



CITY COUNCIL AGENDA
Regular City Council Meeting
City Council Chambers
3121 Gold Canal Drive, Rancho Cordova
January 5, 2004
6:30 P.M.

Call To Order

Roll Call: Council Members: Cooley, McGarvey, Sander, Budge, Roberts

Pledge of Allegiance

Invocation to be presented by Hilary Auer, CFC Program Director, Camp Fire USA, Sacramento Sierra Council

Metro Cable TV telecast announcement

Consent Calendar

1. **Subject:** Second Reading and Odoption of Ordinance 29-2003 - An Ordinance amending the Villages at Zinfandel Special Planning Area from Medium Density to Low Density Cluster on Assessor Parcel Number 074-0370-074 for a project known as Vintage 8 of the Villages of Zinfandel (Project RC-03-033)
Recommendation: Move to approve second reading and adoption of Ordinance 29-2003 and waive reading of the body of the ordinance.
2. **Subject:** Treasurer's Report
Recommendation: Move to receive and file the report.
3. **Subject:** Urban Design Firm Selection
Recommendation: Move to receive and file the report.

Oral Communications – Public Comment

Citizens wishing to address the Council for any matter not on the agenda may do so at this time. If you wish to be heard on a listed agenda item, please wait until that point on the agenda.

Please keep your comments to three minutes or less. Please state your name and community of residence.

Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any unagendized item unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

Presentations

4. Recognition of the New Koreana Plaza
5. Quarterly Review of City Council Strategic Objectives.
6. Review of Actions Required by the Local Agency Formation Commission.

Public Hearings

7. **Subject:** Rancho Cordova Apartments Special Development Permit and Development Plan Review – Project No. RC-03-041

Recommendation:

1. Move to determine that the environmental analysis is adequate and complete and adopt the Mitigated Negative Declaration.
2. Move to adopt Resolution No. 2-2004 of the City Council of the City of Rancho Cordova approving a Special Development Permit and Development Plan Review for Project No. RC-03-041, Rancho Cordova Apartments, subject to the findings and attached Conditions of Approval.

8. **Subject:** Anatolia Recreation Center Development Plan Review – Project No. RC-03-053

Recommendation:

1. Move to find that the Mitigated Negative Declaration prepared for the Anatolia Subdivisions I, II, and III, adopted by the Sacramento County Board of Supervisors, adequately addressed the environmental impacts for the project.
2. Move to adopt Resolution No. 3-2004 of the City Council of the City of Rancho Cordova approving the Development Plan Review for Project No. RC-03-053, subject to the findings and attached Conditions of Approval.

9. **Subject:** River West Investments - Sunridge Park Tentative Subdivision Map and Rezone, Project No. RC 03-001, 801 single family units with the Sun Ridge Specific Plan

Recommendation:

- 1) Move to introduce Ordinance 1-2004 for first reading and waive reading of the body of the Ordinance.
- 2) Move to adopt Resolution No. 1-2004.

Action Items

10. **Subject:** Appointment of Planning Commissioners

Recommendation: By motion, appoint members to the Planning Commission.

11. **Subject:** Replacement of Street Name Signs

Recommendation: Make the following motions:

1. Move to approve of the proposed street name sign design and color scheme and the options outlined in the staff report.
2. Move to direct staff to develop a financial strategy and an implementation plan for a street name sign replacement program for Council review and approval.

12. **Subject:** Adoption of Resolution Creating Special Tax Zone II and an Ordinance Establishing A Special Tax for Police Protection Services for Mather East Development

Recommendation: Make the following motions:

1. Move to adopt Resolution No. 4-2004.
2. Move to introduce Ordinance No. 2-2004 for first reading and waive reading of the body of the ordinance.

13. **Subject:** Process Regarding the Annual Selection of Mayor and Mayor Pro Tempore

Recommendation:

Move to adopt Resolution No. 5-2004 regarding the date on which the City Council shall annually select a Mayor and Mayor Pro Tempore.

14. **Subject:** Selection of Mayor and Mayor Pro Tempore

Council Reports

Written Correspondence

Council Requests for Future Agenda Items

City Manager's Report

Adjournment

Upcoming Meeting Dates:

January 15 - Special Meeting (Closed Session)
January 20 - Regular Council Meeting

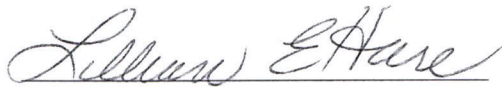
Tonight's meeting of the Rancho Cordova City Council is being telecast on Metro Cable TV, Channel 14, the Government Affairs Channel, and will be shown in its entirety. Tune to Metro Cable Channel 14, for playback times. The city does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 942-0255 or lhare@cityofranhocordova.org at least 48 hours prior to the meeting.

City Clerk's Certificate of Posting of Agenda

I, Lillian Hare, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the January 5, 2004 regular meeting of the Rancho Cordova City Council was posted on December 31, 2003 at the office of the City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranhocordova.org.

Signed this 31ST day of December, 2003 at Rancho Cordova, California.



Lillian E. Hare, City Clerk

ORDINANCE 29-2003

AN ORDINANCE OF THE CITY OF RANCHO CORDOVA AMENDING THE VILLAGES AT ZINFANDEL SPECIAL PLANNING AREA (CHAPTER 12, ARTICLE 2, SECTION 512-215) FROM MEDIUM DENSITY TO LOW DENSITY CLUSTER ON ASSESSOR PARCEL NUMBER 074-0370-074 FOR A PROJECT KNOWN AS VINTAGE 8 OF THE VILLAGES OF ZINFANDEL, PROJECT NO. RC-03-033

The City Council of the City of Rancho Cordova does ordain as follows:

Section 1: Purpose and Authority

The purpose of this Ordinance is to amend the City of Rancho Cordova Zoning Code Chapter 12, Article 2, Section 512-215 to assign a change the zoning of the parcel specified within the attached exhibit.

Section 2: Findings

1. Finding: The proposal will not have a significant adverse impact on the environment and a Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA).

Evidence: An Initial Environmental Study was prepared for the proposed project that addressed the impacts of the conversion of medium density residential to low density cluster in the Villages of Zinfandel SPA. On the basis of the Mitigated Negative Declaration, comments received, and the whole record, there is no substantial evidence that the project will have a significant adverse impact on the environment.

2. Finding: The proposed Rezone request will implement and be consistent with goals and policies of the General Plan of the City of Rancho Cordova and the Villages of Zinfandel Special Planning Area.

Evidence: The Rezone of Medium Density Residential to Low Density Cluster Residential is consistent with the allowed zoning prescribed in the General Plan of the City of Rancho Cordova. The proposed project would be in keeping with the surrounding area and would provide another type of ownership housing not currently in the Villages of Zinfandel Special Planning Area.

Section 3: Action

The City Council hereby amends the Zoning Code of the City of Rancho Cordova for Assessor's Parcel Number 074-0370-074, as shown on the attached exhibit.

Section 4: No Mandatory Duty of Care.

This ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care towards persons and property within or without the City, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 5: Severability.

If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable. This City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the ordinance be enforced.

Section 6: Effective Date and Publication

This Ordinance shall take effect thirty (30) days after its adoption. In lieu of publication of the full text of the ordinance within 15 days after its passage, a summary of the ordinance may be published at least five days prior to and fifteen (15) days after adoption by the City Council and a certified copy shall be posted in the office of the City Clerk, pursuant to GC 36933(c)(1).

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova
this day of , by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

DAVE ROBERTS, MAYOR of the
CITY OF RANCHO CORDOVA

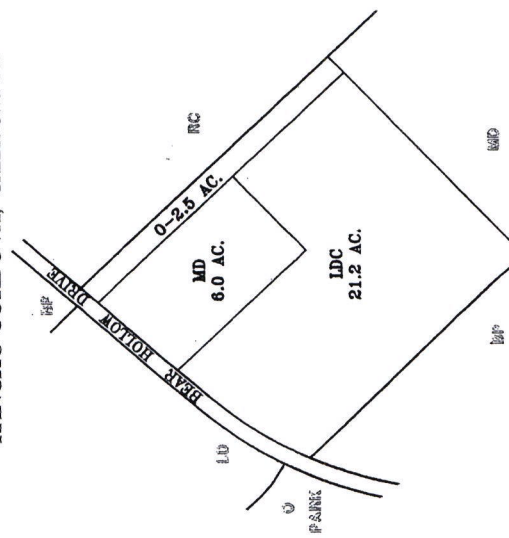
ATTEST:

APPROVED AS TO FORM:

LILLIAN HARE
CITY CLERK

STEVE MYERS
CITY ATTORNEY

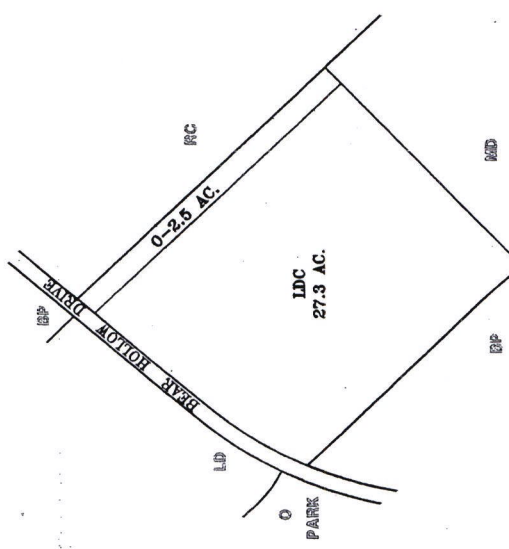
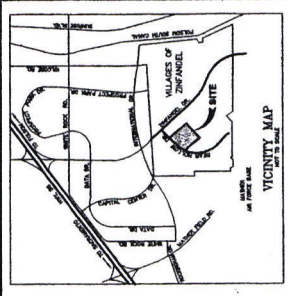
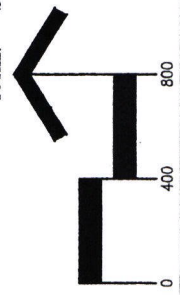
SPA / LAND USE AMENDMENT
ALEXANDER COLLECTION
 AT
STONE CREEK
 RANCHO CORDOVA, CALIFORNIA



EXISTING LAND USE

SUMMARY:

LDC	21.2 AC.
MD	6.0 AC.
0	2.5 AC.
TOTAL:	29.8 AC.



PROPOSED LAND USE

SUMMARY:

LDC	27.3 AC.
0	2.5 AC.
TOTAL:	29.8 AC.

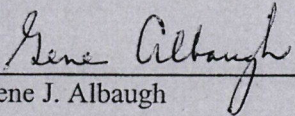
SEPTEMBER 15, 2003

G. C. WALLACE OF CALIFORNIA, INC.
 Engineers/Planners/Surveyors
 2150 RIVER PLAZA DR., SUITE 100/SACRAMENTO, CALIFORNIA 95833
 TELEPHONE: (916) 286-7600 • FAX: (916) 286-7601

Exhibit A - Rezone

CITY OF RANCHO CORDOVA
TREASURER'S REPORT TO CITY COUNCIL
For Month Ending November 30, 2003

	10/31/03 BALANCE	SOURCES	USES	TRANSFERS	11/30/03 BALANCE
<u>FUND DESCRIPTION</u>					
General Fund	346,428.04	714,995.01	(510,106.46)		551,316.59
Road Fund	472,731.15	2,506.71			475,237.86
Low Income Housing Fund	14,727.00				14,727.00
CDF #1	0.00	131,306.13	(64,328.95)		66,977.18
Solid Waste Fund	0.00		(10,125.00)		(10,125.00)
Totals	\$ 833,886.19	\$ 848,807.85	\$ (584,560.41)	\$ -	\$ 1,098,133.63
<u>CASH FUNDS</u>					
General Checking	481,581.04	848,663.14	(584,560.41)	(650,000.00)	95,683.77
Money Market	352,055.15	144.71			352,199.86
Petty Cash Funds	250.00				250.00
Laif Investment	0.00			650,000.00	650,000.00
Totals	\$ 833,886.19	\$ 848,807.85	\$ (584,560.41)	\$ -	\$ 1,098,133.63



 Gene J. Albaugh
 Finance Director/Treasurer

12-19-03
 Date

Staff Report

Date: January 5, 2004

To: Honorable City Council

From: Paul Junker, Planning Director



Subject: Urban Design Firm Selection

In early December, 2003, City staff circulated a Request for Qualifications/Proposals (RFQ/P) to solicit urban design services. The goal of the RFQ/P was to secure professional services to assist the City with guiding urban development and to provide the City Council with the necessary tools to effectively review proposed development projects.

After reviewing consultant submittals, the City conducted interviews with three urban design firms: Catalyst, RKT, and SWA Group. These interviews were held on December 19th and 22nd and the interview panel included two Councilmembers, the City Manager and Planning Department staff.

Based upon the materials presented and the interviews, the interview panel was unanimous in its selection of RKT to provide the requested services. Staff has conveyed the results of the panel to Paris Rutherford of RKT. However, Mr. Rutherford is currently away from the office and will return on January 5, 2004.

All proposals submitted for the requested services exceeded the cost anticipated by City staff. While the proposal by RKT was the lowest bid at \$60,000, the panel concluded that some adjustments to the scope of work would be required to reduce the cost of services. Staff had anticipated a cost of up to \$30,000 and will work with Mr. Rutherford to try to achieve that figure.

At this time, City staff is modifying the proposed scope of services in response to discussions among the City interview panel and will forward the revised scope to Mr. Rutherford for his review and response. While staff had originally proposed the workshop process to begin on January 26, 2004, it now appears that workshop will be postponed to February 9, 2004. It is anticipated that the workshop will be conducted during the day, with a preliminary time of 11:00 a.m. to 6:00 p.m. under consideration. The duration of the workshop may be modified based on revisions to the scope of services.

*at
this point*

**Nothing has been provided in the
Agenda Packet for Item 4.**

AGENDA ITEM # 4

MEMORANDUM

DATE: DECEMBER 17, 2003

TO: HONORABLE CITY COUNCIL

FROM: ASSISTANT TO THE CITY MANAGER/ECONOMIC
DEVELOPMENT *Chen*

SUBJECT: 90 DAY REVIEW OF SIX-MONTH STRATEGIC OBJECTIVES

Recommendation:

That the City Council review progress on our six month strategic objectives and make comment or give direction to staff.

Background:

On September 26, 2003 the second planning session was held with Council and staff. At that session five themes were selected to work on.

1. Develop and begin to implement a two year plan for providing improved municipal services.
2. Ensure quality development.
3. Ensure financial stability
4. Enhance civic involvement and community compassion
5. Improve community image

Objectives were given to an individual or department with a time line and description of work. At our weekly Tuesday staff meeting we have been reviewing our objectives as a team. The purpose of that is to have an understanding of each others objectives and to be able to assist and learn what each other person or department is doing.

Progress has pleasing, with more than half of our objectives either completed or on task for the dedicated date of completion. If staff felt that they had to move out the date of completion a new target date was given to the objective.

We are on line for the next planning session on April 1, 2004 and with no "fooling around" you will see completion of past objectives and be able to continue our planning for our great city.

CITY OF RANCHO CORDOVA ⚙️ **SIX-MONTH STRATEGIC OBJECTIVES**

September 26, 2003 through March 21, 2004

THREE-YEAR GOAL: DEVELOP AND BEGIN TO IMPLEMENT A TWO-YEAR PLAN FOR PROVIDING IMPROVED MUNICIPAL SERVICES

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
A-1 Dec. 15, 2003	City Manager Asst. City Manager City Engineer	recommend to the City Council whether or not to contract with the county for transportation infrastructure, operations and maintenance services and, if the answer is yes, direct negotiations on the scope of services and contract.			February	Committee has been formed and meetings are taking place with the County and other providers.
A-2 Dec. 15, 2003	City Manager Finance Director	decide whether or not to contract with the county for police services and, if the answer is yes, direct negotiations on a scope of services and contract.			February	A consultant has been hired and meetings are taking place
A-3 January 15, 2004	City Manager, working with staff	develop and present to the City Council for consideration options and recommendations for which city services should remain with the county or be provided by the city for FY 2004-2005, including preliminary costs.		X		
A-4 March 1, 2004	Finance Director City Manager	quantify the cost of providing those municipal services the city is responsible for providing.		X		
A-5 March 15, 2004	Planning Director, City Engineer, Economic Development Director	develop and present to the City Council a set of criteria standards and policies for staff to use when evaluating and developing proposed traffic and transportation improvements that promote growing Rancho Cordova as a premier community.		X		This goal will be realized through implementation of the General Plan

A-6 March 15, 2004	Planning Director – lead, City Engineer, and Economic Development Dir.	develop and present to the City Council a set of policies for staff to use when evaluating and developing proposed traffic and transportation improvements that promote growing Rancho Cordova as a premier community.		X		A Committee has been established to start a traffic calming study
A-7 March 15, 2004	City Manager	provide a written overview of available revenue sources for funding the delivery of all municipal services.	X			Was completed December 1 2003 As a Financial Report from the CFO
A-8 March 15, 2004	City Manager City Council Asst to City Manger Director of Finance	consider enacting a solid waste franchise.	X			

THREE-YEAR GOAL: **ENSURE QUALITY DEVELOPMENT**

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
B-1 Nov. 15, 2003	City Manager – lead, Planning Dir., City Attorney, Finance Dir., City Engineer, and Economic Development Dir.	hold a City Council work session to present a plan for evaluating costs of development, service levels needed, and appropriate development fees.			Feb	
B-2 December 1, 2003	Planning Director	hold a work session for City Council to show coming developments with their relationships and linkages.	X			Presented at December 15 City Council Mtg
B-3 Dec. 15, 2003	Planning Director	present to the City Council a work program outlining process, public participation and costs to write and adopt a General Plan.				
B-4 Dec. 15, 2003	Planning Director-lead, City Attorney	hold a work session to outline short-term amendments to the City Zoning Code.			Feb	
B-5 January 15, 2004	Planning Director	bring a work program to the City Council to outline processes and costs for preparing details of the residential and commercial design guidelines.		X		
B-6 January 15, 2004	City Manager – lead, Planning Dir., City Attorney, Finance Dir., City Engineer, and Economic Development Dir.	hold a work session to discuss the pros and cons of establishing a Redevelopment Agency and a Redevelopment Area.		X		

B-7 March 15, 2004	Economic Development Dir. and Planning Dir.	conduct an assessment of infill opportunities and transit-supportive development opportunities and present a plan to the City Council for marketing the opportunities.		X		
B-8 March 15, 2004	Economic Development Dir – lead, City Engineer, and Planning Director	conduct a survey of municipal infrastructure services and facilities in the established community and present the needs assessment to the City Council.		X		
B-9 March 15, 2004	Planning Director, Economic Dev. Dir., working with a consultant	complete and analyze the Rancho Cordova Boundary 2000 census data and other data to support planning decisions and present to the City Council.		X		
B-10 March 15, 2004	Economic Development Director	complete the preparatory work for the implementation of the PBID.		X		

THREE-YEAR GOAL: **ENSURE FINANCIAL STABILITY**

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
C-1 Nov. 1, 2003	City Manager	present to the City Council for consideration the existing County Development Impact fees.	X			This objective was completed December 1 City Council Meeting
C-2 Nov. 20, 2003	Finance Director	present to the City Council a work session on an overview of ways government is financed, how development is financed and a cost of services model.	X			Objective was completed December 1 City Council Meeting
C-3 December 1, 2004	City Manager	complete and present to the City Council for consideration strategies to ensure that Sunrise Douglas/Sunridge development financial planning is structured to pay its fair share for city services.			Feb	
C-4 February 1, 2004	City Manager	present to the City Council proposed amendments to fees and recommend at least 5 new or updated city development fees.		X		
C-5 February 1, 2004	City Manager – lead, Finance Dir, working with the City Attorney	provide the City Council an outline of the implementation process of a Redevelopment Agency		X		
C-6 March 15, 2004	City Manager – lead, City Attorney, Finance Director	develop and present to the City Council new sources of revenue that include congressional delegations, grants, CDBG entitlement, licensing fees in all departments, and franchise fees.		X		
C-7 FUTURE OBJECTIVE August 31, 2004	City Manager and Finance Director	develop a comprehensive Financial Analysis to include a 10-year revenue and expenditure model addressing all aspects of the city's financial condition.		X		

THREE-YEAR GOAL: **ENHANCE CIVIC INVOLVEMENT AND COMMUNITY COMPASSION**

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
D-1 Nov. 1, 2004	Asst. to the City Manager, Planning Director, City Clerk, PIO	make a proposal to the City Council for consideration regarding improvements to the city's website.		X		Ongoing meetings and changes
D-2 December 1, 2003	City Manager, working with staff	develop and present to the City Council for action a catalog of possible roles, commissions and committees for community participation.			Feb	
D-3 Dec. 31, 2003	City Clerk, working with Rancho Cordova neighborhood organizations and other community organizations	develop and implement processes for referring constituents for needed services.	X			Ongoing effort working with Chamber and Community Council
D-4 March 15, 2004	City Council, working with the Assistant to the City Manager	take city government out to the community to gain information on city needs (e.g. town hall meetings, neighborhood association meetings)		X		
D-5 March 15, 2004	City Council, working with city staff	provide an aggressive speaking circuit for local service organizations to explain and get feedback on city services.		X		
D-6 March 15, 2004	City Manager	bring to the City Council for consideration a proposal on public opinion polling to determine a baseline of desired services.		X	April	This objective will be part of the general plan.
D-7 March 15, 2004	Asst. to the City Manager and Sheriff	establish at least 7 neighborhood associations throughout the city.		X		A conceptual plan has already been designed with the Sheriff Dept.

THREE-YEAR GOAL: **IMPROVE COMMUNITY IMAGE**

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
E-1 Nov. 1, 2003, and quarterly thereafter	Asst. to the City Manager	develop and distribute a Community Newsletter to the public.		X		Will be mailed January 5 2004
E-2 Dec. 15, 2004	Planning Director	develop and to the City Council for consideration comprehensive code enforcement strategies and priorities.	X			Presentation on December 15 City Council Meeting
E-3 January 1, 2004	City Manager, working with the Mayor and Councilmember David Sander	propose to the City Council for consideration a contract for public information services.			April	We are contracting as a needs basis now.
E-4 January 1, 2004	Asst. to the City Manager	develop postcards for sale having photos of Rancho Cordova.			March	Have not found a for profit interest in marketing postcards
E-5 January 1, 2004	Asst. to the City Manager, working with the Rancho Cordova Chamber of Commerce	develop strategies to increase the visibility of Rancho Cordova (e.g. menu list for hotels that includes Rancho Cordova restaurants)			March	Working with Chamber and Convention and Visitors Bureau currently.
E-6 March 15, 2004	City Engineer, City Manager, Asst. to the City Manager, working with a consultant	present to the City Council for consideration a design and color scheme for street signs and vehicles, including police cars.		X		Street signs have been chosen for presentation to council. Sheriff working on cars. Standards already developed for city vehicles.
E-7 March 15, 2004	Asst. to the City Manager	make arrangements for the installation of 4 community event and information signs.		X		

E-8 March 15, 2004	City Manager	identify a source of funds to replace existing street signs and to create street banners noting the City of Rancho Cordova.		X		
E-9 March 15, 2004	City Manager	present to the City Council for consideration the criteria for siting a future city hall and;/or civic center, giving consideration to concerns such as mass transit, the geographic center of the city.			April	

**Nothing has been provided in the
Agenda Packet for Item 6.**

AGENDA ITEM # 6



City Council/Planning Agency Report

Date: January 5, 2004

Project: Rancho Cordova Apartments
File: RC-03-041
Request: Special Development Permit to allow reduced setbacks and Development Design Review for a 208 unit apartment complex
Location: North side of Laurelhurst Drive, 500+/- feet north of Rockingham Drive
APN: 077-0040-022, 077-0121-001, 077-0121-002
Planner: Kathleen Franklin

<u>PROPERTY OWNERS</u>	<u>APPLICANT</u>
Susanne Gold 1992 Revocable Trust Et Al 8581 Rogue River Ave Fountain Valley, CA 92708 Charles Stearns 8581 Rogue River Ave Fountain Valley, CA 92708 Phillip Kudenov 6307 Roberta Pl. Stockton, CA 95212	Tom Allen The Spanos Corporation 1341 W. Robinhood Drive., B-9 Stockton, CA 95207

Staff Recommendation

1. The City Council determine that the environmental analysis is adequate and complete and adopt the Mitigated Negative Declaration;
2. Adopt Resolution Number 2-2004 of the City Council of the City of Rancho Cordova approving a Special Development Permit and Development Plan Review for Project No. RC-03-041, Rancho Cordova Apartments, subject to the findings and attached Site Plan (Exhibit A) Conditions of Approval (Exhibit B) and Special Development Permit exceptions (Exhibit C).

Background

The proposed project was submitted to the City of Rancho Cordova on October 10, 2003. The Applicant had previously met with City staff to discuss the feasibility of the project and to determine what Zoning Code standards would apply to this site. Staff and the Applicant discussed the need to apply for a Special Development Permit requesting deviations in the required setbacks.

The project was reviewed by the Cordova Community Planning and Advisory Council (CorPAC) on November 13, and December 11, 2003. There was community opposition expressed with regards to the impact the project would have on traffic, drainage and attendance impacts upon the local elementary school. There was also concern that the project would add additional apartments to an area already saturated with multi-family housing. At the November 13th meeting CorPAC requested that the project be continued until the December 11th meeting to allow time for Staff to review the traffic study submitted with the project. There was also a question about this site being used as a park by the City. On December 11th CorPAC again reviewed the project and on a 6-4 vote recommended approval of the project to the City Council.

Setting

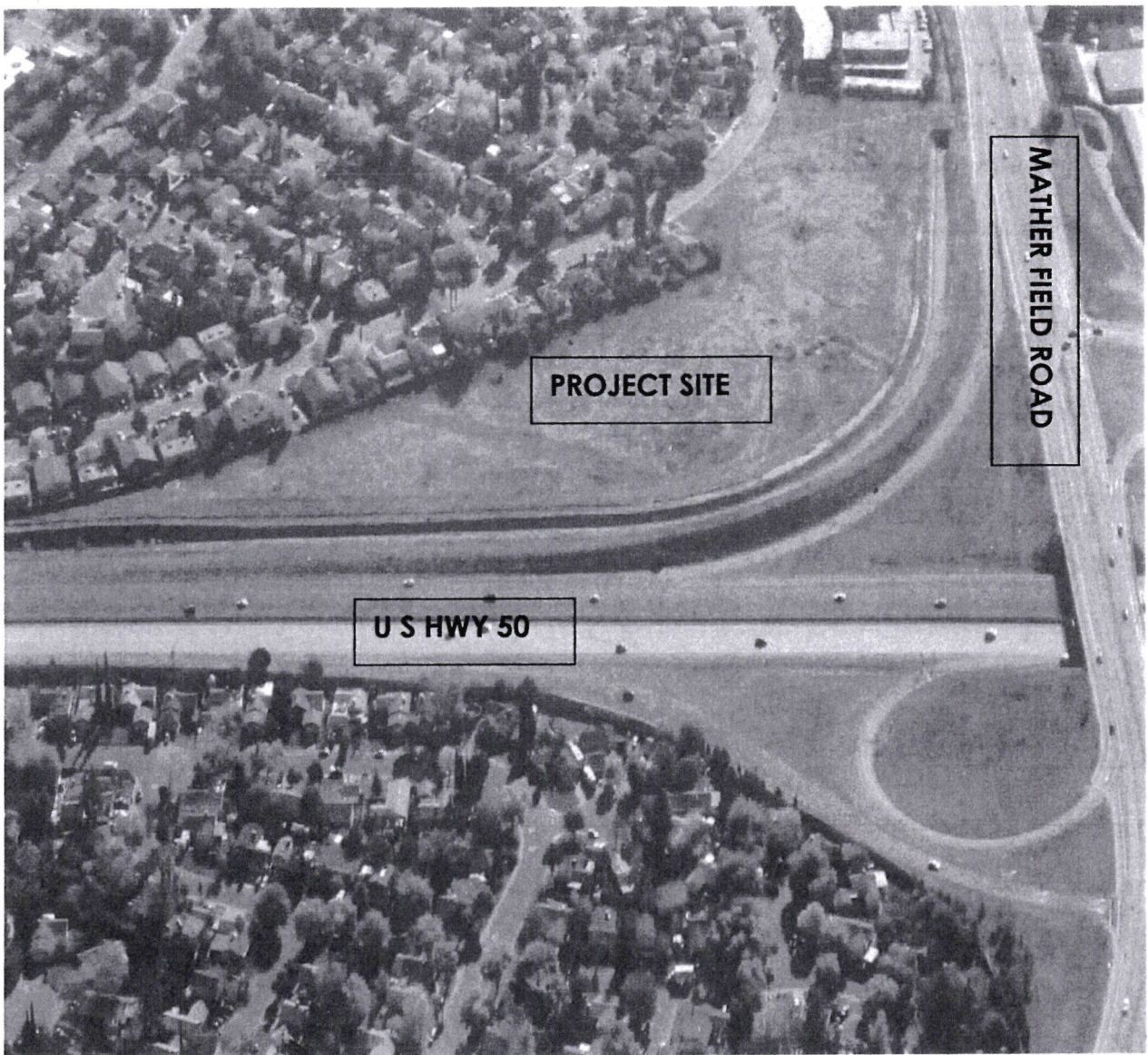
The site is presently vacant and is essentially flat. The zoning of the three (3) parcels comprising the project site are RD-20 and RD-30 with the majority of the 11 +/- acre site being RD-20. Multi-Family residential is allowed within this zone per Table I at §201.02 of the Rancho Cordova Zoning Code. The site is bordered on the north and west by U.S. Hwy 50 and the Hwy 50 – Mather Field Road eastbound on-ramp; the project is bordered by RD-5 and RD-30 to the south and to the east by RD-10. The General Plan, Community Plan, and Zoning designations, as well as the existing land use for the subject site and the surrounding properties are summarized in Table 1. An aerial photograph of the site is provided in Figure 1.

TABLE 1

Land Use Relationships with Adjacent Properties:

	<u>General Plan Land Use Designation</u>	<u>Zoning and Community Plan Designations</u>	<u>Existing Land Use</u>
Subject Property	Medium Density Residential	RD-20/30	Vacant
North			US Hwy 50
East	Low Density Residential	RD-5/RD-10	Single-Family
South	Low and Medium Residential	RD-30/RD-5	Multi/Single –Family
West			Hwy 50 On-Ramp & Mather Field

FIGURE 1



* → If a landscape strip would create a void that could be unsafe. they could plant some trees in neighbours back yards if no desired.

Project Description

The proposal is for the construction of a 208 unit rental apartment complex on approximately 11.0 acres. The proposed project contains 10 buildings. One of the buildings is the single story recreation center which contains the on-site property management office and provides the complex with onsite recreational amenities. These amenities include an outdoor swimming pool, heated spa, cardio-fitness center, a community room and a computer/business center. Additional recreational amenities include a children's play area, sport court and picnic/barbecue areas. The remaining nine buildings are two and three stories in height and contain living units with 8 to 24 units per building. The proposal includes 92 one bedroom units, 108 two bedroom units, and 8 three bedroom units.

Analysis:

The entitlements requested for this project include a Special Development Permit and Design Review. A discussion of each entitlement follows with an additional discussion focusing on the concerns that have been raised by the surrounding neighbors.

Special Development Permits

The purpose for which Special Development Permits (SDP) may be issued is to encourage a creative and more efficient approach to the use of the land; to maximize the choice in the type of environment available to the people in Rancho Cordova; to encourage more efficient allocation and maintenance of privately controlled common open space through the redistribution of overall density where such arrangement is desirable and feasible; to provide economy in housing opportunities; and to provide a means of greater creativity and flexibility in design than is provided under the strict application of the zone design standards while at the same time providing adequate protection of the environment and of the health, safety, and comfort of the residents of the development and the City. (Zoning Code §110-60)

The SDP approved for a project replaces that portion of the Rancho Cordova Zoning Code and creates specific development standards for that development only. The underlying Zoning Code takes precedence where the SDP remains silent.

The applicant is requesting the following deviations from Zoning Code setbacks:

- Reduce setbacks from the single family property line Zoning Code section 305-12.1)
- Reduce setbacks of the accessory structure (garage) from the residential property line. (Zoning Code section 305-12.2)

- Reduce building setbacks between on-site buildings. (Zoning Code section 305-14)
- Allow buildings to contain additional units (Zoning Code section 305-15)

Deviation from Zoning Code Section 305-12.1

The applicant is proposing to reduce the setbacks from the single-family residential units bordering the southern edge of the project site along Laurelhurst Drive. Section 305-12.1 of the Zoning Code allows the City Council to grant an exception from this requirement.

Buildings No. 4, 6, 7, and 8 are three (3) story buildings and as proposed would be between 81 to 87 feet from the neighboring single-family residential. Buildings No. 4 and No. 6 are positioned with the end elevations facing the adjoining residential property line, thereby lessening the impact of these buildings. In addition, the exposed areas of buildings No. 4 and No. 7 contain small bedroom windows and no balconies on the end facing the single-family residential. Only a small portion of building No. 7 is within the 100 feet of adjoining single-family residents. The applicant is proposing to plant trees to further minimize any visual impact.

Buildings No. 9 and No. 10 are within 55 + feet and 27 + feet respectively from the single-family residential units. Although building No. 10 has a three story component, the portions of both buildings that are at the setbacks mentioned above are two story buildings. The three story portion of building No. 10 is 62+ feet from the single-family residential properties. The two story portion of the buildings could be considered similar in height to a two story single-family residential unit, which according to the Zoning Code would be allowed 15 feet from the property line.

Deviation from Zoning Code Section 305-12.2

Section 305-12.2 requires that when wooden fences are used the interior yard setback for carports/garages shall be 25 feet. If a six (6) foot masonry wall is provided, the 25 foot setback can be reduced to allow a ten (10) foot wide landscaped planter in lieu of the twenty five foot setback. There is an existing eight (8) foot steel fence one (1) foot on the residential side of the property line. The applicant is proposing a ten (10) foot high masonry wall one (1) foot from the property line. The garages are placed one foot off the property line to accommodate the drainage shed of the roofs. The rear wall of the proposed garages will comprise part of the wall. There will be 25 to 50 feet between the garage buildings with an eight (8) foot landscape buffer between the masonry wall (running between the garages) and the parking spaces within the project. The proposed spacing of the garage buildings with the landscaping in between will prevent the mass of buildings on the property line. With construction of the proposed wall, there would be two (2) feet between the existing steel wall and the proposed walls/garages.

People
will fear
down steel &
8ft 2 feet in yard.

Deviation from Zoning Code Section 305-14

Section 305-14 requires that buildings, roofed areas, and parking facilities, including drives, shall not cover more than 75% of the site. The table below will show what is required between each building per this section of the Code, what is being provided, and what the actual amount of deviation will be.

BUILDING #S	REQUIRED SETBACK	PROPOSED SETBACK	REQUESTED DEVIATION AMOUNT
Buildings 2 and 3	40 feet	34.52 feet	5.48 feet
Buildings 4 and 5	40 feet	24.53 feet	15.47 feet
Buildings 5 and 6	40 feet	24 feet	16.00 feet
Buildings 7 and 8	40 feet	20.25 feet	19.75 feet

As previously stated, where such arrangement is desirable and feasible, a SPD may be granted to encourage more efficient allocation and maintenance of privately controlled common open space through the redistribution of overall density. The buildings, roofed areas, and parking facilities, including drive isles, proposed on the site total 266,078 square feet or 55% of the total site area. By allowing the reduced open space between these buildings, the applicant is able to provide a greater amount of usable public open space in the way of bar-b-que and picnic areas, a children's play area, basketball courts, and a swimming pool.

Deviation from Zoning Code Section 305-15

Section 305-15 states there shall not be more than eight (8) dwelling units in each group of attached dwellings when any portion of such building is located within 100 feet of residentially zoned property. Proposed buildings 2, 4, 6, 7, and 8 are located within 100 feet of the property line and contain more than eight (8) units per building. Except for building No. 8 which is angled away from the property line, the orientation of the buildings has been turned so that only six (6) units per building "face" the residential property line. In the case of buildings No. 4 and No. 7, as previously stated, the exposed areas contain small bedroom windows and no balconies. Again, trees will be planted to minimize the visual impact of these buildings.

Development Plan Review

The proposed building architecture is French Normandy in style and appearance. The exterior elevations of the buildings have a two tone stucco finish on the walls with painted trim and accents. The exterior elevations on the ground floor have a wainscot treatment encompassing a smooth stucco finish with numerous accent joints that are dark in color, while the second and third floors have a rough stucco finish with no accent joints and are light in color.

All of the buildings utilize wood frame construction with a concrete slab-on-grade floor. The roofing material is flat, concrete slate shaped tile with integral color variations.

The purpose of the design review process is to promote orderly and harmonious growth within the city. The intent of the design review process is to establish discretionary review of development projects that require additional site and design considerations beyond conformance with minimum standards of the Zoning Code.

The City's Development Review Ordinance requires that multi-family residential projects meet the following objectives (1-7):

1. Mass, scale and architecture which is compatible with existing and adjacent neighborhoods. The intent is to encourage appropriate transitions between uses and structures of varying residential density and a general compatibility of architectural styles.
 2. Original designs that are tailored to the site and discourage monotonous or institutional type buildings and site design.
 3. Site designs that preserve, enhance and incorporate the significant natural features of a site as an element within the overall design.
 4. High quality building designs that consist of durable and maintainable materials for the exterior treatment of the buildings that complement the building mass and articulation.
 5. The establishment of a streetscape presence and appearance through setbacks, landscaping, building placement, and architecture that defines the pedestrian and vehicular corridor and presents an appealing and continuous theme along a sidewalk, street or trail.
 6. Landscaping that softens the appearance of pavement and structures, and provides an eventual tree canopy along the street and pedestrian walkways.
 7. Ensure that design provisions do not preclude the development of multi-family housing affordable to all income levels.
-
1. The project has been designed to lessen the mass and scale of the project to the surrounding neighborhood. The three story buildings have been angled away from Laurelhurst Drive to reduce the visual impact to the existing single-family residential units.
 2. The design features of the project including enhanced architectural treatments of the windows, balconies, decorative trims and moldings, reduce the monotony of the project.
 3. The project site does not have significant natural features that required consideration for site design.
 4. Need wording
 5. The project has little actual street frontage along Laurelhurst Drive. The recreation building and the design features of building no. 10 combined with the proposed landscaping will present an appealing and continuous theme along Laurelhurst.
 6. As shown in the project plans, the applicant is providing extensive landscaping to establish an appealing and continuous theme along Laurelhurst Drive including landscaping that will soften the appearance of

pavement and structures and provide a tree canopy. The interior landscaping will provide definition to the pedestrian and vehicular corridors.

7. The proposed project is a market rate apartment complex which does not include any affordable rate units. The surrounding neighborhood provides an adequate supply of affordable rate units.

The applicant was requested to make one change to the site plan by the Sacramento Metro Fire District. The proposal was to have only one entrance/exit off of Laurelhurst Drive at the southern boundary of the project. An emergency only access point was proposed at what is now the dead-end of Malos Way. Because the Fire District finds that these type of emergency access points often become blocked with abandoned cars or refuse they asked that this point become an "egress only" access point. The applicant agreed and this change is reflected on the site plan.

The City requested, and the applicant has agreed to grant an irrevocable offer of dedication for an approximately 10 foot easement at the southern end of the property to allow the construction of a walk way from Laurelhurst Drive to Mather Field Road. This walkway will enable residents from both the apartment complex and the surrounding neighborhood a direct access to Mather Field Road. A Condition of Approval regarding this request has been placed on the project.

Neighborhood Concerns

At the time the project was reviewed by CorPAC, neighbors from the surrounding area spoke in opposition to the project. The main areas of their concern were:

- Traffic
- Drainage
- Over saturation of the area with multi-family housing
- Renters as a transient population with no sense of community involvement
- Impacts to the neighborhood school

A traffic analysis was prepared to determine traffic impacts that could occur from the proposed project. The study was prepared by Prism Engineering on September 17, 2003. As previously stated the original site plan showed one entrance/exit to the project on the western side off Laurelhurst. There was a proposed emergency access point at what is now the dead end of Malos Way at the north end of the project site. During the review process for the project the Sacramento Metro Fire District requested that this emergency access point be designated as egress access for the project. Staff felt that having this egress point onto Laurelhurst would change the traffic pattern and requested that Prism Engineering reevaluate the traffic patterns on Laurelhurst Drive.

The original traffic analysis, and the subsequent report prepared on November 21, 2003 to address the addition egress onto Laurelhurst Drive, found that the project would not have a significant impact on traffic. A traffic impact study was performed for the existing, existing plus project, cumulative, and cumulative plus project scenarios. The study found that the project will generate 98 PM

peak hour trips. The study determined that since the criteria for "significant impact" of a project to adjacent roadways is to increase the volume of traffic by 5% or more and the result of increase for the project would be approximately 2.7%, the project does not have a significant impact on the surrounding street system. Therefore, no mitigation measures are recommended as a result of this project. The traffic impact study was reviewed by the City's Department of Public Works which concurred with the traffic study's determinations.

The neighborhood concerns of increased traffic are measured by the fact that the current site is vacant and development of any type will result in higher traffic numbers. The City's Engineering Department provided the following traffic numbers based on the prospect of alternative uses such as for single-family residential development or general office building use.

Proposed Apartment Complex

Daily Trips: 1307

PM Peak: 102

Single-Family Residential (70 units)

Daily Trips: 670

PM Trips: 71

General Office Building (145,000 SF)

Daily Trips: 1600

PM Peak: 215

The proposed project is not significantly different in the amount of PM trips from single-family residential development. The difference in the two uses would be 1.18 trips per minute for the single-family use versus 1.61 trips per minute for the multi-family use.

Staff is providing these numbers to the Council to allow a comparison to the traffic numbers for the multi-family residential, however, Council should keep in mind that the project site is currently zoned RD-20 and RD-30 which allows the proposed use. The applicant is not requesting a rezone; the discretionary requests before the Council are for a Special Development Permit and Development Plan Review only.

Street flooding is a currently a problem in this vicinity and the area residents were concerned that the construction of the proposed project would add additional runoff and further aggravate this problem. The residents were assured that the proposed project will be designed to comply with all drainage standards imposed by the City's water agency.

In agreement with the concerns of the neighboring residents, the City of Rancho Cordova has an adequate supply of moderate to low income multi-family housing. What the City lacks, and will be created with this project, is a high-end, market rate, multi-family housing complex. This project will serve that

demographic group which comprises young, single workers that do not have enough money to buy a residence but want to live in an up-scale living situation.

The neighborhood concerns of renters having no sense of community involvement and the impacts of a transient population on the neighborhood schools are difficult to address.

Again, staff is sympathetic to the concerns of the neighborhood. However, staff does not feel that the number of children that will be living in this complex will create a substantial impact on the neighborhood school. The Cordova-Folsom School District estimates that the apartment complex would yield approximately .05 children per apartment. Using this figure, the estimated number of children using the neighborhood schools would be 10 to 15. This number would be dispersed between two (2) elementary schools (Cordova- Villa and Mather Elementary Schools) and middle and high schools. Furthermore, the applicant will be required to pay school impact fees at the rate of \$3.05 per square foot of living space and \$.34 for the unoccupied space of the recreation building. The school impact fees paid by this proposed development would more than offset the burden of the estimated 10 to 15 student increase to the schools from the proposed apartment complex.

Environmental Analysis:

A Mitigated Negative Declaration was prepared for the project and was circulated for the 20 day public review period from November 26, 2003 through December 16, 2003. No comments were received during the circulation period. Staff is recommending that the City Council adopt the Mitigated Negative Declaration based upon comments received, the whole record and that there is no substantial evidence that the project will have a significant adverse impact on the environment.

Financial Implications to City:

There are no significant cost implications to the City for this development.

Conclusion:

The project has been analyzed against the policies and goals of the Rancho Cordova General Plan and the Zoning Code. Staff has determined that the project meets the qualifications for the Special Development Permit to allow the reduction of the requested setbacks and additional units in the proposed buildings. The project is well designed with enhanced architectural features that permit it integrate well into the surrounding neighborhoods while providing a buffer to the impacts of the U S Hwy 50 corridor. The project design, as well as the attached conditions of approval, ensures that the project will be compatible with the surrounding land uses. Staff recommends approval of the project as proposed, subject to the attached conditions of approval.

Recommended Motions

1. "I move that the City Council adopt the Mitigated Negative Declaration prepared for this project, subject to the findings included in the Resolution dated January 5, 2004".
2. "I move the City council adopt Resolution No. 2-2004 approving the Special Development Permit and Development Plan Review, along with the Site Map (Exhibit A), Conditions of Approval (Exhibit B) and Special Development Permit Exceptions (Exhibit C), and subject to the findings contained in Resolution No. 2-2004".

Attachments:

- A. Mitigated Negative Declaration
- B. Resolution approving the Special Development Permit and Development Plan Review
- C. Traffic Study – Prism Engineering – September 17, 2003
- D. Traffic Study Addendum – Prism Engineering – November 21, 2003
- E. Agency Comments
- F. Correspondence
- G. CorPAC December 11, 2003 Minutes
- H. Applicant's Project Description
- I. Project Plans

Memorandum

Date: January 5, 2004

To: Council Members

From: Kathleen Franklin

Subject: Rancho Cordova Apartments – RC-03-041



Regarding the Staff Report for Project RC-03-041 page seven (7), number 4 of the Development Review explanations section; the wording was inadvertently dropped from this section and should read as follows:

"The building designs include a relatively high level of articulation and incorporate varied roof designs, both of which contribute to visual interest and aid in maintaining an appropriate human scale. Orientation of buildings within the project are varied to further reduce the visual density of the project as viewed from adjacent public frontages."

EXHIBIT B: CONDITIONS OF APPROVAL

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
1.	The project shall be constructed in substantial compliance with the approved plans (Exhibit A) adopted by the City Council dated January 5, 2004.	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	Planning	
	Prior to Issuance of Improvement Plans			
3.	The size, number and location of driveways shall be to the satisfaction of the Department of Public Works. A driveway width of 35 feet, excluding a maximum median width of 10' shall be provided on Laurelhurst Drive.	On Improvement Plans	Department of Transportation	
4.	The access control gates must be designed to the satisfaction of the Department of Public Works, the Planning Department, the County Sanitation District 1, the County Sheriffs Department and the Fire Prevention Bureau.	On Improvement Plans	Department of Transportation	
5.	The applicant shall upgrade the S-35 existing pump station (located on Portsmouth Drive) and construct a new outfall to the Folsom Interceptor near Mather Field Road and Folsom Blvd.	Prior to Improvement Plans On	CSD-1	

EXHIBIT B: CONDITIONS OF APPROVAL

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and signature)
		Improvement Plans		
6.	Construction of public sewer is expected to be required.	Prior to Improvement Plans On Improvement Plans	CSD-1	
7.	Sewer easements will be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All sewer easements shall be 20 feet in width and ensure continuous access for installation and maintenance.	Prior to Improvement Plans On Improvement Plans	CSD-1	
8.	Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code. This will include, but not be limited to, a channel access ramp easement to the satisfaction of the County of Sacramento Department of Water Resources Operations and Maintenance section.	On Improvement Plans	County of Sacramento Department of Water Resources	

EXHIBIT B: CONDITIONS OF APPROVAL

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
9.	Incorporate storm water quality measures in conformance with applicable County ordinance and standards and state and federal law pursuant to Table 2-1 of the County of Sacramento "Guidance Manual for On-Site Stormwater Quality Control Measures".	On Improvement Plans	County of Sacramento Department of Water Resources	
10.	A Notice of Intent (NOI) must be filed with the state Water Resources Control Board prior to construction to obtain coverage under the State's General Construction Activity Stormwater Permit. As a condition of the General Permit, a Stormwater Pollution Prevention Plan (SWPP) must be developed for the project.	On Improvement Plans	County of Sacramento Department of Water Resources	
	Prior to Issuance of Building Permits			
11.	Every building shall be accessible to fire district fire apparatus by means of an all-weather driving surface designed to meet Traffic Index 5.5. The access shall be a minimum of 20 feet wide and have a minimum turning radius of 38 feet inside and 58 feet outside. The minimum vertical clearance for fire access lanes is thirteen (13) feet six (6) inches. The access roadways are to be extended within 150 feet of all portions of the exterior walls of the first story. Dead-end fire department access roads in excess of 150 feet shall be provided with an approved means for turning around the fire apparatus. The fire apparatus access land and turnaround shall be identified in accordance with the California Vehicle Code.	Prior to Building Permits	Sacramento Metro Fire District	

EXHIBIT B: CONDITIONS OF APPROVAL

Apply to all projects to assist city in improving walkway

12.	The applicant shall dedicate an irrevocable offer of dedication for a ten (10) foot easement on the southern edge of the project site for future development of a walk way.	Prior to Building Permits	Planning	
13.	The building shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Building Permits	Planning	
Prior to Issuance of Occupancy Permit				
14.	Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.	Prior to Building Permits Prior to Occupancy	CSD-1	
15.	All required sewer facilities shall be accepted by CSD-1 prior to occupancy.	Prior to Occupancy	CSD-1	
16.	An 8-foot high noise barrier shall be provided at the projects property line adjacent to Mather Field Road and Highway 50. Mitigation Measure	Prior to Occupancy	Planning	
17.	All windows should be weather stripped and mounted in low air infiltration rate frames. Standard energy-conserving construction practices will satisfy this requirement. Mitigation Measure	Prior to Occupancy	Building Department	
18.	Air Conditioning or mechanical ventilation must be provided for the rooms facing Mather Field Road and Highway 50 to allow occupants to close windows and doors for adequate noise isolation. Mitigation Measure	Prior to Occupancy	Building Department	

EXHIBIT B: CONDITIONS OF APPROVAL

19.	Access through the proposed gate shall be 24 hours/day and shall meet CSD-1 standards for accessibility.	Prior to Occupancy	CSD-1	
20.	Abandon the existing easement for the 8 and 10 inch collector sewer pipeline that runs through the subject property and establish a new easement in a form approved by the District Engineer. Construction methods shall recognize the need for the District to provide uninterrupted service to upstream users.	Prior to Occupancy	CSD-1	
21.	Building numbers shall be posted on each building in locations and heights as to allow visibility by responding public safety personnel.	Prior to issuance of Occupancy Permits	Sheriff's Department	
22.	There shall be on-site lighting to allow for adequate visibility by residents, law enforcement and passersby during nighttime hours. All lighting fixtures shall be of a type and kind to resist breakage and other vandalism.	Prior to issuance of Occupancy Permits	Sheriff's Department	
23.	A lighted monument sign shall be placed inside ^{outside} the main access gate identifying building numbers and corresponding apartment numbers located in that building.	Prior to issuance of Occupancy Permits	Sheriff's Department	
	Prior to Final Inspection			
24.	Install final site landscaping according to the approved plan.	Prior to Final Inspection	Planning	

25. applicant to offer a 15' x 10' trees to each back-up owner.
26. Eng. to consult w/ app. to install traffic calming.

EXHIBIT B: CONDITIONS OF APPROVAL

ADVISORY COMMENTS

Sacramento County Sheriff's Department

- The proposed name of Rancho Cordova Apartments is currently in use by another complex. The name shall be changed to eliminate confusion for public safety dispatchers and responding personnel.
- Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fences and property lines and under vulnerable windows.

Sacramento Metro Fire District

- All buildings are to be protected by automatic fire sprinkler systems designed and installed in accordance with NFPA Standard 13.
- The following plan submittals to the fire district are required:
 - Civil engineering (site) plans
 - Architectural (building) Plans
 - Under ground fire service plans
 - Fire sprinkler plans
 - Fire alarm plans

**The exhibit (s) or
attachment (s) for this item
is (are) on file in the City
Clerk's Office for review by
the public.**

Project Plans

**Council Members, please
find above item(s) attached
to your agenda packet.**

Agenda Item: 7



Negative Declaration/Initial Environmental Study

1. **Project Title:** Rancho Cordova † Apartments – RC-03-041
2. **Lead Agency Name and Address:** City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Kathleen Franklin (916) 942-0279
4. **Project Location:**

The project site is located on the north side of Laurelhurst Drive, approximately 500 feet west of Rockingham Place. APN 077-0040-022, 077-0121-001 and 077-0121-002

5. **Project Sponsor's Name and Address:**

OWNER	ENGINEER
The Spanos Corporation Tom Allen 1341 W. Robinhood Dr. B-9 Stockton, CA 95207	Gary E. Laski, AIA Gary E. Laski 3216 Bear Creek Drive Fairfield, CA 94534

6. **General Plan Designations:** Medium Density Residential
7. **Zoning:** RD-20 and RD-30
8. **Description of the Project:**

The applicant is proposing a 208 unit apartment community on approximately 11.0 acres located on Laurelhurst Drive. The proposed project contains a single story recreation center which will contain the on-site property management office. The proposed project also contains an outdoor swimming pool and spa, fitness center, and community rooms. The remaining nine buildings are two and three stories in height and contain living units with 8 to 24 units per building.

9. Surrounding Land Uses and Setting:

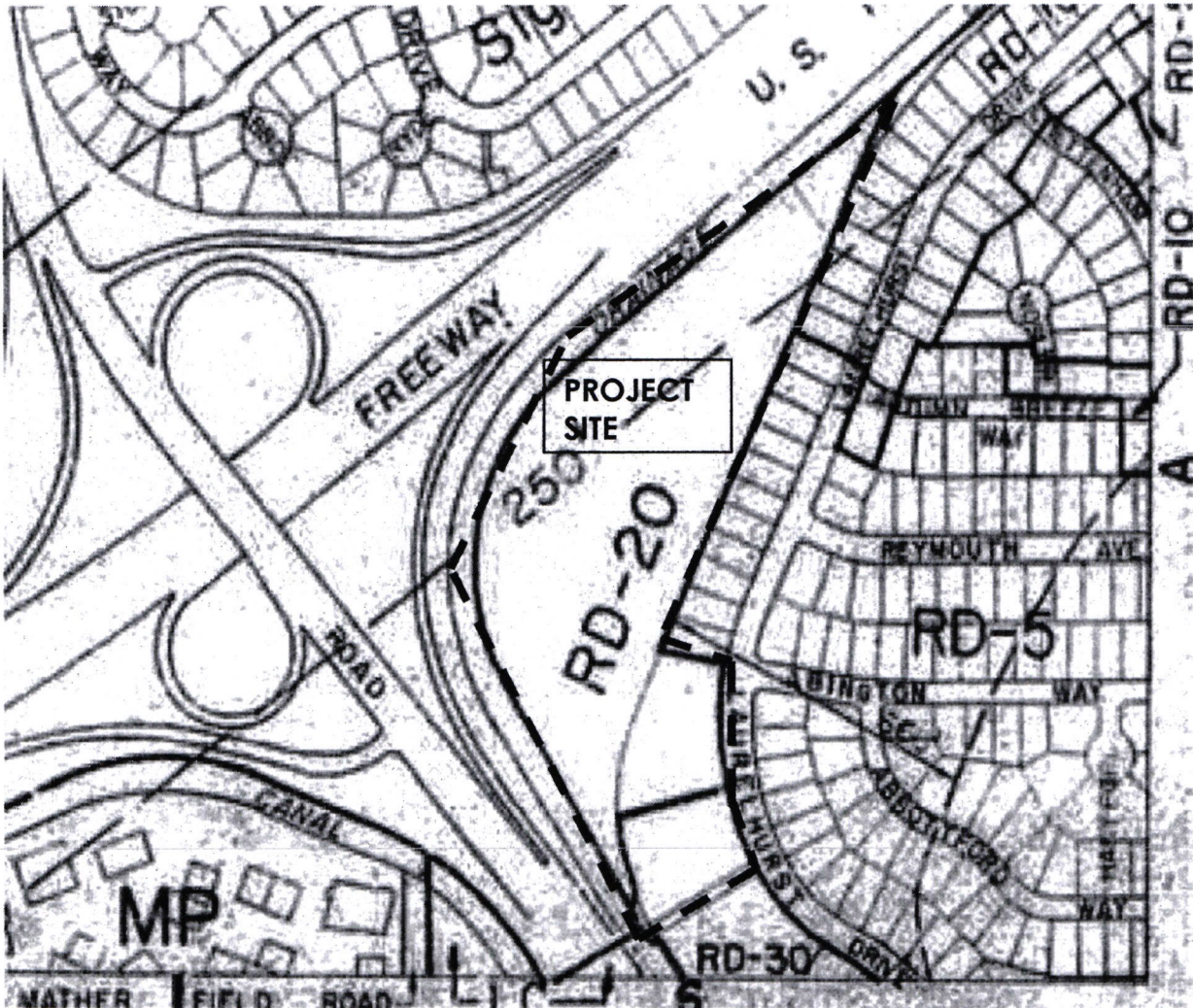
Site Location	General Plan	Zoning Designation	Land Use
Project Site	MDR	RD-20 and RD-30	Vacant
North			U. S. Hwy 50
East	LDR	RD-5	Single-Family Residential
South	MDR and LDR	RD-30 and RD-5	Multi-Family and Single-Family Residential
West			Hwy 50 On-Ramp and Mather Field Road

The project site is bounded on the north by U.S. Hwy 50 and on the west by Mather Field Road and an on-ramp to U.S. Hwy 50; land to the south is zoned RD-30 and RD-5 and developed with multi-family and single-family residential use; to the east the zoning is RD-5 and is developed with single-family residential.

AERIAL MAP

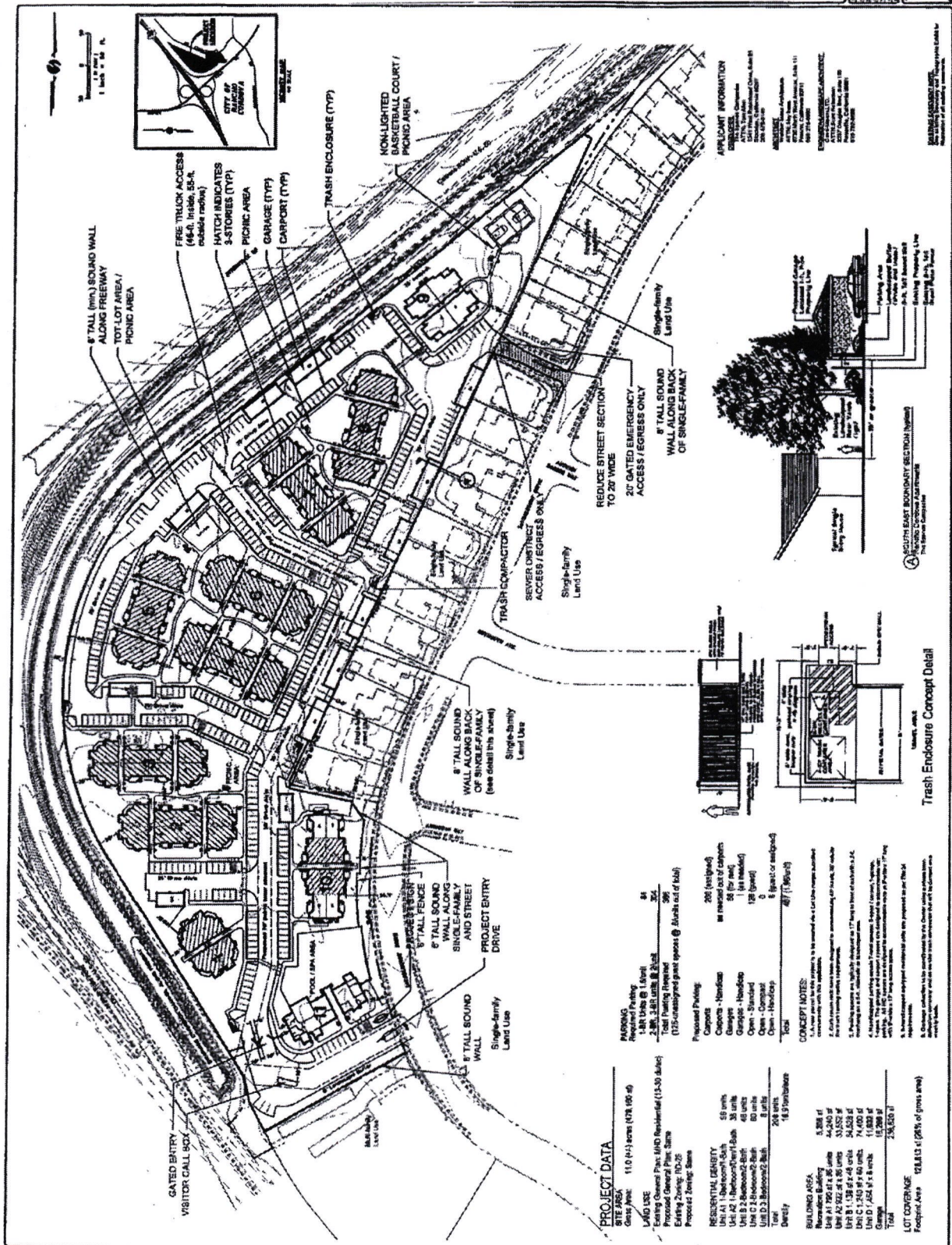


LOCATION/ZONING MAP



PROJECT BOUNDARY LINE - - - - -

SITE PLAN



10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

None

11. Other Project Assumptions.

The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, City of Rancho Cordova Improvement Standards, the California Building Code, the Sacramento County Water Agency Code, the Guidance Manual of On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agricultural Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology / Soils |
| ☐ Hazards & Hazardous Materials | ☐ Hydrology / Water Quality | ☐ Land Use / Planning |
| ☐ Mineral Resources | ☒ Noise | ☐ Population / Housing |
| ☐ Public Services | ☐ Recreation | ☐ Transportation / Traffic |
| ☐ Utilities / Service Systems | ☐ Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On behalf of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Planner's Signature

Date

Kathleen Franklin
Planner's Printed name

Planning Department
For City of Rancho Cordova

Applicant's Signature

Date

Applicant's Printed Name

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project as described herein may have a significant effect upon the environment.

EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact". The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.

Preparers are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

I. AESTHETICS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☐ | ☒ |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

Discussion of Impacts

- a-b) *Less than significant impact* – The 208 unit multi-family residential apartment complex will change the view of the area but will not adversely affect any scenic vistas. The project is subject to the City's Design Review process which ensures physical, visual, and functional compatibility between uses and proper attention to site and architectural design; therefore, a less than significant impact to scenic vistas is expected.
- c) *No Impact.* –The project would not substantially degrade the existing visual character or quality of the site and its surroundings. The project site is bounded on the north and west by U.S. Hwy 50 and an on-ramp to the freeway. The new structures and landscaping would create a buffer between the residential units to the south and the existing freeway and onramp.
- d) *Less than significant impact* – The project would not create a substantial amount of light or glare that would adversely affect day or nighttime views in the area.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *No Impact.* – The project site is currently zoned RD-20 and RD-30 and would not convert prime or unique farmland or farmland of statewide importance.
- b) *No Impact* – The project site does not conflict with existing zoning for agricultural uses or a Williamson Act contract. The surrounding zones for the property are RD-30 and RD-5.
- c) *No Impact* – The project does not involve any other changes in the existing environment that could result in the conversion of farmland to non-agricultural use.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ☒ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *No Impact* –The project would not substantially conflict with or obstruct implementation of the Sacramento Metropolitan Air Quality Attainment Plan, or the goals and objectives of the City's General Plan. The Sacramento Metropolitan Air Quality Management District (SMAQD) has reviewed the proposed project and had no comments.
- b) *Less than Significant Impact*– Development of the project site with the proposed apartment complex would involve grading and construction that could temporarily impact air quality in the vicinity of the project. However Best Management Practices will be used during site preparation and construction to include, but not be limited to, the following:
- 1) periodic watering or sprinkling of soil piles and unpaved portions of the site to prevent dust from leaving the site and increased watering whenever wind speeds exceed 15 miles per hour;
 - 2) covering or watering all excavated materials transported off-site;
 - 3) limiting on-site vehicle speeds to 15 miles per hour;
 - 4) removing mud and soils from the tires of equipment;
 - 5) planting of landscaping as soon as possible after initiation of project construction; and
 - 6) sweeping of adjacent streets as needed to remove accumulated dirt.
 - 7) Utilize low-emission mobile construction equipment when feasible (e.g., natural gas or methane engines, electrical generators, etc.);
 - 8) Maintain construction equipment engines in proper operating condition;
 - 9) Minimize idling time to 10 minutes.

- c) *Less than Significant Impact* – Effects on air quality can be divided into short term construction-related effects and those associated with long term operation of the project. Construction activities, such as excavation, grading and vehicular traffic, may generate temporary or short term increase in dust and particulate matter. Short-term construction impacts are addressed above, and long-term mobile source emissions are not cumulatively considerable for any non-attainment pollutant.
- d) *Less than Significant Impact* – The air pollutants generated by the proposed project would be dust and particulate matter during construction, as described above. This impact is considered less than significant because potentially sensitive receptors would be exposed to minor amounts of construction dust and equipment emissions for short periods of time with no long-term exposure to the same groups.
- e) *No Impact* - The proposed project and associated uses would not create objectionable odors.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ |
| c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means? | ☐ | ☐ | ☒ | ☐ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☒ | ☐ |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

Discussion of Impacts

- a-c) *Less than Significant Impact* – The project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- d) *Less than Significant Impact* – The project site of 11 acres +/- is completely surrounded by urban development, therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- (e-f) *No Impact.* The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance nor the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | ☐ | ☐ | ☐ | ☒ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☐ | ☒ |

Discussion

- a) *No Impact.* The site is not known to have any historical significant or significant characteristics as defined by the criteria within the CEQA Guidelines.
- b) *No Impact.* The site is not known to have any archaeological significant or significant characteristics as defined by the criteria within the CEQA Guidelines.
- c) *No Impact.* No paleontological resources are known or suspected and no unique geologic features exist on the project site.
- d) *No Impact.* The site has not been identified as containing areas where human remains may be located. If remains are uncovered, existing state and local regulations requiring the notification of the Coroner and (if necessary) Native American and other groups will be followed.

California Health and Safety Code Section 7050.5 states that when human remains are discovered, no further site disturbance can occur until the County Coroner has made the necessary findings as to the origin of the remains and their disposition pursuant to Public Services Code Section 5097.98. If the remains are recognized to be those of a Native American, he or she shall contact the Native American Heritage Commission within 24 hours.

Public Services Code Section 5097.98 states that whenever the Native American Heritage commission receives notification of a discovery of Native American human remains from a county coroner, it shall immediately notify the most likely descendent from the deceased Native American. The descendents may inspect the site and recommend to the property owner a means for treating or disposing the human remains. If the commission cannot identify a descendent, or the descendent identified fails to make a recommendation, or the landowner rejects the recommendation of the descendent, the landowner shall rebury the human remains on the property in a location not subject to further subsurface disturbance.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:	☐	☐	☒	☐
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
e) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
f) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
g) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
h) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion of Impacts

- a)
- i. *Less than Significant Impact.* The Uniform Building Code contains applicable construction regulation for earthquake safety that would assure less than significant impacts. The potential for impacts to public safety resulting from surface fault rupture, ground shaking, liquefaction or other seismic hazards is not considered to be an issue of significant environmental concern due to the infrequent seismic history of the area. The potential for ground rupture, lateral spreading, liquefaction, and land-sliding or earthquake induced settlement beneath buildings constructed on the site is considered to be low.
 - ii. *Less than Significant Impact.* Any major earthquake damage in the City of Rancho Cordova is likely to occur from ground shaking and seismically related ground and structural failures resulting from a moderate to major seismic event in the San Francisco Bay and Sierra Nevada Area. Local soil conditions, such as topography, soils strength,

- iii. *Less than significant impact* – There are no known geological hazards caused from ground shaking which would prevent urban use of the site. Based on types of soil and depth of groundwater in the area, the risk of exposing people or structures to potential substantial adverse effects, including the risk of loss injury, or death involving seismic-related ground failure, including liquefaction is less than significant.
- iv. *No impact* – The project site is essentially level with little topographic variation. The risk of exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides is negligible.

b) *Less than significant impact.* Some soil erosion is expected during construction, but loss of topsoil is not a significant issue as City Codes that regulate erosion control would be implemented during project construction.

c) *Less than Significant Impact.* According to the County of Sacramento Soil Survey, the project site has San Joaquin Urban Land Complex, 0-2 soil type which consists of silt loam, clay loam, stratified sandy loam which are not soils that are unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

d) *Less than Significant impact.* The project site has low potential for expansive soils according to the City of Rancho Cordova General Plan. Expansive soils primarily are composed of clays with a significant capacity to shrink and swell with seasonal moisture fluctuation. In accordance with the Subdivision Map Act, Grading Ordinance and the Uniform Building Code, a soil report is required prior to issuance of building permits in areas where the potential of expansive soils is present.

e) *No Impact.* The project would be connected to the City's sewer system. No septic tanks or alternative wastewater disposal systems will be installed in the area.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion of Impacts

- a) *No Impact.* - The project is a residential apartment complex on undeveloped land which will not involve the transport, use, or disposal of hazardous materials.
- b) *Less than Significant Impact.* - Construction of the proposed project would involve the use of heavy equipment, which uses small amounts of oils and fuels and other potentially flammable substances that are typically associated with construction activities. The Contractor will be required to identify a staging area for storing materials and equipment to reduce the impacts of noise and aesthetics on the adjoining residential land uses. The

proposed project would not, however, result in a significant risk of explosion or accidental release of hazardous substances and is therefore considered a less than significant impact.

- c) *No Impact* Although the project is located within one-quarter mile of an existing school, the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste.
- d) *No Impact* – The project site is not included on the list of hazardous material sites compiled by the Sacramento County Environmental Department-Hazardous Materials pursuant to Government Code 65962.5. The proposed project would not expose people to existing sources of potential health hazards.
- e) *Less than Significant Impact* - The project site is located within the Comprehensive Land Use Plan (CLUP) for Mather Air Force Base. It is located within the Zone 3 overflight zone therefore is subject to the policies and restriction regarding height, noise, and safety policies of the CLUP. This project is consistent in building height and land use limitation outlined in the CLUP.
- f) *No impact* - The project is not in the vicinity of a private airstrip, nor is it in the take off or approach zones of Mather Field.
- g) *No Impact* - The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- h) *No Impact* – The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. HYDROLOGY AND WATER QUALITY. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☒ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☒ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☒ | ☐ |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam? | ☐ | ☐ | ☐ | ☒ |
| j) Inundation by seiche, tsunami or mudflow? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *Less than Significant Impact.* The additional flow from this project would not have any significant impact on water quality or discharge pollutants into the water system or result in violations of existing requirements. The project will be conditioned to comply with all applicable water quality standards and waste discharge requirements.

- b) *Less than Significant Impact.* The project would require paving of a portion of the site that is currently undeveloped. This would change the drainage of the site, decreasing absorption rates and increasing run-off incrementally in the area. Development of the site would incrementally add to groundwater consumption. However, the cumulative impacts of the proposed project upon the groundwater supply in the project area are regarded as being minor. The proposed project is located in an area served by Zone 40 of the Sacramento County Water Agency (wholesaler) and connection to the public water service will be required. No wells are proposed for the subject site, and the water wholesaler had no comment regarding potential impacts to ground water recharge, aquifer volume or groundwater table level.
- c-d) *Less than Significant Impact.* The project would not alter the course of any stream or river although the drainage pattern of the project site would be altered the residential apartment complex. The project has the potential to change absorption rates, drainage patterns, and the rate and amount of surface runoff. However, these amounts are minimal and are not predicted to result in flooding on- or off-site. The site would be graded in compliance with the requirements of the City of Rancho Cordova Public Works Department standards that would reduce the potential for erosion or siltation impact to less than significant. There is currently a problem with offsite drainage in the area. The development of the project with the grading and drainage standards imposed by the Public Works Department would improve these offsite conditions.
- e) *Less than Significant Impact.* The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- f) *Less than Significant Impact.* Water quality would not be substantially degraded due to the 208 unit residential apartment complex. Compliance with applicable requirements of the County Floodplain Management Ordinance, County Drainage Ordinance and Improvement Standards would insure impacts are less than significant. No additional impacts are anticipated other than those discussed above.
- g-h) *Less than Significant Impact.* The project is not within the 100-year floodplain or any other type of flood hazard area according to the Sacramento County General Plan.
- i-j) *No impact.* According to the Safety Element of the County of Sacramento's General Plan, the project site is not located near any dams or levees that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. In addition, the site is not in proximity to the Pacific Ocean or other body of water large enough to cause inundation by seiche, tsunami, or mudflow. Therefore, no impacts are anticipated.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. LAND USE AND PLANNING. Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *No Impact.* The project would not physically divide a community. The project is an infill project within a mixed use single-family and multi-family residential.
- b) *No Impact.* The project site is currently zoned RD-20 and RD-30. The applicant is applying for a Special Development Permit to allow for deviations from Zoning Code requirements for setbacks from adjacent residential use and a reduction in the distance between buildings. The project is under review for compliance with the City's adopted Development Plan Review Ordinance. The project does not conflict with the General Plan Medium Density Residential use.
- c) *No Impact.* The project does not conflict with any habitat conservation or natural community conservation plans.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. MINERAL RESOURCES. Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *No impact.* No significant mineral resources have been identified in the project area.

- b) *No impact.* No significant mineral resources are identified in the General Plan or other land use plan.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. NOISE. Would the project result in:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |

Discussion of Impacts

- a) *Potentially Significant Unless Mitigation Incorporated.* An Environmental Noise Analysis was done for the project by Brown-Buntin Associates, Inc. The proposed project is located adjacent to the Highway 50 and Mather Field Road interchange at the southeast quadrant. Traffic on Highway 50 and Mather Field Road is considered to be a potentially significant noise source.

The newly incorporated City of Rancho Cordova has adopted the existing Noise Element of the County of Sacramento for exterior and interior noise level criteria. The Noise Element establishes an exterior noise level standard of 60 dB L_{dn} for noise generated by transportation related noise sources. An exterior noise level of 65 dB L_{dn} may be allowed in outdoor activity areas provided that all exterior noise reduction measures are applied. The Noise Element also establishes an interior noise level of 45 dB L_{dn}.

The current design of the project is expected to comply with the exterior and interior noise level standards with the following mitigation incorporated.

MM N.1 An 8-foot high noise barrier shall be provided at the projects property line adjacent to Mather Field Road and Highway 50.

Timing/Implementation: Prior to Occupancy

Enforcement/Monitoring: City of Rancho Cordova Planning Department

MM N.2 All windows should be weather stripped and mounted in low air infiltration rate frames. Standard energy-conserving construction practices will satisfy this requirement.

Timing/Implementation: Prior to Occupancy

Enforcement/Monitoring: City of Rancho Cordova Building Department

MM N.3 Air Conditioning or mechanical ventilation must be provided for the rooms facing Mather Field Road and Highway 50 to allow occupants to close windows and doors for adequate noise isolation.

Timing/Implementation: Prior to Occupancy

Enforcement/Monitoring: City of Rancho Cordova Building Department

- b) *Less than Significant Impact.* Potential vibration may occur during construction of the project. However, this is not expected to be significant and would be short term in nature. In addition, any potential impacts would be reduced to less than significant by implementation of best management construction practices
- c) *Less than Significant Impact.* The existing project site is vacant land, with residential development to the south, east and west. A minimal increase in permanent ambient noise levels would be created by additional traffic generated by the apartment complex; however the surrounding uses generate comparable noise levels. The proposed use is not expected to generate levels that exceed the maximum allowable decibel levels provided in the City of Rancho Cordova General Plan or Municipal Code.
- d) *Less than Significant Impact.* Implementation of the project would involve the transport and use of heavy equipment. The use of heavy equipment and other construction activities would temporarily increase the ambient noise levels in project's vicinity above existing levels. However, these increases would be periodic and subject to Sacramento County Noise Ordinance regarding construction activities.
- e-f) *Less than Significant Impact.* The project is located within the Comprehensive Land Use Plan (CLUP) for Mather Air Force Base. The location of the project is north of the Mather Field approach zone and out of the flight path; therefore the anticipated noise level are less than 2 dB. Surrounding development has been significantly set back due to the former use of Mather Air Force Base. The privatized air field would impact the area greater than the previous use by the military.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. POPULATION AND HOUSING. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *Less than Significant Impact.* The project would generate new residential population in the area, however, the extent of the new population is not considered substantial to alter the location, distribution, density or growth rate of the human population according to the current General Plan. The project would be located in an area currently zoned for multi-family residential development.
- b) *No Impact.* The project site is currently vacant and the project would not require the replacement of existing housing.
- c) *No Impact.* The project site is currently vacant and the project therefore does not displace substantial number of people necessitating the construction of replacement housing.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- | | | | | |
|-----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection? | ☐ | ☐ | ☐ | ☒ |
| b) Police protection? | ☐ | ☐ | ☐ | ☒ |
| c) Schools? | ☐ | ☐ | ☐ | ☒ |
| d) Parks? | ☐ | ☐ | ☐ | ☒ |
| e) Other public facilities? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *No Impact.* The Sacramento Metropolitan Fire District provides service for the City of Rancho Cordova. The project would not significantly impact the District's ability to provide service and maintain adequate response times.
- b) *No Impact.* The proposed project would not significantly impact police services provided by the County of Sacramento Sheriff's Department. No mitigation beyond compliance with existing code standards is required.
- c) *No Impact.* The Project is located within the Folsom-Cordova School District. The district did not comment on the project.
- d) *No Impact.* The multi-family residential project will not have any impact on local parks.
- e) *No Impact.* No adverse environmental impacts to other public facilities have been identified.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XIV. RECREATION.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | ☐ | ☐ | ☒ | ☐ |

Discussion of Impacts

a-b) *Less than Significant Impact.* The project would incrementally increase the need for park and recreation services, but would not result in substantial deterioration of existing facilities nor would it require expansion of facilities. The proposed apartment complex will have its own recreational facilities such as a swimming pool, play areas, basketball courts, etc. Project impacts are expected to be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | ☐ | ☐ | ☒ | ☐ |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☒ | ☐ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |
| f) Result in inadequate parking capacity? | ☐ | ☐ | ☐ | ☒ |
| g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | ☐ | ☐ | ☐ | ☒ |

Discussion of Impacts

- a) *Less than Significant Impact.* A traffic impact study was performed for the existing, existing plus project, cumulative, and cumulative plus project scenarios. The study found that the project will generate 98 PM peak hour trips. The study determined that since the criteria for "significant impact" of a project to adjacent roadways is to increase the volume of traffic by 5% or more and the result of increase for the project would be approximately 2.7%, the project does not have a significant impact on the surrounding street system. Therefore, no mitigation measures are recommended as a result of this project. The traffic impact study was reviewed by the City's Department of Public Works which concurred with the traffic study's determinations.
- b) *Less than Significant Impact.* The project will generate 98 PM peak hour trips. The project will comprise about 1.5% of the total cumulative traffic entering the Mather Field Road/Rockingham intersection. The percent increase at the same location for existing plus project conditions would be 2.7%. The criteria for establishing "significant impact" of a project to adjacent roadways is to increase the volume by 5% or more; therefore the project does not have a significant impact on the surrounding street system. (See Table 4 of Traffic Impact Study for Rancho Cordova Apartments – Prism Engineering – November 21, 2003)
- c) *No Impact.* The project will not affect air traffic patterns.
- d) *No Impact.* The road would not create any hazards due to sharp curves or dangerous intersections.
- e) *No Impact.* The project will not affect emergency access.
- f) *No Impact.* The proposed multi-family apartment complex will be required to meet minimum parking standard established in the Rancho Cordova Zoning Code. The proposed project site plan indicates adequate on-site parking; therefore, approval of the project will not result in inadequate parking supply.
- g) *No impact.* No conflicts with adopted policies, plans or programs supporting alternative transportation have been identified. Therefore, no impacts resulting from the proposal are expected.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

NEGATIVE DECLARATION/INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion of Impacts

a-b) *Less than Significant Impact.* Connection to the public sewer system shall be required to the satisfaction of County Sanitation District-1 (CSD-1), which is the agency responsible for providing public sewer service in the project area. At the request of CSD-1 the applicant has prepared a Sewer Study for the proposed project and deficiencies in the capacity of the existing sewer system were found. The existing capacity deficiencies will be attenuated by the improvements proposed with the development of the proposed apartment project which will insure compliance with the requirements of CSD-1 and the CRWQCB. The construction of these improvements will not cause significant environmental effects.

c) *Less than Significant Impact.* The project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. The proposed use would incrementally increase the amount of storm water runoff, but not to a capacity that would require a new facility. Compliance with conditions would reduce drainage impacts to less than significant.

d) *Less than significant impact.* The project would be required to connect and pay fees to the existing Sacramento County Water Agency system with water supplied through Zone 40. A less than significant impact to water supply is expected.

e-g) *Less than Significant Impact.* No impacts have been identified by the service providers. The project site is located in an area that has been approved for multi-family residential use. The site would be required to hook up to public water and sewer services. The project will

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☐	☒
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

- a) *Less than Significant Impact.* With implementation of basic regulatory requirements included in this Initial Study, the proposed project would not degrade the quality of the environment; result in an adverse impact on fish, wildlife, or plant species including special status species, or prehistoric or historic cultural resources. The proposed project may temporarily impact the area by construction-related air quality, noise and traffic impacts. However, by implementing basic regulatory requirements, and project conditions of approval, these impacts are effectively reduced to a less than significant or no impact level. Prehistoric or historic cultural resources would not be adversely affected because no archeological or historic resources are known to exist in the project areas and project implementation includes following appropriate procedures for avoiding or preserving artifacts or human remains should they be uncovered during project excavation.
- b) *No Impact.* The project is consistent with the City's General Plan and would not create any impacts that would be cumulatively considerable. All project impacts have been reduced by adherence to basic regulatory requirements or conditions of approval incorporated into the project design.
- c) *No Impact.* The proposed project would not have any direct or indirect adverse impacts on humans because construction effects would be temporary and have been reduced or eliminated by environmental control measures incorporated into the project design. The project will compliment the neighborhood by completing the pattern of homes in the area.

EXHIBITS:

- A – Site Plan
- B – Building Elevations

REFERENCES:

1. City of Rancho Cordova General Plan
2. City of Rancho Cordova Zoning Code, July 2000
3. Environmental Noise Analysis – Brown-Buntin Associates, Inc – September 16, 2003
4. Traffic Impact Study – Prism Engineering – September 17, 2003
5. Sewer Study - Omni-Means Engineers – September 11, 2003
6. Comprehensive Land Use Plan (CLUP) for Mather Air Force Base
7. Water Resources – October 14, 2003
8. Dept of Public Works – Transportation October 20 2002 CSD-1 – October 20, 2003
9. Sacramento Metropolitan Fire District – November 12, 2003
10. County of Sacramento Sheriff's Department – October 30, 2003

MITIGATED NEGATIVE DECLARATION

December 26, 2003

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Environmental Quality Act (CEQA) Guidelines, the Environmental Coordinator of the City of Rancho Cordova, State of California, does prepare, make, declare, publish, and cause to be filed with the City Clerk this Negative Declaration regarding the project as described below.

Project Title: Rancho Cordova Apartments Development Plan Review and Special Development Permit
Project Description: Development Plan Review and Special Development Permit for a 208 unit apartment complex on RD-20 and RD-30 zoned property.
Project Location: North side of Laurelhurst Drive, approximately 500 feet north of Rockingham Place.
Project APN Number: 077000400022, 077-0121-001, and 077-0121-002
Project Applicant: The Spanos Corporation

The said project will not have a significant effect on the environment, due to the following reasons:

- a) It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- b) It will not have impacts, which are individually limited, but cumulatively considerable.
- c) It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.
- d) The environmental impacts of the project have been reduced to a less than significant level with mitigation incorporated. The project will qualify for a De Minimus finding and will not be subject to established recording fees for the California Department of Fish and Game.

As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

The attached Initial Study has been performed by the City of Rancho Cordova Planning Department in support of this Mitigated Negative Declaration. Further information may be obtained by contacting the Planning Department at 3161 Gold Canal Drive, Rancho Cordova, CA 95670 - (916) 942-0278.

City of Rancho Cordova Planning Department

By _____
Kathleen Franklin, Assistant Planner

RESOLUTION # 2-2004

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING A SPECIAL DEVELOPMENT PERMIT AND DEVELOPMENT PLAN REVIEW FOR
RANCHO CORDOVA APARTMENTS
PROJECT # RC-03-039**

WHEREAS, THE SPANOS CORPORATION (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for a Special Development Permit and Development Plan Review to construct a 208 unit apartment complex on 11.0 acres on the north side of Laurelhurst Drive approximately 500 feet north of the intersection of Laurelhurst and Rockingham Drives (Assessor's Parcel Numbers 077-0040-022; 077-0121-001 and 077-0121-002); and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, a Mitigated Negative Declaration was prepared for the project in accordance with Sections 15070 and 15071 of the California Environmental Quality Act (CEQA); and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a property noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:

1. Approve the Special Development Permit and Development Plan Review based on the following findings:

CEQA

- a. Finding: The proposal will not have a significant adverse impact on the environment and a Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA).

Evidence: An Initial Environmental Study was prepared for the proposed project and mitigation measures have been developed that will reduce potential environmental impacts to less than significant levels. On the basis of the Mitigated Negative Declaration, comments received, and the whole record, there is no substantial evidence that the project will have a significant adverse impact on the environment.

SPECIAL DEVELOPMENT PERMIT

b. Finding: The appropriate authority shall not issue the Special Development Permit unless it finds:

1. That the proposed development will carry out the intent of the General Plan and the community plan.
2. That the proposed development is of sufficient size and is designed so as to provide a desirable environment within its own boundaries.
3. That the proposed development is compatible with existing and proposed land uses in the surrounding areas.
4. That any exceptions to, or deviation from, the use, density, requirements or design standards of the Land Use Zone in which the property is located, or of Title III of this Code are justified by the design of the development or by the substantial energy savings proposed pursuant to Section 110-65(b). In the case of a residential area, the rearrangement of dwellings and the mixing of dwelling types shall be justified by larger and more useable open spaces.
5. That there is adequate assurance that all public improvements will be installed at the scheduled times, as required by Public Works.
6. That there is adequate assurance that the development schedule will be met.
7. That the existing or proposed utility service is adequate for the uses and population densities proposed.

Evidence: The proposed project meets findings #1 through #7 as follows:

1. The proposed project carries out the intent of the General Plan for medium density residential designation and for neighborhood transit-oriented development. Neighborhood transit-oriented development allows mixed-use communities at moderate densities that are along the Feeder Line Network of the transit system and within 10 minutes of the Transit travel time of the Trunk Line Network. The proposed project meets these criteria.
2. The project has been designed to allow additional open space for the future residents within the proposed project area. The complex would have picnic/Bar-B-Que areas; children's play area, sports courts, outdoor pool and club house.
3. The proposed project is compatible with existing and proposed land uses in the surrounding areas. The site is currently zoned RD-20/RD-30 and is adjacent to multi-family residential units on the south side of the property. Laurelhurst Drive divides the multi-family uses from the single-family uses on the south side of the street.
4. The applicant has designed the proposed development so that the buildings for which the Special Development Permit is being requested are situated on the site to have the least amount of impact possible to the surrounding neighborhoods. In addition, the reduced setbacks for the buildings will allow additional open space for the future residents.
5. The project has been conditioned by the Public Works Department to install all public improvements necessary at the appropriately scheduled times.

6. The issuance of a Building Permit establishes performance standards with regards to the timing of construction that will support this finding.
7. The proposed utility service is adequate for the use and population densities proposed. The CSD-1 has conditioned the project so that new and adequate sewer facilities will be constructed.

DEVELOPMENT PLAN REVIEW

Findings:

1. High quality building designs that consist of durable and maintainable materials and that provide visual interest and diversity to the community.
2. Building designs that maintain human scale and interest.
3. Use of an architectural style and or/theme for new non-residential development that is consistent for building elevations of a single structure or consistent among all buildings within an integrated development.
4. Design of buildings or structures that is sensitive to the neighborhood character with regard to scale, architectural style, use of materials and bulk.
5. Interesting and attractive architecture which includes varied relief of the facade elements and detailed articulation of the building features.
6. Incorporate quality site design, including landscaping, signage and other elements of site design.

Evidence

1. The proposed project has been designed with materials that are both durable and maintainable. The exterior elevations of the buildings have a two (2) tone stucco finish on the walls with painted trim and accents that will provide visual interest to the project.
2. The building designs include a relatively high level of articulation and incorporate varied roof designs, both of which contribute to visual interest and aid in maintaining an appropriate human scale. Orientations of buildings within the project are varied to further reduce the visual density of the project as viewed from adjacent public frontages.
3. The proposed building architecture is French Normandy in style and appearance. This theme has been used on all buildings to create visual harmony throughout the proposed complex.
4. The proposed buildings have been designed to lessen the mass and scale of the project to the surrounding neighborhood. The three story buildings have been angled away from Laurelhurst Drive to reduce the visual impact to the existing single-family residential units. The proposed exterior elevation finishes will be varied in color and texture to create visual interest.
5. The French Normandy design features of the project with the enhanced architectural treatments of the windows, balconies, decorative trims and moldings create a project that provides visual interest and maintains human scale.
6. The proposed project will provide extensive landscaping to establish an appealing and continuous theme along Laurelhurst Drive. The complex would be gated and signage with landscaping will provide an attractive entrance. Landscaping will also be included that will soften the appearance

of pavement and structures and provide a tree canopy throughout the project.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 5th day of January, 2004.

AYES:

NOES:

ABSENT:

ABSTAIN:

DAVID ROBERTS, MAYOR of the
CITY OF RANCHO CORDOVA

ATTEST:

LILLIAN HARE
CITY CLERK

SITE PLAN

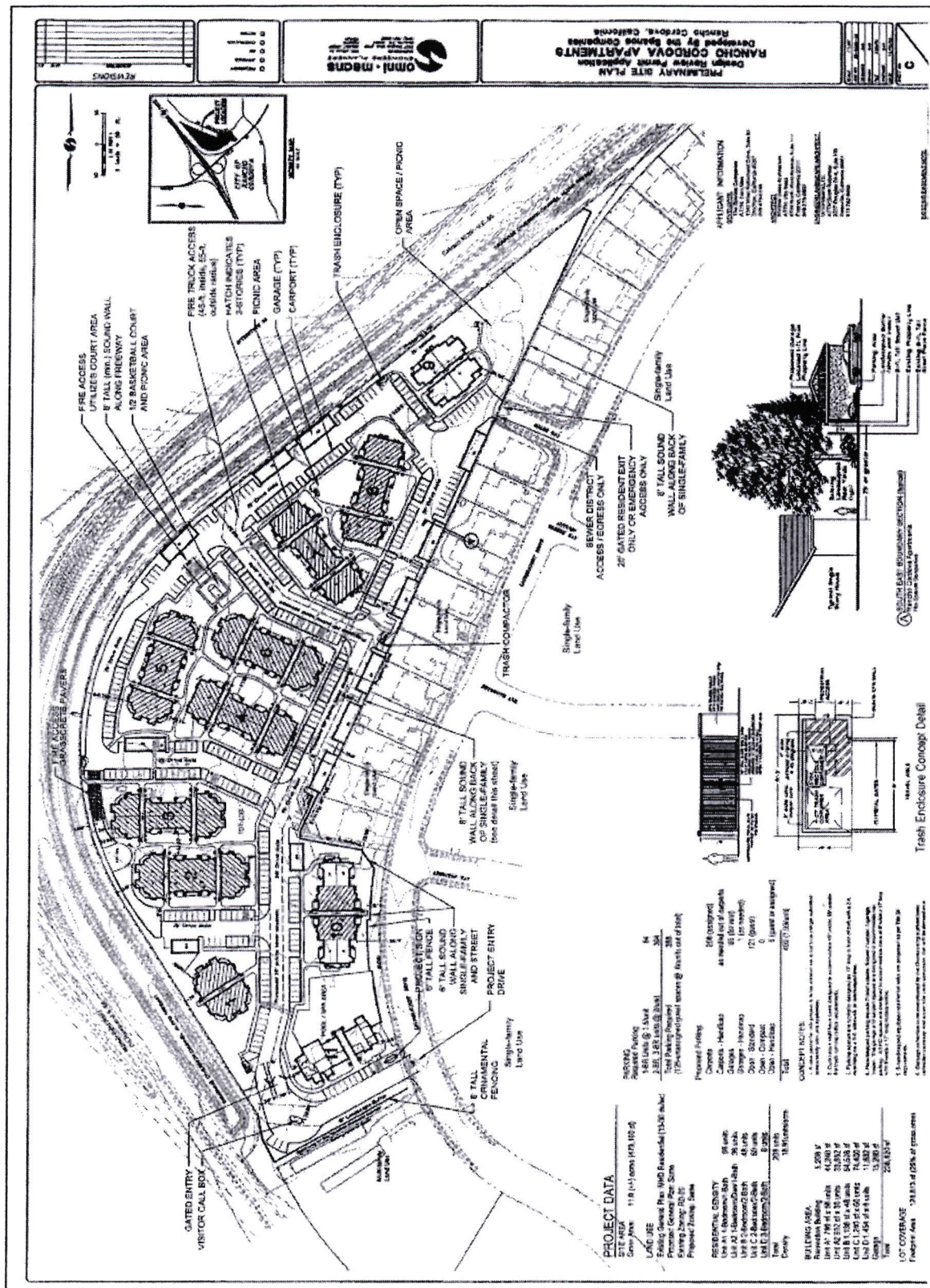


Exhibit B: Conditions of Approval

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1.	The project shall be constructed in substantial compliance with the approved plans (Exhibit A) adopted by the City Council dated January 5, 2004.	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	Planning	
	Prior to Issuance of Improvement Plans			
3.	The size, number and location of driveways shall be to the satisfaction of the Department of Public Works. A driveway width of 35 feet, excluding a maximum median width of 10' shall be provided on Laurelhurst Drive.	On Improvement Plans	Department of Transportation	
4.	The access control gates must be designed to the satisfaction of the Department of Public Works, the Planning Department, the County Sanitation District 1, the County Sheriffs Department and the Fire Prevention Bureau.	On Improvement Plans	Department of Transportation	
5.	The applicant shall upgrade the S-35 existing pump station (located on Portsmouth Drive) and construct a new outfall to the Folsom Interceptor near Mather Field Road and Folsom Blvd.	Prior to Issuance of Improvement Plans	CSD-1	

Exhibit B: Conditions of Approval

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
6.	Construction of public sewer is expected to be required.	Prior to issuance of Improvement Plans	CSD-1	
7.	Sewer easements will be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All sewer easements shall be 20 feet in width and ensure continuous access for installation and maintenance.	Prior to issuance of Improvement Plans	CSD-1	
8.	Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code. This will include, but not be limited to, a channel access ramp easement to the satisfaction of the County of Sacramento Department of Water Resources Operations and Maintenance section.	On Improvement Plans	County of Sacramento Department of Water Resources	
9.	Incorporate storm water quality measures in conformance with applicable County ordinance and standards and state and federal law pursuant to Table 2-1 of the County of Sacramento "Guidance Manual for On-Site Stormwater Quality Control Measures".	On Improvement Plans	County of Sacramento Department of Water Resources	
10.	A Notice of Intent (NOI) must be filed with the state Water Resources Control Board prior to construction to obtain coverage under the State's General Construction Activity Stormwater Permit. As a condition of the General Permit, a Stormwater Pollution Prevention Plan (SWPP) must be developed for the project.	On Improvement Plans	County of Sacramento Department of Water Resources	

Exhibit B: Conditions of Approval

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	Prior to Issuance of Building Permits			
11.	Every building shall be accessible to fire district fire apparatus by means of an all-weather driving surface designed to meet Traffic Index 5.5. The access shall be a minimum of 20 feet wide and have a minimum turning radius of 38 feet inside and 58 feet outside. The minimum vertical clearance for fire access lanes is thirteen (13) feet six (6) inches. The access roadways are to be extended within 150 feet of all portions of the exterior walls of the first story. Dead-end fire department access roads in excess of 150 feet shall be provided with an approved means for turning around the fire apparatus. The fire apparatus access land and turnaround shall be identified in accordance with the California Vehicle Code.	Prior to Building Permits	Sacramento Metro Fire District	
12.	The applicant shall dedicate an irrevocable offer of dedication for a ten (10) foot easement on the southern edge of the project site for future development of a walk way.	Prior to Building Permits <i>OK</i>	Planning <i>Int'l plans</i>	
13.	The building shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Building Permits <i>OK</i>	Planning	
14.	Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.	Prior to Building Permits <i>OK</i>	CSD-1 <i>Int'l plans</i>	
	Prior to Issuance of Occupancy Permit			
15.	An 8-foot high noise barrier shall be provided at the projects property line adjacent to Mather Field Road and Highway 50. Mitigation Measure	Prior to Occupancy	Planning	

Exhibit B: Conditions of Approval

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
16.	All windows should be weather stripped and mounted in low air infiltration rate frames. Standard energy-conserving construction practices will satisfy this requirement. Mitigation Measure	Prior to Occupancy	Building Department	
17.	Air Conditioning or mechanical ventilation must be provided for the rooms facing Mather Field Road and Highway 50 to allow occupants to close windows and doors for adequate noise isolation. Mitigation Measure	Prior to Occupancy	Building Department	
18.	Access through the proposed gate shall be 24 hours/day and shall meet CSD-1 standards for accessibility.	Prior to Occupancy	CSD-1	
19.	Abandon the existing easement for the 8 and 10 inch collector sewer pipeline that runs through the subject property and establish a new easement in a form approved by the District Engineer. Construction methods shall recognize the need for the District to provide uninterrupted service to upstream users.	Prior to Occupancy	CSD-1	
20.	Building numbers shall be posted on each building in locations and heights as to allow visibility by responding public safety personnel.	Prior to issuance of Occupancy Permits	Sheriff's Department	
21.	There shall be on-site lighting to allow for adequate visibility by residents, law enforcement and passersby during nighttime hours. All lighting fixtures shall be of a type and kind to resist breakage and other vandalism.	Prior to issuance of Occupancy Permits	Sheriff's Department	
22.	A lighted monument sign shall be placed inside the main access gate identifying building numbers and corresponding apartment numbers located in that building.	Prior to issuance of Occupancy Permits	Sheriff's Department	

Exhibit B: Conditions of Approval

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	Prior to Final Inspection			
20.	Install final site landscaping according to the approved plan.	Prior to Final Inspection	Planning	

Exhibit B: Conditions of Approval

ADVISORY COMMENTS

Sacramento County Sheriff's Department

- The proposed name of Rancho Cordova Apartments is currently in use by another complex. The name shall be changed to eliminate confusion for public safety dispatchers and responding personnel.
- Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fences and property lines and under vulnerable windows.

Sacramento Metro Fire District

- All buildings are to be protected by automatic fire sprinkler systems designed and installed in accordance with NFPA Standard 13.
- The following plan submittals to the fire district are required:
 - Civil engineering (site) plans
 - Architectural (building) Plans
 - Under ground fire service plans
 - Fire sprinkler plans
 - Fire alarm plans

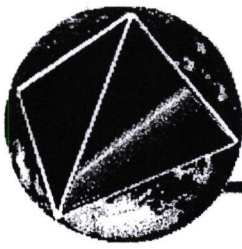
Exhibit C

Special Development Permit RC-03-041

These development standards are to be used for the Rancho Cordova Apartments – City of Rancho Cordova Project No. RC-03-041.

The project site is zoned RD-20 and RD-30. All multi-family development zoning standards shall be applicable except as modified below:

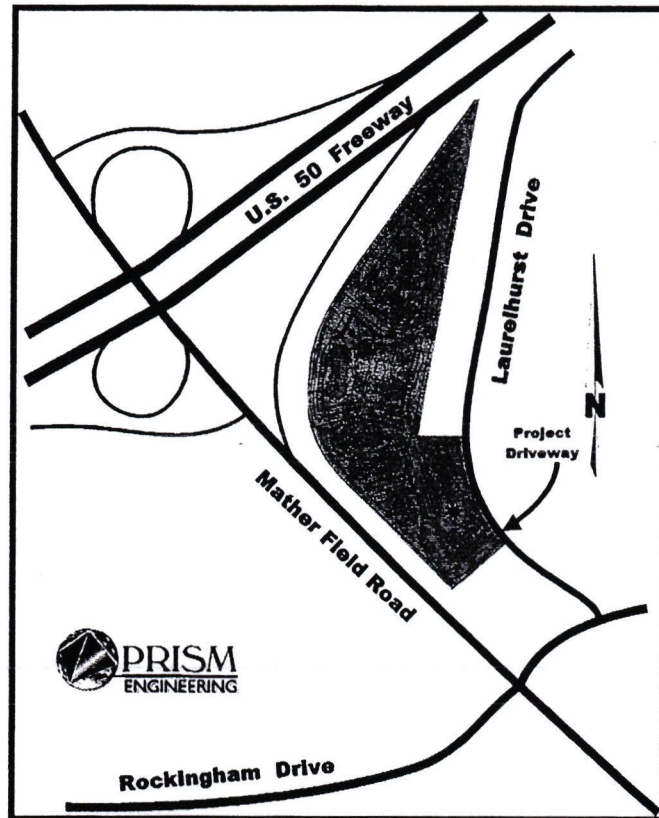
1. Building setbacks from the Single-Family Residential Units on Laurelhurst Drive for Buildings No. 2, 4, 6, 7, 8, 9, and 10 shall be as follows:
 - Building No. 2 – 90 +/- feet
 - Building No. 4 – 81 +/- feet
 - Building No. 6 – 81 +/- feet
 - Building No. 7 – 81 +/- feet
 - Building No. 8 – 87.59 +/- feet
 - Building NO. 9 – 55.70 +/- feet
 - Building No. 10 – 29.98 +/- feet
2. The setbacks for the accessory garage structures will be one (1) foot from the property line and will have an eight (8) foot landscape buffer located between the garages buildings from the masonry wall to the parking spaces.
3. The setbacks between Buildings No. 2 and 3; 4 and 5; 5 and 6; and 7 and 8 will be as follows:
 - Buildings 2 and 3 – 34.52 +/- feet
 - Buildings 4 and 5 – 24.53 +/- feet
 - Buildings 5 and 6 – 24.10 +/- feet
 - Buildings 7 and 8 – 20.25 +/- feet
4. Buildings 2, 4, 6, 7 and 8 will contain the following number of units:
 - Building 2
 - Building 4
 - Building 6
 - Building 7
 - Building 8



PRISM ENGINEERING

Page 1

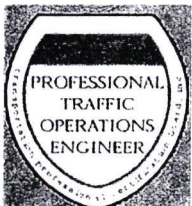
Attachment C



RANCHO CORDOVA APARTMENTS Traffic Impact Study

Prepared for Spanos Corporation
in the City of Rancho Cordova, CA

by PRISM Engineering, Grant P. Johnson, PTOE, PE



Professional Traffic Operations
Engineer
(P.T.O.E.) in USA
Certificate No. PTOE0063
received May 1999




Professional Engineer in
California
Traffic Engineer (T.E.)
Certificate No. TR001453

September 17, 2003



www.prismworld.com, 30450 Titan Drive, Coarsegold, CA 93614 (559) 641-6900, (559) 641-6903 fax

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Appendix



Executive Summary

The Rancho Cordova Apartment project will generate 98 pm peak hour trips. The project will comprise about 1.5% of the total cumulative traffic entering the Mather Field Road / Rockingham Drive intersection. The percent increase at the same location for existing plus project conditions would be 2.7%. Since the criteria for "significant impact" of a project to adjacent roadways is to increase the volume by 5% or more¹, the project does not have a significant impact on the surrounding street system. As a result of not meeting the significant impact threshold of 5%, no mitigation measures are recommended as a result of this project.

Cumulative Traffic

The cumulative traffic volumes yielded LOS F conditions along Mather Field Road at the following two intersections during the pm peak hour:

- Rockingham Drive at Mather Field Road
- US 50 EB Offramp at Mather Field Road

These two intersections are "built out" with three through lanes in each direction of Mather Field Road, with variations in width for additional left turn or right turn pockets, or slip ramps. Even through extensive additional local widening (such as adding additional through, left, and right turn lanes, etc.), the resultant level of service would still be in the LOS F range. The volume of projected traffic is too high to mitigate without grade separations (such as an overpass, which is not practical or feasible for the area).

The County and the City will need to work towards solutions to construct new routes parallel to US 50, to facilitate east-west movement of future traffic without having to use US 50. It is envisioned that this could take place in areas to the south such as the Mather Field AFB area. New roads or new road connectors will be needed to help traffic that would normally use Mather Field Road / US 50, get to less congested areas and streets. Today there are approximately 1,400 vehicles per hour (vph) that travel north on Mather Field Road towards Rockingham Drive. In the future cumulative condition this is expected to increase to 2,300 vph. Additional roadways are needed to provide a place for this increase in traffic to go.

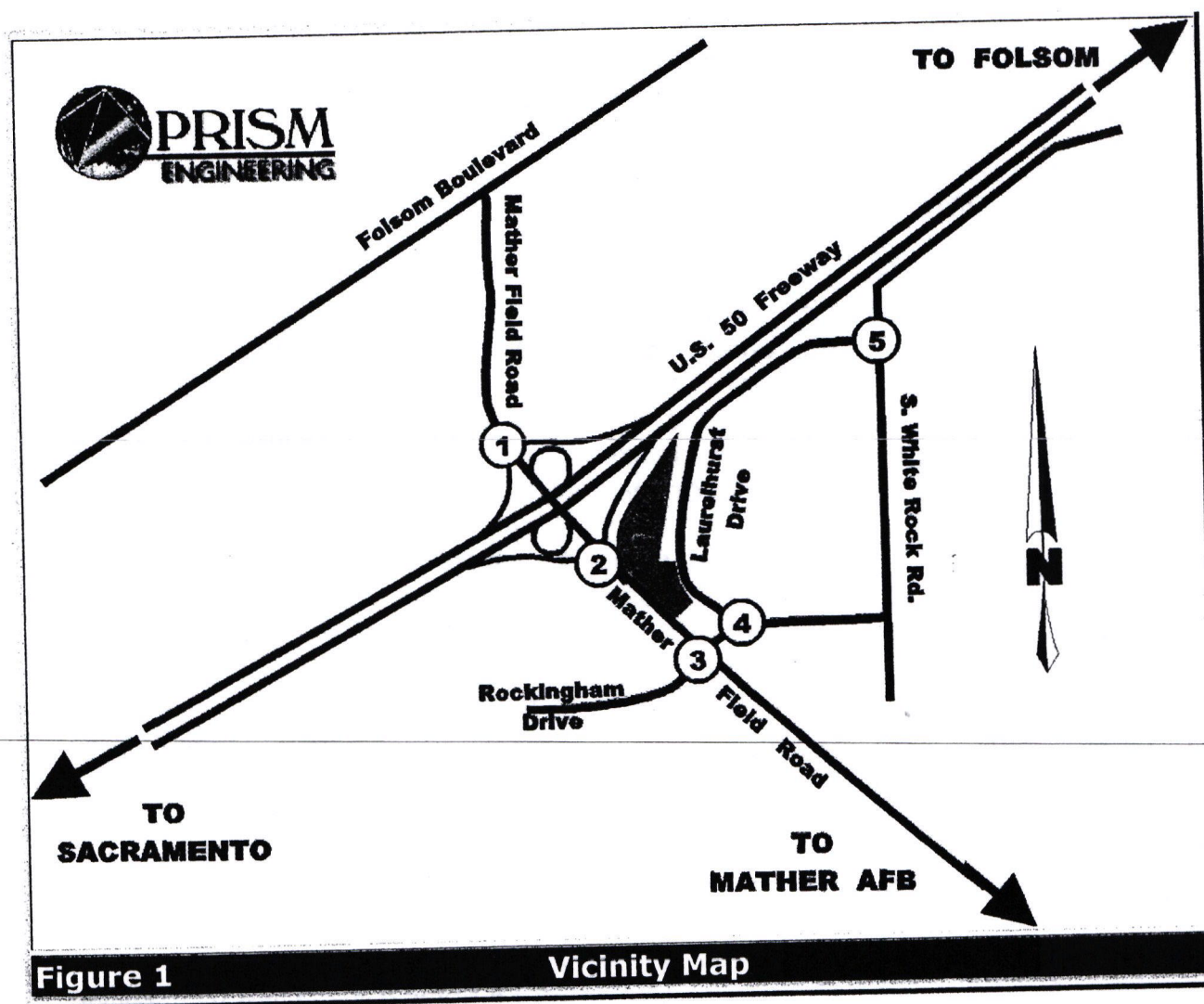
¹ Sacramento County and Rancho Cordova have adopted a traffic study review methodology which identifies a **significant impact** (and therefore requiring mitigation) to be "when the project's additional traffic to the surrounding street system exceeds a five (5%) percent increase" (as per Jeff Clark, Sacramento County DOT).

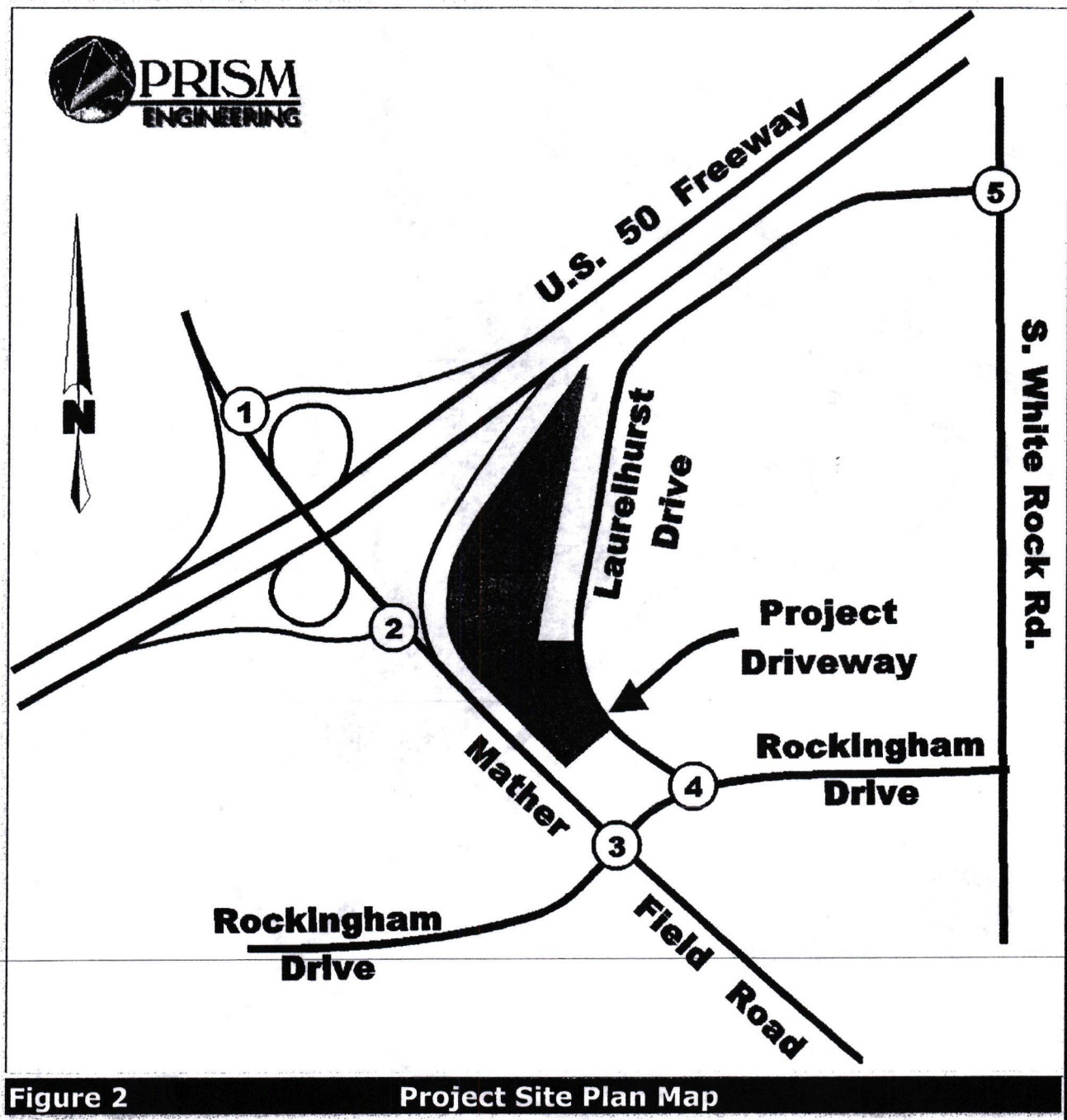


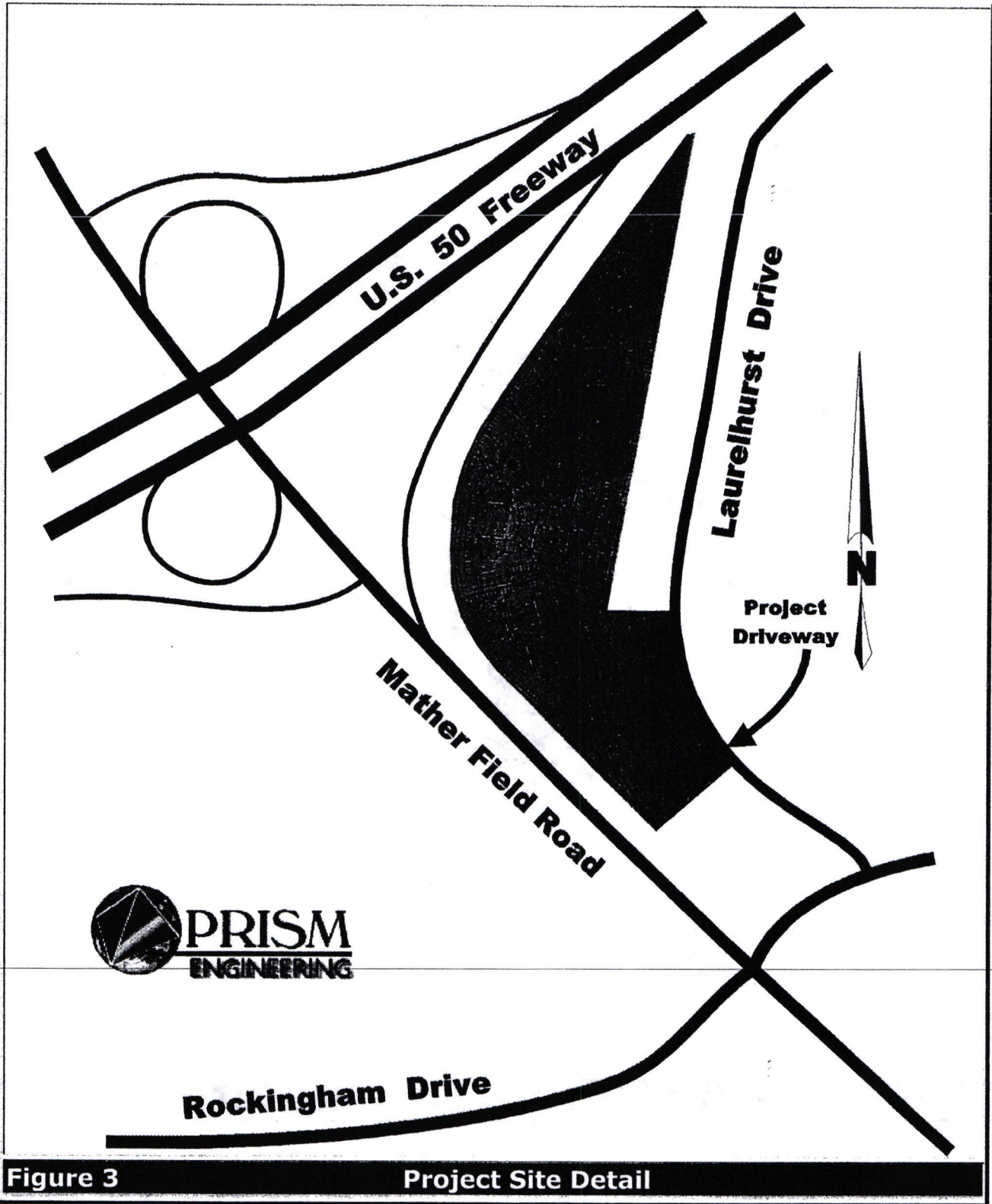
Introduction and Project Description

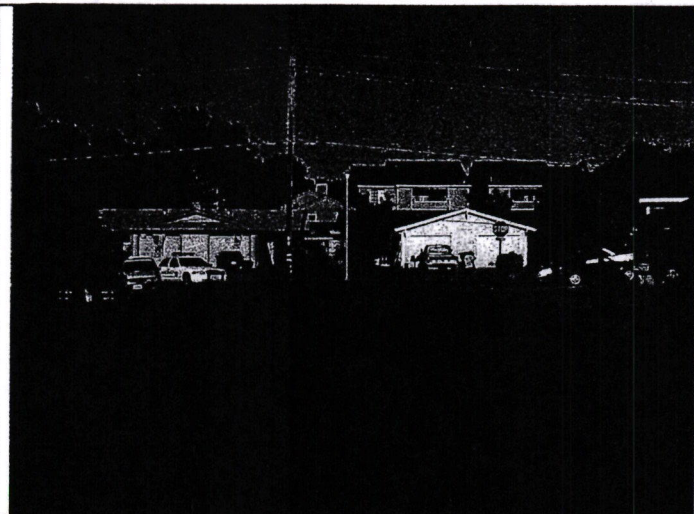
The Rancho Cordova Apartment complex will contain 208 apartment dwelling units. The proposed site is located in the City of Rancho Cordova along US 50 in the southeast quadrant of the Mather Field interchange. Figure 1 shows the location of the project in the vicinity of the surrounding street network.

Access to the project site will be provided at one location along Laurelhurst Drive just north of Rockingham Drive (at the south end of the project). Figure 2 shows the details of the project site and access location. Figure 3 shows photo details of the various study intersection locations.









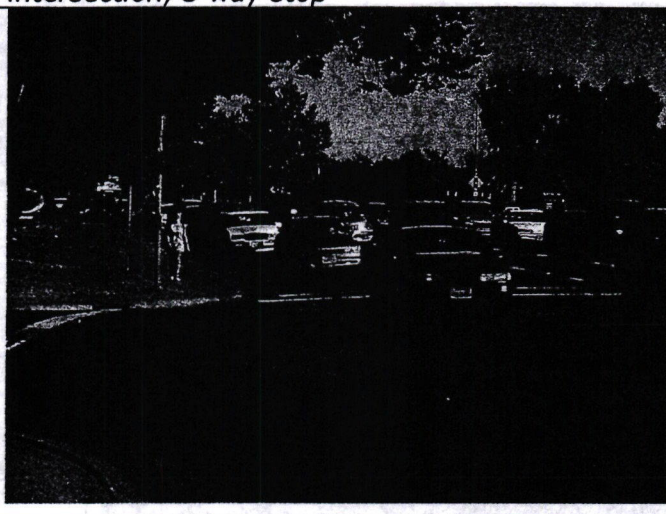
Laurelhurst Drive EB at White Rock Road intersection, 3 way stop



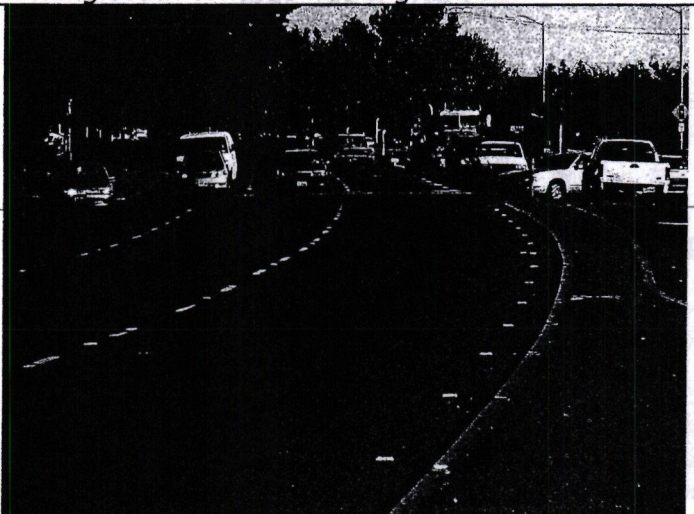
S. White Rock Road NB at Laurelhurst Drive intersection, 3 way stop



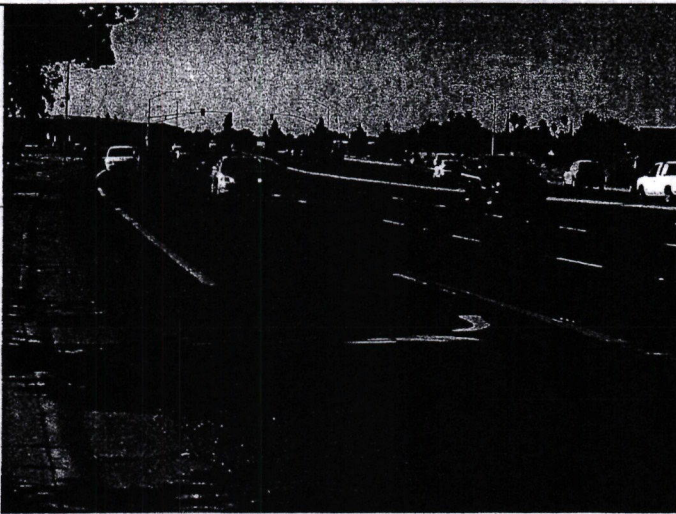
Mather Field Road median and cross section looking south towards Rockingham Dr.



Mather Field NB direction at Rockingham Dr. PM Peak Traffic is at LOS F for this movement



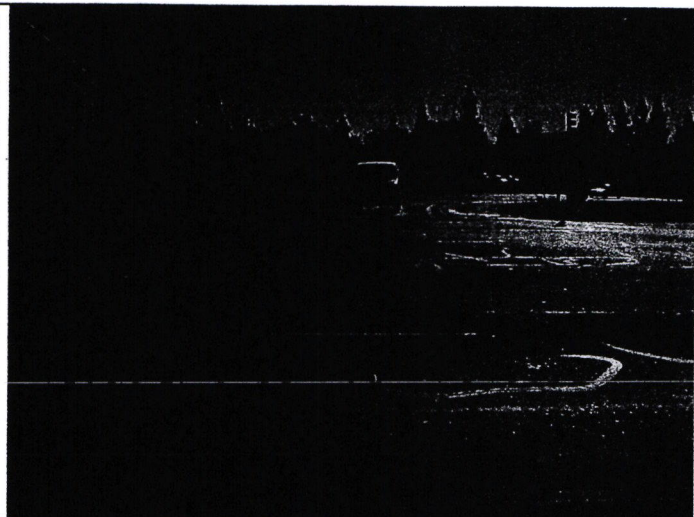
Mather Field Road NB direction at Rockingham Drive intersection (looking south), signal control



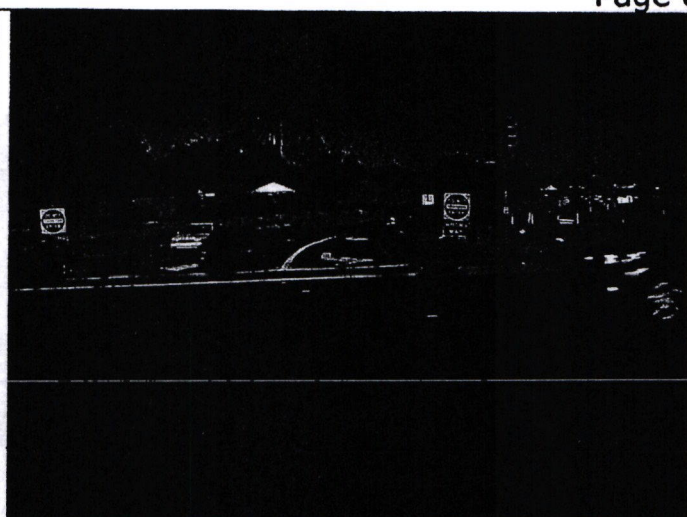
Mather Field SB direction at Rockingham Drive intersection, signal control (looking north)

Figure 4A

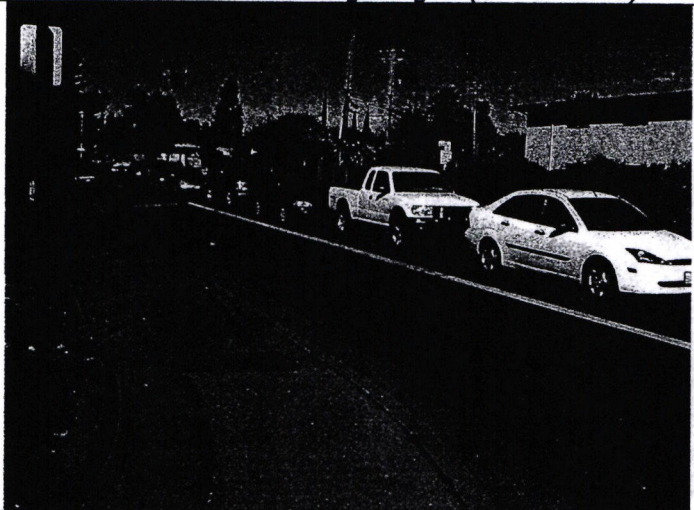
Project Area Intersection Photos



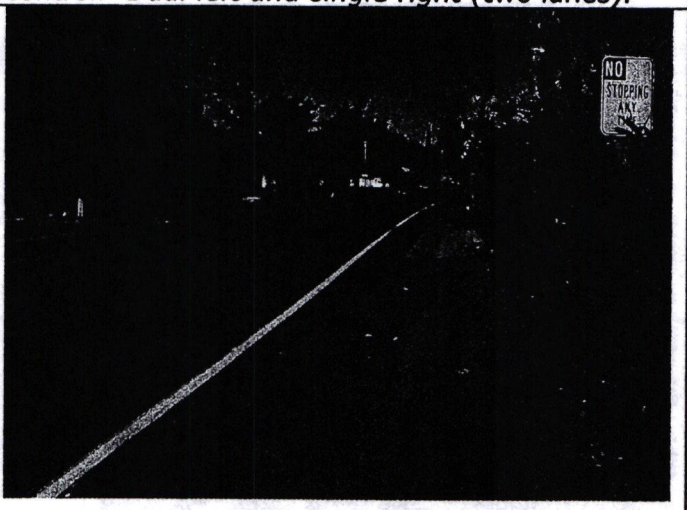
US 50 EB Ramps at Mather Field Rd. Signal control. Dual left and single right (three lanes).



US 50 WB Ramps at Mather Field Rd. Signal control. Dual left and single right (two lanes).



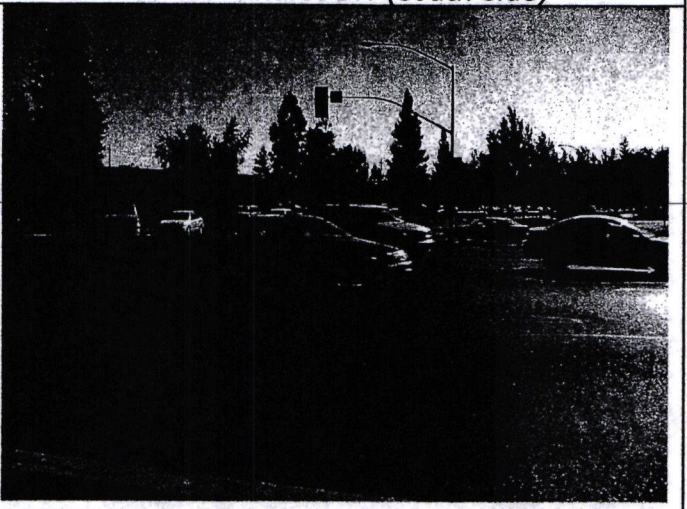
Rockingham Dr. WB looking east from Mather Field Rd. towards Laurelhurst Dr. (north side)



Rockingham Dr. looking east from Mather Field Rd. towards Laurelhurst Dr. (south side)



Rockingham Drive EB direction (looking east) at Mather Field Road intersection, signal control



Rockingham Drive EB direction (looking west) at Mather Field Road intersection, signal control

Figure 4B

Project Area Intersection Photos

Trip Generation and Distribution

The Institute of Transportation Engineers (ITE) Trip Generation Manual contains data which describes the kind of land use being proposed in this project. Section 220 of the document details the amount of traffic that can be expected on the average from a single dwelling unit in an apartment development. A wide variety of independent factors are given including dwelling unit, persons, vehicles, acres, etc.

Section 220 of the ITE Trip Generation Manual introduction for Apartment Dwelling Units reads: "*Apartments are rental dwelling units that are located within the same building with at least three other dwelling units...*"

In this proposed project, the apartment complex will have a total of 208 dwelling units in eight separate apartment buildings.

Table 1 documents the trip generation rate utilized for the existing and future analyses, based on ITE national averages. The peak hour trip rates listed in the table represent the amount of traffic that is expected to be generated to and from the project site during the "adjacent street peak hour." This adjacent street peak hour, or the peak hour of traffic which takes place on adjacent or nearby streets such as Mather Field Road and Rockingham Drive was determined to be 4:15 to 5:15 pm (calculated from the August 6, 2003 PRISM Engineering traffic counts).

The actual "peak hour" of the project happens to coincide with this time period due to commuter oriented traffic from residential areas generally coinciding with this time period (between 4 and 6 pm).

The pm peak hour is more critical than the am peak hour in this area. This is because the pm peak volumes are about 14% higher by comparison. The total existing am peak hour volume for the Mather Field Road and Rockingham Drive intersection is 3,131 vph. The pm peak total is 3,574 vph. For this reason, the pm peak hour is the focus and effort of this study.

For existing plus project conditions (short term) the project traffic was assigned using the trip distribution percentages shown in Table 2. For the future cumulative² traffic conditions project traffic was assigned directly to the City's traffic model output for each of the 5 study intersections.

² The cumulative traffic forecasts were obtained from Sacramento County DOT, and more specifically from Figure 36 of "**Transportation Analysis, Villages of Zinfandel General Plan Amendment and Zoning Ordinance Amendment.**"



**Table 1
Trip Generation**

Apartment Complex Summary						
ITE Code	Land Use	PM Peak Rates	No. of Units	PM Peak Trips	PM Trips IN	PM Trips OUT
220	PM Rate for Apartment in ITE Trip Gen. Manual	0.49 / DU	208 DU	102	69	33
ITE Code	Land Use	Daily Trip Rates	No. of Units	Daily Trips	Daily Trips IN	Daily Trips OUT
220	Daily Rate for Apartment in ITE Trip Gen. Manual	6.28 / DU	208 DU	1306	653	653

Source: ITE Trip Generation Manual

These trip generation rates shown in Table 1 above were utilized in all of the traffic scenarios analyzed in this report.

The distribution pattern for project traffic as determined from local traffic patterns, and is set forth in Table 2, and was used for the existing and future conditions scenarios.

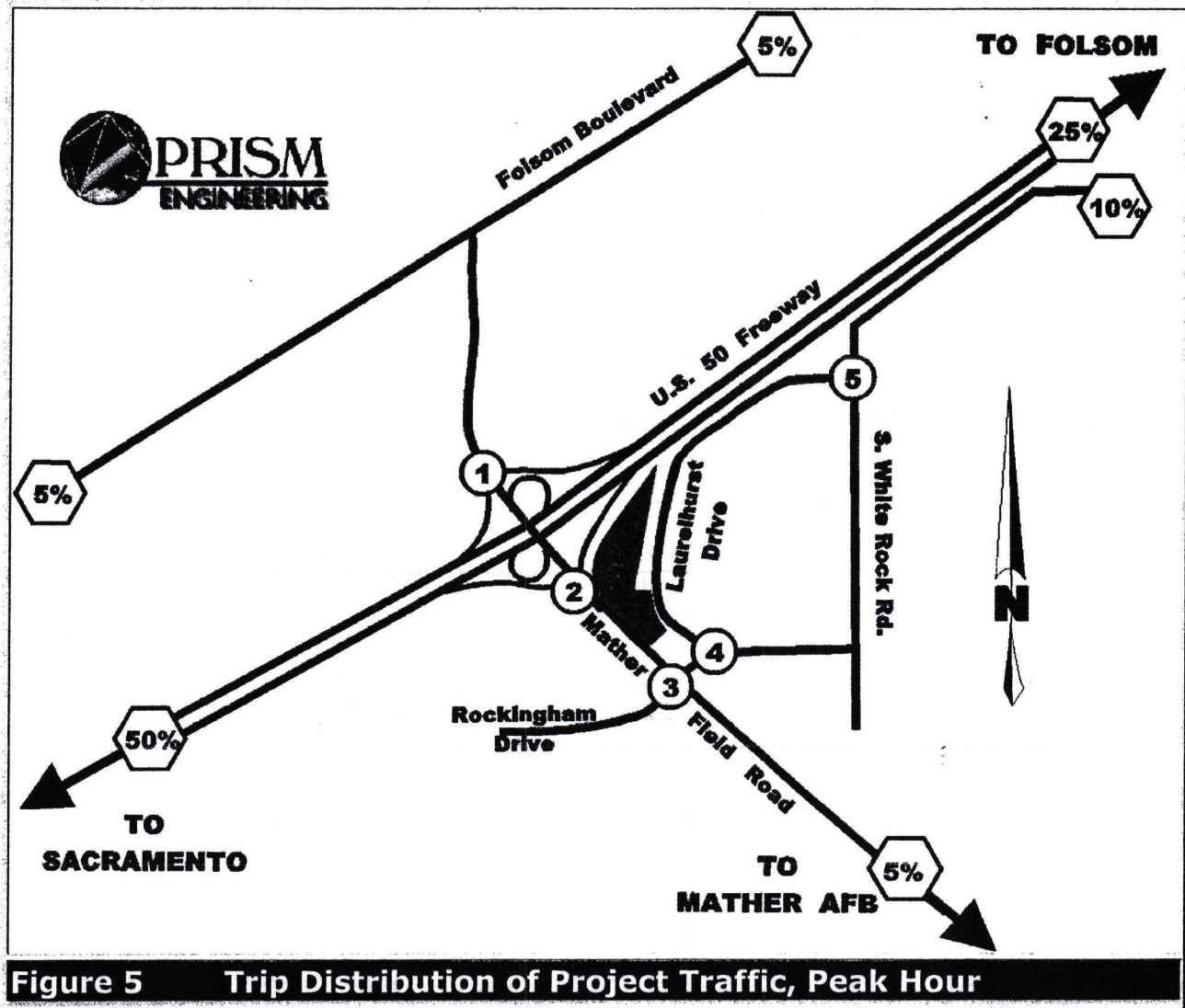
**Table 2
Trip Distribution of Rancho Cordova Apartments Project Traffic**

South on Mather Field Road	East on White Rock Road	North On Mather Field Road to Folsom Blvd.	West on I-80 via Mather Field Road	East on I-80 via Mather Field Road
5%	10%	10%	50%	25%

Source: PRISM Engineering



The trip distribution of the residential project traffic is shown graphically in Figure 5.



In the pages that follow, the traffic assignment from the Synchro traffic model developed in this study is shown for each of the four scenarios modeled (Existing, Existing Plus Project, Cumulative, Cumulative Plus Project).



Analyses

A capacity analysis was performed for the existing, existing plus project, cumulative, and cumulative plus project scenarios. All intersection levels of service are measured in terms of delay as per the Year 2000 Highway Capacity Manual (HCM). All traffic volumes were entered into the SynchroPro software and analyzed using the 2000 HCM methodology procedures, and reported in the appendix of this report.

Table 3 shows the 2000 HCM criteria for delay and corresponding level of service (LOS). According to the standard methodology, a signalized intersection is at LOS F when the delay to a motorist exceeds 80 seconds. An unsignalized intersection is at LOS F when a motorist is delayed more than 50 seconds.

Table 3
Delay Level of Service Criteria

LOS	Unsignalized	Signalized
A	1-10 seconds	1-10 seconds
B	11-15 seconds	11-20 seconds
C	16-25 seconds	21-35 seconds
D	26-35 seconds	36-55 seconds
E	36-50 seconds	56-80 seconds
F	51+ seconds	81+ seconds

Source: PRISM Engineering, Synchro Pro, and HCM

Traffic Counts

New pm peak hour turning movement traffic counts were taken by PRISM Engineering staff at the five study area intersections analyzed in this report. Figure 6 shows the locations of these five study intersections, and also the pm peak hour vehicle turning movements for each intersection. Figure 7 shows the pm peak hour turning movements for cumulative conditions without the project, and Figure 8 shows the project pm peak hour turning movement traffic volumes only.

The summaries of the level of service analyses for the existing and future cumulative scenarios are given in Table 4. As can be seen from Table 4, the existing levels of service for the study area are at



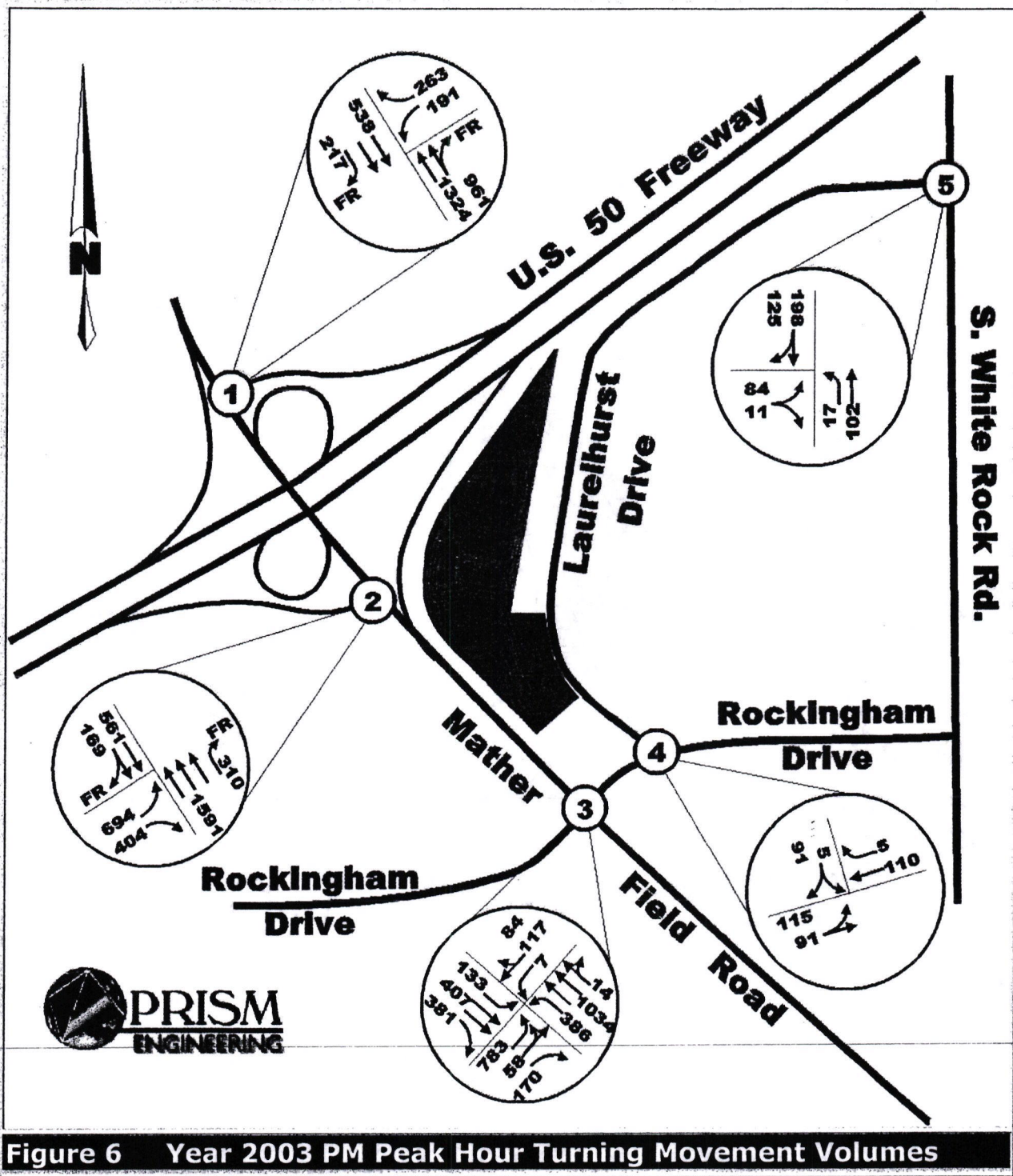
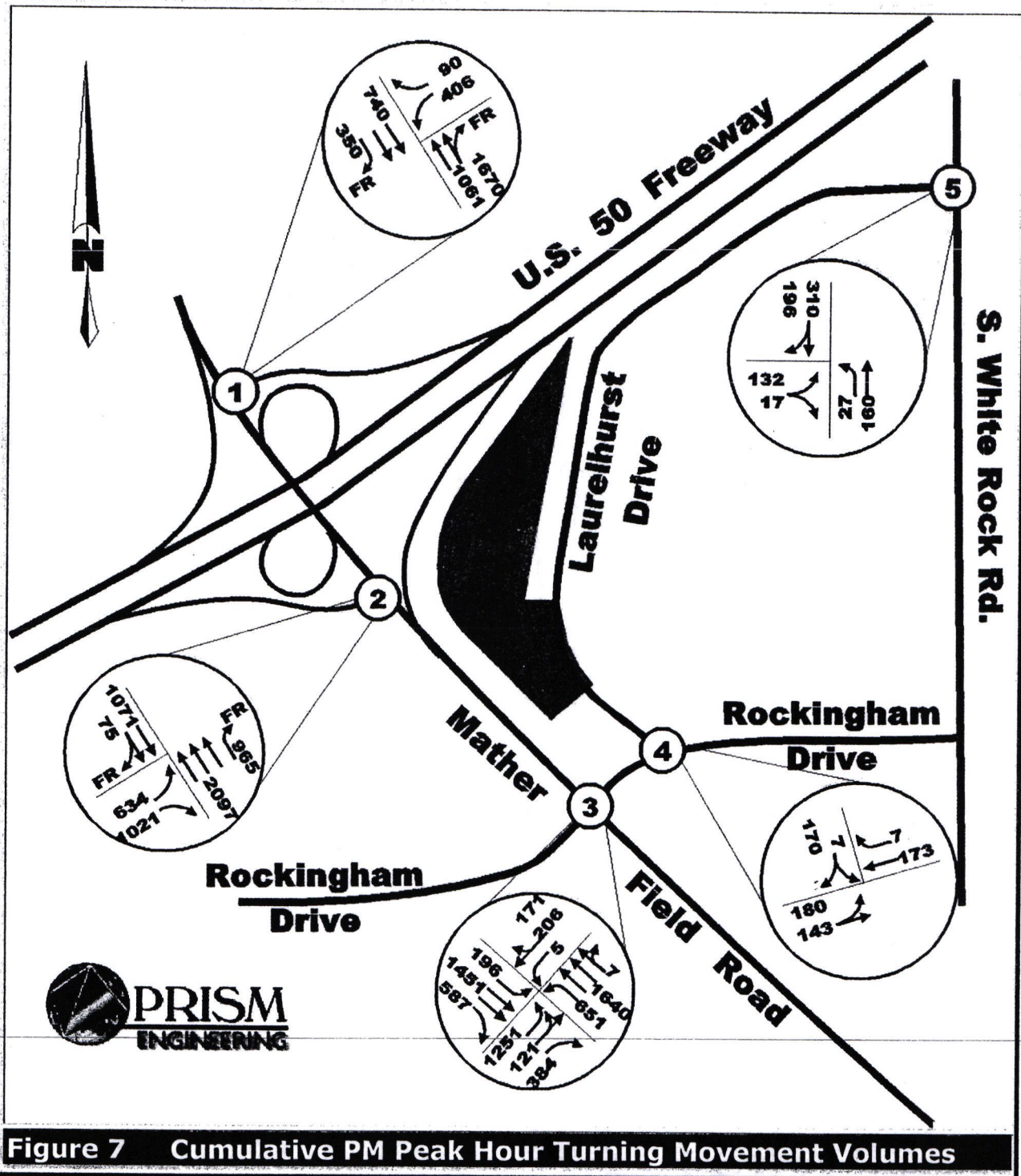


Figure 6 Year 2003 PM Peak Hour Turning Movement Volumes





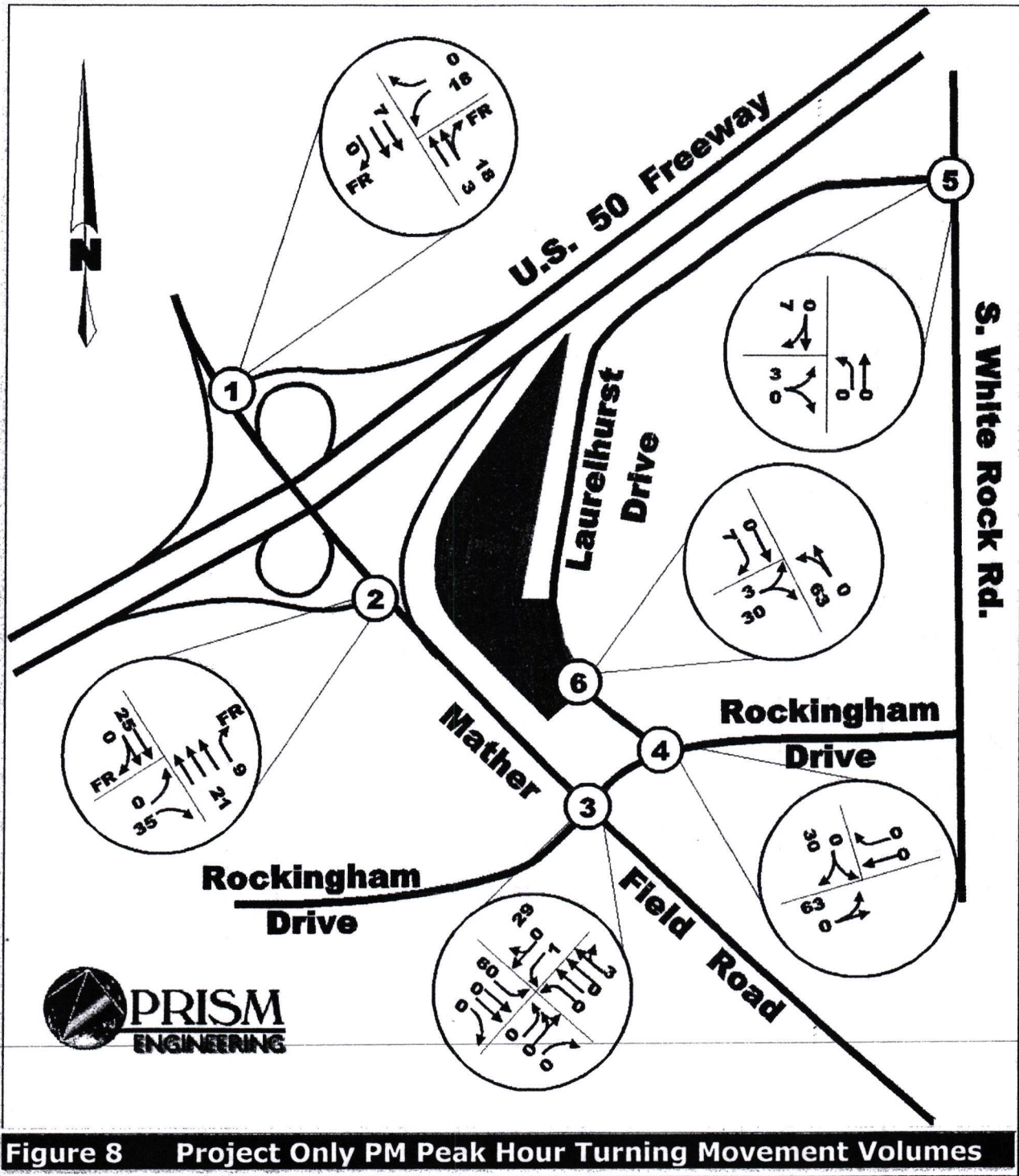


Table 4
Intersection Level of Service Analyses Summary for
Year 2003 PM Peak Hour Scenarios

No.	Location/Approach	2003		2003 + Project	
		P.M. Peak Hour		P.M. Peak Hour	
		Delay ¹	LOS	Delay ¹	LOS
1	US 50 WB Ramp and Mather Field Rd.	9	A	12	B
2	US 50 EB Ramp and Mather Field Rd.	11	B	14	B
3	Mather Field Rd. and Rockingham Dr.	41	D*	41	D*
4	Rockingham Dr. and Laurelhurst Dr.	9	A	9	A
5	Laurelhurst Dr. and White Rock Rd.	8	A	8	A

¹Average delay per vehicle in seconds
LOS = Level of service

Source: SynchroPro Software output, based on City's traffic volumes and projections (see appendix).

* LOS D is average intersection delay as per HCM 2000 methodology. The NB and SB left turn lanes from Mather Field to Rockingham are at LOS E, and the EB approach of Rockingham to NB Mather Field is at LOS E.



Table 5
Intersection Level of Service Analyses Summary for
Cumulative Year PM Peak Hour Scenarios

No.	Location/Approach	Cumulative Conditions				Cumulative + Project	
		P.M. Peak Hour		P.M. Peak Hour		P.M. Peak Hour	
		Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
1	US 50 WB Ramp and Mather Field Rd.	13	B	13	B		
2	US 50 EB Ramp and Mather Field Rd.	105	F	113	F		
3	Mather Field Rd. and Rockingham Dr.	178	F	189	F		
4	Rockingham Dr. and Laurelhurst Dr.	10	A	12	B		
5	Laurelhurst Dr. and White Rock Rd.	14	B	14	B		

¹Average delay per vehicle in seconds

LOS = Level of service

Source: SynchroPro Software output, based on City's traffic volumes and projections (see appendix).



Future Year Cumulative Conditions Analysis

The future cumulative conditions were determined using Sacramento County's cumulative conditions traffic model output for the five study intersections analyzed in this report. The cumulative traffic forecasts were obtained from Sacramento County DOT, and more specifically from Figure 36 of "Transportation Analysis, Villages of Zinfandel General Plan Amendment and Zoning Ordinance Amendment," August 21, 2001.

The volumes were entered into the SynchroPro traffic modeling software and analyzed using the existing conditions lane configuration for the study area. Table 5 shows the results of the capacity analysis, and identifies two intersections that would be at LOS F conditions with the projected growth in traffic from cumulative conditions. For example, the intersection of Mather Field Road and Rockingham Drive would be at LOS F with a projected delay of 178 seconds average for each vehicle through the intersection. This is a three minute delay for each vehicle, and is unacceptable.

Since this condition is a result of the cumulative traffic projection in the area, which significantly increases over existing traffic volumes and exceeds available capacity, the County and the City of Rancho Cordova will need to find solutions to alleviate this projected traffic congestion.



Mitigations

The Mather Field Road corridor will be at LOS F conditions in the future, based on the analysis of traffic projections for the area. PRISM Engineering explored various capacity enhancements to the existing Mather Field Road corridor, such as dual left turn pockets, with separate right turn pockets at the Rockingham Drive intersection, but with no success in getting traffic conditions acceptable levels of service (such as LOS D or better). Even with four through lanes *in each direction* of Mather Field Road, and dual left turn pockets for each approach at Rockingham Drive (this would require an additional cross-section width of three lanes), the level of service would still be at LOS F with over two minutes of average delay for each vehicle, a long way off from a workable solution. It is our conclusion that there are no feasible mitigation concepts for mitigation within the corridor itself.

It is necessary to find ways to *reduce* the increase in traffic projected for the Mather Field Road corridor, so that capacity for the corridor will not be exceeded, and LOS D/E conditions can be maintained. This may be accomplished through the construction of alternative roadways and improved connections to adjacent street systems, to help provide alternative routes for local traffic to go elsewhere. A large portion of the traffic is heading to and from the US 50 freeway system, but the freeway is currently congested in the existing condition and will get worse in the future. As the freeway system slows in speed, drivers will choose travel on adjacent surface streets as an alternative, and will usually seek the shortest time routes. It may be possible to plan for new roadways parallel to US 50 on the south side, starting with potential available real estate in the Mather Field Air Force Base. US 50 needs parallel routes, and the south side has some possibilities since it is less developed.

The scope and effort involved in finding this type of transportation solution is beyond the scope of this site specific traffic study. It will require a detailed traffic modeling effort within the City of Rancho Cordova, and coordinated with the County and Caltrans.



Appendix, Input Data and Sample Calculations



HCM Signalized Intersection Capacity Analysis
2: US 50 WB Ramp & Mather Field Rd.

9/19/2003



Lane Configurations	↑↑	↑↑	↑↑			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	0.97		0.95			0.95
Frt	0.91		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	3232		3539			3539
Flt Permitted	0.98		1.00			1.00
Satd. Flow (perm)	3232		3539			3539
Volume (vph)	181	263	1324	0	0	538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	208	286	1439	0	0	585
Lane Group Flow (vph)	494	0	1439	0	0	585
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	11.3		22.9			22.9
Effective Green, g (s)	11.3		22.9			22.9
Actuated g/C Ratio	0.27		0.54			0.54
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	865		1920			1920
v/s Ratio Prot	c0.15		c0.41			0.17
v/s Ratio Perm						
v/c Ratio	0.57		0.75			0.30
Uniform Delay, d1	13.4		7.4			5.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.9		1.6			0.1
Delay (s)	14.3		9.1			5.4
Level of Service	B		A			A
Approach Delay (s)	14.3		9.1			5.4
Approach LOS	B		A			A
HCM Average Control Delay	9.2		HCM Level of Service		A	
HCM Volume to Capacity ratio	0.69					
Actuated Cycle Length (s)	42.2		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	61.4%		ICU Level of Service		B	
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
3: US 50 EB Ramp & Mather Field Rd.

9/19/2003



Lane Configurations	↰	↱	↕	↰	↱	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.91
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	1583	3539			5085
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	1583	3539			5085
Volume (vph)	694	404	561	0	0	1591
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	754	439	610	0	0	1729
Lane Group Flow (vph)	754	439	610	0	0	1729
Turn Type	Perm					
Protected Phases	4		6			2
Permitted Phases		4				
Actuated Green, G (s)	18.5	18.5	28.5			28.5
Effective Green, g (s)	18.5	18.5	28.5			28.5
Actuated g/C Ratio	0.34	0.34	0.52			0.52
Clearance Time (s)	4.0	4.0	4.0			4.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	1155	532	1834			2635
v/s Ratio Prot	0.22		0.17			c0.34
v/s Ratio Perm		c0.28				
v/c Ratio	0.65	0.83	0.33			0.66
Uniform Delay, d1	15.5	16.8	7.7			9.7
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	1.3	10.1	0.5			1.3
Delay (s)	16.9	26.8	8.2			11.0
Level of Service	B	C	A			B
Approach Delay (s)	20.5		8.2			11.0
Approach LOS	C		A			B
HCM Average Control Delay		13.7		HCM Level of Service		B
HCM Volume to Capacity ratio		0.72				
Actuated Cycle Length (s)		55.0		Sum of lost time (s)		8.0
Intersection Capacity Utilization		61.6%		ICU Level of Service		B
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

4: Mather Field Rd. & Rockingham Dr.

9/19/2003

												
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Land Util. Factor	1.00	0.91	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5075		1681	1696	1583		1857	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.95	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5075		1681	1696	1583		1774	1583
Volume (vph)	133	407	381	386	1034	14	783	68	170	7	117	54
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	442	414	420	1124	15	851	63	185	8	127	91
Lane Group Flow (vph)	145	442	414	420	1139	0	445	469	185	0	135	91
Turn Type	Prot		Free	Prot			Split		Permeustom		custom	
Protected Phases	1	6		5	2		4	4				
Permitted Phases			Free						4	8	8	8
Actuated Green, G (s)	10.8	14.5	81.8	19.4	23.1		22.4	22.4	22.4		9.5	9.5
Effective Green, g (s)	10.8	14.5	81.8	19.4	23.1		22.4	22.4	22.4		9.5	9.5
Actuated g/C Ratio	0.13	0.18	1.00	0.24	0.28		0.27	0.27	0.27		0.12	0.12
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	234	901	1583	420	1433		460	464	433		206	184
v/s Ratio Prot	c0.08	0.09		c0.24	0.22		0.26	c0.28				
v/s Ratio Perm			c0.26						0.12		c0.08	0.06
v/c Ratio	0.62	0.49	0.26	1.00	0.79		0.97	1.01	0.43		0.66	0.49
Uniform Delay, d1	33.6	30.3	0.0	31.2	27.2		29.3	29.7	24.4		34.6	33.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.8	0.4	0.4	43.9	3.1		33.3	44.5	0.7		7.3	2.1
Delay (s)	38.4	30.7	0.4	75.1	30.3		62.6	74.2	25.1		41.9	36.0
Level of Service	D	C	A	E	C		E	E	C		D	D
Approach Delay (s)		19.3			42.4			61.2			39.5	
Approach LOS		B			D			E			D	
HCM Average Control Delay			41.6				HCM Level of Service		D			
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			81.8				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			77.5%				ICU Level of Service		C			
Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
6: Rockingham Dr. & Laurelhurst Dr.

9/19/2003



Lane Configurations	W	W	W
Sign Control	Stop	Stop	Stop
Volume (veh/h)	110	5	5
Peak Hour Factor	0.92	0.92	0.92
Hourly flow rate (veh/h)	120	5	5
Volume Total (vph)	125	104	224
Volume Left (vph)	120	5	0
Volume Right (vph)	5	0	99
Hadj (s)	0.2	0.0	0.2
Departure Headway (s)	4.8	4.5	4.1
Degree Utilization, x	0.17	0.13	0.25
Capacity (veh/h)	705	771	854
Control Delay (s)	8.7	8.1	8.5
Approach Delay (s)	8.7	8.1	8.5
Approach LOS	A	A	A
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	36.4%		
ICU Level of Service	A		

HCM Unsignalized Intersection Capacity Analysis
 13: Laurelhurst Dr. & White Rock Rd.

9/19/2003



Lane Configurations	↖	↗	↘	↙	↕	↗
Sign Control	Stop			Stop	Stop	
Volume (veh/h)	84	11	17	102	198	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	91	12	18	111	215	136
Volume Total (vph)	103	129	351			
Volume Left (vph)	91	18	0			
Volume Right (vph)	12	0	136			
Head (s)	0.1	0.1	-0.2			
Departure Headway (s)	5.0	4.6	4.1			
Degree Utilization, x	0.14	0.16	0.40			
Capacity (veh/h)	660	759	851			
Control Delay (s)	8.9	8.5	9.8			
Approach Delay (s)	8.9	8.5	9.8			
Approach LOS	A	A	A			
Delay			9.3			
HCM Level of Service			A			
Intersection Capacity Utilization		32.1%		ICU Level of Service		A

HCM Signalized Intersection Capacity Analysis
2: US 50 WB Ramp & Mather Field Rd.

9/19/2003



	EB	WB	SB	EB	SB	SB
Lane Configurations	↰	↰	↰	↰	↰	↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	3539			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1770	1583	3539			3539
Volume (vph)	209	263	1327	0	0	545
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	286	1442	0	0	592
Lane Group Flow (vph)	227	286	1442	0	0	592
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases		8				
Actuated Green, G (s)	16.0	16.0	31.0			31.0
Effective Green, g (s)	16.0	16.0	31.0			31.0
Actuated g/C Ratio	0.29	0.29	0.56			0.56
Clearance Time (s)	4.0	4.0	4.0			4.0
Lane Grp Cap (vph)	515	461	1995			1995
v/s Ratio Prot	0.13		0.41			0.17
v/s Ratio Perm		0.18				
v/c Ratio	0.44	0.62	0.72			0.30
Uniform Delay, d1	15.9	16.9	8.8			6.3
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	2.7	6.2	2.3			0.4
Delay (s)	18.6	23.0	11.1			6.7
Level of Service	B	C	B			A
Approach Delay (s)	21.1		11.1			6.7
Approach LOS	C		B			A

HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 3: US 50 EB Ramp & Mather Field Rd.

9/19/2003

	EBL	EBR	SEB	SEB	WBL	WBR
Lane Configurations	↰↱	↱	↰↱			↰↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.91
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	1583	3539			5085
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	1583	3539			5085
Volume (vph)	694	439	586	0	0	1612
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	754	477	637	0	0	1752
Lane Group Flow (vph)	754	477	637	0	0	1752
Turn Type	Perm					
Protected Phases	4		6			2
Permitted Phases		4				
Actuated Green, G (s)	17.0	17.0	20.0			20.0
Effective Green, g (s)	17.0	17.0	20.0			20.0
Actuated g/C Ratio	0.38	0.38	0.44			0.44
Clearance Time (s)	4.0	4.0	4.0			4.0
Lane Grp Cap (vph)	1297	598	1573			2260
v/s Ratio Prot	0.22		0.18			0.34
v/s Ratio Perm		0.30				
v/c Ratio	0.58	0.80	0.40			0.78
Uniform Delay, d1	11.2	12.5	8.5			10.6
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	1.9	10.6	0.8			2.7
Delay (s)	13.1	23.1	9.2			13.3
Level of Service	B	C	A			B
Approach Delay (s)	17.0		9.2			13.3
Approach LOS	B		A			B

HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Mather Field Rd. & Rockingham Dr.

9/19/2003

	SEL	SET	SEP	VEL	VET	VER	VEL	VET	VER	SVE	SVT	SVE
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↑	↗		↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5073		1681	1696	1583		1857	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.95	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5073		1681	1696	1583		1771	1583
Volume (vph)	193	407	381	386	1034	17	783	58	170	8	117	113
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	442	414	420	1124	18	851	63	185	9	127	123
Lane Group Flow (vph)	210	442	414	420	1142	0	445	469	185	0	136	123
Turn Type	Prot		Free	Prot			Split		Perm	Prot		custom
Protected Phases	1	6		5	2		4	4		3		
Permitted Phases			Free						4		6	8
Actuated Green, G (s)	13.9	14.9	97.3	25.1	26.1		29.1	29.1	29.1		12.2	12.2
Effective Green, g (s)	13.9	14.9	97.3	25.1	26.1		29.1	29.1	29.1		12.2	12.2
Actuated g/C Ratio	0.14	0.15	1.00	0.26	0.27		0.30	0.30	0.30		0.13	0.13
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	253	779	1583	457	1361		503	507	473		222	198
v/s Ratio Prot	0.12	0.09		c0.24	c0.23		0.26	c0.28				
v/s Ratio Perm			0.26						0.12		0.08	c0.08
v/c Ratio	0.83	0.57	0.26	0.92	0.84		0.88	0.93	0.39		0.61	0.62
Uniform Delay, d1	40.6	38.2	0.0	35.1	33.6		32.5	33.0	27.1		40.3	40.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	20.0	1.0	0.4	23.3	4.7		16.8	22.8	0.5		4.9	5.9
Delay (s)	60.6	39.2	0.4	58.4	38.3		49.3	55.8	27.6		45.2	46.3
Level of Service	E	D	A	E	D		D	E	C		D	D
Approach Delay (s)		28.3			43.7			48.4			45.7	
Approach LOS		C			D			D			D	
HCM Average Control Delay			41.0			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			97.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			79.5%			ICU Level of Service			C			
Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
6: Rockingham Dr. & Laurelhurst Dr.

9/19/2003



	TH	TR	QL	QEL	QL	QL
Lane Configurations	Y	Y	Y	Y	Y	Y
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Volume (veh/h)	110	5	5	121	178	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	120	5	5	132	193	99
Volume Total (vph)	125	137	292			
Volume Left (vph)	120	5	0			
Volume Right (vph)	5	0	99			
Hadj (s)	0.2	0.0	-0.2			
Departure Headway (s)	5.0	4.5	4.2			
Degree Utilization, x	0.17	0.17	0.34			
Capacity (veh/h)	668	756	834			
Control Delay (s)	9.1	8.5	9.3			
Approach Delay (s)	9.1	8.5	9.3			
Approach LOS	A	A	A			
Delay		9.1				
HCM Level of Service		A				
Intersection Capacity Utilization		42.2%		ICU Level of Service		A

HCM Unsignalized Intersection Capacity Analysis
13: Laurelhurst Dr. & White Rock Rd.

9/19/2003



Lane Configurations	Y			←	↑	→
Sign Control	Stop			Stop	Stop	
Volume (veh/h)	87	11	17	102	198	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	95	12	18	111	215	143
Volume Total (vph)	107	129	359			
Volume Left (vph)	95	18	0			
Volume Right (vph)	12	0	143			
Had (s)	0.1	0.1	-0.2			
Departure Headway (s)	5.1	4.6	4.1			
Degree Utilization, x	0.15	0.16	0.41			
Capacity (veh/h)	657	755	851			
Control Delay (s)	8.9	8.5	9.9			
Approach Delay (s)	8.9	8.5	9.9			
Approach LOS	A	A	A			
Delay			9.4			
HCM Level of Service			A			
Intersection Capacity Utilization		32.7%		ICU Level of Service		A

HCM Signalized Intersection Capacity Analysis 2: US 50 WB Ramp & Mather Field Rd.

9/19/2003

	WBT	WBT	WBT	WBT	WBT	WBT
Lane Configurations	YY	YY	YY	YY	YY	YY
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.97	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.96	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3377	3539	3539	3539	3539	3539
Flt Permitted	0.96	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3377	3539	3539	3539	3539	3539
Volume (vph)	406	90	1061	0	0	740
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	441	98	1153	0	0	804
Lane Group Flow (vph)	539	0	1153	0	0	804
Turn Type						
Protected Phases	8	2	6			
Permitted Phases						
Actuated Green, G (s)	16.0	16.0	16.0			
Effective Green, g (s)	16.0	16.0	16.0			
Actuated g/C Ratio	0.40	0.40	0.40			
Clearance Time (s)	4.0	4.0	4.0			
Lane Grp Cap (vph)	1351	1416	1416			
v/s Ratio Prot	0.16	0.33	0.23			
v/s Ratio Perm						
v/c Ratio	0.40	0.81	0.57			
Uniform Delay, d1	8.6	10.7	9.3			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.9	5.2	1.7			
Delay (s)	9.4	15.9	11.0			
Level of Service	A	B	B			
Approach Delay (s)	9.4	15.9	11.0			
Approach LOS	A	B	B			
HCM Average Control Delay	12.9	HCM Level of Service	B			
HCM Volume to Capacity ratio	0.61					
Cycle Length (s)	40.0	Sum of lost time (s)	8.0			
Intersection Capacity Utilization	54.2%	ICU Level of Service	A			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis 3: US 50 EB Ramp & Mather Field Rd.

9/19/2003



	EB	EB	EB	EB	EB	EB
Lane Configurations	↖↗	↖	↖↖			↖↖↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.91
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	1583	3539			5085
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	1583	3539			5085
Volume (vph)	634	1021	1071	0	0	2097
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	689	1110	1164	0	0	2279
Lane Group Flow (vph)	689	1110	1164	0	0	2279
Turn Type	Perm					
Protected Phases	4		6			2
Permitted Phases		4				
Actuated Green, G (s)	23.0	23.0	19.0			19.0
Effective Green, g (s)	23.0	23.0	19.0			19.0
Actuated g/C Ratio	0.46	0.46	0.38			0.38
Clearance Time (s)	4.0	4.0	4.0			4.0
Lane Grp Cap (vph)	1579	728	1345			1932
v/s Ratio Prot	0.20		0.33			c0.45
v/s Ratio Perm		c0.70				
v/c Ratio	0.44	1.52	0.87			1.18
Uniform Delay, d1	9.1	13.5	14.3			15.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.9	243.1	7.6			86.5
Delay (s)	10.0	256.6	22.0			102.0
Level of Service	B	F	C			F
Approach Delay (s)	162.2		22.0			102.0
Approach LOS	F		C			F

HCM Average Control Delay	104.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.37		
Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	F
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Mather Field Rd. & Rockingham Dr.

9/19/2003

	SWL	SET	SEF	NWL	NWT	NWF	NEL	NEF	NEL	SEL	SEF	SEF
Lane Configurations	↖	↑↑↑	↑	↖	↑↑↑		↖	↑	↑		↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		1.00	0.85
Fl _t Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5082		1681	1699	1583		1861	1583
Fl _t Permitted	0.85	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5082		1681	1699	1583		1822	1583
Volume (vph)	196	1451	587	651	1640	7	1251	121	384	5	206	171
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	213	1577	638	708	1783	8	1360	132	417	5	224	186
Lane Group Flow (vph)	213	1577	638	708	1791	0	727	765	417	0	229	186
Turn Type	Prot		Free	Prot			Split		Perm	Prot		custom
Protected Phases	1	6		5	2		4	4		3		
Permitted Phases			Free						4		8	8
Actuated Green, G (s)	9.0	29.0	122.0	26.0	46.0		35.0	35.0	35.0		16.0	16.0
Effective Green, g (s)	9.0	29.0	122.0	26.0	46.0		35.0	35.0	35.0		16.0	16.0
Actuated g/C Ratio	0.07	0.24	1.00	0.21	0.38		0.29	0.29	0.29		0.13	0.13
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	131	1209	1583	377	1916		482	487	454		239	208
v/s Ratio Prot	0.12	c0.31		c0.40	0.35		0.43	c0.45				
v/s Ratio Perm			0.40						0.26		c0.13	0.12
v/c Ratio	1.63	1.30	0.40	1.88	0.93		1.51	1.57	0.92		0.96	0.89
Uniform Delay, d1	56.5	46.5	0.0	48.0	36.6		43.5	43.5	42.1		52.7	52.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	313.7	143.1	0.8	405.1	9.1		239.3	266.7	23.4		46.0	34.8
Delay (s)	370.2	189.6	0.8	453.1	45.7		282.8	310.2	65.5		98.7	87.0
Level of Service	F	F	A	F	D		F	F	E		F	F
Approach Delay (s)		155.8			161.1			246.3			93.5	
Approach LOS		F			F			F			F	
HCM Average Control Delay			177.9			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.48									
Actuated Cycle Length (s)			122.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			136.2%			ICU Level of Service			H			
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 6: Rockingham Dr. & Laurelhurst Dr.

9/19/2003



Approach						
Lane Configurations	W	W	W	W	W	W
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Volume (veh/h)	173	7	7	170	180	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	188	8	8	185	196	155
Intersection						
Volume Total (vph)	196	192	351			
Volume Left (vph)	188	8	0			
Volume Right (vph)	8	0	155			
Head (s)	0.2	0.0	0.2			
Departure Headway (s)	5.3	4.8	4.4			
Degree Utilization, x	0.29	0.26	0.43			
Capacity (veh/h)	634	706	786			
Control Delay (s)	10.4	9.5	10.7			
Approach Delay (s)	10.4	9.5	10.7			
Approach LOS	B	A	B			
Overall						
Delay			10.3			
HCM Level of Service			B			
Intersection Capacity Utilization		53.1%		ICU Level of Service		A

HCM Unsignalized Intersection Capacity Analysis
13: Laurelhurst Dr. & White Rock Rd.

9/19/2003

						
	EBL	EBR	NBL	NBT	SEB	SEB
Lane Configurations	W			↑	↑	
Sign Control	Stop			Stop	Stop	
Volume (veh/h)	132	17	27	160	310	196
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	143	18	29	174	337	213
Volume Total (vph)	162	203	550			
Volume Left (vph)	143	29	0			
Volume Right (vph)	18	0	213			
Pladj (s)	0.1	0.1	0.2			
Departure Headway (s)	5.7	5.0	4.4			
Degree Utilization, x	0.25	0.28	0.67			
Capacity (veh/h)	581	687	797			
Control Delay (s)	10.6	10.0	16.0			
Approach Delay (s)	10.6	10.0	16.0			
Approach LOS	B	A	C			
Delay			13.7			
HCM Level of Service			B			
Intersection Capacity Utilization		46.5%		ICU Level of Service		A

HCM Signalized Intersection Capacity Analysis
2: US 50 WB Ramp & Mather Field Rd.

9/19/2003



Lane Configurations	YY	↑↑	↑↑			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0
Lane Util. Factor	0.97	0.95				0.95
Frt	0.97	1.00				1.00
Flt Protected	0.96	1.00				1.00
Satd. Flow (prot)	3379	3539				3539
Flt Permitted	0.96	1.00				1.00
Satd. Flow (perm)	3379	3539				3539
Volume (vph)	424	90	1064	0	0	747
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	461	98	1157	0	0	812
Lane Group Flow (vph)	559	0	1157	0	0	812
Turn Type						
Protected Phases	8	2				6
Permitted Phases						
Actuated Green, G (s)	16.0	16.0				16.0
Effective Green, g (s)	16.0	16.0				16.0
Actuated g/C Ratio	0.40	0.40				0.40
Clearance Time (s)	4.0	4.0				4.0
Lane Grp Cap (vph)	1352	1416				1416
v/s Ratio Prot	0.17	0.33				0.23
v/s Ratio Perm						
v/c Ratio	0.41	0.82				0.57
Uniform Delay, d1	8.6	10.7				9.3
Progression Factor	1.00	1.00				1.00
Incremental Delay, d2	0.9	5.3				1.7
Delay (s)	9.6	16.0				11.0
Level of Service	A	B				B
Approach Delay (s)	9.6	16.0				11.0
Approach LOS	A	B				B

HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 3: US 50 EB Ramp & Mather Field Rd.

9/19/2003

	EBL	EBR	SEB	SEB	NWL	NWT
Lane Configurations	↖↗	↖	↖↗			↖↗↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.91
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	1583	3539			5085
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	1583	3539			5085
Volume (vph)	634	1056	1096	0	0	2118
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	689	1148	1191	0	0	2302
Lane Group Flow (vph)	689	1148	1191	0	0	2302
Turn Type	Perm					
Protected Phases	4		6			2
Permitted Phases		4				
Actuated Green, G (s)	23.0	23.0	19.0			19.0
Effective Green, g (s)	23.0	23.0	19.0			19.0
Actuated g/C Ratio	0.46	0.46	0.38			0.38
Clearance Time (s)	4.0	4.0	4.0			4.0
Lane Grp Cap (vph)	1579	728	1345			1932
v/s Ratio Prot	0.20		0.34			0.45
v/s Ratio Perm		0.73				
v/c Ratio	0.44	1.58	0.89			1.19
Uniform Delay, d1	9.1	13.5	14.5			15.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.9	266.2	8.8			91.6
Delay (s)	10.0	279.7	23.3			107.1
Level of Service	B	F	C			F
Approach Delay (s)	178.5		23.3			107.1
Approach LOS	F		C			F
Summary						
HCM Average Control Delay		113.0		HCM Level of Service		F
HCM Volume to Capacity ratio		1.40				
Cycle Length (s)		50.0		Sum of lost time (s)		8.0
Intersection Capacity Utilization		110.7%		ICU Level of Service		G
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis 4: Mather Field Rd. & Rockingham Dr.

9/19/2003

	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↑	↗		↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5081		1681	1699	1583		1860	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.97	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5081		1681	1699	1583		1802	1583
Volume (vph)	256	1451	587	651	1640	10	1251	121	384	6	206	200
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	1577	638	708	1783	11	1360	132	417	7	224	217
Lane Group Flow (vph)	278	1577	638	708	1794	0	727	765	417	0	231	217
Turn Type	Prot		Free	Prot			Split		Perm	Prot		Custom
Protected Phases	1	6		5	2		4	4		3		
Permitted Phases			Free						4		8	8
Actuated Green, G (s)	9.0	29.0	122.0	26.0	46.0		35.0	35.0	35.0		16.0	16.0
Effective Green, g (s)	9.0	29.0	122.0	26.0	46.0		35.0	35.0	35.0		16.0	16.0
Actuated g/C Ratio	0.07	0.24	1.00	0.21	0.38		0.29	0.29	0.29		0.13	0.13
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	131	1209	1583	377	1916		482	487	454		236	208
v/s Ratio Prot	0.16	c0.31		c0.40	0.35		0.43	c0.45				
v/s Ratio Perm			0.40						0.26		0.13	c0.14
v/c Ratio	2.12	1.30	0.40	1.88	0.94		1.51	1.57	0.92		0.98	1.04
Uniform Delay, d1	56.5	46.5	0.0	48.0	36.6		43.5	43.5	42.1		52.8	53.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	529.7	143.1	0.8	405.1	9.3		239.3	266.7	23.4		52.0	74.2
Delay (s)	586.2	189.6	0.8	453.1	45.9		282.8	310.2	65.5		104.8	127.2
Level of Service	F	F	A	F	D		F	F	E		F	F
Approach Delay (s)		185.5			161.1			246.3			115.7	
Approach LOS		F			F			F			F	
HCM Average Control Delay		188.7										
HCM Volume to Capacity ratio		1.49										
Actuated Cycle Length (s)		122.0							16.0			
Intersection Capacity Utilization		136.3%							H			
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 6: Rockingham Dr. & Laurelhurst Dr.

9/19/2003



	NBL	NBT	NBR	SBL	SBR	SER
Lane Configurations	W			W		W
Sign Control	Stop			Stop		Stop
Volume (veh/h)	173	7		7	200	243
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92
Hourly flow rate (veh/h)	188	8		8	217	264
Volume Total (vph)	196	225		420		
Volume Left (vph)	188	8		0		
Volume Right (vph)	8	0		155		
Head (s)	0.2	0.0		0.2		
Departure Headway (s)	5.5	4.9		4.5		
Degree Utilization, x	0.30	0.31		0.53		
Capacity (veh/h)	604	693		771		
Control Delay (s)	10.9	10.1		12.5		
Approach Delay (s)	10.9	10.1		12.5		
Approach LOS	B	B		B		
Delay				11.5		
HCM Level of Service				B		
Intersection Capacity Utilization				58.9%		
					ICU Level of Service	A

HCM Unsignalized Intersection Capacity Analysis

13: Laurelhurst Dr. & White Rock Rd.

9/19/2003

	EBL	EBP	NBL	NBT	SEB	SEB
Lane Configurations	↖			↗	↗	
Sign/Control	Stop			Stop	Stop	
Volume (veh/h)	135	17	27	160	310	203
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	147	18	29	174	337	221
Volume Total (vph)	165	203	558			
Volume Left (vph)	147	29	0			
Volume Right (vph)	18	0	221			
Red (s)	0.1	0.1	0.2			
Departure Headway (s)	5.7	5.0	4.4			
Degree Utilization, x	0.26	0.28	0.68			
Capacity (veh/h)	579	684	796			
Control Delay (s)	10.7	10.0	16.4			
Approach Delay (s)	10.7	10.0	16.4			
Approach LOS	B	B	C			
Delay			14.0			
HCM Level of Service			B			
Intersection Capacity Utilization			47.1%			
ICU Level of Service						A



November 21, 2003

Tom Allen, Vice President
The Spanos Corporation
1341 West Robinhood Drive Suite B9
Stockton, CA 95207

**RE: TRAFFIC IMPACT STUDY FOR RANCHO CORDOVA APARTMENTS
NEW SITE PLAN ACCESS ON LAURELHURST**

Dear Tom:

I have received the new site plan map for your project from Gary Laski. It is my understanding that the site will allow egress access to Laurelhurst Drive from the north end of the project site. Based on my review of the plan, the changes will have no significant impact to how traffic will travel on Laurelhurst Drive. Figure A.1 shows the project site and surrounding street system with the pm peak hour traffic volumes from the project assigned to the roads (compared to Figure 8 of the original report).

With the new access on the north end now allowing outbound traffic (but no inbound movements), the only changes are that a small portion of the internal outbound apartment traffic will shift to the north exit. Since the outbound volume is small at the north driveway (7 vehicles per hour), these changes will be insignificant to the operation of traffic on Laurelhurst Drive. There will be no changes to the results in our original traffic study, dated September 17, 2003.

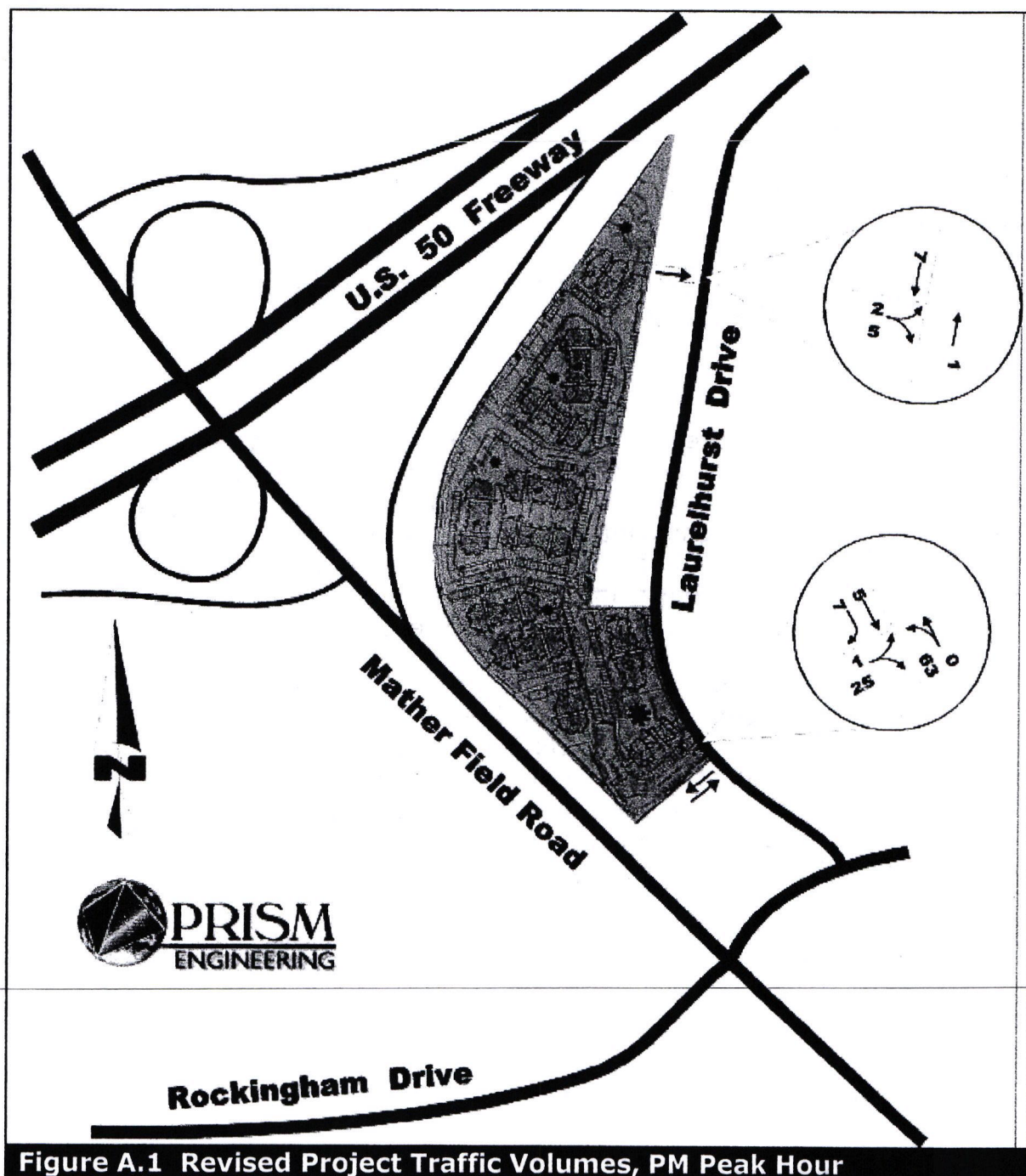
If you have any questions, please do not hesitate to call me.

Sincerely,
PRISM Engineering

A handwritten signature in black ink, appearing to read "Grant P. Johnson".

Grant P. Johnson, PE, PTOE
Principal





CITY OF RANCHO CORDOVA

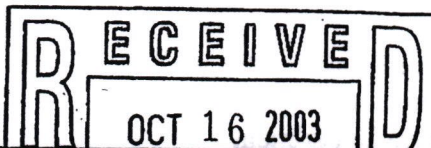
3121 Gold Canal Drive • RANCHO CORDOVA, California 95070

Tel: 916.942.0222 • Fax: 916.853.1680 •

www.cityofranhocordova.org

Planning

(916) 942-0279



Date: October 14, 2003

To:

City Departments

- ☒ Building Insp. – Tom Trimberger
☐ City Attorney – Adam Lindgren
☒ Public Works – Cyrus Abhar
☒ Public Works – Marilyn Phelps*
☒ Sanitation District – Jeff Atteberry*
☒ Drainage – Mark Rains*
☒ Transportation – Jeff Clark*
☐ Landscape Design/Trees – Jim Schubert*
☒ Water Supply – Jody Hashigami
☒ Infrastructure Finance – Richard Blackmarr
☒ Finance – Gene Albaugh
☒ Comm. Enhance – Yvonne DeHaan
☒ Police Dept. – Jeff Rodriques*

Cordova Recreation and Parks Dist.

- ☒ Parks – Jerry Steinke*
Metro Fire
☒ Fire – Brian Clark*

Sacramento County

- ☐ Env. Health – Steve Kalvelage
☐ Env. Haz Mat – Anthony Chu
☐ Ag. Commission – Frank Carl

State Agencies

- ☐ CRWQCB
☐ CALTRANS
☐ Dept. of Conservation
☐ Dept. of Fish & Game

Other☐PWA-DEPARTMENT OF WATER RESOURCESOther Agencies

- ☐ CA American Water Co.
☐ Southern CA Water Co.
☒ FCUSD – Geri Wickham
☐ EGUSD – Marnie Rosenstein
☐ SCUSD – Jim Dobson
☐ Regional Transit – Azadeh Doherty
☐ SACOG – Ken Hough
☒ PG&E – Steven Jones
☒ Pacific Bell – Cheryl Summers
☒ SMAQMD – Art Smith
☒ SMUD – Ernie Taeys*
☐ Postmaster

*requests full size maps

Project Description

The following application has been submitted to the Planning Department:

Application Number: RC 03-041

Application Title: Rancho Cordova Apartments

Assessor's Parcel Number: 077-0040-022, 077-0121-001, 077-0121-002

Property Address/Location: Laurelhurst Drive

Project Description: The construction of a 208 Unit rental apartment community approx. 11.0 acres located at the southeast corner of Mather Field Road and U.S. 50. The applicant is requesting a Special Development Permit for exceptions to the development standards for multi-family residential, and a Development Plan Review.

Application Completeness/Project Conditions

If there is any additional information required to evaluate and prepare conditions for the project, please send me a list of these items within two weeks.

This Project: ☐ Will not be discussed at a Project Coordination Meeting
☒ Will be discussed at the Project Coordination Meeting on (date to be determined)

Please send your comments to me by November 10, 2003. (Please e-mail a copy of your comments to the Project Planner) If we do not receive a response by this date, we will presume that your agency has "no comment." If you require additional time for review, please contact me.

Sincerely,

Kathleen Franklin (kfranklin@cityofranhocordova.org)
 Rancho Cordova Planning

Comments are: ☐ Attached ☐ No comment

Water Resources-Water Supply Section has reviewed the following application and submits **NO COMMENTS**. Contact Jody Hashigami if you have any questions.
 874-4256 HashigamiJ@saccounty.net

Signature, date

Print Name and Title

October 30, 2003

Kathlee Franklin, Planner
City of Rancho Cordova
Planning Department
3121 Gold Canal Drive
Rancho Cordova, CA 95670

RECEIVED

NOV 6 2003

RANCHO CORDOVA RECEIVED

NOV 06 2003

RANCHO CORDOVA
PLANNING

City Council

David Roberts
Mayor

Linda Budge
Mayor Pro-Tempore

Robert McGarvey
Councilmember

Kenneth Cooley
Councilmember

David Sande
Councilmember

RE: APPLICATION #RC 03-041, Rancho Cordova Apartments

Dear Kathleen:

The Sacramento County Sheriff's Department requests that the following conditions be appended to the subject application:

LOCATION/STREET LAYOUT/ADDRESSING/FACILITY NAME:

- The proposed name of this project, Rancho Cordova Apartments, is currently in use by another complex. The name shall be changed to eliminate confusion for public safety dispatchers and responding personnel. The other complex is located on Coloma Road, between Benita and McGregor.
- All gates shall meet Sacramento County Fire Code specifications for accessibility, and be equipped with all access devices for public safety access.
- Building numbers shall be posted on each building in locations and heights as to allow visibility by responding public safety personnel.
- A lighted monument sign shall be placed inside the main access gate identifying building numbers and corresponding apartment numbers located in that building.

LANDSCAPING:

- Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fences and property lines and under vulnerable windows. A partial list of suggested materials is available from the Sheriff's Department upon request.
- All curbs shall be vertical in design. Rounded curbs shall be avoided whenever possible.
- The proposed tot-lot appears to be located in an area that has minimal natural surveillance. This lot shall be either:
 - Moved to a more visible location within the property; or
 - Design the modesty walls of all facing apartments to allow for maximum visibility to the tot lot area.

Shared, community use areas need to have a sufficient amount of natural visibility in order to be safe for young children to play in.

FENCING/ACCESS CONTROL

- Vertical wrought-iron fencing material shall be used for all fences between private lots and open space, parks, right of ways, or other public access land. This is to allow visibility to those areas and encourage residents to view activities in those areas. In

3121 Gold Canal D
Rancho Cordova
CA 95670

Phone 916.942.0222
Fax 916.853.1691

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addition this will make those areas less attractive to loiterers and others who wish to use those locations for criminal or mischievous purposes.

City Council

David Roberts
Mayor

Linda Budge
Mayor Pro-Tempore

Robert McGarvey
Councilmember

Kenneth Cooley
Councilmember

David Sande
Councilmember

LIGHTING

- There shall be on-site lighting to allow for adequate visibility by residents, law enforcement, and passersby during nighttime hours.
- All lighting fixtures shall be of a type and kind to resist breakage and other vandalism.
- Parking areas, roadways, and driveways shall be illuminated with high intensity discharge lighting with sufficient wattage to provide adequate illumination to provide a safe, secure environment for persons, property, and vehicles on site. Such lighting shall be equipped with vandal-resistant covers and photocell control. A lighting level of .25 to .50 foot-candles, maintained at ground level, is required for the site in general; entry intersections should be .50 or greater.

BUILDING DESIGN

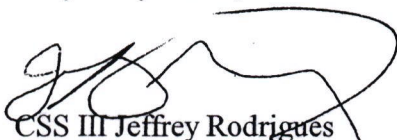
- All private patios shall be enclosed utilizing vertical wrought iron or other materials that will allow for maximum visibility to the common areas of the complex. This will provide for natural visibility that will increase residents' perception and feeling of safety. Please note that vertical wrought iron, specifically, is not being required, but any design or material that will allow for visibility into and out from, each patio and apartment.

LAW ENFORCEMENT STAFFING

- Based on City of Rancho Cordova residency estimates of 2.9 people per home, the Sheriff's Department will require an additional .60 officers to maintain the 1 to 1000 officer/population staffing level.

If you should have any questions regarding the above conditions, please feel free to contact me anytime at 875-5852.

Very Truly Yours,



CSS III Jeffrey Rodriguez
Crime Prevention Specialist

Sacramento County Sheriff's Department, East Division

3121 Gold Canal D
Rancho Cordova
CA 95670

Phone 916.942.0222
Fax 916.853.1691

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CITY OF RANCHO CORDOVA

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Planning

(916) 942-0279

Routing / Comment Sheet

Date: October 14, 2003

To:

City Departments

- ☒ Building Insp. – Tom Trimberger
- ☐ City Attorney – Adam Lindgren
- ☒ Public Works – Cyrus Abhar
- ☒ Public Works – Marilyn Phelps*
- ☒ Sanitation District – Jeff Atteberry*
- ☒ Drainage – Mark Rains*
- ☒ Transportation – Jeff Clark*
- ☐ Landscape Design/Trees – Jim Schubert*
- ☒ Water Supply – Jody Hashigami
- ☒ Infrastructure Finance – Richard Blackmarr
- ☒ Finance – Gene Albaugh
- ☒ Comm. Enhance – Yvonne DeHaan
- ☒ Police Dept. – Jeff Rodriques*

Cordova Recreation and Parks Dist.

- ☒ Parks – Jerry Steinke*
- Metro Fire
- ☒ Fire – Brian Clark*

Sacramento County

- ☐ Env. Health – Steve Kalvelage
- ☐ Env. Haz Mat – Anthony Chu
- ☐ Ag. Commission – Frank Carl

State Agencies

- ☐ CRWQCB
- ☐ CALTRANS
- ☐ Dept. of Conservation
- ☐ Dept. of Fish & Game

Other

☐

Other Agencies

- ☐ CA American Water Co.
- ☐ Southern CA Water Co.
- ☒ FCUSD – Geri Wickham
- ☐ EGUSD – Marnie Rosenstein
- ☐ SCUSD – Jim Dobson
- ☐ Regional Transit – Azadeh Doherty
- ☐ SACOG – Ken Hough
- ☒ PG&E – Steven Jones
- ☒ Pacific Bell – Cheryl Summers
- ☒ SMAQMD – Art Smith
- ☒ SMUD – Ernie Taeys*
- ☐ Postmaster

*requests full size maps

Project Description

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Application Number: RC 03-041
Application Title: Rancho Cordova Apartments
Assessor's Parcel Number: 077-0040-022, 077-0121-001, 077-0121-002
Property Address/Location: Laurelhurst Drive
Project Description: The construction of a 208 Unit rental apartment community approx. 11.0 acres located at the southeast corner of Mather Field Road and U.S. 50. The applicant is requesting a Special Development Permit for exceptions to the development standards for multi-family residential, and a Development Plan Review.

Application Completeness / Project Conditions

If there is any additional information required to evaluate and prepare conditions for the project, please send me a list of these items within two weeks.

This Project: ☐ Will not be discussed at a Project Coordination Meeting
☒ Will be discussed at the Project Coordination Meeting on (date to be determined)

Please send your comments to me by November 10, 2003. **(Please e-mail a copy of your comments to the Project Planner)** If we do not receive a response by this date, **we will presume that your agency has "no comment."** If you require additional time for review, please contact me.

Sincerely,

Kathleen Franklin (kfranklin@cityofranhocordova.org)
Rancho Cordova Planning

Comments are: ☐ Attached ☒ No comment

Gene Albaugh 10-15-03
Signature, date
Gene Albaugh, Director of Finance
Print Name and Title



October 20, 2003
E225.000

0545 Armstrong Avenue

lather

alifornia

5655

Tele: [916] 876-6000

ax: [916] 876-6160

Website: www.csd-1.com

Kathleen Franklin
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

RECEIVED

OCT 23 2003

RANCHO CORDOVA
PLANNING

Dear Ms. Franklin:

Subject: Project Name: Rancho Cordova Apartments
APN: 077-0040-022, 077-0121-001 And 077-0121-002
Control No. RC 03-041

Board of Directors

County of Sacramento

Roger Dickinson

ella Collin

uriel P. Johnson

Roger Niello

on Nottoli

City of Citrus Heights

Leannie Bruins

City of Elk Grove

Sophia Scherman

ty of Folsom

Kerri Howell

ty of Rancho Cordova

Dave Roberts

ty of Sacramento

Heather Fargo

Cheryl Creson
Agency Administrator

bert F. Shanks
District Engineer

arcia Maurer
Chief Financial Officer

Wendell H. Kido
District Manager

ary K. Snyder
Collection Systems Manager

County Sanitation District 1 (CSD-1) has reviewed the subject documents and has the following comments.

CSD-1 Conditions:

Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.

Preliminary analysis shows that the sanitary trunk sewer facilities available to serve this project are capacity constrained. As part of the project and subject to approval of CSD-1, the applicant shall upgrade the S-35 existing pump station (located on Portsmouth Drive) and construct a new outfall to the Folsom Interceptor near Mather Field Road and Folsom Blvd. Other potential methods of relieving the capacity constraint will be reviewed and, if found acceptable, may approved by CSD-1. Preliminary analysis indicates that this work could be reimbursable by CSD-1.

In order to obtain sewer service, construction of public sewer is expected to be required. Sewer easements will be required. Trunk sewer design and construction may be reimbursed by CSD-1 under the terms of a Reimbursement Agreement. Collector sewer design and construction may qualify for reimbursement under the terms of a Participation Agreement. Prior to initiating design of any sewer facility, contact CSD-1 for details. It will be necessary to schedule a meeting to discuss reimbursement requirements with appropriate CSD-1 staff prior to any design. Failure to strictly comply with the provisions of the CSD-1 Ordinances may jeopardize all sewer reimbursement.

Kathleen Franklin
October 20, 2003
Page 2

Sewer easements will be required. All sewer easements shall be dedicated to CSD-1, in a form approved by the District Engineer. All sewer easements shall be 20 feet in width and ensure continuous access for installation and maintenance.

Access through the proposed gate shall be 24 hours/day and shall meet CSD-1 standards for accessibility.

Abandon the existing easement for the 8 and 10-inch collector sewer line that runs through the subject property and establish a new easement, in a form approved by the District Engineer.

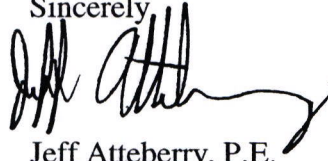
Physical abandonment of the existing 8 and 10-inch collector sewer pipeline that runs through the subject property shall be to the satisfaction of the District Engineer. Construction methods shall recognize the need for the District to provide uninterrupted service to upstream users.

CSD-1 Advisories:

Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

If you have any questions regarding these comments, please call Joyce Ferguson at 876-6098 or myself at 876-6094.

Sincerely



Jeff Atteberry, P.E.
Local Sewer Engineering

JA/JF:dg

cc: Christoph Dobson
Tom Allen
The Spanos Corporation
1341 W. Robinhood Drive, B-9
Stockton, CA 95207

CITY OF RANCHO CORDOVA

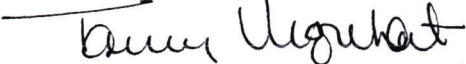
Inter-Agency Correspondence

October 20, 2003

To: Kathleen Franklin, Planning Department
3121 Gold Canal Drive
Rancho Cordova, CA 95670

RECEIVED

OCT 23 2003


From: Tammy Urquhart, Associate Civil Engineer
Transportation Planning Section

RANCHO CORDOVA
PLANNING

Subject: RANCHO CORDOVA APARTMENTS
Special Development Permit and Development Plan Review
Control No.: RC 03-041
APN: 077-0040-022, 077-0121-001, 077-0121-002
Thomas Bros.: 299-F4
Location: Laurelhurst Drive

The Transportation Planning Section has reviewed the above referenced project and recommends the following conditions of approval relating to right-of-way, access, and improvement requirements:

The size, number, and location of driveways shall be to the satisfaction of the Department of Public Works. Note: A driveway width of 35 feet, excluding a maximum median width of 10', shall be provided on Laurelhurst Drive.

The access control gates must be designed to the satisfaction of the Department of Public Works, the Planning and Community Development Department, the County Sanitation District 1, the City of Rancho Cordova Police Department and the Fire Prevention Bureau.

Please contact LD&SIR for additional improvement requirements.

If you have any questions, please call me at 874-5677.

TLU

c: Jeff Clark



RICK MARTINEZ
Fire Chief

Sacramento Metropolitan Fire District

3012 Gold Canal Drive • Rancho Cordova, CA 95670 • Phone (916) 942-3390 • Fax (916) 942-3400

12 November 2003

City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, California 95670
Attention: Kathleen Franklin

RE: Application Number: RC 03-041
Project Name: Rancho Cordova Apartments
Fire District Number: 2003-3041

Dear Ms. Franklin:

The Sacramento Metropolitan Fire District has reviewed the preliminary plans and specification for the proposed development. Based on this review, the following specific comments have been noted:

1. The proposed emergency only access at Malos Way needs to be changed to a public accessible point of entry to, and egress from the project.
2. Every building shall be accessible to fire district fire apparatus by means of an all-weather driving surface designed to meet Traffic Index 5.5. The access shall be a minimum of 20 feet wide and have a minimum turning radius of 38 feet inside and 58 feet outside. The minimum vertical clearance for fire access lanes is 13 feet 6 inches. The access roadways are to be extended within 150 feet of all portions of the exterior walls of the first story. Dead-end fire department access roads in excess of 150 feet shall be provided with an approved means for turning around the fire apparatus. This fire apparatus access lane and turnaround shall be identified in accordance with the California Vehicle Code. The access roadways are to be provided prior to any construction or storage of combustible materials on site.

Buildings 2, 3, 4, and 6 do not comply with this requirement.

The following is general information that applies to this project:

3. All buildings are to be protected by automatic fire sprinkler systems designed and installed in accordance with NFPA Standard 13.

4. Approved fire hydrants, capable of delivering the required fire flow are required to be installed prior to combustible storage or construction, with a maximum spacing of 300 feet.

5. The following plan submittals to the fire district are required:

- Civil engineering (site) plans
- Architectural (building) plans
- Under ground fire service plans
- Fire sprinkler plans
- Fire alarm plans

Further requirements will be delineated during the review of these submittals.

If I may answer any questions or be of any assistance, please feel free to contact me at (916) 942-3324, Monday through Thursday.

Sincerely,

Russell B. Blair, Supervising Inspector

cc: Inspector Magee
File

**COUNTY OF SACRAMENTO
INTER-DEPARTMENT CORRESPONDENCE
DEPARTMENT OF WATER RESOURCES**

MEMORANDUM

Date: December 22, 2003

TO: Kathleen Franklin

FROM: Mark Rains

PROJECT NAME: Rancho Cordova Apartments Special Development Permit

CONTROL NUMBER: RC 03-041

A.P.N.: 077-0040-022, 077-0121-001, 077-0121-002

COMMENTS SECTION:

1. FEMA Flood Zone: X
Panel No. 060262-0210
Date: 7/6/1998 9/30/1988 2/4/1998
2. Watershed: Boyd Creek

CONDITIONS OF APPROVAL:

If the project is approved, the subject application should be conditioned on the following:

1. STD#190 (I,E,F)- Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code. This will include, but not be limited to, a channel access ramp easement to the satisfaction of the County of Sacramento Department of Water Resources Operations and Maintenance section, attention: Todd Peterson 875-6331.
2. Incorporate stormwater quality measures in conformance with applicable County ordinances & standards, and state and federal law pursuant to Table 2-1 of the County of Sacramento "Guidance Manual for On-Site Stormwater Quality Control Measures."
3. A Notice of Intent (NOI) must be filed with the state Water Resources Control Board prior to construction to obtain coverage under the State's General Construction Activity Stormwater Permit. As a condition of the General Permit, a Stormwater Pollution Prevention Plan (SWPPP) must be developed for the project.

C:\Documents and Settings\Kathleen\Local Settings\Temporary Internet Files\OLKB\RC 03-041 Rancho Cordova Apartments Spec Dev Permit1.doc

C:\Documents and Settings\Kathleen\Local Settings\Temporary Internet
Files\OLKB\RC 03-041 Rancho Cordova Apartments Spec Dev Permit1.doc

Chandresh & Anu Kumar
3155 Laurel Hurst Drive
Rancho Cordova
Ca 95670

City of Rancho Cordova
Planning Department
3121 Gold Canal Drive
Rancho Cordova
Ca 95670

15th December 2003

Reference to Project Location on Laurel Hurst Drive

We are very concerned about another apartment being proposed to be built on Laurel Hurst; several apartments and duplexes surround this street. In our opinion and by living on the same street for over 4 years, by building another better, gated community will not help.

Instead many residents do not have transport to entertain their children, if a park for children was built would be more beneficial to this neighborhood.

There have been so many bad things happening in this area and again building an apartment is just like overcrowding this area.

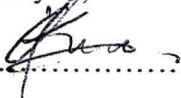
Though there is Hagan Park, which is not in a working distance for parents to entertain their children. Also white Rock park is a little far from here.

No matter how nice of an apartment is built here, the crime rate will increase.

To be as resident on this street, there is no respect by pedestrians; my neighbors and I have been victim of vandalisms, vehicle theft. We don't have any conflict with anyone and we know our neighbors too.

Looking forward some better development, which will benefit our neighbor hood.

Thank you,


.....

Chandresh & Anu Kumar

RECEIVED
DEC 15 2003

BY: KO

Robert Stirling

10413 Abington WY
Rancho Cordova, CA 95670
(916) 361-3118
(916) 207-5355

December 10, 2003

Re: Rancho Cordova Apartments; Control # RC-03-041

Dear Members of the Council:

My Neighbors and I submit the following information in opposition of the proposed project to construct a 208-unit complex.

INTRODUCTION

The citizens of the Cordova Towne #5 Subdivision have grave concerns with the proposed Rancho Cordova Apartments, Control Number RC-03-041, with the proposed location of the north Side of Luarelhurst Drive. Our concerns arise because of the overall impact on the community, traffic, public school systems, the environment and specifically, the traffic impact study, the negative declaration and the reports that it is derived from. At best, these reports appear to be summary in nature and fail to adequately analyze all of the potential impacts to the community and neighborhood. Moreover, both the traffic impact report and the negative declaration only address half of the potential impacts to the community. Thus, we recommend and respectfully request that the Cordova Community Advisory Council deny approval of this project pending a more thorough, objective and comprehensive analysis.

TRAFFIC IMPACT STUDY

Initially the Traffic Impact Study prepared by Prism Engineering, Grant P. Johnson, is inconclusive and emphasizes only half of the total traffic impacts that the potential project poses, meaning that it is not a reliable analysis.

December 10, 2003

Sincerely,

A handwritten signature in black ink, appearing to be 'R. Stirling', followed by a large, stylized circular flourish.

Robert Stirling

Robert Stirling

10413 Abington WY
Rancho Cordova, CA 95670
(916) 361-3118

November 13, 2003

Re: Rancho Cordova Apartments; Control # RC-03-041

Dear Members of the Council:

My Neighbors and I submit the following information in opposition of the proposed project to construct a 208-unit complex.

I. INTRODUCTION

The proposed project will cause substantial detriment to the community. Specifically, it will unduly tax the subdivision's utilities; police fire resources and city personnel; cause significant safety issues; negatively impact the environment and unreasonably increase traffic congestion in neighboring streets.

Therefore, for the reasons set out below, the Community Planning Advisory Council should make a recommendation to the County of Sacramento Planning and Community Development Department to reject the application to construct the above-referenced apartment complex.

II. INCOMPLETE PROJECT PLANS AND ANALYSIS

Presently, far the only information, plans or analysis that has been publicly released concerning the proposed project are the plans submitted by A.G. Spanos Corporation. None of the following documents have been released to the public, and as such, any opposition to the proposed project cannot be comprehensive and can only be summary in nature.

Specifically the documents necessary but unavailable are:

-
- (1) traffic studies,
 - (2) planning or analyses in determining whether the utilities will be able accommodate the proposed new residents,
 - (3) analyses of overall cost to the community,
 - (4) environmental impact analyses or
 - (5) any type of consultant's analyses.

III. AREAS OF IMPACT

Traffic Analysis

For the proposed complex to be feasible, its existence in this residential community should not substantially increase traffic to such an extent as to render the neighboring streets insufficient to accommodate the traffic of the existing residence and the new residents of the proposed building. Generally, traffic is analyzed by determining the number of trips the average resident of an apartment makes in a day and then multiplying that figure by the number of units. Here the average number of trips is 1.5. When this figure is multiplied by the number of proposed apartments, a figure of 312 trips per day is reached. Approximately 80% of these trips will take place between the hours of 7:00 a.m. and 8:00 p.m., meaning that vehicles will travel the adjacent streets every minute and thirty seconds as a result of entering or leaving the proposed complex. Additionally, the figures used here are conservative, as the majority of the units of the proposed complex are two and three bedroom units and will probably have more than one mobile occupant. Moreover, the plans for the project include 408 parking spaces, which equates to over 400 trips per day. Under the above-analysis using the figure of 400 trips per day, a car will travel the neighborhood streets once every minute and twenty seconds, which is in addition to the existing traffic traveling the streets. Based on the above information a thorough traffic analysis needs to be conducted to address the impact the proposed complex will have on traffic congestion.

Utilities

For the proposed complex to be feasible, the complex must utilize vital community resources. In this instance, the subdivision's utilities will be taxed to unsafe conditions. For example, the sewer lines were built in the 1960's and with this large impact will have to be updated to handle the increased volume. Therefore, an analysis should be done to consider the adequateness of the current and future utility systems to accommodate the residents of the proposed project will bring.

Emergency Resources

The City Council, the Planning Commission and the community must take into consideration the impact that this project will have on the police and fire departments serving the community in which the proposed project will reside. Currently the Sacramento Sheriff's department responds to calls in this location. As a result of increased density the city must estimate the hiring of additional police and fire fighting staff.

Education

The proposed project includes two and three bedroom units. As such, an inference can be drawn that families and children will make up a substantial part of the population of the development. Currently the Folsom Cordova Unified School District is the primary public school system in the Rancho Cordova area. The Rancho Cordova School District has the highest ratio of children to teachers in the Sacramento County. Adding additional pupils to the public school system will only accentuate the high ratio of students to teacher, lowering educational standards unless adequate provisions to accommodate the increased student population are made.

Environmental Analysis

Even though the land contains the proper zoning; the addition of housing should not substantially negatively impact the environment. Generally, an increase in density results in increased pollution from traffic congestion. Moreover, because of the older sewer system in the Cordova Towne subdivision, an issue may arise as to the adequateness of the existing sewer lines to accommodate refuge from the proposed complex. This will present potentially disastrous results.

V. CONCLUSION

As the proposed project will cause a substantial detriment to the community, cause unreasonable traffic congestion, tax community resources, cause unsafe conditions, and render the neighborhood unreasonably dense, the Cordova Planning and Advisory Council should deny A.G. Spanos Corporation's application for a merger and special development permit. Alternatively, the Council should continue the decision of the application until such time as the City of Rancho Cordova and the Council are able to conduct the analyses described above.

Sincerely,



Robert Stirling

COMMUNITY COUNCIL REFERRAL

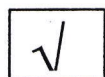
CONTROL NO.: RC-03-041

DATE: October 10, 2003

11/13

APPLICANT: The Spanos Corporation A.P.N.: 077-0040-022; 077-0121-001, 002 ZONING: RD-20 & RD-30
 ADDRESS: 1341 W. Robinhood Drive, Ste. B-9 CONTACT PERSON: Tom Allen COM. PLAN: _____
Stockton, CA 95207 TELEPHONE: 209-478-0140 GEN. PLAN: MDR

REQUEST: The applicant is requesting a Special Development Permit and Development Plan Review for the construction of a conventional 208-Unit rental apartment community on approximately 11.0 acres located at the southeast corner of the Mather Field Road and U.S. 50 overcrossing.



PRIMARY COMMUNITY COUNCIL

Cordova

ADJACENT COMMUNITY COUNCIL

(If Applicable)

HEARING

REVISED APPLICATION: ☐

DATE: _____

BODY: CORDOVA PLANNING ADVISORY COUNCIL

Planning Department

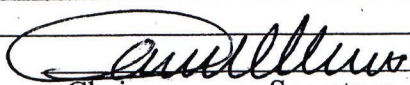
Project Manager: Kathleen Franklin

RETURN BY: _____

(Date)

ADVISORY COUNCIL COMPLETE THIS SECTION - PLEASE PRINT OR TYPE

- Meeting date(s) at which proposal discussed: 12/11/03
- Number of council members present: 10 Quorum: Yes ☒ No ☐
- Applicant notified of meeting(s): Yes ☒ No ☐ Applicant Present: Yes ☒ No ☐
- Neighbors Contacted: Yes ☒ No ☐
- Is the proposal compatible with the area or neighborhood in which proposed: Yes ☒ No ☐
- Summarized neighborhood response or reaction: MUCH CONCERN.
- Council motion on proposal: DAN SKOGLUND SECOND ~~LEE~~ DAVE SHIRA
- Council vote on motion: for: 6 against: 4 abstained 0 absent 1
- Comments on recommendation: ~~SEE~~


 Chairperson or Secretary

12/11/03
 Date

FOR ADDITIONAL SPACE PLEASE USE REVERSE SIDE

Return to: CITY OF RANCH CORDOVA
 PLANNING DEPARTMENT
 3121 Gold Canal Drive
 Rancho Cordova, CA 95670

Rancho Cordova Apartments

Rancho Cordova, California

A. G. Spanos Corporation

PROJECT DESCRIPTION

The proposal is for the construction of a conventional 208-unit rental apartment community on approximately 11.0 acres located at the southeast corner of the Mather Field Road and U.S. 50 overcrossing in the City of Rancho Cordova. The property is an infill site located within a mile of the former Mather Field AFB and is within close proximity to the Mather Field Road and U.S. 50 on/off ramps.

The main entrance to the project is located on Laurelhurst Drive with an emergency access driveway located on Malos Way. Both of the project's driveways are gated. All of the buildings are setback at least 80 feet from the property line of the adjacent residential homes.

The proposed project contains 10 buildings. One of the buildings is the single story recreation center which contains the on-site property management office and provides community recreational amenities. The remaining nine buildings are two and three stories in height and contain living units with 8 to 24 units per building. The unit mix is divided between five different floor plans ranging in size from 790 square feet to 1,454 square feet. There are 56 one bedroom/one bath units, 36 one bedroom plus den/one bath units, 108 two bedroom/two bath units and 8 three bedroom/two bath units. All units include nine foot high ceilings with crown molding, walk-in closets, laundry area with washer and dryer, kitchen with walk-in pantry, breakfast nook, living room and a private patio or balcony with an outdoor storage closet. The two bedroom units include two full size bathrooms and a fireplace in the living room of the top floor units.

The proposed development contains several major on-site recreational amenities. They include an outdoor swimming pool and heated spa, cardio-fitness center, billiards room, community room with kitchen, and computer/business center. Additional recreational amenities include a children's play area, sport court and picnic/barbecue area. There are 407 on-site parking spaces including 208 carports, 132 open spaces and 67 enclosed garages.

The proposed building architecture is French Normandy in style and appearance. The exterior elevations of the buildings have a two tone stucco finish on the walls with painted trim and accents. The exterior elevations on the ground floor have a wainscot treatment encompassing a smooth stucco finish with numerous accent joints and is dark in color, while the second and third floor have a rough stucco finish with no accent joints and is light in color. All of the buildings utilize wood frame construction with a concrete slab-on-grade floor. The roofing material is a flat, concrete slate shaped tile with integral color variations.

From: Ed Byrck

①

02 JAN 94

SUBJECT: APARTMENT PROJECT ON LAUREL STREET DRIVE

Honorable Council Members

Since I am unable to attend the 5 PM meeting about the apartment on my street, I have enclosed an opinion piece I wrote on the subject, for your review. Additionally, I have enclosed another article, part of which, I feel, need to be commented about.

First let's discuss traffic. Everyone on the developers side is saying adding 1400 trips per day won't impact the street. Remember we are talking about adding 1400 trips to existing traffic. Without counting the existing traffic 1400 cars in an 18 hr period (let's say most people are sleeping from 10pm-6am) is 78 more cars an hour added to our already high traffic rate. Note 2 cars every minute for 18 hours! It will probably be worse during commute hours. Have you seen the intersection of Richardson and Parker field rd lately at these times?

How could anyone say it (the project) won't impact traffic. Oh, by the way, the developer just to have a study done. So in which way do you think it was alerted?

I can't even begin to tell you how the developer knows everyone will ride their bikes to work. It's hard to believe an educated person would utter such a ridiculous statement.

I want about the size of the Merit. The developer says "young professionals" only, without children will live there. I beg to differ. I say that when he can't fill his place with "professionals" what he'll (and will) end up with is 4-5 college students and their cars and friends, packed into each apartment complex. *Would you folks want a 43 foot tall building across from your house? I don't either.

Tom Allen of Space Corp says "that because of the high quality construction and design, the on-site amenities" that our neighborhood will be improved by adding "longstanding" damage problems. The statement is wrong! The damage problems were solved years ago when the sewing added and enlarged storm drains on Thimblehurst Dr. So he is just pitching a sale. Don't listen! And what does he know about my neighborhood? Nothing! And I'd venture to say he wouldn't want this project in his neighborhood either.

Frankly I'm shocked by Curt Havers' remark about this project being an important work. Especially since he worked a stone throw away from my neighborhood for years. I guess he never noticed what the natives have done to my quality of life. This project won't help.

I am also really disappointed in Dan Spedward. He lives close to 2 great ~~big~~ complexes Cheesepark Commons & Bishop's Court. But his neighborhood isn't impacted because he doesn't get the traffic. Evidently he has not been in my neighborhood either but after seeing how he presented himself at these meetings I'm not sure he knows what is good for our city.

This project will create a larger, transient rental population for our city. We want people to live here not stay here for awhile. Just say no to apartments.

Additionally I would like to say that I believe this project violates state environmental laws and the developer may have violated the "California Environmental Quality Act" by not adequately considering alternatives to this proposed project. I also feel that the plan fails to adequately examine the impacts of the project on traffic as well as water, biological and other resources. I believe there is a better way to use the land.

I will close by saying that the people of this city have put our trust in you folks to do the right thing for us and our city. This project is clearly "the wrong thing for our neighborhood, our city, and the "Motherhood Rd" beautification project. I also suspect you folks to visit our neighborhood to see how we have to live, surrounded by all these rentals in apartments as well as houses that are rental. It's no fun at all. Then take a good look around Rincho Cordova, it's the apartment capital of the county. No more apartments!

Sincerely
Ed Bylicki

Ed Bylicki
3243 Laurelhurst Dr
Rancho Cordova CA 95670-5831

261-8224

CORPAC advances apartment project

By SHELLY BLANCHARD, Editor

The Cordova Community Planning Advisory Council (CORPAC) last week gave narrow approval to a 208-unit apartment complex on Laurelhurst Drive, over the objections of a contingent of Cordova Villa neighborhood residents.

On a 6-4 vote, CORPAC's recommendation that the project move forward came after a lengthy, and sometimes emotional, parade of neighborhood residents decried the effect of current apartment projects,

and said traffic congestion would be certain to worsen.

CORPAC is an advisory group only. Final say on whether it will be built will rest in the hands of the Rancho Cordova City Council, which will take it up on Jan. 5.

The project is being proposed by the A.G. Spanos Co., which built a luxury apartment complex in another unusual location in Rancho Cordova a few years ago - Cobble Oak Apartments. That complex hugs the Aerojet Road exit of Folsom Boulevard near the Folsom Automall.

Now, they are proposing another luxury complex be built on an 11-acre parcel bounded on the north by Highway 50 and on the south by Laurelhurst Drive.

Neighbors, already reeling from the impacts of other apartment complexes in the area, say the new project will overload their streets, impact Cordova Villa Elementary School and push down their property values. They would prefer a park or single family homes be built, although the property has long been zoned for multi-family use.

Tom Allen, of the Spanos company, said

the high quality construction and design, plus on-site amenities, will actually improve the neighborhood by solving longstanding drainage problems. At \$1,500 per month rent, those living in the apartments are likely to be young professionals without children who work in area business parks. While traffic will increase, it will not be as serious as some fear, he said.

But most of the neighbors in attendance say they've had enough.

Purchasing their homes there many

Please see **APARTMENTS A-14**

APARTMENTS: Too many now?

Continued from front

Purchasing their homes there many years ago for easy access to the Mather Air Force Base hospital and commissary, the have watched the base close and large numbers of standard apartment housing develop along their streets. One woman described watching regular drug dealing at the apartments.

"We're not NIMBY (not in my back yard), be we feel we've taken enough," said Courade Mayer, speaking for his mother Rosa, who has lived in the neighborhood for nearly four decades.

In the past years, the neighborhood has been surrounded by 10 apartment buildings and duplexes, he said. "It looks like a prison and its captives are single family homeowners." Other neighbors complained of parked cars from apartment crowding neighborhood streets.

"During the campaign (for incorporation) we talked about lowering the number of apartments and within six months of becoming a city, here we are, adding an apartment complex," Mayer said.

But Curt Haven, assistant to

the city manager of Rancho Cordova, said the talk during the campaign was to reduce substandard apartments and the luxury project being proposed is a housing choice not currently available in Rancho Cordova.

"This serves a mode of people who want this kind of choice, but we don't have it," he said. "We are losing this group of people we want to keep to Folsom and Elk Grove where this housing choice is available. This is an important niche."

CORPAC member Dan Skoglund, who moves from CORPAC to the Rancho Cordova Planning Commission this week, said the proposal is the right project for the location.

"The conditions in your neighborhood were not caused by you good people here tonight," he said. "The developer builds a good product that will increase your property values. This parcel is zoned for this."

Unhappy neighbors will get a second opportunity to air the project when it comes before the city council on Monday, Jan. 5 at City Hall, 3121 Gold Canal Dr.



Stop Laurelhurst project

Very rarely do I ever write a letter to whine about anything. But this is about something that should be brought to the forefront.

The open fields across from my home on Laurelhurst Drive were discussed at a CORPAC meeting on Nov. 13. It seems that developer Alex Spanos and the owner want to merge the two sections of this property and build a huge 208-unit apartment complex.

Unfortunately, many of my fellow neighbors didn't know about the meeting. Reason: CORPAC does not notify people who live more than 500 feet away from a project. Evidently, this project is far along, since the developer and his henchmen already had drawings of the completed project. Also, it appears that two of our city engineers were already involved at some level in this project.

I am, as were the two or three other homeowners present, gravely concerned about the horrible impact this project will have on our lives for years to come, if it is approved. Personally, I don't want a 42-foot high building across the street from my home. But I am concerned for more reasons than that.

Here are some points the developer brought up:

- Traffic won't be a factor. How ridiculous is that? 208 units (some 3 bedroom, 1,500 square feet) times a minimum of two cars each equals 416 cars. Even though the complex is slated for 400 parking spaces "we have adequate room." Right.
- 208 units times at least three people each equals 634 people and kids in a neighborhood with one overcrowded school and no park for any one to play or relax in.

Developers say "we have sport and city amenities" but they never mention the city council and city manager before any-thing else takes place.

• Again, asked about traffic the developer said "traffic won't be a factor since a vast majority of the residents will ride their bikes to work." How preposterous is that!

• When city engineers were asked about a traffic study they had no answers.

• The developer already has a price (\$1,500 per month) and a clientele (young professionals). Personally, I'd like to meet anyone that would spend \$18,500 on an apartment each year rather than go around the corner and buy a house for the same price.

• People again tried to explain to the council about traffic and safety concerns. The developer said "that isn't a problem as (the bikes again) we only have one entrance/exit to the property." It happens to be front of 3251/53 Laurelhurst Drive. Just think of the noise that will generate 24 hours a day.

• It was noted that fire access will be through a crash gate on Malos, a 40 foot long dead end street. Home smart is that? Actually, it was odd that more people were concerned about how to landscape Malos than about anything else so far.

• The developer said the fire department would really like to see apartments there as "once a year the dead grass burns." I want to meet that fireman. Because, in essence, he is saying he'd rather respond to an apartment fire than a park existed. No one had for a park existed. No one had an answer.

Let's look at some things that the council and city manager before any-thing else takes place.

• We need an environmental impact study.

• We need to do a traffic study.

• Air Quality Management needs to get involved. Traffic is increasing in the area daily adding noise and air pollution. This project won't help.

• The developer needs to go way back to the drawing board on the design. It's flawed and doesn't take the surrounding area into consideration.

• Let's discuss a rezoning to RD 5 and build some nice homes.

Anyone familiar with this area knows that within a mile of this site there is already an overabundance of apartments and duplexes. We don't need anymore, especially those that will eventually be sold and then Section 8 out so they can be filled up.

This project is, just as plain as day, a bad idea for our neighborhood and Rancho Cordova. The city hasn't even begun to tackle the problems all the rental property in the city has caused. This project will not help.

I could go on and on about some of the other ridiculous things the developer said, unfortunately, it's not funny for a neighborhood inundated with rental property already.

Ed Bylicki
Rancho Cordova

Editor's note: The item will be heard before CORPAC, an advisory group, at 7 p.m. Thursday, Dec. 11, at the Rockingham Sheriff's Station, 10361d Rockingham Dr. CORPAC meetings are the time and place for citizens to voice their concerns on local development projects under consideration.



City Council/Planning Agency Report

Date: January 5, 2004

Project: Anatolia Recreation Center
File: RC-03-02.
Request: Development Plan Review
Location: Southeast corner of Chrysanthy Blvd. and Anatolia Drive.
APN: 067-0300-009
Planner: Kathleen Franklin

<u>OWNER/DEVELOPER:</u>	<u>APPLICANT:</u>
Sunridge Anatolia LLC Eleni Tsakopoulous-Kounalakis 7700 College Town Drive, #101 Sacramento, CA 95826	Lennar Communities Don Barnett 1075 Creekside Ridge Drive, #110 Roseville, CA 95678

Staff Recommendation

1. Find that the Mitigated Negative Declaration prepared for the Anatolia Subdivisions I, II, and III, adopted by the Sacramento County Board of Supervisors, adequately addressed the environmental impacts for the project.
2. Adopt Resolution Number 3-2004 of the City Council of the City of Rancho Cordova approving the Development Plan Review for Project No. RC-03-053, subject to the findings and attached Elevations (Exhibit A), Site Plan (Exhibit B) and Conditions of Approval (Exhibit C).

Background

The application for a Conditional Use Permit to allow the proposed Anatolia Recreation Center was originally submitted to the Sacramento Planning Department prior to City incorporation. The project was then transferred to the City and the City Council heard and approved the Conditional Use Permit for the project on November 3, 2003. The project was not reviewed at that time for Development Plan Review. The City Council waived the obligation of the project to return for review to the Cordova Community Planning and Advisory Council (CorPAC) stating that CorPAC had already reviewed the project and the only necessary review would be before the Council.

Analysis:

The purpose of the design review process is to promote orderly and harmonious growth within the city. The following Design Concepts apply to non-residential

(commercial, office, industrial, and public/quasi-public) development. The City encourages:

- a) High quality building designs that consist of durable and maintainable materials and that provide visual interest and diversity to the community.
- b) Building designs that maintain human scale and interest.
- c) Use of an architectural style and or/theme for new non-residential development that is consistent for building elevations of a single structure or consistent among all buildings within an integrated development.
- d) Design of buildings or structures that is sensitive to the neighborhood character with regard to scale, architectural style, use of materials and bulk.
- e) Interesting and attractive architecture which includes varied relief of the facade elements and detailed articulation of the building features.
- f) Incorporate quality site design, including landscaping, signage and other elements of site design.

The proposed building has been designed to be French Country with high pitched roofs typical of this architectural style. The building, although being built for an institutional use, is more residential in style which will allow it to blend with the surrounding residential neighborhoods.

The architect for the project provided the following description of the proposed recreation center. The description of the proposed building explains the concept the applicants envisioned for the building and therefore has been included in the staff report for your review.

"The Anatolia Recreation Center is a mixture of French Country and Frontier styles in keeping with the project's "back story" involving an historic premise."

"From the first, the Recreation Center was conceived as a restored historic residence dating back to the late 19th century. Its owner was a French immigrant who catered to the cattle industry's need for smithery of all types. As such, the "home" originally housed both family and business. As viewed from the front, the left side of the building was the "main house" and the right side was the blacksmith's area. In fact, the fitness area was originally a covered outdoor work area for shoeing and hot blacksmithing."

"With this in mind, the "house" reflects traditional French themes such as high roof pitches, slate roofs, dormers, and stone chimneys, but with a heartier, bulkier feel. This more stout appearance results from the use of native materials, such as large timber from Sutter's mill, local volcanic and granite stone, and thick plastered stone walls. Another reflection of the home's regional flavor lies in the extensive use of verandahs to shade the home from hot valley summers. And of course, the use of iron railings, beam/corbel brackets, light fixtures, and shutter dogs were a must based on the owner's vocation."

"The building's color palette is understated and harkens back to its French roots, using middle tones of white/tans & light brown/grays. This more muted palette

also acts as a calming back drop to the more colorful landscape of the flowers the lady of the house originally tended."

The proposed outdoor recreation center will be located adjacent to a proposed neighborhood park. The park/recreation center interface has been designed to compliment each of the uses. Extensive landscaping for the project site is proposed with an adequate number of trees for shading provided in the open recreation areas as well as the required shading in the parking lots.

Environmental Analysis:

A Mitigated Negative Declaration was prepared for the Anatolia Subdivisions I, II, and III, adopted by the Sacramento County Board of Supervisors. This MND adequately addressed the environmental impacts for the project.

Financial Implications to City:

There are no significant cost implications to the City for this development.

Conclusion:

The project is well designed, the architecture is carried around all sides of the building and the architectural style and design will blend well with the surrounding neighborhood.

Recommended Motions:

1. "I move that the City Council find that the Mitigated Negative Declaration prepared for the Anatolia Subdivisions I, II, and III and adopted by the Sacramento County Board of Supervisors, adequately addressed the environmental impacts for the project.
2. "I move the City council adopt Resolution No. 3-2004 approving the Development Plan Review, along with the Elevations (Exhibit A), Site Map (Exhibit B) and Conditions of Approval (Exhibit C), and subject to the findings contained in Resolution No. 3-2004".

Attachments:

- A. Resolution approving the Design Review
- B. Project Plans

**The exhibit (s) or
attachment (s) for this item
is (are) on file in the City
Clerk's Office for review by
the public.**

Project Plans

**Council Members, please
find above item(s) attached
to your agenda packet.**

Agenda Item: 8

RESOLUTION # 3-2004

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING A DEVELOPMENT PLAN REVIEW
FOR THE ANATOLIA RECREATION CENTER
PROJECT # RC-03-053**

WHEREAS, Lennar Communities (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for a Development Plan Review for an 11,000 square foot Recreation Center at the southeast corner of Chrysanthy Boulevard and Anatolia Drive (APN 067-0300-009); and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the project was previously analyzed as part of the Mitigated Negative Declaration for the Anatolia Subdivision Maps I, II, thereby satisfying the requirements for the California Environmental Quality Act; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:

1. That the project site was adequately analyzed according to the Guidelines of the California Environmental Quality Act.

Finding:

The project site has been analyzed as part of a Mitigated Negative Declaration for the Anatolia Subdivision Maps I, II, and III in compliance with the California Environmental Quality Act (CEQA).

Evidence: The Sacramento County Board of Supervisors adopted the Mitigated Negative Declaration for the Anatolia Subdivision Maps I, II, and III. The private recreation center was addressed within the MND, therefore no further environmental review is required.

2. Approve the Development Plan Review subject to the Design Package (see Exhibit A) Conditions of Approval (see Exhibit B) and the following Findings:

Findings:

- a) High quality building designs that consist of durable and maintainable materials and that provide visual interest and diversity to the community.
- b) Building designs that maintain human scale and interest.
- c) Use of an architectural style and or/theme for new non-residential development that is consistent for building elevations of a single structure or consistent among all buildings within an integrated development.

- d) Design of buildings or structures that is sensitive to the neighborhood character with regard to scale, architectural style, use of materials and bulk.
- e) Interesting and attractive architecture which includes varied relief of the facade elements and detailed articulation of the building features.
- f) Incorporate quality site design, including landscaping, signage and other elements of site design.

Evidence The following justifies the findings above:

a – e) The architecture of the building is French Country and is residential in style. This style will blend well with the surrounding residential neighborhoods.

f) The proposed outdoor recreation center will be located adjacent to a proposed neighborhood park. The park/recreation center interface has been designed to compliment each of the uses. Extensive landscaping for the project site is proposed with an adequate number of trees for shading provided in the open recreation areas as well as the required shading in the parking lots.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 5th day of January, 2004.

AYES:

NOES:

ABSENT:

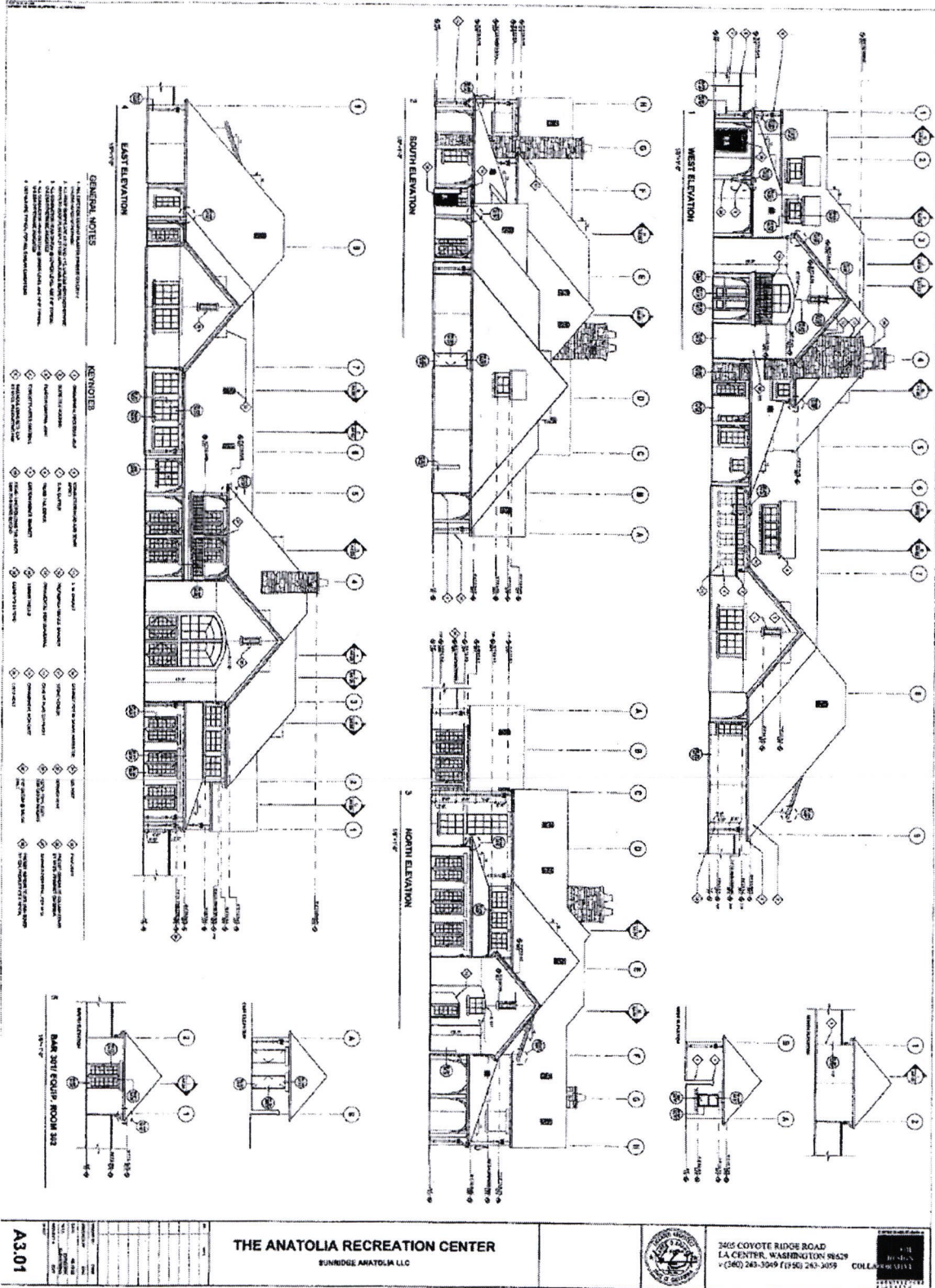
ABSTAIN:

DAVID ROBERTS, MAYOR of the
CITY OF RANCHO CORDOVA

ATTEST:

LILLIAN HARE
CITY CLERK

ELEVATIONS



A3.01

SITE PLAN

EXHIBIT B

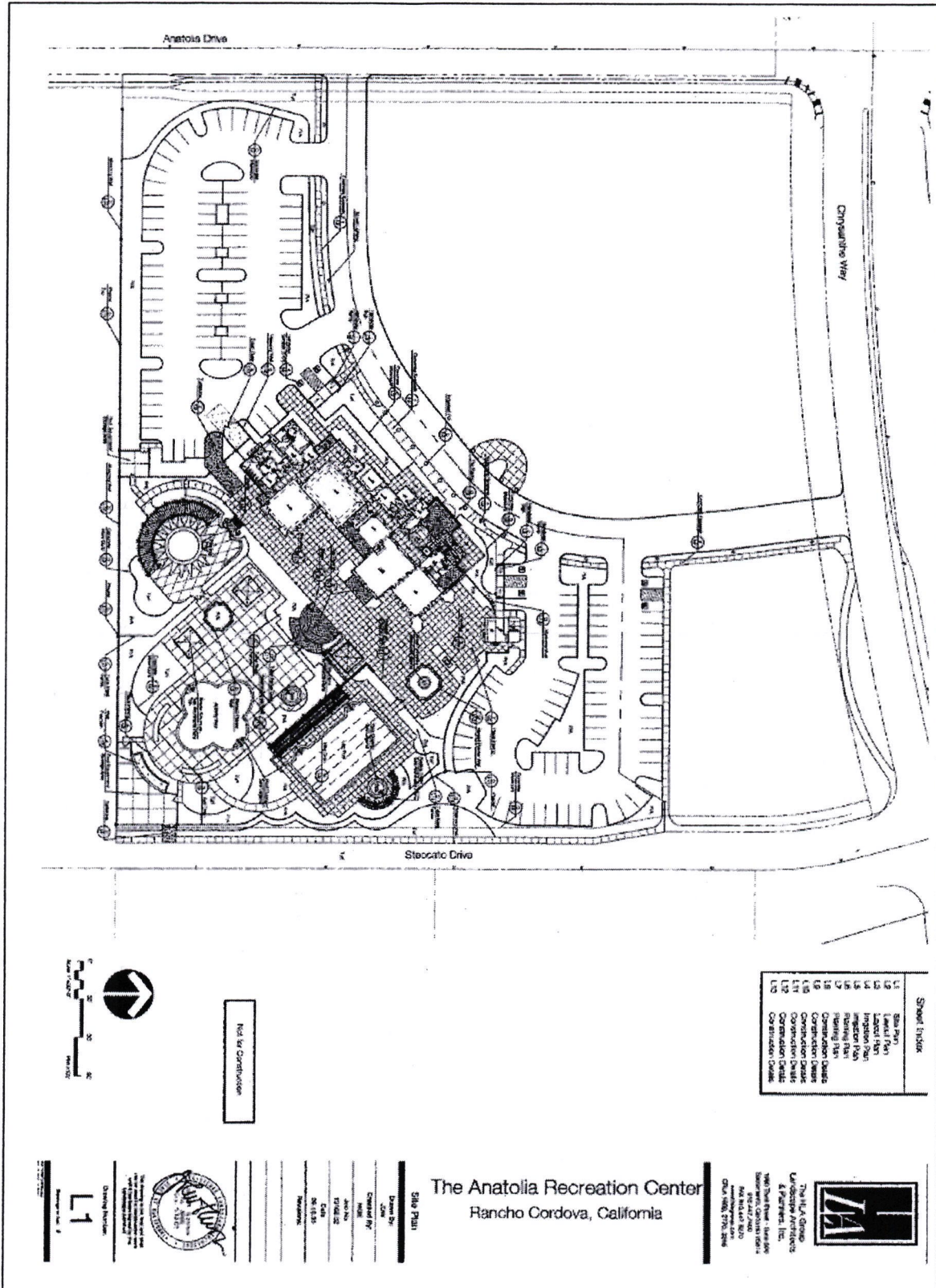


Exhibit C: Design Review Conditions of Approval for the Anatolia Recreation Center

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
1.	The project shall be constructed in substantial compliance with the approved plans (Exhibit A) adopted by the City Council dated January 5, 2004.	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	Planning	
	Prior to Issuance of Building Permits			
3.	The building shall be reviewed for architectural consistency with the approved plans by the Planning Director.	Prior to Building Permits	Planning	
	Prior to Issuance of Occupancy Permit			
4.	An inspection of the finished building and surrounding landscape for architectural compliance shall be conducted by the Planning Director.	Prior to Final Inspection	Planning	
5.	Install final site landscaping according to the approved plan. Planning Director, the total landscaping shall be installed within 12 months of occupancy.	Prior to Final Inspection	Planning	



City Council/Planning Agency Report

January 5, 2004

We don't have a CMU zone

Project: Sunridge Park, RC-03-001

Request: A Specific Plan Amendment to Rezone the existing zoning to RD-4, RD-5, RD-7, Commercial Mixed Use (CMU) and Open Space, and a Large Lot (14 Villages) and a Small Lot Tentative Subdivision Map for 801 single family lots within the SunRidge Specific Plan.

Location: Southside of Douglas Road, between Americanos Road and Jaeger Roads

APN: 067-0040-014 and 015

Planner: William Campbell, Principal Planner

APPLICANT/OWNER/DEVELOPER:	ENGINEER:
River West Investments 7700 College Town Drive #107 Sacramento, CA. 95826	Wood Rodgers 3301 C Street, Building 100-B Sacramento, CA 95816-3300

Recommendation

City Council approve Ordinance 1-2004 to amend the SunRidge Specific Plan Land Use Plan and Zoning as shown on Exhibit A; and approve the Resolution 1-2004 for the combined Large and Small Lot Tentative Subdivision Maps as designed, according to the Map (Exhibit A) and subject to the proposed Conditions of Approval/MMRP (Exhibit B).

Project Description

A Rezone to change the existing AG-20 Zoning to be consistent with the SunRidge Specific Plan, and a Large and Small Lot Tentative Subdivision Map to divide 244.2± acres into 14 large lot village areas, and a Small Lot Tentative Subdivision Map for 801 single family lots, 15 accessory lots for landscape corridors and pedestrian access. It is anticipated that the villages will be sold to individual home builders after the project is approved.

Setting

The project is bordered by Douglas Road to the north and Jaeger Road to the west and Americanos Road to the east. The power line corridor and extension of the wetlands preserve borders the southeastern edge of the project area. The following table provides the current use, General Plan/Community Plan designation and its Zoning:

	Existing Land Use	General Plan and Community Plan Designations	Zoning (SRSP)
Subject Property	Dry Pasture	Low Density Residential	RD-4, RD-5, RD-7, CMU and Open Space

North	Security Park and future Rio Del Oro Specific Plan		M-1
East	Dry Pasture	Low Density Residential	SRSP
South	Dry Pasture	Low Density Residential	SRSP
West	Dry Pasture	Low Density Residential	SRSP

Background

This project was originally submitted to Sacramento County in January of 2002, wherein the project was routed for agency comment and sent to DERA for environmental review. By July of 2003, the County had not processed the project beyond receiving the initial agency comment and very preliminary work on the environmental assessment. The applicant had contacted the City in mid July regarding their project and subsequently filed a new application with the City.

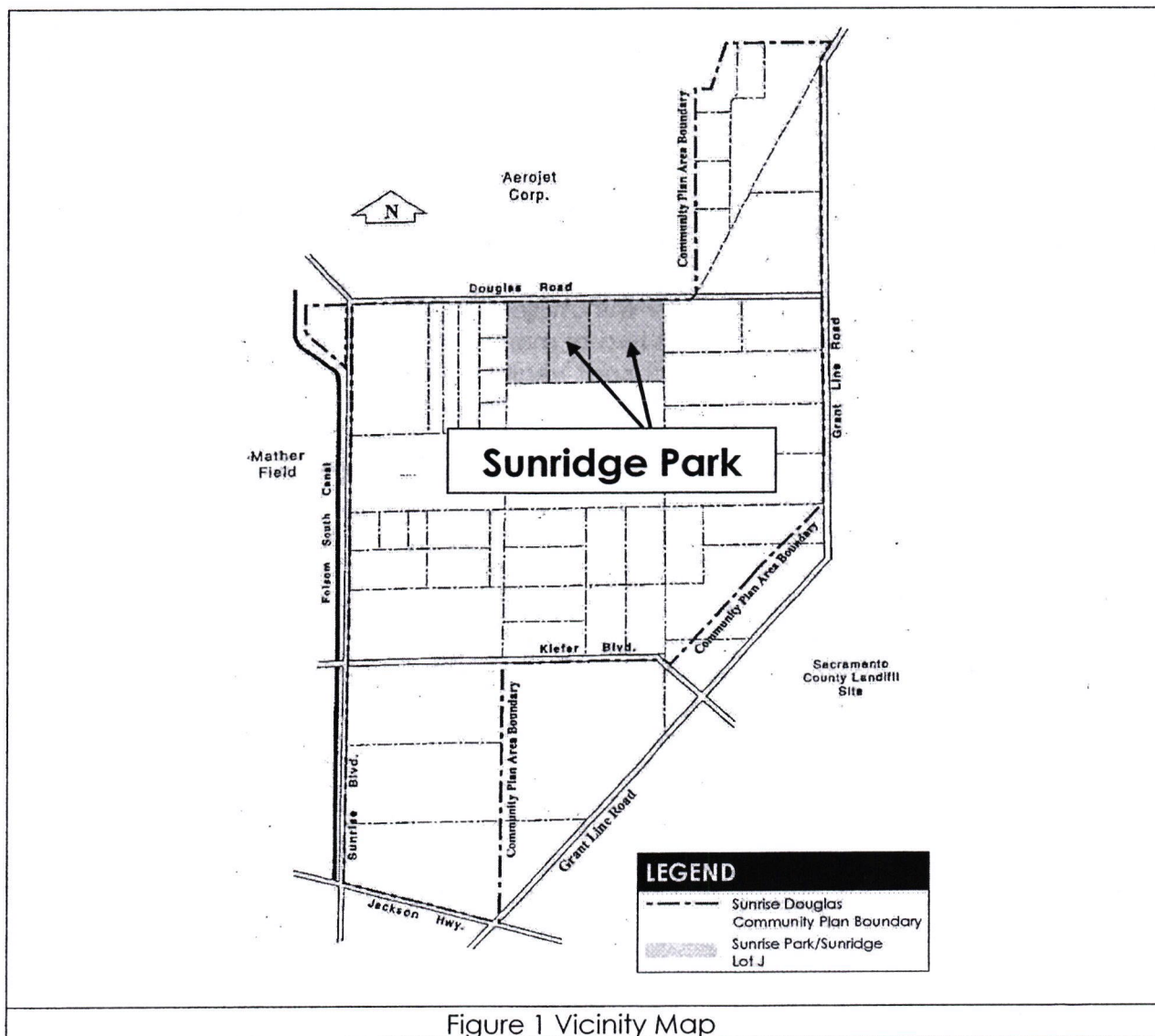


Figure 1 Vicinity Map

Analysis

Consistency with SunRidge Specific Plan (SRSP): The applicant is requesting a rezone of the AG-20 Zoning to be consistent with the SRSP (see Exhibit A of Ordinance 1-2004). At the time of the SRSP adoption, the subject property was under a Williamson Act Land Contract and could not be rezoned. Subsequent to the SRSP adoption, the Williamson Act Contract was removed from the property enabling it to be considered for development consistent with the Plan. The Sunridge Park project consists of a combined "Large Lot" and "Small Lot" tentative subdivision map that proposes to create 14 Large Lot villages, with the villages comprised of 801 single family lots designated as RD-4, RD-5, and RD-7 zones. The Map also creates the future Commercial Mixed Use area and the open space for the future park. This configuration is consistent with the Land Use Plan within the SRSP.

The Sunridge Park Tentative Subdivision Map is generally consistent with the adopted SunRidge Specific Plan, except for the proposed remainder lot. The remainder lot is proposed to address wetlands upon the project site and is discussed further in the following section on Wetlands. Figure 2 represents the proposed project and Figure 3 is the subdivision of the remainder lot in relationship to the proposed project. Figure 2 is the proposed Sunridge Park Subdivision Map that is attached and shown as Exhibit A of the Resolution 85-2004.

The subdivision generally provides for good circulation and the use of cul-de-sacs is minimized. The new 50 foot wide Primary Residential Street Section provides striped bike lanes on Streets 3 and 4 that will connect with major bike lanes located within the SRSP area. Additionally, each village provides two or more access points to the internal road system for neighborhood connectivity and vehicle traffic distribution along with promoting emergency vehicle access within the development.

Wetlands: Limited wetland areas have been delineated upon the project site. These wetlands fall under the jurisdiction of the U.S. Army Corps of Engineers and the Corps must issue a Section 404 permit before the wetlands may be disturbed. The applicant has created a single remainder parcel that encompasses all wetlands on the site, thus avoiding impacts to these wetlands as a result of approval of the tentative map. The remainder lot will be treated as a preservation area and managed under a maintenance agreement until such time as the necessary permits are obtained from the US Army Corps of Engineers. It is anticipated that the applicant will attempt to secure the required 404 permit and would then submit a second tentative map to divide the remainder parcel.

The lots backing to the remainder lot would be provided with an open metal fence. The developer will be required to enter into a maintenance agreement to protect the delineated wetlands. This management plan will also to reduce the risk of fires on adjacent residential lots by controlling the fuel loads within preserve areas. An independent entity, the Sunridge Conservancy, would administer the maintenance of the remainder lot until the property is subdivided or in perpetuity should the remainder lot become a permanent preserve.

duplexes?
CMA?

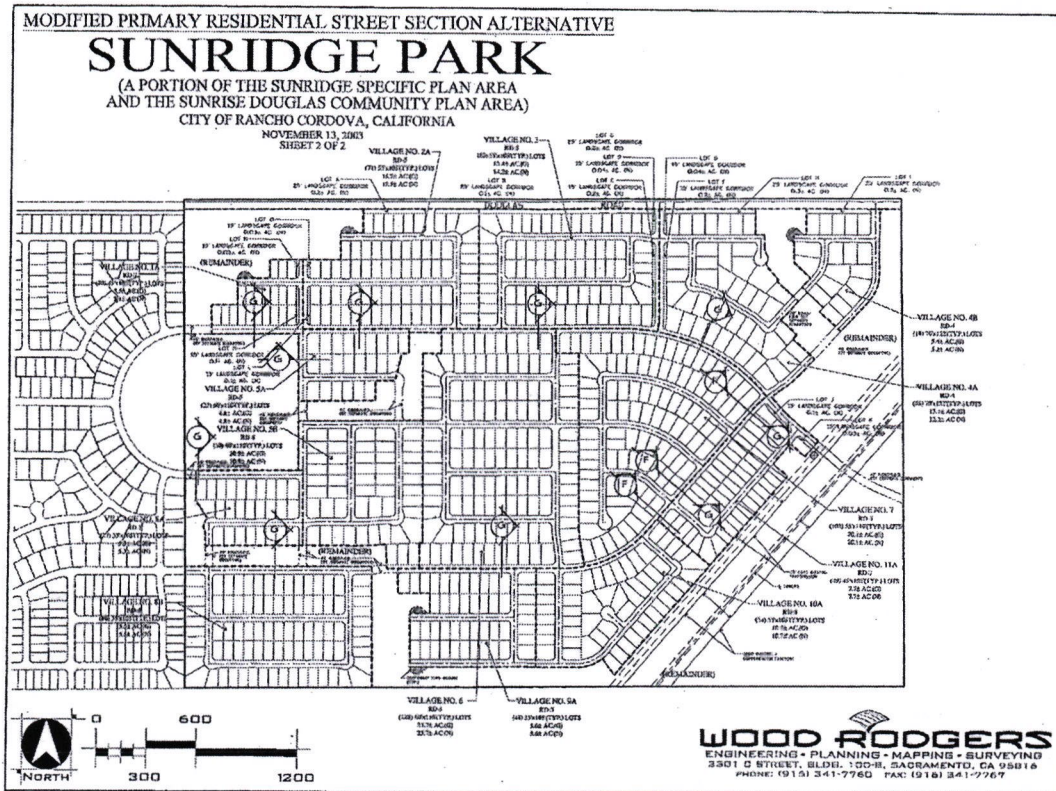


Figure 2 Proposed Project with Remainder Lot

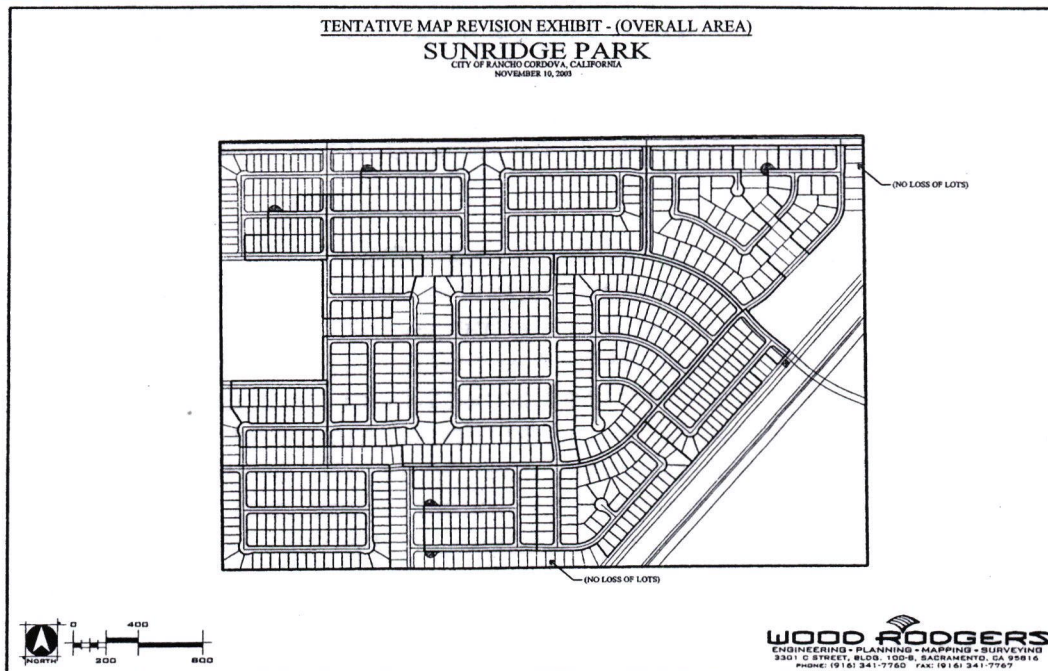


Figure 3 Remainder Lot Subdivided

Park Location: The developer and the Parks District have agreed to move the new park to the east of the project area. Due to the District's policy of not accepting dedicated park land within wetland and/or utility easements, the location of the park needed to shift to the east. The property owner to the east has been involved in the relocation and is supportive of the new design. The new park is approximately the same size as provided in the Specific Plan, however its new configuration accommodates a better site design for the youth soccer fields and soft ball diamonds, according to the Parks Master Plan.

Water Supply: The provision of an adequate and safe water supply was a primary issue discussed during the hearings on the SunRidge Specific Plan. Initial water supply for development in the SunRidge area will come from a proposed well field in the Vineyard area near the intersection of Florin Road and Excelsior Road (known as the "North Vineyard Well Field", now sometimes referred to as the "Excelsior Well Field"). That well field will be a part of the Zone 40 water supply system providing a conjunctive use water supply to meet future development demands within Zone 40.

The Water Supply Assessment was presented to the SCWA Board of Directors in public session on January 7, 2003. On that date, the SCWA Board approved the language for the future service agreements, and the SCWA Board approved a North Vineyard Well protection agreement. Each development will be required to enter into an agreement with SCWA and this developer has signed the agreement, but the Board has not formally adopted the agreement. A condition has been developed that will require the execution of the agreement, prior to the final map recordation.

Utilities: SMUD's comments and requested conditions were generally standard, except that they have identified the need for an electric substation in the southeastern corner of the project site. The proposed CMU Zoning would accommodate this use. The exact size and location shall be by mutual agreement between SMUD and the property owners and the City will retain design review of the perimeter wall and surrounding landscaping. The substation location would be secured at the time the remainder lot is subdivided.

Design Review: Within the provisions of the Specific Plan, design review for the new homes is established under a set of performance standards. The recent adoption of the City's Design Review Ordinance would expand the review of the project to site layout, street configuration and other amenities for the community. As previously mentioned, the relocation of the park has improved the connectivity of the improve parkland in the neighborhood to the wetland preserve. Additionally, the developer and staff have developed a modified Primary Residential Street section for Streets 3 and 4 that will provide an internal bike lane connection to Douglas Road and to the park. These changes were made voluntarily by the developer, in the spirit of meeting the future design direction of the new Ordinance.

Environmental Analysis

The key environmental issues for this project were addressed in a Mitigated Negative Declaration for Sunridge Park. The document was released for public review on November 12, 2003 and ran through December 12, 2003. The Mitigated Negative

Declaration includes site specific mitigation measures and references the mitigation measures within the MMRP prepared for the Specific Plan EIR.

Biological Resources: The SRSP EIR and subsequent Mitigated Negative Declaration for this project have addressed biological impacts of development related to wetlands, special species status, birds of prey and trees. Significant and potentially significant impacts were determined to be mitigated to less than significant levels for all biological resources, except wetlands. All the mitigation measures adopted for the Specific Plan were recorded in the master MMRP for the project and those mitigation measures are adopted by reference into every subsequent project after the adoption of the SRSP.

Wetlands: The applicant is proposing a plan that places the delineated wetlands into a remainder lot which serpentine through the project area. To date, the developer has not secured the 404 Permit to fill the wetlands. The current project is designed to comply with existing standards, should the 404 Permit not be obtained. As an interim measure, a maintenance plan will need to be established to administer the remainder lot during and after construction of the project. The developer has provided an ultimate plan that includes the wetlands as though the 404 Permit had been obtained. All of the mitigation measures in the MMRP for the Specific Plan have been included by reference within the Conditions of Approval for this project.

Swainson's hawk: The development project will have a direct impact on the foraging habitat of the Swainson's hawk. Within Mitigated Negative Declaration, mitigation measures 4.1b addresses alternative means of reducing impacts upon the habitat. The measure governs the timing of construction during nesting periods, acquisition of off-site habitat for preservation, or the payment of mitigation fees. This mitigation would be triggered, prior to any ground disturbance or final maps.

Noise Sources: A Noise Consultant has evaluated the effectiveness of a solid noise barrier in reducing the future vehicle noise levels from traffic upon the adjoining streets to the south and east of the project. A technical discussion of the noise barrier's effectiveness is provided within the Noise Analysis section of the MND for the combined projects. A barrier height of 10.5 feet, adjacent to the Douglas Road, would reduce future noise impacts on the new homes. The wall design shall be reviewed and approved by staff and the timing of the walls is stipulated in the Conditions of Approval.

Financial Impacts

A financing plan for the SunRidge Specific Plan was adopted and conditions of approval for all projects will reference the Plan and require payment of certain fees at various stages of the development. Additionally, the City Council will be asked to approve a Development Agreement that will provide additional revenues for police protection, park development and existing park renovation. Additionally, the fees established within the proposed CFD No# 2 will implement the Financing Plan in order to offset impacts to the City's general fund.

Summary

The Sunridge Park subdivision map is consistent with the adopted SunRidge Specific Plan. The project will connect to the future road system to accommodate vehicular traffic in an efficient manner. The projects orientation and amenities to the wetland preserve will protect the resource and provide the public with the means to enjoy the open space as part of their neighborhood. The project additionally provides for the non-vehicular connections for pedestrian and bicycle within and to the exterior of the neighborhood.

Recommended Motions

"I move that the City Council adopt the Mitigated Negative Declaration prepared for this project, subject to the findings included in the Resolution dated January 5, 2004".

"I move that the City Council waive reading of the body of Ordinance and adopt Ordinance No. 1-2004, with Exhibit A".

"I move the City Council approve the Large and Small Lot Tentative Map, as submitted in Exhibit A, along with the Conditions of Approval/MMRP Exhibit B, and subject to the findings contained in Resolution 1-2004".

ATTACHMENTS

1. Initial Study/Mitigated Negative Declaration
 2. Ordinance 1-2004, with Exhibit A
 3. Resolution 1-2004
- Tentative Subdivision Map (Exhibit A)
Conditions of Approval, with Modified Street Sections (Exhibit B)
Agency Correspondence

Remediation wells underground/
underground piping up to
Aerobic treatment facility.

Change map
LC.

1/20.

The exhibit (s) or attachment (s) for this item is (are) on file in the City Clerk's Office for review by the public.

- | |
|--|
| <ol style="list-style-type: none">1. Mitigated Negative Declaration2. Tentative Subdivision Map |
|--|

Council Members, please find above item(s) attached to your agenda packet.

Agenda Item: 9

ORDINANCE 1-2004

AN ORDINANCE OF THE CITY OF RANCHO CORDOVA AMENDING THE SUNRIDGE SPECIFIC PLAN (TITLE VI, CHAPTER 7, ARTICLE 1, SECTION 607- 17.2) FROM AG-20 AGRICULTURAL TO RD-4, RD-5, RD-5, CMU AND OPEN SPACE ON ASSESSOR PARCEL NUMBER 069-0040-014 AND 015 FOR A PROJECT KNOWN AS SUNRIDGE PARK, PROJECT NO. RC-03-001

The City Council of the City of Rancho Cordova does ordain as follows:

Section 1: Purpose and Authority

The purpose of this Ordinance is to amend the City of Rancho Cordova Zoning Code Title VI, Chapter 7, Article 1, Section 607-17.2 to assign a change the zoning of the parcel specified within the attached exhibit.

Section 2: Findings

1. Finding: The proposal will not have a significant adverse impact on the environment and a Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA).

Evidence: An Initial Environmental Study was prepared for the proposed project that addressed the impacts of the Specific Plan Amendment Rezone of the SunRidge Specific Plan. On the basis of the Mitigated Negative Declaration, comments received, and the whole record, there is no substantial evidence that the project will have a significant adverse impact on the environment.

2. Finding: The proposed Rezone request will implement and be consistent with goals and policies of the General Plan of the City of Rancho Cordova and the SunRidge Specific Plan.

Evidence: The Rezone of AG-20 Agriculture to RD-4, RD-5, RD-7, CMU and Open Space is consistent with the allowed zoning prescribed in the General Plan of the City of Rancho Cordova and the Land Use Plan of the SunRidge Specific Plan.

Section 3: Action

The City Council hereby amends the Zoning Code of the City of Rancho Cordova for Assessor's Parcel Number 067-0040-014 AND 015, as shown on the attached exhibit.

Section 4: No Mandatory Duty of Care.

This ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care towards persons and property within or without the City,

so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 5: Severability.

If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable. This City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the ordinance be enforced.

Section 6: Effective Date and Publication

This Ordinance shall take effect thirty (30) days after its adoption. In lieu of publication of the full text of the ordinance within 15 days after its passage, a summary of the ordinance may be published at least five days prior to and fifteen (15) days after adoption by the City Council and a certified copy shall be posted in the office of the City Clerk, pursuant to GC 36933(c)(1).

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this _____ day of January 2004, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DAVE ROBERTS, MAYOR of the
CITY OF RANCHO CORDOVA

ATTEST:

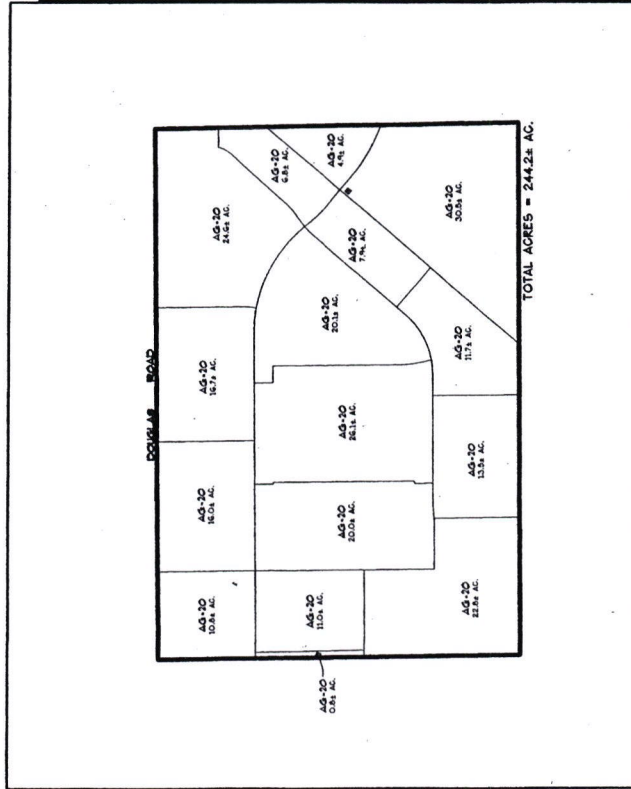
APPROVED AS TO FORM:

LILLIAN HARE
CITY CLERK

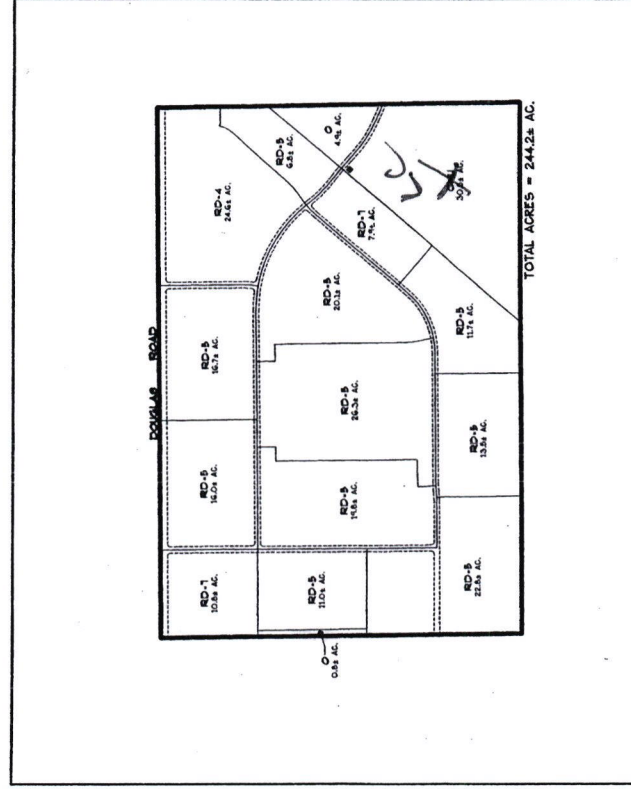
STEVE MYERS
CITY ATTORNEY

REZONE EXHIBIT SUNRIDGE PARK CITY OF RANCHO CORDOVA, CALIFORNIA

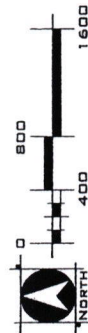
JULY 9, 2003
(REVISED DECEMBER 18, 2003)



Existing Zoning



Proposed Zoning



NOTES: 1. ZONING INFORMATION SHOWN ABOVE IS AS SHOWN IN THE
SUNRIDGE PARK ZONING MAP DATED APRIL 2002, PREPARED
BY WOOD RODGERS INC.

WOOD RODGERS INC.

ENGINEERING PLANNING MAPS SURVEYING
3301 G STREET, SUITE 100, RANCHO CORDOVA, CA 95816
PHONE: (916) 341-7700 FAX: (916) 341-7707

REZONE EXHIBIT

Exhibit A

RESOLUTION No. 1-2004

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A LARGE LOT TENTATIVE SUBDIVISION MAP AND A SMALL LOT TENTATIVE SUBDIVISION MAP FOR ASSESSOR PARCEL NUMBERS 067-0040-014 AND 015, FOR THE SUNRIDGE PARK PROJECT NO. RC-03-001, SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL/ MMRP

WHEREAS, the Sunridge Park project, represented by River-West Investments (hereinafter referred to as Applicants) filed an application with the City of Rancho Cordova (hereinafter referred to as City) for a Large and Small Lot Tentative Subdivision Map for 14 large village lots and 801 single family lots (Exhibit A); and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, an Initial Study was prepared for this project and a Notice of Intent to Adopt a Mitigated Negative Declaration was prepared and circulated according to the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the City Council considered the Applicant's request at a duly published public hearing on January 5, 2004 and received a staff report and public testimony at the public hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:

1. Approve the Large and Small Lot Tentative Subdivision Map (Exhibit A) , subject to the Conditions of Approval/MMRP (Exhibit B, with attachments), based on the following findings:

A. California Environmental Quality Act

Finding: The proposal will not have a significant adverse impact on the environment and a Mitigated Negative Declaration has been prepared and completed in accordance with the California Environmental Quality Act (CEQA).

Evidence: An Initial Environmental Study was prepared for the proposed project and mitigation measures have been developed that will reduce potential environmental impacts to less than significant levels. On the

basis of the Mitigated Negative Declaration, comments received, and the whole record, there is no substantial evidence that the project will have a significant adverse impact on the environment.

B. Subdivision Map Act

Finding: Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map if it makes any of the following findings:

- a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
- b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- c. That the site is not physically suitable for the type of development.
- d. That the site is not physically suitable for the proposed density of development.
- e. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
- g. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: The above Findings #a. through #g. do not apply to the proposed Tentative Subdivision Map.

- a. The proposed map is consistent with the density limits as specified in the SunRidge Specific Plan and Rancho Cordova General Plan. The 244.6 acre site is designated Low Density Residential consisting of RD-4, RD-5 and RD-7 Zoning and the project would provide the estimated number of units allowed in this area of the Specific Plan, according to the Allocation Table Figure 3-6.
- b. The design or improvements of the proposed subdivision are consistent with the SunRidge Specific Plan specification for streets and the Rancho Cordova General Plan. The development is providing a modified street section for Primary Residential Streets to facilitate the delineation of on street bike lanes.
- c. The site is physically suitable for the development. The applicant is proposing 801 single-family lots on a total of 244.6 acres, which

conforms to the designated residential use of the Specific Plan and the Community Plan. The project can also be served by all necessary services, and has provided documentation to meet the requirements of Government Code Section 66473.7.

- d. The site is physically suitable for the proposed density of development. The Specific Plan assigned certain densities for the lands within the SRSP and this project is consistent with the maximum number of units allowed for this area.
- e. The Mitigated Negative Declaration prepared for the project determined that potential environmental impacts from the design of the subdivision or the proposed improvements will be mitigated to less than significant levels with implementation of the proposed mitigation measures and conditions of approval.
- f. The Mitigated Negative Declaration prepared for the project determined that potential serious health problems were not identified for the project or will be mitigated to less than significant levels with implementation of the proposed mitigation measures and conditions of approval.
- g. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified.

C. Development Plan Review

Findings: The following Design Concepts apply to new subdivisions. The City encourages:

- a) A balanced mix of land uses, including housing, schooling, and parks/open space, to meet the needs of residents as appropriate based on project scale. Large scale development proposals should also provide for employment, commercial/retail, recreational and entertainment needs of community residents.
- b) Pedestrian friendly neighborhoods, which are walkable in size with an obvious center. The neighborhood center should be a place of social interaction with a combination of commercial, civic, cultural and recreational uses.
- c) Organization of new housing into identifiable neighborhoods.
- d) Housing diversity with a variety of housing types, sizes, and densities.

- e) Vehicle, bicycle, and pedestrian, and transit connectivity throughout the neighborhood and with surrounding neighborhoods and uses. More specifically, neighborhoods should be designed with an interconnected street system that will blend well into the existing street system, diffuse traffic within the neighborhood, and minimize barriers within and between neighborhoods.
- f) Where feasible, joint-use of open space facilities such as drainage facilities, detention basins, utility corridors etc. for trails, bikeways and parks.
- g) Maintenance of significant natural features (e.g., terrain, drainage, vegetation).
- h) Conservation of resources and minimization of urban runoff.
- i) Coordination of the provision of schools, libraries, parks, and public safety facilities, including the shared use of facilities.
- j) Pedestrian friendly streetscapes that may include orientation of homes to common areas, parks, or other open space areas.
- k) Where feasible, design streets with separated sidewalks that incorporate a planter strip between the back of curb and sidewalk.

Evidence:

The project as designed meets the above stated guidelines by including a variety of lot sizes as prescribed in the Specific Plan, along with providing a street system that will allow motor vehicles and non-motorized means to traverse the community. The street system will have separated sidewalks from the public rights of way to provide a greater margin of safety to pedestrians and will have project designated bicycle lanes to tie into the local and regional bicycle system. The project will provide a school site for a elementary school, in conjunction with a adjacent park site to serve this area. The project is designed to connect with the adjoining properties street system, trail connection and landscape corridors as promoted in the Specific Plan. The project meets the design criteria of the SunRidge Specific Plan and is consistent with the design concepts adopted within the City's Design Review Ordinance.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova
on this 5th day of January, 2004 .

AYES:
NOES:
ABSENT:
ABSTAIN:

DAVE ROBERTS, MAYOR of the
CITY OF RANCHO CORDOVA

ATTEST:

CITY CLERK

Exhibit B: Conditions of Approval / Mitigation Monitoring Reporting Program

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
1.	The development approved by this action is for 801 single-family lots, 14 residential large lot (villages), 15 landscape corridor lots and one remainder lot, which is composed of the delineated wetlands within the project area. In addition to the conditions within this exhibit, the applicant shall comply with the applicable zoning conditions in SZC 2002-0015 for the SunRidge Specific Plan, adopted July 17, 2002.	On-Going	Planning	
2.	The Tentative Subdivision Map approval is valid for three years from the date of City Council approval, unless an extension of time is subsequently approved per Government Code Section 66452.6(e)	Three years, commencing with the date of Planning Commission approval.	Planning	
3.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	Planning	
	Prior to Grading or Improvement Plan Approval.			
4.	The proponent shall comply with all the mitigation measures included in the Mitigated Negative Declaration dated November 12, 2003, including the payment of 100% of the staff costs, and the costs of any technical consultant services incurred during implementation of the MMRP. The initial	Prior to Issuance of Improvement Plans, grading permit or	Planning	

02-03-04
WCC

Exhibit B: Conditions of Approval and MMRP

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	estimate of these costs is \$10,000. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional amount. Until the MMRP has been recorded and the estimated MMRP fee has been paid, no final parcel map, final subdivision map or improvement plan shall be approved for the subject property In addition to the mitigation measures herein, the applicant shall comply with the applicable mitigation measures in the Mitigation Monitoring and Reporting Program adopted for the Sunrise Douglas/Sunridge Final Environmental Impact Report (County Control No. 93-SFB-GPB-C7B-0243 & 97-SDB-0037).	recording of any map.		
5.	Applicant shall pay any outstanding staff costs associated with the preparation of the tentative map.	Prior to Issuance of Improvement Plans or grading permit.	Finance	
6.	If any prehistoric, archaeological, paleontological, or historic artifacts, or other indications of archaeological resources are found once the project construction is underway, all work in the immediate vicinity must stop and the City shall be immediately notified. An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures. Mitigation Measure	During initial site development, grading or brush clearing.	Planning	
7.	The improvement plans for the Sunridge Park will not be approved until:	Prior to Issuance of Improvement	Public Works	

Exhibit B: Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	a) The environmental document for the off-site water production, conveyance, storage, and pumping facilities is certified by the Board of Directors; b) Finance agreements for the off-site water production, conveyance, storage, and pumping facilities have been entered into; and c) Construction contracts for the off-site water production, conveyance, storage, and pumping facilities have been executed and a Notice to Proceed has been issued. Mitigation Measure	Plans or Final Map, whichever comes first.		
8.	Prior to any earth-moving activities on the Sunridge Park site, initiated between February 1 and August 31, a survey shall be performed to determine if active burrowing owl nesting is taking place on the project site. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities. If occupied burrows are observed, consultation with the Department of Fish and Game shall occur in order to determine the measures that must be implemented for protection of burrowing owls. The applicant shall comply with the requirements of Fish and Game to avoid taking of burrowing owls. Mitigation Measure	Prior to Improvement Plans	Planning	
9.	All development that includes work within the remainder parcel of the Sunridge Park project, regulated under Army Corps of Engineers, shall not be conducted until the applicant obtains all necessary US Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary Endangered Species Act permits. Deductions of Irrevocable Offers of Dedication are exempt from this requirement. Mitigation Measure	Prior to Issuance of Improvement Plans or Final Map, whichever comes first.	Planning	

Exhibit B. Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
10.	Prior to the approval of any grading permits or improvement plans for offsite improvements to Douglas Road, the project applicant or property owner shall obtain all applicable permits from the U. S. Army Corps of Engineers and shall comply with General Plan Conservation Element Policy No. CO-96 as it pertains to no net loss of wetlands. A copy of any required Corps permits and verification of compliance with General Plan Conservation Element Policy No. CO-96 regarding no net loss of wetlands shall be submitted. Mitigation Measure	Prior to Improvement Plans or Final Map, whichever comes first.	Planning	
11.	The Stormwater Pollution Prevention Plan in place for the site shall be revised to include, and any future Stormwater Pollution Prevention Plans for the site shall include implementation of a process to remove fine clay sediments prior to discharge to Sacramento County's storm drain system and/or Waters of the State (e.g., creeks, rivers) to the satisfaction of the Stormwater Quality Division of the County Department of Water Resources. A polymer treatment system or comparable process shall be designed and implemented by qualified professionals with training and proven experience in this field. Such treatment shall be accomplished in a manner that does not pose a toxic threat to fish and other aquatic organisms in receiving waters. Mitigation Measure	Prior to Improvement Plans	Water Resources	
12.	Prior to any in-channel work on Laguna Creek or its tributaries, within the Sunridge Park site, the applicant shall obtain a Streambed Alteration Agreement from the CDFG. Mitigation Measure	Prior to Improvement Plans	Planning	
13.	CSD-1 shall require an approved sewer study. The study shall demonstrate how the interim service will be provided to the project prior to and after completion of the Laguna Creek Interceptor. The study shall demonstrate service to any offsite, upstream areas that need to flow through the project	Prior to Improvement Plans or Final Map, whichever	CSD-1	

Exhibit B: Conditions of Approval and MMRP

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	area. Extension of the Aerojet Interceptor from Anatolia to Jaeger Road is expected to be a requirement of this project.	comes first.		
14.	Traffic control devices shall be designed where needed to the satisfaction of the City Engineer. Traffic control locations will be determined at time of improvement plan submittal.	Prior to Improvement Plans	Public Works	
15.	Complete and implement a master drainage study for Sunridge Park with approval from County of Sacramento Department of Water Resources of the Public Works Agency (DWR).	Prior to Improvement Plans or Final Map, whichever comes first.	Water Resources	
16.	A Notice of Intent (NOI) must be filed with the state Water Resources Control Board prior to construction to obtain coverage under the State's General Construction Activity Stormwater Permit. As a condition of the General Permit, a Stormwater Pollution Prevention Plan (SWPPP) must be developed for the project. Mitigation Measure	Prior to Improvement Plans	Water Resources	
17.	Locate and isolate all water wells. Properly destroy under permit to the Environmental Health Department all wells and septic tanks prior to issuing grading permits or prior to map recordation if grading permits are not issued. Ground water extraction wells for remediation of contaminated ground water shall be reviewed and approved.	At Improvement Plans/ grading permit issuance	Environmental Health	
	Prior to Recordation of the Subdivision Map			
18.	The property owner shall submit to the administrator of the SunRidge Finance Plan sufficient information for the comparison of the expected	Prior to Recordation	Infrastructure Finance	

Exhibit B: Conditions of Approval and MMRP

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	maximum special tax revenues for the corresponding area of the approved tentative subdivision map with the prospective maximum special tax revenues for the final map to enable the administrator to assign the maximum special tax for each lot in the final map. At the minimum, such information shall include the estimated number of lots and acreage of each land use category in the tentative map area to be subdivided by the proposed final map, as well as the final map's number of lots and acreage by land use category.	of the Subdivision Map		
19.	In order to obtain sewer service, sewer easements may be required for the construction of public collector and trunk sewer to the satisfaction of CSD-1. Design of public sewer shall be coordinated with and approved by CSD-1. All sewer easements shall be dedicated to CSD-1, be 20 feet in width and ensure continuous access for maintenance. Sacramento County Improvement Standards apply to any on-site sewer construction.	Prior to Recordation of the Subdivision Map	CSD-1	
20.	Developer shall enter into a Development Agreement with the City of Rancho Cordova specifying the obligations of the Developer and the City, including the payment of a special tax for police services in the amount of \$250.00 per year per residential parcel, Parks Development Fee in the amount of \$3,000.00 per residential parcel and a Parks Renovation Fee in the amount of \$733.00 per residential. These fees shall be adjusted on an annual basis according to the San Francisco, Oakland, and San Jose Consumer Price Index.	Prior to Recordation of the Subdivision Map or Large Lot Map	Planning	
21.	Dedicate a standard 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public street rights of ways.	Prior to Recordation of the Subdivision Map	SMUD	

Exhibit B: Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
22.	Designate a parcel of land for an electrical substation to be acquired by the Sacramento Municipal Utility district having an approximate size of 150x 150 feet of net usable area. Exact size and location of the substation site shall be by mutual agreement of SMUD and the property owner.	Prior to Recordation of the Subdivision Map	SMUD	
23.	Dedicate the 25-foot wide Landscape Corridor Lots A, H and I, adjacent to Douglas Road as public utility easements for overhead and underground facilities and appurtenances. Annexation to Lighting and Landscape District or a Mello-Roos Community Finance District for on going maintenance of the landscape lots is required.	Prior to Recordation of the Subdivision Map	Parks and SMUD	
24.	Developer/applicant shall pay any SCWA development fee or development fee surcharge imposed to fund the construction of all water facilities, extraordinary water facilities and water mitigation measures attributable to development within the SunRidge Specific Plan, as determined by the Sacramento County Department of Water Resources of the Public Works Agency.	Prior to Recordation of the Subdivision Map	Water Supply	
25.	Grant the City right-of-way on Douglas Road based on a modified 96-foot arterial, and install or bond for public street improvements pursuant to Sacramento County Improvement Standards, to the satisfaction of the City Engineer. The half street section is described as follows: 7 feet of center median, 34 feet of travel lane, 4 feet stripped bike lane, 3 feet curb and gutter.	Prior to Recordation of the Subdivision Map	Public Works	
26.	Grant the City right-of-way on Streets 3 (western boundary to the SMUD Power Easement) and Street 4 (western boundary to the intersection of Douglas Road) shown on the map, pursuant to with the cross sections (D1	Prior to Recordation of the	Public Works	

Exhibit B: Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
	and D2), for the modified Primary Residential Street to the satisfaction of the City Engineer.	Subdivision Map		
27.	Dedicate all internal streets shown on the map, as depicted on the map, to the satisfaction of the City Engineer.	Prior to Recordation of the Subdivision Map	Public Works	
28.	The proposed public street entrances from Douglas Road shall be a minimum of 50 feet in width for a distance of 100 feet pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation of the Public Works Agency.	Prior to Recordation of the Subdivision Map	Public Works	
29.	(Large Lot Map) Grant the City right-of-way for Streets 1, 2, 3, 4, 5 and 8 as shown on the combined Large and Small lot Tentative Map, Exhibit A.	Prior to Recordation of the Large Lot Subdivision Map	Public Works	
30.	Provide a traffic study to show adequacy of street pattern and width due to wetland remainder lot and internally generated traffic volumes.	Prior to Recordation of the Large Lot Subdivision Map	Public Works	
31.	Remainder Wetland Lot shall have a maintenance entity established and plan approved by the City Engineer.	Prior to Recordation of the Subdivision Map	Public Works	
32.	The final map shall show easements or other mapped provisions for the placement of centralized mail delivery units.	Prior to Recordation of the	Public Works	

Exhibit B: Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
		Subdivision Map		
33.	Offsite drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards.	Prior to Recordation of the Subdivision Map	Water Resources	
34.	Annex to the County of Sacramento Stormwater Utility pursuant to the Sacramento County Water Agency Code, and the Sacramento County Improvement Standards.	Prior to Recordation of the Subdivision Map	Water Resources	
35.	The Water Agency will compensate developers for the appraised value of land for permanent and regionally beneficial off-line peak flow and storm water quality detention basins that are: Part of an approved drainage master plan; deemed by the Director to be hydraulically efficient (if inefficient, the credit will be adjusted per the Water Agency Code); Reserved by the Agency pursuant to the Map Act, appraised at the date of the filing of the tentative parcel or subdivision map or use permit plus associated carrying costs; with compensation accepted in the form of a fee credit agreement with reimbursements made according to Section 2.60 of the Water Agency Code. The Agency has the right to terminate the reservation agreement for any cause.	Prior to Recordation of the Subdivision Map	Water Resources	
36.	Developer shall enter into an agreement with SCWA to fund a North Vineyard Insurance Program.	Prior to Recordation of the Subdivision Map	Water Resources	

Exhibit B: Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
37.	Provide drainage easements and install or bond for facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code.	Prior to Recordation of the Subdivision Map	Water Resources	
38.	Dedicate or pay in lieu fees, or both, for park purposes, as required by and in accordance with the procedures and standards set forth in Chapter 22.40, Title 22 of the Rancho Cordova Municipal Code.	Prior to Recordation of the Subdivision Map	Parks District	
Prior to the Issuance of Building Permits				
44.	Provide access arrangements and install working fire hydrants which meet the required fire flow demands pursuant to the requirements of Metro Fire District, prior to any combustible construction or combustible materials storage on site.	Prior to the Issuance of Building Permits	Fire Department	
45.	Final development plans for single family homes shall be reviewed by the Planning Department to assure compliance with all ordinance requirements and the adopted design review ordinance of the City.	Prior to the Issuance of Building Permits	Planning	
46.	Improvement connection fees for CSD-1 shall be paid.	Prior to the Issuance of Building Permits	CSD-1	
47.	Developer shall construct or bond for the installation of all dedicated rights of way and traffic control devices, pursuant to Sacramento County Improvement Standards and modified street plans herein, to the satisfaction of the City Engineer.	Prior to the Issuance of Building Permits	Public Works	

Exhibit B: Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
48.	The developer shall submit complete landscape planting and irrigation plans for corridor landscaping to the Landscape Design and Tree Section of the Department of Transportation of the Public Works Agency for review.	Prior to the Issuance of Building Permits	Public Works	
49.	Developer shall provide a construction phasing plan for street construction, for model homes and the phases of home construction, for each village area to the satisfaction of the City Engineer.	Prior to the issuance of Building Permits for each Village	Public Works	
50.	Provide separate public water service to each parcel and dedicate maintenance easements in all public and private streets over all water lines to the satisfaction of the Sacramento County Water Agency.	Prior to the Issuance of Building Permits	Water Supply	
51.	The developer/applicant shall acquire property and construct groundwater extraction, treatment, pumping and water storage facilities for the SCWA and shall transfer any and all rights thereto to the SCWA. Credits and/or reimbursements due developer/applicant as a result of the construction of such facilities shall be granted pursuant to the terms of the adopted Finance Plan.	Prior to the Issuance of Building Permits	Water Supply	
52.	The initial phase water supply facilities have been constructed with sufficient capacity to deliver up to approximately 2,265 AFA to the SunRidge Specific Plan area to the satisfaction of SCWA.	Prior to the Issuance of Building Permits	Water Supply	
53.	Prior to operation of any NVWF facilities, developer/applicant shall construct groundwater monitoring wells to monitor the impacts of the NVWF operation on local groundwater elevations and groundwater contaminant movement. The number, location and design of said monitoring wells shall be subject to the approval of the Sacramento County Department of	Prior to the Issuance of Building Permits	Water Supply	

Exhibit B: Conditions of Approval and MMRP

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and signature)
	Water Resources of the Public Works Agency.			
54.	The owner/developer shall pay the Sacramento County Water Agency up to \$1,000 per equivalent dwelling unit at the time of the building permit to fund a fair share portion of any water project(s) identified by the SCWA Board of Director that optimizes available local groundwater resources.	Prior to the Issuance of Building Permits	Water Supply	
55.	The project developer/owner shall pay Zone 40 development fees applicable at the time of building permit issuance in accordance with Sacramento County Water Agency Ordinance No. 18.	Prior to the Issuance of Building Permits	Water Supply	
	Prior to Certificate of Occupancy			
56.	Provide public sanitary sewer and water supply facilities in accordance with the Sacramento County Improvement Standards. The trunk and collector system for the project will not be accepted for maintenance until the downstream sewer system serving the project is also accepted for maintenance.	Installation Prior to 1 st Occupancy	CSD-1	
57.	All roads providing access to the completed homes shall be fully constructed and accepted by the City Engineer.	Prior to Final Inspection or Certificate of Occupancy of the first unit	Public Works	
58.	The developer of the project shall disclose to future / potential owners buyers of the potential and existing 69kV line.	Prior to Final Inspection or Certificate of Occupancy	SMUD	

Exhibit B: Conditions of Approval and MMRP

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
59.	Improve the landscaped lots (A-O) according to the approved plans. A 6 foot minimum sidewalk shall meander through the corridors. Layout of the sidewalk shall be reviewed and approved by the Planning Director and Parks Administrator. All improvement shall be reviewed and accepted by the Parks District prior to assuming maintenance responsibility.	Prior to Final Inspection or Certificate of Occupancy of the first unit	Parks	
60.	Construct a minimum 10.5-foot high sound barrier (a combination of masonry wall and a earthen berm is acceptable) along the southern property line of all lots bordering Douglas Road (Village 1A, 2A 3 4A and 4B. Where the noise barrier approaches the entrance drives to the neighborhood, the barrier shall be wrapped around the corner to the satisfaction of Planning Director. At intersections, wrapping walls shall extend a distance equivalent to the rear yard setback or side yard setback whichever is greater as appropriate for lot configuration. Wrapping walls shall gradually taper to 6 feet in height. However, the barrier height shall taper down at the corner, as needed, to allow for clear sight distance for motorists approaching the intersection. Where the noise barrier approaches the remainder lot along Douglas Road, the barrier shall be wrapped around the corner lots. The wrapping wall shall gradually taper to 6 feet in height over the wrapping distance.	Prior to Final Inspection or Certificate of Occupancy	Planning	

General Information and Compliance Items:

The following items are noted for the applicant's information. These items are required by other local agencies, the City, state or federal agencies, and are not conditions of approval of the project.

1. Though not required, it is recommended that all single-family dwellings be equipped with an automatic fire sprinkler system. As approximately 80% of all fire deaths occur in residential dwellings, these life safety systems drastically improve the occupant's chance of surviving a fire. (Fire Department)
2. Permits and/or fees are required for the following reviews: civil plans, architectural plans, fire sprinkler plans and fire alarm plans. Additional permits and fees may apply depending upon the scope of the project. (Fire Department)
3. The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the Metro Fire District and the water purveyor having jurisdiction. (Fire Department)
4. The installation of addresses, landscaping, tree wells and/or traffic islands are subject to the standards outlined by the Metro Fire District.
5. Gas service may be available to this project if desired. The developer should contact SMUD's Service Planning Department as soon as possible to coordinate construction so as not to delay the project. (SMUD)
6. Developers will construct a concrete base for placement of the centralized mail delivery unit after construction of curb, gutter and sidewalk. Specifications and location of such base shall be determined pursuant to the applicable requirements of the Postal Service and the Sacramento County Public Works Agency, with due consideration of street light location, traffic safety, security, and consumer convenience. (Post Office)
7. Homes that have attached garages with secondary access doors will have solid core or metal covered doors with dead bolt locks. (Police Department)
8. Skylight side panels that are placed next to entrance doors will not be on the same side as the lock mechanism of the door. Only one panel may be installed per door, adjacent to the hinges. (Police Department)
9. All external door frames, including the side garage, will have screws that are a minimum of three inches long in the strike plate. Strike plates should be anchored with a minimum of four screws. (Police Department)
10. The Police Department highly recommends that homes be designed with the front of the garage aligned with or set back from the front of the house. This will improve visibility from inside the home of the entire block. Homes with covered front porches promote resident involvement with neighbors, which in turn helps reduce crime. (Police Department)
11. On-site source and control measures are required for this project in accordance with the latest version of the City/County Guidance Manual (Guidance Manual of On-Site Storm Water Quality Control Measures). In all cases, source control measures on the improvement plans will include provision of a permanent storm drain message "No Dumping – Flows to Creek" or other approved message shall be stamped in concrete at each inlet. Other on-site source and treatment control measure(s) should also be used in accordance with specific residential activities referenced in the Guidance Manual. The final design of the proposed on-site source and treatment controls will be approved by the Department of Water Resources. (Water Resources)
12. Project proponents and/or future successors of interests shall comply with all 'Water Supply' provisions established in Ordinance No. SZC 2002-0014, Control No. 93-0243.

Conditions of Approval

13. All pedestrian access ramps affected by this project must be installed/upgraded pursuant to the State of California Title 24 Code of Regulations and to the satisfaction of the Department of Transportation of the Public Works Agency.

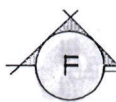
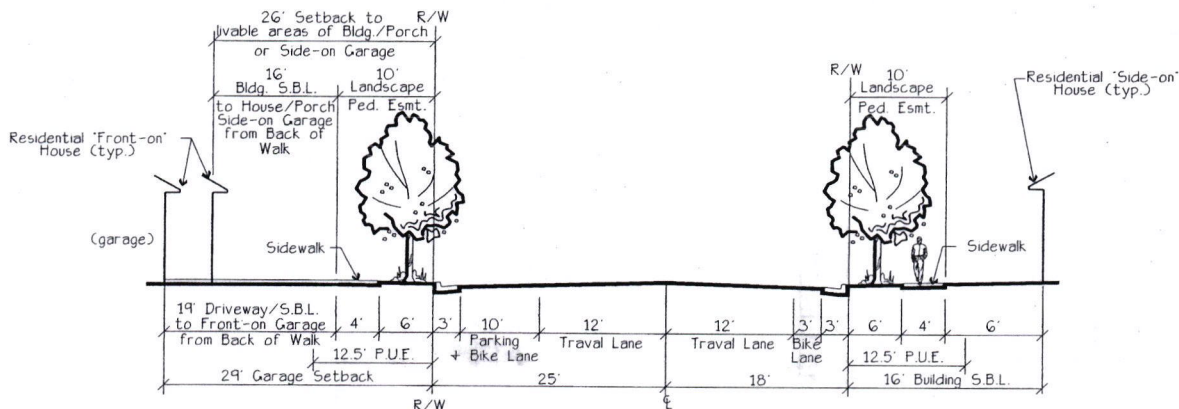
MODIFIED RESIDENTIAL STREET SECTION ALTERNATIVES

SUNRIDGE PARK

(A PORTION OF THE SUNRIDGE SPECIFIC PLAN AREA
AND THE SUNRISE DOUGLAS COMMUNITY PLAN AREA)

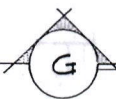
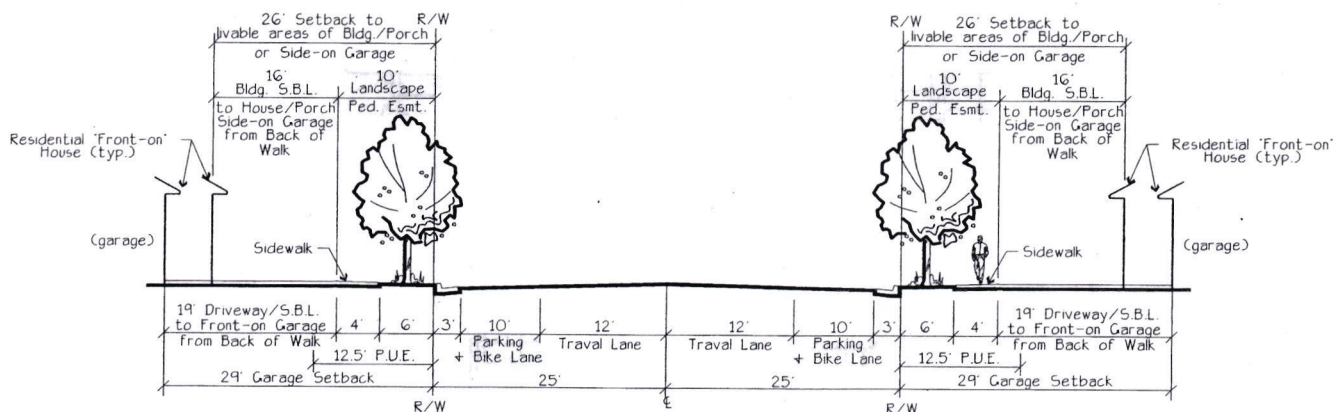
CITY OF RANCHO CORDOVA, CALIFORNIA

NOVEMBER 13, 2003
SHEET 1 OF 2



MODIFIED PRIMARY RESIDENTIAL STREET W/ SPLIT SIDEWALK, BIKE LANES & PARKING ON ONE SIDE

43' STREET SECTION
NOT TO SCALE



MODIFIED PRIMARY RESIDENTIAL STREET W/ SPLIT SIDEWALK, BIKE LANES & PARKING ON BOTH SIDES

50' STREET SECTION
NOT TO SCALE

NOTE: NO 10' LANDSCAPE/PEDESTRIAN EASEMENT ALONG SCHOOL/PARK FRONTAGE.
SIDEWALK SHALL BE ATTACHED 8'6" WIDE, (RESPECTIVELY) ALONG THESE FRONTAGES.

MODIFIED PRIMARY RESIDENTIAL STREET SECTION ALTERNATIVE

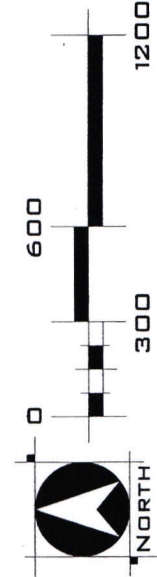
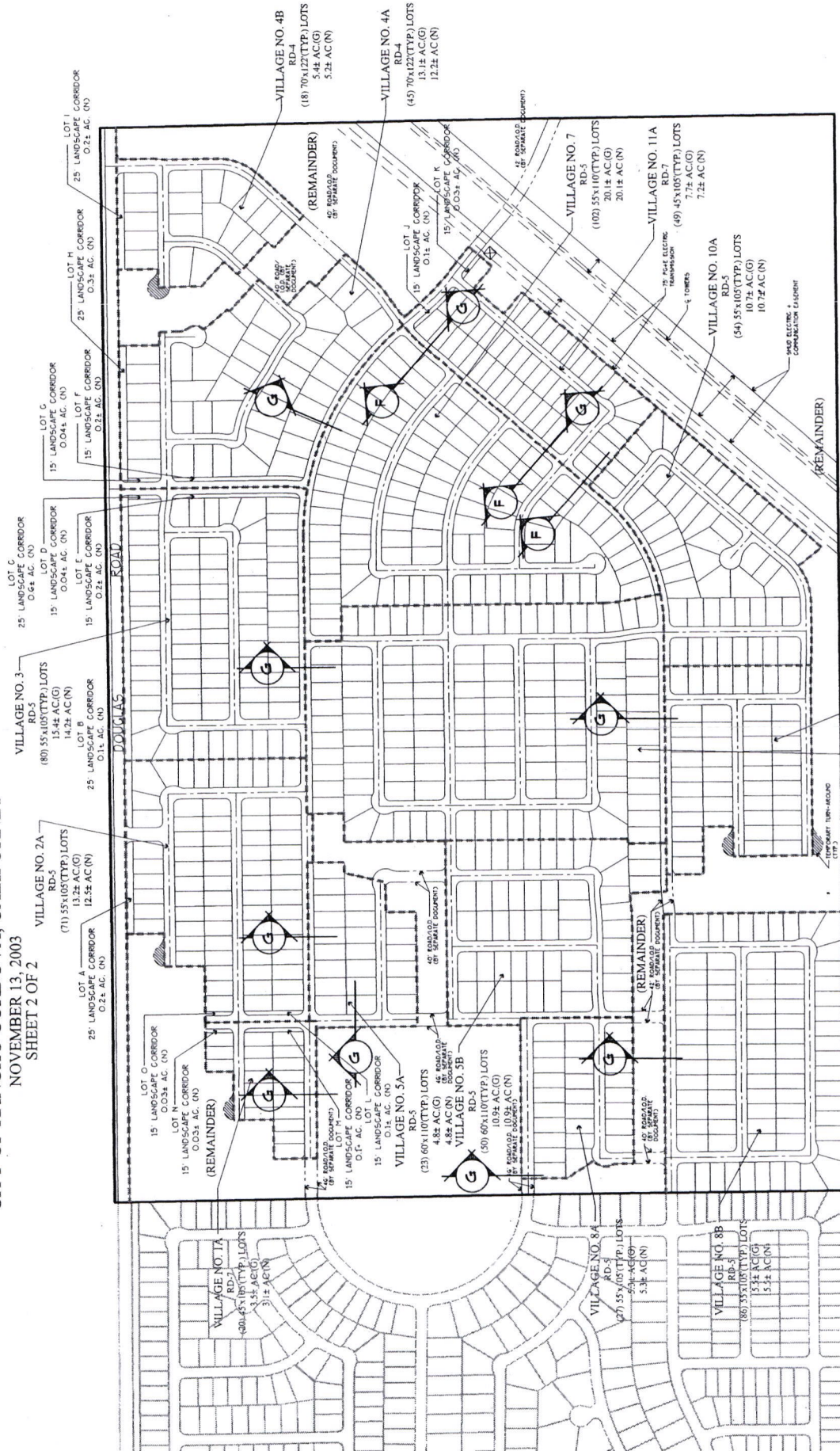
SUNRIDGE PARK

(A PORTION OF THE SUNRIDGE SPECIFIC PLAN AREA
AND THE SUNRISE DOUGLAS COMMUNITY PLAN AREA)

CITY OF RANCHO CORDOVA, CALIFORNIA

NOVEMBER 13, 2003

SHEET 2 OF 2



WOOD ROGERS
ENGINEERING • PLANNING • MAPPING • SURVEYING
3301 C STREET, BLDG. 100-B, SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

CITY OF RANCHO CORDOVA

Inter-Agency Correspondence

August 18, 2003

To: Bill Campbell, Planning Department

From: Tammy Urquhart, Associate Civil Engineer
Department of Transportation

Subject: **SUNRIDGE PARK**
Rezone and Tentative Tract Map
Control No.: RC 03-001
APN: 067-0040-014, 015
Thomas Bros.: 300 A-7
Location: South of Douglas Road between Jaeger and Grant Line
Roads

The Department of Transportation has reviewed the above referenced project and recommends the following conditions of approval relating to right-of-way, access, and improvement requirements:

Grant the City right-of-way on Douglas Road based on a modified 96-foot thoroughfare and install public street improvements pursuant to Sacramento County Improvement Standards, the Sunridge Specific Plan and to the satisfaction of the Department of Transportation.

Provide a 30-foot half width along park frontage for on-street parking. Note: If the park will be providing recreational areas such as soccer fields and/or baseball fields, then on site parking will be required.

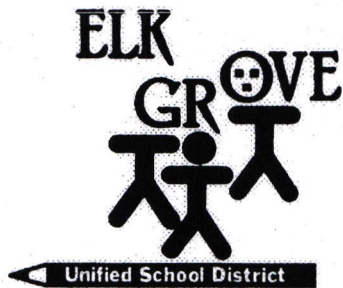
The proposed public street entrances from Douglas Road should be a minimum of 50 feet in width for a distance of 100 feet pursuant to the County of Sacramento Improvement Standards and to the satisfaction of the Department of Transportation.

Traffic control devices shall be installed where needed to the satisfaction of the Department of Transportation. Traffic control locations will be determined at time of improvement plan submittal.

Please contact LD&SIR for additional improvement requirements. If you have any questions, please call me at 874-5677.

TLU

c: Jeff Clark



Members of the Board:

Jeanette J. Billingsly
Pollyanna Cooper-Levangie
Priscilla S. Cox
Pamela A. Irely
William H. Lugg, Jr.
Chet Madison, Sr.
Brian D. Myers

Constantine I. Baranoff
Assistant Superintendent
Facilities and Planning

Robert L. Trigg Education Center
9510 Elk Grove-Florin Road, Elk Grove, CA 95624

(916) 686-7711
FAX: (916) 686-7754

September 11, 2003

Mr. Bill Campbell
Rancho Cordova Planning
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Subject: **Sunridge Park (RC-03-001)**
A rezone of 244 acres from AG-80 to RD-4, RD-5, RD-7, SC and O and a tentative subdivision map to create 801 single family lots. This project is located south of Douglas Road between Jaeger and Grant Line Roads in the Sunridge Specific Plan. (067-0040-014, 015)

Dear Mr. Campbell:

The Elk Grove Unified School District appreciates the opportunity to review the subject application and/or environmental documentation. We request the following response be made a part of the public record of the Planning Commission and/or the **City Council** hearings.

The District is currently impacted, overcrowded and experiencing a high rate of growth. This and other development projects will have a negative impact upon the District's existing school facilities. The District does not have the financial capability to purchase school sites nor construct and furnish needed school facilities with local funds alone. Developer fees and Mello-Roos taxes collected by the District are not sufficient or timely to satisfy the need. The District relies on statewide school bonds to provide funding necessary to construct new school facilities.

Without continued state funding, the District is in a school housing crisis. The District will continue to seek additional state funds to construct needed school facilities. Until such time as adequate facilities are available for current and projected students, students may be housed on campuses that have exceeded their intended capacity.

On March 17, 2003, the Board of Education adopted a new residential development fee in accordance with Senate Bill 50. The new fee is \$3.43 per square foot and became effective on March 18, 2003. The district must update the School Facilities Needs Analysis annually; therefore the residential development fee is subject to change annually. At the time a building permit is applied for, the development will be subject to the residential fee in place.

On November 5, 2002, voters in California passed Proposition 47, a statewide bond authorizing 13.05 billion dollars to help fund public school facility needs. Specifically, the bond funds will provide a total of 8.1 billion dollars for new K-12 school construction and 3.3 billion dollars for K-12 reconstruction/modernization needs. The remaining 1.65 billion are reserved for community college, California State University, and University of California facilities. At the time of the passage of Proposition 47, there were projects totaling 6.3 billion dollars eligible to receive funds from the bond. Because of this backlog, it is inevitable that the state will once again exhaust this source of funding prior to the passage of an additional statewide bond measure in the Spring of 2004. The possible shortfall in state funding is an ongoing problem. Once bond funds have been depleted, all new school construction will be delayed until a statewide bond is passed or until the District can obtain an alternate funding mechanism.

Enclosed sheets provide estimates of student generation and financial impacts resulting from the construction of the proposed project. Our office will require additional information to determine the extent of the cumulative impacts that will result from the development of this project. Please include the District on your mailing list for subsequent stages of planning and environmental review. As in the past, we are available to review the impact of this project with you. If you have any questions or comments, please contact me at (916) 686-7590.

Thank you again for the opportunity to comment and your continuing assistance and cooperation.

Sincerely,

Marnie Rosenstein
Planning Manager, Facilities and Planning

MR:KW
h:/Sunridge Park comment letter

Enclosures

15 August 2003

Bill Campbell
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova CA 95670

RE: SUNRIDGE PARK (RC 03-001)

Dear Mr. Campbell:

Thank you for the opportunity to review the Tentative Subdivision Map for Sunridge Park, part of the SunRidge Specific Plan area. SMAQMD staff offers the following comments for your consideration:

1. The 10 foot pedestrian/landscape easement on primary residential streets will provide a desirable environment and help to encourage walking within the community. In general, SMAQMD recommends a minimum five foot sidewalk width, but we recognize that the specified four foot sidewalk width is consistent with the SunRidge Specific Plan.

2. The SunRidge Specific Plan encourages the use of "light electric vehicles", also referred to as neighborhood electric vehicles (NEVs). California Vehicle Code section 21260 limits the operation of such vehicles to roadways with a speed limit of 35 m.p.h. or less. In order to facilitate NEV use, all residential and collector streets should incorporate design features to limit vehicle speed to 35 m.p.h. or less.

3. Design Standard 42 of the SunRidge Specific Plan specifies that long residential streets should incorporate measures to help slow traffic speed. Such measures can include controlled intersections, curb bulbs, traffic circles, and other options. The Tentative Subdivision Map does not appear to include any of these traffic slowing measures. SMAQMD generally recommends traffic circles rather than four way stop intersections, because traffic circles slow vehicle speed without creating unnecessary vehicle stops and starts.

4. The SunRidge Specific Plan identifies a Commercial Mixed Use zone in the southeast corner of the development. One of the purposes of the CMU zone is to provide pedestrian access so that residents can walk or bicycle for many trips. However, the residential areas of SunRidge Park appear to be isolated from the CMU zone by the utility easements, thereby discouraging most non-auto trips. We recommend investigating the feasibility of providing a Class I bike/pedestrian trail through the easement connecting the residential area with the future CMU development.

5. All homes within SunRidge Park must be consistent with the SunRidge AQ-15 plan, including installation of Category-5 wiring, Energy Star certified furnaces, and natural gas or EPA Phase II compliant fire places.

If you have any questions regarding these comments, please contact me at 916-874-4886.

Sincerely,

Peter Christensen
Mobile Source Division

c: Brian Vail, River West Investments

SAC200300004

CITY OF RANCHO CORDOVA

Inter-Agency Correspondence

August 18, 2003

To: Bill Campbell, Planning Department

From: Tammy Urquhart, Associate Civil Engineer
Department of Transportation

Subject: **SUNRIDGE PARK**
Rezone and Tentative Tract Map
Control No.: RC 03-001
APN: 067-0040-014, 015
Thomas Bros.: 300 A-7
Location: South of Douglas Road between Jaeger and Grant Line
Roads

The Department of Transportation has reviewed the above referenced project and recommends the following conditions of approval relating to right-of-way, access, and improvement requirements:

Grant the City right-of-way on Douglas Road based on a modified 96-foot thoroughfare and install public street improvements pursuant to Sacramento County Improvement Standards, the Sunridge Specific Plan and to the satisfaction of the Department of Transportation.

Provide a 30-foot half width along park frontage for on-street parking. Note: If the park will be providing recreational areas such as soccer fields and/or baseball fields, then on site parking will be required.

The proposed public street entrances from Douglas Road should be a minimum of 50 feet in width for a distance of 100 feet pursuant to the County of Sacramento Improvement Standards and to the satisfaction of the Department of Transportation.

Traffic control devices shall be installed where needed to the satisfaction of the Department of Transportation. Traffic control locations will be determined at time of improvement plan submittal.

Please contact LD&SIR for additional improvement requirements. If you have any questions, please call me at 874-5677.

TLU

c: Jeff Clark

August 21, 2003

Mr. Bill Campbell, Principal Planner
City of Rancho Cordova
Planning Department
3121 Gold Canal Drive
Rancho Cordova, CA 95670

City Council

David Roberts
Mayor

Linda Budge
Mayor Pro-Tempore

Robert McGarvey
Councilmember

Kenneth Cooley
Councilmember

David Sander
Councilmember

RE: APPLICATION #RC 03-001, Sunridge Park

Dear Mr. Campbell:

The Sacramento County Sheriff's Department requests that the following conditions be appended to the subject application:

LOCATION/STREET LAYOUT:

- There shall be no "dogleg" courts or cul-de-sacs. Law enforcement needs unobstructed views into each of these courts should a tactical situation arise.

LANDSCAPING:

- Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fences and property lines and under vulnerable windows.

FENCING/ACCESS CONTROL

- Vertical wrought-iron fencing material shall be used for all fences between private lots and open space, parks, right of ways, or other public access land. This is to allow visibility to those areas and encourage residents to view activities in those areas. In addition this will make those areas less attractive to loiterers and others who wish to use those locations for criminal or mischievous purposes.

LIGHTING

- There shall be on-street lighting to allow for adequate visibility by residents, law enforcement, and passersby during nighttime hours.

LAW ENFORCEMENT STAFFING

- Based on City of Rancho Cordova residency estimates of 2.9 people per home, the Sheriff's Department will require an additional 2.36 officers to maintain the 1 to 1000 officer/population staffing level.

The Sheriff's Department reserves the right to make additional security and safety conditions, if necessary, upon receipt of detailed/revised building plans.

Respectfully Submitted,

CSS III Jeffrey Rodrigues
Crime Prevention Specialist
Sacramento County Sheriff's Department
East Division

3121 Gold Canal Dr
Rancho Cordova,
CA 95670

Phone 916.942.0222
Fax 916.853.1691

www.cityofranhocordova.org



COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY – CHERYL CRESO, ADMINISTRATOR

Department of Water Resources

Including service to the Cities of Citrus Heights, Elk Grove and Rancho Cordova

Keith DeVore, Director

Date: September 2, 2003

To: Bill Campbell
City of Rancho Cordova - Planning Department

From: Bob Gardner
Water Supply – Zone 40 Planning and Development

Subject: Sunridge Park Extension of time request.
RC-03-001

I would like to request a 30 day extension of time for this project. Comments will be provided by September 24, 2003. Additionally, Jody Hashigami will be working on this and future planning projects in the Rancho Cordova area. As such, please direct all future correspondence to Jody Hashigami. She can be reached at hashigamij@saccounty.net or (916) 874-4256.

If you have any questions, please feel free to call Jody at (916) 874-4256 or email her at hashigamij@saccounty.net

August 1, 2003

Mr. Bill Campbell, Principal Planner
City of Rancho Cordova
Planning Department
3121 Gold Canal Drive
Rancho Cordova, CA 95670

City Council

David Roberts
Mayor

Linda Budge
Mayor Pro-Tempore

Robert McGarvey
Councilmember

Kenneth Cooley
Councilmember

David Sande
Councilmember

RE: APPLICATION #RC 03-001, Sunridge Park

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The Sheriff's Department reserves the right to make additional security and safety conditions, if necessary, upon receipt of detailed/revised building plans.

Respectfully Submitted,


CSS II Jeffrey Rodriguez
Crime Prevention Specialist
Sacramento County Sheriff's Department
East Division

3121 Gold Canal Dr
Rancho Cordova
CA 95670

Phone 916.942.0222
Fax 916.853.1691

www.cityofranhocordova.org

City of Rancho Cordova

Inter-Correspondence

August 8, 2003

To: Bill Campbell
Planning Department

From: Tony Santiago
Public Works 

Subject: **Application Number:** **RC 03-001**
 Application Title: **Sunridge Park**
 APN: **067-0040-014 & 015**

We have reviewed the subject application and recommend the following conditions:

Large Lot Map

1. Provide a traffic study to show adequacy of street patterns and width due to wetland remainder lots and internally generated traffic volumes.
2. Grant Irrevocable Offer of Dedication (IOD) over street patterns to serve Large Lots to the satisfaction of City Public Works.
3. Dedicate a standard 12.5-foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways private drives and/or Irrevocable Offer of Dedication.
4. Prior to recordation of a final map or certificate of compliance, dedicate land or pay lieu fees, or both, for park purposes, as required by and in accordance with the procedures and standards set forth in Chapter 22.40, Title 22 of the City Code.
5. Comply with all requirements of Chapter 1, Article 5, Title III, of the City of Rancho Cordova Zoning Code, relating to walls and landscape corridors adjacent to streets, including required maintenance provisions.
6. Remainder Wetland Lots must have a maintenance entity.

Small Lot Map

1. Provide a traffic study to show adequacy of street patterns and width due to wetland remainder lots and internally generated traffic volumes.
2. Dedicate right-of-way for the indicated streets, subject to traffic study, and install public street improvements pursuant to the City of Rancho Cordova Improvement Standards and to the satisfaction of Public Works.

3. Dedicate a standard 12.5-foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways private drives and/or Irrevocable Offer of Dedication.
4. Prior to recordation of a final map or certificate of compliance, dedicate land or pay lieu fees, or both, for park purposes, as required by and in accordance with the procedures and standards set forth in Chapter 22.40, Title 22 of the City Code.
5. Comply with all requirements of Chapter 1, Article 5, Title III, of the City of Rancho Cordova Zoning Code, relating to walls and landscape corridors adjacent to streets, including required maintenance provisions.

If you have any comments or questions, please call me at (916) 874-7093.



COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY – WARREN HARADA, ADMINISTRATOR

Department of Water Resources

Including service to the Cities of Citrus Heights and Elk Grove

Keith DeVore, Director

Date: September 24, 2003

To: Bill Campbell
City of Rancho Cordova - Planning Department

From: Jody Hashigami
Water Supply – Zone 40 Planning and Development

Subject: Sunridge Park
RC 03-001

Water Supply has reviewed the above application and submits the following conditions and comments:

- Provide separate public water service to each parcel and dedicate maintenance easements in all public and private streets over all water lines to the satisfaction of Sacramento County Water Agency prior to Final Map approval.
- Destroy all abandoned wells on the proposed project site in accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all abandoned/destroyed wells on the improvement plans for the project. Prior to abandoning any existing agricultural wells, applicant shall use water from agricultural wells for grading and construction.
- Project proponents, future successors or interests shall comply with all 'Water Supply' provisions established in Ordinance Number SZC 2002-0014, Control Number 93-0243.
- Entitlements for urban development within the Sunrise Douglas Plan area (i.e. subdivision maps, parcel maps, use permits, building permits, etc.) shall not be granted unless agreements and financing for supplemental water supplies are in place, consistent with the General Plan Policy CO-20.
- The developer/applicant shall acquire property and construct groundwater extraction, treatment, pumping and water storage facilities for the SCWA and shall transfer any and all rights thereto to the SCWA. Credits and/or reimbursements due developer/applicant as a result of the construction of such facilities shall be granted pursuant to the terms of the adopted Finance Plan.
- No building permit shall be issued until the developer/applicant has constructed initial phase water supply facilities with sufficient capacity to deliver up to approximately 2,265 AFA to the SunRidge Specific Plan area to the satisfaction of SCWA.

PAGE 1 of 2

- Developer/applicant shall pay any SCWA development fee for development fee surcharge imposed to fund the construction of all water facilities, extraordinary water facilities and water mitigation measures attributable to development within the SunRidge Specific Plan, as determined by the Sacramento County Department of Water Resources
- Prior to operation of any NVWF facilities, developer/applicant shall construct groundwater monitoring wells to monitor the impacts of the NVWF operation on local groundwater elevations and groundwater contaminant movement. The number, location and design of said monitoring wells shall be subject to the approval of the Sacramento County Department of Water Resources
- No tentative map shall be approved until developer/applicant enters into an agreement with the SCWA to fund a North Vineyard Well Insurance Program that will be administered by the SCWA. Said well insurance program shall follow the guideline established in Ordinance NO. SZC 2002-0014
- The owner/developer shall pay the Sacramento County Water Agency up to \$1,000 per equivalent dwelling unit at the time of the building permit to fund a faire share portion of any water project(s) identified by the SCWA Board of Directors that optimizes available local groundwater resources
- Prior to the approval of any tentative maps, sites shall be reserved for water storage and treatment facilities and for future wells to the satisfaction of Sacramento County Department of Water Resources. Compensation for these sites will be fixed at the appraised fair market value on the date the Specific Plan is approved by the Sacramento County Board of Supervisors
- Prior to tentative subdivision map approval, the Sacramento County Water Agency requires either fee simple title or sale agreements or reservation agreements for a water storage tank and booster pump facility site to be located in the northwest quadrant of the subject tentative map. In addition, prior to final map recordation, the affected property owner, future successors or interests shall enter into an agreement with SCWA consistent with Chapter 22.50 of the Sacramento County Code and Government Code Title 7, Division 2, Article 4.

The following requirements are project conditions not subject to tentative map approval:

Prior to the issuance of any building permits for the project, the project developer/owner shall pay Zone 40 development fees applicable at the time of building permit issuance in accordance with Sacramento County Water Agency Ordinance No. 18.

Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the Sacramento County Landscape Water Conservation Ordinance (Chapter 14.10 of the Sacramento County Code) to the satisfaction of the County Landscape/Oak Tree Coordinator.

If you have any questions, please feel free to call me at (916) 874-4256 or email me at HashigamiJ@SacCounty.net

Zone 40: Yes
Zone 41: Yes

Cc: file



Rick Martinez
Fire Chief

Sacramento Metropolitan Fire District

3012 Gold Canal Dr., Rancho Cordova, CA 95670 • (916) 942-3300 • Fax (916) 942-3400

October 17, 2003

City of Rancho Cordova
3121 Gold Canal Dr.
Rancho Cordova, CA 95670

Attention: Bill Campbell

Subject: Sunridge Park
APN: 067-0040-014
Sac Metro No. 2003-2151

Applicant: It is highly recommended that specific requirements for new construction be obtained from the fire district during the planning stage of construction. Requirements for bridges, entry gates, fire hydrants and access roadways must be clearly understood. Call the Fire Prevention Bureau at (916) 942-3300 and request a design review conference. A consultation fee will apply, but could save considerable time and resources.

If there are no immediate plans for new construction or storage of combustible materials on this project, the requirements applicable to construction may be held in abeyance until such time that development occurs. It is important to note that if the property is sold, the seller of the property is encumbered to disclose the above requirements to the buyer.

THE FOLLOWING ARE COMMENTS SPECIFIC TO THIS APPLICATION:

1. Provide approved steamer type fire hydrants for residential areas located as follows:
 - A. One fire hydrant shall be located between 150 to 250 feet from the end of the access roadway. The required access roadway extends to within 150 feet of any portion of the exterior wall of a building.
 - B. A hydrant installed at the end of an access roadway, as a "blow off" for the water district does not meet the fire department requirements.
 - C. Existing "wharf" fire hydrants are not acceptable to meet the requirements for new construction.

D. Each steamer hydrant shall have a minimum flow of 1000 gpm for residential areas.

E. Additional requirements apply for residential dwellings having areas greater than 3,600 square feet. See Item 1, above.

NOTE: Specifications for fire hydrants are available at the Fire Prevention office.

EXCEPTION: Single-family dwellings provided with an approved automatic fire sprinkler system.

2. Plans shall be submitted to the fire prevention bureau showing hydrant locations for review and approval prior to construction. **FIRE HYDRANT DETAIL AND FIRE DEPARTMENT NOTES SHALL BE SHOWN ON THE PLANS OR IMPROVEMENT DRAWINGS.**

3. Residences located within a high hazard severity zone are subject to more restrictive requirements that may include wider access roadways, a non-combustible roof covering, fire sprinklers, and additional clearances from wild lands.

4. Residential roof coverings shall not be less than Class C.

5. Provide access roadways with all-weather driving surface of not less than 20 feet of unobstructed width, with a minimum turning radius of 38 feet inside/58 feet outside dimension capable of supporting the imposed loads of fire apparatus and having a minimum of 13 feet, 6 inches of vertical clearance. The access roadway shall be extended to within 150 feet of all portions of the exterior walls of the first story of any building.

Exception: The required clear width may be reduced to a minimum of 16 feet for access roadways serving only 1 or 2 single-family dwellings. It may not be reduced to the last two dwellings on road serving more than two dwellings.

6. When the "access roadway" length exceeds 150 feet from the public road, an approved fire apparatus turn around shall be provided. The fire apparatus turn around shall conform to any of the designs shown on Sacramento Metropolitan Fire District Standard 444.302. The intent is for the turnaround to be located within 100 feet of the end of the access roadway. All parcels zoned as "Residential" (RD) shall be provided with a finished surface of pavement consisting of 2 inches of asphalt concrete (AC) over 6 inches of aggregate base (AB) or the equivalent in "all" concrete or approved comparable surface. This includes existing gravel roadways.

7. All parcels zoned as "Agricultural/Residential (AR) -10 acres or less" shall be provided with a dust free surface such as "Chip Seal."

8. Parcels zoned Agricultural (AR) greater than 10 acres, shall have a minimum width of 16 feet of compacted gravel surface.

9. There shall be no parking on any street narrower than 28 feet. Streets that are wider than 36 feet shall be allowed parking on both sides. Measurements shall be from gutter-line or edge of pavement to the same on the other side of the roadway. On

private streets, marking of the fire lanes per the Sacramento Metro Fire Lane Standard may be required. Contact the Fire Prevention Bureau for a copy of the fire lane standard.

10. Provide approved address numbers on the building in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall contrast with their background and on all new buildings, shall be illuminated at night.

NOTE: In order to meet this requirement the following methods are acceptable:

- A. Name the access road and ensure that the new addresses be listed for the newly named "street, and meet the requirement above or...
 - B. Provide approved address numbers on the homes and for each of the homes on the access drive, provide approved address numbers posted next to the entrance to the access drive, facing the public street in an approved manner to meet the above requirement.
11. Should security gates be considered for this project, the developer shall obtain a copy of the Sacramento County Fire Code, Amendment VII, Emergency Access Gates and Barriers. The design of the entry shall conform to this standard.

Our review is not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field inspection and necessary tests.

Please call me if you have any questions or need further information.

Sincerely,

Handwritten signature of Michael Magee in black ink, followed by the number 2631.

Michael Magee
Inspector
(916) 942-3357
magee.michael@smfd.ca.gov

**SMUD**

SACRAMENTO MUNICIPAL UTILITY DISTRICT
The Power To Do More.SM

P.O. Box 15830, Sacramento, CA 95852-1830; 1-888-742-SMUD (7683)

August 19, 2003

FILE: RC 3-001

CITY OF RANCHO CORDOVA
PLANNING DEPT.
ATTN: BILL CAMPBELL
3121 GOLD CANAL DRIVE
RANCHO CORDOVA, CA. 95670

RECEIVED

AUG 20 2003

RANCHO CORDOVA
PLANNING

We have reviewed the Tentative Subdivision Map (**SUNRIDGE PARK**) located south of Douglas Blvd. And west of Grant Line Road.

We request the following be conditions of the recorded map as spelled out in the SMUD Electrical Plan being a part of the Sunrise/Douglas Specific Plan, as approved by the Sacramento County Board of Supervisors.

1. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public street rights of ways.
2. **Except therefore** where the detached sidewalks are located SMUD would like the dedicated 12.5-foot public utility easement to be located adjacent to the back of sidewalk within the 16-foot Set Back. The reason that we are asking this is with the detached sidewalk within the back of the public utility easement there is not enough space to install our transformers and service pedestals which are normally located at the back of the public utility easements.
3. Dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication and 12.5 feet adjacent thereto as a public utility easement for underground facilities and appurtenances.
4. Dedicate a 25-foot public utility easement for overhead and underground facilities and appurtenances adjacent to Douglas Blvd. for a Double-Circuit overhead 69 kV line.
5. Dedicate the Landscape Corridors adjacent to Douglas Blvd. as a public utility easement for overhead and underground facilities and appurtenances.
6. **The owner/developer of the above noted property MUST disclose to future/potential buyer the following existing and potential 69 Kv facilities.**

There are proposed overhead electrical 69 kV lines to be located adjacent to Douglas Blvd. and within our Transmission Line easement.

There is a proposed SMUD electrical substation to be located with this Subdivision Map.

7. Label SMUD's & P.G.& E.'s transmission line easement as a "Restricted Building and Use Area".
8. Designate a parcel of land for an electric substation to be acquired by the Sacramento Municipal Utility District having an approximate size of 150 feet by 150 feet of net useable area within the southeast corner of Sunridge Park.

The exact size and location of the substation site shall be by mutual agreement of SMUD and the property owners prior to the recordation of the final map.

The person to contact is Larry Lagomarsino, Land Specialist
(916) 732-6633.

The Sacramento Municipal Utility District occupies a transmission line easement within the boundaries of the subject map and certain uses are not permitted or compatible with the safety, operation, maintenance and construction of our transmission line facilities. Prior to construction, SMUD will want to review grading, landscape, or any other drawings that show changes to the areas within the transmission line easement.

The following is a partial list of restrictions affecting the transmission line easement:

All cut, fill and grading within SMUD's easement must be conducted in a manner so that minimum horizontal and vertical clearances are maintained in accordance with California Public Utilities Commission General Order No. 95. Any violations shall be corrected at the owner's expense.

Vehicular access must be provided to all Steel Towers at all times.

All metal fixtures placed within the easement area must be properly grounded. A grounding plan shall be submitted to SMUD's Property Administrator for review and approval.

Tree, landscaping, light standards and equipment shall not exceed 15 feet in height within the easement area.

No structures or buildings are permitted within the easement area including swimming pools, spas, gazebos, wells and man-made reservoirs, lakes or similar bodies of water.

The above list is not all-inclusive and does not constitute SMUD's consent to use its transmission line easement. Such consent may be issued upon receipt, evaluation and approval of final plans and becomes effective when signed by the owner/developer.

For information regarding approvals, acceptable uses and clearances, please contact SMUD's Property Administrator Mr. Wayne Lundstrum at (916) 732-5332.

Any revisions or deletions relative to the above conditions must be submitted in writing by the Real Estate section of SMUD. No verbal or other written agreements should be accepted by the City of Rancho Cordova.

Michael E. Toyama

Michael E. Toyama
Land Agent
Real Estate Services
(916) 732-5330

cc: SUNRIDGE INVESTORS, LLC.
WOOD-RODGERS, INC.

CP 22 TB 300-G-7 LYONS

SMUD FILE: RC 03-0001

CITY OF RANCHO CORDOVA

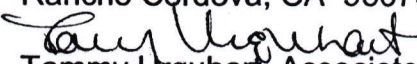
Inter-Agency Correspondence

August 18, 2003

To: Bill Campbell, Planning Department
3121 Gold Canal Drive
Rancho Cordova, CA 95670

RECEIVED

AUG 20 2003

From: 
Tammy Urquhart, Associate Civil Engineer
Department of Transportation

RANCHO CORDOVA
PLANNING

Subject: SUNRIDGE PARK
Rezone and Tentative Tract Map
Control No.: RC 03-001
APN: 067-0040-014, 015
Thomas Bros.: 300 A-7
Location: South of Douglas Road between Jaeger and Grant Line
Roads

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Traffic control devices shall be installed where needed to the satisfaction of the Department of Transportation. Traffic control locations will be determined at time of improvement plan submittal.

Please contact LD&SIR for additional improvement requirements. If you have any questions, please call me at 874-5677.

TLU



August 14, 2003
E225.000

10545 Armstrong Avenue

Mather

California

95655

Tele: [916] 876-6000

Fax: [916] 876-6160

Website: www.srcsd.com

Board of Directors

County of Sacramento

Roger Dickinson

Illa Collin

Muriel P. Johnson

Roger Niello

Don Nottoli

City of Sacramento

Heather Fargo

City of Folsom

Kerri Howell

City of Citrus Heights

Jeannie Bruins

City of Elk Grove

Sophia Scherman

Warren H. Harada
Agency Administrator

Robert F. Shanks
District Engineer

Marcia Maurer
Chief Financial Officer

Wendell H. Kido
District Manager

Mary K. Snyder
Collection Systems Manager

Bill Campbell
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Dear Mr. Campbell:

Subject: Project Name: Sunridge Park
APN: 067-0040-014 and 067-0040-015
Control No RC 03-001 (Prior Sacramento Co. 02-RZB-SDP-0049)

RECEIVED

AUG 15 2003

**RANCHO CORDOVA
PLANNING**

County Sanitation District 1 (CSD-1) has reviewed the subject documents. The comments sent in a letter dated February 26, 2003 to Sacramento County prior to the incorporation of Rancho Cordova, are still valid. However, the District has made some changes, clarifications and additions to some of our conditions and advisories since the referenced letter. These changes are reflected below under our conditions and advisories. They shall replace the conditions and advisories sent to Sacramento County on February 26, 2003.

As part of the development of the Anatolia I, II, & III projects, CSD-1 has accepted a sewer study that extends into the project area. This study was not intended to be the final word on how sewer service was to be provided in this area. Based on discussions with the project applicant, CSD-1 has accepted the following system criteria.

- The Aerojet Interceptor 1 will be placed in Pyramid Road, south of the project. Placement of the Interceptor in this location will reduce pipe depths, construction costs, and impacts. In addition, placement of the pipeline in Pyramid will enhance CSD-1 ability to be flexible in meeting the needs of additional development east of Sunridge Park. Extension of the Interceptor east of Jaeger Road is not expected to be required as part of this project.
- Extension of the Aerojet Interceptor from Anatolia to Jaeger Road is expected to be a requirement of this project to obtain sewer service.
- Areas east of the power corridor will likely connect directly to the Aerojet Interceptor 1 and capacity may not be provided as part of the Sunridge Project. If the interceptor is not constructed, interim service for this area to the satisfaction of CSD-1 will be required.

- Sunridge Park and Sunridge Lot J will be served via a trunk/collector in Jaeger Road that will connect to the Aerojet Interceptor 1 at the intersection of Jaeger Road and Pyramid Road. Alternatively, an interim connection may be accepted by CSD-1.

Based on the above discussion and analysis, CSD-1 has determined that the submitted map is sufficient to meet District needs and recommends the following conditions.

CSD-1 Conditions:

Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to any on and off-site sewer construction. Design of all public sewers shall be coordinated with and approved by CSD-1.

Each lot shall have a separate connection to the public sewer system.

CSD-1 shall require an approved sewer study prior to the submittal of improvement plans for plan check to CSD-1. The sewer study shall demonstrate how interim service will be provided to the project prior to and after completion of the Laguna Creek Interceptor, and shall demonstrate service to any offsite, upstream areas, that need to flow through the project site. If the Final Map is filed before improvement plans are submitted for approval, then an approved sewer study shall be required prior to filing and recording the Final Map.

In order to obtain sewer service, construction of on and off-site public trunk and collector sewer will be required in conformance with approved sewer studies and to the satisfaction of CSD-1. In accordance with the Connection Fee Ordinance, it will be necessary to schedule a meeting to discuss reimbursement requirements with appropriate CSD-1 staff prior to any trunk design.

Sewer easements will be required. Although all public sewer lines will ultimately be placed in public streets, temporary offsite sewer easements may be required. All sewer easements shall be dedicated to CSD-1, in a form approved by the District Engineer. All sewer easements shall be 20 feet in width and ensure continuous access for installation and maintenance.

Eastern portions of the proposed map may require the installation of temporary lift stations or the extension of the Aerojet Interceptor 1.

The trunk and collector sewer system for the project will not be accepted for maintenance and building occupancy will not be granted until the downstream sewer system serving the project is also accepted for maintenance.

Improvement connection fees for CSD-1 shall be paid prior to filing and recording the Final Map or prior to issuance of a Building Permit, whichever action comes first.

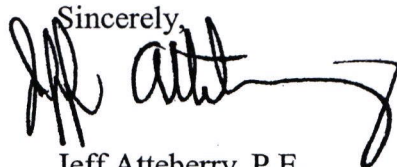
Bill Campbell
August 14, 2003
Page 3

CSD-1 Advisories:

Trunk sewer design and construction may be reimbursed by CSD-1. Prior to initiating design of any trunk sewer facility, contact CSD-1 for details of the District's Trunk Sewer Reimbursement Program. Failure to strictly comply with the provisions of the CSD-1 Connection Fee Ordinance may jeopardize trunk sewer reimbursement.

Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

If you have any questions regarding these comments, please call Joyce Ferguson at 876-6098 or myself at 876-6094.

Sincerely,

Jeff Atteberry, P.E.
Local Sewer Engineering

JA/JF:dg

cc: Christoph Dobson
Donna M. Fragoso, ASLA
Wood – Rogers Inc.
3301 C Street, Bldg. 100-B
Sacramento, CA 95816

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – Sacramento Area Office

Venture Oaks - MS 15

P.O. Box 942874

Sacramento, CA 94274-0001

PHONE (916) 274-0638

FAX (916) 274-0648

TTY (530) 741-4509

RECEIVED**AUG 27 2003****RANCHO CORDOVA
PLANNING***Flex your power!
Be energy efficient!*

August 25, 2003

03SAC0112

03-SAC-50/16 PM 12.496/11.474

Sunridge Park (RC03-001)

Application

Mr. Bill Campbell
City of Rancho Cordova
Planning Division
3121 Gold Canal Drive
Rancho Cordova, CA 95670

Dear Mr. Campbell:

Thank you for the opportunity to review and comment on the Sunridge Park project. Our comments are as follows:

- This project could generate approximately 570 AM and 700 new PM peak hour trips. A focused Traffic Impact Study (TIS) should be prepared if generated traffic from this project was not fully considered, including the timing of needed transportation improvements, within prior environmental assessments. There will be significant traffic impacts to State Route (SR) 16 at the Sunrise and Grant Line Road intersections, and to SR50 at the Sunrise Boulevard Interchange. The focused TIS should provide a Level of Service (LOS) project analysis for the SR50 interchange and the SR16 intersections. A "Guide for the Preparation of Traffic Impact Studies" can be obtained from the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>. The TIS should incorporate the following scenarios:

Existing conditions without the project
Existing conditions plus the project
Cumulative conditions (without the project)
Cumulative conditions (with project build-out)

- A merge/diverge analysis should be performed for the freeway and ramp junctions and all analysis should be based on AM and PM peak hour

volumes. The analysis should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the Year 2000 Highway Capacity Manual should be used as a guide for the traffic study.

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be "significant impacts":
 - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
 - Vehicle queues at intersections that exceed existing lane storage.
 - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
 - Project impacts that cause the freeway, highway, or intersection LOS to deteriorate below LOS E for SR50 and Highway 16, and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)

Possible mitigation measures to consider include the following, with consideration of proportionate fair share funding, if the project contributes to cumulative significant impacts.

- Revising interchange ramps to increase capacity.
 - Modifying ramp terminal intersections.
 - Auxiliary lanes between interchanges.
 - Increasing ramp acceleration or deceleration lane length to improve merge/diverge operations.
 - Adding signalization and ramp intersection geometric improvements at impacted interchanges and intersections.
- The analysis of future traffic impacts should be based on a 20 year planning horizon.
 - Future transportation systems assumed for cumulative conditions should include those improvements which are included in the Sacramento Area Council of Governments' "Metropolitan Transportation Plan for 2025".
 - The residential and rezone project should encourage and facilitate the use of alternative transportation modes, as well as pedestrian and bicycle use, where feasible and practical.

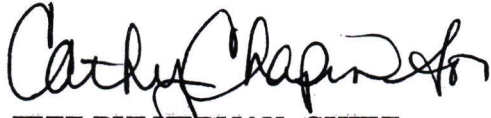
Mr. Bill Campbell

August 25, 2003

Page 3

Please provide our office with a copy of the TIS and any further action regarding this project. Please contact Ken Champion at (916) 274-0615 if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Pulverman". The signature is fluid and cursive, with the first name "Jeff" being more prominent.

**JEFF PULVERMAN, CHIEF
OFFICE OF REGIONAL PLANNING**

Staff Report

Date: January 5, 2004

To: Honorable City Council

From: Paul Junker, Planning Director

Subject: Planning Commission Appointments



Recommendation:

Appoint the members of the Planning Commission as nominated at the November 10, 2003 meeting of the Rancho Cordova City Council.

Discussion:

At the meeting of November 10, 2003, the City Council nominated the following candidates to serve on the Rancho Cordova Planning Commission. As specified by Ordinance 18-2003, the City Council shall appoint the members of the Planning Commission at the first meeting of the City Council in January 2004, or as soon thereafter as the Council completes its selection process. Identified below are the nominees, the City Councilmember that nominated the individual, and the period of first term on the Commission. After the initial terms, the standards terms for all Planning Commissioners shall be four years.

Nominee
Tom Wentz
Thomas Moe
Troy L. Konarski
Ray Savorn
Dan Skoglund
Art Smith
Ernest F. Vance

Nominated by
Dave Roberts
Linda Budge
Robert McGarvey
Ken Cooley
David Sander
At-Large
At-Large

First Term
Jan. 2004 – Jan. 2007 } 4 yr
Jan. 2004 – Jan. 2007 }
Jan. 2004 – Jan. 2005 } 1 yr
Jan. 2004 – Jan. 2005 }
Jan. 2004 – Jan. 2005 }
Jan. 2004 – Jan. 2006 } 2 yr
Jan. 2004 – Jan. 2006 }

Memorandum



Date: January 5, 2004
To: Honorable City Council
From: Cyrus Abhar, City Engineer
SUBJECT: Replacement of Street Name Signs

3700
416

4116

Background

Shortly after the incorporation, staff initiated a process to identify the City's inventory of existing street name signs and develop a strategy to replace these signs throughout the City. The process included an evaluation of various options for a new design and color scheme for the City's new signs including the size of lettering, variations in the reflective background sheeting and the mounting of the signs. A cost analysis was also performed and staff is in the process of exploring various sources of funding for development of a sign replacement program in the City.

Design and Color Schemes

Staff reviewed a number of background colors, font types and lettering sizes and several prototypes were fabricated. Some consideration was also given to the use of the City's logo on the signs. However, it was determined that the cost of placing the logo on the signs is too high. Staff is also concerned that the use of the logo could possibly make the signs attractive targets for vandalism. After evaluation of several color schemes, staff's recommendation is to use a design with white lettering for the street name and red lettering for the "City of Rancho Cordova" on blue background. The following presents a summary of the City's inventory of existing signs along with several replacement options and the cost associated with each option for Council's review and consideration.

Reflective Street Name Signs

Based on the information obtained from the Sacramento County Department of Transportation, there are approximately 3,700 single sided and 208 double sided street name signs in Rancho Cordova. The majority of these signs have 30"x 9" plates with 4" lettering on either the old standard "Engineering Grade" or the newer type "High Intensity" reflective sheeting and are mounted on wooden posts or existing street light and signal poles. Staff has evaluated the following options for replacing this type of signs in the City.

Street Name Sign Replacement

January 5, 2004

Page 2

Option 1:

Use 9" x 30" with 4" lettering on High Intensity reflective background sheeting mounted on wooden posts or existing street light and signal poles. This is similar to the existing County installed signs in the City.

Estimated Replacement Cost including labor and material: \$350,000

Option 2:

Use 10" x 36" plates with 6" lettering on Diamond Grade reflective sheeting background mounted on wooden posts or existing street light and signal poles. The Diamond Grade reflective sheeting is a higher grade reflective material that provides for better visibility at night and is a longer lasting product than the High Intensity material. *larger lettering*

Estimated Replacement Cost including labor and material: \$420,000

Option 3:

Use 10" x 36" plates with 5" lettering on Diamond Grade reflective sheeting mounted on metal posts in concrete base. This is similar to the new signs used in the City of Citrus Heights. *steel posts & panels*

Estimated Replacement Cost including labor and material: \$570,000.

Staff recommends Option 2 for the replacement of this type of street name signs in the City of Rancho Cordova. This option will improve visibility and readability resulting in enhanced traffic safety and public convenience by utilizing state of the art reflective sheeting and large size lettering.

Internally Illuminated Street Name Signs

There are approximately 240 illuminated street name signs in the City of Rancho Cordova. These signs are installed at signalized intersections on traffic signal mast arms or signal poles. This type of sign is relatively costly to maintain and internal lamps must be replaced on an annual basis. Staff evaluated the following options for replacing this type of signs.

Option 1:

Replace the existing street name sign panels with new panels incorporating the City's new color scheme and design. This option will use all existing sign frames and mounting brackets and only the street name panels will be changed.

Estimated Replacement Cost:

\$75,000

*higher maintenance costs
for replacing bulbs.*

*business doesn't
like the lack
of visibility*

Option 2:

Remove all existing internally illuminated street name signs and install new sign plates with 6" lettering on Diamond Grade reflective sheeting mounted on signal mast arms and signal poles. This option was selected by the City of Citrus Heights.

Estimated Replacement Cost:

\$95,000.

The main advantage of selecting Option 2 above is that the reflective type signs have a significantly lower maintenance cost than the internally illuminated signs. However, the reflective type signs are not as aesthetically pleasing as the internally illuminated signs. They also do not provide the same level of visibility as the internally illuminated signs especially on foggy or rainy nights. Staff's recommendation is for the Council to approve Option 1 and continue the use of the internally illuminated signs in the City. However, it is also requested that the reflective type signs be approved as an alternate option. This option will be considered for locations where its use may be deemed appropriate by staff due to funding constraints or other limitations.

Funding and Implementation

Staff has begun the process of exploring potential sources of funding for the replacement of street name signs in the City of Rancho Cordova. As part of this effort, staff has also contacted the Cities of Elk Grove and Citrus Heights to learn from their experiences in funding and implementing the street name sign replacement programs in these cities. City of Citrus Heights used a combination of Measure "A" monies and the State's Hazard Elimination Safety (HES) grant to fund the program. Elk Grove has used the City's Measure "A" monies to fund the initial phase of the project and is pursuing an HES grant to fund the future phases of the program.

City Staff will continue pursuing the possibility of using an HES grant to fund the City's sign replacement program. However, due to the State's current financial crisis, it appears that the City's chances of securing an HES grant to fund the program are relatively slim at this time. In light of the current financial problems, staff seeks the Council's direction in pursuing the following financial opportunities and implementation strategies for a sign replacement program in the City:

- Use the City's Transportation Funds (Gas Tax and Measure "A" monies) to fund the entire sign Replacement program in the City.
- Develop a program with a phased implementation of the new street name signs over a period of 3 to 4 years. The City's Transportation monies will be used to fund the initial phase of the program and potential State or Federal grants will be pursued to fund the future phases of the program.
- Maintain the City signs as they are and explore potential sources of funding during better economic times.
- Explore innovative and unconventional strategies for funding a sign replacement program in the City. These strategies may include but are not limited to the following option:

Street Name Sign Replacement

January 5, 2004

Page 4

- Sell the old signs as souvenirs and mementos to the City residents or other potential buyers;
- Implement an adopt-A-Sign Program in the City;
- Explore the possibility of a joint private and public venture for replacement of the street name signs in the City. The business community may have an interest in partnering with the City to fund a sign replacement program with the hope of fostering community spirit and promoting a sense of identity in the City of Rancho Cordova.

Recommendation:

Staff is seeking the Council's approval for the proposed design and color scheme for the City's street name signs. The implementation of the new signs will begin immediately with the use of the approved signs for damaged or lost replacement signs. The new signs will also be used in all future development and capital improvement projects in the City. Requested motion:

1. Approve the proposed street name sign design and color scheme and the options outlined in the staff report;
2. Direct Staff to develop a financial strategy and an implementation plan for a street name Sign Replacement program for Council's review and approval.

Staff Report



Date: January 5, 2004

To: Honorable City Council

From: Adam Lindgren, Assistant City Attorney

Subject: A Resolution Creating Special Tax Area Zone 2 and an Ordinance Establishing a Special Tax for Police Protection Services for the Mather East Subdivision

RECOMMENDATION

Staff recommends that the City Council adopt the attached resolution, and waive the first reading and introduce the attached ordinance.

DISCUSSION

The City has determined that the cost of providing City law enforcement services will exceed existing municipal revenues. Government Code §53978 provides a statutory basis for the adoption of a special tax for police services. The City Council adopted Resolution No. 30-2003 at the July 1, 2003, City Council meeting providing for a special tax for police services to be imposed upon new development within the City. Pursuant to that resolution, a property owner must approve a special tax on the parcels within a subdivision as a condition of approval by the City. The City Council must then adopt a resolution establishing a zone including the subdivision and an ordinance creating the special tax.

For the Mather East Project a subdivision map and related documents have been submitted for City approval and the developer has agreed to the special tax. Pursuant to the ordinance, the ballots will be returned and tabulated by the City and the results declared at the City Council meeting on February 23, 2004.

MOTION

"I move that the City Council adopt the attached resolution, and waive the first reading and introduce the attached ordinance."

AGENDA ITEM # 12

ATTACHMENTS

1. Ordinance Establishing a Special Tax for Police Protection Subject to Voter Approval within the Mather East Subdivision
2. Resolution

CITY OF RANCHO CORDOVA

ORDINANCE NO. ____-2004

**AN ORDINANCE OF THE CITY OF RANCHO CORDOVA
ESTABLISHING A SPECIAL TAX FOR POLICE PROTECTION
SUBJECT TO VOTER CONFIRMATION
FOR THE MATHER EAST SUBDIVISION**

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. Purpose, Intent and Authority.

It is of critical importance to the City Council of the City of Rancho Cordova that residents of the City be provided with high quality police services. In carefully reviewing the City's preincorporation Comprehensive Fiscal Analysis (CFA) with the Sheriff's Department, it has become clear to City staff that the City budget does not contain adequate funding to assure the continued delivery of adequate high quality law enforcement services unless additional revenues are obtained.

It is the purpose and intent of this Ordinance to generate additional funds to pay for police services by authorizing the levy of a tax on improved parcels of real property on the secured property tax roll of Sacramento County that are within Zone 2 of the Rancho Cordova Special Police Tax Area.

This tax is a special tax within the meaning of Section 4 of the Article XIII A of the California Constitution. Because the burden of this tax falls upon property, this tax also is a property tax, but this tax is not determined according to nor in any manner based upon the value of property; this tax is levied on a parcel and use of property basis. Insofar as not inconsistent with this Ordinance or with legislation authorizing special taxes and insofar as applicable to a property tax that is not based on value, such provisions of the California Revenue and Taxation Code and of Article XIII of the California Constitution as relate to ad valorem property taxes are intended to apply to the collection and administration of this tax (Section 4 of this Ordinance), as authorized by law.

The revenues raised by this tax are to be used solely for the purposes of obtaining, furnishing, operating, and maintaining police protection equipment or apparatus, for paying the salaries and benefits of police protection personnel, and for such other police protection service expenses as are deemed necessary for the benefit of the residents of Zone 2.

This Ordinance is enacted pursuant to the authority of Government Code Section 53978.

Section 2. Definitions.

The following definitions shall apply throughout this Ordinance.

A. "Constant first year dollars" shall mean an actual dollar amount which, in years subsequent to

the first fiscal year the tax is levied, shall have the same purchasing price as the base amount in first fiscal year dollars as measured by the Consumer Price Index. The base amount shall be the amount of tax per parcel as specified in Section 3.A herein. The adjustments from actual to constant dollars shall be made by use of the Consumer Price Index, as specified in Section 3.B herein.

B. "Consumer Price Index" means the Consumer Price Index for all Urban Consumers (CPI-U) for the San Francisco Oakland San Jose Area as published by the U.S. Department of Labor, Bureau of Labor Statistics. If the Consumer Price Index is discontinued or revised, such other government index or computation with which it is replaced shall be used in order to obtain substantially the same result as would be obtained if the Consumer Price Index had not been discontinued or revised.

C. "Fiscal year" means the period of July 1 through the following June 30.

D. "Rancho Cordova Special Police Tax Area" means all the properties within the jurisdictional limits of the City of Rancho Cordova.

E. "Rancho Cordova Special Police Tax Area Zone 2" ("Zone 2") means that portion of the incorporated area of the City of Rancho Cordova located within the boundaries described in Exhibit A hereto and as shown on the map Exhibit B hereto.

F. "Parcel" means the land and any improvements thereon, designated by an assessor's parcel map and parcel number and carried on the secured property tax roll of Sacramento County. For the purposes of this Ordinance, parcel does not include any land or improvements outside and boundaries of Zone 2 nor any land or improvements owned by any governmental entity.

G. Pursuant to Government Code §53978, "voter" means a person owning real property within Zone 2 at the time this Ordinance was adopted, as shown on the last equalized assessment roll prepared by the Sacramento County Assessor's Office.

Section 3. Amount and Level of Taxes.

The tax per year on each parcel in Zone 2 shall not exceed the amount applicable to the parcel, as specified below.

A. For First Fiscal Year:

The tax shall be assessed on residential and non-residential parcels (excluding recreational and agricultural lands) within Zone 2 in the first fiscal year after a residential building permit has been issued for the parcel. The tax per year for the first fiscal year shall be the amount of Tax Per Parcel for the Land Use Code Category as set forth on Exhibit C hereto. The use code assigned to each parcel shall be reviewed and updated periodically.

B. For Subsequent Fiscal Year:

In order to keep the tax on each parcel in constant first year dollars for each fiscal year

subsequent to the first fiscal year, the tax per year shall be adjusted as set forth below to reflect any increase in the Consumer Price Index beyond the first fiscal year the tax is levied.

In June or July of each year, City Council shall determine the amount of taxes to be levied upon the parcels in Zone 2 for the then current fiscal year as set forth below.

For each Land Use Code Category on Exhibit C, the tax per year on each parcel for each fiscal year subsequent to the first fiscal year shall be an amount determined as follows:

Tax Per Parcel For then Current Fiscal Year	Tax Per Parcel = For First Fiscal Year	(Consumer Price Index X for April of immediately <u>Preceding Fiscal Year</u> (Consumer Price Index for First Fiscal Year of Levy)
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Provided, however, that in no event shall the tax per parcel for any fiscal year be less than the amount established for the first fiscal year.

The taxes levied on each parcel pursuant to this Article shall be a charge upon the parcel and shall be due and collectible as set forth in Section 4, below.

Section 4. Collection and Administration.

A. Taxes as Liens Against the Property.

The amount of taxes for each parcel each year shall constitute a lien on such property, in accordance with Revenue and Taxation Code Section 2187, and shall have the same effect as an ad valorem real property tax lien until fully paid.

B. Collection.

The taxes on each parcel shall be billed on the secured roll tax bills for ad valorem property taxes and are to be collected in the same manner in which Sacramento County collects secured roll ad valorem property taxes. Insofar as feasible and insofar as not inconsistent with this Ordinance, the times and procedure regarding exceptions, due dates, installment payments, corrections, cancellations, refunds, late payments, penalties, liens, and collections for secured roll ad valorem property taxes shall be applicable to the collection of this tax. Notwithstanding anything to the contrary in the foregoing, as to this tax:

- i) The secured roll tax bills shall be the only notices required for this tax, and
- ii) The homeowners and veterans exemptions shall not be applicable because such exemptions are determined by dollar amount of value.

C. Costs of Administration by County.

The reasonable costs incurred by the County officers collecting and administering this tax shall be deducted from the collected taxes.

Section 5. Severability Clause.

If any article, section, subsection, sentence, phrase or clause of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Ordinance. The voters of Zone 1 hereby declare that they would have adopted the remainder of this Ordinance, including each article, section, subsection, sentence, phrase or clause, irrespective of the invalidity of any other article, section, subsection, sentence, phrase or clause.

Section 6. Effective Date and Posting.

This Ordinance shall take effect immediately upon its confirmation by two-thirds of the voters voting within Zone 2 in an election to be held on February 23, 2004, so that taxes shall first be collected hereunder for the tax year beginning July 1, 2004.

ADOPTED, THIS day of , 2004 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

MAYOR

ATTEST:

CITY CLERK

Exhibit A

Legal Description of Mather East

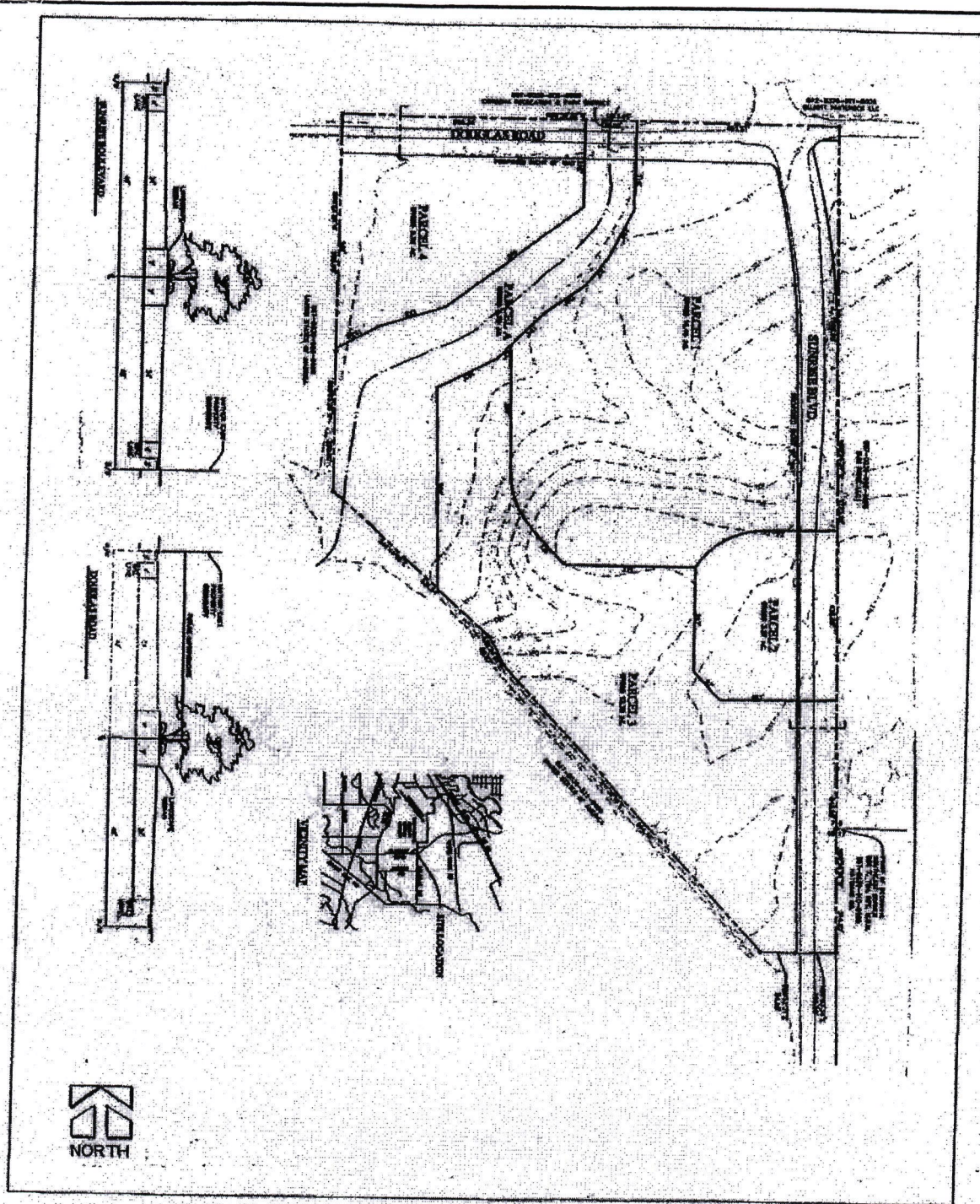


Figure 3- Tentative Parcel Map

Exhibit C

Amount of Tax Per Parcel by Land Use Category

A. Residential dwelling units

The amount of Tax Per Parcel for all residential dwelling Land Use Code Categories shall be \$250 for each residential dwelling unit.

B. Non-Residential

The amount of Tax Per Parcel for all non-residential Land Use Per Categories (except Recreational and Agricultural) shall be \$0.15 for each square foot of gross parcel area.

$\cdot 015 / \text{sq of land}$
 $\$653.40 / \text{acre}$
 $16.5 \text{ acres} =$
 $\$10,781.10 \text{ per}$
 Mather East
 $(= \$130 / \text{SF Equivalent})$

18.91
 $\$12,355.794$

CITY OF RANCHO CORDOVA

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF RANCHO CORDOVA CREATING SPECIAL TAX AREA ZONE 2
WITHIN THE RANCHO CORDOVA SPECIAL POLICE TAX AREA
FOR THE MATHER EAST SUBDIVISION**

WHEREAS, it is the intention of the City Council to create Zone 2 within the City of Rancho Cordova Special Police Tax Area and authorize an election; and

WHEREAS, it is the intention of the City Council to adopt an ordinance establishing a special tax for police services within Zone 2; and

WHEREAS, the City recognizes the need for increased police protection services in Zone 2 and the difficulty of funding the current or increased level of services with revenues now available; and

WHEREAS, it is the intention of the City Council to direct the City Clerk to conduct the election required by Government Code Section 53978, to be conducted by mail ballot pursuant to Elections Code Section 4000 and to be held on the earliest date permitted by law; and

WHEREAS, the Mather East Tentative Parcel Map was approved by the City on October 20, 2003. The approval created two commercial lots of 16.5 acres and 2.3 acres, a 13.3 acre multi-family parcel, and an uncommitted 5.8 acre parcel. Condition #35 of Resolution No. _____ requires the applicant to participate in the provision of funding to maintain and augment police services by voting to approve a special tax for the lots created by the approval. The initial tax is to be \$250 per single family unit of residential and \$0.15 for each square foot of gross parcel area of non-residential (excluding recreational and agricultural lands).

WHEREAS, this Resolution is adopted pursuant to Government Code section 53978; and

WHEREAS, under Government Code section 53978 and for the purposes of this Resolution, a "voter" entitled to vote on the creation of Zone 2 is a person who owns real property within Zone 2 at the time Ordinance No. _____ is adopted, as shown on the last equalized assessment role prepared by the Contra Costa County Assessor's Office.

NOW, THEREFORE, be it resolved as follows:

1. That portion of the City of Rancho Cordova described in Exhibit "A" is established as Zone 2 of the Rancho Cordova Special Police Tax Area.

2. That Ordinance No. _____ adopted this date is to be presented for approval of the voters of Zone 2 by a mail ballot election, to be held on February 23, 2004. The ballot proposition shall read as follows:

"Shall Ordinance No. _____ of the City Council of the City of Rancho Cordova be approved so as to authorize a special tax on property located in Zone 2 of the Rancho Cordova Special Police Tax Area to maintain the present level of police protection service and provide additional funding for increased police protection service?"

3. The City Clerk is directed to take all steps necessary to conduct the election required by this order. Said election shall be conducted by mailed ballot pursuant to Elections Code Section 4000 and shall be held on a date other than the same date as a statewide direct primary election on statewide general election as specified above.

ADOPTED, THIS 5th day of January, 2004 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

MAYOR

ATTEST:

CITY CLERK

674165_1

Staff Report



Date: January 5, 2004

To: Honorable City Council

From: Adam Lindgren, Assistant City Attorney

Subject: Selection of Mayor and Mayor Pro Tempore

Requested Motion

"I move that the City Council adopt the attached resolution regarding the date on which the City Council shall annually select a Mayor and Mayor Pro Tempore."

Background

Government Code section 36801 generally provides that the City Council meets on the first Tuesday after the general municipal election to select one of its members as mayor and one as mayor pro tempore. This provision is interpreted by many cities to require the selection at the first meeting after the general municipal election after the results of the election are certified by the County Registrar of Voters. Since section 36801 does not provide a clear requirement to cities, some cities have decided instead, as a matter of convenience and logic, to select the mayor and mayor pro tempore at the first meeting in January of each year. This later approach is the one that the City of Rancho Cordova initially followed in a resolution it adopted on July 1, 2003.

On further review, staff and the City Attorney recommend changing the date the Mayor and Mayor Pro Tempore are selected. Specifically, we recommend that the City Council select the Mayor and Mayor Pro Tempore at the first regular City Council meeting in January following those years in which there is not a City Council election, and at the regular City Council meeting in which election results are declared in those years in which there is a City Council election. This approach will avoid the possible situation under the City's current resolution, in which the Mayor and possibly also the Mayor Pro Tempore could be voted out of office in November and not formally replaced by the City Council until January. It will also preserve the

convenience and logic of the City's current approach by having the selection occur at the first meeting in January in non-election years.

Attachments

1. Resolution

CITY OF RANCHO CORDOVA

RESOLUTION NO. _____

10065-2004

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
SELECTING DATE ON WHICH THE CITY COUNCIL SHALL ANNUALLY SELECT
A MAYOR AND MAYOR PRO TEMPORE**

RECITALS

WHEREAS, Government Code §36801 provides that the City Council shall select one of its members as mayor and one of its members as mayor pro tempore.

NOW, THEREFORE, the City Council of the City of Rancho Cordova resolves that the City Council shall select one of its members as Mayor and one of its members as Mayor Pro Tempore at the first regular City Council meeting in January following those years in which there is not a City Council election.

NOW, THEREFORE, the City Council of the City of Rancho Cordova further resolves that the City Council shall select the Mayor and Mayor Pro Tempore at the regular City Council meeting in which election results are declared in those years in which there is a City Council election.

ADOPTED, THIS 5th day of January, 2004 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

at the first meeting in December of each year.

APPROVED:

MAYOR

ATTEST:

CITY CLERK

**Nothing has been provided in the
Agenda Packet for Item 14.**