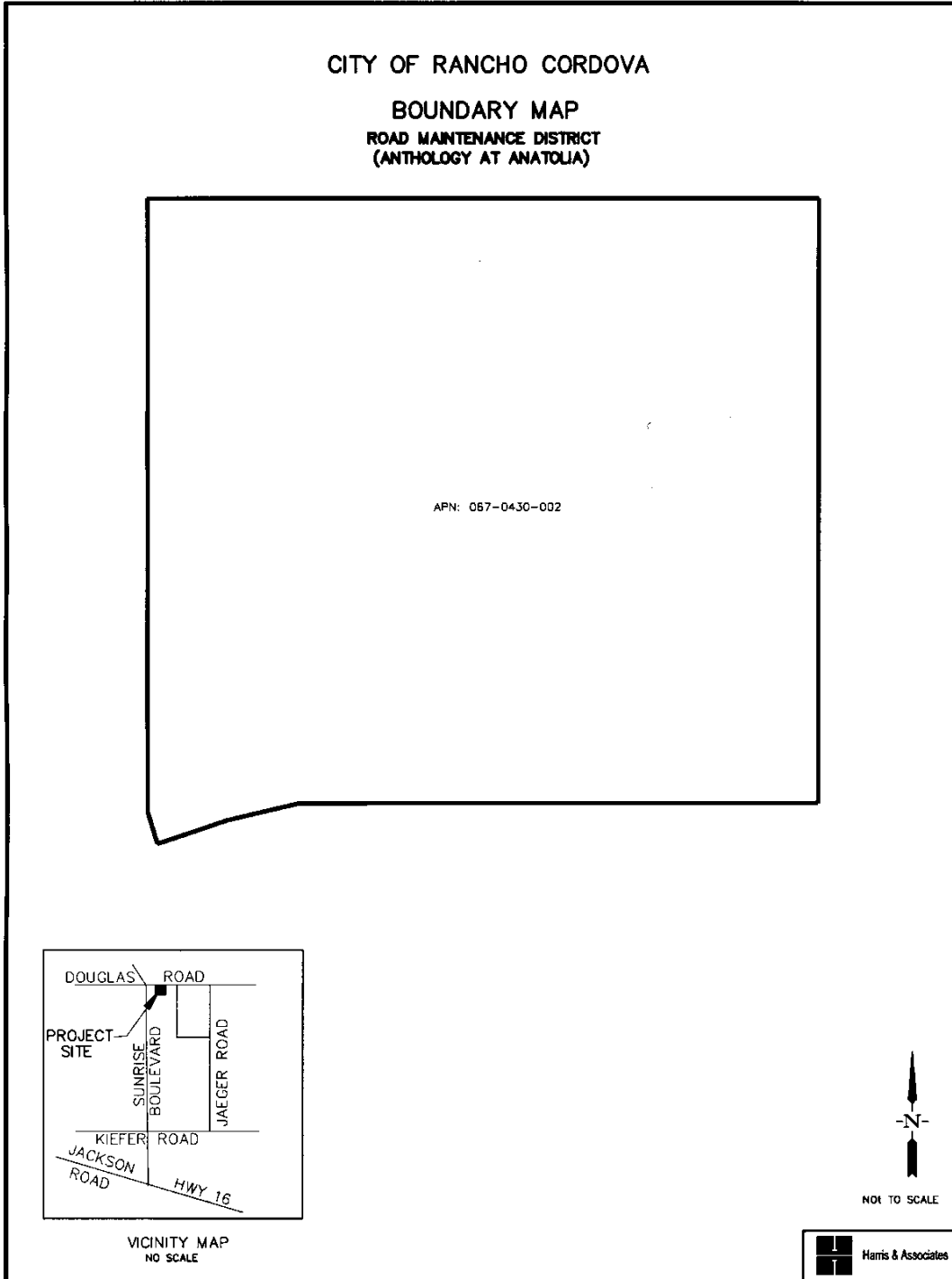


BOUNDARY MAP – ZONE 4 SUNDANCE





BOUNDARY MAP – ZONE 5 ANTHOLOGY AT ANATOLIA







## **APPENDIX B – ASSESSMENT ROLL**

Parcel identification for each lot or parcel within the District shall be the parcel as shown on the Sacramento County secured property tax roll for the year in which this Report is prepared and reflective of the Assessor's parcel maps.

The total proposed assessment for Fiscal Year 2022-23 and the amount of the total proposed assessment apportioned to each lot or parcel within the District, as shown on the latest assessment roll at the Sacramento County Assessor's Office, are contained in the Assessment Roll on file in the Office of the City Clerk of the City of Rancho Cordova, which is incorporated herein by reference.

At the conclusion of the public hearing for the District and the proposed assessments, approval of the Report (as submitted or as modified) confirms the method of apportionment and the assessments to be levied against each eligible parcel and thereby constitutes the approval levy and collection of assessments for Fiscal Year 2022-23. The listing of parcels and the amount of assessments to be levied shall be submitted to the County Auditor/Controller and included on the Fiscal Year 2022-23 County tax roll for each parcel.

If any parcel submitted for collection is identified by the County Auditor/Controller to be an invalid parcel number for the current Fiscal Year, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the Auditor/Controller. The assessment amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment and assessment rate approved in this Report. Therefore, if a single parcel has changed to multiple parcels, the charge amount applied to each of the new parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment.